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PUBLIC COMMENTS



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## LaGuardia Airport Access Improvement Project

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**Denise Crockett** <dcrockett22@msn.com>

Thu, May 9, 2019 at 10:44 PM

To: "comments@lgaaccessseis.com" <comments@lgaaccessseis.com>

Dear Mr Andrew Brooks:

Thank you for the opportunity to comment on the LaGuardia Airport Access Improvement Project. As a long term resident of Jamaica, NY, residing along the Grand Central Parkway, I do believe that there is a great need for these proposed improvements.

Connecting the LaGuardia Airport to the LIRR and NYCT No. 7 Line is a great idea, but it does not go far enough! Both of these proposed connections are Manhattan centric, that is supporting more ridership between the Airport and the City. This does absolutely nothing to relieve or ease local traffic congestion we experience in Queens on the Long Island Expressway and the Grand Central Parkway with inbound and outbound Long Island traffic. It also does not reduce heavy traffic congestion on the Van Wyck Expressway between JFK and LaGuardia. It would be helpful if the proposed plan included plans to extend the Airtrain light rail service Train which ends at the Jamaica LIRR Station to LaGuardia Airport with a stop at the NYCT No 7 Line.

Having lived here for over 40 years and having travelled extensively on business out of both airports, I believe that extending the Airtrain from the Jamaica Station to LaGuardia Airport would be a tremendous improvement and provide many more benefits for the greater NYC area. People traveling from Long Island can take the train to the plane!

Sincerely,

Denise Crockett  
164-20 Grand Central Parkway  
Jamaica, NY 11432

Sent from my iPad



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## LaGuardia Airport Airport Access Improvement Project

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**Derek Sokolowski** <dsokolowski@jjay.cuny.edu>  
To: "comments@lgaaccessseis.com" <comments@lgaaccessseis.com>

Mon, May 20, 2019 at 3:39 PM

To Whom It May Concern:

My name is Derek Sokolowski and I am writing this email to send some comments to the Port Authority regarding the people mover plan between LaGuardia Airport and Willet Points-Citified.

I would like to say that this idea of having the station originate at the Mets-Willets Point stop on the Long Island Railroad is a terrible idea for the following reasons:

1. The stop is not on the main line of the LIRR. Surely the origin of the people mover should be located at a major artery of the LIRR as well as the MTA Subway. I propose the Woodside Station. It has the right of way as it can travel on the LIRR tracks, onto the BQE and follow the road to Laguardia Airport with minimum environmental impact
2. Anyone travelling from Long Island or any points east of the Main-Line Woodside station would have an issue having to switch between trains either at Woodside or travel into Penn Station/Grand Central. Therefore., starting the people mover from Woodside would save time for everyone without needing to switch between trains (especially for those with Accessibility issues).
3. The people mover station would be crowded on Game Days at the Citifield Stadium and during the US Open.
4. There is an issue with the construction of the people mover to go around the 7 train tracks.
5. Not enough bus to people mover connections will be present. Local busses should have it easier to transfer into the station.

Thank you for your time to read through the comments.

Sincerely,

**Derek Sokolowski**

***Assistant Coordinator – PRISM Jr. Scholars Program***

*Programs for Research Initiatives in Science and Math (PRISM)*

***Adjunct Lecturer – Biology & Biochemistry – John Jay College of Criminal Justice***

PC00002

Tel. (212) 887-6189 Fax. (212) 621-3739

*City College of New York 2019*

*Masters of Science - Biotechnology*

*John Jay College of Criminal Justice 2015*

*Bachelors of Science - Forensic Science – Concentration Molecular Biology*





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: wrcoppock@gmail.com  
To: comments@lgaaccessseis.com

Wed, May 22, 2019 at 3:14 PM

**Name:** Wayne Coppock

**Email:** [wrcoppock@gmail.com](mailto:wrcoppock@gmail.com)

**Organization:** None

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** Please extend the NW subway line instead of another air train

**Formal Comment:** Please do not build another air train. It's a wasteful and inefficient use of public funds. Extending the NW line from Astoria to LGA is a far better idea that will result in a one seat ride for many visitors and actually integrate into the subway system properly instead of the awful airtrain setup.

(Sent via [LGA Access Improvement Project EIS](#))



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## Hello, regarding the LaGuardia proposal connection

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**g mc 3** <georgemc5@yahoo.com>

Thu, May 23, 2019 at 2:19 PM

To: "comments@lgaaccessseis.com" <comments@lgaaccessseis.com>

Hello,

My name is George McCook and I've been a daily rider of the 7 train for over 15 years.

When I heard that the powers that be are considering utilizing the 7 subway line to connect to LaGuardia, a small panic rang out in my head.

First of all, the 7 train line is one of the most crowded lines in the system. During rush hour, there is hardly any room.

Second, the train also has a tendency to break down and that could affect people attempting to catch a flight.

Thirdly, the connection at 74th/Roosevelt already has a bus that goes to LaGuardia Airport.

Lastly, with all the development in LIC, there will be even more people riding the 7 train in the near future, further straining that line's ability to fit everyone.

My proposal: Why not use the N/W line to Astoria and extend towards LaGuardia? There is so much more room on the N/W going towards Astoria since they have the new model trains and there are simply less total train riders on that line than the 7 train. Plus there is room on 20th Ave to connect Astoria to LaGuardia.

I feel very strongly about this issue and if you'd like to chat any more, please let me know.

Thank you very much,

George McCook



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: dgerson@hotmail.com  
To: comments@lgaaccessseis.com

Thu, May 23, 2019 at 5:36 PM

**Name:** David Gerson

**Email:** [dgerson@hotmail.com](mailto:dgerson@hotmail.com)

**Organization:**

**Address 1:** [166-08 73 Ave](#)

**Address 2:**

**City:** Fresh Meadows

**State:** NY

**Zip:** 11366

**Comment Topic:** Opposed to current plan

**Formal Comment:** I oppose the current plan for the following reasons:

- the Willets Point terminal would utilize either the 7 train or the LIRR Manhasset line limiting access to a small subset of Long Island passengers
- the 7 line is an outdoor, elevated train with chronic service problems and difficulty dealing with adverse weather conditions.
- the LIRR Manhasset line bypasses the Jamaica terminal limiting access to a small portion of Long Island residents.
- this plan does not provide any means of passenger or employees from moving between LGA and JFK airports.

I believe a better option would be to direct the LGA AirTrain to the existing terminal at Jamaica. This provides many benefits, including:

- utilizing the E and J subways that are more reliable and less subject to weather disturbances.
- accessing the existing Jamaica terminal allows access to the vast majority of Long Island residents
- provides a tradeoff between the additional cost of a longer route with the savings of utilizing existing infrastructure.
- provides a means of passengers and employees to travel between LGA and JFK airports allowing passengers additional options when booking flights.

I believe the net benefits from this proposal more than offsets the additional cost of a longer route from LGA.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: rosique5@aol.com  
To: comments@lgaaccessseis.com

Thu, May 23, 2019 at 9:10 PM

**Name:** Julio Rosique

**Email:** [rosique5@aol.com](mailto:rosique5@aol.com)

**Organization:** Ditmars Blvd. Block Association

**Address 1:** [106-65 Ditmars Blvd](#)

**Address 2:**

**City:** East Elmhurst

**State:** NY

**Zip:** 11369

**Comment Topic:** AirTrain

**Formal Comment:** My concern is about the vibration of the train is going to affect the foundation of the home and make it dangerous to live in and possibly lower the value of the home. The noise from the construction as well as the noise from the train will be added to what is already going on.

*(Sent via [LGA Access Improvement Project EIS](#))*





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: fesstense7@aol.com  
To: comments@lgaaccessseis.com

Thu, May 23, 2019 at 9:13 PM

**Name:** Mark Jenkins

**Email:** [fesstense7@aol.com](mailto:fesstense7@aol.com)

**Organization:** Ditmars Blvd. Block Association

**Address 1:** [106-36 Ditmars Blvd.](#)

**Address 2:**

**City:** East Elmhurst

**State:** NY

**Zip:** 11369

**Comment Topic:** AirTrain

**Formal Comment:** I believe that a better alternative will be a ferry service or a designated bus service. Having to go past the airport to Willets Point and back to the airport doesn't make any sense.

(Sent via *LGA Access Improvement Project EIS*)



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: junettasmith1@gmail.com  
To: comments@lgaaccessseis.com

Thu, May 23, 2019 at 9:16 PM

**Name:** Junetta Smith

**Email:** [junettasmith1@gmail.com](mailto:junettasmith1@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** The AirTram would be an obstruction and I object to it be built. There would be an excess of land and noise pollution and the solar powered battery is not a surefire way to eliminate pollution. Please provide statistics and study for comparison before beginning construction.

[Quoted text hidden]



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: elbita1102@yahoo.com  
To: comments@lgaaccessseis.com

Thu, May 23, 2019 at 9:20 PM

**Name:** Elba Bendia

**Email:** [elbita1102@yahoo.com](mailto:elbita1102@yahoo.com)

**Organization:** Ditmars Blvd. Block Association

**Address 1:** [109-18 Ditmars Blvd.](#)

**Address 2:**

**City:** East Elmhurst

**State:** NY

**Zip:** 11369

**Comment Topic:** AirTrain

**Formal Comment:** My son lives on the opposite side of me facing the bay, the problem he now faces is the view that the bay faces.

This AirTrain is not going to do the neighborhood any good, it is catering to the travelers, not the people of the neighborhood. The traffic problem and air quality are already bad so more construction adding to it is counterintuitive.

*(Sent via [LGA Access Improvement Project EIS](#))*



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: gregoryd1952@gmail.com  
To: comments@lgaaccessseis.com

Thu, May 23, 2019 at 9:23 PM

**Name:** Gregory Campbell

**Email:** [gregoryd1952@gmail.com](mailto:gregoryd1952@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** The construction of the AirTram is going to completely disrupt the neighborhood and the environmental state of the area. I believe there can be a better route for the Tram that won't affect Ditmars blvd and its people. Alternate routes are available and would be more beneficial for the neighborhood and airport. Like the N train and other buses going into the airport.

The excessive building of the airport and Airtram is unacceptable. I believe that the FAA needs to compensate people on Ditmars blvd in some way in order to repair damages and excess pollution.

(Sent via *LGA Access Improvement Project EIS*)



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: stevenfoster080651@gmail.com  
To: comments@lgaaccessseis.com

Thu, May 23, 2019 at 9:23 PM

**Name:** Steven Foster

**Email:** [stevenfoster080651@gmail.com](mailto:stevenfoster080651@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** The AirTram would block the view in my backyard. There is so much going on with the boulevard, parkway, and airport there is too much traffic and sound pollution the AirTram would be more of an obstruction than benefit. There is no guarantee transportation would be better; look at VanWyck AirTram.

Also where would they put it? There is so much ambiguity regarding location and size and solar panels.

*(Sent via LGA Access Improvement Project EIS)*



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Claudetteh035@gmail.com  
To: comments@lgaaccessseis.com

Thu, May 23, 2019 at 9:24 PM

**Name:** Claudette Pegus

**Email:** [Claudetteh035@gmail.com](mailto:Claudetteh035@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** I don't want the AirTram when alternate routes can be considered like: ferries, additional trains and buses to supplement existing transportation. Especially consider the Ferry. The Queens Marina waterway could become a central hub for Burrough transportation.

*(Sent via LGA Access Improvement Project EIS)*



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: maxlarcher@popmail.com  
To: comments@lgaaccessseis.com

Thu, May 23, 2019 at 9:25 PM

**Name:** Maxine Archer

**Email:** [maxlarcher@popmail.com](mailto:maxlarcher@popmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** I have the following suggestions:

They should expand the routes of the Q 23 and Q48 to go into the airport at 102nd street entrance and come out by the 94th street exit. To get people for Manhattan to use the E, F, or 7 train because there. The 48 in Flushing could run straight down and enter at the 102nd entrance and pick and drop off at the 94th exit.

Creating the Air Tram not answer, consider other possible methods like a ferry from Manhattan. Building a ferry would increase the popularity of the Marina and improve clean up efforts; plus a Marina renovation would decrease littering and fishing that harms the marine animal.

Also, Kennedy Airport is full of young employees using the AirTram not Manhattan locals. The big terminals in Jamaica where the AirTram stop is good for the area but we lack that and only have bus and train stations should be taken advantage of and could be cheaper and more environmentally friendly.

*(Sent via LGA Access Improvement Project EIS)*



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: franktaylor9@aol.com  
To: comments@lgaaccessseis.com

Thu, May 23, 2019 at 9:27 PM

**Name:** Frank Taylor

**Email:** [franktaylor9@aol.com](mailto:franktaylor9@aol.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** DO NOT BUILD.

-FRANK

*(Sent via LGA Access Improvement Project EIS)*





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: nygullahgeechee@gmail.com  
To: comments@lgaaccessseis.com

Fri, May 24, 2019 at 12:54 PM

**Name:** Charles Boyer

**Email:** [nygullahgeechee@gmail.com](mailto:nygullahgeechee@gmail.com)

**Organization:** Ordinary Citizen

**Address 1:**

**Address 2:**

**City:** Corona

**State:** New York

**Zip:** 11368

**Comment Topic:** Pro Willets Point Point Air Train

**Formal Comment:** La Guardia Airport is an integral part of the East Elmhurst Corona Jackson Heights community. The construction of the AIR TRAIN at Willets Point MTA 7 Line Subway and LIRR is a necessary natural progression for New Yorkers and visitors who are alive today and for future generations not yet born. This is the Port Authority of New York and New Jersey's preferred project for the La Guardia Airport Access Improvement. The choice of Willets Point for the transfer station for the Air Train was logical and has less of a community impact than anywhere else. The distance is shorter and public land will be used. God Bless Vice President Joe Biden and Governor Andrew Cuomo and La Guardia Airport for placing this transportation resource in our community.

The Port Authority of New York and New Jersey made an analysis of many alternatives and found that the Willets Point station to LGA Air Train was best for adding a new route. I agree. This community has welcomed Mets fans and USTA fans for many years. We are friendly and welcoming.

The Federal Aviation Administration Environmental Impact Statement must be carried out to satisfy Executive Order 13807 ( One Federal Decision ) in compliance with the National Environmental Protection Act and regulations from the Council on Environmental Quality and if nothing is found that would hinder the construction of the AIR TRAIN, then I cannot wait to see it rise over our area for its many passengers.

The American Indians had this land and Dutch and English settlers with their African slaves lived here too. Part of the American Revolution was carried out in Flushing Creek. The Air Train must not be any more toxic than the Subway trains that are ridden or walked under. If Flushing Bay is polluted, it was polluted long before the Air Train came. JFK and Newark Airports both have AIR TRAINS. Many airports around the world have light rail access. LGA needs the Willets Point Air Train. It cannot block anyone's view of LGA because the Air Train is part of the airport. It would be hypocritical for anyone in this community who has gone anywhere else and ridden on any train to turn around and say "Not In My Back Yard". We are one New York and one America. The Promenade will be enhanced. I have lived here all my life and that promenade is part of my earliest memories.

My paternal line goes back to the Virginia Colony. Four hundred years ago the first Africans came to the British American Colony 1619 – 2019. My mothers line came out of the South Carolina Colony. These Africans were enslaved by the French, English, Irish, Germans, and Sephardic Jews My father's ancestors followed the North Star and found freedom on the Underground Railroad. Hopefully, God will allow this community to view an elevated AIR TRAIN above us. La Guardia Airport has a positive impact on its neighbors.

I was born in New York City. The USA is a nation of progress and innovation. A New La Guardia Airport with the Air Train is a symbol of that progress. Yes We Can Make America Great Again. God Bless America.

PLEASE, BUILD THE AIR TRAIN AS SOON AND AS FAST AS YOU CAN. START THIS YEAR 2019 IF POSSIBLE

PC00015

Thank You.  
Charles Boyer,  
11368, NYC

(Sent via *LGA Access Improvement Project EIS*)



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## Air train to the 7

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**John Zrinzo** <yazahx@aol.com>  
To: comments@lgaaccessseis.com

Sat, May 25, 2019 at 6:19 PM

Hi  
I'm not sure if I'm emailing the right address. But I have concerns about the proposed air train to the 7. I feel that in order for this to work we need to change the infrastructure of the 7 AND change the price structure of the LIRR.

The 7 did just receive modified rolling stock and new R188s in it's fleet, but the IRT lines are not known for space. We need open gangway train cars to help reduce crowding. Right now NYC laws prohibit moving between cars. If the card were open gangway people would be able to move about the train easier with their bags.

I also believe that the LIRR should adjust the price of a ticket within the city zones to help spread out the people who can choose between the subway or the LIRR.

If these 2 things are not done, I do not support the air train to the 7. The 7 is busy as it is, and with the impending railyard project that's even more people who will ride the already packed 7.

John



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: yazahx@aol.com  
To: comments@lgaaccessseis.com

Wed, Jun 5, 2019 at 2:07 AM

**Name:** John Zrinzo

**Email:** [yazahx@aol.com](mailto:yazahx@aol.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** Hi

I have concerns about the proposed air train to the 7. I feel that in order for this to work we need to change the infrastructure of the 7 AND change the price structure of the LIRR.

The 7 did just receive modified rolling stock and new R188s in it's fleet, but the IRT lines are not known for space. We need open gangway train cars to help reduce crowding. Right now NYC laws prohibit moving between cars. If the cars were open gangway people would be able to move about the train easier with their bags.

I also believe that the LIRR should adjust the price of a ticket within the city zones to help spread out the people who can choose between the subway or the LIRR.

If these 2 things are not done, I do not support the air train to the 7. The 7 is busy as it is, and with the impending railyard project that's even more people who will ride the already packed 7.

(Sent via [LGA Access Improvement Project EIS](#))



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## Support for LaGuardia Air Train

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**Chris Talbert** <nyctalbert@gmail.com>  
To: comments@lgaaccesses.com

Wed, May 29, 2019 at 7:18 PM

I have lived in Queens for 21 years and have traveled extensively to both JFK and LaGuardia airports. It has been very useful to have the option to travel to JFK via the 7 train and the connecting AirTrain, and it would be even more convenient and economical to have that same option to access the new and improved LaGuardia airport.

Most large cities around the world have public transportation connections to their airports and it is beyond time that we in NYC provide that option for LaGuardia.

I am pleased to learn that takings of private property /land would not be necessary, which is all the more reason that this transportation project should be undertaken. It will save time and money, and equally important it would reduce traffic congestion and thus would be great for the environment.

I fully support this project.

Chris Talbert  
Long Island City NY



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## Air Train LGA and JFK

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**MC** <nyrmetros@yahoo.com>

Thu, May 30, 2019 at 1:42 AM

Reply-To: "nyrmetros@yahoo.com" <nyrmetros@yahoo.com>

To: "comments@lgaaccessseis.com" <comments@lgaaccessseis.com>

Are there plans to connect the LGA Airtrain with the JFK Airtrain to create one unified system? The Airtrain should still stop at Lirr / 7 complex before continuing to connect at Jamaica to the rest of the system. I just don't see the sense of building a second Airtrain and not connecting the two systems. Thank you for your time and Have a good day.

Mathew

[Sent from Yahoo Mail on Android](#)



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## LGA Train - Comment

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**Kelly Goldthorpe** <kellygoldthorpe@gmail.com>  
To: comments@lgaaccesses.com

Thu, May 30, 2019 at 6:29 AM

Hello,

I saw the coverage around the Airtrain proposal on Streetsblog, including the staggering statistic that 90% of fliers arrive via car. I'm not surprised, but I am still shocked.

I moved to NYC from Chicago, where the blue line runs direct to city center and you can count on suitcases every time you step on.

I am very supportive of any initiative that makes travel to LGA more sustainable and reduces the vehicle miles traveled to get there. As we get "a whole new LGA" with the remodel, it would be an embarrassing oversight to not add better public transit connections. I'd rather have the train than taller ceilings and a shiny Shake Shack!

I hope the team does their due diligence to build this in a thoughtful way, but want to be sure that this doesn't get (pardon the pun) railroaded by NIMBYS. Better options are crucial both for sustainability and equity perspectives.

Thank you for the work you are doing.

Best,

Kelly Goldthorpe  
Brooklyn, NY  
773.217.2333



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## An overlooked opportunity

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**mozartk622@aol.com** <mozartk622@aol.com>  
To: comments@lgaaccesses.com

Thu, May 30, 2019 at 11:02 AM

To whom it may concern:

It amazes me that in all the discussion of a rail connection to LaGuardia Airport, I have never seen any mention of extending the JFK airtrain to LaGuardia. It could continue right down the median of the Van Wyck Expressway and switch over to the median of the the Grand Central Parkway at the Kew Gardens interchange.

Voila, a seamless transfer between the two airports, eliminating hundreds of daily car rides.

Robert Newell  
Forest Hills NY





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## LGA Air train

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**Jonathan Meneses** <jonm898@gmail.com>  
To: comments@lgaaccesses.com

Thu, May 30, 2019 at 12:51 PM

This project is silly.

Connects LGA to Mets-Willets point?

Why not invest and have it connect to Jamaica to be a REAL and true central hub.

You could link both airports through it..

Who does this benefit?

Certainly not Long Island unless you want me to take the train, transfer at Jamaica, transfer at woodside and transfer at mets willets point... all with a luggage.

This project is silly.



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: ErikLindstrom@yahoo.com  
To: comments@lgaaccessseis.com

Thu, May 30, 2019 at 9:49 PM

**Name:** Erik Lindstrom

**Email:** [ErikLindstrom@yahoo.com](mailto:ErikLindstrom@yahoo.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** Concerned about impact to parkland and train congestion

**Formal Comment:** I am a father of three elementary-aged children. We often ride our bikes on the Flushing Bay Promenade. There are very few green spaces in Jackson Heights, and this is one of the only places that I feel comfortable letting my children freely ride their bicycles. I am very concerned that the proposed Air Train could hinder our access to this vital green space. The construction and operation of this train would cause a lot of noise and disturbance which would significantly diminish the quality of this park, potentially even closing all access.

Additionally, as a daily straphanger on the 7 line, I am also concerned about the human impacts of the Air Train. Adding thousands of people, plus their baggage, on this already-overcrowded line does not seem like a wise solution. The existing Q70 bus route already gets travelers to LGA quicker, with much less environmental impact, and also spread out the travelers over 5 different subway lines at 74th Street-Broadway, instead of funneling all the travelers to just the 7 train, all the way at Willets Point. The currently-proposed Air Train does not make sense for most people in Manhattan, Queens, or any of the other boroughs, as a taxi (or the current Q70 bus) would be faster and not involve the backtracking from Willets Point. I worry that with this current proposal we will end up with a train line that few people use, more 7 line crowding, and more vehicular congestion as a taxi will be quicker and easier than this two-seat, backtracking plan.

If an airport train is desired, which I think is reasonable for a 21st-century airport, we should really work for a single-seat solution, such as extending the N/W line, or building a new line up Northern Boulevard. This would create a solution that would also help local residents with a better commute, while creating a single-seat ride which will be much more effective at taking vehicular traffic off the road.

Thank you for your consideration.

(Sent via [LGA Access Improvement Project EIS](#))



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## LaGuardia Airport Access Improvement Project -- AIRTRAIN LGA

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**Marta Elena Lebreton** <elena6910@aol.com>  
To: comments@lgaaccessseis.com

Sat, Jun 1, 2019 at 12:31 PM

Good Afternoon,

My name is Marta Lebreton and I am a resident of North Corona living a few blocks away from where the Airtrain LGA will begin at Willets Point Train Station. Let me also state that these comments are as an individual who has lived in the community for a long time and I do not represent any organization or am I affiliation to any elected official.

As a long time resident in the community, I have seen many changes come to pass over the years.

This particular project is a bit disturbing as I see no need for such a project that is spending my hard earned dollars to construct. Currently, there are ways to get to LGA that do not have to involve this Airtrain that will in no way benefit anyone living in the surrounding communities. I take the Q48 Bus to LGA and that has worked for me. I know there are other ways to get to LGA and they should be looked into. Ferry Service, more bus lines that directly go to each terminal. This Airtrain will leave people having to get on a bus to the Marine Air Terminal for a flight as this Airtrain will not go to the Marine Air Terminal, does not make sense if you are spending so much money but it is not a full service Airtrain. The disruptions to the community which also have been felt by the renovating of LGA will continue and they may also be possible displacement. From when the Airtrain leaves Willets Point it will go through communities and above the "7" train at 90 feet above it, is that safe. The construction that will take place will disrupt these communities that live from Willets Point to LGA as well as Citifield - The New York Mets, USTA, the project at the Willets Point Junk Yards, the ongoing renovation of The Roosevelt Avenue Bridge.

Looking further, construction that is starting on Roosevelt Avenue between 108th Street & 111 Street as well as Flushing Meadows Corona Park and the community in Downtown Flushing. I think that no one has really looked at the big picture of impact and studied the current map of Queens for the surrounding areas.

I go to LGA and take the bus and I am seeing some construction that looks like the beginnings of an Airtrain and I am told that it is for roads and that the construction of the Airtrain will start in 2020 with a lot of offsite construction and then will be brought in. What I see does not look like any type of road but the pillars for the structure of an Airtrain.

Look at what happened when the JFK Monorail construction started and it affected all those homes along the Van Wyck Expressway. Not sure how they feel now but is that Monorail used by people other than just the employees?

I strongly oppose this project for the following reasons:

- Waste of money that can be used for other projects that would benefit the community directly
- Who is using this - the person at 42nd Street - Grand Central and the person at 34th Street - Penn Station not the local community
- Disruption before, during and after construction which leads to a question of safety issues
- Effect on the other venues in the area - Citifield, USTA, Willets Points Junk Yards, Downtown Flushing, Communities on Roosevelt Avenue going to Northern Boulevard, Ditmars Boulevard and Astoria Boulevard
- What is the community getting back in return - nothing beneficial that I can see
- People will not use this in the community as it would be inconvenient to get on a subway with luggage to go to Willets Point to then pay to get on an Airtrain that is 1.6 miles when there are other easier ways to get to LGA
- Environment Impact of this project as the current renovation of LGA has affected the community with homes damaged, noise and air pollution

Thank you for your time and attention. I strongly say NO to an AIRTRAIN in my community.

Marta Lebreton  
Resident  
Tel. 917.951.5622  
Email: [elena6910@aol.com](mailto:elena6910@aol.com)



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: majg121@gmail.com  
To: comments@lgaaccessseis.com

Sat, Jun 1, 2019 at 10:27 PM

**Name:** Marie Gayle

**Email:** [majg121@gmail.com](mailto:majg121@gmail.com)

**Organization:** Ditmars Blvd Block Association, Inc.

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** No Action Alternative.

(Sent via *LGA Access Improvement Project EIS*)



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## Citizen comments for LG AirTrain

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**Eleanor Batchelder** <eob@post.harvard.edu>  
Reply-To: Eleanor Batchelder <eob@post.harvard.edu>  
To: comments@lgaaccesses.com

Sun, Jun 2, 2019 at 10:34 AM

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 **AirTrainB.pdf**  
18K

## **Some opinions and comments on the LGA Air Train proposal**

As a member of the community, I would like to offer arguments against building a subway/train extension to service LaGuardia Airport (LGA). I will contrast the various subway/train proposals to a much simpler and cheaper plan: use the current express bus route (as is or enhanced) from Roosevelt/74 subway station to LGA.

### **Facts about the bus plan, and putative advantages over a new train:**

- Frequent and fast service from Roos/74: [Q7 LaGuardia Link SBS schedule](#). Bus Q70 also stops at Woodside LIRR station. See Note on bus and train times at end of paper.
- Direct access (using only one train line) from all over the city — five subway lines come to Roos/74: #7 - midtown Manh, western and central Queens; E - midtown & Lower Manh, eastern and western Queens; F - same as E, plus Brooklyn (downtown and out to Coney Island); R - Qns & Manh similar to E, plus western Brooklyn out to Bay Ridge; M - midtown Manh plus north and south central Queens.
- Bus passengers can get off/on at three different LGA terminals — is this planned for an LGA AirTrain?
- Very flexible — number of buses and their schedules can be modified depending on expected traffic, or changes in traffic over time.
- Bus Q70 currently is free with just a single train fare (no surcharge). This is likely to be cheaper for travelers than a newly built subway extension.

- Practically no construction or installation expense. One might want to add a couple of bus-only road lanes to speed it up even more.
- No waiting for construction to finish; continue existing service.
- No disruption of the neighborhood, or existing train services or Willets Point, etc.
- Already tested; we know just how it works.

**Comparison evaluation of proposed new train line:**

- People love subways, and they trust that a train will be faster than any other land option, sometimes despite contrary evidence. Buses have a poor image compared to trains, unfortunately, even though they may be better in some situations.
- Perhaps for the above reasons, funding for trains may be easier to obtain.
- The number of transfers between vehicles will be the same whether the leg directly to or from the airport is a bus or a train, unless we can assume that the new train will be a true extension of an existing route, with no change of train car necessary.

**Disadvantages of train option:**

- Great expense and substantial disruption of community, waterfront, roads, etc.
- Uncertainty of expense and time for a new project; long planning period and probable delays

- Opposition of various segments of the population

**Further comparisons to be made:**

**Note on trip times:** The *Queens Chronicle* recently quoted Gov. Cuomo to say “it is necessary to shorten the time between LGA and Manhattan to just over 20 minutes for those using the LIRR connection.” The current time for the LIRR train from Penn Station to Mets-Willets (game days only) is 16 minutes, leaving 4 minutes for a transfer to another train and travel to LGA. The current time from Port Authority (E) or Grand Central (7 train) to 74/Bway is 21-22 mins by the schedule, and we can add another 10-15 mins for the current bus leg; total 31-37 mins.

Currently travelers have to get an SBS ticket when they transfer from train to bus at Roosevelt (and Woodside). This must be especially difficult for out-of-town people who don't know this ticketing system. We should look for another way of facilitating/documenting transfers from subway to bus to make their trip a little smoother, and shorter.

We may wonder why it is “necessary” to shorten the trip for LIRR riders, and whether this an appropriate goal? The current scheduled trip from Penn Station to LGA by LIRR and Q70 bus connection at Woodside, on a Wednesday about 5 pm (according to Google Maps), will take 39 minutes, including 6 mins waiting for the next bus and not including 3 minutes walk from the bus stop to Terminal B.



## How many people will use the LGA Air Train?

I couldn't get stats on how passengers arrive at JFK by various methods (cab, personal car, AirTrain, bus, etc.) (a site called statista.com claimed to have these for premium users (\$)). Also I guess it's not possible for PA to know which AirTrain fare-paying passengers are air travelers vs. just-looking or people coming to see others off, etc. In 2018, JFK revenue air passengers were 61.9 million, with 8.2 million riding the Air Train there = 13%. In comparison, there were 3.592 million cars paying for parking (5.8%) and 2.584 million taxi trips (4.2%).

At LGA in 2018, there were 30.1 million revenue air passengers, 2.6 million taxi trips (8%) and 250,000 parked cars (0.8%). (All these numbers are from [www.panynj.gov/airports/pdf-traffic/JFK\\_DEC\\_2018.pdf](http://www.panynj.gov/airports/pdf-traffic/JFK_DEC_2018.pdf) and ... [same]..LGA\_...) It is difficult to project future numbers for LGA from the JFK experience, as there are many significantly different factors.

Eleanor Batchelder  
eob@post.harvard.edu  
May 27, 2019



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## Future Expansion of LGA Air Train

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**Frank Keryc** <fkeryc@gmail.com>

Sun, Jun 2, 2019 at 6:14 PM

To: "comments@lgaaccessseis.com" <comments@lgaaccessseis.com>

Hi

After the LGA Air Train is built, there should be some future expansion.

1) There should be another LGA Air Train terminal at Woodside LIRR with an elevated tracks above the LIRR that meets up with the line at the Grand Central Parkway. If I'm coming from Long Island, I may have to transfer at Jamaica for a train to Woodside then transfer at Woodside for a train to Citi Field. It would be great to just get the Air Train at Woodside.

2) It would be great if the LGA Air Train extended into Manhattan and connect to the 4/5/6 Subway and/or into the Bronx (Yankee Stadium). It would be great to park at Douglaston or Citi Field and take the Air Train to Yankee Stadium. Obviously it would help northern suburbs to just transfer at Yankee Stadium to go to LGA and bypass going into Manhattan from Grand Central to Penn or Grand Central to Woodside.

So when the Air Train is being built maybe keep this in mind and plans may need to be altered especially the LGA terminal so it can allow tracks to be built passed that terminal.

Thanks

Frank



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Pdalmasy@gmail.com  
To: comments@lgaaccessseis.com

Sun, Jun 2, 2019 at 8:34 PM

**Name:** Peter Dalmasy

**Email:** [Pdalmasy@gmail.com](mailto:Pdalmasy@gmail.com)

**Organization:**

**Address 1:** [368 Carlton Ave](#)

**Address 2:** 4

**City:** Brooklyn

**State:** NY

**Zip:** 11238

**Comment Topic:** LaGuardia AirTrain

**Formal Comment:** I am frustrated that so many metro NYC residents and tourists currently pay for the JFK AirTrain. Living in and visiting New York are already expensive enough. Getting to LaGuardia should be \$2.75. Both of Chicago's airports are accessible via the CTA for under \$3. The \$2.75 price of the subway will encourage use of the MTA to arrive at LaGuardia and more cars will be taken off the road. Please do not burden New Yorkers and other tourists with the AirTrain. Extend the subway instead.

Thanks,  
Peter

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Alstuart54@gmail.com  
To: comments@lgaaccessseis.com

Sun, Jun 2, 2019 at 9:41 PM

**Name:** Allan Stuart

**Email:** [Alstuart54@gmail.com](mailto:Alstuart54@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** Air train

**Formal Comment:** Going east on an air train to get on a crowded 7 train going west makes no sense. Why make travelers go in the opposite direction of their destination which is most likely Manhattan.

*(Sent via LGA Access Improvement Project EIS)*



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: graanan315@aol.com  
To: comments@lgaaccessseis.com

Sun, Jun 2, 2019 at 9:52 PM

**Name:** Raanan Geberer

**Email:** [graanan315@aol.com](mailto:graanan315@aol.com)

**Organization:**

**Address 1:** [315 8th Ave. Apt. 4B](#)

**Address 2:**

**City:** New York

**State:** NY

**Zip:** 10001

**Comment Topic:** Alr Train LaGuardia

**Formal Comment:** I still say the N train extension to LaGuardia would be a better idea. The N train was built to be extended.

*(Sent via [LGA Access Improvement Project EIS](#))*



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## Air Train at Willets issues

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**A. Alberts** <hanzealberts@gmail.com>  
To: comments@lgaaccesses.com

Mon, Jun 3, 2019 at 10:33 AM

From my experience with the huge amount of travelers pouring into the 74th Street/ Roosevelt Av-Jackson Heights station, the travelers all have giant luggage that they cannot get thru the regular subway turnstiles. This will have to be addressed. Rush hour commuters cannot pile up waiting for these people to get through.

They should also, perhaps, be required to use elevators. They block the stairways and I see a dangerous situation brewing, especially having gotten "bumped" more than once with pulley luggage that speedy walkers don't take care to check for clearance as they race through the station.

I'm sure many will be bringing up issues of capacity. Now why was the plan shifted to the most crowded, decrepit line in the entire system? Instead of the less crowded, renovated N/W line?



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## AirTrain: Willets Point Interchange

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**Edward DiSpaltro** <edispaltro@mac.com>  
To: comments@lgaaccesses.com

Mon, Jun 3, 2019 at 1:12 PM

Hi,

Thank you for the opportunity to comment on this project. As a frequent user of LGA, I think a good rail option from the existing MTA network is 100% essential. The 30 minute target is critical for the service to be useful, and train changes should be minimized. I understand the appeal of using Willets Point, but would also like to see a study on the feasibility of a direct link to spare travelers the uncertainty of connections and the need to haul luggage through congested train stations, especially during baseball season.



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## Access with The N Train

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**Pete Stubben** <pjsfutures@gmail.com>  
To: comments@lgaaccesses.com

Mon, Jun 3, 2019 at 1:19 PM

Like NYC, Chicago has two airports and their CTA Subway System serves both airports seamlessly.

Certainly LaGuardia airport, within the boro of Queens and The City of New York, should also be directly & seamlessly linked to the city's rapid transit network and so I suggest (a) extending The Astoria line directly to LaGuardia Airport and (b) extending The NYC Ferry network, as well, to LaGuardia.

U know, it's not like LaGuardia is in a far off suburb like Denver's new airport --- there is an awesome convenience factor of having LGA situated within the city and sooo close to Manhattan.

So I suggest you capitalize on NY's strengths --- LINK her subway system (& Ferry Network) to her Queens airport.  
Thank You...PJS

Pete Stubben  
[415 Beach 139](#)  
[Rockaway, NY 11694](#)

*Pete Stubben*  
561.843.6052





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## Air Train Service to LaGuardia Airport

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**Ken Buettner** <kjbuettner@yorkscalfold.com>  
To: comments@lgaaccesses.com  
Cc: Ken Buettner <kjbuettner@yorkscalfold.com>

Mon, Jun 3, 2019 at 1:54 PM

Ladies and Gentlemen,

Unfortunately, my schedule does not permit me to make my comments at the public scoping meetings this week, so I am offering them to you via this email.

In the 1940's when Fiorello LaGuardia pushed for construction of what later became LaGuardia Airport, New York City took a giant leap into future, showing other cities how travelers should enter and depart from a great American city. I remember being in awe in the 1960's as I watched construction of the airport's Central Terminal Building, of new highways, of the Throgs Neck and Verrazano Bridges and of the World's Fair. Our forebears knew the value of putting their faith into the future, and we were the beneficiaries of that faith.

The sad story of the subsequent decline of LaGuardia is well known, and there is no need for me to repeat it. What does need to be said is that we are, once again, putting our faith in the future for us and for those who follow behind us. When completed, the ongoing LaGuardia reconstruction project will return a well-deserved pride to New York City that we knew in the past.

An important part of that future is the AirTrain. There are those who say that the new airport roadway system will accommodate the future car and taxi and express bus traffic. The improvements will help, but those cars and taxis and busses will still have to deal with weather issues, and other ground-related problems, even as the airport passenger headcount rises.

An AirTrain, with a dedicated right-of-way, that connects to the #7 Subway and Port Washington LIRR lines will guarantee smooth transportation to the airport for both travelers and those who work at the airport. New York City will, once again, be looking to the future.

We, whose businesses are based in Queens will benefit by the removal of thousands of cars from our local roads, and the congestion and air pollution that goes with them.

The transfer station at Willets Point Boulevard needs careful consideration. A proper design can make using the AirTrain easy and time-saving, providing a reward for those who will use it. The recent promise of Port Authority funding to help construct the transfer station was an important announcement of support.

In closing, I urge that this important opportunity be seized NOW, to continue the full and proper reconstruction of LaGuardia Airport.

Regards,

*Kenneth J. Buettner*

President

Scaffold Equipment Corp.

37-20 Twelfth Street

Long Island City, NY 11101

718-784-6666 (phone)

718-482-9016 (fax)

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**flushing creek**

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**Eddie Abrams** <eddieabrams137@gmail.com>  
To: comments@lgaaccesses.com

Mon, Jun 3, 2019 at 2:56 PM

flushing creek



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## New Yorkers deserve a robust LGA AirTrain EIS Process

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**Rebecca Pryor** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 10:18 AM

Reply-To: Rebecca Pryor <rebeccabpryor@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose unjust community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Rebecca Pryor  
782 Nostrand Ave # 2  
Brooklyn, NY 11216-4224  
(202) 460-2065  
[rebeccabpryor@gmail.com](mailto:rebeccabpryor@gmail.com)



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: chemwhiz63-mail@yahoo.com  
To: comments@lgaaccessseis.com

Mon, Jun 3, 2019 at 3:58 AM

**Name:** Joel Blatt

**Email:** [chemwhiz63-mail@yahoo.com](mailto:chemwhiz63-mail@yahoo.com)

**Organization:**

**Address 1:** [2149 Junction Ave, Unit 7](#)

**Address 2:**

**City:** Mountain View

**State:** CA

**Zip:** 94043

**Comment Topic:** Formal Comment on LGA Access

**Formal Comment:** It's about time for NYC to have the subway connect directly to one of its airports. Other major cities (San Francisco, London, Frankfurt, Dusseldorf, etc.) have it and it's way past due. The direct connection to Manhattan will more than make up for the somewhat slower subway service. Changing trains (and especially transit systems) with baggage is a real bummer for travelers. I always hate having to haul my (and my wife's!) luggage through crowded stations, including up and down stairs, to get to where we're going. The subway service from JFK suffers from this problem both at the airport, itself, and at the transfer point from the Airtrain to the subway. A single train with service to Manhattan (direct from LGA with no intervening service) would alleviate much of that hassle. The N train seems like a good idea since it has access to much of midtown as well as other boroughs.

*(Sent via [LGA Access Improvement Project EIS](#))*



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: 1028psullivan@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 3, 2019 at 11:24 AM

**Name:** Patricia Sullivan

**Email:** [1028psullivan@gmail.com](mailto:1028psullivan@gmail.com)

**Organization:**

**Address 1:** [368 Carlton Ave](#)

**Address 2:** Apt 4

**City:** Brooklyn

**State:** NEW YORK

**Zip:** 11238

**Comment Topic:** No AirTrain

**Formal Comment:** The construction of an AirTrain line in Queens will not only be destructive and disruptive to the communities surrounding the proposed site, the actual service (if completed) will be completely inefficient as a way to transport travelers to and from LaGuardia Airport.

First, a couple of notes about efficiency: the proposed AirTrain route will take travelers further into Queens (in the opposite direction from Manhattan), and will rely on already congested routes (the Port Washington Long Island Railroad line and the MTA 7 train) to complete the journey to Manhattan. People hoping to ride the 7 train during rush hour often have to wait for completely packed trains to pass before they can even board - adding airport passengers will only exacerbate this overcrowding. Meanwhile, the Port Washington LIRR line does not currently stop at Willets Point (the proposed AirTrain transfer point) when there are no events at Citi Field or the Tennis Center--meaning the LIRR will have to add an additional stop during regular service, slowing down travel times and increasing the MTA's operating costs. The current proposal will encourage riders to use the LIRR because it is quicker than the 7 train, but the LIRR from Willets Point can cost anywhere from \$8.25 to \$10.75, which when added to the AirTrain cost (it's \$5 from JFK) and likely MTA subway ride to reach your final destination (\$2.75) is upwards of \$16 - way more than travelers want to pay. Cities such as Chicago have shown that single seat, direct subway routes from airport to downtown are an easy, cost-effective way to transport travelers. This can be done in New York if the money planned for AirTrain construction is used instead to invest in new and existing bus routes (the M60 and Q70 are more direct routes to Manhattan/the Jackson Heights subway hub where riders can transfer to five different subway lines for free, respectively, but they need to be better promoted at LaGuardia and supplemental routes can be added) and even an underground extension of the N/W subway lines to go all the way to LaGuardia (both of these lines have greater capacity to accommodate airport travelers than the 7).

Now, some notes about the environmental effects of an AirTrain construction project on surrounding communities: the current airport renovation projects have already caused a plethora of reported issues on neighboring homes, largely due to the fact that the airport is built mostly on reclaimed land (that used to be the East River and is therefore less stable). Over 20 homes have been damaged to some extent due to pilings in the ground done by construction machinery at the airport - the damage includes but is not limited to cracked foundations and fallen walls. The proposed route of the AirTrain would involve more heavy construction and piling on reclaimed land, thus putting more homes and properties in surrounding communities in danger.

Please reconsider the proposed AirTrain development as it will not only disrupt the surrounding communities, it will not actually help ease travel congestion to and from LaGuardia Airport.

*(Sent via [LGA Access Improvement Project EIS](#))*



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## Form Submission - Website Scoping Formal Comment

1 message

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: 7trainqboro@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 3, 2019 at 5:06 PM

**Name:** Andres Garcia

**Email:** [7trainqboro@gmail.com](mailto:7trainqboro@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** 7 train too crowded

**Formal Comment:** The 7 train is one of the most overcrowded trains in the entire subway system. It does not have the capacity to handle the extra passengers that will be using the airtrain and carrying luggage. The rush hour crowds on the 7 train typically are so crowded that people often wait for a train to pass before they are able to physically enter a train. City planners, engineers, surveyors and others involved in building up the city can vouch that an air train will not benefit the neighboring communities of East Elmhurst, Corona and Jackson Heights as much as extending the N/W lines.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Barriebates@yahoo.com  
To: comments@lgaaccessseis.com

Mon, Jun 3, 2019 at 5:40 PM

**Name:** Barrington Bates

**Email:** [Barriebates@yahoo.com](mailto:Barriebates@yahoo.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** Transit to LGA

**Formal Comment:** There really should be a subway connection from Manhattan to LGA, in addition to a "one seat" express train. Other cities have such; why can't New York?

(Sent via [LGA Access Improvement Project EIS](#))





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: dmturneriii@aol.com  
To: comments@lgaaccessseis.com

Mon, Jun 3, 2019 at 5:47 PM

**Name:** Donald Turner

**Email:** [dmturneriii@aol.com](mailto:dmturneriii@aol.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:** Garland

**State:** TX

**Zip:**

**Comment Topic:** AirTrain LaGuardia Route

**Formal Comment:** I am an architecture student studying at UT Arlington in Arlington, Texas and I am interested in the future of the AirTrain LaGuardia. I feel that the AirTrain LaGuardia should go to the Woodside MTA Subway Station rather than Willis Point MTA Subway Station as Woodside would be closer to Manhattan than Willis Point. Another option would be for the AirTrain LaGuardia to do a semicircle serving both the Woodside Station and the Willis Point Station. Thank you for your time.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Adamjmccconnell@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 3, 2019 at 7:23 PM

**Name:** Adam McConnell

**Email:** [Adamjmccconnell@gmail.com](mailto:Adamjmccconnell@gmail.com)

**Organization:**

**Address 1:** [131-80 228th st](#)

**Address 2:**

**City:** Springfield Gardens

**State:** NY

**Zip:** 11413

**Comment Topic:** Please Reconsider the proposed Airtrain to LGA

**Formal Comment:** The sound of an airtrain is nice but it really doesn't seem to be a sensible option when you actually look at the effects of the train on the areas the construction will take place and the realities of that option once it is implemented. The 7 train can not handle the additional passengers at all. It is completely normal to have to watch 1 or 2 trains pass during rush hour until there is room to get on the train and to expect tourists or residents traveling to deal with that degree of existing level of crowding. The N/W line proposal is far more reasonable both in terms of practicality and fiscally. On a logistical level; why add more crowding to one of the most crowded train lines in the city when there is a far more reasonable plan available. Please reconsider this plan and choose the more sensible option both for New Yorkers and for anyone choosing to visit our beautiful city.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: bmackrel@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 3, 2019 at 8:33 PM

**Name:** Benjamin MacKrell

**Email:** [bmackrel@gmail.com](mailto:bmackrel@gmail.com)

**Organization:**

**Address 1:** [365 Eastern Parkway, Apt 3](#)

**Address 2:**

**City:** Brooklyn

**State:** NY

**Zip:** 11216

**Comment Topic:** Community access

**Formal Comment:** LGA needs a subway stop. Particularly an R or N train stop.

Additionally bike access and secure storage for commuters or for folks on short trips. Flew through LGA today and would've taken my bike from crown heights, we're there good access and storage!

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: smiyamoto@aol.com  
To: comments@lgaaccessseis.com

Mon, Jun 3, 2019 at 9:41 PM

**Name:** Shinya Miyamoto

**Email:** [smiyamoto@aol.com](mailto:smiyamoto@aol.com)

**Organization:**

**Address 1:** [14811 58th Ave](#)

**Address 2:**

**City:** Flushing

**State:** NY

**Zip:** 11355

**Comment Topic:** LGA rail link

**Formal Comment:** It's been way overdue that we need a rail link between LGA, JFK and Penn station and Grand Central Terminal. Air passengers should not mix with local commuters as air passengers would have luggages and they need seating after long trip and should have choices for better seating options with a fee. Air train should extend to LGA over GCP / VanWyk with a link to another LIRR station, like Flushing or Woodside. I've watched evolution of airport access in Tokyo both Narita and Haneda that rail links have been such an important way from city center. Another idea is to have Amtrak trains to terminate at Jamaica if MTA allows it. That way, there'll be much better streamlined transfer from long distance trains to air flights

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Re\_Lucas@yahoo.com  
To: comments@lgaaccessseis.com

Mon, Jun 3, 2019 at 9:51 PM

**Name:** Roosevelt Lucas

**Email:** [Re\\_Lucas@yahoo.com](mailto:Re_Lucas@yahoo.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** In my opinion the easiest fastest would be elevated rail over GCP/BQE and freight track using similar path as Q70 bus path. Upon termination at Roosevelt Ave, establish single track connector path to Woodside/LIRR. This shouldn't have extra charge vs, LIRR or MetroCard if goal is reduce traffic as it eliminates bus, taxi and fastest route to Manhattan most times of day for simple price.

Any other terminations whether Shea/Citi or Ditmas Blvd Subway would make the duration of ride too long to discourage other means of transportation.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: brandonakline@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 3, 2019 at 9:57 PM

**Name:** Brandon Kline

**Email:** [brandonakline@gmail.com](mailto:brandonakline@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:** Woodside

**State:** NY

**Zip:** 11377

**Comment Topic:** Please consider an N/W Extension

**Formal Comment:** I live on the 7 line, two blocks from an express stop. So the proposed plan to allow connection to an Air Train from the 7 line would seem to be perfect for someone like me. I do not, however, support such a proposal. My #1 priority is reducing automobile traffic and encouraging people to use mass transit to get to/from LGA. Presently, the Grand Central Parkway is inundated with Taxi and Uber drivers who cause traffic and pollution. The way to reduce this would be to create a fast, affordable, reliable means of traveling between Laguardia and midtown Manhattan. I believe the best option for this is an extension of the N/W line. This would allow for single-swipe, single-seat rides that would be most appealing to NY-ers and visitors. I fear that many travelers would find taking the 7 train from midtown and then transferring to an Airtrain arduous, and would consequently continue to use ride-hailing apps. Additionally, this proposal would place undue burden on a line that is already at capacity during rush hour. The N/W plan would be cheaper for travelers and require no transfers. The N/W line is far from capacity. Please consider this alternative as the best way to reduce traffic and pollution in this area.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: avcokey@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 3, 2019 at 11:56 PM

**Name:** Mike Avena

**Email:** [avcokey@gmail.com](mailto:avcokey@gmail.com)

**Organization:**

**Address 1:** [231 Elwood Rd.](#)

**Address 2:**

**City:** East Northport

**State:** NY

**Zip:** 11731

**Comment Topic:** More Train Service

**Formal Comment:** A train to LGA would provide much needed access. I will usually try to fly JFK because of the airtrain, LGA is always last choice, but sometimes the only choice. Prefer not to drive and park, mass transit usually works.

*(Sent via [LGA Access Improvement Project EIS](#))*



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Nick Vivian** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 4:07 PM

Reply-To: Nick Vivian <nickvivian@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Nick Vivian  
522 W 152nd St Apt F3  
New York, NY 10031-2054  
[nickvivian@gmail.com](mailto:nickvivian@gmail.com)





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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Clifford Provost** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 4:07 PM

Reply-To: Clifford Provost <provost-draper@earthlink.net>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Clifford Provost  
140 7th Ave Apt 1b  
New York, NY 10011-1816  
(212) 633-1835  
[provost-draper@earthlink.net](mailto:provost-draper@earthlink.net)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Chrissy Remein** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 4:07 PM

Reply-To: Chrissy Remein <cremein@riverkeeper.org>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Chrissy Remein

Brooklyn, NY 11215  
[cremein@riverkeeper.org](mailto:cremein@riverkeeper.org)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Emma Schwarz** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 4:07 PM

Reply-To: Emma Schwarz <emma\_schwarz@yahoo.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Emma Schwarz

New York, NY 10128  
[emma\\_schwarz@yahoo.com](mailto:emma_schwarz@yahoo.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Alla Sobel** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 4:07 PM

Reply-To: Alla Sobel <allasobel@yahoo.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Alla Sobel

New York, NY 10023-4808

[allasobel@yahoo.com](mailto:allasobel@yahoo.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Nora Gaines** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 4:07 PM

Reply-To: Nora Gaines <ngaines@bankstreet.edu>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Nora Gaines  
PO Box 811  
New York, NY 10024-0545  
(212) 875-4457  
[ngaines@bankstreet.edu](mailto:ngaines@bankstreet.edu)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**RICHARD STERN** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 4:07 PM

Reply-To: RICHARD STERN <rsisyh@yahoo.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

RICHARD STERN  
11 Riverside Dr  
New York, NY 10023-2504  
(646) 642-1019  
[rsisyh@yahoo.com](mailto:rsisyh@yahoo.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Dale Bennett** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 4:07 PM

Reply-To: Dale Bennett <bennettnyc@aol.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Dale Bennett  
28 W 120th St  
New York, NY 10027-6345  
(917) 593-6103  
[bennettnyc@aol.com](mailto:bennettnyc@aol.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Isabel Pronto Breslin** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 4:07 PM

Reply-To: Isabel Pronto Breslin <izzy.pronto@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

I am a teenage student pilot and conservationist. The FAA and airline industry needs to be green in its practices if we want a healthy world, economy, tourist sector and populations that can travel. I support the call for an environmental review. We can't take nature for granted.

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Isabel Pronto Breslin

Rhinebeck, NY 12572  
[izzy.pronto@gmail.com](mailto:izzy.pronto@gmail.com)





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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Edward Butler** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 4:07 PM

Reply-To: Edward Butler <epb223@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Edward Butler

New York, NY 10021  
[epb223@gmail.com](mailto:epb223@gmail.com)



---

## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Timon Malloy** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 4:37 PM

Reply-To: Timon Malloy <tmalloy@fredffrench.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Timon Malloy

New York, NY 10023  
(917) 751-7602  
[tmalloy@fredffrench.com](mailto:tmalloy@fredffrench.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Adam Cooperstock** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 4:37 PM

Reply-To: Adam Cooperstock <adam.cooperstock@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Adam Cooperstock

New York, NY 10028  
[adam.cooperstock@gmail.com](mailto:adam.cooperstock@gmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Harvey Spears** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 4:37 PM

Reply-To: Harvey Spears <redmonkey2@mac.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Harvey Spears

New York, NY 10002  
[redmonkey2@mac.com](mailto:redmonkey2@mac.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Alice Jena** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 4:37 PM

Reply-To: Alice Jena <petlover1948@hotmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Alice Jena  
11016 84th Ave  
Richmond Hill, NY 11418-1246  
(718) 846-8789  
[petlover1948@hotmail.com](mailto:petlover1948@hotmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Richard Guier** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 4:37 PM

Reply-To: Richard Guier <rsguier444@msn.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Richard Guier  
255 W 108th St  
New York, NY 10025-2976  
(212) 684-8162  
[rsguier444@msn.com](mailto:rsguier444@msn.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**MELANIE MILLER** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 4:37 PM

Reply-To: MELANIE MILLER <melmler8@aol.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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Thank you.

MELANIE MILLER  
453 E 84th St  
New York, NY 10028-6233  
212-23-6724  
[melmler8@aol.com](mailto:melmler8@aol.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Gene Binder** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 4:37 PM

Reply-To: Gene Binder <bruissevane@aol.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Gene Binder  
5900 Arlington Ave  
Bronx, NY 10471-1302  
[bruissevane@aol.com](mailto:bruissevane@aol.com)





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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**liz piercey** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 5:07 PM

Reply-To: liz piercey <mingsmomma@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

liz piercey  
2211 bdway  
New York, NY 100246263  
(212) 799-5442  
[mingsmomma@gmail.com](mailto:mingsmomma@gmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Joseph Lawson** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 5:07 PM

Reply-To: Joseph Lawson <josephglaw@aol.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Joseph Lawson  
29 W 65th St Apt 1g  
New York, NY 10023-6635  
(646) 872-4747  
[josephglaw@aol.com](mailto:josephglaw@aol.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Joan Farber** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 5:07 PM

Reply-To: Joan Farber <joanfarber36@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Joan Farber  
400 W 23rd St Apt 6l  
New York, NY 10011-2176  
(212) 929-0150  
[joanfarber36@gmail.com](mailto:joanfarber36@gmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Dara Murray** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 5:07 PM

Reply-To: Dara Murray <daralynn\_10021@yahoo.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Dara Murray  
440 E 62nd St  
New York, NY 10065-8340  
[daralynn\\_10021@yahoo.com](mailto:daralynn_10021@yahoo.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**marc ward** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 5:07 PM

Reply-To: marc ward <littorguy@aol.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

marc ward  
336 Central Park W Apt 1e  
New York, NY 10025-7108  
(646) 596-9156  
[littorguy@aol.com](mailto:littorguy@aol.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Audrey Huzenis** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 5:07 PM

Reply-To: Audrey Huzenis <ahuzenis@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Audrey Huzenis

New York, NY 10023  
[ahuzenis@gmail.com](mailto:ahuzenis@gmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Jacalyn Dinhofer** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 5:07 PM

Reply-To: Jacalyn Dinhofer <jdinhofer@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Jacalyn Dinhofer  
16 W 16th St  
New York, NY 10011-6328  
(212) 627-3981  
[jdinhofer@gmail.com](mailto:jdinhofer@gmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Tom O'Keefe** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 5:07 PM

Reply-To: Tom O'Keefe <thomas.joseph.okeefe@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Tom O'Keefe  
70 Perry St  
New York, NY 10014-3238  
(917) 445-9936  
[thomas.joseph.okeefe@gmail.com](mailto:thomas.joseph.okeefe@gmail.com)





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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Meredith Faltin** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 5:37 PM

Reply-To: Meredith Faltin <meredithfaltin@yahoo.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Meredith Faltin  
3435 76th St Apt 3e  
Jackson Heights, NY 11372-2208  
(917) 607-3912  
[meredithfaltin@yahoo.com](mailto:meredithfaltin@yahoo.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Mallory Cash** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 5:37 PM

Reply-To: Mallory Cash <mallory.cash@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Mallory Cash  
150 Grand St  
# 1  
Brooklyn, NY 11249-4212  
[mallory.cash@gmail.com](mailto:mallory.cash@gmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**J.Patricia Connolly** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 5:37 PM

Reply-To: "J.Patricia Connolly" <jocpatcon@hotmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Both the environmental impact of this project, and its impact on human communities are of prime importance to me. A project that ignores either or both of these is doomed in moral and ethical terms. The proposals for the train must be out in the open where they can be considered by those affected by them.

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

J.Patricia Connolly  
110 E 36th St Apt 10c  
New York, NY 10016-3438  
(646) 260-7130  
[jocpatcon@hotmail.com](mailto:jocpatcon@hotmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Michele Temple** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 6:07 PM

Reply-To: Michele Temple <mt1142@juno.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Michele Temple  
4226 69th St  
Woodside, NY 11377-3923  
[mt1142@juno.com](mailto:mt1142@juno.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**James Salkind** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 7:07 PM

Reply-To: James Salkind <jas110@cornell.edu>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

James Salkind  
325 W 51st St Apt 6b  
New York, NY 10019-6480  
[jas110@cornell.edu](mailto:jas110@cornell.edu)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Stephanie Rugoff** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 7:07 PM

Reply-To: Stephanie Rugoff <sterulo@yahoo.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Stephanie Rugoff  
600 W 115th St  
New York, NY 10025-7701  
[sterulo@yahoo.com](mailto:sterulo@yahoo.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Eve Kirch** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 7:07 PM

Reply-To: Eve Kirch <eve.kirch@yahoo.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Eve Kirch

Montclair, NJ 07042  
[eve.kirch@yahoo.com](mailto:eve.kirch@yahoo.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Sandy Dalcais** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 7:07 PM

Reply-To: Sandy Dalcais <arrachne@yahoo.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Sandy Dalcais  
4534 Bliss  
Sunnyside, NY 11377  
(718) 784-4808  
[arrachne@yahoo.com](mailto:arrachne@yahoo.com)





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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Maria Asteinza** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 7:37 PM

Reply-To: Maria Asteinza <asteim@verizon.net>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Maria Asteinza  
7337 Austin St  
Forest Hills, NY 11375-6258  
(212) 732-6746  
[asteim@verizon.net](mailto:asteim@verizon.net)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Cheryl Herrmann** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 7:37 PM

Reply-To: Cheryl Herrmann <cherherr@earthlink.net>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Cheryl Herrmann  
4501 Auburndale Ln  
Flushing, NY 11358-3337  
(718) 461-3055  
[cherherr@earthlink.net](mailto:cherherr@earthlink.net)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Deborah Carroll** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 8:37 PM

Reply-To: Deborah Carroll <carrolldeborah8@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Deborah Carroll  
522 W 157th St  
New York, NY 10032-7643  
[carrolldeborah8@gmail.com](mailto:carrolldeborah8@gmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Bobbie Flowers** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 9:07 PM

Reply-To: Bobbie Flowers <bobbie\_flowers@hotmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Bobbie Flowers  
418 W 17th St  
New York, NY 10011-5812  
(347) 298-2553  
[bobbie\\_flowers@hotmail.com](mailto:bobbie_flowers@hotmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Rhoda Levine** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 9:07 PM

Reply-To: Rhoda Levine <rhodadir@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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Thank you.

Rhoda Levine  
18e8st.  
New York, NY 10003  
(212) 254-5543  
[rhodadir@gmail.com](mailto:rhodadir@gmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Rochelle Thomas** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 9:08 PM

Reply-To: Rochelle Thomas <rochelleleethomas@yahoo.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Rochelle Thomas  
172 W 109th St Apt 5e  
New York, NY 10025-2585  
(917) 843-4987  
[rochelleleethomas@yahoo.com](mailto:rochelleleethomas@yahoo.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Susan Wald** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 9:38 PM

Reply-To: Susan Wald <sbwald@msn.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would have a significant community and environmental impact. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Susan Wald

New York, NY 10044

[sbwald@msn.com](mailto:sbwald@msn.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Bruce Rosenkrantz** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 9:38 PM

Reply-To: Bruce Rosenkrantz <bruce@fireboat.org>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Bruce Rosenkrantz  
333 W 57th St Apt 209  
New York, NY 10019-3115  
[bruce@fireboat.org](mailto:bruce@fireboat.org)





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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Janice Banks** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 9:38 PM

Reply-To: Janice Banks <jabanks@tds.net>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Janice Banks  
14 Maple St  
Center Barnstead, NH 03225-3602  
[jabanks@tds.net](mailto:jabanks@tds.net)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Alix Keast** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 10:08 PM

Reply-To: Alix Keast <alixk3@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers. This makes sense and is important.

Thank you.

Alix Keast

New York, NY 10025

[alixk3@gmail.com](mailto:alixk3@gmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**James M. Kozlik** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 10:38 PM

Reply-To: "James M. Kozlik" <jamesmkozlik@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

James M. Kozlik  
3530 81st St Apt 5h  
Jackson Heights, NY 11372-5021  
[jamesmkozlik@gmail.com](mailto:jamesmkozlik@gmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Katherine Babiak** <info@riverkeeper.org>

Wed, Jun 5, 2019 at 12:38 AM

Reply-To: Katherine Babiak <kmbnyc@aol.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Katherine Babiak  
99 Bank St  
New York, NY 10014-2109  
[kmbnyc@aol.com](mailto:kmbnyc@aol.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Iris Rochkind** <info@riverkeeper.org>

Wed, Jun 5, 2019 at 12:38 AM

Reply-To: Iris Rochkind <hemabug@aol.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Iris Rochkind  
4435 Colden St Apt 6b  
Flushing, NY 11355-4008  
(347) 684-4345  
[hemabug@aol.com](mailto:hemabug@aol.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Jane Young** <info@riverkeeper.org>

Wed, Jun 5, 2019 at 1:08 AM

Reply-To: Jane Young <jyoung27@nyc.rr.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 5, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Jane Young  
422 Hudson St  
New York, NY 10014-3999  
(212) 929-0777  
[jyoung27@nyc.rr.com](mailto:jyoung27@nyc.rr.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Denise Brown** <info@riverkeeper.org>

Wed, Jun 5, 2019 at 5:38 AM

Reply-To: Denise Brown <gnaturecenter@yahoo.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 5, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Denise Brown  
10710 Shore Front Pkwy  
Rockaway Park, NY 11694-2637  
(718) 945-0228  
[gnaturecenter@yahoo.com](mailto:gnaturecenter@yahoo.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**yvette Fernandez** <info@riverkeeper.org>

Wed, Jun 5, 2019 at 6:08 AM

Reply-To: yvette Fernandez <y\_fernandez02@yahoo.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 5, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

yvette Fernandez  
4509 97th St  
Corona, NY 11368-2711  
[y\\_fernandez02@yahoo.com](mailto:y_fernandez02@yahoo.com)





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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Jack David Marcus** <info@riverkeeper.org>

Wed, Jun 5, 2019 at 8:09 AM

Reply-To: Jack David Marcus <jackdavidm@yahoo.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 5, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Jack David Marcus  
215 W 92nd St Apt 15e  
New York, NY 10025-7480  
(212) 873-7567  
[jackdavidm@yahoo.com](mailto:jackdavidm@yahoo.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**jane stein** <info@riverkeeper.org>

Wed, Jun 5, 2019 at 9:09 AM

Reply-To: jane stein <janesteinjd@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 5, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

jane stein  
139 W 17th St  
New York, NY 10011-5471  
(212) 691-1618  
[janesteinjd@gmail.com](mailto:janesteinjd@gmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Janet Bunde** <info@riverkeeper.org>

Wed, Jun 5, 2019 at 10:09 AM

Reply-To: Janet Bunde <jbunde27@yahoo.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 5, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts. The parks and public spaces that would be rendered inaccessible by this plan are essential to the communities that surround them.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Janet Bunde

Bayside, NY 11364  
(000) 000-0000  
[jbunde27@yahoo.com](mailto:jbunde27@yahoo.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Chris Blyth** <info@riverkeeper.org>

Wed, Jun 5, 2019 at 10:09 AM

Reply-To: Chris Blyth <chris.a.blyth@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 5, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Chris Blyth  
212 W 136th St  
New York, NY 10030-2602  
[chris.a.blyth@gmail.com](mailto:chris.a.blyth@gmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Liam Henrie** <info@riverkeeper.org>

Wed, Jun 5, 2019 at 10:09 AM

Reply-To: Liam Henrie <lorliam8@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 5, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Liam Henrie  
21 Summit St  
Fairport, NY 14450-2511  
(585) 354-1427  
[lorliam8@gmail.com](mailto:lorliam8@gmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Tom Harris** <info@riverkeeper.org>

Wed, Jun 5, 2019 at 10:09 AM

Reply-To: Tom Harris <mchazy77@hotmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 5, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Tom Harris

Burlington, NJ 08016  
[mchazy77@hotmail.com](mailto:mchazy77@hotmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**M. Dean** <info@riverkeeper.org>

Wed, Jun 5, 2019 at 10:39 AM

Reply-To: "M. Dean" <mlldean56@aol.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 5, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

It's time to make the MTA more responsive to transportation needs and increase service routes over building questionable costly new infrastructure.

Thank you.

M. Dean

New York, NY 10026  
(917) 493-3802  
[mlldean56@aol.com](mailto:mlldean56@aol.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Leslie Burby** <info@riverkeeper.org>

Wed, Jun 5, 2019 at 11:39 AM

Reply-To: Leslie Burby <leslie.burby@cliffordchance.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 5, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Leslie Burby  
62 Park Ter W  
New York, NY 10034-1306  
(646) 796-0783  
[leslie.burby@cliffordchance.com](mailto:leslie.burby@cliffordchance.com)





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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Sally Morgan** <info@riverkeeper.org>

Wed, Jun 5, 2019 at 12:09 PM

Reply-To: Sally Morgan <sally@morganixmethod.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 5, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Sally Morgan  
15 W 139th St Apt 14m  
New York, NY 10037-1518  
[sally@morganixmethod.com](mailto:sally@morganixmethod.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Lily Mleczko** <info@riverkeeper.org>

Wed, Jun 5, 2019 at 12:09 PM

Reply-To: Lily Mleczko <lmleczko@wcs.org>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 5, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Lily Mleczko  
2465 Palisade Ave  
Bronx, NY 10463-6209  
[lmleczko@wcs.org](mailto:lmleczko@wcs.org)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Louise Calabro** <info@riverkeeper.org>

Wed, Jun 5, 2019 at 1:09 PM

Reply-To: Louise Calabro <louise.editor@mindspring.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 5, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Louise Calabro  
2 Bay Club Dr Apt 1g  
Bayside, NY 11360-2918  
(718) 631-7683  
[louise.editor@mindspring.com](mailto:louise.editor@mindspring.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Celia Ackerman** <info@riverkeeper.org>

Wed, Jun 5, 2019 at 1:09 PM

Reply-To: Celia Ackerman <acelia2000@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 5, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Celia Ackerman  
21102 73rd Ave Apt 2m  
Bayside, NY 11364-2818  
(347) 416-4056  
[acelia2000@gmail.com](mailto:acelia2000@gmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Chris Washington** <info@riverkeeper.org>

Wed, Jun 5, 2019 at 1:39 PM

Reply-To: Chris Washington <cwashington@wlrk.cm>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 5, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Chris Washington  
345 W 58th St Apt 11u  
New York, NY 10019-1140  
(212) 765-3849  
[cwashington@wlrk.cm](mailto:cwashington@wlrk.cm)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Josh Heffron** <info@riverkeeper.org>

Wed, Jun 5, 2019 at 3:09 PM

Reply-To: Josh Heffron <piratedragon73@aol.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 5, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Josh Heffron  
177 E 75th St  
New York, NY 10021-3230  
[piratedragon73@aol.com](mailto:piratedragon73@aol.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Clarinda Mac Low** <info@riverkeeper.org>

Wed, Jun 5, 2019 at 11:40 PM

Reply-To: Clarinda Mac Low <clarinda.maclow@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 5, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Clarinda Mac Low  
241 E 7th St  
New York, NY 10009-6009  
(917) 306-6363  
[clarinda.maclow@gmail.com](mailto:clarinda.maclow@gmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Gina Saint Gerard** <info@riverkeeper.org>

Thu, Jun 6, 2019 at 2:41 PM

Reply-To: Gina Saint Gerard <ginasaintgerard@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 6, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Gina Saint Gerard  
7 Manchester Dr  
Bethpage, NY 11714-3203  
(516) 749-7686  
[ginasaintgerard@gmail.com](mailto:ginasaintgerard@gmail.com)





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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**janet forman** <info@riverkeeper.org>

Fri, Jun 7, 2019 at 8:13 AM

Reply-To: janet forman <giselle351@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 7, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

janet forman  
351 W 24th St Apt 12c  
New York, NY 10011-1514  
(212) 255-5192  
[giselle351@gmail.com](mailto:giselle351@gmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**James DiMunno** <info@riverkeeper.org>

Sat, Jun 8, 2019 at 10:37 AM

Reply-To: James DiMunno <jimdimunno@yahoo.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 8, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

James DiMunno

Long Island City, NY 11101  
[jimdimunno@yahoo.com](mailto:jimdimunno@yahoo.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Jane Davis** <info@riverkeeper.org>

Sat, Jun 8, 2019 at 2:07 PM

Reply-To: Jane Davis <jedavis\_ill@hotmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 8, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Jane Davis  
7217 34th Ave Apt 3p  
Jackson Heights, NY 11372-1064  
(718) 478-4303  
[jedavis\\_ill@hotmail.com](mailto:jedavis_ill@hotmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Joseph Quirk** <info@riverkeeper.org>

Sun, Jun 9, 2019 at 9:19 PM

Reply-To: Joseph Quirk <jquirk66@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 9, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Joseph Quirk  
147 Avenue A Apt 2r  
New York, NY 10009-4998  
(212) 555-5555  
[jquirk66@gmail.com](mailto:jquirk66@gmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**rosemarie santiesteban** <info@riverkeeper.org>

Mon, Jun 10, 2019 at 1:14 AM

Reply-To: rosemarie santiesteban <romanhattan@hotmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 10, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

rosemarie santiesteban  
545 W 111th St Apt 4k  
New York, NY 10025-1962  
(917) 400-8509  
[romanhattan@hotmail.com](mailto:romanhattan@hotmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Abigail Zaks** <info@riverkeeper.org>

Tue, Jun 11, 2019 at 8:32 PM

Reply-To: Abigail Zaks <ohmmiro@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 11, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Abigail Zaks  
30 W 61st St  
New York, NY 10023-7610  
(201) 306-0213  
[ohmmiro@gmail.com](mailto:ohmmiro@gmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Joel Leitner** <info@riverkeeper.org>

Wed, Jun 12, 2019 at 2:04 PM

Reply-To: Joel Leitner <joel@joelleitner.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 12, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Joel Leitner  
609 Trump Park  
Shrub Oak, NY 10588-1214  
(914) 426-8969  
[joel@joelleitner.com](mailto:joel@joelleitner.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Gail Sullivan** <info@riverkeeper.org>

Thu, Jun 13, 2019 at 12:06 PM

Reply-To: Gail Sullivan <gaildiva1@aol.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 13, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Gail Sullivan

New York, NY 10040  
[gaildiva1@aol.com](mailto:gaildiva1@aol.com)





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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Victoria Oltarsh** <info@riverkeeper.org>

Thu, Jun 13, 2019 at 11:07 PM

Reply-To: Victoria Oltarsh <victoriatheaterarts@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 13, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Everything MUST be done to safeguard the environment. All efforts to consult environmental scientists and heed their faucets must be taken. Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Victoria Oltarsh  
16 Washington St  
Nyack, NY 10960-3024  
(845) 536-3257  
[victoriatheaterarts@gmail.com](mailto:victoriatheaterarts@gmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Alexandra Herzan** <info@riverkeeper.org>

Fri, Jun 14, 2019 at 11:38 AM

Reply-To: Alexandra Herzan <alex@lilynyc.org>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 14, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Alexandra Herzan  
300 Central Park W Apt 10d  
New York, NY 10024-1592  
(212) 737-9533  
[alex@lilynyc.org](mailto:alex@lilynyc.org)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Joseph O'Sullivan** <info@riverkeeper.org>

Mon, Jun 17, 2019 at 5:45 AM

Reply-To: Joseph O'Sullivan <josullivan58@hotmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 17, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Joseph O'Sullivan  
6744 164th St  
Flushing, NY 11365-3175  
(718) 607-0571  
[josullivan58@hotmail.com](mailto:josullivan58@hotmail.com)



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**a robust LGA AirTrain EIS Process is essential**

1 message

**Margaret Seely** <info@riverkeeper.org>

Tue, Jun 18, 2019 at 8:23 AM

Reply-To: Margaret Seely &lt;margaretseely22@gmail.com&gt;

To: "Andrew Brooks, FAA, Environmental Program Manager" &lt;comments@lgaaccesses.com&gt;

Jun 18, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

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New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Margaret Seely  
635 Riverside Dr Apt 7a  
New York, NY 10031-7118  
(212) 281-9106  
[margaretseely22@gmail.com](mailto:margaretseely22@gmail.com)



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## AirTran to Laguardia

1 message

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**Suzanne Urich** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 4:37 PM

Reply-To: Suzanne Urich <surichny@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

When I go to Laguardia I take the #60 bus. Works fine; runs regularly.

As a very minimum, an environmental study needs to be done to detmine the impact of any major infrastructure project.

I expect the FAA to protect the environment around the airport and determine the best way to accomplish any construction with the least negative environment impact.

Thank you,

Thank you.

Suzanne Urich

New york, NY 10024  
[surichny@gmail.com](mailto:surichny@gmail.com)



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: brmnyc1@aol.com  
To: comments@lgaaccessseis.com

Tue, Jun 4, 2019 at 1:00 AM

**Name:** Bruce McCallister

**Email:** [brmnyc1@aol.com](mailto:brmnyc1@aol.com)

**Organization:**

**Address 1:** [1221 York Avenue](#)

**Address 2:** Apt. 1-G

**City:** New York

**State:** NY

**Zip:** 10065

**Comment Topic:** LGA access improvement project

**Formal Comment:** The current proposal to build an Airtrain is not optimal for several reasons:

- 1) The train will leave the airport and travel away from Manhattan, the final destination for the majority of passengers arriving at LGA.
- 2) Passengers will then be required to transfer to the already overcrowded #7 subway line at a station that is just one stop away from it's terminus. Passengers with luggage will cause more overcrowding on one of the most busy lines in the transit system for a very long ride back to Manhattan in train cars which are narrower than on other routes. The alternative is to transfer to the LIRR Port Washington branch which runs far less frequently at greater expense.
- 3) Airtrain maintenance facilities and yard storage will need to be built to support this system, none of which would be necessary if a direct subway extension were built to LGA. Yet it is even more wasteful when you take into account that it will duplicate facilities that support the JFK Airtrain, yet will have no connection to it.

The most optimal solution would be to extend the NYC subway's Astoria Line (the N train) directly to La Guardia. It would require a relatively short extension north on 31st Street, and then a right turn on to 19th Avenue where it would then continue up to a certain point where a tunnel which would continue to beneath the vicinity of Terminal B, possibly continuing to Terminals C/D. This would provide arriving passengers with a more direct, one-seat ride to Manhattan without any transfers on full-width subway cars.

The Airtrain is a political boondoggle meant to make people believe that LGA will finally have decent rail access to the core of the city. It will not accomplish this goal as most passengers, especially those that live in New York City, will look for more direct routes, including automobiles, that don't require inconvenient transferring in a remotely located station. Thank you.

*(Sent via [LGA Access Improvement Project EIS](#))*



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: sjspor@gmail.com  
To: comments@lgaaccessseis.com

Tue, Jun 4, 2019 at 6:17 AM

**Name:** Stephen Spor

**Email:** [sjspor@gmail.com](mailto:sjspor@gmail.com)

**Organization:**

**Address 1:** 64 Main St

**Address 2:**

**City:** Highland

**State:** NY

**Zip:** 12528

**Comment Topic:** Direct Subway (heavy rail) to LGA.

**Formal Comment:** Currently I live in Highland NY, it is 3 hours from my home to JFK. To get to the airport I take Metro North, the 6 train and the E train. Then I have jam into an elevator and drag my stuff across Jamaica station, and then pay my \$5 for the final 2 miles to the airport. Do NOT allow another air train to be built, connect the existing transit system to LGA, and the other 2 airports. Just like Chicago, Atlanta, Denver, Zurich etc.

*(Sent via LGA Access Improvement Project EIS)*



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Re\_Lucas@yahoo.com  
To: comments@lgaaccessseis.com

Tue, Jun 4, 2019 at 9:15 AM

**Name:** Roosevelt Lucas

**Email:** [Re\\_Lucas@yahoo.com](mailto:Re_Lucas@yahoo.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** This is difficult due to multi terminal enter/exit.

Create train stop in LIC (ie. Hunterspoint AV) with exit for LGA (a few LIRR and maybe even Amtrak) maybe allow NJT to run empty train to the stop to avoid LIRR commuter disruption/overload. Build two track high speed elevated use the ROW of Amtrak to either GCP to airport or over cemetery (not likely) to BQE to airport.

This may offer subway connection Hunters Point on 7. Make AirTrain no fee turnstile so platform isn't too big so only exit/entrance requires railroad stop exit or MetroCard from 7 train.

Not much land acquisition as using airspace over existing track and highways (besides sharp right turn if using Amtrak line ROW).

*(Sent via LGA Access Improvement Project EIS)*





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Geopoppy@aol.com  
To: comments@lgaaccessseis.com

Tue, Jun 4, 2019 at 11:11 AM

**Name:** George Leiz

**Email:** [Geopoppy@aol.com](mailto:Geopoppy@aol.com)

**Organization:**

**Address 1:** 215B Heritage Village

**Address 2:**

**City:** Southbury

**State:** Ct

**Zip:** 06488

**Comment Topic:** Rail to LaGuardia airport

**Formal Comment:** I think the best connection would be to number 7 train at Willets Point

*(Sent via LGA Access Improvement Project EIS)*



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: yuconghu@gmail.com  
To: comments@lgaaccessseis.com

Tue, Jun 4, 2019 at 4:12 PM

**Name:** John Hu

**Email:** [yuconghu@gmail.com](mailto:yuconghu@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** Build a subway extension line to LGA

**Formal Comment:** LaGuardia has to be connected by a rail line. Buses, even with dedicated lanes, are not suitable for such heavy use to a regional airport. Requiring passengers to transfer between different modes of transportation to get to the airport is not only cruel but also inefficient.

The subway should be extended to connect to the airport, as other major airports do in the world, instead of carrying the passengers eastwards away from the city when most passengers' destination will be Manhattan and the immediate surrounding areas. As such, building an air train to Citi field will be a waste of resources and highly inefficient, requiring passengers to get off the train and transfer to subway.

Again, train connection to LGA is paramount, and any such connection should take passengers closer to city center, not away.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: raypultinas@gmail.com  
To: comments@lgaaccessseis.com

Tue, Jun 4, 2019 at 5:21 PM

**Name:** Raymond Pultinas

**Email:** [raypultinas@gmail.com](mailto:raypultinas@gmail.com)

**Organization:** James Baldwin Outdoor Learning Center

**Address 1:** [600 West 246](#) th St

**Address 2:** #416

**City:** Bronx

**State:** NY

**Zip:** 10471

**Comment Topic:** Opposing LGA Airbus

**Formal Comment:** Extending the subway line N/W is by far the best solution to this problem from an environmental perspective. I urge you to save money and the environment!

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Ginakosty@gmail.com  
To: comments@lgaaccessseis.com

Tue, Jun 4, 2019 at 6:52 PM

**Name:** Gina Kosty

**Email:** [Ginakosty@gmail.com](mailto:Ginakosty@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:** New york

**State:** NY

**Zip:**

**Comment Topic:**

**Formal Comment:** I am opposed to this proposal for a LaGuardia AirTrain because I believe that a N/W subway extension is the best plan.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: glenn6398@aol.com  
To: comments@lgaaccessseis.com

Tue, Jun 4, 2019 at 7:37 PM

**Name:** Glenn Rowe

**Email:** [glenn6398@aol.com](mailto:glenn6398@aol.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** The best route would be to extend the N line from Astoria to the airport. The Queens Blvd. line is already overcrowded making the argument more feasible to extent the Astoria line.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Flittyj9@hotmail.com  
To: comments@lgaaccessseis.com

Tue, Jun 4, 2019 at 10:15 PM

**Name:** Emma Daniels

**Email:** [Flittyj9@hotmail.com](mailto:Flittyj9@hotmail.com)

**Organization:** I am not affiliated with an organization. I am a home owner in East Elmhurst, NY

**Address 1:** [26-18 94th Street](#)

**Address 2:**

**City:** East Elmhurst

**State:** NY

**Zip:** 11369

**Comment Topic:** Air train to LaGuardia Airport

**Formal Comment:** There is too much development and over development in the East Elmhurst, NY and surrounding communities. Too much disruption in the environment. There is no need for an air train in the community to LaGuardia airport. We have at least 5 buses going into the airport and they run pretty efficiently. LaGuardia is a small airport located in a residential community. I do not believe the community wants or needs an air train. We need more money for affordable housing in general and more housing and decent shelters for the homeless population.

(Sent via [LGA Access Improvement Project EIS](#))



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## New Yorkers deserve a robust LGA AirTrain EIS Process

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**Alicia Williams** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 4:07 PM

Reply-To: Alicia Williams <accessquarednyc@gmail.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Alicia Williams

New York, NY 10027  
[accessquarednyc@gmail.com](mailto:accessquarednyc@gmail.com)



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## New Yorkers deserve a robust LGA AirTrain EIS Process

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**Lauren Maclise** <info@riverkeeper.org>

Tue, Jun 4, 2019 at 4:07 PM

Reply-To: Lauren Maclise <loreal1018@yahoo.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Lauren Maclise  
305 E 40th St  
New York, NY 10016-2189  
[loreal1018@yahoo.com](mailto:loreal1018@yahoo.com)





## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

**Les Sugai** <info@riverkeeper.org>

Wed, Jun 5, 2019 at 12:38 AM

Reply-To: Les Sugai <lessugai@yahoo.com>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccessseis.com>

Jun 4, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

Port Authority's proposed LaGuardia Airport (LGA) Access Improvement Project would pose significant community and environmental impacts. The proposed 1.5 billion-dollar transit infrastructure project has had limited community engagement, requires parkland alienation in an area starved of parks and vulnerable to climate change, and has been deeply criticized by transit equity experts.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

There are other alternatives that must be considered:

--The Upcoming Metro North East Bronx to Penn Station Connection -- through the Hell Gate Bridge runs a few minutes away from LaGuardia

Connections can be developed at several possible street corners

--Astoria Blvd - East of Steinway St (app 42nd ST )

--Northern Blvd + Broadway -- Can also connect w. the R and M train Northern Blvd Station

== A light rail connection can be built that runs over the Grand Central Parkway from both locations

--The Metro North East Bronx Connection provides the fastest service from Penn Station as well as communities in the Bronx, Westchester and beyond Penn Station connects with NJ, Rockland, Orange and the 5 Boros

==The MN East Bronx Connection will provide service to new and underserved communities and is the most efficient method compared to the Air Train route that would run from the 7 train and LIRR at Mets

PC00060

Willets Point

---Please accept my request. Thank You

Les Sugai

51-35 Bell Blvd

Bayside NY 11364

email [lessugai@yahoo.com](mailto:lessugai@yahoo.com)

Thank you.

Les Sugai

5135 Bell Blvd

Bayside Hills, NY 11364-1225

(917) 698-1256

[lessugai@yahoo.com](mailto:lessugai@yahoo.com)



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## LGA train extension

1 message

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**Max Tibett** <max.tibett@gmail.com>  
To: Comments@lgaaccesses.com

Wed, Jun 5, 2019 at 11:31 AM

I recently read the article about extending service from the LIRR and the 7 train to LGA. I, along with many others, feel that the right solution is to extend the N/W service to the airport. Please take this into consideration with the proposed new work.

Thank you,

Max Tibett



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**AirTrain LGA**

1 message

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**Nicholas Ramos** <nramos83@aol.com>  
To: comments@lgaaccessseis.com

Wed, Jun 5, 2019 at 12:10 PM

I like the idea of having AirTrain LGA, however, I do have an issue with the routing of it getting out of LaGuardia. I'm not for the idea of taking the route east to Mets-Willets Point. You do have connections to the 7 train & the LIRR, but the only branch you can get there is the Port Washington. People who want to take the other lines would have to either take a Pt. Washington train one stop west to Woodside or the 7 train to Woodside-61st Street. I feel that the routing should change, either have it connect with the N/W at either Astoria Blvd. or Astoria/Ditmars Blvd, follow the Q70 SBS route to Woodside-61st Street where 7 train service is available as well as ALL LIRR branch lines, or if you insist of going east to Mets/Willets Point, extend the AirTrain to Jamaica where in addition to connecting to numerous subway lines (E, J, Z) & all LIRR lines, except Pt. Washington, give a connection to AirTrain JFK for passengers who might be connecting to another flight. Thanks for your attention.



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## Comments on LaGuardia Airport Access Improvement Project

1 message

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**Chris O'Leary** <chriso1281@gmail.com>  
To: comments@lgaaccessseis.com

Wed, Jun 5, 2019 at 12:34 PM

Please see my public comment as follows for the Environmental Impact Statement for the proposed LaGuardia Airport Access Improvement Project:

The proposed LaGuardia Airport Airtrain is a massively wasteful and ill-advised project. The train, as proposed, will not improve access to the airport for either airport employees or passengers, who will have to travel far out of their way in order to reach the Airtrain in the first place. Anyone who regularly travels in Queens can tell you that this project is foolish: the New York City Subway's already-crowded 7 Train runs local for the vast majority of the week to the proposed station from Western Queens and Manhattan, providing the only subway access. The nearby Long Island Railroad line runs at 30-minute headways at best -- and improving headways to a proposed 15 minutes will still make the maximum travel and wait time to LaGuardia from Penn Station higher than existing transit routes to the airport.

Putting aside the outrageous proposed pricetag for this project, there is a much more affordable alternative that will better serve airport passengers and employees arriving by transit: maintaining the current Q70-SBS service and improving it with longer vehicles in dedicated bus lanes along the route and on airport property. The current scheduled runtime for the Q70-SBS to reach its first stop airport property from the Jackson Heights-Roosevelt Avenue subway station is 10 minutes. This could be trimmed to 7 minutes if the bus ran in a dedicated right-of-way with transit signal priority. The current bus route connects to 5 subway lines, and Penn Station is accessible via the E Train from Jackson Heights-Roosevelt Avenue in just 18 minutes. Even a fraction of the cost of the proposed project would provide for infrastructure improvements necessary for dedicated bus lanes that would make the Q70-SBS a far more attractive option to reach LaGuardia than a backwards Airtrain.

The most logical transit connection to LaGuardia would be an extension of the current NYC Transit N/W train from Ditmars Boulevard. This would provide a one-seat ride to LaGuardia Airport, and would also offer subway access to a "transit desert" in Astoria Heights. This proposal was already studied and recommended as part of the 2000-04 MTA Capital Plan. This proposal should be taken off the shelf and re-evaluated, as well as any other alternative that could connect to this line via Astoria Boulevard, where air rights over the Grand Central Parkway could be used.

This backwards Airtrain is a folly -- designed for the least community resistance possible while also being the least convenient option to reach LaGuardia from points west. Every other alternative that provides direct access from Western Queens must be considered and ruled out before this project moves forward.

Thank you for your time.

Christopher O'Leary  
476 Jefferson St #308  
Brooklyn, NY 11237



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## Comments

1 message

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**Joseph Sanderson** <joseph.sanderson@gmail.com>  
To: comments@lgaaccessseis.com

Wed, Jun 5, 2019 at 12:37 PM

I have the following comments regardings scoping:

1. The scoping process and documents appear to have been written in such a way as to exclude any feasible alternative other than the one that the Governor has already announced. This type of working-backwards EIS makes the final decision vulnerable to legal challenge. The EIS must consider alternatives that include a subway extension of the Astoria line.
2. In analyzing the Flushing AirTrain alternatives, the EIS should consider compatibility with the existing JFK AirTrain, including whether in the long term the two AirTrains could be connected, which would also provide much-needed connectivity between Flushing and Jamaica.
3. In analyzing alternatives, the EIS should also consider the functionality of the alternatives for purposes other than airport passengers. While the predominant benefit of an airport rail connection is for airport users, a well-designed project might also be able to provide other transportation benefits (such as for commuters who are not using the airport but live and work near the path of the rail line).
4. The FAA should consider whether to waive any limits on Passenger Facility Charge funding that would require a project to *solely* serve airport users by allowing Passenger Facility Charge funding for projects that *primarily* serve airport users but may provide incidental benefits to others.

Joseph M. Sanderson  
[3810 Broadway Apt 2A, New York, NY 10032](#)



## New LGA Access

1 message

**Tomas Cabrera** <tacabrera2021@gmail.com>  
To: comments@lgaaccessseis.com

Wed, Jun 5, 2019 at 8:45 PM

To whom it may concern:

My name is Tomas Cabrera. I am a sophomore at Xavier High School and I would like to be a civil engineer or city planner in the future. I noticed that there are thirteen options for enhancing transportation into and out of Laguardia Airport. I feel that most of these options will not improve access to the airport, and I will go in detail about each alternative below. I will also suggest a fourteenth option that may or may not have been suggested already. Here are my reasons for not proceeding with several of the existing thirteen options:

1. The 7 train is already running close to capacity, and it does not have enough room to increase it. There are about 29 trains per hour on an eight-mile stretch of track. Since one 7 train has a length of 565 feet, that means there are 16385 feet of trains running on the eight-mile track. This means that only 0.001 miles of track open for any train movement. 7 trains operate close together, with about 2 to 3-minute headways. The MTA would need to add more trains for an influx of passengers from the LGA Airtrain. It is also projected to cost about 1.5 billion dollars, funded by the Port Authority. The MTA would pay 125 million dollars to renovate the Mets-Willets Point subway and LIRR complex. That 125 million dollars can be put towards elevator installment projects to improve the accessibility of the subway system. The 1.5 billion dollars from the Port Authority can be used to improve JFK airport and Newark airport, as new improvements should also be implemented there to reduce the traffic and make both airports more accessible for passengers. I do not believe that this would improve LGA access.
2. The shift of flights away from LGA would improve the flow of planes to and from the gates and reduce taxiing delays. Fewer airplanes landing at LGA would mean less traffic originating from the airport. However, it would put more pressure on the surrounding airports, as they may not have enough facilities to handle an increase in air traffic. This may improve LGA access, but time would tell if this would work.
3. The creation of a new ferry line would improve the LGA access. A ferry line originating from the Pier 11 Hub would reduce travel time from Lower Manhattan. Since it takes approximately 45 minutes to travel from Pier 11 to the Astoria Ferry Landing, I would estimate the trip from Pier 11 to LGA by ferry would take about 1 hour and 15 minutes. A feasibility study would need to be conducted for the Ferry Service to LGA for a feasible location with easy walking access to the airport. High-speed rail is not feasible for running through a quiet dense residential district. Existing bus service can be enhanced with dedicated busways (see 14). I do believe the creation of a new ferry line to LGA would improve access to the airport.
4. It would be difficult to limit the number of vehicles in the vicinity of LGA, as a major thoroughfares border the Airport. Astoria Blvd and the Grand Central Parkway runs close to the airport, and both roads carry large amounts of vehicles, and limiting the number of vehicles could worsen the carbon footprint of the thoroughfares. Limiting the number of vehicles would not improve access to LGA.
5. Expanding the roads will face community opposition, as the increased traffic flow would create more noise for these quiet neighborhoods. Larger roads also would increase the traffic of the surrounding area, since there would be more vehicles using more lanes. With more traffic, comes more pollution, which would increase the carbon footprint of the area. Expanding the roads would not improve access to LGA.
6. With the costs of the Second Avenue Subway, it would not be feasible to construct an extension of the N and W lines from Astoria Blvd to LGA. The SAS cost 2.6 billion dollars per mile to build. If the costs and issues surrounding the SAS are similar to the extension of the N and W to LGA, the extension would cost a fortune to the MTA. Also, the complexity of the Astoria Blvd and 31st Street intersection would also increase the difficulty of planning such a project. It would improve accessibility to LGA, but the costs surrounding it would be too much for it to be feasible.
7. The same problem arises with option 7 as option 6 had. An extension from Ditmars Blvd would be easier to build, and the line would then run along the Con Edison Power Plant in Astoria, however, it would create a burden on the residents living in this quiet district. Subway trains run at 105 dB, which prolonged exposure can cause hearing loss. As with option 6, it would improve accessibility, but it would not be feasible due to the costs and side effects of operating a line there.
8. As with option 6 and 7, the cost per mile of track would prevent such an extension of the line. A new tunnel portal proposed near the intersection of 31st Street and 19th Avenue would have an impact on surrounding homes and businesses. The side effects outweigh the positives, as the project would cost an immense amount of money.
9. The creation of a fixed guideway system from Astoria Blvd to LGA is unnecessary, as dedicated bus lanes would create a traffic free lane for the M60 Select Bus Service and the Q19 to run on Astoria Blvd. The dedicated bus

lane should be part curbside and part offset bus lane. The creation of a fixed guideway along the Grand Central Parkway would be a waste of money.

10. The creation of a fixed guideway system from the Woodside/61st Street Station to LGA would also be unnecessary. The LaGuardia Link Q70 Select Bus Service route has been successful since its implementation. The route runs mostly on the BQE and Grand Central Parkway, where traffic can be an issue. The Q70 route would benefit by being rerouted onto Junction Blvd to supplement my new option (see 14)
11. The creation of a fixed guideway system from the Roosevelt Avenue/74th Street Station would be unnecessary. The LaGuardia Link Q70 bus already uses this route, and it would be unnecessary to add a different transportation line along the existing route.
12. The creation of a fixed guideway system from the Jamarca Center Transportation Hub would be unfeasible, as the hub already has a connection to JFK airport. At this point, just reroute the majority of flights to JFK, as a guideway system would increase travel times to LGA.
13. Having no plans to improve the accessibility to LGA Airport would reduce the benefits of rebuilding the entire airport. The reason the airport is being rebuilt is to improve travel to and from New York City and having no improved transportation would make the renovations less valuable to the city.
14. My new option would create a dedicated busway on Junction Blvd/94th Street from Roosevelt Avenue to the airport. Along with creating a dedicated busway on Junction Blvd/94th Street, 93rd Street and 97th Street would become one-way streets, with two lanes for travel and one lane for parking. 93rd street would be one way south from 23rd Avenue to Roosevelt Avenue and 97th street would be one north from Roosevelt Avenue to 23rd Avenue. For Junction Blvd, the LaGuardia Link Q70 route would be rerouted onto the Junction Blvd busway and will continue to be non-stop between 74th Street and the Airport. The Q72 route would remain the same. Along with the busway, new sidewalk improvements would increase the flow of pedestrian traffic, as bus stop slips would be created, making Junction Blvd a two way, one lane street. Trucks would not be allowed to idle in on Junction Blvd, as they must make deliveries on the side streets to the businesses along Junction Blvd. All traffic lights would be removed with the exception of major junctions like Northern Blvd and Junction Blvd and Astoria Blvd and 94th Street. However, priority signals would be given for buses along the busway. Vehicles from the side streets must yield to buses along the busway. This would improve transportation to and from the Airport as it would increase the reliability of the Q70 and Q72 routes, and allow for new routes to be created for travel to and from the Airport.

In conclusion, a combination of a dedicated busway along Junction Blvd/94th Street and ferry service would be the most impactful forms of accessibility to and from LGA. Limiting the number of flights to the Airport will also decrease the traffic flow to and from the airport, as fewer passengers are leaving the airport. I do believe that my idea for a busway would help relieve the traffic in the area, and greatly improve the quality of life in East Elmhurst. It would be easy to implement, and improvements would increase the land value of the surrounding area.

Thank you for reading my opinion on this topic, and I hope my idea will be considered for future implementation to improve accessibility to LaGuardia Airport. If you have any further questions about my new option, please feel free to email me at any time.

Thank you,

--

Tomas Cabrera





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**FW: Urban Gondola technology**

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**Kevin Narvaez** <kevinnarvaez@eclimited.com>  
To: "comments@lgaaccessseis.com" <comments@lgaaccessseis.com>

Wed, Jun 19, 2019 at 11:39 AM

---

**From:** Brooks, Andrew (FAA) <Andrew.Brooks@faa.gov>  
**Sent:** Thursday, June 6, 2019 6:14 AM  
**To:** Paul Herzan <paul@lilynyc.org>  
**Subject:** RE: Urban Gondola technology

Paul,

Thank you for providing this informaon. I will ensur e that this is submi ed for the record.

Andrew Brooks

Environmental Program Manager  
Federal Aviaon Adminis traon  
Eastern Regional Office  
1 Aviaon Plaz a  
Jamaica, NY 11434  
Phone: 718-553-2511

---

**From:** Paul Herzan <paul@lilynyc.org>  
**Sent:** Wednesday, June 05, 2019 9:48 PM  
**To:** Brooks, Andrew (FAA) <Andrew.Brooks@faa.gov>  
**Subject:** Urban Gondola technology

<https://www.youtube.com/watch?v=La-JonDrSrU>

Dear Andrew,

It was good to speak with you this evening about introducing the FAA to urban gondola technology. I've attached a video created to explain the system for better public access to Governors Island now being studied by NYC EDC as a result of

PC00066

our initial research. Similar technology could be utilized for the routes under consideration by the PA at substantial cost savings, reduced infrastructure requirements and a less invasive environmental impact.

If you would like further information please let me know.

Sincerely,

Paul Herzan

m917-882-0826



---

**FW: Urban Gondola technology**

---

**Kevin Narvaez** <kevinnarvaez@eclimited.com>  
To: "comments@lgaaccesses.com" <comments@lgaaccesses.com>

Wed, Jun 19, 2019 at 11:39 AM

---

**From:** Brooks, Andrew (FAA) <Andrew.Brooks@faa.gov>  
**Sent:** Thursday, June 6, 2019 9:43 AM  
**To:** Paul Herzan <paul@lilynyc.org>  
**Subject:** RE: Urban Gondola technology

Paul,

Thank you again

Andrew Brooks

Environmental Program Manager  
Federal Aviation Administration  
Eastern Regional Office  
1 Aviation Plaza  
Jamaica, NY 11434  
Phone: 718-553-2511

---

**From:** Paul Herzan <paul@lilynyc.org>  
**Sent:** Thursday, June 06, 2019 10:26 AM  
**To:** Brooks, Andrew (FAA) <Andrew.Brooks@faa.gov>  
**Subject:** Re: Urban Gondola technology

Thanks Andrew. Here's a video clip showing existing urban systems and possibilities to consider:

<https://m.youtube.com/watch?feature=youtu.be&v=9dd--wAKPml>

On Jun 6, 2019, at 7:14 AM, Brooks, Andrew (FAA) <Andrew.Brooks@faa.gov> wrote:

Paul,

Thank you for providing this information. I will ensure that this is submitted for the record.

Andrew Brooks

Environmental Program Manager  
Federal Aviation Administration  
Eastern Regional Office  
1 Aviation Plaza  
Jamaica, NY 11434  
Phone: 718-553-2511

---

**From:** Paul Herzan <[paul@lilynyc.org](mailto:paul@lilynyc.org)>  
**Sent:** Wednesday, June 05, 2019 9:48 PM  
**To:** Brooks, Andrew (FAA) <[Andrew.Brooks@faa.gov](mailto:Andrew.Brooks@faa.gov)>  
**Subject:** Urban Gondola technology

<https://www.youtube.com/watch?v=La-JonDrSrU>

Dear Andrew,

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If you would like further information please let me know.

Sincerely,

Paul Herzan  
m917-882-0826



---

## Form Submission - Website Scoping Formal Comment

---

**Squarespace** <no-reply@squarespace.info>  
Reply-To: Frederickchute@gmail.com  
To: comments@lgaaccessseis.com

Wed, Jun 5, 2019 at 7:20 AM

**Name:** Frederick Chute

**Email:** [Frederickchute@gmail.com](mailto:Frederickchute@gmail.com)

**Organization:**

**Address 1:** [3909 44th St](#)

**Address 2:**

**City:** Sunnyside

**State:** NY

**Zip:** 11104

**Comment Topic:** Airtrain Proposal

**Formal Comment:** Connecting the airtrain to Laguardia is an undercooked idea that would inconvenience and harm locals and tourists alike should it be put into place. People arriving in New York will likely have to purchase a metrocard, and nothing will stop them from choosing to use that metrocard to get on the 7 rather than paying 11 additional dollars each way for the LIRR. Anyone who commutes with the 7 knows there will be no room for us to get to work if plane fulls of people are getting on with their luggage all the way back near Flushing. Some people will choose the LIRR despite the price and they too will be met with and cause increased delays and overcrowding. The most concerning thing about the current air train proposal is the destruction it has been causing to the people who live in our city. We must utilize this air train to improve the lives of the people who live in our city by extending the N/W line to the airport rather than building an extension of the airport through and on the lives our community members.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: amela.demirovic@gmail.com  
To: comments@lgaaccessseis.com

Wed, Jun 5, 2019 at 10:03 AM

**Name:** Amela Demirovic

**Email:** [amela.demirovic@gmail.com](mailto:amela.demirovic@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** LGA and 7 train connection

**Formal Comment:** Hello.  
Thank you for the opportunity to express my comments.

I have been using 7 train for almost 25 years. Each day the trains get more and more crowded without any major improvement.

Adding additional connection will make our commute even more unbearable. I do not think that adding the connection between LGA and 7 train is a good solution.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: jacquelinesokolof@gmail.com  
To: comments@lgaaccessseis.com

Wed, Jun 5, 2019 at 10:22 AM

**Name:** Jacqueline Cosme Sokolof

**Email:** [jacquelinesokolof@gmail.com](mailto:jacquelinesokolof@gmail.com)

**Organization:**

**Address 1:** [89-07 34th Avenue Apt 5u](#)

**Address 2:**

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** Air Train

**Formal Comment:** To whom it may concern,

As we currently have now our communities along the seven line have been fighting for repairs for more than ten years. Finally after an independent study the MTA was forced to take into account the high levels of lead paint which was affecting the communities. Ten plus years we are still inhaling and living with lead paint on our infrastructure. The current marina lets out waste when our sewers overflow so we breathe the waste water. More recently Con Ed ripped the streets to retrofit the current electricity lines because it couldn't keep up. The current noise from airplane noise does affect our quality of life. Our community of color and minorities have been overburden with the lack of adequate resources and care that is needed to live a dignified life.

With the current Air train this will draw all attention away from the already crumbling surroundings in the area. Our kids have high asthma rates, have led levels and you want our future generations to deal with an air train which no one in the community will use but its only to accommodate people who can afford to fly out by making their trip shorter. More people come from the city it needs to go not trough the already overcrowded seven train but through N or Q lines in Astoria and along the bay.

We have the right to live dignified lives and taken into account. I disagree with the current plan as is. I see it as a ploy because our communities are mostly immigrant. If the 7 line infrastructure was fixed if there was no lead paint. If the waste water wasn't thrown into the marina and in turn becomes the air we breath then this would be something that the community may be able to deal with. However the lead paint is still there, no one is doing anything with the waste water and we live in an already overburden community. It is not right and it is not equitable.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: alberto.frometa@gmail.com  
To: comments@lgaaccessseis.com

Wed, Jun 5, 2019 at 10:42 AM

**Name:** Alberto Frometa

**Email:** [alberto.frometa@gmail.com](mailto:alberto.frometa@gmail.com)

**Organization:** Research Foundation of the City University of New York

**Address 1:** [1829 Lexington Ave](#)

**Address 2:** Apt 4D

**City:** New York

**State:** NY

**Zip:** 10029

**Comment Topic:** Current first option is the least efficient

**Formal Comment:** There are two serious feasibility issues with the current proposed LGA AirTrain: distance and public transit capacity. Unlike the JFK AirTrain which connects with 3 subway lines and almost all LIRR commuter lines, this proposal would only connect with one subway and one LIRR line further away from Manhattan than the airport is.

A significant benefit of LaGuardia to business and leisure travelers alike is its proximity to Manhattan.

This proposal makes LaGuardia just as far from the central business district as JFK. This nullifies any advantages LaGuardia presents to travelers and may actually encourage them to opt for personal road vehicles over public transit due to distance and time alone. Current routing of the proposed AirTrain would require travelers to commute via a U-turn through the borough of Queens that is multiple miles in radius. For comparison: a trip from Times Square to LGA via the LIRR and proposed AirTrain is about 12 miles. The shortest Taxi route traveling from the same origin to destination is 8 miles. Fastest time in public transit? Projected as 30 minutes. Fastest time via cab? 20 minutes outside peak hours.

The LaGuardia AirTrain would unfortunately connect with minimal public transit options.

The 7 train cars (and all numbered lines) are actually built narrower than the lettered lines and thus fit less people. This is because the tunnels they access are built to older standards, at trolley width. The already overcrowded 7 train cannot handle so many travelers with luggage the cars are simply too narrow. To convert the 7 line to larger cars that can fit airport travelers would require a complete reconstruction of the east river tunnels that serve the line, a vast costly and community disdained ordeal. In addition, the Long Island Railroad line the LGA AirTrain is planned to connect to is almost completely isolated from the rest of the commuter network. The standalone Port Washington Branch doesn't share right of way with any other line in the network until right before reaching Manhattan. The overwhelming majority of travelers from Long Island to the airport will find this inconvenient as driving to the airport will be their most viable option. This is unlike the JFK AirTrain which connects at Jamaica, that not only serves almost all LIRR lines but has multiple times the departure frequencies to handle airport passengers.

There is no question that LaGuardia needs a permanent public transport option and an AirTrain is perhaps the best way to achieve that goal. This will not be achieved with the current proposed routing. Alternatives should be strongly considered. One could be extending the nearby N and W subway lines to the airport. Another: building an AirTrain to Sunnyside Yards connecting with all LIRR and many subway lines near Manhattan.

(Sent via [LGA Access Improvement Project EIS](#))





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: stumolo@nysci.org  
To: comments@lgaaccessseis.com

Wed, Jun 5, 2019 at 10:55 AM

**Name:** Samantha Tumolo

**Email:** [stumolo@nysci.org](mailto:stumolo@nysci.org)

**Organization:** New York Hall of Science

**Address 1:** [185 Freeman St](#)

**Address 2:** 2B

**City:** Brooklyn

**State:** NY

**Zip:** 11222

**Comment Topic:** Fight the airtrain proposal

**Formal Comment:** Please do not build the airtrain and connect the 7 to LGA. The 7 is already overcrowded and this would make my commute terrible. Additionally, this would take me out of the way to get to Manhattan from LGA. The N/W makes much more sense.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Max.Tibett@gmail.com  
To: comments@lgaaccessseis.com

Wed, Jun 5, 2019 at 11:37 AM

**Name:** Max Tibett

**Email:** [Max.Tibett@gmail.com](mailto:Max.Tibett@gmail.com)

**Organization:**

**Address 1:** 3093 38th St

**Address 2:**

**City:** Astoria

**State:** NY

**Zip:** 11103

**Comment Topic:** Air train at LGA

**Formal Comment:** Extending the subway to LaGuardia is a much better option, building an airtrain in the direction of Manhattan is also a better plan. Either plan can be funded by the adding a \$4.50 fee to every plane ticket in and out of LaGuardia. If the FAA approves a subway extension it will allow the Port Authority to collect the fee and fund the extension without needing to use state money. The extension can go underground on 19 avenue, an area with no residential houses or buildings. It's a win-win scenario and it will create a one seat ride Times Square, Union Square, and Downtown Brooklyn. More Airline passengers would use a one a seat ride than the proposed 2-3 seat ride that incorporates the LIRR. Another superior plan would be build an airtrain to the N/W Ditmars station and to also build a Metro North station on the train tracks above it. This would give people in Westchester, the eastern half of lowrr Hudson valley, the Bronx, and southwestern Connecticut a reliable connection to the airport via Metro North. The tracks above the Ditmars station are already slated to be used by Metro North within the next few years.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: george.rasko@microchip.com  
To: comments@lgaaccessseis.com

Wed, Jun 5, 2019 at 11:50 AM

**Name:** George Rasko

**Email:** [george.rasko@microchip.com](mailto:george.rasko@microchip.com)

**Organization:** Microchip

**Address 1:** [1641 Loma Linda Street](#)

**Address 2:**

**City:** Sarasota

**State:** Florida

**Zip:** 34239

**Comment Topic:** LaGuardia Transit -- Please extend the N subway

**Formal Comment:** I request that the FAA please work with the MTA, New York City, and LGA to extend the N subway to LGA to provide mass transit access to LGA. Buses get stuck in traffic. AirTrain is slow, unsightly, and expensive. Please do not use the 7 subway as a connection --- it requires going the "wrong way" from LGA. It is 2.5 miles from the Ditmars station to LGA (walking). A subway route following Ditmars Blvd (add one stop at Hazen, then continue to LGA) is a simple, rational, convenient solution for residents, airport workers, and the flying public. Thank you.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: clara.londono@urbanhealthplan.org  
To: comments@lgaaccessseis.com

Wed, Jun 5, 2019 at 7:01 PM

**Name:** Clara Londono

**Email:** [clara.londono@urbanhealthplan.org](mailto:clara.londono@urbanhealthplan.org)

**Organization:** UHP, Plaza del Sol FHC

**Address 1:** [37-16 108 Street](#),

**Address 2:**

**City:** Corona

**State:** NY

**Zip:** 11368

**Comment Topic:** Train 7 community impact

**Formal Comment:** If the proposal to connect LG with the 7 train is accepted what is the impact on the regular community commute and what will be the benefits for the community having more people not only on the 7 train as the LIRR and how the impact is going to be on the regular basis due to the congestion and regular problems on the MTA.

Is any plan of education or community engagement on the process to improve the services and to give back services to the community to feel they are part of this project?

Is there any health evaluation of services connected with this project.?

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: ipgcsw@yahoo.com  
To: comments@lgaaccessseis.com

Wed, Jun 5, 2019 at 7:18 PM

**Name:** Ingrid Gomez

**Email:** [ipgcsw@yahoo.com](mailto:ipgcsw@yahoo.com)

**Organization:**

**Address 1:** [54-09 108th Street](#)

**Address 2:** Apt. 3D

**City:** Corona

**State:** NY

**Zip:** 11368

**Comment Topic:** AirTrain Alternative--N/W Subway Extensions

**Formal Comment:** The AirTrain to LaGuardia as the plan currently stands would require passengers to commute via the 7 line. The 7 line is one of the most overcrowded train lines in the entire subway system. It does not have the capacity to handle the extra passengers that will be using the AirTrain and carrying luggage. The rush hour crowds on the 7 train are typically so crowded that people often wait for a train to pass by before they are able to physically enter the train. People are frequently left behind on the platform because there is no physical space for them to enter. Allowing the AirTrain plan to go forward would lead to more delays on the 7 line due to people struggling to fit their luggage in the subway cars and it will lead to longer wait times because more passengers will have to wait on the platform while crowded trains pass by that do not have the capacity to fit bodies.

The N/W line from Astoria has greater capacity to accommodate the additional travelers going to and from the airport. It is far less crowded during rush hour and unlike the 7 line, there is the possibility of adding more significantly more trains on the line. The N and W lines currently run 17 trains per hour during rush hour but the line can accommodate 24 trains per hour if a train storage yard is built alongside the extension and if some minor re-routing was done at other points in the system to prevent bottlenecks at points where lines merge.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: mullingsr00@gmail.com  
To: comments@lgaaccessseis.com

Wed, Jun 5, 2019 at 8:27 PM

**Name:** richard mullings

**Email:** [mullingsr00@gmail.com](mailto:mullingsr00@gmail.com)

**Organization:** Community Board 3

**Address 1:** [26-10 95th street](#)

**Address 2:**

**City:** east elmhurst

**State:** NY

**Zip:** 11369

**Comment Topic:** LGA AirTrain Purpose

**Formal Comment:** As a 27 year resident of East Elmhurst and a former 10 year employee at LGA, I am not convinced the LGA Airtrain will reduce car congestion going to and from LGA. Governor Cuomo claims the purpose of the Air train is to reduce the car congestion by 50%. The Port Authority's study doesn't confirm their sample space are commuters who prefer to take cars to and from the airport. Also, as an employee I hardly seen commuters with lots of large luggage prefer to take a bus or train to Manhattan. I don't see the value this would bring to commuters who prefer cars and the community who would have to deal with noise, overcrowding, home devaluation, and parking issues. Park lands need to be preserved. There are better transportation alternatives that should be considered.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: michaelgmlg@aol.com  
To: comments@lgaaccessseis.com

Thu, Jun 6, 2019 at 6:40 PM

**Name:** MICHAEL GOLDMAN

**Email:** [michaelgmlg@aol.com](mailto:michaelgmlg@aol.com)

**Organization:** Attorney

**Address 1:** [49 Emmet Avenue](#)

**Address 2:**

**City:** East Rockaway

**State:** NY

**Zip:** 11518

**Comment Topic:** Air Train

**Formal Comment:** The concept of the Air Train, a whole new train system, at LaGuardia is stupid. What we should be doing is building a spur off the Long Island Railroad's Port Washington branch at Willets Point right into LaGuardia. It would take about 20 minutes from Manhattan's Penn Station to get to LaG. It would be one-seat, no switching, no dragging luggage from one train line to another. Eventually if they ever open the LIRR station at Grand Central, Manhattan east-siders would benefit also. Some of the LIRR trains can stop at Woodside to pick up and drop off Queens people and those who get to Woodside on the #7.

While you're at it, take down the JFK Air Train and replace that with a LIRR spur out of Jamaica. Do that and then you've got something, one seat from Manhattan to JFK! What you have now is an under-utilized disaster. Ever use the Air Train to or from JFK? There are about six people on board, usually something like Norwegian tourists with back packs.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: michael.bruinooge@yahoo.com  
To: comments@lgaaccessseis.com

Thu, Jun 6, 2019 at 6:50 PM

**Name:** Michael Bruinooge

**Email:** [michael.bruinooge@yahoo.com](mailto:michael.bruinooge@yahoo.com)

**Organization:** Ironworkers Local 361

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** LGA AirTrain Benefits All New Yorkers

**Formal Comment:** I believe that the construction of the new AirTrain is beneficial to not only members of the surrounding community but to all residents of NYC and its surrounding counties. The residents of East Elmhurst would benefit from the construction of the AirTrain because it would alleviate the thousands of taxi and uber drivers that race through the surrounding community creating a hazard to residents. The construction of the Airtrain would greatly reduce the air pollution created by the thousands of vehicles waiting to pick up passengers. The Airtrain would also greatly reduce the major traffic congestion issue on the Grand Central Parkway by reducing taxi and livery service vehicles entering and exiting the airport. Finally the Air Train would create a cost effective way for New Yorkers from all boroughs to commute to and from the airport.

The cost of the project should be transferred on to airline passengers through an additional fee on airline tickets leaving LGA. This would create no cost to NYC taxpayers and directly financed by people utilizing the Air Train. I also speculate the the other alternatives to construction the AirTrain are not financially feasible or realistic from a practical engineering stand point. The JFK Air train proved that the new Air train would greatly benefit the city and we should do the same here at LGA.

(Sent via [LGA Access Improvement Project EIS](#))





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: norismatherson@gmail.com  
To: comments@lgaaccessseis.com

Thu, Jun 6, 2019 at 7:15 PM

**Name:** Noris Matherson

**Email:** [norismatherson@gmail.com](mailto:norismatherson@gmail.com)

**Organization:** East Elmhurst Homeowner

**Address 1:** [22-14 100th Street](#)

**Address 2:**

**City:** East Elmhurst

**State:** New York

**Zip:** 11369

**Comment Topic:** Negative Impact of Proposed Airtrain connecting to the #7 Train

**Formal Comment:** As a life-long resident of East Elmhurst and a homeowner, myself and many in the community are concerned about the stress and strain this proposal will put on the already failing infrastructure of the #7 train.

Presently, the #7 train cannot handle the existing daily riders. Trains are grossly overcrowded, especially during rush hour and sports events (Mets & Tennis). Adding passengers from LGA with luggage will only lower the quality of life for those of us who live in the community, as well as anger riders who are already fed up with low quality of service from the MTA.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: mattkamper94@gmail.com  
To: comments@lgaaccessseis.com

Thu, Jun 6, 2019 at 7:16 PM

**Name:** Matt Kamper

**Email:** [mattkamper94@gmail.com](mailto:mattkamper94@gmail.com)

**Organization:**

**Address 1:** [757 Fillmore Road](#)

**Address 2:**

**City:** East Meadow

**State:** New York

**Zip:** 11554

**Comment Topic:** AirTrain

**Formal Comment:** I would like to see of behalf of my fellow Long Islanders a close look at the possibility of having the AirTrain start at the Woodside LIRR Station and make a stop at Jackson Heights-Roosevelt Avenue before going to LGA as the route that the Port Authority would like won't help Long Islanders as they would need to change at Woodside unless you live along the Port Washington Branch to get to the AirTrain, which would take at least an hour to an hour and a half on average before adding in the AirTrain trip time to LGA. At least at Woodside people can get off the LIRR and get on the AirTrain, which a trip from Zone 7 to Woodside would take only about 40 minutes on average, which means from Zone 7 to LGA, would take about an hour at the most. In regards to having the AirTrain start at Woodside and make a stop at Jackson Heights-Roosevelt Avenue, you have lots of options including the subway, LIRR, and the bus. Making people go to Mets-Willis Point to take the AirTrain would be a waste of time plus cause more people on the 7 line. Plus when the Mets play at Citi Field, it's going to be chaos. I would like a serious look at having the Port Authority change the starting location of the AirTrain from Mets-Willis Point, and start it at Woodside so more people will use it. Do you really want people going out of their way just to get to LGA or do you want to get people there in the quickest way possible? Please look at the AirTrain starting at Woodside so people will be able to get there quicker!

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: ktam.nyhk@gmail.com  
To: comments@lgaaccessseis.com

Thu, Jun 6, 2019 at 7:35 PM

**Name:** Kelvin Tam

**Email:** [ktam.nyhk@gmail.com](mailto:ktam.nyhk@gmail.com)

**Organization:**

**Address 1:** [31-30 138th St](#)

**Address 2:** Apt 1C

**City:** Flushing

**State:** NY

**Zip:** 11354

**Comment Topic:** Opposed to LGA Airtrain

**Formal Comment:** I am a resident of Flushing with strong interest and investment in the environmental health of my local bay. Flushing Bay's oysters are integral water purifiers. Its surrounding wetlands soak up runoff from storms and prevent floodwaters from reaching our homes. Flushing Bay is at the heart of 4-5 neighborhoods and its value as green infrastructure cannot be understated.

According to the maps of FEMA and the NYC.gov website, my home lies within a floodplain. I STRONGLY disagree with an airtrain or any project which may cause damage to my local environmental. Any harm to the wetlands (such as those recently established by the EPA within the last year) could increase my risk for flooding and subsequently raise my flood premiums. Alternatives such as extending subway routes should be considered instead of the airtrain since the current proposal as it stands may be detrimental to my home, my wallet, and my environment.

Many NYers are still freshly recovering from the impact of Hurricane Sandy. LGA and the FAA should know this point better than most. Any project which may damage OUR protections against climate change would be poorly considered.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: eliamarts@gmail.com  
To: comments@lgaaccessseis.com

Thu, Jun 6, 2019 at 8:02 PM

**Name:** David Olivo

**Email:** [eliamarts@gmail.com](mailto:eliamarts@gmail.com)

**Organization:**

**Address 1:** [105-33 Ditmars Blvd](#)

**Address 2:**

**City:** East Elmhurst

**State:** NY

**Zip:** 11369

**Comment Topic:** MTA based train continuing from the N line (NOT AIR TRAIN)

**Formal Comment:** There is a proposal for a line that comes directly down the Grand Central Parkway. An MTA line that continues the N train along the GCP into the final terminals in LGA. I believe this to be the best option as opposed to an Air Train from a Commuter standpoint. It creates a better flow, no unnecessary extra fares, and it won't have to go through any neighborhoods (as opposed to the alternate N train proposal). From a resident standpoint, it reaches into the LGA on the GCP and I don't believe it should interfere with everyday life in terms of noise pollution. It also doesn't seem to extend to my actual home. I prefer an MTA-based option which is part of the regular trains rather than another Air Train.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: vickilian12@yahoo.com  
To: comments@lgaaccessseis.com

Thu, Jun 6, 2019 at 8:11 PM

**Name:** Vicki Lian

**Email:** [vickilian12@yahoo.com](mailto:vickilian12@yahoo.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** This air train will negatively impact the quality of the water that the Hong Kong Dragon Boat teams row in. It is crucial that you do not implement this train because rowing is very important to us especially since this train will cause sewage problems

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: maxcuddy@gmail.com  
To: comments@lgaaccessseis.com

Thu, Jun 6, 2019 at 8:17 PM

**Name:** MAXIMILIAN CUDDY

**Email:** [maxcuddy@gmail.com](mailto:maxcuddy@gmail.com)

**Organization:**

**Address 1:** [3108 W Walton St](#)

**Address 2:** Apt 1A

**City:** Chicago

**State:** IL

**Zip:** 60622

**Comment Topic:** Extend the N/W rather than building at AirTrain

**Formal Comment:** I live in Chicago but frequently fly into LaGuardia airport to visit family and friends as well as to attend conferences for work. I am writing to argue against the the proposed AirTrain development and for the N/W extension.

I do not want to use the AirTrain to get to the LIRR and finally transferring to a subway line. Extending the N/W line into the airport is the best way to get to Midtown Manhattan. This connection would provide a one seat ride to Times Square and Union Square. The cost of a subway ride is \$2.75 making the cost of the ride far cheaper than the AirTrain+LIRR(+subway for many). The lower cost will make people more willing to use this option. Many people (especially those who are traveling in groups will find it more convenient (and likely cheaper) to take an uber, lyft, or taxi instead of using the airtrain+LIRR+subway option. The \$2.75 price of the subway will encourage many more people to forego taking an uber, lyft, or taxi.

In addition, the subway extension of the N/W train would mostly run through an industrial/manufacturing zone that does not include residential properties. Extending the N/W line north to the Consolidated Edison (ConEd) Power Plant property would require an elevated extension along one block of fully residential properties (between 21st avenue and 20th avenue). The extension along the first block and a half would be a long stretches of mostly commercial and entirely commercial properties. Some rental buildings would be adjacent to the elevated extension but the vast majority of adjacent properties on the block will be commercial with no residences. After running north on 31 street the elevated line can be run over 19th avenue up until 45th street. This stretch of 19th avenue has no residential properties so noise pollution and construction will not strongly impact people in their homes. At 45th street the train can descend into the hill on the northside of 19th avenue and begin its descent in a tunnel that would lead to the airport property.

Most importantly, though, The N/W extension could be fully funded by the money collected through the Passenger Facility Charge (PFC). The Federal Aviation Administration can give the Port Authority permission to collect a \$4.50 fee on each plane ride leaving LaGuardia or landing in LaGuardia. The tunnels, tracks, stations and all relate construction costs would not cost the State of New York, City of New York, or the MTA any money. The State, City, and MTA would not take on any debt in the construction of the project.

I have a good friend in East Elmhurst who reports to me that: "Since airport construction began there have been over 20 reports of homes being damaged due to pilings into the ground done by construction machinery on the airport. Pilings have been done for new infrastructure projects at LaGuardia. The Port Authority has already paid at least four property owners in East Elmhurst because of damage found on four properties due to airport related construction activity (such as piling). The Port Authority has not officially claimed responsibility for any of the damage and they have required those who took money to sign a non-disclosure agreement surrounding the nature of the settlements. According to several of the Port Authority employees there are over 20 claims being negotiated or investigated by Port Authority due to claims of damaged properties. Some damage includes but is not limited to cracks in foundations and cracks on walls. Homes as far

south as 27th avenue and as west as Curtis Street have experienced damage. Aside from the 20+ property owners already mentioned as having made claims there are several others who have recently learned of the ability to make claims and are now preparing to have their homes assessed after having experienced the shaking of their homes during construction. Some of these homes are on streets such as Ericsson, 97th, 100th, and 23rd av. If the airtrain is allowed to be built at Port Authority's currently proposed site there will be more piling and more construction on reclaimed land. The construction and the pilings will take place closer to the homes of East Elmhurst and this will increase the likelihood of more damage being caused to people's properties."

Please consider the significant impacts of this decision and choose the more efficient, safer, and most cost-effective option. Thank you!

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: cyang2586@bths.edu  
To: comments@lgaaccessseis.com

Thu, Jun 6, 2019 at 8:18 PM

**Name:** Chengzhe Yang

**Email:** [cyang2586@bths.edu](mailto:cyang2586@bths.edu)

**Organization:** DCH Racing Dragon Boat

**Address 1:** [2605 Ocean Ave](#)

**Address 2:**

**City:** Brooklyn

**State:** NY

**Zip:** 11229

**Comment Topic:** Water pollution

**Formal Comment:** Please do not build this air train, the marina water is already polluted enough as it is. Building this air train would further neglect the sewage system as well as affect the tidal waves in addition to the pollution this would create. If this project would to go through it would be a struggle for my team to paddle in such contaminated water.

(Sent via [LGA Access Improvement Project EIS](#))





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: bzhao5379@bths.edu  
To: comments@lgaaccessseis.com

Thu, Jun 6, 2019 at 8:23 PM

**Name:** Brian Zhao

**Email:** [bzhao5379@bths.edu](mailto:bzhao5379@bths.edu)

**Organization:** DCH Racing

**Address 1:** [2282 Ocean Ave](#)

**Address 2:**

**City:** Brooklyn

**State:** NY

**Zip:** 11229

**Comment Topic:** Noise Pollution

**Formal Comment:** As a representative of DCH Racing, we utilize the marina very frequently during our practices. During these practices we already endure the extremely loud and distracting noises of airplane departure and arrivals. The construction of this project will further interfere with our paddling as it would add on to the already disturbing noises.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Cecilihong1234@gmail.com  
To: comments@lgaaccessseis.com

Thu, Jun 6, 2019 at 8:25 PM

**Name:** Cecilia Hong

**Email:** [Cecilihong1234@gmail.com](mailto:Cecilihong1234@gmail.com)

**Organization:** DCH Racing Dragonboat Team

**Address 1:** [7510 14th avenue](#)

**Address 2:**

**City:** Brooklyn

**State:** New York

**Zip:** 11228

**Comment Topic:** Water Pollution

**Formal Comment:** I have been paddling at the marina for almost 4 years and this marina is considered a second home to me. Its a place where I have made many new memories and new friends that are sacred to me. This plan to build the Airtrain will not only contaminate the waters even more, but also further neglect our poor sewage system. This will impact our paddling practices heavily and eventually, the marina will be covered with all the trash intake. As I have stated before, this marina is my home and I don't want this project to take it away.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: eyu6563@bths.edu  
To: comments@lgaaccessseis.com

Thu, Jun 6, 2019 at 8:27 PM

**Name:** Eric Yu

**Email:** [eyu6563@bths.edu](mailto:eyu6563@bths.edu)

**Organization:** DCH Racing Dragon Boat Team

**Address 1:** [1765 65th St](#)

**Address 2:**

**City:** Brooklyn

**State:** New York

**Zip:** 11204

**Comment Topic:** Unintended side effects on water quality

**Formal Comment:** Hello my name is Eric,

After reviewing your plans for the new transportation system, I have a few concerns regarding the affects on the marina water. Our Dragon Boat team practices in the Marina and I was just concerned on the affects that this project would bring to our home.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: sxian11@gmail.com  
To: comments@lgaaccessseis.com

Thu, Jun 6, 2019 at 8:47 PM

**Name:** Sandy Xian

**Email:** [sxian11@gmail.com](mailto:sxian11@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:** 10463

**Comment Topic:** N/W extension

**Formal Comment:** After discussion with local residents, I believe an extension of the N/W line to LGA would be beneficial for New Yorkers.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Honormosher@gmail.com  
To: comments@lgaaccessseis.com

Thu, Jun 6, 2019 at 10:03 PM

**Name:** Honor Mosher

**Email:** [Honormosher@gmail.com](mailto:Honormosher@gmail.com)

**Organization:**

**Address 1:** [3416 85th Street](#)

**Address 2:**

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** Transportation for East Elmhurst

**Formal Comment:** How on earth did you manage to plan an air tram right next to a neighborhood that is a transportation desert and not address the needs of East Elmhurst. Talk about coming over the top of your communities. This government and al of its agencies are here to SERVE the communities.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: levelfivemastery@gmail.com  
To: comments@lgaaccessseis.com

Thu, Jun 6, 2019 at 10:54 PM

**Name:** Johnny Yeung

**Email:** [levelfivemastery@gmail.com](mailto:levelfivemastery@gmail.com)

**Organization:** DCH Dragonboat Racing

**Address 1:** [14439 Sanford Avenue Apt 6F](#)

**Address 2:**

**City:** Flushing

**State:** New York

**Zip:** 11355

**Comment Topic:** Environmental Concern

**Formal Comment:** While I don't consider myself to understand the pros and cons of the AirTrain or the alternatives fully, and I think that it's important to respond to the needs of our city that exists or is anticipated in the future, I also think it's important to consider the importance of green spaces. For example, the Central Park is a cultural landmark of our city today that is more than just a park. It attracts tourist. It is a recreational center from people from all over the city. It is a place that hundreds of plants and animals species call, and it has truly earned it's place as a iconic representation of what this city is. But at the same time, what if there was simply no space allocated to a green space like the Central Park? It would be hard to imagine how our city might be different, and so I sincerely believe that protecting the environment should be among our highest priorities.

(Sent via [LGA Access Improvement Project EIS](#))



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## La Guardia Air Train

1 message

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**Mike G** <michaelgmlg@aol.com>  
To: comments@lgaaccessseis.com

Thu, Jun 6, 2019 at 8:15 AM

The Air Train is a really dumb idea. Instead of building a whole new train system what they should be doing is building a spur off the adjacent Port Washington branch of the Long Island Railroad right into La Guardia. You get on a train at Penn and you're at La Guardia in about 20 minutes, no changing of trains, no shleping of luggage from one train system to another. One seat from Manhattan to the airport! Some of the LIRR trains can make a single stop at Woodside to pick up Queens people, including locals and those who get to Woodside on the #7 subway. Right now we can do this from from Penn and eventually, if they ever get it done, from Grand Central also. That's how to do this.

Arguments against it?

Dear Sir or Madam:

My name is Andrew J. Sparberg. I am a retired LIRR manager (25 years on the job, retired in 2007), transportation historian, adjunct instructor at City University of NY, and author of the 2015 book *From a Nickel to a Token*, a history of NYC mass transit between 1940 and 1968. Prior to my LIRR career I worked for Tri-State Regional Planning Commission, which is the public agency now known as NY Metropolitan Transportation Council. So I know more than a little something about transportation in NY. I have also resided in Queens or Nassau for the vast majority of my 71 years, so I am intimately familiar with travel patterns to and from LaGuardia.

On July 6, 2018, *The New York Times* published my letter about this issue, in which I expressed my reservations about the LaGuardia – Citi Field Air Train proposal. I still feel that it is an imperfect way to connect LaGuardia to the subways and the LIRR. I wrote it in response to an article that appeared in *The Times* on June 25, 2018, that criticized the proposal we are discussing tonight.

[Link to that letter: <https://www.nytimes.com/2018/07/06/opinion/la-guardia-airport-rail.html>]

My feelings haven't changed. The proposed LaGuardia-AirTrain route would force travelers to and from Manhattan to backtrack to a Citi Field transfer station, where the Long Island Rail Road and the #7 subway routes provide service to and from Manhattan. The 30-minute trip advertised to and from Manhattan under this proposal is not a completely true statement. It only applies if an airline passenger catches a LIRR train immediately upon arrival at Citi Field and then travels only to Penn Station. Reaching any other Manhattan destination requires transfer at Penn Station. In 2022, the LIRR will reach Grand Central Terminal, but again going beyond that location will require transfer after ascending a series of long escalators, as the new LIRR station will be 140 feet below street level. That's fine for everyday commuters, but not easy for travelers with baggage in tow.

And for LIRR travelers to and from Eastern Queens, Nassau, and Suffolk, the Port Washington Branch is only good for a one seat ride to/from the eleven stations between Flushing-Main Street and Port Washington, inclusive. Any trip to or from the other nine LIRR branches means that the traveler must travel to Woodside and then make a cumbersome up-and-over transfer, very difficult with luggage in tow.

Now let's look at the subway options available with the #7 train for that same airline passenger. The #7 train from Citi Field significantly increases the number of Manhattan destinations one can reach, but the trip will take more than 30 minutes, often on a very crowded #7 train. While the trains are relatively new and



modern, their car dimensions are small (8.5 feet wide and 51 feet long), making them often difficult for luggage toting travelers to use.

Here are sample total travel times to/from LaGuardia using the #7 train, all of which include 11 minutes in addition to the subway running times (6 minutes travel to/from LGA and 5 minutes transfer time at Citi Field). Subway running times are derived from the published subway schedules available on the MTA website.

Grand Central: 34 – 44 minutes, depending on whether #7 train is express or local and time of day; no additional subway transfer required.

Times Square: 37 – 47 minutes, depending on whether #7 train is express or local and time of day; no additional subway transfer required.

Herald Square: 43 - 53 minutes, including transfer time at 5<sup>th</sup> Avenue or Times Square to connecting subway routes to 34<sup>th</sup> St.

Fulton Street and Broadway (Financial District and World Trade Center): 52 – 62 minutes, including transfer time at Grand Central to connecting subway routes.

You get my point. The 30 minutes travel between Manhattan and LaGuardia is mostly a myth that cannot be realistically achieved on the subway.

For immediate improvement, without no additional capital or operating costs, the current Q70 bus can be easily improved by simply making it fare-free, which happens at certain holiday periods already. The Q70 connects with a whole multitude of subway lines at Jackson Heights – the #7, E, F, M, and R routes. At Woodside, the Q70 gives direct access to every LIRR branch, not just the Port Washington. The revenue loss is minimal since anyone currently transferring between the Q70 and subways already gets a free transfer. Just take away all fare collection on the Q70 and have its passengers pay at the subway stations, which they do now anyway. Increase the service to every four minutes as proposed for the AirTrain, and a better connection is already there.

So if anything, the AirTrain proposal as outlined tonight is inferior to the current Q70 bus.

But since there is a lot of consensus for a rail link, there is more viable solution. Build an extension of the current Astoria elevated route (the N and W routes) from a point just south of the current Astoria Boulevard Station, which straddles the Grand Central Parkway at the Triboro Bridge. Building a subway route from there to LaGuardia would require some significant civil engineering work but the property takings would be minimal. The technology to build such a line has existed for a long time. It would follow the Grand Central Parkway right of way, much as the JFK AirTrain follows the Van Wyck Expressway.

This route would have two key advantages. First, the N and W lines are less crowded than the No. 7 line. The cars are 15 inches wider and nine feet longer, an important factor for luggage-toting travelers. An extended N-W line could provide a one-seat ride to a whole group of Manhattan destinations, from 59<sup>th</sup> Street/Lexington Avenue to Whitehall Street, without a forced transfer at Citi Field.

Current travel times on the N and W lines between Astoria/Ditmars and some key destinations:

- 59th Lexington: 16 minutes
- 57th-7th Ave: 20 minutes
- Time Square: 24 minutes
- Herald Square: 26 minutes
- 14th-Union Square: 29 minutes
- Canal St. 33 minutes
- World Trade Center: 37 minutes
- Whitehall St.: 40 minutes
- Atlantic Ave.-Barclay Center (Brooklyn): 45 minutes

Adding 12 minutes to those times for a future LaGuardia extension, gives a range of 28-57 minutes for a one seat ride between LaGuardia and a multitude of Manhattan/Downtown Brooklyn destinations, most significantly without a change of trains.

Yes an N train extension to LaGuardia will cost more than the Air Train shuttle to/from Citi Field, but the benefits are far greater than the short-sighted and imperfect proposal on the agenda tonight. Thank you for the opportunity to speak tonight.

Sincerely,

Andrew J. Sparberg

523 Windsor Place

Oceanside NY 11572

516-578-9219

[ajsparb@aol.com](mailto:ajsparb@aol.com)



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## Comments for June 5-6 public meetings

1 message

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**ajsparb@aol.com** <ajsparb@aol.com>  
To: comments@lgaaccessseis.com

Thu, Jun 6, 2019 at 10:33 AM

**Dear Sir or Madam:**

**My name is Andrew J. Sparberg. I am a retired LIRR manager (25 years on the job, retired in 2007), transportation historian, adjunct instructor at City University of NY, and author of the 2015 book *From a Nickel to a Token*, a history of NYC mass transit between 1940 and 1968. Prior to my LIRR career I worked for Tri-State Regional Planning Commission, which is the public agency now known as NY Metropolitan Transportation Council. So I know more than a little something about transportation in NY. I have also resided in Queens or Nassau for the vast majority of my 71 years, so I am intimately familiar with travel patterns to and from LaGuardia.**

**On July 6, 2018, *The New York Times* published my letter about this issue, in which I expressed my reservations about the LaGuardia – Citi Field Air Train proposal. I still feel that it is an imperfect way to connect LaGuardia to the subways and the LIRR. I wrote it in response to an article that appeared in The Times on June 25, 2018, that criticized the proposal we are discussing tonight.**

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**And for LIRR travelers to and from Eastern Queens, Nassau, and Suffolk, the Port Washington Branch is only good for a one seat ride to/from the eleven stations between Flushing-Main Street and Port Washington, inclusive. Any trip to or from the other nine LIRR branches means that the traveler must travel to Woodside and then make a cumbersome up-and-over transfer, very difficult with luggage in tow.**

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**Yes, an N train extension to LaGuardia will cost more than the Air Train shuttle to/from Citi Field, but the benefits are far greater than the short-sighted and imperfect proposal on the agenda tonight. Thank you for the opportunity to speak tonight.**

**Sincerely,**

**Andrew J. Sparberg  
523 Windsor Place  
Oceanside NY 11572  
516-578-9219  
ajsparb@aol.com**



## LGA Air Train

1 message

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**Yi-Ling Tan** <yilingtan@gmail.com>  
To: comments@lgaaccessseis.com

Thu, Jun 6, 2019 at 3:17 PM

To whom it may concern,

I oppose the building of the LGA Air Train. I live in Jackson Heights and the Q70 bus is a fast and convenient transfer to the LGA. There is no need to waste resources on the construction of a redundant air train. People coming from Manhattan, Brooklyn and the Bronx will have to travel even farther just to utilize the proposed AirTrain. I'd suggest using the funds to upgrade the 74th St station to provide more elevators and other amenities to make the transfer from the trains to the bus easier and more streamlined.

Thank you,  
Yi-Ling Tan  
Jackson Heights resident



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## Proposed Air Train Feedback

1 message

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**TALEA WUFKA** <taleawufka@hotmail.com>

Thu, Jun 6, 2019 at 5:44 PM

To: "comments@LGAaccessEIS.com" <comments@lgaaccessseis.com>

My humble opinion on the proposed Air Train Project.

Sincerely,

Talea E. Wua

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 **Talea E1.docx**  
13K

Talea E. Wufka  
25-39 97<sup>th</sup> Street  
East Elmhurst, NY 11369

June 6, 2019

Dear Sirs/Madam:

I am writing this letter because I do not agree with the proposed Air Train being brought into East Elmhurst, Queens. As a concerned citizen, I think it will only bring unnecessary heart ache and grief to the residents of this community.

As per ever meeting involving this matter, the constituents and residents have expressed they do not want it and feel it is not needed and I concur. We already have mass transit in place, the busses are accessible and run frequently enough accommodating the needs of the community. I feel this will also damage homes as I have observed cracks in my wall and I am familiar with the structural damage created when the air train was built for JFK Airport.

I have dutifully given my humble and sincere opinion for your consideration.

Please do not impose this on my community.

Best Regards,

Talea E. Wufka





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**LGA Air Train**

1 message

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**William McGuinness** <ua747sp@gmail.com>  
To: comments@lgaaccessseis.com

Thu, Jun 6, 2019 at 9:55 PM

I fly into LaGuardia several times a year when visiting New York. The current proposal--to connect the airport with Willets Point--is sub-optimal. It may be convenient for those that live in Flushing or Port Washington, but for everyone else, it makes no sense to travel all the way out there when a sensible alternative could be had with an extension of or an automated people-mover line to the N/W in Astoria. This offers a more direct, faster route to Midtown Manhattan with more frequent service. It offers riders many more destinations and connections than LIRR or a long, long ride on the 7 train.

Please consider a more sensible alternative that helps more people and brings greater benefits to the region.

Thank you,  
Will McGuinness  
[2100 Bering Dr, Houston, TX 77057](#)



LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS)

SCOPING COMMENTS:

The purpose of the scoping process and the meeting is to hear from the public, community groups, special interest groups, agencies, and other interested parties on the environmental issues and alternatives they think should be analyzed in the EIS for the LGA Access Improvement Project. Written comments can either be submitted at the Public Scoping meetings, emailed to comments@lgaaccesseis.com, or mailed to the following address:

Mr. Andrew Brooks, Environmental Program Manager - Airports Division Federal Aviation Administration, Eastern Regional Office, AEA-610 1 Aviation Plaza, Jamaica, NY 11434

Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019

Name MARIA DiVittorio. Organization RADISSON HOTEL JFK Email MCDIVITTORIOD@RADISSONJFK.COM Address 135-30 140 ST JAMAICA NY City I LIVE IN BAY TERRACE State Zip

In the space below (and on additional pages if necessary), please provide any written comments you may have concerning the scope of the EIS:

(Davey Fuel) Fixed Guideway from Jamaica Station

Statement was submitted with stenographs - Cone

Air Tram should go to Jamaica Station the original plan when built.

Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019

Privacy Notice: Before including your name, address, email address, or other personal identifying information in your comment, be advised that your entire comment - including your personal identifying information - may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.



**LaGuardia Airport  
Access Improvement Project  
Environmental Impact Statement (EIS)**

**SCOPING COMMENTS:**

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Mr. Andrew Brooks, Environmental Program Manager - Airports Division  
Federal Aviation Administration, Eastern Regional Office, AEA-610  
1 Aviation Plaza, Jamaica, NY 11434

Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019

Name Nuala Naranjo-O'Doherty  
Organization JHBCA Email Nuala.Naranjo@gmail.com  
Address 35-18 90th street City Jackson Heights State Ny Zip 11372

In the space below (and on additional pages if necessary), please provide any written comments you may have concerning the scope of the EIS:

1. What is the criteria for proposals to be FULLY considered for the EIS process?
2. How much money do you have for this to consider all these proposals?
3. How transparent will you be about these selection processes for each proposal?
4. Why are you using Data Only provided by the port Authority? / will you be conducting your own reviews on things like, pollution effects on the local community / review w/ polls on each proposals community likability.  
Pls respond!

Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019

**Privacy Notice:** Before including your name, address, email address, or other personal identifying information in your comment, be advised that your entire comment - including your personal identifying information - may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.



**LaGuardia Airport  
Access Improvement Project  
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Federal Aviation Administration, Eastern Regional Office, AEA-610  
1 Aviation Plaza, Jamaica, NY 11434

Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019

Name Jonathan Figueredo  
Organization \_\_\_\_\_ Email Figueredo.A.Jonathan@gmail.com  
Address 110-16 Ditmars Blvd City East Elmhurst State NY Zip 11369

In the space below (and on additional pages if necessary), please provide any written comments you may have concerning the scope of the EIS:

Alternative to the Air train - Create a permanent Express  
Bus lane from Entrance of MTA Bus depot on 126<sup>th</sup>  
down to Northern Blvd Express Bus lane with dedicated  
Bus lane with ~~about~~ sidewalk Barrier ~~to~~ Northern Blvd  
there is a service Road entrance to the Grand  
~~Central~~ Central Expressway very under utilized that  
Feeds into the highway on the right lane that follows  
straight into the airport ~~interior~~ NYC is creating  
tons of Bike and Bus lane in Manhattan why not  
Queens. Also the Ferry is amazing who wouldn't  
wanna see the city from the river Staten island Ferry  
and Statue of Liberty are very good NYC Attractions.

Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019

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Mr. Andrew Brooks, Environmental Program Manager - Airports Division  
Federal Aviation Administration, Eastern Regional Office, AEA-610  
1 Aviation Plaza, Jamaica, NY 11434

Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019

Name Les Sugai  
 Organization \_\_\_\_\_ Email lessugai@yahoo.com  
 Address 51-35 Bell Blvd City Bayside State NY Zip 11364

In the space below (and on additional pages if necessary), please provide any written comments you may have concerning the scope of the EIS:

Looked at the proposed routes and noticed  
the following were missing  
 1) LIRR - Grand Central East Side Access  
this will bring trains to Sunnyside  
Woodside which will give a better  
rail - or dedicated bus to LGA  
 2) Metro North - East Bronx UPCOMING SERVICE  
to Penn Sta. via The Hell Gate  
Stations can be built at Ditmars Bl (Ntrain)  
Astoria + Ditmars, Northern Bl + Broadway  
which are a shorter ride to LGA than Mets-Shea  
On the 7 train PLEASE ENTER THIS COMMENT

Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019

**Privacy Notice:** Before including your name, address, email address, or other personal identifying information in your comment, be advised that your entire comment - including your personal identifying information - may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.



**LaGuardia Airport  
Access Improvement Project  
Environmental Impact Statement (EIS)**

**SCOPING COMMENTS:**

The purpose of the scoping process and the meeting is to hear from the public, community groups, special interest groups, agencies, and other interested parties on the environmental issues and alternatives they think should be analyzed in the EIS for the LGA Access Improvement Project. Written comments can either be submitted at the Public Scoping meetings, emailed to [comments@lgaaccessseis.com](mailto:comments@lgaaccessseis.com), or mailed to the following address:

Mr. Andrew Brooks, Environmental Program Manager - Airports Division  
Federal Aviation Administration, Eastern Regional Office, AEA-610  
1 Aviation Plaza, Jamaica, NY 11434

Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019

Name DOROTHY MOREHEAD  
Organization CBQ Email dorothy4040@gmail.com  
Address 39-08 46TH ST. City SUNNYSIDE State NY Zip 11104

In the space below (and on additional pages if necessary), please provide any written comments you may have concerning the scope of the EIS:

CBQ IN WESTERN QUEEN IS ADVERSELY AFFECTED BY AUTO TRAFFIC ON THE LIE AND OVER THE QUEENSBOROUGH BRIDGE, MUCH OF IT TO JFK & LAG. ANY MASS TRANSIT THAT REDUCES AUTO TRAFFIC WOULD HELP. IT SHOULD BE HANDICAPPED ACCESSIBLE WITH RAMPS FOR LUGGAGE, EVEN FOR THE ABLE-BODIED.  
I WOULD LIKE TO SEE A ONE-RIDE, MULTI-STOP LINE IN NORTHWEST QUEENS WHICH IS NOW POORLY SERVED BY MASS TRANSIT, E.G., JMKARS OR GRAND CENTRAL PARK WAY TO LAG.

Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019

**Privacy Notice:** Before including your name, address, email address, or other personal identifying information in your comment, be advised that your entire comment - including your personal identifying information - may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.


**FORMAL COMMENT**

**LaGuardia Airport  
Access Improvement Project**  
*Environmental Impact Statement (EIS)*

**SCOPING COMMENTS:**

The purpose of the scoping process and the meeting is to hear from the public, community groups, special interest groups, agencies, and other interested parties on the environmental issues and alternatives they think should be analyzed in the EIS for the LGA Access Improvement Project. Written comments can either be submitted at the Public Scoping meetings, emailed to [comments@lgaaccesseis.com](mailto:comments@lgaaccesseis.com), or mailed to the following address:

Mr. Andrew Brooks, Environmental Program Manager - Airports Division  
 Federal Aviation Administration, Eastern Regional Office, AEA-610  
 1 Aviation Plaza, Jamaica, NY 11434

Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019

Name Lizbeth Rossi  
 Organization Resident Email lzo617@aim.com  
 Address 2585 Humphreys ST City E. Elmhurst State NY Zip 11369

In the space below (and on additional pages if necessary), please provide any written comments you may have concerning the scope of the EIS:

As an everyday commuter & 15 year resident of this community, it's irresponsible to add strain to the 7 line to accommodate residents in Manhattan. The 7 is constantly overcrowded serving multiple overpopulated areas in Queens. Congestion is truly a problem no matter which transport one takes. Standing communities shouldn't have to carry the weight of what the city/state wants at the cost of local tax paying residents. If we desired to live somewhere like Ozone Park we would move east closer to JFK.

Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019

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**LaGuardia Airport  
Access Improvement Project  
Environmental Impact Statement (EIS)**

**SCOPING COMMENTS:**

The purpose of the scoping process and the meeting is to hear from the public, community groups, special interest groups, agencies, and other interested parties on the environmental issues and alternatives they think should be analyzed in the EIS for the LGA Access Improvement Project. Written comments can either be submitted at the Public Scoping meetings, emailed to [comments@lgaaccesseis.com](mailto:comments@lgaaccesseis.com), or mailed to the following address:

Mr. Andrew Brooks, Environmental Program Manager - Airports Division  
Federal Aviation Administration, Eastern Regional Office, AEA-610  
1 Aviation Plaza, Jamaica, NY 11434

**Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019**

Name VIKING  
Organization DCH Dragon Boat Email nugFD30@townsendhamis.org  
Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

**In the space below (and on additional pages if necessary), please provide any written comments you may have concerning the scope of the EIS:**

I am concerned on the effects the instalment of the airtrain would have on the Flushing Bay Marina. I believe that pollution can and would be a significant impact as well as the community around the area. The marina is already extremely polluted and the air train might affect the sewage system as well as the paddling of our dragon boats because the docks are going to be moved. Transportation effects both in terms of public MTA transportation and roads may affect practices and I really hope that doesn't happen.

**Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019**

**Privacy Notice:** Before including your name, address, email address, or other personal identifying information in your comment, be advised that your entire comment - including your personal identifying information - may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.





**LaGuardia Airport  
Access Improvement Project  
Environmental Impact Statement (EIS)**

**SCOPING COMMENTS:**

The purpose of the scoping process and the meeting is to hear from the public, community groups, special interest groups, agencies, and other interested parties on the environmental issues and alternatives they think should be analyzed in the EIS for the LGA Access Improvement Project. Written comments can either be submitted at the Public Scoping meetings, emailed to [comments@lgaaccessseis.com](mailto:comments@lgaaccessseis.com), or mailed to the following address:

Mr. Andrew Brooks, Environmental Program Manager - Airports Division  
Federal Aviation Administration, Eastern Regional Office, AEA-610  
1 Aviation Plaza, Jamaica, NY 11434

Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019

Name JAMIE ONG  
 Organization \_\_\_\_\_ Email JAMIE.WL.ONG@gmail.com  
 Address \_\_\_\_\_ City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

In the space below (and on additional pages if necessary), please provide any written comments you may have concerning the scope of the EIS:

- ① PA's preferred alternative is an inefficient ~~use of~~ <sup>more</sup> alignment -- direct access to LGA from Manhattan is needed.
- ①.① if Airtrain extends to Willets -- PA should also offer connection from Flushing to serve points East. Flushing, NOT Willets, is a direct connection from many locations throughout Queens + SW Bx and would serve those populations as well.
- ② Current alternative impacts ~~a~~ valuable, publicly utilized parkland in an area where open space + waterfront access ~~is~~ is scarce. Local community **resents** impacting a critical resource for primary benefit of →

Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019

**Privacy Notice:** Before including your name, address, email address, or other personal identifying information in your comment, be advised that your entire comment - including your personal identifying information - may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

elite Manhattanites + business travelers.

(2.1) Air tram alignment would impact viewsheds along Flushing Promenade as well as park visitor experience

(2.2) Location of marina is unacceptable as ~~many~~ many groups ~~use~~ use the facility.

(2.3) wetlands and marine resources are also rare + locally valuable and should not be impacted.

Tape Here

(3) Any built facilities should consider sustainability and maximize opportunities for stormwater management and green infrastructure, energy conservation, and flood resiliency.

PLACE  
POSTAGE  
HERE

Mr. Andrew Brooks  
Environmental Program Manager - Airports Division  
Federal Aviation Administration  
Eastern Regional Office, AEA-610  
1 Aviation Plaza  
Jamaica, NY 11434

~~PA~~ Redundant forms of transportation should be provided, e.g. ferry service + air train. Please explore further utility of ferry service

(5) Other

(5.1) PA should consider re routing planes away from residential neighborhoods like downtown Flushing due to noise + air quality impacts.

Tape Here



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: chuck.kelly@gmail.com  
To: comments@lgaaccessseis.com

Fri, Jun 7, 2019 at 8:31 AM

**Name:** Charles Kelly

**Email:** [chuck.kelly@gmail.com](mailto:chuck.kelly@gmail.com)

**Organization:**

**Address 1:** [260 W 54th St](#)

**Address 2:** 23G

**City:** New York

**State:** NY

**Zip:** 10019

**Comment Topic:** Airtrain proposal is useless

**Formal Comment:** I live in Manhattan and travel to both LGA and JFK multiple times a year. I do not expect to ever use an Airtrain from Willets Point. The current Q70 bus is adequate and the transfer is included in my subway fare. I travel to Willets Point often for Mets and don't believe the additional travel time beyond Roosevelt Av station is meaningfully less than the existing Q79 travel time. To suggest that then transferring to an Airtrain (additional cost and additional travel time!) is laughable. I use the Airtrain to trips to JFK and I loathe it. For tourists, it is such an embarrassing introduction to NYC!! Because of the Airtrain transfer I typically take a Lyft home when I arrive outside of rush hour. Also, I have taken LIRR to Jamaica but only during rush hour when service is most frequent. Outside of rush hour I don't ever find it a worthwhile option and I live two subway stops from Penn. The Airtrain to LGA is a horrible idea that I don't ever see myself using. Please improve the Q70 or extend the N/W via the highway!

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: lasiegel@verizon.net  
To: comments@lgaaccessseis.com

Fri, Jun 7, 2019 at 2:03 PM

**Name:** Lawrence Siegel

**Email:** [lasiegel@verizon.net](mailto:lasiegel@verizon.net)

**Organization:**

**Address 1:** [144-63 35th Avenue](#)

**Address 2:** Apt. 2G

**City:** Flushing

**State:** NY

**Zip:** 11354

**Comment Topic:** LGA Air Train

**Formal Comment:** If the idea is to improve access and reduce travel time to Midtown Manhattan, what is the sense of a train connector that leaves you further from Midtown than when you left LGA? Then to access an LIRR train that only runs every 30 minutes? The idea that you could get to Midtown in 30 minutes this way is purely imaginary. It makes more sense to run a train to Woodside (where LIRR service is frequent), or to extend the N/W to LGA. Another idea is to revise service on the M60 SBS bus line so that some buses stay as is, but others are LGA dedicated lines which only load at the airport, and discharge only at Subway or Metro North connector stations. Rebuild the totally antiquated 125th Street Metro North station to provide easy access to Grand Central Terminal. LGA dedicated M60 buses going to LGA would only pick up passengers and not provide local bus service.

Lawrence Siegel

(Sent via [LGA Access Improvement Project EIS](#))



## Form Submission - Website Scoping Formal Comment

**Squarespace** <no-reply@squarespace.info>  
 Reply-To: rengl42474@gmail.com  
 To: comments@lgaaccessseis.com

Fri, Jun 7, 2019 at 4:40 PM

**Name:** Renetta English

**Email:** [rengl42474@gmail.com](mailto:rengl42474@gmail.com)

**Organization:**

**Address 1:** [2719 humphreys street](#)

**Address 2:**

**City:** East Elmhurst

**State:** New York

**Zip:** 11369

**Comment Topic:** Statement LaGuardia Airport Air Train

**Formal Comment:** My name is Renetta English and today I would like to submit my statement against the proposed need to build a LaGuardia Air Train. I am writing you as a daily MTA subway and bus rider and resident of East Elmhurst, Queens New York.

My opinion is based on many reasons.

Business Travelers

- It has been mentioned that the proposed AirTrian is being built for Business Travelers who will leave from midtown Manhattan using the LIRR / Metro North / 7 Line to Willets Point to take a 5 to 7 minute ride on an LGA AirTrian. How is this a "one seat" ride from Manhattan to LGA Airport? Also, the current modes of train transportations are used at a maximum especially at rush hour to/ from Manhattan.

- o This confuses me because many companies have cutback travel for their employees by using tools such as video conferencing. Also, as a frequent traveler most of the business people that I see use company car service, or services like UBER and LYFT that are fully paid for by their companies.

5 Best Ways to Travel to LaGuardia Airport

- Proposal that an LGA AirTrian will not curtail those taking a vehicle to the airport. This statement is based on the 5 best ways to travel to LGA which include the heavy use of car services by business travelers.

- o What are the 5 best ways that those that Travel to LaGuardia Airport that ensures they get there on time is the following

- Yellow Taxi with a flat rate to and from LGA
- Hire A Car Service
- Drive Personal Vehicle to Airport and Pay for Short / Long Term Parking
- Airport Shuttle Companies
- Public Transportation

- Q70 and M60 busses – which are basically expresses buses that drops customers directly to the airport

- o Q70 15 minutes to/from 74 St/Roosevelt Av

- o 20 to to/from Woodside

- o M60 25 minutes to/from

- Harlem-125 St

- o There are many other public transportation options from Midtown and Lower Manhattan, Queens, Brooklyn, Long Island, Westchester

- o <http://web.mta.info/nyct/service/airport.htm>

- As listed above there are currently so many means of travelling via public transportation at a rate of 2.75 to travel to/ from LaGuardia Airport. Therefore, there is truly NO NEED for an AirTrian from Willets Point to LGA that does not truly serve all of those in New York City.

Community Impact

- There were 2 routes being discussed for the Proposed LGA AirTrian

- o Grand Central Parkway

- Continued long term damage to the homes that border the grand central parkway in East Elmhurst
- Devaluing of the Homes that are around the Airport.

Health Issues – Noise and Air pollution. Note East Elmhurst has a high rate of asthmatics and cancer patients.

o Promenade

- The taking of park land to build an Air Train is such a travesty.. there are no words.

#### Cost of the Project

- The Port Authority initially forecasted the 2017-2026 capital Budget Plan at 1billion. Later it was increased to 1.5 Billion.
- How will NY State and City recoup the money that is proposed to be spent on this project? As you know the 1.5 Billion that has been budgeted is not the true figure that would be spent on this type of project.

As mentioned in my opening statement, I want to reiterate the fact that there is no need for an Air Train to go to LaGuardia Airport in Queen, NY because there are sufficient alternative methods of transportation.

Word Document - [https://drive.google.com/file/d/16ZQowkYRc7HRQSUha\\_-eXEOxTrgu0rD/view?usp=sharing](https://drive.google.com/file/d/16ZQowkYRc7HRQSUha_-eXEOxTrgu0rD/view?usp=sharing)

(Sent via *LGA Access Improvement Project EIS*)

Good Morning,

My name is Renetta English and today I would like to submit my statement against the proposed need to build a LaGuardia Air Train. I am writing you as a daily MTA subway and bus rider and resident of East Elmhurst, Queens New York.

My opinion is based on many reasons.

### **Business Travelers**

- It has been mentioned that the proposed AirTrian is being built for Business Travelers who will leave from midtown Manhattan using the LIRR / Metro North / 7 Line to Willets Point to take a 5 to 7 minute ride on an LGA AirTrian. How is this a “one seat” ride from Manhattan to LGA Airport? Also, the current modes of train transportations are used at a maximum especially at rush hour to/ from Manhattan.
  - This confuses me because many companies have cutback travel for their employees by using tools such as video conferencing. Also, as a frequent traveler most of the business people that I see use company car service, or services like UBER and LYFT that are fully paid for by their companies.

### **5 Best Ways to Travel to LaGuardia Airport**

- Proposal that an LGA AirTrian will not curtail those taking a vehicle to the airport. This statement is based on the 5 best ways to travel to LGA which include the heavy use of car services by business travelers.
  - What are the 5 best ways that those that Travel to LaGuardia Airport that ensures they get there **on time** is the following
    - Yellow Taxi with a flat rate to and from LGA
    - Hire A Car Service
    - Drive Personal Vehicle to Airport and Pay for Short / Long Term Parking
    - Airport Shuttle Companies
    - Public Transportation
      - Q70 and M60 busses – which are basically express buses that drops customers directly to the airport
        - Q70 15 minutes *to/from* 74 St/Roosevelt Av  
or 20 to *to/from* Woodside
        - M60 25 minutes *to/from*  
Harlem-125 St
        - There are many other public transportation options from Midtown and Lower Manhattan, Queens, Brooklyn, Long Island, Westchester
          - <http://web.mta.info/nyct/service/airport.htm>
- As listed above there are currently so many means of travelling via public transportation at a rate of 2.75 to travel to/ from LaGuardia

Airport. Therefore, there is truly NO NEED for an AirTrain from Willets Point to LGA that does not truly serve all of those in New York City.

### **Community Impact**

- There were 2 routes being discussed for the Proposed LGA AirTrain
  - Grand Central Parkway
    - Continued long term damage to the homes that border the grand central parkway in East Elmhurst
    - Devaluing of the Homes that are around the Airport.
    - Health Issues – Noise and Air pollution. Note East Elmhurst has a high rate of asthmatics and cancer patients.
  - Promenade
    - The taking of park land to build an Air Train is such a travesty.. there are no words.

### **Cost of the Project**

- The Port Authority initially forecasted the 2017-2026 capital Budget Plan at 1billion. Later it was increased to 1.5 Billion.
- How will NY State and City recoup the money that is proposed to be spent on this project? As you know the 1.5 Billion that has been budgeted is not the true figure that would be spent on this type of project.

As mentioned in my opening statement, I want to reiterate the fact that there is no need for an Air Train to go to LaGuardia Airport in Queen, NY because there are sufficient alternative methods of transportation.





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: MICHAEL.klatsky@gmail.com  
To: comments@lgaaccessseis.com

Fri, Jun 7, 2019 at 10:04 PM

**Name:** michael klatsky

**Email:** [MICHAEL.klatsky@gmail.com](mailto:MICHAEL.klatsky@gmail.com)

**Organization:**

**Address 1:** [2084 seneca gate](#)

**Address 2:**

**City:** merrick

**State:** NY

**Zip:** 11566

**Comment Topic:** Transit impact

**Formal Comment:** The impact on the LIRR and 7 subway requires a significant increase in LIRR scheduling and infrastructure to support such service and it's associated impact for the Port Washington Branch and is an impact not considered in this report. The 7 subway is over capacity and utilizing this service to connect to other areas will have a detrimental impact on the environment - on existing services, character of neighborhoods and others. The Astoria Line has ample capacity and an underutilized third track, with a need for a northern terminal yard facility, which can be provided within the LGA facility.

(Sent via [LGA Access Improvement Project EIS](#))



## Comments on LaGuardia Airport Access Improvement Project

1 message

**Phil Konigsberg** <bayterracephil@msn.com>

Sat, Jun 8, 2019 at 12:42 AM

To: "comments@lgaaccessseis.com" <comments@lgaaccessseis.com>

### SCOPING COMMENTS:

The purpose of the scoping process and the meeting is to hear from the public, community groups, special interest groups, agencies, and other interested parties on the environmental issues and alternatives they think should be analyzed in the EIS for the LGA Access Improvement Project. Written comments can either be submitted at the Public Scoping meetings, emailed to [comments@lgaaccessseis.com](mailto:comments@lgaaccessseis.com), or mailed to the following address:

Mr. Andrew Brooks, Environmental Program Manager - Airports Division Federal Aviation Administration, Eastern Regional Office, AEA-610  
1 Aviation Plaza, Jamaica, NY 11434

**Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019**

**Name** PHIL KONIGSBERG

**Organization Email** bayterracephil@msn.com

**Address City State Zip** 23-25 Bell Blvd, Bay Terrace, NY 11360

**I FEEL THERE MUST BE A ONE SEAT RIDE FROM MANHATTAN TO LAGUARDIA AIRPORT. TO SETTLE FOR ANYTHING LESS IS A DISSERVICE TO THE TRAVELING PUBLIC. THE CURRENT PROPOSAL FROM THE WILLETS POINT STATION OF THE LIRR AND 7 TRAIN DOES NOT REFLECT THE FIRST CLASS CITY NEW YORK IS. MOST OF THE MAJOR CITIES IN THE US HAVE A DIRECT RAIL LINK - EVEN NEWARK!**

**In the space below (and on additional pages if necessary), please provide any written comments you may have concerning the scope of the EIS:**

### FORMAL COMMENT

**LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS)**

*Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019*

*Privacy Notice: Before including your name, address, email address, or other personal identifying information in your comment, be advised that your entire comment - including your personal identifying information - may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.*

Phil Konigsberg  
Smokefree Community Advocate  
Bayside Smokefree Housing Alliance

# Andrew J. Sparberg

523 Windsor Place  
Oceanside, NY 11572  
516-578-9219  
ajsparb@aol.com

Andrew Brooks  
Environmental Project Manager  
Eastern Regional Office, AEA-610  
Federal Aviation Administration  
1 Aviation Plaza  
Jamaica, NY 11434

June 7, 2019

Dear Mr. Brooks:

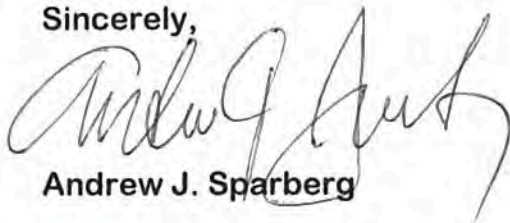
It was a pleasure to meet you at the Public Scoping Session at the LaGuardia Marriott on Thursday, June 6.

If the LaGuardia Access project needs a person to serve on a citizen's advisory committee to assist with the review of LaGuardia Access alternatives, I am ready, willing, and able to do so.

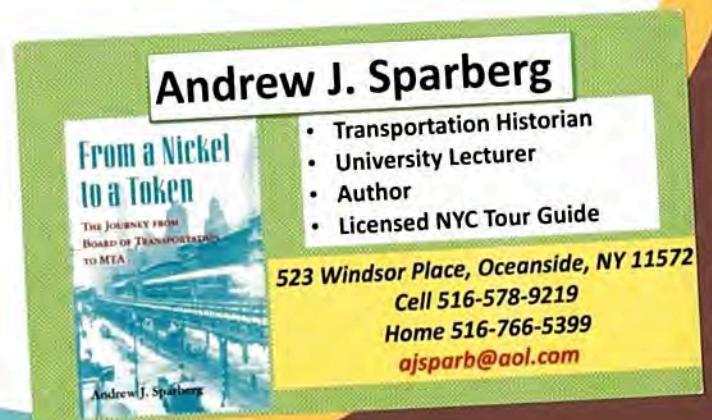
I am semi-retired from a professional transportation career that spans forty-five years, entirely focused on New York City and Long Island. Included are twenty-five years at the Long Island Rail Road and eight years at the Tri-State Regional Planning Commission. I am a published author and accomplished public speaker. Currently I am an adjunct lecturer at the City University School of Labor and Urban Studies, located in mid-Manhattan.

Please reach out if you would like to discuss this further. I can provide a detailed resume if requested.

Sincerely,



Andrew J. Sparberg



**Andrew J. Sparberg**

- Transportation Historian
- University Lecturer
- Author
- Licensed NYC Tour Guide

523 Windsor Place, Oceanside, NY 11572  
Cell 516-578-9219  
Home 516-766-5399  
ajsparb@aol.com

*From a Nickel to a Token*  
THE JOURNEY FROM BOARD OF TRANSPORTATION TO MTA  
Andrew J. Sparberg



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: triroacles@gmail.com  
To: comments@lgaaccessseis.com

Sat, Jun 8, 2019 at 1:48 AM

**Name:** Benjamin Tsao

**Email:** [triroacles@gmail.com](mailto:triroacles@gmail.com)

**Organization:**

**Address 1:** 7606 Utopia Pkwyq

**Address 2:**

**City:** Fresh Meadows

**State:** NY

**Zip:** 11366

**Comment Topic:** Oppose Current Air Train Route

**Formal Comment:** I think that flushing bay provides important green space to our neighborhoods. Most of flushing lives within a swamp/flooding area. Because of the current route proposed by the FAA, I am concerned about how this project could damage the underlying park land. The park and bay have the potential to save our local businesses alot of money by preventing any future flood damages. As it stands, i strongly oppose the current LGA Access Improvement Project. I suggest the FAA consider alternate routes which are less damaging to the bay and park areas.I suggest bus/ subway extension/ ferry services.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: roberto50443@gmail.com  
To: comments@lgaaccessseis.com

Sat, Jun 8, 2019 at 9:38 AM

**Name:** Roberto Morales

**Email:** [roberto50443@gmail.com](mailto:roberto50443@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** In regards to the alternative plans for the new LGA connections I believe the Port Authority preferred alignment would honestly be a waste of taxpayer money to have the airtrain go to Willets Point Station when it has been proven getting the 7 to 74 Street station then getting the Q70 LaGuardia Link would prove to be much faster than going all the way out to Corona only to come back into East Elmhurst, it makes zero sense to send the train via that route. As for extending the N/W trains it would be highly beneficial for a DIRECT subway link from the airport to Manhattan without any transfers and would really be a massive, to be frank "cash cow" in terms of getting ridership to the airport. The other proposal of the airtrain to 74 Street station is also a very good alternative and seems to be much better in the sense of connecting the airtrain directly to a large number of busy subway lines at a major interchange hub. With that it would essentially redirect ridership from the Q70SBS onto the Airtrain. In conclusion I hope the N/W train extension or Airtrain alignment to 74 Street station would be the best considered options for the project as going in a logical sense would be worth every penny in both the short and long run and would make connections very convient for airport bound passengers

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

---

**Squarespace** <no-reply@squarespace.info>  
Reply-To: f.valencin@gmail.com  
To: comments@lgaaccessseis.com

Sun, Jun 9, 2019 at 7:19 PM

**Name:** Philip V

**Email:** [f.valencin@gmail.com](mailto:f.valencin@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:** Brooklyn

**State:** NY

**Zip:** 11220

**Comment Topic:** Extension N/W airtrain LGA

**Formal Comment:** I don't understand why proposed airtrain to/from LGA should "benefit" only people from Manhattan. Living in South Brooklyn on N,R lines and many other of us living south or east from Atlantic station on other lines, extension of N/W line would benefit many more people and would be definitely faster option to commute to/from LGA than proposed airtrain.

I will never take N to 7 and then airtrain, it doesn't make sense at first, it would be much longer trip for me and more expensive, unless they would cut all SBS buses after building airtrain, then I would be forced to use it or just not to use LGA airport at all.

From my home it is the same distance to each airport EWR, LGA, JFK, I was excited to get to, at least one, of the airports with just one ride without a transfer.

I don't want airtrain to be build and I don't want my tax money to be used for that.

One borough of Astoria cannot dictate how the future of MTA should shape.

(Sent via [LGA Access Improvement Project EIS](#))



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## LGA Airtrain Comments

1 message

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**Henry Filosa** <hfilosa@gmail.com>  
To: comments@lgaaccessseis.com

Sun, Jun 9, 2019 at 8:43 PM

To the FAA,

As a resident of NYC, I would like to officially comment on the proposed air train from LGA to Mets willets point. From the knowledge I have as an informed reader of the public press and the figures used by the governor's office, I believe that the extension will have a significant negative environmental impact. This is because the proposed connector will route passengers onto the 7 train which is currently running at over capacity despite the recent completion of long term upgrades to service. Alternatively, they would utilize the currently limited LIRR service to the station. Expanding such service would require routing trains loaded with more persons through the at capacity east river tunnels so a few airplane travelers can take the train into midtown.

Either knock on effect, less room for commuters on the crowded 7-train or fewer high capacity trains running from eastern Long Island will discourage usage of the most environmentally friendly modes of transport in the region. As there would be no time savings for airport travelers to midtown, the expected beneficiaries of the program, this environmental cost has no countervailing benefit and is nonsensical.

Sincerely,  
Henry Filosa

600 W 111th St  
NY, NY 10025



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Jem490@aol.com  
To: comments@lgaaccessseis.com

Mon, Jun 10, 2019 at 4:39 PM

**Name:** Jemel Murphy

**Email:** [Jem490@aol.com](mailto:Jem490@aol.com)

**Organization:**

**Address 1:** [186 Avalon gardens drive](#)

**Address 2:**

**City:** Nanuet

**State:** NY

**Zip:** 10954

**Comment Topic:** Airtrain

**Formal Comment:** The addition of the airtrain by LGA airport would do a huge disservice to the surrounding community of east elmhurst. Not only will the 7 train be even more congested than it already is and it is EXTREMELY crowded now but it will destroy the foundation homes in the area due to the construction of the Airtrain. NY should halt any and every plan to construct this.

(Sent via [LGA Access Improvement Project EIS](#))





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Jeneemurphy@aol.com  
To: comments@lgaaccessseis.com

Mon, Jun 10, 2019 at 4:46 PM

**Name:** Jeneé Murphy

**Email:** [Jeneemurphy@aol.com](mailto:Jeneemurphy@aol.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** I don't agree with the construction and would much prefer alternative options be looked at and discussed because of the impact construction can have on residents homes and the communities they live in.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: gmart5002@yahoo.com  
To: comments@lgaaccessseis.com

Mon, Jun 10, 2019 at 6:58 PM

**Name:** Gabrielle Martinez

**Email:** [gmart5002@yahoo.com](mailto:gmart5002@yahoo.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** 1. AirTrain that brings you to Willets Point will not be used by as many people as a subway extension and the 7 train can't handle extra crowds.

2. The Port Washington line is also very crowded. It is the only train line that serves the Willets Point LIRR station. According to the New York State Comptroller Tom DiNapoli's report it is the train line with the second worst on time performance during PM rush hour. The most common cause of the delays on the line are related to obstructions of the train doors. Encouraging people with luggage to utilize this train line will lead to further door blockages and delays. According to the Comptroller's latest report the Port Washington Line had three of the ten worst performing weekday trains. This means that three of the regularly scheduled daily trains were amongst the most frequently delayed trains. Additionally there has been 72% increase of late trains on the Port Washington line since 2011 according to the Comptroller's last report.

(Sent via [LGA Access Improvement Project EIS](#))



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## EIS LGA Access Improvement Project – Formal Comment

1 message

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**Grace Stevens** <Grace.Stevens@laguardiab.com>  
To: "comments@lgaaccessseis.com" <comments@lgaaccessseis.com>

Mon, Jun 10, 2019 at 1:14 PM

To Whom it May Concern:

Please find attached AirTrain LGA testimony for Grace Stevens, Manager of Community and External Relations, LaGuardia Gateway Partners, to be submitted as a formal comment for the scoping phase of the Environmental Impact Statement (EIS) for the LaGuardia Airport Access Improvement Project.

Thank you,

**Grace Stevens**

Manager, Community and External Relations

LaGuardia Gateway Partners

LaGuardia Airport Terminal B

Cell: 347-420-2981

[Grace.Stevens@laguardiab.com](mailto:Grace.Stevens@laguardiab.com)

[www.laguardiaB.com](http://www.laguardiaB.com)

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 **Grace Stevens LGA AirTrain Testimony.docx**  
16K

**Testimony from Grace Stevens, Queens Resident and Employee at LaGuardia Gateway Partners as Community Programs Manager:**

My name is Grace Stevens, and I am a resident of Astoria and the Community Programs Manager at LaGuardia Gateway Partners, the private entity operating and redeveloping LaGuardia Airport's Terminal B.

I want to thank you for allowing me the opportunity to join members of the community and give testimony for the Federal Aviation Administration's consideration.

As both a Queens resident and an employee that works at LaGuardia Airport, I have seen firsthand the critical need for a method of public transportation that will ease traffic issues around the area.

Congestion around LaGuardia Airport affects the entire borough of Queens – from delays on the Grand Central Parkway, to increased bus traffic on local streets. Not only do thousands of LaGuardia Airport employees have difficulty getting to work in a timely and cost-effective manner, but the constant delays, combined with a lack of alternative methods of transportation, hurt businesses and families in the local community.

Given the current situation that the Grand Central Parkway and the surrounding neighborhoods experience on a daily basis, without an additional form of reliable and safe transportation the traffic congestion issues will only worsen over the next few years -- and continue to negatively impact the borough as a result.

The AirTrain will reduce traffic on the Grand Central Parkway and local streets, bring local jobs to Queens, and align with existing mass transit services in the area.

The proposed AirTrain LGA is also a necessary investment as part of the overall redevelopment of LaGuardia. The renovation aims to make LaGuardia into a world class airport, with brand new amenities, food and retail experiences, and more.

With this world class redevelopment, we need a world class transportation system to bring passengers to and from the airport.

Thank you again for your consideration.

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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: stevsco@gmail.com  
To: comments@lgaaccessseis.com

Tue, Jun 11, 2019 at 10:25 AM

**Name:** Steve Scofield

**Email:** [stevsco@gmail.com](mailto:stevsco@gmail.com)

**Organization:**

**Address 1:** 31-62 29 Street

**Address 2:**

**City:** Apr 3L

**State:** Astoria

**Zip:** NY

**Comment Topic:** 11106

**Formal Comment:** the Airtrain is a monumentally stupid idea. 1) It requires backtracking. 2) except during rush hours when the #7 runs express it will connect travellers to a slow local train. 3) the reconstruction of Willets Point station will require many weekends of #7 closures, and, a former NYCT track access superintendent, a closure from 74 St or 111 St is an almost impossible diversion to operate due to the sheer number of shuttle buses required (last done ca. 2101 and it was a disaster) - and the people who are inconvenienced for this will not be regular users of Airtrain, or LaGuardia, for that matter. 4) the number of available weekends at Willets Point is very limited due to Met games, US Open, other Citi field/FMCP events, etc. 4) Airtrain construction would destroy the Flushing Bay promenade and the current restoration of wetlands.

Better idea - use LIRR East Side access/63 St tunnel and construct a heavy rail line from Sunnyside yards via Amtrak ROW, BQE and GCP to provide one seat ride to LAG. Best idea - close Lag altogether and get a noisy, polluting, dangerous airport out of a residential neighborhood. Air travel is the single most climate-unfriendly means of transportation there is, and we should be doing NOTHING to make it easier, and doing everything possible to discourage it.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: aaron.p.taube@gmail.com  
To: comments@lgaaccessseis.com

Tue, Jun 11, 2019 at 10:33 AM

**Name:** Aaron Taube

**Email:** [aaron.p.taube@gmail.com](mailto:aaron.p.taube@gmail.com)

**Organization:**

**Address 1:** [29-05 21st Avenue](#)

**Address 2:** Apartment 2E

**City:** Astoria

**State:** NY

**Zip:** 11105

**Comment Topic:**

**Formal Comment:** The current proposal for an airtrain to Willets Point is not a sensible option. The 7 train can not handle the additional passengers at all. It is completely normal to have to watch 1 or 2 trains pass during rush hour until there is room to get on the train, and it's absurd to expect tourists or residents to deal with additional crowding. The N/W line proposal is far more reasonable, both in terms of practicality and financial feasibility. On a logistical level, the N/W is a far less crowded train. Travelers want a one-seat ride to midtown, not to transfer from an airtrain to the 7 train or the LIRR. They do not want to pay the price of an LIRR fare to get to midtown, and they do not want to transfer to a subway line after getting to midtown on the LIRR in order to reach their final destination. Please do a study to estimate the ridership of the current proposal from Port Authority and the proposal of extending the N/W line. Please do a traffic study as well to determine which option would take more cars off the road and convince more people to use public transit. Please do not accept the Port Authority's plan and choose the more sensible option both for New Yorkers and for anyone choosing to visit our beautiful city.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: rebecca.kanfer@gmail.com  
To: comments@lgaaccessseis.com

Tue, Jun 11, 2019 at 11:24 AM

**Name:** Rebecca Kanfer

**Email:** [rebecca.kanfer@gmail.com](mailto:rebecca.kanfer@gmail.com)

**Organization:** Queens Resident - TransAlt Queens Volunteer

**Address 1:** [82-67 Austin Street](#)

**Address 2:** #605

**City:** Kew Gardens

**State:** NY

**Zip:** 11415

**Comment Topic:** Planned Airtrain from LaGuardia Airport to Willets Point (and proposed alternative plans)

**Formal Comment:** To Whom It May Concern,

At first the proposed Airtrain from LGA to Mets-Willets Point seemed like a good and logical idea. Upon closer scrutiny I realized this will provide little or no benefit to the ridership in Queens and Long Island. For consideration - an existing transit corridor already exists along the North-South corridor for the BQE and I believe Amtrak train - passes directly by 74th St/ Roosevelt Station. Why not build upon this corridor and take advantage of the existing hub?

1. The LIRR only has trains stop at Mets-Willets Point on "Game Days" when the facilities are in use. This would provide NO CONNECTION for LIRR riders.
2. The 7-Train is already OVERCROWDED, and would be further weighted by sole connection to the air train.
3. This is not a transit hub with multiple connections from Queens, Manhattan and Other Boroughs.
3. Other locations make much more sense - 74th/ Roosevelt Station would connect to 7/E/F/M/R trains AND bus system.
4. Other connections to the LIRR train could be 61st/Woodside Station. Includes connection to 7 Train.

I am deeply concerned about the proposal. It makes absolutely no sense. As a resident of Kew Gardens it would make no sense for me to ride to 74th/ Roosevelt Station... to get on the 7 Train to Mets-Willets Point... to get on the air train. At least an hour journey just to get to the Airtrain. This would be almost \$10 one way and I may as well just take a cab for \$15-20.

Please reconsider this plan as it would not actually benefit the residents of Queens and Long Island who need it the most.

Thanks so much for your consideration.

Sincerely,  
Rebecca Kanfer

(Sent via [LGA Access Improvement Project EIS](#))





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: rebecca.kanfer@gmail.com  
To: comments@lgaaccessseis.com

Tue, Jun 11, 2019 at 11:47 AM

**Name:** Rebecca Kanfer

**Email:** [rebecca.kanfer@gmail.com](mailto:rebecca.kanfer@gmail.com)

**Organization:** Queens Resident - TransAlt Queens Volunteer

**Address 1:** [82-67 Austin Street](#)

**Address 2:** #605

**City:** Kew Gardens

**State:** NY

**Zip:** 11415

**Comment Topic:** Planned Airtrain from LaGuardia Airport to Willets Point (and proposed alternative plans)

**Formal Comment:** Additional Comment -

Additionally it seems this plan will shift the "Drive-And-Park" behavior from the Airport to the Mets-Willets Station area. It is not a sensible or integrated approach to planning holistic transport system. It makes more sense to connect to an EXISTING HUB - either extend the N/W line in Astoria, or connect to 74th/ Roosevelt Station.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: MAXSHOLL@gmail.com  
To: comments@lgaaccessseis.com

Tue, Jun 11, 2019 at 1:40 PM

**Name:** Maximillian Sholl

**Email:** [MAXSHOLL@GMAIL.COM](mailto:MAXSHOLL@GMAIL.COM)

**Organization:**

**Address 1:** [22 North 6 Street](#)

**Address 2:** Apt 3i

**City:** Brooklyn

**State:** New York

**Zip:** 11249

**Comment Topic:** Rail Connection to LGA Airport

**Formal Comment:** Please do not go ahead with the "backwards" AirTrain connecting Willets Point to LGA Airport. This will not improve travel times, it is not a one-seat ride, and has the potential to destroy the Flushing Bay Promenade that is a walking and bicycling connection for many folk, including those that cannot afford to drive, take a train or bus.

Please do consider an extension of the N/W train from Astoria Blvd station over or parallel to the Grand Central Parkway to connect directly to all LGA Airport terminals. This would be a one-seat ride for many people, would already have the fare integrated into NYCT, the provider of all transit services in NYC, and would actually be a faster alternative than the current subway-to-bus connection to LGA. In the interim, bus priority lanes should be installed in and around LGA Airport and its access roads.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Maximilianmiller@gmail.com  
To: comments@lgaaccessseis.com

Tue, Jun 11, 2019 at 3:54 PM

**Name:** Max Miller

**Email:** [Maximilianmiller@gmail.com](mailto:Maximilianmiller@gmail.com)

**Organization:**

**Address 1:** [23-75 Crescent Street](#)

**Address 2:** Second Floor

**City:** Astoria

**State:** NY

**Zip:** 11105

**Comment Topic:**

**Formal Comment:** Hello, I'd like to register my disapproval of the current LaGuardia AirTrain proposal (extending from Mets Willets Point). This only serves Long Islanders and makes no sense for anyone coming from anywhere in the five boroughs. An N/W extension from Astoria makes much more sense, but honestly LGA is well-served by buses already and would be fine if you just increased bus service.

I also love that bike bath along Flushing Bay and would be disappointed if it was taken away or put out of use for any length of time.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: christopherjstephens@gmail.com  
To: comments@lgaaccessseis.com

Tue, Jun 11, 2019 at 6:22 PM

**Name:** Christopher Stephens

**Email:** [christopherjstephens@gmail.com](mailto:christopherjstephens@gmail.com)

**Organization:**

**Address 1:** [400 E 85th Street, Apt 9D](#)

**Address 2:**

**City:** New York

**State:** New York

**Zip:** 10028

**Comment Topic:** AirTrain Boondoggle

**Formal Comment:** It baffles me that any rational person would consider the current AirTrain proposal to LGA. As has been shown multiple times, it would actually increase travel times for virtually everyone who wants to use public transportation to LGA. This is crazy. What's even more baffling is that a cheaper, better alternative exists: extending the subway from Astoria. The only explanation I can find for the current plan is that it somehow favors this governor politically or financially. Or both.

Better not to build anything at all until we have political leaders who can do what it takes to make the right decision: just extend the subway from Astoria the way everyone has been telling you to do for years. If you allow the AirTrain to LGA to go forward, shame on you.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: belleoflonglake@gmail.com  
To: comments@lgaaccessseis.com

Tue, Jun 11, 2019 at 7:25 PM

**Name:** Jessame Hannus

**Email:** [belleoflonglake@gmail.com](mailto:belleoflonglake@gmail.com)

**Organization:**

**Address 1:** [89-11 63rd Drive](#)

**Address 2:** Apt 626

**City:** Rego Park

**State:** NY

**Zip:** 11374

**Comment Topic:**

**Formal Comment:** That the government would for a second entertain the idea of spending obscene amounts of money to build an AirTrain going from CitiField to Laguardia is shocking. The JFK AirTrain is already an affront to the transit starved neighborhoods it passes through. The fact that it's an additional fee and not built into the MTA is also an affront to its employees. The idea that the state would double down on this imposition on the residents and workers of Queens by building a second massive piece of transportation infrastructure, that not only will not serve the public, but will actually make their already overburdened commutes worse is even more reprehensible. Let me try to dial make my emotion and put it more clearly. The 7 train is overburdened already, especially on game days or during the US Open (when the public is essentially banned from using their own park). Community access to this one bit of open Green Space in Queens is already viciously dangerous and inhospitable to the pedestrians and cyclists of Queens and anything built to further disengage the community from its park, only to the benefit of wealthier non-residents would show that our elected officials do not respect the people of Queens, do not care for our health and access to green space, and do not care for our safety as we move about our neighborhoods. Especially when you consider that the communities along Astoria and Northern are desperately starved for transit infrastructure. Especially when you consider that the life and limb of those residents is already subject to the needs of vehicular drivers using Northern to access the FREE bridge at Queens Plaza. Especially when you consider that many of those drivers "need" to drive because they themselves have no viable transit options because the city and state will not invest in transit infrastructure. Especially when you consider that the proposed AirTrain route will not make it easier for anyone to access Laguardia. Faced with two fares, crowded trains and at least one transfer, you best believe people will simply opt for Uber and that free bridge. So then the community of Queens will have lost access to its waterfront and park, will have no new transit for everyday usage even though money was spent to facilitate the incidental travel of others, and, at best, their current transit will be even more overburdened. Come back to us with a proposal for a toll on the Queensboro and transit along Astoria/Northern that also services the airport. Then we can talk.

(Sent via [LGA Access Improvement Project EIS](#))



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## New Yorkers deserve a robust LGA AirTrain EIS Process

1 message

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**Deidre Moderacki** <info@riverkeeper.org>

Tue, Jun 11, 2019 at 8:02 PM

Reply-To: Deidre Moderacki <dmoderacki@earthlink.net>

To: "Andrew Brooks, FAA, Environmental Program Manager" <comments@lgaaccesses.com>

Jun 11, 2019

Mr. Andrew Brooks, FAA, Environmental Program Manager

Dear: Mr. Brooks, FAA, Environmental Program Manager,

How have you taken climate change with rising water levels into your plans?

I believe that any transit project that destroys current ecosystems is misguided when we should be increasing our wetland areas not the opposite.

It is the FAA's responsibility to conduct a robust environmental review process that considers all alternatives, relies on unbiased ridership and traffic studies, and includes meaningful public engagement. New Yorkers, Queens residents, and the wetland ecosystems that surround Flushing Bay and Creek deserve the most sensible route to LaGuardia Airport that adds public transit, preserves our parkland, is climate resilient, and does not put added pressure on the 7 train.

New Yorkers are relying on the FAA to ensure that there will be a substantial environmental review process that results in the best route to LGA for all New Yorkers.

Thank you.

Deidre Moderacki

New York, NY 10009

[dmoderacki@earthlink.net](mailto:dmoderacki@earthlink.net)



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: peterfeld@gmail.com  
To: comments@lgaaccessseis.com

Wed, Jun 12, 2019 at 11:48 AM

**Name:** Peter Feld

**Email:** [peterfeld@gmail.com](mailto:peterfeld@gmail.com)

**Organization:** No IDC NY

**Address 1:** [319 E. 9 St. Apt. 9](#)

**Address 2:**

**City:** New York

**State:** NY

**Zip:** 10003

**Comment Topic:** TRANSPORTATION CONCERNS AND SUBWAY EXPANSION BENEFITS

**Formal Comment:** I am writing as a New Yorker with travel planned for LaGuardia to agree with community concerns and urge the study and adoption of an N/W extension to reach LAG instead of proposed plans that rely on the heavily overcrowded 7 or Port Washington LIRR lines.

Passengers desire one seat rides. Using the AirTrain to get to the LIRR and finally transferring to a subway line is not what passengers want to do. Extending the N/W line into the airport is the best way to achieve a one seat ride into Midtown Manhattan. This connection would provide a one seat ride to Times Square and Union Square. The cost of a subway ride is \$2.75, making the cost of the ride far cheaper than the AirTrain+LIRR (+subway for many). The lower cost will make people more willing to use this option. Many people (especially those who are traveling in groups will find it more convenient (and likely cheaper) to take an uber, lyft, or taxi instead of using the airtrain+LIRR+subway option. The \$2.75 price of the subway will encourage many more people to forego taking an Uber, Lyft, or taxi. More cars will be taken off the road and congestion will be lessened if the one seat subway ride is an option.

The N/W line in Astoria has more capacity to accommodate the additional travelers going to and from the airport. It is far less crowded during rush hour, and unlike the 7 train there is the possibility of adding significantly more trains on the line. The N and W lines currently run 17 trains per hour during rush hour but the line can accommodate 24 trains per hour if a train storage yard is built alongside the extension and if some minor rerouting was done at other points in the system to prevent bottlenecks at points where lines merge. Please look at the following proposal for more details:  
[http://www.vanshnookenraggen.com/\\_index/2018/06/the-r-train-laguardia-airport-and-the-ripple-effect-in-transit/?fbclid=IwAR26QThIIRVorLF6dGfxR4mfoFHXRtUTIFHNjZkPyxO6dX\\_FCo5yShbjD4](http://www.vanshnookenraggen.com/_index/2018/06/the-r-train-laguardia-airport-and-the-ripple-effect-in-transit/?fbclid=IwAR26QThIIRVorLF6dGfxR4mfoFHXRtUTIFHNjZkPyxO6dX_FCo5yShbjD4)

The N/W extension could be fully funded by the money collected through the Passenger Facility Charge (PFC). The Federal Aviation Administration can give the Port Authority permission to collect a \$4.50 fee on each plane ride leaving LaGuardia or landing in LaGuardia. The tunnels, tracks, stations and all relate construction costs would not cost the State of New York, City of New York, or the MTA any money. The State, City, and MTA would not take on any debt in the construction of the project.

There is potential for the N/W line extension to be to be linked with a new Metro North station in Astoria. A Metro North station can be built on the train line that crosses the Hell Gate Bridge. Within the next few years the Hell Gate Bridge will be used to connect Metro North trains from the Bronx, Westchester, the Eastern Lower Hudson Valley, and Southwestern Connecticut with Penn Station via the Sunnyside Yards. A new station can be built in Astoria in order to give passengers from the Northeastern part of the metropolitan area an easy transfer point to the subway extension into the airport. The passenger market in these areas is roughly equivalent in size to the market size of airline passengers who travel to Midtown Manhattan. This would encourage more people to take mass transit to the airport. Presently the vast majority of trips to LaGuardia from the Bronx, Westchester, the Eastern Lower Hudson Valley, and Southwestern Connecticut are

taken via cars (including taxis, Lyft, Uber, etc...). If a new station is built in Astoria and the subway extension to LaGuardia is built a significant portion of travelers from the Northeastern areas of the metro area would stop travelling to LaGuardia by car.

The subway extension of the N/W train would mostly run through an industrial/manufacturing zone that does not include residential properties. Extending the N/W line north to the Consolidated Edison (ConEd) Power Plant property would require an elevated extension along one block of fully residential properties (between 21st avenue and 20th avenue). The extension along the first block and a half would be a long stretches of mostly commercial and entirely commercial properties. Some rental buildings would be adjacent to the elevated extension but the vast majority of adjacent properties on the block will be commercial with no residences. After running north on 31 street the elevated line can be run over 19th avenue up until 45th street. This stretch of 19th avenue has no residential properties so noise pollution and construction will not strongly impact people in their homes. At 45th street the train can descend into the hill on the north side of 19th avenue and begin its descent in a tunnel that would lead to the airport property.

Thank you for considering this comment.

(Sent via [LGA Access Improvement Project EIS](#))





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: adrianhoohoo@yahoo.com  
To: comments@lgaaccessseis.com

Wed, Jun 12, 2019 at 12:05 PM

**Name:** Adrian Horczak

**Email:** [adrianhoohoo@yahoo.com](mailto:adrianhoohoo@yahoo.com)

**Organization:**

**Address 1:** [1744 Decatur St](#)

**Address 2:**

**City:** Ridgewood

**State:** NY

**Zip:** 11385

**Comment Topic:** Alternative transit option

**Formal Comment:** A subway that directly connects the airport to Manhattan would be much more advantageous than an air-train that requires people to transfer to other modes. With the N/W trains terminating nearby, this is a great opportunity to extend the subway to the airport. The tracks can be extended along 31st Street, turn onto 19th Avenue, go underground at 81st St, and enter the airport. The extension would not require changes to existing subway infrastructure and could travel above ground through mostly industrial areas. This would keep costs down and minimize community opposition.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: erin.horanzky@gmail.com  
To: comments@lgaaccessseis.com

Wed, Jun 12, 2019 at 2:57 PM

**Name:** Erin Horanzky

**Email:** [erin.horanzky@gmail.com](mailto:erin.horanzky@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:** Bronx

**State:** NY

**Zip:** 10456

**Comment Topic:** i am against the proposed route

**Formal Comment:** The airtrain route doesn't make sense. It will require more time for travelers to get to LGA than it currently takes, plus there is no additional benefit. If the NW were extended from Astoria Ditmars, for example, it could make 3ish more stops and serve areas that have inadequate subway access. Or, if we simply gave the Q70 bus a dedicated and physically separate lane, it would cost vastly less, take less time, and could potentially serve the intermediate neighborhoods that way. I vote yes for improved service to LGA, and no to the Airtrain from Willets Point.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Skikelly@gmail.com  
To: comments@lgaaccessseis.com

Wed, Jun 12, 2019 at 9:25 PM

**Name:** Sean Kelly

**Email:** [Skikelly@gmail.com](mailto:Skikelly@gmail.com)

**Organization:**

**Address 1:** 152 Reynolds road

**Address 2:**

**City:** West islip

**State:** Ny

**Zip:** 11795

**Comment Topic:**

**Formal Comment:** I 100 percent support this project and think it would be a great addition to the greatest city in the world.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: briantettermer@msn.com  
To: comments@lgaaccessseis.com

Wed, Jun 12, 2019 at 9:57 PM

**Name:** Brian Tettermer

**Email:** [briantettermer@msn.com](mailto:briantettermer@msn.com)

**Organization:** Local union #3

**Address 1:** 6594 162 st

**Address 2:** 1c

**City:** Fresh Meadows

**State:** Ny

**Zip:** 11365

**Comment Topic:** Air train to LGA

**Formal Comment:** This is an excellent idea it will cut down on airport traffic that's currently always present on the GCP. it will also create jobs

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: samuel.rubinstein1012@gmail.com  
To: comments@lgaaccessseis.com

Thu, Jun 13, 2019 at 12:36 AM

**Name:** Sam Rubinstein

**Email:** [samuel.rubinstein1012@gmail.com](mailto:samuel.rubinstein1012@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** Please select an N/W train extension alternative over the AirTrain proposal. The AirTrain is politically convenient because it affects fewer residential areas and thus stirs less opposition, but it would not meet the stated objective of reducing travel time to the airport. Most passengers to LGA are coming from points west of the airport, and making them go out to Willets Point and then back west on the AirTrain will be slower than existing options. Instead, the N/W train should be extended eastward to the airport. An advantage of routing the extension over 19th street is that it could allow for new stations to be added in that area, serving the residential community, but for the same reason, that alternative is likely to be more disruptive to the community. Still, the N/W extension over Grand Central Parkway would also be superior to PANYNJ's preferred alternative. Building over Grand Central would utilize existing right of way, and the roadway already causes noise pollution, so adding train noise there would not be so disruptive.

Fixed guideway alternatives should not be preferred over subway extension, because that would require riders to change trains, and would require further land and resources to construct tram car storage and maintenance facilities. Bus and ferry alternatives are also insufficient - they would not meet the objective of linking the airport directly into the city's rail rapid transit system, and would carry fewer riders more slowly. Further, inter-modal transfers while hauling luggage will be particularly difficult for airport travelers.

In the past, NIMBY opposition has killed an N/W train extension, and it would be a shame to see similar parochial thinking do the same again. PANYNJ should not expend significant resources on a preferred alignment that would not deliver the promised benefits just because it is the most politically expedient alternative.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Htelc3@aol.com  
To: comments@lgaaccessseis.com

Thu, Jun 13, 2019 at 3:01 AM

**Name:** David Diamond

**Email:** [Htelc3@aol.com](mailto:Htelc3@aol.com)

**Organization:** Local 3 IBEW

**Address 1:** [1706 Broadway](#)

**Address 2:**

**City:** New Hyde Park

**State:** NY

**Zip:** 11040

**Comment Topic:** Air train to LGA NY

**Formal Comment:** This would be a much needed source  
Of transportation to LGA and reduce  
Traffic on Grand Central parkway.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: lectrish93@gmail.com  
To: comments@lgaaccessseis.com

Thu, Jun 13, 2019 at 4:23 AM

**Name:** Stephen Cena

**Email:** [lectrish93@gmail.com](mailto:lectrish93@gmail.com)

**Organization:**

**Address 1:** [93 CONCORD AVE](#)

**Address 2:**

**City:** GLEN ROCK

**State:** NJ

**Zip:** 07452

**Comment Topic:** Airtrain Extension

**Formal Comment:** I strongly support extending the airtrain to LaGuardia Airport

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: alipertij@gmail.com  
To: comments@lgaaccessseis.com

Thu, Jun 13, 2019 at 5:19 AM

**Name:** Joseph Aliperti

**Email:** [alipertij@gmail.com](mailto:alipertij@gmail.com)

**Organization:** IBEW Local Union #3

**Address 1:** 159-48

**Address 2:** 91st Street

**City:** Howard Beach

**State:** NY

**Zip:** 11414

**Comment Topic:** Air Train

**Formal Comment:** I support LGA air train extension

(Sent via [LGA Access Improvement Project EIS](#))





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: mtmbills@gmail.com  
To: comments@lgaaccessseis.com

Thu, Jun 13, 2019 at 6:31 AM

**Name:** Michael Meehan

**Email:** [mtmbills@gmail.com](mailto:mtmbills@gmail.com)

**Organization:** IBEE

**Address 1:** 62 Ontario

**Address 2:**

**City:** Massapequa

**State:** New york

**Zip:** 11758

**Comment Topic:** Air train to LGA

**Formal Comment:** We really need this Airtrain to ease congestion around LGA and Citifield aree

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Ebe1998@verizon.net  
To: comments@lgaaccessseis.com

Thu, Jun 13, 2019 at 6:55 AM

**Name:** Kevin Eberlein

**Email:** [Ebe1998@verizon.net](mailto:Ebe1998@verizon.net)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** Air train

**Formal Comment:** I wish this project gets approved

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: andrewcaesar217@gmail.com  
To: comments@lgaaccessseis.com

Thu, Jun 13, 2019 at 8:33 AM

**Name:** Andrew Caesar

**Email:** [andrewcaesar217@gmail.com](mailto:andrewcaesar217@gmail.com)

**Organization:**

**Address 1:** [73-40 195th Street](#)

**Address 2:**

**City:** FRESH MEADOWS

**State:** NY

**Zip:** 11366-1840

**Comment Topic:** Train to LGA

**Formal Comment:** My personal opinion is that we need to extend the transit system from the Ditmars Blvd station. The Astoria Blvd station is not designed for transfer of passengers. Converting this station to a transit hub would have a huge impact on an all ready congested vehicle traveled streets below.

The extension from Ditmars would be much smoother and with less impact.

The right of way to the airport has less obstructions and would affect far fewer residents.

The purpose is to make travel to the airport a one seat,no transfer alternative to auto travel.

Think about this,utilize the N,R,or W to Queens.

After Queensborough Plaza,run express to Ditmars,and then straight to the new terminal.

That would expedite travel for so many people.

Travel from Roosevelt Ave,or Willets Point is long and tedious,with troublesome transfers.Even without luggage.

Having grown up in Queens,and using mass transit,I know these routes well.

Having spent my career in construction as a Journeyman Electrician, I am quite versed in transit construction.

To name some,from the 63rd St Station ,63rd St tunnel connection (C-20201,C-20202, C20203) ,Station rehab(Herald Square, 14th St & 8th Ave)Train Barn rehab, Off hour waiting areas,and signal enclosures on the Astoria line (Queensborough Plaza to Ditmars Blvd ).

As a resident of Queens county, who grew up in Astoria, I have end user knowledge of our transit system and even though the distance to construct, from Willets Point is shorter, it would be under utilized by the employees of the airport,and the commuters who want an easier and smoother trip to an already tedious process that air travel has become.

Thank you,

Andrew Caesar

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Captmcentee@yahoo.com  
To: comments@lgaaccessseis.com

Thu, Jun 13, 2019 at 10:11 AM

**Name:** Robert Mcentee

**Email:** [Captmcentee@yahoo.com](mailto:Captmcentee@yahoo.com)

**Organization:**

**Address 1:** [2550 Independence ave](#)

**Address 2:**

**City:** Bronx

**State:** Ny

**Zip:** 10463

**Comment Topic:** Air train extension

**Formal Comment:** I think an extension of the air train will be a great asset to NYC

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: lbarrett94@gmail.com  
To: comments@lgaaccessseis.com

Thu, Jun 13, 2019 at 10:14 AM

**Name:** Ian Barrett

**Email:** [lbarrett94@gmail.com](mailto:lbarrett94@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** Getting to LGA during rush hour is an enormous pain in the ass. The fact you can take a train almost any where in NYC except lga is horrible.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: nfg214@nyu.edu  
To: comments@lgaaccessseis.com

Thu, Jun 13, 2019 at 12:51 PM

**Name:** Natalia Guzman

**Email:** [nfg214@nyu.edu](mailto:nfg214@nyu.edu)

**Organization:**

**Address 1:** 96th street and 25th Avenue

**Address 2:**

**City:** East Elmhurst

**State:** United States

**Zip:** 11369

**Comment Topic:** Regarding Airtrain to LaGuardia proposal

**Formal Comment:** Hello, my name is Natalia Guzmán Solano. My family and I have resided in East Elmhurst for the past 15 years. We moved to East Elmhurst when my brother and mother co-purchased our family home. Living in East Elmhurst represented a milestone in our path as immigrants and provided the peace of mind of a quiet, friendly neighborhood in the city.

News of the current Airtrain construction/expansion proposal has caused myself and my family great distress, and we realize that the peace of mind we sought when we moved to East Elmhurst will be impinged by the prospects of this project. On the one hand, construction of the Airtrain may have effects on the stability of the reclaimed land on which the northernmost homes of the neighborhood stand. Already, the airport construction and renovations at LaGuardia have negatively impacted my neighbors. The Port Authority has already paid at least four property owners in East Elmhurst because of damage found on four properties due to airport related construction activity (such as piling). The Port Authority has not officially claimed responsibility for any of the damage and they have required those who took money to sign a non-disclosure agreement surrounding the nature of the settlements. According to several of the Port Authority employees there are over 20 claims being negotiated or investigated by Port Authority due to claims of damaged properties. Some damage includes but is not limited to cracks in foundations and cracks on walls. Homes as far south as 27th avenue and as west as Curtis Street have experienced damage.

If the Airtrain is allowed to be built at Port Authority's currently proposed site there will be more piling and more construction on reclaimed land. The construction and the pilings will take place closer to the homes of East Elmhurst and this will increase the likelihood of more damage being caused to people's properties. I believe I do not speak solely for myself when I say that our families did not move to East Elmhurst with a plan to experience the insecurity of hazardous structural damage to the homes we worked hard to acquire. No one desires to live with risk. This project represents a reprehensible proposal by our authorities.

The fracturing of our tranquility is compounded by the proposed funneling of travelers on the 7 train line—one of the most overcrowded trains in the entire subway system. Of course, being that the 7 line predominantly serves communities of color, perhaps it should be no surprise that planners seem to disregard the effects of adding more traffic to this overburdened subway line. These are our hard-working families of color—the ones on the lowest rungs of our social hierarchy. Often the ones with the least visibility and smallest voice at the drawing board when development decisions are being made. How do we do better by them? Personally, I have always yearned for an extended subway line that would reach closer to this northern-most edge of the neighborhood. How about studying the ridership of the current proposal from Port Authority and a proposal extending the N/W line? Incorporating a motor vehicle traffic component to this study might yield vital insight about which option would take more cars off the road and convince more people to use public transit.

In my professional life, I support the work of activist women who defend their territory and their homes against the encroachment of large-scale gold mines (and other large development projects) in Peru. I find great resonance between their motivations and mine—we struggle against state/corporate entities that make decisions without consulting the people who will be most affected by them. Our fight is one for our participation and for the recognition of our interests in proposals that have a direct impact on our health and livelihoods. Sustainability and community health should be the top priorities for any development projects in a residential neighborhood. I trust you will seriously consider the impacts of the current proposal on our working-class families; the ones that represent the backbone of our local economies.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: htomas606@aol.com  
To: comments@lgaaccessseis.com

Thu, Jun 13, 2019 at 2:49 PM

**Name:** Tommy Higgins

**Email:** [htomas606@aol.com](mailto:htomas606@aol.com)

**Organization:** Local 3

**Address 1:** 3247

**Address 2:** Third St

**City:** Oceanside

**State:** N.Y.

**Zip:** 11572

**Comment Topic:**

**Formal Comment:** We support this project.  
It is necessary for the future of the city .

(Sent via [LGA Access Improvement Project EIS](#))





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: stephenchevel28@aol.com  
To: comments@lgaaccessseis.com

Thu, Jun 13, 2019 at 4:11 PM

**Name:** Stephen Chevel

**Email:** [stephenchevel28@aol.com](mailto:stephenchevel28@aol.com)

**Organization:** IBEW Local Union #3

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** I support this project.

(Sent via *LGA Access Improvement Project EIS*)



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: tmezza@verizon.net  
To: comments@lgaaccessseis.com

Thu, Jun 13, 2019 at 11:13 PM

**Name:** Gaetano Mezzasalma

**Email:** [tmezza@verizon.net](mailto:tmezza@verizon.net)

**Organization:**

**Address 1:** [3667 Harriad Drive South](#)

**Address 2:**

**City:** Seaford

**State:** New York

**Zip:** 11783

**Comment Topic:**

**Formal Comment:** I support the project hopefully it will reduce automobile traffic. The area is overly congested due to the 2 airports being so close together. Reduction of traffic means lower emmissions, pollution, vehicular accidents, friendlier way to travel to the airport, never miss a flight due to traffic.

(Sent via [LGA Access Improvement Project EIS](#))



## Formal Comment: LaGuardia Airport Access Improvement Project Environmental Impact Statement (EIS)

1 message

**Mayer Horn** <mayer.horn@gmail.com>  
To: comments@lgaaccessseis.com

Thu, Jun 13, 2019 at 6:59 PM

Greetings:

Although I have been involved in airport access, including LGA access, in a variety of ways (the combination of which might well be unique and uniquely relevant as noted below), I have reviewed just the presentation here <https://www.lgaaccessseis.com/> and offer the following comments in the public interest:

1. There are existing bus services to LGA terminals B, C, & D from the various rail system interfaces:
  1. The Q48 from Willets Point (and Flushing)
  2. The M60 from the Astoria Blvd N and W station (as well as subways and Metro North stations along 125th Street in Manhattan).
  3. The Q70 from the Woodside and Jackson Heights rail hubs. Governor Cuomo has given this service the alliterative name, LaGuardia Link.
2. Terminal A is served by the M60 and the Q47 from Jackson Heights. There is no direct service from Woodside or from Willets Point (or Flushing).
3. Unless there is a significant benefit, relative to these existing bus services, of constructing a fixed guideway link between one or more of these locations and LGA, no such investment is warranted,
4. The Willets Point Air Train terminal proposed by Governor Cuomo would be significantly less attractive than the existing Woodside terminal of the LaGuardia Link:
  1. The additional travel time between Woodside and Willets Point on the LIRR Port Washington Branch is unwarranted and unacceptable.
  2. The additional travel time between 61st Street, Woodside and Willets Point, Mets Stadium on the 7 subway is even more unwarranted and more unacceptable
  3. The level of LIRR service at Willets Point - even if all LIRR trains on the branch were to service this station - is vastly inferior than the number of LIRR trains that service Woodside. Indeed, the half-hourly Port Washington LIRR Branch midday frequency is simply unacceptable as the primary public transport access to LGA. Furthermore, when East Side Access becomes operational and if Port Washington Branch trains serve both Manhattan terminals, the frequency of service to either one is unlikely to be greater than the current service to Penn.
5. If the governor's proposal were to be revised to replace Willets Point station with Woodside, it would still be inadequate as it would not serve the Jackson Heights transit hub.
6. No single one of the alternatives presented in the EIS presentation noted above would be adequate.
7. An alternative hereby suggested for evaluation would be modeled on the JFK Air Train:
  1. The JFK Air Train has two legs to two different rail system interfaces. One is to the A subway at Howard Beach - JFK Airport and the other is to the Sutphin Blvd - JFK Airport E, J, Z subway station and the LIRR Jamaica station (whose name should be changed, as with the subway station names, to Jamaica - JFK Airport).
  2. An LGA Air Train with two legs - one serving the Woodside transit hub and the other servicing the Jackson Heights transit hub - would seem to be a candidate worth seriously evaluating.
  3. Such an Air Train would replace and improve the service provided by the LaGuardia Link Q70, except provide separate, discrete services to Woodside and Jackson Heights.
  4. To the maximum extent feasible, these two legs should share the same trackage and right-of-way along the BQE and the NY Connecting Railroad. Taking of private property should be avoided.
8. The notion that very heavily used rail lines - whether commuter rail or rail transit - can provide adequate service to airports seems discredited; rather, the airport rail system reaching out to conveniently connect with the regional rail system - especially at more than one location - seems far more practical. The JFK Air Train as the model for the LGA Air Train providing non-stop services to both the Woodside and Jackson Heights transit hubs seems to be very much worth detailed evaluation.
9. Whether there might ever be justification for additional LGA Air Train links, e.g., (1) replacing the M60 to Astoria and possibly even into Manhattan, and (2) replacing the Q48 to Willets Point and possibly even to Jamaica, can be left for future consideration, perhaps by a subsequent generation. Nevertheless, provision should be made for such connections from both east and west of LGA. In the NYC subway, such provisions are called "bell mouths."

10. Meanwhile, there are no plans to connect Terminal A with anything with any kind of fixed guideway transit..

The extremely limited analyses of addressing traffic congestion, both on-airport and on regional highways accessing the airports, should be replaced with more robust considerations, especially since the baseline for any capital investment is the Q70 LaGuardia Link and the other bus services noted above. There is directly relevant experience, including at LGA:

1. When I was consulting to the president of the Trump Shuttle (previously Eastern and subsequently US Air and now American), he told me that (what is now) Terminal C was about to imminently lose 1 1/2 of its two frontage roadways which, of course, were always routinely congested. He did *not* want me to assess the situation and make recommendations, but rather to assess the situation and just do what had to be done. I devised and implemented a protocol that pleased everyone and ensured that there was no congestion. None! What was achieved at one terminal could readily be achieved at the entire airport.
2. Previously, I operated the primary public transportation between LGA and Manhattan, between JFK and Manhattan, and between LGA and JFK, called Carey Transportation with full-size coach buses. After that, my focus was managing external and government relations for that group of companies that also included Connecticut Limousine Service (CLS) - a uniquely successful operation, as demonstrated by Port Authority statistics, some of which I still recall. I routinely took key staff from the Port Authority (as well as NYCDOT, NYSDOT, etc.) to convey an understanding of why CLS was so uniquely successful (as measured by market share, customer feedback, etc.). Although our tours of what we called Air Service Terminals - never satellites - and our explanations were welcome and appreciated, I consider the effort a failure as evidenced by the Port Authority's experience in Paramus, NJ, among other things. Applying the CLS experience to various geographic sectors of the region, plus the experience cited above, can help ensure that on-airport congestion would soon be a not-so-fond memory.
3. Finally, a robust regional transportation program - clearly beyond the scope of this EIS, but worth putting on the record - could be transformative:
  - Transportation Systems Management (TSM): I managed this region's 100% federally funded Urban Corridor Demonstration Program consisting of a number of projects. The first one implemented - by the Port Authority - has almost certainly been the most cost-effective project ever: The contra-flow exclusive bus lane on the NJ approach to the Lincoln Tunnel, saving about twenty minutes for thousands of commuters on about 800 peak period buses an hour, was implemented for an initial cost of just \$500 thousand. TSM measures are not routinely considered.
  - Transportation Demand Management (TDM): Perhaps the most controversial measure that is gaining acceptance so painfully slowly in this region is congestion pricing. One key element that is *not* present in this region - and not even being discussed - is real-time traffic management with a *guarantee* of no congestion, and how that works in other areas.
  - Transportation Supply: TDM measures, including congestion pricing as well as staggered work hours and other TDM measures, must rely on a significantly more robust public transport network, including frequency, travel times, prices, comfort and convenience, etc. Many - but surely not all - auto trips could be attracted to such a public transportation system.
  - Full Disclosure: I should mention that the last time a regional transportation plan was prepared - for the CT, NJ, NY metro area - it was prepared under my supervision. To my knowledge, the *only* time a regional transportation *operations* plan was prepared, I coordinated that effort which involved participation by numerous federal, state, regional, and local agencies. I addressed airport access locally as an undergraduate (The Cooper Union), as a graduate student (MIT), at engineering firms, at the region's MPO, in the Aviation Planning Division of the Port Authority, in recent consulting assignments, and as noted above.

Respectfully submitted,  
 Mayer Horn, P.E., PTOE, PTP  
 516-459-7670 (mobile)

169-06 22nd Avenue  
Whitestone, New York 11357

June 13, 2019

Mr. Andrew Brooks  
Environmental Program Manager – Airports Division  
Federal Aviation Administration  
Eastern Regional Office, AEA-610  
1 Aviation Plaza  
Jamaica, New York 11434

Re: Scoping Comments – LaGuardia Airport Access Improvement Project

Dear Mr. Brooks:

This letter conveys my comments regarding the scope of analysis by the Federal Aviation Administration (“FAA”) pursuant to the National Environmental Policy Act (“NEPA”) for an Environmental Impact Statement (“EIS”) concerning the LaGuardia Airport Access Improvement Project (“Project”) sponsored by the Port Authority of New York and New Jersey (“PANYNJ”) involving LaGuardia Airport (“LGA”). The public comment period to which this letter pertains is that described within the Notice of Intent (“Notice”; Attachment A) published in the Federal Register dated May 3, 2019.

FAA’s failure to notify the public of the location of proposed LGA employee parking, thereby obstructing public scoping comments on it:

The stated purpose of the Project is twofold: (1) to provide a time-certain option (i.e., AirTrain) for passenger and employee access to LGA, and (2) to permit PANYNJ to provide adequate employee parking for the geographically constrained airport. Both components of the Project to be constructed – the AirTrain and the LGA employee parking facility – are equally subject to EIS scoping pursuant to NEPA.

But although FAA has provided detailed descriptions and maps of the proposed locations of the AirTrain component of the Project to the public to facilitate scoping comments, FAA has published no such information as concerns the location of the proposed LGA employee parking facility. For example:

- The Notice (Attachment A) specifically describes the AirTrain locations and route for the proposed action, as well as the locations and routes of seven different subway extension or fixed guideway alternatives. But as concerns the proposed LGA employee parking, the Notice only vaguely states that the Project will “permit the Port Authority to provide adequate employee parking for the geographically constrained airport” – without disclosing where. The Notice identifies no location for the proposed LGA employee parking (either for the proposed action, or for any of the alternatives).

- Throughout the public scoping meetings held on June 5 and 6, 2019, FAA exhibited large display boards (accessible at [https://static1.squarespace.com/static/5c36586cee175949fd76ec7c/t/5cf83d133baef000017cf81b/1559772510094/Public+Scoping+Meeting\\_Boards\\_FINAL\\_05312019\\_for\\_website.pdf](https://static1.squarespace.com/static/5c36586cee175949fd76ec7c/t/5cf83d133baef000017cf81b/1559772510094/Public+Scoping+Meeting_Boards_FINAL_05312019_for_website.pdf) and hereby incorporated herein in their entirety by this reference) as a prime means of conveying Project information. Nine of those display boards each consists of a unique map, depicting the locations and routes of either the proposed AirTrain, or one of eight transport alternatives. None of those nine display boards indicates any location of the proposed LGA employee parking component of the Project. Another of the display boards, entitled “Port Authority of New York and New Jersey Preferred Alignment”, identifies on its map the location of “APM OMSF”, which the map legend indicates is “Proposed APM Operations, Maintenance, and Storage Facility” – with no reference whatsoever to LGA employee parking. Indeed, no potential location of the LGA employee parking component of the Project was identified or mapped as such on any of the display boards exhibited by FAA throughout the two public scoping meetings.
- A “Project Factsheet” published by FAA at its web site (<https://www.lgaaccesses.com/project-documents>) does not identify any potential location of the LGA employee parking component of the Project. The Fact Sheet paragraph entitled “Port Authority’s Preferred Project” describes only the AirTrain, nowhere mentioning any LGA employee parking. The map that accompanies that paragraph does not identify any location of LGA employee parking.
- To enable me to comment upon proposed location(s) of LGA employee parking during the scoping process, on June 4, 2019 I sent an email (Attachment B) to the “Project Email” address published by FAA at its web site (<https://www.lgaaccesses.com/contact-us-index>), requesting to know where I may find a “description of Port Authority’s Preferred Alternative, including a description of the specific preferred location of LGA employee parking that FAA is evaluating for the EIS (and which is a subject of the June 5 and June 6 scoping meetings)”. In response from FAA, I received only a boilerplate acknowledgment (Attachment C). As of this writing, nine days after I sent my email to FAA, I have not received the information I requested regarding the proposed location of LGA employee parking.

It is inimical to NEPA, for FAA to conduct an EIS scoping process without clearly disclosing to the public where a key component of the proposed action is located.

Even if members of the public read the Notice, studied all of the display boards exhibited by FAA during the two public scoping meetings, reviewed the Project Fact sheet published by FAA, and (in the experience of this commenter) requested basic information

from FAA using its “Project Email” address, they still would not know the location of the proposed LGA employee parking component of the Project, and which existing facilities it may affect. The consistent lack of information from FAA across multiple platforms concerning the proposed location of the LGA employee parking facility suggests that FAA is deliberately obstructing public scoping comments on that topic.

Comments on the scope of EIS analysis:

I. – Comments relating to number 7 subway line

The EIS should assess, at key times of day and at key stations, the number of travelers who presently board and use the number 7 subway line, and the resulting levels of occupancy of the subway cars.

The EIS should assess, at key times of day, the number of LGA passengers and employees who will want to board the number 7 subway line as a consequence of the Project – including how many will want to board at the Willets Point station for westbound travel, and at the Hudson Yards, Times Square, Fifth Avenue and Grand Central stations for eastbound travel.

In assessing the number of travelers who will want to board the number 7 subway line (as opposed to the Long Island Railroad (“LIRR”)) as a consequence of the Project, the EIS should consider that, of the two direct travel options available at the Willets Point station, only the number 7 subway line serves destinations on Manhattan’s west side; and that the LIRR, through East Side Access, will not go further west than Grand Central Terminal. FAA must not underestimate the number of LGA passengers who will prefer to use the number 7 subway line in connection with the AirTrain.

The EIS should assess the number and sizes of luggage carried by LGA passengers who will want to board the number 7 subway line at any station as a consequence of the Project, and the EIS should quantify the space inside the subway car to be occupied by the average such LGA passenger.

Under existing conditions, there are already times of day when number 7 subway line train cars are so overcrowded that it would not be possible for LGA passengers with their luggage, or LGA employees, to board the train as the Project requires. The EIS should assess, at key times of day, whether or not the number 7 subway line is genuinely capable of accommodating the LGA passengers with their luggage, and LGA employees, as the Project requires.

Presuming that LGA passengers with their luggage, and LGA employees, board the number 7 subway line at the Willets Point station for westbound travel, the EIS should assess, at key times of day, whether or not all of the travelers who presently board the number 7 subway line at the Willets Point station and at each station west of it will still be able to do so.

Presuming that LGA passengers with their luggage, and LGA employees, board the number 7 subway line at the Hudson Yards, Times Square, Fifth Avenue and Grand Central stations for east bound travel, the EIS should assess, at key times of day, whether or not all of the travelers who presently board the number 7 subway line at those stations and at each station east of them will still be able to do so.

*Cumulative Impacts: Sports Events*

The Willets Point station of the number 7 subway line also serves Citi Field stadium, home of the New York Mets baseball team. The Mets are scheduled to play 81 games each year at Citi Field, during day and night hours. The seating capacity of Citi Field is 41,922 persons. A significant portion of Mets game attendees will arrive and depart via the number 7 subway line. The EIS should assess whether or not use of the number 7 subway line by Mets game attendees – hundreds or thousands of people arriving and departing from the Willets Point station within brief periods of time – will hinder LGA passengers with their luggage, and LGA employees, who are simultaneously attempting to use the number 7 subway line as a time-certain transport mode.

Similarly, the Willets Point station of the number 7 subway line also serves the United States Tennis Association (“USTA”) Billie Jean King National Tennis Center, home of the annual U.S. Open tournament. That event spans 21 days, and occurs during day and night hours. The total capacity of the three largest stadiums within the National Tennis Center is 45,896 persons. A significant portion of U.S. Open attendees will arrive and depart via the number 7 subway line. Indeed, the U.S. Open web site recommends that attendees “AVOID DELAYS – Use Public Transportation” ([https://www.usopen.org/en\\_US/visit/transportation\\_directions.html](https://www.usopen.org/en_US/visit/transportation_directions.html)). The EIS should assess whether or not use of the number 7 subway line by U.S. Open attendees – hundreds or thousands of people arriving and departing from the Willets Point station within brief periods of time – will hinder LGA passengers with their luggage, and LGA employees, who are simultaneously attempting to use the number 7 subway line as a time-certain transport mode.

Per the U.S. Open web site ([https://www.usopen.org/en\\_US/visit/transportation\\_directions.html](https://www.usopen.org/en_US/visit/transportation_directions.html)), during the 2019 U.S. Open there will be 12 “conflict dates” – i.e., dates when a Mets home game and the U.S. Open are occurring simultaneously. The EIS should assess whether or not use of the number 7 subway line simultaneously by U.S. Open attendees and Mets game attendees – hundreds or thousands of people arriving and departing from the Willets Point station within brief periods of time – will hinder LGA passengers with their luggage, and LGA employees, who are simultaneously attempting to use the number 7 subway line as a time-certain transport mode.



*Cumulative Impacts: Willets Point Development*

In performing all of its analyses concerning the number 7 subway line, FAA must take into account the Project's cumulative impacts above and beyond those previously identified and attributable to the Willets Point development.

The Willets Point development is an ongoing initiative of the Office of the Mayor, the New York City Economic Development Corporation ("NYCEDC") and other agencies, to construct a new neighborhood and regional destination across approximately 62 acres of property – adjacent to components of the Project – generally bounded to the east by the Van Wyck Expressway and a lot owned by the Metropolitan Transportation Authority, to the south by Roosevelt Avenue, to the west by 126th Street, and to the north by Northern Boulevard.

Components of the Willets Point development include 5,500 residential housing units, a school with approximately 850 seats, and up to 3,160,000 gross square feet of retail, office, hotel and convention center use.

The Final Generic Environmental Impact Statement ("FGEIS") for the Willets Point development, and its appendices, are accessible at the NYCEDC web site (<https://www.nycedc.com/project/willets-point-development/environmental-review>) and their entire contents are hereby incorporated herein by this reference. For convenience, the following FGEIS chapters are also attached to this letter:

- Chapter 1: Project Description (Attachment D)
- Chapter 17: Traffic and Parking (Attachment E)
- Chapter 18: Transit and Pedestrians (Attachment F)
- Chapter 23: Mitigation (Attachment G)
- Chapter 25: Unavoidable Significant Adverse Impacts (Attachment H)

The subway station nearest to the Willets Point development is the same Willets Point number 7 subway line station that is crucial to the Project. It stands to reason that many residents of the 5,500 housing units, students and employees of the school, plus employees and visitors of the retail, office, hotel and convention center that comprise up to another 3,160,000 gross square feet of the development, will travel on the number 7 subway line, and they will access it using the same Willets Point station that is leveraged by the Project.

Taking into account the ridership generated by the Willets Point development, the FGEIS finds that in the AM peak period, westbound number 7 subway cars are operating at almost full capacity, with nary a single additional rider able to fit onto each subway car (see FGEIS at 18-26 (Table 18-26); Attachment F). Willets Point will impact ridership on the number 7 subway line at other times of day, also. Moreover, "since there are constraints on what service improvements are available to [New York City Transit], significant line-haul capacity impacts on subway routes are generally disclosed but would usually remain unmitigated." (FGEIS at 18-4, emphasis added; Attachment F).

Taking into account the conditions on the number 7 subway line as determined in the FGEIS, FAA must assess whether or not that subway line is genuinely capable of accommodating LGA passengers with their luggage, and LGA employees, as the Project requires.

*Cumulative Impacts: Willets West Entertainment and Retail Development*

In performing all of its analyses concerning the number 7 subway line, FAA must also take into account the Project's cumulative impacts above and beyond those previously identified and attributable to the Willets West entertainment and retail development.

Willets West is a plan of Queens Development Group LLC ("QDG"), chosen by the Office of the Mayor and supported by NYCEDC, other agencies, Governor Andrew Cuomo, and votes of the New York City Council, to construct a large "entertainment and retail" development on approximately 30.7 acres of mapped parkland located immediately west of Citi Field (land which is presently used as a surface parking field primarily during Mets games).

Components of the Willets West development could include over 200 retail stores, including anchor and "mini" anchor retailers, movie theaters, restaurant and food hall spaces, entertainment venues and parking, comprising a total of 1.4 million gross square feet (approximately one million square feet of gross leasable area). Development of Willets West is in addition to, and intended to facilitate, development of Willets Point.

The initial proposal that evolved into the Willets West plan originally called for development on the same site of a "world-class casino" occupying 900,000 square feet, plus a hotel and other retail/entertainment attractions occupying 2.3 million square feet. (See proposal dated September 9, 2011 by Willets Point Entertainment LLC (excerpts); Attachment I.) The "entertainment" component of Willets West ultimately may be a casino, as originally proposed.

The Final Supplemental Environmental Impact Statement ("FSEIS") for the Willets West entertainment/retail development, and its appendices, are accessible at the NYCEDC web site (<https://www.nycedc.com/project/willets-point-development/environmental-review>) and their entire contents are hereby incorporated herein by this reference. For convenience, the following FSEIS chapters are also attached to this letter:

- Chapter 1: Project Description (Attachment J)
- Chapter 14: Transportation (Attachment K)
- Chapter 21: Mitigation (Attachment L)
- Chapter 23: Unavoidable Significant Adverse Impacts (Attachment M)

Willets West is a present or reasonably foreseeable project whose cumulative impacts should factor into the FAA EIS. The Office of the Mayor, the Queens Borough Board and the NYCEDC Board of Directors, among other entities, have authorized the sale of public land to QDG specifically to facilitate the Willets West project (see Exhibit A attached to minutes of NYCEDC Board of Directors meeting held on December 19, 2013; Attachment N). Thereafter, the City actually sold two acres of public land to QDG to facilitate the Willets West project, and has not rescinded that sale. Willets West has been supported by NYCEDC, Governor Andrew Cuomo, and Mayor Bill de Blasio, who allowed the City to submit a legal brief to the New York State Court of Appeals defending the Willets West project in a court challenge (*Avella v. City of New York*, 2017 NY Slip Op 04383 [29 NY3d 425] decided June 6, 2017). The New York City Council is also on record supporting Willets West, voting in 2013 to authorize special permits to facilitate the project, and voting again in 2015 to authorize filing an amicus brief defending Willets West in the court challenge. In 2017, the Court of Appeals ruled that Willets West cannot proceed, but only because QDG has not obtained state legislative approval to use the parkland where the project would be built. Nothing prevents QDG from seeking such approval (the same type of approval for use of parkland that the legislature swiftly granted in 2018 for prospective routes of the proposed AirTrain). At its web site, NYCEDC states that due to the Court of Appeals decision, Willets West cannot proceed “as contemplated” – i.e., without state legislative approval – but NYCEDC has not explicitly withdrawn the Willets West plan (see <https://www.nycedc.com/project/willets-point-development>). Francisco Moya, the City Council representative whose district encompasses Willets West, “has pledged to work with colleagues in the legislature to secure the required parkland alienation provisions” (see <http://awalkintheparknyc.blogspot.com/2017/07/queens-city-council-candidate-moya.html>). Other actions presently being taken by QDG and NYCEDC involving Willets Point property do not preclude also implementing Willets West.

The subway station nearest to the Willets West development is the same Willets Point number 7 subway line station that is crucial to the Project. It stands to reason that many visitors and employees of Willets West’s 200 retail stores, movie theaters, restaurants, food hall spaces and entertainment venues will travel on the number 7 subway line, and they will access it using the same Willets Point station that is leveraged by the Project.

The FSEIS finds that, for Willets West Phase 1B, the project-generated subway trips would add approximately five passengers per car to the number 7 subway line Manhattan-bound express line at the peak load point during the AM peak period resulting in a volume-to-capacity ratio of 1.09. For Willets West Phase 2, the project-generated subway trips would add approximately 11 passengers per car to the number 7 subway line Manhattan-bound express line at peak load point during the AM peak period, resulting in a volume-to-capacity ratio of 1.16. (FSEIS at 21-64; Attachment K.) Willets West will impact the number 7 subway line ridership at other times of day, also.

Taking into account the conditions on the number 7 subway line as determined in the FSEIS, FAA must assess whether or not that subway line is genuinely capable of

accommodating LGA passengers with their luggage, and LGA employees, as the Project requires.

*Cumulative Impacts: Flushing West Rezoning and Development*

In performing all of its analyses concerning the number 7 subway line, FAA must also take into account the Project's cumulative impacts above and beyond those previously identified and attributable to the Flushing West rezoning and development.

The Flushing West rezoning and development is a land use, rezoning and master planning program initiated by the Flushing Willets Point Corona Local Development Corporation ("FWPCLDC"), sponsored by the New York State Department of State, which is being implemented by the New York City Department of Planning ("NYCDPC"). It involves designating approximately 62 acres – roughly bounded by Northern Boulevard to the north, Roosevelt Avenue to the south, Prince Street to the east, and the Van Wyck Expressway and Flushing Creek to the west – as a "Brownfield Opportunity Area" and rezoning approximately 40 acres of it, which will facilitate more development than would otherwise occur. Many users of this development will rely on the number 7 subway line.

A description of the Flushing West program is published at the NYCDPC web site (<https://www1.nyc.gov/site/planning/plans/flushing-west/flushing-west.page>) and is hereby incorporated herein in its entirety by this reference. The "Flushing Brownfield Opportunity Area Nomination Study" dated September 8, 2017 and the "Flushing Waterfront BOA Master Plan Environmental Assessment Report" dated September 2017 are accessible via the "BOA Nomination Documents" link at the FWPCLDC web site (<https://www.queensalive.org/flushing-waterfront-boa/>) and are hereby incorporated herein in their entireties by this reference.

The Flushing West program will result in a net increase of 247,348 square feet of new development, including an increase of 222 dwelling units and community facility space, retail space and office space that would not otherwise exist. (See Flushing Waterfront BOA Master Plan Environmental Assessment Report at 1-24.)

The subway line nearest to the Flushing West site is the same number 7 subway line that is crucial to the Project. It stands to reason that many residents of the 222 housing units, plus employees and visitors of the new community facility space, retail space and office space within the Flushing West area, will travel on the number 7 subway line, and they will access it using the Flushing station which precedes the Willets Point station when traveling westbound. At times, they will add to the number of travelers already occupying westbound number 7 subway cars, and may potentially prevent LGA passengers with their luggage, and LGA employees, from boarding subway cars.

Taking into account the conditions on the number 7 subway line as a consequence of the Flushing West rezoning and development, FAA must assess whether or not that subway line is genuinely capable of accommodating the LGA passengers with their luggage, and LGA employees, as the Project requires.

## II. – Comments relating to LGA employee parking facility

As detailed on pages 1 through 3 hereof, FAA has not identified any location for the employee parking facility that is a component of the Project. However, one location that PANYNJ and FAA may be considering is the property directly south of Roosevelt Avenue and directly east of the pedestrian ramp known as the “passarelle”. This property is called the South Field Lot East Site.

Presently, the South Field Lot East Site serves as a busy commuter parking lot, located at the closest possible point to the number 7 subway line Willets Point station. Commuters appreciate the convenience of parking at the South Field Lot East Site with its efficient access to the number 7 subway line. The cost to park at the South Field Lot East Site on non-Mets game days is \$5.

The EIS should assess whether or not an LGA employee parking facility will displace all or any of the existing commuter parking spaces at the South Field Lot East Site; and if there is such displacement, the EIS should assess the impacts thereof upon commuters who prefer the convenience of the South Field Lot East Site.

The EIS should assess whether or not an LGA employee parking facility will increase the \$5 cost of commuter parking near the number 7 subway line Willets Point station.

The EIS should assess the traffic impacts of 500 LGA employee vehicles arriving and departing an LGA employee parking facility, three work shifts per day – including, without limitation, impacts upon the amount of time required to park by commuters near the number 7 subway line Willets Point station.

Taking into account existing conditions on roadways and at intersections, as well as cumulative impacts of nearby present and reasonably foreseeable projects, FAA should assess whether or not the South Field Lot East Site, or any site along Roosevelt Avenue near the intended terminus of the AirTrain, is an appropriate location for an LGA employee parking facility that is supposed to help employees obtain time-certain transport to LGA. FAA should assess whether or not LGA employees will be able to reliably access the LGA employee parking facility in a timely manner, and whether or not the LGA employee parking facility will help employees achieve time-certain transport to LGA.

### *Cumulative Impacts: Sports Events*

The South Field Lot East site, a potential location for the LGA employee parking component of the Project, is located south of Roosevelt Avenue, directly across Roosevelt Avenue from Citi Field stadium, home of the New York Mets baseball team. The Mets are scheduled to play 81 games each year at Citi Field, during day and night hours. The seating capacity of Citi Field is 41,922 persons. A significant portion of Mets game attendees will arrive and depart via automobile. Roosevelt Avenue is a very popular

roadway by which to access Citi Field stadium, with at least one Citi Field parking lot entrance located on Roosevelt Avenue. Well-attended Mets games routinely cause gridlock traffic conditions surrounding Citi Field, including on Roosevelt Avenue. The EIS should assess whether or not the intense use of roadways surrounding Citi Field stadium, including Roosevelt Avenue, by Mets game attendees – hundreds or thousands of people arriving and departing from Citi Field within brief periods of time, 81 days out of the year – will hinder LGA employees who are simultaneously attempting to arrive at the LGA employee parking facility using the very same roadways. The EIS should assess whether or not, under those circumstances, LGA employees will be able to reliably access the LGA employee parking facility in a timely manner, and whether or not the LGA employee parking facility will help employees achieve time-certain transport to LGA.

Similarly, the South Field Lot East site is located a short walk from the United States Tennis Association (“USTA”) Billie Jean King National Tennis Center, home of the annual U.S. Open tournament. That event spans 21 days, and occurs during day and night hours. The total capacity of the three largest stadiums within the National Tennis Center is 45,896 persons. A significant portion of U.S. Open attendees will arrive and depart via automobile. Typically, so many attendees arrive and depart by automobile, that City officials block one lane on each side of Roosevelt Avenue with traffic cones, to create vehicle drop off and pick up areas for U.S. Open attendees. Reducing the traffic flow on Roosevelt Avenue to just one lane in each direction causes slow-downs and gridlock. The EIS should assess whether or not the intense use of roadways near the National Tennis Center, including Roosevelt Avenue, by U.S. Open attendees – hundreds or thousands of people arriving and departing from the National Tennis Center, three weeks out of the year – will hinder LGA employees who are simultaneously attempting to arrive at the LGA employee parking facility using the very same roadways. The EIS should assess whether or not, under those circumstances, LGA employees will be able to reliably access the LGA employee parking facility in a timely manner, and whether or not the LGA employee parking facility will help employees achieve time-certain transport to LGA.

Per the U.S. Open web site ([https://www.usopen.org/en\\_US/visit/transportation\\_directions.html](https://www.usopen.org/en_US/visit/transportation_directions.html)), during the 2019 U.S. Open there will be 12 “conflict dates” – i.e., dates when a Mets home game and the U.S. Open are occurring simultaneously. The EIS should assess whether or not the intense use of roadways near both Citi Field and the National Tennis Center, including Roosevelt Avenue, by Mets game attendees and U.S. Open attendees – hundreds or thousands of people arriving and departing from the area, 12 days out of the year – will hinder LGA employees who are simultaneously attempting to arrive at the LGA employee parking facility using the very same roadways. The EIS should assess whether or not, under those circumstances, LGA employees will be able to reliably access the LGA employee parking facility in a timely manner, and whether or not the LGA employee parking facility will help employees achieve time-certain transport to LGA.

### *Cumulative Impacts: Willets Point Development*

In performing all of its analyses concerning the proposed LGA employee parking, FAA must take into account the Project's cumulative impacts above and beyond those previously identified and attributable to the Willets Point development.

For a description of the Willets Point development, see page 5 hereof.

It stands to reason that many residents of the Willets Point 5,500 housing units, students and employees of the school, plus employees and visitors of the retail, office, hotel and convention center that comprise up to another 3,160,000 gross square feet of the development, will arrive and depart by automobile. Among the roadways they will travel is Roosevelt Avenue, which is an access point to the South Field Lot East Site.

Taking into account the traffic generated by the Willets Point development, the FGEIS finds that the intersection of Roosevelt Avenue at 126th Street will be significantly impacted, with the impacts unmitigated during weekday AM, weekday midday, weekday PM and Saturday midday peak hours (see FGEIS at 23-2 (Table 23-2); Attachment G). The Level of Service at that intersection is "F" (i.e., Fail), with a control delay time of "120.0+" seconds (see FGEIS Table 23-9; Attachment G). Other nearby roadways and intersections are similarly impacted.

Taking into account the conditions on roadways and at intersections as determined in the FGEIS, the EIS should assess whether or not, under those circumstances, LGA employees will be able to reliably access the LGA employee parking facility in a timely manner, and whether or not the LGA employee parking facility will help employees achieve time-certain transport to LGA.

### *Cumulative Impacts: Willets West Development*

In performing all of its analyses concerning the proposed LGA employee parking, FAA must take into account the Project's cumulative impacts above and beyond those previously identified and attributable to the Willets West development.

For a description of the Willets West development, see page 6 hereof.

It stands to reason that many visitors and employees of Willets West's 200 retail stores, movie theaters, restaurants, food hall spaces and entertainment venues will arrive and depart by automobile. Among the roadways they will travel is Roosevelt Avenue, which is an access point to the South Field Lot East Site.

Taking into account the traffic generated by the Willets West Phase 2 development, the FSEIS finds that at the intersection of Roosevelt Avenue at 126th Street, significant impacts would occur in all seven peak hours studied and would be only partially mitigated by reconfiguring all approaches to the intersection. "Limited mitigation options for the Roosevelt Avenue corridor would be possible, due in part to limited space

for travel lanes and critical curbside activities, including bus stops, bus layover, and truck loading/unloading, and columns supporting the No. 7 subway line” (FSEIS at 21-27; Attachment L).

Taking into account the conditions on roadways and at intersections as determined in the FSEIS, the EIS should assess whether or not, under those circumstances, LGA employees will be able to reliably access the LGA employee parking facility in a timely manner, and whether or not the LGA employee parking facility will help employees achieve time-certain transport to LGA.

*Cumulative Impacts: Flushing West Rezoning and Development*

In performing all of its analyses concerning the proposed LGA employee parking, FAA must take into account the Project’s cumulative impacts above and beyond those previously identified and attributable to the Flushing West rezoning and development.

For a description of the Flushing West rezoning and development, see page 8 hereof.

It stands to reason that many residents of Flushing West’s 222 additional housing units, plus employees and visitors of the new community facility space, retail space and office space within the Flushing West area, will arrive and depart by automobile. Among the roadways they will travel is Roosevelt Avenue, which is an access point to the South Field Lot East Site.

Taking into account the traffic conditions on roadways and at intersections as a consequence of the Flushing West rezoning and development, the EIS should assess whether or not, under those circumstances, LGA employees will be able to reliably access the LGA employee parking facility in a timely manner, and whether or not the LGA employee parking facility will help employees achieve time-certain transport to LGA.

III. – Comments relating to impermissible segmentation

PANYNJ issued a Request for Proposals (“RFP”) dated February 6, 2017 “for the performance of expert professional preliminary design services for the initial design of AirTrain at LaGuardia Airport as requested on an ‘as-needed’ basis and optional technical advisory services on an ‘as-needed’ basis (RFP #48565)” (Attachment O).

The RFP states in relevant parts: “As part of the redevelopment of LaGuardia Airport (LGA or the Airport), the Authority is considering the expansion of the airport to Willets Point, with the potential to develop a consolidated rental car facility (CONRAC), long-term and/or employee parking, and a hotel”; and that one purpose of the AirTrain is “unifying the airport’s potential expansion to Willets Point” (RFP’s Attachment A at 1).



However, the proposed action that is undergoing FAA scoping and EIS analysis is devoid of any mention of “expansion of the airport to Willets Point”, developing a “consolidated rental car facility (CONRAC)”, “long-term parking” or “hotel”.

If LGA eventually expands to Willets Point, or if a consolidated rental car facility, long-term parking or hotel is eventually developed near the Willets Point AirTrain station or on nearby Willets Point property, it will be because of access provided by the AirTrain. The PANYNJ RFP (Attachment O) admits as much – that one purpose of the AirTrain is “unifying the airport’s potential expansion to Willets Point” (RFP’s Attachment A at 1).

FAA must ascertain whether or not PANYNJ intends or foresees that the AirTrain will serve purposes beyond merely delivering riders to and from the number 7 subway line, LIRR and an LGA employee parking facility – including purposes such as delivering riders to and from a consolidated rental car facility, long-term parking and/or hotel near the Willets Point AirTrain station or on nearby Willets Point property; or the purposes of expanding LGA to Willets Point or unifying LGA’s expansion to Willets Point (each of which is envisioned in the RFP). If any of those purposes is intended or foreseeable, then its impacts should be included within the scope of EIS analysis. FAA must ensure that there will be no impermissible segmentation of effects that PANYNJ or FAA intend or foresee.

For example, the later construction of an LGA long-term parking facility near the Willets Point AirTrain station, sited and built because of the access to LGA provided by the AirTrain, is likely a “connected action” under NEPA that must be analyzed within the AirTrain EIS. (See 40 C.F.R. § 1508.25(a)(1).)

\* \* \*

I reserve the right to submit additional comments before the deadline.

Respectfully submitted,



Robert LoScalzo

15 attachments



**LGA**<sup>ACCESS</sup>  
**EIS**

**FORMAL COMMENT**

**LaGuardia Airport  
Access Improvement Project  
Environmental Impact Statement (EIS)**

**SCOPING COMMENTS:**

The purpose of the scoping process and the meeting is to hear from the public, community groups, special interest groups, agencies, and other interested parties on the environmental issues and alternatives they think should be analyzed in the EIS for the LGA Access Improvement Project. Written comments can either be submitted at the Public Scoping meetings, emailed to comments@lgaaccessseis.com, or mailed to the following address:

Mr. Andrew Brooks, Environmental Program Manager - Airports Division  
Federal Aviation Administration, Eastern Regional Office, AEA-610  
1 Aviation Plaza, Jamaica, NY 11434

Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019

Name RONALD YOUNG  
Organization (HISTORIAN) Email rpaper@YAHOO.COM  
Address 36 BROXPTON ROAD City GARDEN CITY State NY Zip 11530

In the space below (and on additional pages if necessary), please provide any written comments you may have concerning the scope of the EIS:

( PLEASE SEE 3 PROPOSAL ATTACHMENTS ON ADDITIONAL PAGES ENCLOSED. )  
SIMLBERG, RONALD YOUNG (R. YOUNG)

Comments must be received by FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019

**Privacy Notice:** Before including your name, address, email address, or other personal identifying information in your comment, be advised that your entire comment - including your personal identifying information - may be made publicly available at any time. While you can ask us in your comment to withhold from public review your personal identifying information, we cannot guarantee that we will be able to do so.

Proposal #1--R. Young: The better plan is to extend the N-train Astoria Line to LaGuardia Airport. There are potentially a few ways of doing this. Also, an Amtrak connection might be possible.

Use the center third track of the elevated structure to go to the airport, and the return local track with station skipping with one stop at Queensboro Plaza station and express stops in Manhattan using the 60th Street tunnel and classic BMT subway system. The airport train could terminate at the unused lower level City Hall (?) stop, or better to South Ferry for servicing the financial district. \*\*\* There is a problem as a sharp right turn needs to be made from 31st Street to Ditmars Boulevard in Astoria. The area is built up with businesses and there will be complaints. It would be better and faster from an operational viewpoint to extend the line in 2 tracks northward up 31st Street to 20th Street and obtain air rights over private property of the Consolidated Edison power plant area to make a gradual higher speed right turn eastward onto 19th Street as a more direct route to the airport. Last that I remember is that this power plant area was being used for storage of material and maybe air rights could be worked out. Also, this route is more remote and should cut down on obstructive "NIMBY" complaints by residents. If you want a subway, that is a lot more money and would take longer to put in. Please use steel and not massive reinforced concrete on elevated structures as there are documented failures of collapses (Denver) and steel has a 100 year success record in New York City. \*\*\*

Additional suggestion would be to add a fourth track to the N-train Astoria Line from Ditmars Boulevard to Queensboro Plaza to avoid station skipping on the return local track and the mixing of regular trains terminating at Ditmars Boulevard. New York City has a history of widening 2 track elevated structures to 3 tracks while still maintaining service. I have seen pictures of the BMT in Brooklyn doing this 90 years ago. Three tracks to 4 tracks would cut down the running time to the City. The current 3 track structure was made strong enough to hold the heavier subway cars as it is used for layovers and storage. The Astoria Boulevard Station (one stop before the current Ditmars end of line) has a history of being moved when the approach to the Triboro Bridge was being built under it in the 1930's. The Astoria line can once again be modified for a new proposed use. \*\*\* A possible Amtrak connection could be made by having a platform station on the approach viaduct of the Hell Gate bridge. People riding from New England or through New York City could then disembark where the N-train currently terminates below, under the arch of the viaduct at 31st Street and Ditmars Boulevard. An elevator to the N-train station below could be installed as to catch the airport train to LaGuardia. Very quick! \*\*\* Respectfully submitted, R. Young.

Proposal #2--R. Young: This involves the IRT Flushing line #7-train which has excellent midtown Manhattan connections and can be 4 tracked in Queens. This proposal is in 2 parts as it requires attention at both the Manhattan side and the Queens side at Junction Boulevard. \*\*\* In Manhattan, the #7-train links to the Port Authority Bus Terminal at 41st Street through a long walkway from the Seventh Avenue stop. A dedicated 8th Avenue stop could be considered as people would be lugging airport baggage from the bus terminal. The 7-train intersects major subway lines at the 42nd Street stops (on 41st Street); one stop could be moved closer to 6th Avenue and a stop put on First Avenue (United Nations). Admittedly, there is a problem with so many small stops of the 7-train in midtown Manhattan. Instead, the 42nd Street Shuttle line which has 4 tracks (3 in service) could be used. Tracks #2 and #3 could have traditional Shuttle service with track #2 put back into use. Shuttle tracks #1 and #4 (currently in use by the Shuttle along with track #3) could be for the airport train which can make frequent stops at most every north-south avenue {8,7,6,5,grand central,1st avenue}. There is an issue and an obstruction that has prevented the shuttle from being extended eastward. The 7-train is directly beneath the 42nd Street Shuttle for part of it's length at the Grand Central stop before in veers off to 41st Street where it resumes it's westward route. If this could be reevaluated and the structural problems surmounted, the Shuttle tracks #1 and #4 could then be lowered to the level of the Steinway tunnel that the #7 IRT Flushing line uses and an interlocking could be placed underground to join it coming and going. This would then obviate the use of the 7-train line in preference for the 42nd Street Shuttle crosstown. Essentially, you would now have 3 crosstown lines, repurposing tracks for what already exists, one being for the airport. Proceeding west beyond Seventh Avenue by the Shuttle at Times Square, the Shuttle tracks curve northward a bit at this point. A lower level could be made for tracks #1 and #4 for the airport train and be so positioned that they pass beneath the 7th Avenue IRT 4 track line (trains 1, 2, and 3). This gives room for Shuttle tracks #2 and #3 to platform at Times Square. The airport line can now proceed to the Port Authority Bus Terminal on 8th Avenue using Shuttle tracks #1 and #4. It could also be extended to the Hudson River waterfront on 12th Avenue, just south of the piers that resume on 44th Street. (Track #3 of the Shuttle can be used to connect to the IRT line on the uptown Manhattan local track in place of track #4 which would now depress below level running and go underneath all with track #1. This depression of the tracks may not be so far fetched as history states that a room for the printing presses of the New York Times newspaper was located under the tracks at Times Square (Longacre Square). Partial excavation may already be there for routing the airport train underneath the 7th Avenue Subway line. \*\*\* In Queens at Vernon Boulevard, an interlocking could be put to divide the line into 4 tracks from 2 and double deck the elevated structure making 4 tracks instead of 2 going through the narrow route of Jackson Avenue. This would help take the overload off of the 7-train which currently exists and supply dedicated trackage for the airport train and concurrent express service. Additional platform space at Queensboro Plaza station could be arranged for the extra 2 tracks. The IRT 7-train has 4 tracks leaving Queensboro Plaza station as it goes over the Amtrack Sunnyside rail yard, plus a 5th track remnant not needed after the old Second Avenue Elevated IRT was torn out in 1942. It proceeds upward from the lower Queensboro Plaza station with a section now missing. Essentially, everything is in place for a 3 track to 4 track express service Flushing line with reconfiguring what already exists, some of which is in redundant and unused form. From 33rd Street-Rawson Street stop, the 3 track viaduct could be expanded into 4 tracks in some manner all the way up to Junction Boulevard, with one stop at Woodside station for the Long Island Railroad. At Junction Boulevard, a 2 track viaduct for the airport train could turn north and proceed directly to LaGuardia Airport. The rest of the 7-train from here is 3 track as before, going to Flushing and giving some benefit for a partial express service in

both directions for the 7-train. \*\*\* Respectfully submitted, R. Young.

Proposal #3--R. Young: This involves dual use of 2 elevated subway lines in a loop, using the 7-train IRT Flushing Line and the return run on the N-train BMT Astoria Line (without platforming) to join with the 7-train Flushing Line again. There are 2 variants as one can go to Manhattan, and the other can stay in a closed loop with Queensboro Plaza Station being the focal center. \*\*\* The plan is to 4 track (from 3 tracks) the 7-train IRT Flushing Line from Queensboro Plaza station to Junction Boulevard in some manner. At this point, just one center track could then swing north on Junction Boulevard to LaGuardia Airport. This track would then conveniently loop inside and exit the airport to join with the N-train BMT Astoria line center track at 31st Street and Ditmars Boulevard in some manner (please see Proposal #1--R. Young) as there are 2 ways of doing this. As there is a difference in the width of the cars of both lines (N being 10 feet and 7 being 8' 9"), the 7 train will not stop anywhere on the N-train BMT Astoria line but stop at Queensboro Plaza back onto the 7-train IRT Flushing line. The train can then proceed to Manhattan by the Steinway tunnel or reverse back onto the Flushing line. \*\*\* There is an issue of overload on the 7-train service. In such a case, the terminus of the airport train could be at Queensboro Plaza in a stub reversal where the train immediately proceeds back to the airport after reversing for a brief stop off of the N-train Astoria Line. Such an arrangement already exists on the New Jersey side of the PATH train where the train stops at a stub end and then soon after reverses to advance onward. Since the Queens Plaza station of the IND subway E, F, M, and R trains is visible across the street from the Queensboro Plaza elevated station, the obvious thing to do would be to apply a free transfer passageway between the 2 stations. Queensboro Plaza would be a focal point for all connections of the subway system that are possible. A suggestion would be to 4 track the 7-train from QBP to the Steinway tunnel with an interlocking there to alleviate congestion. (See Proposal #2--R. Young). There is a minor issue with the Long Island Railroad connection at Woodside station returning from LaGuardia Airport. The train has to loop through Queensboro Plaza station. Either it involves waiting for another airport in the opposite direction again to LaGuardia, or there could be the reversal situation where the train immediately reverses back to the airport with little loss of time. A suggestion would be that the trains be dispatched at the airport and not at Queensboro Plaza if they loop. If there are trains coming from Manhattan, they should be coordinated. \*\*\* This proposal is made as a possible lower cost alternative to the other proposals. \*\*\* Respectfully submitted, R. Young.



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## LaGuardia Airport access comments: 3 proposals--R. Young.

1 message

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**rypaper@yahoo.com** <rypaper@yahoo.com>  
To: comments@lgaaccesses.com  
Cc: r\_yg <rypaper@yahoo.com>

Fri, Jun 14, 2019 at 7:55 PM

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### 3 attachments



**Proposal #1--R. Young.rtf**  
4K



**Proposal #2--R. Young.rtf**  
5K



**Proposal #3--R. Young.rtf**  
3K

Proposal #1--R. Young: The better plan is to extend the N-train Astoria Line to LaGuardia Airport. There are potentially a few ways of doing this. Also, an Amtrak connection might be possible.

Use the center third track of the elevated structure to go to the airport, and the return local track with station skipping with one stop at Queensboro Plaza station and express stops in Manhattan using the 60th Street tunnel and classic BMT subway system. The airport train could terminate at the unused lower level City Hall (?) stop, or better to South Ferry for servicing the financial district. \*\*\* There is a problem as a sharp right turn needs to be made from 31st Street to Ditmars Boulevard in Astoria. The area is built up with businesses and there will be complaints. It would be better and faster from an operational viewpoint to extend the line in 2 tracks northward up 31st Street to 20th Street and obtain air rights over private property of the Consolidated Edison power plant area to make a gradual higher speed right turn eastward onto 19th Street as a more direct route to the airport. Last that I remember is that this power plant area was being used for storage of material and maybe air rights could be worked out. Also, this route is more remote and should cut down on obstructive "NIMBY" complaints by residents. If you want a subway, that is a lot more money and would take longer to put in. Please use steel and not massive reinforced concrete on elevated structures as there are documented failures of collapses (Denver) and steel has a 100 year success record in New York City. \*\*\*

Additional suggestion would be to add a fourth track to the N-train Astoria Line from Ditmars Boulevard to Queensboro Plaza to avoid station skipping on the return local track and the mixing of regular trains terminating at Ditmars Boulevard. New York City has a history of widening 2 track elevated structures to 3 tracks while still maintaining service. I have seen pictures of the BMT in Brooklyn doing this 90 years ago. Three tracks to 4 tracks would cut down the running time to the City. The current 3 track structure was made strong enough to hold the heavier subway cars as it is used for layovers and storage. The Astoria Boulevard Station (one stop before the current Ditmars end of line) has a history of being moved when the approach to the Triboro Bridge was being built under it in the 1930's. The Astoria line can once again be modified for a new proposed use. \*\*\* A possible Amtrak connection could be made by having a platform station on the approach viaduct of the Hell Gate bridge. People riding from New England or through New York City could then disembark where the N-train currently terminates below, under the arch of the viaduct at 31st Street and Ditmars Boulevard. An elevator to the N-train station below could be installed as to catch the airport train to LaGuardia. Very quick! \*\*\*

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Junction Boulevard, a 2 track viaduct for the airport train could turn north and proceed directly to LaGuardia Airport. The rest of the 7-train from here is 3 track as before, going to Flushing and giving some benefit for a partial express service in both directions for the 7-train. \*\*\* Respectfully submitted, R. Young.

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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: tfhunter65@gmail.com  
To: comments@lgaaccessseis.com

Fri, Jun 14, 2019 at 6:03 AM

**Name:** Thomas McCann

**Email:** tfhunter65@Gmail.com

**Organization:** IBEW

**Address 1:** 25-27

**Address 2:**

**City:** Jackson Hgts

**State:** NY

**Zip:** 11730

**Comment Topic:** Air Train

**Formal Comment:** I believe the AirTrain is necessary for future growth in this city. It will help congestion problems in Queens. It will create good high paying jobs for its members. Please let this project go forward. sincerely Thomas F McCann

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: robinurbansmith@gmail.com  
To: comments@lgaaccessseis.com

Fri, Jun 14, 2019 at 9:18 AM

**Name:** Robin Smith

**Email:** [robinurbansmith@gmail.com](mailto:robinurbansmith@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:** Brooklyn

**State:** New York

**Zip:** 11215

**Comment Topic:** Opposing the LGA AirTrain

**Formal Comment:** I'd like to oppose the Air Train plan. Instead, I support a N/W subway extension (a one seat ride to LGA from BK? Yes please!!) and improved bus and ferry service — plans which are less expensive and all around better for the affected neighborhoods. Thank you.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: jmagelloca3@gmail.com  
To: comments@lgaaccessseis.com

Fri, Jun 14, 2019 at 9:59 AM

**Name:** Joe Magel

**Email:** [jmagelloca3@gmail.com](mailto:jmagelloca3@gmail.com)

**Organization:**

**Address 1:** [108 Bobolink Lane](#)

**Address 2:**

**City:** Levittown

**State:** NEW YORK

**Zip:** 11756

**Comment Topic:**

**Formal Comment:** Projects like this provide accesability to vital transportation to the surrounding communities as well as providing living wage jobs, it's a win win for all New Yorkers

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: bcplatt87@gmail.com  
To: comments@lgaaccessseis.com

Fri, Jun 14, 2019 at 10:57 AM

**Name:** Ben Platt

**Email:** [bcplatt87@gmail.com](mailto:bcplatt87@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** Airtrain

**Formal Comment:** The proposal for an Airtain to Willets Point is not the right choice for Queens or New York City. If one looks at what the impact that the train will have on the communities it will run through and the way it will negatively reshape these communities once it is built. Anyone who lives in the impacted area knows that the 7 train is often full during rush hour. I often let a train pass because there is no room on the train. In my opinion we should support the N/W line proposal as it makes more sense from a fiscal and practical perspective. I don't see why we should be supporting an effort to increase crowds on a line that is already one of the most crowded in the city. Please do not accept the Port Authority's plan and choose the more sensible option both for New Yorkers and for anyone choosing to visit our beautiful city.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: roberta.lane824@gmail.com  
To: comments@lgaaccessseis.com

Fri, Jun 14, 2019 at 12:16 PM

**Name:** Roberta Lane

**Email:** [roberta.lane824@gmail.com](mailto:roberta.lane824@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:** EAST NORTHPORT

**State:** NY

**Zip:** 11731

**Comment Topic:** Feedback

**Formal Comment:** I use JFK and the Airtrain for it's convenience to Jamaica. No matter whether your going to or from the airport from Long Island it is the most convenient, efficient transportation alternative NY has ever built. It is truly innovative. We all love it here on Long Island and it's ease of use is outstanding. We avoid LGA like the plague because it doesn't have this type of mass transit option. I think your preferred proposal is just ok, if your going to and from NYC. For Long Islanders, we would have to get to Willets Point, then to Jamaica, Not the most convenient of options and definitely won't enjoy the same use / efficient option as the JFK connections. Bottom line, it's not for Long Island, which is a shame with all the tourism we bring to the area with our wineries and beaches, just bite the proverbial bullet and align it with 678 (Van Wyck) to Jamaica. Thank you

(Sent via [LGA Access Improvement Project EIS](#))





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: tharan@local3ibew.org  
To: comments@lgaaccessseis.com

Fri, Jun 14, 2019 at 12:28 PM

**Name:** Tom Haran

**Email:** [tharan@local3ibew.org](mailto:tharan@local3ibew.org)

**Organization:** Mr

**Address 1:** [1 RUPERT PL](#)

**Address 2:**

**City:** MELVILLE

**State:** New York

**Zip:** 11747-2702

**Comment Topic:** LGA Airtrain construction

**Formal Comment:** We are 100% in favor of the construction of the Air Train to LGA

This is vitally necessary and long overdue!

To think that here in NYC, arguably the capital of the world, you can not access one of our two airports by rail is utterly ridiculous.

Build it now.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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Squarespace <no-reply@squarespace.info>

Fri, Jun 14, 2019 at 3:08 PM

Reply-To: [REDACTED]

To: comments@lgaaccessseis.com

Name: [REDACTED]

Email: [REDACTED]

Organization:

Address 1: [REDACTED]

Address 2:

City: [REDACTED]

State: [REDACTED]

Zip: [REDACTED]

**Comment Topic:** LGA Airtrain / LGA access

**Formal Comment:** The current plan for the LGA Airtrain is just another example of pandering to one community at the expense of another. It is obvious to anyone with eyes and common sense that the most efficient way to connect LGA with Manhattan by rail would be to extend the N/W line through Astoria. (I won't get into the issue of why one neighborhood "counts" more than another, but that is also rather obvious.)

There is no reason to go past the airport to get to the airport. There is no time-savings in this route. If Astoria is so sanctified that it cannot be disturbed, then ferries should be considered. There is already a ferry terminal at the Marine Air Terminal (hence the name). It would be far more cost-effective and reasonable to expand and revitalize that. Ferries would be able to reach the terminal from any of the five boroughs. This would reduce passenger volume by allowing travelers to come from different areas, rather than having them all funnel in from just one spot. Conversely, it could also provide a more efficient way from people in Northern Queens to get to the ferry terminals in the other boroughs. What sense does it make to connect to either the LIRR on a line that does not intersect with any other LIRR lines, or to an already overburdened 7 line, which is the sole access subway for all of Northern Queens and beyond? Both of those lines are already over-capacity, without the addition of tourists with luggage.

Additionally, great strides were made by the late Helen Marshall in trying to revitalize the bay area. I've lived in East Elmhurst for over 45 years. I remember seeing horseshoe crabs and mussels along the bay as a child. Just last year, I saw horseshoe crabs again after their being absent for decades. Any construction along the park route would jeopardize their future and that of the wide diversity of wildlife in the area. As I understand it, adequate time has not been allotted to assess the environmental impact of this proposal.

Moreover, I remember visiting the bay and seeing the flooding after Hurricane Irene and Superstorm Sandy. With the increasing frequency of such events, it is downright short-sighted to construct that sort of infrastructure there.

Aside from the Airtrain proposal, I also write to state that pedestrian access must be restored to LGA. The most environmentally-friendly way to travel to the airport is by foot. Why was this taken away from the residents of East Elmhurst? We are the ones who suffer most with the noise, traffic, construction, etc. associated with the airport – how dare you take away one of the few perquisites of living in such close proximity to the airport? East Elmhurst is not connected to any subways and the bus routes are so antiquated and ill-considered that some routes cease service before 9 pm on weekdays! Accessing the airport is the most efficient way for many East Elmhurst residents to travel to Manhattan (via the M60) or to get to the subway nexus at 74th and Roosevelt (via the Q70). Removal of this option during the construction phase has put undue hardship on to long-suffering residents. And the residents were not the only ones to avail themselves of this option. I have given walking directions to tourists exiting the airport via the pedestrian routes. Since traffic congestion is not going to dissipate in the near future, it is wise to allow for pedestrian access. Without integrating such access you risk the lives and safety of travelers, as evidenced in the widely-circulated photos of people

PC00156

dragging their luggage on the shoulder of the Grand Central Parkway, trying to make their flights despite the traffic.

I strongly oppose the current LGA Airtrain proposal, for all of the above reasons and more.

(Request to withhold personal identifying information from public review.)

(Sent via [LGA Access Improvement Project EIS](#))



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## Formal Comment

1 message

Fri, Jun 14, 2019 at 3:09 PM

[REDACTED]  
to: comments@lgaaccessseis.com

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Additionally, great strides were made by the late Helen Marshall in trying to revitalize the bay area. I've lived in East Elmhurst for over 45 years. I remember seeing horseshoe crabs and mussels along the bay as a child. Just last year, I saw horseshoe crabs again after their being absent for decades. Any construction along the park route would jeopardize their future and that of the wide diversity of wildlife in the area. As I understand it, adequate time has not been allotted to assess the environmental impact of this proposal.

Moreover, I remember visiting the bay and seeing the flooding after Hurricane Irene and Superstorm Sandy. With the increasing frequency of such events, it is downright short-sighted to construct that sort of infrastructure there.

Aside from the Airtrain proposal, I also write to state that pedestrian access must be restored to LGA. The most environmentally-friendly way to travel to the airport is by foot. Why was this taken away from the residents of East Elmhurst? We are the ones who suffer most with the noise, traffic, construction, etc. associated with the airport – how dare you take away one of the few perquisites of living in such close proximity to the airport? East Elmhurst is not connected to any subways and the bus routes are so antiquated and ill-considered that some routes cease service before 9 pm on weekdays! Accessing the airport is the most efficient way for many East Elmhurst residents to travel to Manhattan (via the M60) or to get to the subway nexus at 74th and Roosevelt (via the Q70). Removal of this option during the construction phase has put undue hardship on to long-suffering residents. And the residents were not the only ones to avail themselves of this option. I have given walking directions to tourists exiting the airport via the pedestrian routes. Since traffic congestion is not going to dissipate in the near future, it is wise to allow for pedestrian access. Without integrating such access you risk the lives and safety of travelers, as evidenced in the widely-circulated photos of people dragging their luggage on the shoulder of the Grand Central Parkway, trying to make their flights despite the traffic.

I strongly oppose the current LGA Airtrain proposal, for all of the above reasons and more.

(Request to withhold personal identifying information from public review.)



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Kamal\_yalla@yahoo.com  
To: comments@lgaaccessseis.com

Fri, Jun 14, 2019 at 4:42 PM

**Name:** Venkat Y

**Email:** [Kamal\\_yalla@yahoo.com](mailto:Kamal_yalla@yahoo.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** We need air train connecting to subway and LIRR.

AirTran is badly needed as we are commuting by bus to LaGuardia airport which takes hours to reach airport and some of them missed the flight too.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Hgsoderlund51@outlook.com  
To: comments@lgaaccessseis.com

Fri, Jun 14, 2019 at 4:44 PM

**Name:** Hank Soderlund

**Email:** [Hgsoderlund51@outlook.com](mailto:Hgsoderlund51@outlook.com)

**Organization:** Concerned citizen

**Address 1:** [47-18 157 street Flushing NY 11355](#)

**Address 2:**

**City:** NY

**State:** NY

**Zip:** 11355

**Comment Topic:** Air Train

**Formal Comment:** The air train is an amazing idea from Citifield to Jaimaica. It will ease congestion on the streets, and make commuting a whole lot easier.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: steve.machalek@turner.com  
To: comments@lgaaccessseis.com

Fri, Jun 14, 2019 at 5:21 PM

**Name:** Steve Machalek

**Email:** [steve.machalek@turner.com](mailto:steve.machalek@turner.com)

**Organization:**

**Address 1:** [50-06 199th street](#)

**Address 2:**

**City:** Fresh Meadows

**State:** NY

**Zip:** 11365

**Comment Topic:**

**Formal Comment:** I am in favor of the AirTrain plan. It will help ease congestion at the airport by providing an alternate way of getting to and from the Airport

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: beckworth47@aol.com  
To: comments@lgaaccessseis.com

Fri, Jun 14, 2019 at 6:01 PM

**Name:** Rebecca Lee

**Email:** [beckworth47@aol.com](mailto:beckworth47@aol.com)

**Organization:** 1

**Address 1:** [107-11 31 Ave](#)

**Address 2:**

**City:** East Elmhurst

**State:** NY

**Zip:** 11369

**Comment Topic:** LGA Airtrain

**Formal Comment:** I object to the airtrain to LGA via Willets Point LIRR. It wil spoil the view of Flushing Bay from our EE homes ad do untold environmental damage. I font think the airtrain is necessary and buses wil do  
If we must have an LGA Airtrain it would be wiser to bring it in from an extended Astoria MTA line or just extend the line as that area already has much commercial use such as power plants, auto shops and factories. This route would not disrupt peoples private homes as much as the Willits Point route would.

(Sent via [LGA Access Improvement Project EIS](#))





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: rypaper@yahoo.com  
To: comments@lgaaccessseis.com

Fri, Jun 14, 2019 at 7:41 PM

**Name:** Ronald Young

**Email:** [rypaper@yahoo.com](mailto:rypaper@yahoo.com)

**Organization:** (Historian)

**Address 1:** [36 Brompton Road](#)

**Address 2:**

**City:** Garden City

**State:** New York

**Zip:** 11530

**Comment Topic:** Formal comments due 6/17/19 at 5 PM ET on LaGuardia Airport access methods: 3 proposals--R. Young.

**Formal Comment:** Please see attachments of 3 proposals on 4 pages--R. Young.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: mseifman@gmail.com  
To: comments@lgaaccessseis.com

Fri, Jun 14, 2019 at 8:27 PM

**Name:** Matt Seifman

**Email:** [mseifman@gmail.com](mailto:mseifman@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** It's a dumb idea!! The proposal is to run the train between Willets pt and LGA. now mind you, Willets pt isnt exactly a major hub and not very accessible to begin with. It's not like Jamaica where it's a major transit hub

Second, the MTA is expected to increase service on the Port Washington line to accommodate those customers at Willets pt.... So many things wrong here:

1) the PW line doesn't connect to Jamaica or really any other part of LI besides the North Shore.

2) the MTA can barely run their current service properly and now they're expected to run this additional service? It'll be trashier than their current service.

If the train ran to Woodside that would make more sense and be more sensible

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Btreamer@yahoo.com  
To: comments@lgaaccessseis.com

Fri, Jun 14, 2019 at 8:29 PM

**Name:** Bill Treamer

**Email:** [Btreamer@yahoo.com](mailto:Btreamer@yahoo.com)

**Organization:**

**Address 1:** [67 Bristol St](#)

**Address 2:**

**City:** Lindenhurst

**State:** Ny

**Zip:** 11757

**Comment Topic:** Yes build it

**Formal Comment:** It should not just go to Willets Point but follow the Van Wyck down to JFK or Jamaica. Making mass transit to LaGuardia a reality from all Long Island.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: ctjoyce815@yahoo.com  
To: comments@lgaaccessseis.com

Fri, Jun 14, 2019 at 8:47 PM

**Name:** Charles Joyce

**Email:** [ctjoyce815@yahoo.com](mailto:ctjoyce815@yahoo.com)

**Organization:**

**Address 1:** [2569 Eileen Rd](#)

**Address 2:**

**City:** Oceanside

**State:** NY

**Zip:** 11572

**Comment Topic:**

**Formal Comment:** I think the AirTrain to LGA is a great idea. With increased 7 line access from the west side of Manhattan, and with a LIRR stop that is currently used less than half of the year, this is a great connection point. The route should travel along the parkway to minimize disruption to the waterfront area.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Mgreve23@optonline.net  
To: comments@lgaaccessseis.com

Fri, Jun 14, 2019 at 8:48 PM

**Name:** Mike Greve

**Email:** [Mgreve23@optonline.net](mailto:Mgreve23@optonline.net)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** Airtrain from Laguardia

**Formal Comment:** The Airtrain route from LaGuardia should go to either Jamaica or Woodside.

The current plan to WilletPointms stop only is not good for Long Island riders.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: j.schenone@atlasacon.com  
To: comments@lgaaccessseis.com

Fri, Jun 14, 2019 at 9:37 PM

**Name:** John Schenone

**Email:** [j.schenone@atlasacon.com](mailto:j.schenone@atlasacon.com)

**Organization:** lbew local 3

**Address 1:** [23 crescent cove circle](#)

**Address 2:**

**City:** Seaford

**State:** Ny

**Zip:** 11783

**Comment Topic:** Lga access

**Formal Comment:** I support this project. Need an efficient public transportation option to access lga

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Ericteran11@gmail.com  
To: comments@lgaaccessseis.com

Fri, Jun 14, 2019 at 10:55 PM

**Name:** Eric Teran

**Email:** [Ericteran11@gmail.com](mailto:Ericteran11@gmail.com)

**Organization:**

**Address 1:** [58 Roselle Street](#)

**Address 2:**

**City:** Mineola

**State:** NY

**Zip:** 11501

**Comment Topic:** AirTrain LGA

**Formal Comment:** I would like to suggest the AirTrain to be built from Jamaica LIRR station up to LGA. There are many subway lines at Jamaica and it's a hub for LIRR. Also passengers from JFK to LGA can have the option to transfer at Jamaica to go to either airport for connecting flights.

(Sent via [LGA Access Improvement Project EIS](#))



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## Access improvement project

1 message

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**Nathalie Weeks** <nath544@aol.com>

Fri, Jun 14, 2019 at 11:19 AM

To: comments@lgaaccesses.com

Cc: Nathalie Weeks <Nathalie.Weeks@csi.cuny.edu>

My primary concern is the proposal to construct an air train over Flushing Bay. That proposal is contrary to the constructive development of recreational community space, multiple uses of a natural resource (the bay), and is detrimental to public health.

I am also concerned about the lack of aggressive seeking of diverse community members and translation of plan materials in all of the languages spoken by persons in the affected areas.

Thank you.

Sent from my iPhone





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## Air train air train

1 message

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**MBH** <helfetfam@gmail.com>  
To: comments@lgaaccesses.com

Fri, Jun 14, 2019 at 8:17 PM

As a frequent user of the waterfront at Flushing bay it seems to me that the best alternative for the air train (if you must) would be additional water service. Looking at the various alternatives provided it seems that this would provide the least impact on the waterfront and on the surrounding neighborhoods.

As we go forward land area is decreasing and water area is increasing ... why don't we take it vantage of that ?

Molly Helfet

--

Sent from iPhone! PLEASE excuse typos!!!



## Air Tram

1 message

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**Joseph Nightingale** <pjnight@aol.com>  
To: comments@lgaaccesses.com

Fri, Jun 14, 2019 at 10:04 PM

That would be a great idea, and some day connect to JFK



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Homwhe@gmail.com  
To: comments@lgaaccessseis.com

Sat, Jun 15, 2019 at 7:23 AM

**Name:** Hom Whe Tan

**Email:** [Homwhe@gmail.com](mailto:Homwhe@gmail.com)

**Organization:**

**Address 1:** [210-09 42nd Ave.](#)

**Address 2:**

**City:** Bayside

**State:** NY

**Zip:** 11361

**Comment Topic:** Airtrain from met stadium to laguardia airport

**Formal Comment:** Please do build the airtrain from met stadium to laguardia. This would invaluablely get almost everyone in bayside, easily to and from the airport, bypassing traffic and reducing congestion. I think this is a great idea, and is completely needed after having travelled domestically, laguardia airport is so behind the facilities and efficiencies of most other airports in the country

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: wasron@aol.com  
To: comments@lgaaccessseis.com

Sat, Jun 15, 2019 at 8:07 AM

**Name:** Ronald Wasserman

**Email:** [wasron@aol.com](mailto:wasron@aol.com)

**Organization:**

**Address 1:** [4083 New York ave](#)

**Address 2:**

**City:** Island Park

**State:** NY

**Zip:** 11558

**Comment Topic:** Airtrain

**Formal Comment:** The only way it would make sense is to link it to the airtrain base at Jamaica station

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: jgarace@juno.com  
To: comments@lgaaccessseis.com

Sat, Jun 15, 2019 at 9:18 AM

**Name:** Joseph Garace

**Email:** [jgarace@juno.com](mailto:jgarace@juno.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:** Astoria

**State:** New York

**Zip:** 11103

**Comment Topic:** LGA AirTrain

**Formal Comment:** The current proposal to build an AirTrain link from Jackson Heights is misguided and ill-conceived. Travelers would actually spend more time getting to LGA using this method. A better plan would be to extend the N/W train from Ditmars Blvd. to LGA, or create an AirTrain line from Ditmars to LGA.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: sunita\_vatuk@yahoo.com  
To: comments@lgaaccessseis.com

Sat, Jun 15, 2019 at 9:41 AM

**Name:** Sunita Vatuk

**Email:** [sunita\\_vatuk@yahoo.com](mailto:sunita_vatuk@yahoo.com)

**Organization:**

**Address 1:** [7811 35th Avenue](#)

**Address 2:**

**City:** Jackson Heights

**State:** New York

**Zip:** 11372-2541

**Comment Topic:** AirTrain to LaGuardia Airport

**Formal Comment:** This is a terrible idea!

I assume most people traveling to LGA are coming from Manhattan (or at least Western Queens), so to have them travel past the 74th St. hub doesn't make sense. Even for folks coming from the east, the 74th hub is not overshooting LGA by much.

The Q70 is fast -- although it would help to have it run more often.

I.e., if the Q70 isn't working well enough, it seems that the focus should be on improving service there rather than building an incredibly expensive project.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: wingeddancer123@hotmail.com  
To: comments@lgaaccessseis.com

Sat, Jun 15, 2019 at 9:55 AM

**Name:** Penelope Katsaras

**Email:** [wingeddancer123@hotmail.com](mailto:wingeddancer123@hotmail.com)

**Organization:** None

**Address 1:** [3104 84th st.](#)

**Address 2:** .

**City:** East Elmhurst

**State:** NY

**Zip:** 11370

**Comment Topic:** Air Train

**Formal Comment:** No one in Queens is excited about the Air Train. It is expensive and does not benefit Queens residents. Instead, why not build a new express subway line that connects La Guardia to Manhattan with a 2 quick stops in East Elmhurst? We need a train in East Elmhurst. Thanks

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Irenienyc@gmail.com  
To: comments@lgaaccessseis.com

Sat, Jun 15, 2019 at 10:13 AM

**Name:** Irene Chaldaris

**Email:** [Irenienyc@gmail.com](mailto:Irenienyc@gmail.com)

**Organization:**

**Address 1:** 75th St

**Address 2:**

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** LGA Access

**Formal Comment:** The most accessible exchange from other public transit is Woodside LIRR and 61st Street-Woodside Subway Station this would be the most logical choice. The transit to LGA could possibly run above the BQE and Grand Central Parkway.

(Sent via [LGA Access Improvement Project EIS](#))





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: m.caldecutt@gmail.com  
To: comments@lgaaccessseis.com

Sat, Jun 15, 2019 at 11:25 AM

**Name:** Matthew Caldecutt

**Email:** [m.caldecutt@gmail.com](mailto:m.caldecutt@gmail.com)

**Organization:** None

**Address 1:** [104-60 Queens Boulevard](#)

**Address 2:** 5F

**City:** Forest Hills

**State:** NY

**Zip:** 11375

**Comment Topic:** Re: Airtrain to LaGuardia

**Formal Comment:** This is a poorly thought out plan that was designed to avoid the use of eminent domain to create a better alternative. It will take up parkland and force travelers to go past the airport to get there by an indirect route that goes to a little-used station.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: javier.pietrantonigmail.com  
To: comments@lgaaccessseis.com

Sat, Jun 15, 2019 at 11:27 AM

**Name:** Javier Pietrantonigmail.com

**Email:** javier.pietrantonigmail.com

**Organization:**

**Address 1:** 100-25 Queens Blvd

**Address 2:** Apt 4J

**City:** Forest Hills

**State:** NY

**Zip:** 11375

**Comment Topic:** AirTrain

**Formal Comment:** The proposed routing would INCREASE travel time to LGA. The only way I would use the AirTrain is if it tracks westward towards Jackson Heights. Please do not build it to Willet

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: daveny2005@aol.com  
To: comments@lgaaccessseis.com

Sat, Jun 15, 2019 at 11:34 AM

**Name:** DAVID S

**Email:** [daveny2005@aol.com](mailto:daveny2005@aol.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** lga air train plan

**Formal Comment:** i think it is extremely important for NY LGA to have mass transit to the airport . about time we improve it for the future of making it easier for travel and tourism for NYC it should be made so it is smooth and easy so it will well be used

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: mattelmhurst@aol.com  
To: comments@lgaaccessseis.com

Sat, Jun 15, 2019 at 12:42 PM

**Name:** Matt McElroy

**Email:** [mattelmhurst@aol.com](mailto:mattelmhurst@aol.com)

**Organization:**

**Address 1:** 74-02 43rd Ave, # 3-B

**Address 2:**

**City:** Elmhurst

**State:** NY

**Zip:** 11373-1888

**Comment Topic:** LGA AirTrain EIS

**Formal Comment:** The proposed Willetts Point-LGA AirTrain plan is not the best available option for a rail link to LGA. It does not save time on the trip for anyone except the very small number of travelers who live along (or have easy access to) the Port Washington branch of the LIRR to the EAST of downtown Flushing. It will represent an increase in travel time over the current, admittedly sub-par system (Q 70 SBS from Woodside LIRR or 74th St/Roosevelt subway station). Because it will not represent a time saving for the vast majority of travelers, it will be underutilized. If the Willetts Point plan is built, and the Q 70 SBS is, God forbid, then discontinued, this proposal will have the perverse effect of increasing auto & taxi traffic to LGA. A better plan already exists. Back in the 1990's the MTA prepared a plan that basically continued the Astoria (N) line to the north two blocks onto land then owned by Con Ed. There, on industrial land, it made a (right) turn to the east and proceeded to the LGA terminals. There were no particularly challenging technical problems with the route. However, this plan provided for an elevated heavy-rail line above 31st St past two residential blocks, and the local residents were strongly, vociferously opposed. Because the local Council Member at the time (Pete Vallone) was the Majority Leader of the City Council, and expressed strong opposition, the MTA shelved that plan. A one-seat ride along the (N) line would be a great boon to the entire City, and would absolutely be the best plan. If the political pressure from these relatively few affected local residents is considered too difficult to cope with on a political level, the Port Authority should, at a minimum, consider a transfer at Ditmars Blvd to an underground rail link or an at-grade streetcar type light-rail system following the same route plan as the shelved (N) train plan.. (A cut-and-cover excavation system should be feasible under 31st St.) The two blocks in question, from Ditmars Blvd to 20th Ave are relatively lightly trafficked.

I also am troubled by the addition of such a heavy structure to the Flushing Bay waterfront, which is heavily used by New Yorkers seeking open-air, waterfront recreational opportunities. The Marina is heavily used --at capacity, I believe-- by middle class and working class New Yorkers who have chosen to use their available financial resources to own and run about on small craft. The Marina and Bay-front path is heavily used by walkers, joggers, and bicyclists. Looking at a map, one will see that Queens has a lot of waterfront. Unfortunately, most of that (except the Rockaways) is privately occupied or very difficult to gain access to by mass transit. The marina is convenient to a bus line, a manageable walk from the (7) train, accessible (though not easily) by bike, and has ample public parking. Yes, there's already a massive, loud highway just inland; putting in a heavy, visually impactful elevated rail structure won't help.

If this proposed route were as good as the 31st St (N) train extension, or only marginally inferior, opting for it based purely on the path of least resistance from community and politicians might be a reasonable solution. However, it is so very inferior that this is a situation where the Port Authority and NY State should be prepared to face local opposition (and, if feasible, perhaps, make some accommodation) to build the clearly superior transit link through Astoria.

So, on balance, I strongly urge that the EIS obtain a copy of the old MTA plan, and carefully and thoroughly consider the benefits and challenges of the (N) train extension, or an at-grade or below-grade alternative along that proposed route.

PC00180

(Sent via *LGA Access Improvement Project EIS*)



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: pcoachpat@aol.com  
To: comments@lgaaccessseis.com

Sat, Jun 15, 2019 at 12:58 PM

**Name:** Patricia Thomas

**Email:** [pcoachpat@aol.com](mailto:pcoachpat@aol.com)

**Organization:**

**Address 1:** [108-02 DITMARS BLVD.](#)

**Address 2:**

**City:** East Elmhurst

**State:** New York

**Zip:** 11369

**Comment Topic:** URGENT: The EIS MUST Include Property Value Impacts and All Potential Health Hazards To Affected Residents

**Formal Comment:** When an environmental impact study is conducted, it must include the potential impact on the value of the many 100+ year old houses that have withstood the test of time along Ditmars Blvd inside of the affected area. There is a precedent to examine that will show the impact on home values of the monstrous air train on the Van Wyck expressway that can be used as a surrogate for the impact on real estate values in East Elmhurst. This effort to assess the potential damage to home values must be included.

In addition, the dust and noise of a tram so close to the property lines of homes along Ditmars Blvd opposite the airport property must be appropriately assessed.

A contractor inappropriately removed mature trees behind the Ditmars Blvd side of the Grand Central and a massive effort to replace those mature trees with new mature trees must be included in this project to attempt to shield the homeowners from the inevitable noise and dirt that will affect them for ages to come.

I am not in favor of the air train project at all - and certainly not in the location alongside of so many homes on Ditmars Blvd.. The route nearer Rikers Island affects far fewer residences and should be the #1 area under consideration for this ill-conceived project.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: auntermyer@gmail.com  
To: comments@lgaaccessseis.com

Sat, Jun 15, 2019 at 1:41 PM

**Name:** Adrian Untermyer

**Email:** [auntermyer@gmail.com](mailto:auntermyer@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** Preferred Option: Subway Extension Alternative Above the Grand Central

**Formal Comment:** 15 June 2019

To the FAA and the Port Authority:

Thank you for taking on this important project, which is critical for elevating LaGuardia to world-class status.

When most cities put on their thinking caps, they choose to run subways directly to their airport terminals. This is evidenced -- to great and useful effect -- in such exotic locales as Chicago and San Francisco.

The rationale? Simplicity.

It is far simpler, and thus, more enjoyable, to pass directly from a transit system to an airport.

Unfortunately, New York is an exception to this sensible rule:

Newark and LaGuardia airports force passengers to roll suitcases and lug anxious children through an agonizing series of transfers from public transit to airport circulator to airport terminal simply to get to their flights. And to avail themselves of this privilege, they have no choice to pay an additional fare.

It is a degrading and lengthy process, and is even more confusing for international travelers, who do not have the language skills to navigate unruly transfers, pay double fares, and decode English-only signage. It also forces weary employees onto slow and exhaust-belching buses to avoid paying through the nose just to get to work.

On behalf of future travelers and New Yorkers of all stripes, I urge you: Do not repeat these mistakes at LaGuardia.

Instead of falling for Governor Cuomo's ill-conceived AirTrain plan, extend the N/W Subway along the Grand Central Parkway directly to LaGuardia's airport terminals. Even better, have LaGuardia's subway concourse serve as the airport "circulator," with moving walkways in the pre-fare control area linking all of the terminals together.

Please do not, however, route the subway along 19th Avenue. One recalls the political battles of the Giuliani era, during which neighborhood opposition sunk a nearly identical plan. It would be a shame to repeat this mistake.

Instead, have the subway turn east at the Grand Central and use that alignment to LaGuardia. This will necessitate closing the current Ditmars Blvd. terminal, but I suggest keeping the elevated viaduct in place as a cousin to the "High Line" in Manhattan.

This will serve the dual purposes of (a.) creating a new attraction for Queens; and (b.) allowing current residents to use a beautiful, landscaped, elevated boulevard to get to the Astoria Blvd. station each day. By minimizing the impact of closing the Ditmars Blvd. station, you will blunt neighborhood opposition and give all New Yorkers a gift to be enjoyed for generations to come.

I thank you for your time and attention to this matter, and invite you to reach out directly at (860) 716-4205 or [auntermyer@gmail.com](mailto:auntermyer@gmail.com) with any questions or clarifications.

With all best wishes,

/s/

Adrian

=====

Adrian Untermeyer  
Urbanist - Performer - Advocate  
[www.adrianuntermyer.com](http://www.adrianuntermyer.com)

##

(Sent via *LGA Access Improvement Project EIS*)





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: coachingrefs@aol.com  
To: comments@lgaaccessseis.com

Sat, Jun 15, 2019 at 1:59 PM

**Name:** Eddy Vasquez

**Email:** [coachingrefs@aol.com](mailto:coachingrefs@aol.com)

**Organization:**

**Address 1:** [108-02 Ditmars Blvd.](#)

**Address 2:**

**City:** East Elmhurst

**State:** NY

**Zip:** 11369

**Comment Topic:** THE FERRY SOLUTION IS QUICKER, CHEAPER AND DOES NOT ABUSE EAST ELMHURST RESIDENTS

**Formal Comment:** The air train project will be a disaster for the local East Elmhurst community, especially for the homes along the proposed and preferred project route.

There is already unacceptable congestion in the neighborhood and the redevelopment of the airport footprint has already had a negative impact with excessive cars, illegally parked trucks and trucks abusing the no-truck routes past all of our homes, the noise all hours of the day and night with the banging for pylon placement. Life has been interrupted already with months and years more according to the schedule. The proposed and preferred route for the air train will cause undue stress on the residents of East Elmhurst who will bear the brunt of more noise, pollution from the construction effort and loss of the quality of life we now enjoy - all to benefit people from Manhattan.

The long sought after promenade will be unavailable to the residents for years and this will have a significant negative impact on the quality of life in our community.

The ferry service is a much easier and more flawless option because it does not impact the residents. It is quicker, cheaper and easier and uses natural resources rather than construction resources that will plague the residents for the next several years. The ferry is environmentally better for all parties involved and could be run by solar power. Common sense says use the available waterway with multiple stops in NYC because very little construction is required and the fix can be implemented in a much shorter time frame.. It is the common sense, environmentally sound solution that considers the people issues - the human issues - as primary concerns. The air train does not consider the people affected in the LGA surrounding neighborhoods and I think it is the worst possible solution to the traffic issues the state wants to address.

Think about this - would you want this eyesore in front of your home, blocking your view and creating havoc on your life for the next 4 years? Why is it okay to do it to us?

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: aj023@aol.com  
To: comments@lgaaccessseis.com

Sat, Jun 15, 2019 at 4:54 PM

**Name:** Adam Julius

**Email:** [aj023@aol.com](mailto:aj023@aol.com)

**Organization:**

**Address 1:** [7025 Yellowstone Blvd 4P](#)

**Address 2:**

**City:** Forest Hills

**State:** NY

**Zip:** 11375

**Comment Topic:** Too close to coastal areas and detrimental in case of a major storm

**Formal Comment:** I believe there are significant issues on the proposed airtrain routing as it goes near coastal areas by Flushing Bay. A lot of damage would occur in case of a major storm which will severely impact the area putting human lives at risk as well as significant environmental damage that will be irreversible. I am in favor of a ferry terminal instead of an airtrain that would link up to the MTA's other services at other locations. Also considering the narrow runways at La Guardia airport, the airtrain becomes a hazard as well. This is not the proper location for an above ground airtrain.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>

Sat, Jun 15, 2019 at 8:35 PM

Reply-To: auslomag@gmail.com

To: comments@lgaaccessseis.com

**Name:** Austin Lomag

**Email:** [auslomag@gmail.com](mailto:auslomag@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** Opposition to proposed AirTrain between LaGuardia Airport and Willets Point

**Formal Comment:** I oppose the proposed LaGuardia AirTrain (fixed guideway) route to Willets Point (the "Preferred Alignment"). On its face, the idea of building a rail link to LaGuardia Airport sounds like a proposal that would be difficult to oppose. However, when people stop and look at the details, they will hopefully see that the preferred alignment to Willets Point is a bad idea and a poor transportation option. The preferred alignment to Willets Point was advanced because it is viewed by politicians like Governor Andrew Cuomo and state agencies as the most politically feasible option to construct a rail link to the airport. The preferred alignment to Willets Point is inefficient, would travel AWAY from Manhattan and would provide poor transit connectivity - it would only connect to a single New York City Subway route and a single branch of the Long Island Rail Road (LIRR). The existing AirTrain to JFK Airport, for comparison, connects to three subway routes and ten branches of the LIRR. If the proposed AirTrain to Willets Point is built, it will prevent the construction of superior rail link options that provide greater connectivity, such as an extension of the N/W subway routes to LaGuardia Airport, or an AirTrain to transit hubs like Jackson Heights, Woodside or Manhattan for a least several decades, if not permanently. If Governor Andrew Cuomo and the other powers that be truly care about improving mass transit access to LaGuardia, they should be willing to advocate for rail link routings that might be more politically difficult to build, but would ultimately provide greater connectivity than the proposed routing to Willets Point. The Metropolitan Transportation Authority (MTA) and New York City Department of Transportation (NYCDOT) should focus on improving bus service to LaGuardia Airport through increasing the amount of bus service offered and creating dedicated high-occupancy vehicle (HOV)/bus lanes on roads between the airport terminals and transit hubs in Queens and the Bronx. In the short term, the MTA should consider making all service on the Q70 Select Bus Service free to all users, and splitting the Q70 into two routes - one route operating between the Airport and the 7/E/F/M/R subway station in Jackson Heights only, and a second route that operates directly between the Airport and the 7 train/LIRR station in Woodside, bypassing Jackson Heights. A hypothetical bus service operating non-stop between the Airport and the Woodside station (bypassing Jackson Heights) with dedicated HOV/bus lanes would likely prove to be time-competitive with the proposed AirTrain to Willets Point for trips to Manhattan and most other destinations.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Amyjwan@gmail.com  
To: comments@lgaaccessseis.com

Sat, Jun 15, 2019 at 9:37 PM

**Name:** Amy Wan

**Email:** [Amyjwan@gmail.com](mailto:Amyjwan@gmail.com)

**Organization:**

**Address 1:** [3730 83rd Street](#)

**Address 2:**

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** Air train

**Formal Comment:** This train seems designed for people who live on Long Island. I live a few subway stops away and it is much easier and more direct to take the Q70. The air train is even farther away for those coming from Manhattan. If there's an air train to LGA, why make the stop essentially past the airport for most people? The money would be better spent sprucing up the Roosevelt Avenue Stop. Or extend the Q from norther Manhattan to LaGuardia!

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: maj99@cornell.edu  
To: comments@lgaaccessseis.com

Sat, Jun 15, 2019 at 9:59 PM

**Name:** Morgan Jones

**Email:** [maj99@cornell.edu](mailto:maj99@cornell.edu)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** I would like to see a connection of some sort through the Roosevelt Avenue-Jackson Heights Subway Station. It could act as a similar hub for the the JFK airtrain and could be more frequently used give the number of trains already in the area.

(Sent via [LGA Access Improvement Project EIS](#))



## LGA Airtrain comment

1 message

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**Haufe, Mike** <Mike.Haufe@resideo.com>

Sat, Jun 15, 2019 at 10:21 AM

To: "comments@lgaaccesses.com" <comments@lgaaccesses.com>

Hopefully enough forethought is used so that it eventually could get extended to the Jamaica Station, connect to the JFK Airtrain and then passengers could easily get between LGA and JFK.



## LaGuardia Airport AirTrain

1 message

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**T Gonzales** <gtheresa21@yahoo.com>

Sat, Jun 15, 2019 at 12:00 PM

Reply-To: "gtheresa21@yahoo.com" <gtheresa21@yahoo.com>

To: "comments@lgaaccessseis.com" <comments@lgaaccessseis.com>

I do not know how doable this is but maybe have more of the existing train or bus stations connecting to the AirTrain instead of just having to travel to get to the AirTrain.

[Sent from Yahoo Mail on Android](#)



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: dominicanboii50@gmail.com  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 12:20 AM

**Name:** Ismael Santos

**Email:** [dominicanboii50@gmail.com](mailto:dominicanboii50@gmail.com)

**Organization:**

**Address 1:** [83 Margaret Dr](#)

**Address 2:**

**City:** Coram

**State:** NY

**Zip:** 11727-4065

**Comment Topic:**

**Formal Comment:** My opinion...I think the AirTrain May not be the best option. Extending the (7) is because you can board the train and go directly to terminals from Manhattan or vise versa is easier. If you need to charge a 5.00 fee you can at Terminal stations. Perfect example is St.George Station where they charge to go into and out of the station. Thank you for your time and have a great day.

(Sent via [LGA Access Improvement Project EIS](#))





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: gvickers855@gmail.com  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 5:56 AM

**Name:** Gary Vickers

**Email:** [gvickers855@gmail.com](mailto:gvickers855@gmail.com)

**Organization:**

**Address 1:** [855 Barth Drive](#)

**Address 2:**

**City:** Baldwin

**State:** NY

**Zip:** 11510

**Comment Topic:** LGA Airtrain... 'bout time

**Formal Comment:** Traffic around LGA is a nightmare. An airtrain would be great but I think the connection should be to LIRR Jamaica Station where riders can catch the LIRR to anywhere, NYC Subways or connection to JFK. That would reduce traffic on the Van Wyck and provide a more convenient connection to anywhere in the city and Long Island.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: DavidaWeberNY@yahoo.com  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 8:18 AM

**Name:** Davida Weber

**Email:** [DavidaWeberNY@yahoo.com](mailto:DavidaWeberNY@yahoo.com)

**Organization:**

**Address 1:** [3421 80th Street](#)

**Address 2:** apt. 52

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** LaGuardia Air train

**Formal Comment:** I think it's a good idea. Travelers can travel on the 7 or the LIRR to the airport and avoid an expensive taxi ride.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Juliemay89@gmail.com  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 10:01 AM

**Name:** Julie Mayrin

**Email:** [Juliemay89@gmail.com](mailto:Juliemay89@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** Extend the N/W Subway along Grand Central Parkway directly to LaGuardia Airport!

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: stephenrenko@gmail.com  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 10:05 AM

**Name:** Stephen Renko

**Email:** [stephenrenko@gmail.com](mailto:stephenrenko@gmail.com)

**Organization:**

**Address 1:** [307 E 94th ST](#)

**Address 2:** Apt C

**City:** New York

**State:** NY

**Zip:** 10128

**Comment Topic:** Equitable Access

**Formal Comment:** I feel that extending the N/W Subway along Grand Central Parkway directly to LGA would benefit a greater number of New Yorkers across all boroughs as opposed to Gov. Cuomo's AirTrain plan which seeks only to aim to line the pockets of his donors through lucrative real estate deals.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: ingrid@ingridgordon.com  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 11:02 AM

**Name:** Ingrid Gordon

**Email:** [ingrid@ingridgordon.com](mailto:ingrid@ingridgordon.com)

**Organization:**

**Address 1:** [37-22 85th St. #1](#)

**Address 2:**

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** LaGuardia Air Train

**Formal Comment:** I oppose the plan as is for the following two reasons: (1) The #7 train is already overcrowded as is, and adding untold numbers of travelers with luggage would make that line an even bigger nightmare than it already is for regular commuters. (2) Why can't New York City have high-speed direct rail links to the city center the way all major European cities already have? Adding an air train is just another band aid patch work job that makes us look like a 3rd world country. The city and state need to build a dedicated express rail line from LaGuardia airport to Midtown Manhattan, ideally constructing a new tunnel rail under the East river.

Air trains, such as the one built for JFK are an inferior, piece-meal solution not suited to the 21st century century infrastructure needs of a world-class city. Build it right and reap the benefits!

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: majg121@gmail.com  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 4:48 PM

**Name:** Marie Gayle

**Email:** [majg121@gmail.com](mailto:majg121@gmail.com)

**Organization:** Ditmars Blvd Block Association

**Address 1:** [108-48 Ditmars Blvd](#)

**Address 2:**

**City:** East Elmhurstl

**State:** NY

**Zip:** 11369

**Comment Topic:** Air Quality/Pollution

**Formal Comment:** On behalf of the Ditmars Blvd Block Association, we are requesting that, as part of your Airtrain EIS study, you seriously consider the fact that the LGA Airport was built on a garbage dump and is a watershed. Therefore, when you continuously drill into the ground methane and other gases are emitted. With the current construction taking place, we are already experiencing negative impacts of this and we fear adding an Airtrain will be catastrophic to air quality and our health. We need the FAA to seriously consider and investigate the environmental impact of continuously drilling into a garbage dump and a watershed as part of their Airtrain EIS study.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: tluo9713@gmail.com  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 5:20 PM

**Name:** Thomas Luo

**Email:** [tluo9713@gmail.com](mailto:tluo9713@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** Formal comment to LGA Air Train

**Formal Comment:** I am a paddler that does so at the Marina off the Mets-Willets point train station. I regularly take the 7 train to get to this location. This proposed airtrain will only directly lead the already congested Mets-Willets station. At it's current state, this congestion is due to the amount of strap hangers regularly traveling on the line, US open goers as well as Mets game viewers. Any additional influx of people will only make the situation worse. There is also the concern of the pollution that will inevitably occur by the bay caused by the construction/operation of the airtrain. Please do not exacerbate these issues without considering the damages and repercussions that will occur due to this plan. Thank you for reading this, I hope you will reconsider.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: rcmongeluzo@gmail.com  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 5:24 PM

**Name:** Rachel Mongeluzo

**Email:** [rcmongeluzo@gmail.com](mailto:rcmongeluzo@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** As a life-long resident of Queens, East Elmhurst to be specific, I do not approve of the AirTrain. With all of the construction that has been going on at LaGuardia Airport over the past few years people have sustained thousands of dollars in property damage like cracks in the foundation and other structural issues that will just be exacerbated with continued construction in the area. The AirTrain is an inconvenient method of getting to the airport - if the desire is for travelers to opt for public transportation instead of taking a car/taxi/ride share - then we need an option that doesn't require 2-3 separate payments and no free transfers. By the time a traveler calculates their Metrocard fare, LIRR fare, and AirTrain fare they might as well take a taxi, especially if they are traveling with multiple people. There is nothing convenient about schlepping suitcases on 2-3 modes of transportation, especially with tourists who are unfamiliar with their locations and are often unfamiliar with taking public transportation. The airport would be better served with an extension of the N/W trains from the Ditmars Blvd Station in Astoria with a direct stop to the airport with no stops in between.

(Sent via [LGA Access Improvement Project EIS](#))





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: fcolman1@yahoo.com  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 8:06 PM

**Name:** Fatima Colman

**Email:** [fcolman1@yahoo.com](mailto:fcolman1@yahoo.com)

**Organization:**

**Address 1:** [34-41 85th Street](#)

**Address 2:** Apartment 2M

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** Airport connector

**Formal Comment:** I ask that the N or W be extended to LGA. It would actually be a useful connection that serves the locals and those traveling to Manhattan with logical, smooth connection.

Regardless of what plan is selected, I implore you to not damage the Flushing Promenade, it is a beautiful green, waterfront space that the surrounding neighborhoods so desperately need.

My family and I run and bike there. So many families use it for recreation. The children and adults love it. Regardless of which plans proceeds, I ask that this space not be damaged or changed for the worse.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: trorb@mac.com  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 8:07 PM

**Name:** Clarence Eckerson

**Email:** [trorb@mac.com](mailto:trorb@mac.com)

**Organization:** Streetfilms (My Job)

**Address 1:** [34-41 85th Street, Apt 2M](#)

**Address 2:**

**City:** Jackson Heights

**State:** New York

**Zip:** 11372

**Comment Topic:** Where the AirTrain should be placed

**Formal Comment:** In this area of Queens we have very limited green space. Especially in Jackson Heights/Elmhurst. The path of the Airtrain should NOT go over Flushing Bay Promenade from Citifield 7 train stop (if that is the final decision to have the Airtrain connect to the 7 line.) . IT must go down the middle of the Grand Central if it connects to the 7 line there. But I would not prefer either of these.

The best option would be to somehow extend the Astoria lines to LGA. The 7 train is already overtaxed. But it is much more than that. We should be using the money and funding to improve our transit service and subway system while also gaining access to the airport. Making the N/W line or lines longer makes the most sense. Adding 2 or 3 stops and bringing it to LGA.

In fact, all the of the options discussed over the years about are far preferable to any Airtrain linked to 7 the line at Citifield. It would not help very many people going to the airport and fowl up already bad transportation options. Please look at the real options that give NYC the best way forward.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: kumanday@gmail.com  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 8:07 PM

**Name:** Carlos Martinez

**Email:** [kumanday@gmail.com](mailto:kumanday@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:** 11372

**Comment Topic:** Don't destroy Flushing Bay green space

**Formal Comment:** Build the air train on top of the Grand Central Parkway. Don't destroy our only waterfront green space.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: inlake11201@gmail.com  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 8:13 PM

**Name:** Peter Kaufman

**Email:** [inlake11201@gmail.com](mailto:inlake11201@gmail.com)

**Organization:**

**Address 1:** [62 PIERREPONT ST](#)

**Address 2:** APT 6E

**City:** Brooklyn

**State:** NY

**Zip:** 11201

**Comment Topic:** Routing

**Formal Comment:** For the AirTrain to be routed through parkland, rather than utilizing the existing highway ROW is short-sighted, selfish, and insane.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: courtney.rajwani@gmail.com  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 8:28 PM

**Name:** Courtney Rajwani

**Email:** [courtney.rajwani@gmail.com](mailto:courtney.rajwani@gmail.com)

**Organization:**

**Address 1:** [3441 85th Street #1A](#)

**Address 2:**

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** LaGuardia AirTrain

**Formal Comment:** Please plan and build the air train over the highway rather than destroying any public green space or park land.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Douglory@yahoo.com  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 8:30 PM

**Name:** Doug Lory

**Email:** [Douglory@yahoo.com](mailto:Douglory@yahoo.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:** 11372

**Comment Topic:** LGA AIRTRAIN

**Formal Comment:** Please do not build the LGA AirTrain in/around Flushing Park. Our green spaces must be preserved. Above the Grand Central is a much more suitable and eco friendly option. Thank you, Doug Lory

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: MilliePT@msn.com  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 8:40 PM

**Name:** Migdalia Padilla

**Email:** [MilliePT@msn.com](mailto:MilliePT@msn.com)

**Organization:**

**Address 1:** [3441 85 Street](#)

**Address 2:** Apt. 2P

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** Site of LaGuardia Airport Access

**Formal Comment:** I would prefer this project go over the highway.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: cgrhoads@gmail.com  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 8:56 PM

**Name:** C Rhoads

**Email:** [cgrhoads@gmail.com](mailto:cgrhoads@gmail.com)

**Organization:**

**Address 1:** [3441 85th Street](#)

**Address 2:** Apartment 5X

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** LGA AirTrain

**Formal Comment:** Please dont' build it. But if you do, take the highway route.

G

(Sent via [LGA Access Improvement Project EIS](#))





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: goldengoggles1650@gmail.com  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 9:15 PM

**Name:** Ashley Hall

**Email:** [goldengoggles1650@gmail.com](mailto:goldengoggles1650@gmail.com)

**Organization:**

**Address 1:** [4108 Parsons Blvd](#)

**Address 2:** Apt. 2N

**City:** Flushing

**State:** New York

**Zip:** 11355

**Comment Topic:** LGA Connection with MTA

**Formal Comment:** Hello - writing to comment that I believe the solution to this issue is to connect LGA to the current metro/subway/MTA system. This approach would not only benefit airport travelers by providing an easy, affordable solution (rather than a plan that has a separate payment to the rest of the train system, which most if not all airport travelers would have to take to get to Mets-Willets Point) but would also benefit local commuters in an area that is under-served in options for public transportation. An AirTrain is a less than practical solution, and surely not the most optimal. As a daily user of the 7 train, I see its over-crowding and can only imagine how much worse it would become with travelers bringing on suitcases and other luggage trying to get to Mets-Willets Point (think of days when there is a Mets game!) so strongly encourage further exploration of extending the MTA to keep NYC in line with other major, global cities who have direct access to airports via public transportation.

Thank you,  
Ashley Hall

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: glorenterry@gmail.com  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 9:16 PM

**Name:** Gene Terry

**Email:** [glorenterry@gmail.com](mailto:glorenterry@gmail.com)

**Organization:**

**Address 1:** [3441 85th Street,](#)

**Address 2:** Apt 5T

**City:** Jackson Heights

**State:** New York

**Zip:** 11372

**Comment Topic:** AirTran route

**Formal Comment:** As a resident of Jackson Heights it is important to keep what green spaces we have open and usable. So the best route for this would be down the Grand Central parkway which is already a transportation area as opposed to the other proposed route, which would comprise further one of the few green spaces available here. Thank you.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Joby@jobyjacob.com  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 10:33 PM

**Name:** Joby Jacob

**Email:** [Joby@jobyjacob.com](mailto:Joby@jobyjacob.com)

**Organization:**

**Address 1:** [214-16 82nd Ave](#)

**Address 2:**

**City:** Hollis Hills

**State:** Ny

**Zip:** 11427

**Comment Topic:** Don't build the airtrain on top of a park

**Formal Comment:** There is very little open access to the waterfront in the communities of Flushing, Corona and East Elmhurst. Building the air train on the Flushing Bay Promenade will destroy what little green space there is for these communities. Please find another way - If we must build it, putting it over the Grand Central highway is the best choice.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

---

**Squarespace** <no-reply@squarespace.info>  
Reply-To: thomas.ansorge@gmail.com  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 11:57 PM

**Name:** Thomas Ansorge

**Email:** [thomas.ansorge@gmail.com](mailto:thomas.ansorge@gmail.com)

**Organization:**

**Address 1:** [600 W 111th St](#)

**Address 2:** #15F

**City:** New York

**State:** NY

**Zip:** 10025

**Comment Topic:** Subway Alternative

**Formal Comment:** Please extend the N/W subway line directly to LaGuardia.

(Sent via [LGA Access Improvement Project EIS](#))



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**Re: Airtrain transportation to LaGuardia Airport**

1 message

**Vasant Desai** <vasant.jdesai@yahoo.com>

Sun, Jun 16, 2019 at 12:17 PM

Reply-To: "vasant.jdesai@yahoo.com" &lt;vasant.jdesai@yahoo.com&gt;

To: "comments@lgaaccessseis.com" &lt;comments@lgaaccessseis.com&gt;

Cc: Queens Chamber of Commerce &lt;tgrech@queenschamber.org&gt;, Queens Chamber of Commerce &lt;jdonado@queenschamber.org&gt;

Airtrain transportation to LaGuardia Airport has the potential to provide many benefits to Queens.

First, the service could provide easier service to and from the airport. It would be more manageable and appealing to those who might normally frequent JFK, thus aid in reducing major traffic nightmares.

Economically, businesses could experience an increase in revenue due to the enhanced volume of consumers. This, in turn, would mean an increase in employment as well. Lack of parking would be reduced, thus making neighborhoods less crowded and safer.

What we're looking for is growth that enhances-and not compromises- the boro of Queens. We are searching for alternatives within public transportation that are sustainable and add to the quality of life.

Regards,  
Vasant Desai

[Sent from Yahoo Mail on Android](#)



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**LGA AirTrain Project**

1 message

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**kimgreenspun@verizon.net** <kimgreenspun@verizon.net>  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 7:27 PM

Hello,

I am a member of the Empire Dragon Boat team and am very concerned about the impact of the plan to have the AirTrain built along Flushing Bay. We practice in Flushing Bay twice a week from May through September and I'm strongly opposed to any obstruction of access to the waterfront at Flushing Bay. Our team, along with Guardians of Flushing Bay and Riverkeepers have been making strides in improving the water quality in the bay, and this construction will detrimental to the bay and the adjacent parkland. The park department has planted new growth on the shoreline of Flushing Bay and it's already making a difference in the bay environment.

I urge you to consider other options for the AirTrain other than the proposed route along Flushing Bay. I understand there are also options to extend some of the subway lines and to run ferry service from Manhattan to Laguardia that may make more sense.

Thank you,

Kim Greenspun



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**Formal Comment on the LGA Access Improvement Project. - FAA-04**

1 message

**Eugene Falik** <Falik@msn.com>

Sun, Jun 16, 2019 at 8:41 PM

To: "comments@lgaaccessseis.com" &lt;comments@lgaaccessseis.com&gt;

**Note:** These comments are contained in the attachment.

-

**Formal Comment on the LGA Access Improvement Project.****Project outline web sites:**

- <https://www.lgaaccessseis.com/>
- [https://static1.squarespace.com/static/5c36586cee175949fd76ec7c/t/5cc8b91d8165f5f89b2c565e/1556658467772/LGA-EIS-FACTSHEET\\_May\\_2019.pdf](https://static1.squarespace.com/static/5c36586cee175949fd76ec7c/t/5cc8b91d8165f5f89b2c565e/1556658467772/LGA-EIS-FACTSHEET_May_2019.pdf)
- [https://static1.squarespace.com/static/5c36586cee175949fd76ec7c/t/5cf83d133baef000017cf81b/1559772510094/Public+Scoping+Meeting\\_Boards\\_FINAL\\_05312019\\_for\\_website.pdf](https://static1.squarespace.com/static/5c36586cee175949fd76ec7c/t/5cf83d133baef000017cf81b/1559772510094/Public+Scoping+Meeting_Boards_FINAL_05312019_for_website.pdf)

**From:**

Eugene Falik

[falik@msn.com](mailto:falik@msn.com)

1034 Dickens Street

Far Rockaway, NY 11691

**To:**[comments@lgaaccessseis.com](mailto:comments@lgaaccessseis.com).

Mr. Andrew Brooks  
Environmental Program Manager - Airports Division  
Federal Aviation Administration  
Eastern Regional Office, AEA-610  
1 Aviation Plaza  
Jamaica, New York 11434

855-LGA-EIS9 or 855-542-3479

[info@lgaaccessseis.com](mailto:info@lgaaccessseis.com)**Formal Comment:**

There are several considerations that suggest that this project (1) should not be approved as proposed, and (2) may not lawfully receive federal funds.

**Federal funding is prohibited because:**

- The Port of New York Authority d/b/a Port Authority of New York and New Jersey appears to have no conception of the requirements of the United States Manual of Uniform Traffic Control Devices (MUTCD) and is therefore ineligible for funding by the U.S. Department of Transportation.
- The city of New York flagrantly violates provisions of the United States Manual of Uniform Traffic Control Devices (MUTCD) and is therefore ineligible for funding by the U.S. Department of Transportation.
- The state of New York permits local jurisdictions to violate the requirements of the United States Manual of Uniform Traffic Control Devices (MUTCD) and is therefore ineligible for funding by the U.S. Department of Transportation.

**The proposal is inappropriate because:**Basic considerations:

Almost half of LGA passengers travel to Manhattan

Almost a quarter of the LGA passengers travel to Brooklyn, Queens, or The Bronx.

Thus roughly three quarters of the passengers come from New York City.

An even larger percentage of LGA workers come from NYC.

Other alternatives:

- Proposals listed under “demand Management” such as walking and bicycling border on the absurd. Who will ride a bike carrying luggage any distance? And where would the bikes be stored? Will they be carried on the aircraft? Also, how far is a passenger likely to walk with any luggage at all?
- Likewise, what conceivable improvements are likely to be possible with MTA busses short of adding the ability to aparate (Harry Potter transportation method) from place to place?
- It ranges from unclear to absurd to suppose that companies such as Uber or Lyft would do anything to improve access to the airport. They have only made difficult situations worse wherever they have operated.
- The proposal to shift passengers to JFK might be possible, but EWR is completely absurd. The time to get there from Manhattan boggles the mind. One trip by mass transit was one too many for me. JFK, on the other hand (if it could handle the air traffic) would be a real possibility with the implementation of QueensRail™ ([www.queensrail.org](http://www.queensrail.org)) which would provide a 30 minute trip to midtown Manhattan and links via the subway system to the entire city.

Possible solutions:

- The Port Authority / Governor Cuomo Preferred Alignment is clearly the worst alternative. This might be the only totally indefensible mass transit option of all. The benefit of a link to the only LIRR branch that has no Jamaica connection is incomprehensible. Also, the link to the #7 train at Willets Point would make for the longest possible trip on a line that typically operates over capacity.
- Perhaps the least expensive alternative would be a rail connection to the “N” and “W” line.
- The **best alternative** would be a rail connection extending the “M” and “R” line and building a connection to the “F” line past 36<sup>th</sup> Street. This alternative would allow a single seat access to midtown Manhattan as well as connections to the entire subway system. Since the “F” travels through the 63 Street tunnel which also carries LIRR tracks, it would also be possible to build a station that would allow passengers to transfer to the LIRR in Queens. If the LGA access is implemented in this way, and if QueensRail™ is implemented, there would also be a rapid connection to JFK.
- Any new rail connection must be 100% compatible with the NYC subway system and owned by the city of New York as is the subway system. That is, the gauge of the rails must be identical, the operating voltage must be identical, the connection to the operating power must be identical, and the signal system must be identical.
- Any new mode of access should provide a single seat ride. That is, the existing subway tracks must be extended into the airport. A separate “AirTrain” as was built for JFK is inefficient and absurd. There is no reason to force



PC00213

passengers and employees to switch trains to support Port Authority control.

**Document ID:**

FAA-04.Docx

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 **FAA-04.pdf**  
144K

## **Formal Comment on the LGA Access Improvement Project.**

### **Project outline web sites:**

- <https://www.lgaaccesseis.com/>
- [https://static1.squarespace.com/static/5c36586cee175949fd76ec7c/t/5cc8b91d8165f5f89b2c565e/1556658467772/LGA-EIS-FACTSHEET\\_May\\_2019.pdf](https://static1.squarespace.com/static/5c36586cee175949fd76ec7c/t/5cc8b91d8165f5f89b2c565e/1556658467772/LGA-EIS-FACTSHEET_May_2019.pdf)
- [https://static1.squarespace.com/static/5c36586cee175949fd76ec7c/t/5cf83d133baef000017cf81b/1559772510094/Public+Scoping+Meeting\\_Boards\\_FINAL\\_05312019\\_for\\_websi te.pdf](https://static1.squarespace.com/static/5c36586cee175949fd76ec7c/t/5cf83d133baef000017cf81b/1559772510094/Public+Scoping+Meeting_Boards_FINAL_05312019_for_websi te.pdf)

### **From:**

Eugene Falik

[falik@msn.com](mailto:falik@msn.com)

1034 Dickens Street

Far Rockaway, NY 11691

### **To:**

[comments@lgaaccesseis.com](mailto:comments@lgaaccesseis.com).

Mr. Andrew Brooks

Environmental Program Manager - Airports Division

Federal Aviation Administration

Eastern Regional Office, AEA-610

1 Aviation Plaza

Jamaica, New York 11434

855-LGA-EIS9 or 855-542-3479

[info@lgaaccesseis.com](mailto:info@lgaaccesseis.com)

### **Formal Comment:**

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### **Federal funding is prohibited because:**

- The Port of New York Authority d/b/a Port Authority of New York and New Jersey appears to have no conception of the requirements of the United States Manual of Uniform Traffic Control Devices (MUTCD) and is therefore ineligible for funding by the U.S. Department of Transportation.
- The city of New York flagrantly violates provisions of the United States Manual of Uniform Traffic Control Devices (MUTCD) and is therefore ineligible for funding by the U.S. Department of Transportation.

- The state of New York permits local jurisdictions to violate the requirements of the United States Manual of Uniform Traffic Control Devices (MUTCD) and is therefore ineligible for funding by the U.S. Department of Transportation.

### **The proposal is inappropriate because:**

#### Basic considerations:

Almost half of LGA passengers travel to Manhattan

Almost a quarter of the LGA passengers travel to Brooklyn, Queens, or The Bronx.

Thus roughly three quarters of the passengers come from New York City.

An even larger percentage of LGA workers come from NYC.

#### Other alternatives:

- Proposals listed under “demand Management” such as walking and bicycling border on the absurd. Who will ride a bike carrying luggage any distance? And where would the bikes be stored? Will they be carried on the aircraft? Also, how far is a passenger likely to walk with any luggage at all?
- Likewise, what conceivable improvements are likely to be possible with MTA busses short of adding the ability to aparate (Harry Potter transportation method) from place to place?
- It ranges from unclear to absurd to suppose that companies such as Uber or Lyft would do anything to improve access to the airport. They have only made difficult situations worse wherever they have operated.
- The proposal to shift passengers to JFK might be possible, but EWR is completely absurd. The time to get there from Manhattan boggles the mind. One trip by mass transit was one too many for me. JFK, on the other hand (if it could handle the air traffic) would be a real possibility with the implementation of QueensRail™ ([www.queensrail.org](http://www.queensrail.org)) which would provide a 30 minute trip to midtown Manhattan and links via the subway system to the entire city.

#### Possible solutions:

- The Port Authority / Governor Cuomo Preferred Alignment is clearly the worst alternative. This might be the only totally indefensible mass transit option of all. The benefit of a link to the only LIRR branch that has no Jamaica connection is incomprehensible. Also, the link to the #7 train at Willets Point would make for the longest possible trip on a line that typically operates over capacity.
- Perhaps the least expensive alternative would be a rail connection to the “N” and “W” line.
- The **best alternative** would be a rail connection extending the “M” and “R” line and building a connection to the “F” line past 36<sup>th</sup> Street. This alternative would allow a single seat access to midtown Manhattan as well as connections to the entire subway system. Since the “F” travels through the 63 Street tunnel which also carries LIRR tracks, it would also be possible to build a station that would allow passengers to transfer

to the LIRR in Queens. If the LGA access is implemented in this way, and if QueensRail™ is implemented, there would also be a rapid connection to JFK.

- Any new rail connection must be 100% compatible with the NYC subway system and owned by the city of New York as is the subway system. That is, the gauge of the rails must be identical, the operating voltage must be identical, the connection to the operating power must be identical, and the signal system must be identical.
- Any new mode of access should provide a single seat ride. That is, the existing subway tracks must be extended into the airport. A separate “AirTrain” as was built for JFK is inefficient and absurd. There is no reason to force passengers and employees to switch trains to support Port Authority control.

**Document ID:**

FAA-04.Docx



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**Formal Comment**


1 message

Sun, Jun 16, 2019 at 9:08 PM

  
To: comments@lgaaccessseis.com

NOTE - I do not want my personal identifying information made public

**COMMENTS:**

- Given the state of MTA, it is not feasible for this project to depend on subway service as a means of dependable transportation on the 7 line.
  - The ridership survey should be reviewed carefully. There is concern that there will not be enough ridership. The targeted audience has changed from the initial presentation. Target audiences were long islanders and Manhattan riders. The target audience now is business people coming from mid town NYC. The ridership survey that has been stated contains 2/3 of those surveys are employees. Access to shuttle buses from the subway stations can be provided for employees. Uber /Lyft/private cars will still be used for corporate clients /others coming from Manhattan.
  - Continued damage to homes in East Elmhurst caused by construction and pile driving
  - Increased air and noise pollution during any construction
  - Obstruction of access to waterfront parkland - residents will not use waterfront walking under an Air Train
  - Alternatives to airport should be seriously considered - better bus service and ferry service.
- 



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**"Formal Comment"**

1 message

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**Lorraine De La Roach** <aprilraine25@gmail.com>  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 11:03 PM

I am opposed to the Port Authority's plan to build an airtrain from LaGuardia to Willets Point. I take the 7 train to Grand Central everyday. It is overcrowded and it is difficult to get into the train. I do not want people with luggage to be riding the train while I am trying to get to work on time. There are frequent delays and adding more passengers would be detrimental to the people who rely on the 7 train. There are many hotels in Long Island City near Queensboro Plaza. Many tourists will want to take the 7 train to the hotels in Queens. The Port Authority says that the tourists will take the Long Island Railroad but the LIRR is more expensive than the subway. The LIRR does not run to the area of Long Island City that has many hotels and the tourists will be forced to take a crowded 7 train to get to their destination. Please consider studying the ridership projections of people who will likely take the 7 train and not the LIRR if the airtrain is built in the way that the Port Authority is proposing.

I am also concerned about the LaGuardia airport construction that has already impacted the East Elmhurst residential properties. There have been many houses damaged by the vibrations from the construction. If the airtrain is built in the area that the Port Authority is proposing there will likely be more homes effected.

Thank you for your consideration



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## LaGuardia Airport Access Improvement Project Comments

1 message

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**Yuxiao Lei** <ylei0210@gmail.com>  
To: comments@lgaaccessseis.com

Sun, Jun 16, 2019 at 11:05 PM

To Whom it May Concern,

Hello, my name is Yuxiao Lei and I am a New Yorker who has lived in Elmhurst, Queens for 16 years. As someone who does not know how to drive, public transit has been vital throughout my life. Access to LaGuardia Airport has become especially crucial to me as I am now a college student in Michigan who flies into LGA frequently.

I understand that the current favored proposal entails the AirTrain connecting LGA to the 7 line as well as the LIRR Port Washington line at Mets Willets Point. However, I do not believe this is the best option for the proposed AirTrain extension. The 7 line is a relatively isolated line with the closest transfer point at Jackson Heights - Roosevelt Avenue, a stop on the local 7 train. In addition, the 7 train is notoriously known for being overcrowded during peak hours and extending the AirTrain to connect to the 7 line would only exacerbate congestion issues. The Mets Willets Point LIRR stop is also a limited use stop that is only open during sporting events. It does not make sense to connect the AirTrain to a stop that is infrequently used. Connecting the AirTrain to this stop would essentially demand Mets Willets Point to become a regular stop that is open 24/7.

I believe it would be much more efficient and sensible to connect the AirTrain to Jackson Heights / Roosevelt Avenue with a LIRR connection at Woodside. This would ease congestion as both stops are more frequently used with more subway / LIRR transfer options available. Extending the Astoria Line (N/W) to LGA is also another possibility I believe should be discussed.

Thank you for your time in reading my comment. I hope all parties involved in the LGA AirTrain extension come to the best conclusion.

Best,

Yuxiao Lei



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## Formal comments

1 message

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**Sandra** <twingirl\_nyc@hotmail.com>

Sun, Jun 16, 2019 at 11:54 PM

To: "comments@lgaaccesses.com" <comments@lgaaccesses.com>

It is outlandish for the port authority to think it's a good idea to build an air train from LGA to Willets Point. The 7 train is already crowded so how can you fit more people including their luggage? Also the impact of more piling has to be investigated in the area which has already caused damage to homes. A dedicated bus lane should suffice as well as a ferry service.

Get [Outlook for Android](#)





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: holtz.richard@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 5:27 AM

**Name:** Richard Holtz

**Email:** [holtz.richard@gmail.com](mailto:holtz.richard@gmail.com)

**Organization:**

**Address 1:** [34-41 85th street](#)

**Address 2:** apt 6l

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** LGA Airtrain

**Formal Comment:** I Would like it to be built over the highway, as the the best option on the table.  
thank you.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Amarrajwani@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 5:41 AM

**Name:** Amar Rajwani

**Email:** [Amarrajwani@gmail.com](mailto:Amarrajwani@gmail.com)

**Organization:**

**Address 1:** 3441 85 Street

**Address 2:**

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** Location of train

**Formal Comment:** Please do not run a rail line through Flushing Meadows Corona Park. Please run the train along the Grand Central Parkway instead. FMCP is a vital recreational and green space for all of Queens' 2M+ residents. It's already criss-crossed by 3 major highways. Our community can not afford years of construction in the park followed by a permanent loss of parkland.

Thank you.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: steve.baxley@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 6:27 AM

**Name:** Stephen Baxley

**Email:** [steve.baxley@gmail.com](mailto:steve.baxley@gmail.com)

**Organization:** None

**Address 1:** [2 Sweet Hollow Ct](#)

**Address 2:** O

**City:** St. James

**State:** NY

**Zip:** 11780

**Comment Topic:** Overall plan

**Formal Comment:** Making passengers endure a long subway trip out to Willets Point prior to boarding Airtrain is a terrible plan. No place for luggage, insufficient seating and it will take way too long! This would be a dreadful waste of money. People who live in Flushing or Bayside might like it but no one will use it to travel from Manhattan to LGA.

The plan must include a connection with the existing Airtrain at Jamaica and will ideally be a one-seat ride from Manhattan. Extending the existing Airtrain from Jamaica to LGA is a way better idea, even if not a one-seat ride.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: brunowme@mindspring.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 8:05 AM

**Name:** Bill Bruno

**Email:** [brunowme@mindspring.com](mailto:brunowme@mindspring.com)

**Organization:**

**Address 1:** [34-20 74th Street](#)

**Address 2:**

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** LGA AirTrain

**Formal Comment:** I would like to speak out against the project as currently designed. First, it's somewhat unnecessary as there is perfectly good dedicated bus service from the Astoria Blvd. and Roosevelt Ave. subway stops. These would seem to be more of an amenity for tourists and business travelers to be set up at the taxpayers' expense. At the very least, the bus connection could be improved, possibly including dedicated lanes inside and outside the airport.

Even if one accepted the need for this, the route may be problematic. My understanding is that the most likely route is along the coast. The obstruction of access to waterfront parkland and the bike path would be a blow to a city where green space is always at a premium. Given global heating and the likely long-term affects, building this infrastructure in a flood plain also seems unduly risky. At the very least, the route should go over the Grand Central so access to the parkland isn't obstructed.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: shardavid22@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 8:09 AM

**Name:** Sharone David

**Email:** [shardavid22@gmail.com](mailto:shardavid22@gmail.com)

**Organization:**

**Address 1:** 34-41 85th St.

**Address 2:** Apt. 1W

**City:** Jackson Heights

**State:** New York

**Zip:** 11372

**Comment Topic:**

**Formal Comment:** I prefer that they build the LGA airtrain over the Highway and NOT over Flushing Bay. Keep the green spaces green!

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: khsands@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 8:14 AM

**Name:** Kathleen Adams

**Email:** [khsands@gmail.com](mailto:khsands@gmail.com)

**Organization:**

**Address 1:** 3441 85TH ST

**Address 2:** APT 4Y

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** LGA Airtrain route

**Formal Comment:** My neighborhood Jackson Heights and surrounding communities are sorely lacking public green space. I am opposed to any plan that would run LGA Airtran tracks through/over/adjacent to the Flushing Bay greenway, where I and many of my neighbors like to walk, run and bike. Thank you for the opportunity to provide feedback.

(Sent via [LGA Access Improvement Project EIS](#))



---

## Form Submission - Website Scoping Formal Comment

---

**Squarespace** <no-reply@squarespace.info>  
Reply-To: bwhitton@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 8:23 AM

**Name:** Brian Whitton

**Email:** [bwhitton@gmail.com](mailto:bwhitton@gmail.com)

**Organization:**

**Address 1:** [34-41 85th Street](#)

**Address 2:** #5A

**City:** Jackson Heights

**State:** New York

**Zip:** 11372

**Comment Topic:** Grand central!

**Formal Comment:** Please please please put the LGA airtrain over the grand central. Let north queens keep its meager green space!

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: zrouse@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 9:25 AM

**Name:** Zachary Rouse

**Email:** [zrouse@gmail.com](mailto:zrouse@gmail.com)

**Organization:** - None -

**Address 1:** 3333 87TH ST

**Address 2:**

**City:** JACKSON HTS

**State:** New York

**Zip:** 11372

**Comment Topic:** Planned AirTrain

**Formal Comment:** The current LGA AirTrain is going to disrupt existing park space and it's going to increase passenger volume on the already overburdened 7 train. I urge all involved to consider extending the N/W or R trains instead as a mean for getting train service to LGA.

(Sent via [LGA Access Improvement Project EIS](#))





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: mbrussat@hotmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 9:27 AM

**Name:** Melanie Brussat

**Email:** [mbrussat@hotmail.com](mailto:mbrussat@hotmail.com)

**Organization:**

**Address 1:** [35-26 79th St. #22](#)

**Address 2:**

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** LGA AirTrain comment

**Formal Comment:** Please do not build the LGA airtrain over green space in Flushing Bay. We can not afford to lose any green space in Queens.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: burkebrown@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 10:04 AM

**Name:** Phillip Brown

**Email:** [burkebrown@gmail.com](mailto:burkebrown@gmail.com)

**Organization:**

**Address 1:** [3439 82nd Street](#)

**Address 2:** APT 31

**City:** Jackson Heights

**State:** New York

**Zip:** 11372

**Comment Topic:** Necessary

**Formal Comment:** A Train to LGA is necessary. By any means possible.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: ivy.onyeador@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 10:30 AM

**Name:** Ivuoma Onyeador

**Email:** [ivy.onyeador@gmail.com](mailto:ivy.onyeador@gmail.com)

**Organization:** Yale University

**Address 1:** [100 York St, APT 5-N](#)

**Address 2:**

**City:** New Haven

**State:** CT

**Zip:** 06511

**Comment Topic:** I support the option to build a Metro North stop in Astoria

**Formal Comment:** I live in New Haven but often fly out of LGA as there are more and cheaper direct flights to my desired destinations, especially compared to New Haven or Hartford. I am writing to support the plan that would build a Metro North station in Astoria with a subway to LGA. That would make my commute to the airport affordable, straightforward, and easy to plan, help reduce congestion, and eliminate the negative environmental impact of a car ride to LGA.

Thank you for your consideration and for the opportunity to comment.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: melissa.esner@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 10:35 AM

**Name:** Melissa Esner

**Email:** [melissa.esner@gmail.com](mailto:melissa.esner@gmail.com)

**Organization:**

**Address 1:** [34-41 85th street](#)

**Address 2:** 5A

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:**

**Formal Comment:** Please don't diminish our green space. Build over the already-congested highway, not the already scarce parks and outdoor space. This is an environmental issue, and a sociocultural and economic one. Leave our parks alone. Thank you for your consideration.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: korin.tangtrakul@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 10:43 AM

**Name:** Korin Tangtrakul

**Email:** [korin.tangtrakul@gmail.com](mailto:korin.tangtrakul@gmail.com)

**Organization:**

**Address 1:** [2611 W Seybert St](#)

**Address 2:**

**City:** Philadelphia

**State:** PA

**Zip:** 19121

**Comment Topic:** AirTrain over Flushing Bay is not a sensible solution

**Formal Comment:** Thank you for the opportunity to comment on the LGA AirTrain proposal. I work in NYC, use LGA often for travel, and am a frequent user of the Flushing Bay promenade. I believe that the AirTrain route over Flushing Bay or the Promenade should be avoided; it is an expensive and environmentally destructive alternative, when there are many other alternatives that make much more sense.

Improving bus service and creating ferry service are much more affordable and immediate improvements. I already take the bus to LGA when I travel, and if ferry service were an option, that would be my preferred route. If I had the option to take the 7 train to Willets Point and pay for a transfer to the AirTrain (I wouldn't take LIRR - too expensive), I would skip the AirTrain and continue to take the bus. It would be faster and more affordable than the AirTrain. The only heavy infrastructure option that I would opt for is an extension of the N/W line, as it is more direct and a one-seat ride from Brooklyn and Midtown.

Building an AirTrain on the waterfront simply does not make sense. With sea level rise and increasing storm intensity, heavy infrastructure should not be built on the waterfront. It's a poor investment that would destroy a resurgent ecosystem. Furthermore, it would alienate parkland from the already park-starved community of Jackson Heights. The Flushing Bay Promenade is a unique and historical waterfront park. Despite the lack of investment in the waterfront and no amenities, hundreds of people use the park daily, including the hundreds of dragon boaters that use the waters for practice. Why take more away from an already disinvested neighborhood? The rest of the city is investing in bringing people to the waterfront, like Brooklyn Bridge Park and Domino Park. It's northern Queen's turn for investment in improved parkland, not in building unnecessary expensive infrastructure that destroys the only park space the community has.

I urge the FAA to consider the following impacts:

1. What are the ecological disruptions of the proposal? Flushing Bay is home to NYC's largest oysters! How can Flushing Bay's ecology continue to thrive under this proposal?
2. How will the neighborhood be able to experience the Flushing Bay waterfront? What will waterfront access look like for the thousands of residents near the park?
3. How long will this infrastructure last with impending climate change conditions? We're already experiencing the worst of climatologists' predictions, so the most extreme future conditions should be seriously evaluated.
4. How do all these impacts compare to bus improvements and ferry service?

Thank you for taking my comments into consideration.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: jshdoff@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 11:10 AM

**Name:** Jodi Doff

**Email:** [jshdoff@gmail.com](mailto:jshdoff@gmail.com)

**Organization:**

**Address 1:** [3441 85th Street #4T](#)

**Address 2:**

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** LGA Airtrain

**Formal Comment:** Of the two known options, I'd prefer the Grand Central Parkway option. Please don't destroy any more of our green spaces.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: pearceld@me.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 11:37 AM

**Name:** Nicole Pearce

**Email:** [pearceld@me.com](mailto:pearceld@me.com)

**Organization:**

**Address 1:** [37-32 80th Street, Apt 2](#)

**Address 2:**

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** Proposed AirTrain for LGA

**Formal Comment:** I would rather see Cuomo and Port Authority repair the MTA before even remotely considering this idea. Currently the 7 train in my neighborhood of Jackson Heights is in tatters. There are giant holes surround the stations that have been collecting trash for the past couple of months. And as I understand things the MTA keeps dropping objects onto passers by and cars traveling underneath the 7 train while performing track work repairs. These accidents must be driving up costs of the repairs. An effort to prevent more of these accidents means they have now added an additional floor underneath the tracks with railings and other semi permanent structures to safe guard against these mishaps. Not to mention the cost of any legal issues that need to be paid for accidents that have already taken place.

The government needs to clean up the mess here and throughout the subway system to ease the overcrowding and delays before any more of my tax dollars are spent on flashing political ideas such as this one.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: dougfil@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 11:41 AM

**Name:** Douglas Filomena

**Email:** [dougfil@gmail.com](mailto:dougfil@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** LGA Airtrain

**Formal Comment:** I support the concept of an LGA Airtrain. I say concept, because much of my support will hinge on the results of the environmental impact study. That said, I feel that the impact on residents will be short term, and ultimately minimal. Increased bus service seems like a path to additional misery in terms of accessing the airport, already choked with vehicles, and buses (albeit some are only temporary, such as the buses to taxi stations during the lengthy construction project at the airport). While I am sure that I will be shouted down on my final point, I will make it nonetheless: The route seems to go over largely uninhabited land, and the arguments that I have heard about the train blocking vistas of the bay seem somewhat quaint. Big cities need to do big things, despite some temporary discomfort. Laguardia is never going to be perfect, but we can make it better. This is one way to do so. Let's resist the temptation to equate this with Robert Moses era ravaging of communities and shattering of lives in the service of 'progress'. This may be a gentler way to bring progress to our fair Gotham.

(Sent via [LGA Access Improvement Project EIS](#))





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: natjaquez@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 11:58 AM

**Name:** NATALIE JAQUEZ

**Email:** [natjaquez@gmail.com](mailto:natjaquez@gmail.com)

**Organization:**

**Address 1:** [3441 85th Street #4J](#)

**Address 2:**

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** LaGuardia Airport Access Improvement Project Environmental Impact Statement

**Formal Comment:** As a resident of New York City in general and of Jackson Heights, Queens in specific, I am keenly aware of the overburdened 7 train. In fact, the train nearest to my home is 82nd Street, and I avoid taking the 7 train at all costs! It is a horrible experience for those of us who live here and are accustomed to over-crowding, being pushed up against the doors of the train cars, and often resigning to being unable to board the train at all. Instead I take a bus to the next stop at 74th Street so I can access a less crowded, more efficient E or F train--I'll even take a local train from there (R or M) to avoid the 7 train. Consider that Queens is home to the most diverse population in New York City. While the melting pot of cultures may be Queens's greatest asset, on a practical level, commuting to/from Queens on the 7 train is tumultuous at best. Much is lost in translation--delays are common, space is limited, overcrowding is inevitable, tensions are high, frustration is rampant, and courtesy is not common. Do we want to expose our domestic and international guests to this mayhem?

Isn't the point of the AirTrain to get travelers where they're going faster and more directly? I strongly urge the FAA to pursue an alternative or alternatives to the proposed Mets/Willets Point AirTrain route. It makes no sense any way you look at it. We can do better than to pursue a course of transportation that will inevitably break an already overburdened subway line in this City. The 7 is not the answer!

Furthermore, ruining our precious parks and outdoor space by building the route through the Flushing Bay greenway should not be an option!!!! As I understand it, there is a backlash from residents of East Elmhurst, but neighborhoods change, residents come and go. Our natural resources--our parks--are here to stay, but only if we protect and preserve them. It is not acceptable to shout, "NIMBY," and demand that everyone sacrifice these resources for the few. Residents of the UES sacrificed for the building of the extended Q train (not w/o complaint, of course), but in the end, we are all benefitting from it.

There is a better solution: routing the AirTrain along Grand Central Parkway!

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: dkbeasley@mac.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 11:59 AM

**Name:** Darrell Beasley

**Email:** [dkbeasley@mac.com](mailto:dkbeasley@mac.com)

**Organization:**

**Address 1:** [37-32 80th St](#)

**Address 2:** Apt 2

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** LGA Airtrain

**Formal Comment:** As a regular 7 train user I strongly object to the proposed LGA Airtrain. Increasing traffic (and baggage!) on an already too small train and overcrowded train will not do much to alleviate LGA road traffic or speed up travel times. Trying to link it with the shortest and rarest branch of the LIRR won't do much to help those things, either. I'm also concerned about traffic impact if a rental car center is installed in the same location as the US Open and Citifield. Please do not attempt to go further with this project. Thank you.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: dathanmanning@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 12:10 PM

**Name:** Dathan Manning

**Email:** [dathanmanning@gmail.com](mailto:dathanmanning@gmail.com)

**Organization:**

**Address 1:** [3545 78th Street](#)

**Address 2:** #33

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** LGA Air Train

**Formal Comment:** Hi there. I'm just now hearing about the planned Air Train from Willets Point to LGA. I must say, the MTA needs to address the overcrowding on the #7 train before considering a plan that will add millions of riders (with luggage) to that line. There must be a better way to address this. Thank you.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: jmongeluzo@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 12:20 PM

**Name:** James Mongeluzo

**Email:** [jmongeluzo@gmail.com](mailto:jmongeluzo@gmail.com)

**Organization:**

**Address 1:** 96-01 23 av

**Address 2:**

**City:** East Elmhurst

**State:** NY

**Zip:** 11369

**Comment Topic:** Things to Study

**Formal Comment:** I want the EIS process include the scrutinization of the Ground Access Surveys and the CSS surveys found in the Port Authority's RFP. Please investigate whether or not if the data from the surveys was modeled in order to create a representative sample of people who use LaGuardia Airport. Please conduct your own independent ridership studies to determine if airport users will be willing to use an airtrain to Willets Point. Ensure that the ridership predictions are based on more than people self reporting their projected behavior. People do not necessarily act in the way they state they will. Investigate whether or not people will be willing to pay for the trip at various price levels, including the paying \$5.00 for the airtrain, up to \$10.75 for the LIRR Port Washington line, and another \$2.75 to transfer to the subway in order to reach the traveler's final destination after reaching Midtown via the LIRR. Please conduct a survey to find out how many airport users will be taking the Port Washington Line and how many will want to take the 7 train. Please study the impacts of adding travelers to both the Port Washington Line and the 7 train at their current level of service. Study the impact of having airport travelers use the Willets Point stations after the proposed housing at Willets Point is built. Conduct a study of how many airport travelers arrive in groups of two or more and please study the likelihood of these groups of people being willing to pay for an airtrain to the LIRR (and possibly to a subway) when traveling to Manhattan or beyond. Will many of these groups find it more cost effective to use a taxi, ride share service, or get picked up by a friend or relative? What portion of travelers will be carrying backpacks or large pieces of luggage? What portion of those people will likely take an airtrain to the 7 train or LIRR? Conduct a study on the types of passengers that will likely use the airtrain. How many of them are budget travelers that would prefer a cheaper pre-existing bus option and how many are business people who likely get private car service even if they claim that they would like an airtrain option? Please conduct the impact of having airport passengers use the Willets Point station during Mets games and during the US Open. Please conduct a study on the impact of airport passengers using the Willets Point stations when Mets games are happening simultaneously with US Open Tennis.

I have concerns about the Best Practice Model on predictions of future traffic conditions that was used in the RFP. Was the Best Practice Model based on the New York Metropolitan Transportation Council's Phase 4 or Phase 5 of the travel forecasting model? Please redo the traffic study with data from the most up to date Phase. If Phase 5 is finished please use that information to inform your predictions of traffic conditions to determine whether or not the severity of the projected increase of traffic in the RFP is accurate. Assess whether or not long terms predictions can be made with any degree of certainty given the emerging technology of driverless vehicles. Assess whether or not driverless vehicles will have a positive or negative impact on traffic conditions in and around the airport.

Please reassess the Q70 bus on-time performance. Why was data from 2017 used to assess its performance in the RFP as opposed to data from earlier years that were prior to any of the capital projects at LaGuardia having started? Please look at the feasibility of running more buses along this route including Port Authority buses that are free of charge to all users in an effort to speed up the boarding process and get people to the subway stations faster. Please assess the feasibility of creating dedicated bus lanes or roads solely for bus usage on the airport property and on the roads that

PC00237

connect the airport to transit hubs in Jackson Heights and Astoria. Take into account the issues surrounding the loss of parking spaces. I'm specifically wondering about the dates, and number of times the on time performance was assessed.

Please look into the reasons behind the decreased headways at the JFK airtrain in comparison to its opening. Headways decreased within a few years after opening. Please investigate the reasons for this and determine whether or not there is a risk of something similar occurring if an airtrain is built from LGA to Astoria, Woodside, Jackson Heights, and/or Willets Point. Were there structural issues or mechanical problems with the airtrain technology that led to the diminished service and might it occur again if a new airtrain is built?

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: laura.alice.fenton@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 12:31 PM

**Name:** Laura Fenton

**Email:** [laura.alice.fenton@gmail.com](mailto:laura.alice.fenton@gmail.com)

**Organization:**

**Address 1:** [3441 85th Street](#)

**Address 2:** Apt 1C

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** LGA Air Train

**Formal Comment:** Please do not run the proposed LGA Air Train through the Flushing Bay greenway--this is some of the only green space in the area of Queens near Laguardia. It would be much better to run the train over the Grand Central Parkway as proposed. As a resident of the area, I wanted to make my opinion known. Thank you.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Carrollb77@earthlink.net  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 12:33 PM

**Name:** Beverly Carroll

**Email:** [Carrollb77@earthlink.net](mailto:Carrollb77@earthlink.net)

**Organization:**

**Address 1:** [3564 89 st](#)

**Address 2:**

**City:** Jackson heights

**State:** NY

**Zip:** 11372

**Comment Topic:** LGA train to plane options

**Formal Comment:** Please construct the LGA train to plane over the highway  
Vs over greenspace.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: alison\_mck@hotmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 12:33 PM

**Name:** Alison McK

**Email:** [alison\\_mck@hotmail.com](mailto:alison_mck@hotmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** LGA Airtrain

**Formal Comment:** The airtrain should not in anyway compromise a greenway. It should be built within the Grand Central Parkway, as it was built along the VanWyck Expressway for JFK.

(Sent via [LGA Access Improvement Project EIS](#))





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**Form Submission - Website Scoping Formal Comment**

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**Squarespace** <no-reply@squarespace.info>

Mon, Jun 17, 2019 at 12:42 PM

Reply-To: [REDACTED]

To: comments@lgaaccessseis.com

**Name:** [REDACTED]**Email:** [REDACTED]**Organization:****Address 1:****Address 2:****City:****State:****Zip:** [REDACTED]**Comment Topic:** LGA Air Train

**Formal Comment:** The LGA AirTrain is one of the most needed things in our city, as far as transportation is concerned. It will make our city a world class airport operator and bring in thousands of new jobs! #SayYesToTheTrain! I'm all for preserving greenspace around Flushing Bay but... Keep in mind, aircraft landing on Runway 4 are less than 200 feet above the Grand Central Parkway on their approach... Building anything over the GCP is risky, depending on the height. Not to mention, in a certain areas that is likely FAA restricted and controlled space. (Imagine how terrified a tourist might be, riding on the train and seeing a landing plane coming towards them at that heights? Eeeek!)

PLEASE WITHHOLD ANY PUBLICLY IDENTIFYING PERSONAL INFORMATION DUE TO THE FACT THAT REVEALING MY INFORMATION PUTS ME AT RISK OF BODILY HARM OR DEATH AT THE HANDS OF MY STALKER. THANK YOU.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: robert@bobrausch.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 12:51 PM

**Name:** Robert Rausch

**Email:** [robert@bobrausch.com](mailto:robert@bobrausch.com)

**Organization:** Frequent User - Personal communte from Houston TX

**Address 1:** [20638 Long Way Trace](#)

**Address 2:**

**City:** Richmond

**State:** Texas

**Zip:** 77406

**Comment Topic:** Ease if use - ease of access to the City

**Formal Comment:** The best alignment is the FIXED GUIDEWAY FROM WOODSIDE SUBWAY STATION. This offers easy access from 5 subway lines without the long delay out to Shea stadium which also depends on the reliability of a single subway line. It makes more sense to expand a new station at Northern Blvd. with direct access to the E,F,M,R which are express and local to Manhattan - you can be at Penn station in less than 30 minutes! You would will need to construct a new subway station since E,F do not have a stop there - and this new/rebuilt station needs useful subway elevator service like there is a Sutphin station to board the SkyTrain to JFK. Think of convenience and reliability for the travelers for a change! I commute to our office in Queens and hotels in Long Island City (Queens Plaza) and use the SBS and subway during the day!

The preferred guideway requires travelers to navigate the train and subway is absurd. Requiring a long hike to the subway also is absurd. The connection to the subway if constructed needs to be luggage friendly – indoors, and efficient - consider the convenience of the travelers - which the FIXED GUIDEWAY FROM WOODSIDE SUBWAY STATION with a stop at Northern Blvd provides;

The second-best alternative is the FIXED GUIDEWAY FROM the JAMAICA STATION TRANSPORTATION HUB - which has the added attraction of providing high speed, convenient transfers between JFK and LGA which is often necessary due to the curfew at LGA or diversions. This is a longer subway ride - but is served by 6 subway lines - and you could add a station where it intersects with the #7 to provide access to the stadium as well. All in all, you need to consider the convenience and service to the airport travelers - rather than what is quick and easy. The SBS and subway is awkward because the Roosevelt station needs to be re-constructed to be traveler friendly - changing from the 7 or E to the SBS with luggage is tough (and the bus in crowded and depending on traffic has difficulty keeping a schedule) - compared to what you have at Sutphin - served by several larger elevators! Whatever you do - think of the foreign traveler with a carry-on and a large suitcase (checked) - what you have today is a disgrace when compared to what I experience at most other large airports in other countries! There they were designed to provide convenience to the traveler using public transport.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: jdubnau@verizon.net  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 12:54 PM

**Name:** jenny dubnau

**Email:** [jdubnau@verizon.net](mailto:jdubnau@verizon.net)

**Organization:**

**Address 1:** 78-10 34 avenue

**Address 2:** Apt 1B

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** LaGuardia Airtrain

**Formal Comment:** I am writing to express my concerns on the proposed Airtrain to LaGuardia Airport. I am a 17-year resident of Jackson Heights, and have often used both Queens airports. And am, of course, a frequent bus and subway rider throughout the borough. While I am in favor of increasing mass transit options to the airports, my primary worry about this proposal is that the Airtrain proposal would comprise an overly complicated, lengthy and expensive trip for airport travelers, and at the same time would severely impact the already overburdened 7 train. As we all know, airport travelers want a quick, inexpensive trip from the airport to the city, as well as an easy trip with few transfers. The current proposal would ask travelers to go substantially deeper into Queens, to the Willets Point 7 train station. This is a far longer trip to Manhattan than either the Woodside or the Roosevelt Avenue stations. Passengers would then board the already severely overcrowded 7 train, or pay an additional (more costly) fare to board the LIRR (and adding more frequent trains to the Port Washington line—the costs of which would be borne by the MTA—makes little sense for the relatively few Airtrain passengers who would likely use the LIRR option to reach Manhattan).

I think the proposal to extend the N/W line into LaGuardia should be considered. This would be a truly one-fare ride into Manhattan, and would be very fast. As well, the N/W line is less overcrowded than the 7, and passengers boarding with large pieces of luggage would have less of an impact on the line. This extension could be funded by collecting a Passenger Facility Charge (PFC). The Federal Aviation Administration can give the Port Authority permission to collect a \$4.50 fee on each plane ride leaving LaGuardia or landing in LaGuardia. The tunnels, tracks, stations and all relate construction costs would not cost the State of New York, City of New York, or the MTA any money. The State, City, and MTA would not take on any debt in the construction of the project.

Thank you for your attention to this matter.

(Sent via [LGA Access Improvement Project EIS](#))



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**Form Submission - Website Scoping Formal Comment**

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: yi\_meil@hotmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 12:57 PM

**Name:** Yi-Mei Lu

**Email:** [yi\\_meil@hotmail.com](mailto:yi_meil@hotmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** LGA AirTran

**Formal Comment:** I would like to present my opposition to the AirTran project for LGA as it does not make sense for travelers to have to travel farther away from Manhattan now to connect to AirTran. It makes a lot more sense to just extend N/W line from Astoria. If I were traveling from Manhattan to LGA as many travelers do, I would prefer to get off subway at Jackson Heights and connect to bus, as opposed to staying on the subway longer and pay extra \$5 or so for probably not a lot of time saved. In addition this will result in less congestion for the 7 line which is often crowded. Lastly there is the potential environmental impact to Flushing Bay. Train service to LGA sounds great, but this idea makes no sense.

Thank you.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: joefcrowley@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 1:18 PM

**Name:** Joe Crowley

**Email:** [joefcrowley@gmail.com](mailto:joefcrowley@gmail.com)

**Organization:** former Congressman

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** I am the former congressman representing LaGuardia Airport and the neighborhoods immediately adjacent to it. So I have a deep understanding of the airport's problems and the challenges it presents to the local community. I also recognize the potential of this redevelopment program; I was a strong supporter of it as a Member of Congress. As an elected official representing parts of Queens, I saw the airport through a community lens. As someone who commuted between the neighborhood and Washington, DC for 20 years, I also saw it through a customer lens. Balancing the needs of these two groups is critical as LaGuardia undergoes an \$8+ billion overhaul. There has been and will continue to be inconvenience for the local community related to the construction project, and there are ways to mitigate those impacts. But to overhaul the airport and not create a link to mass transit would be unthinkable. The long-term benefits to the community will ultimately outweigh the short-term pain. Over my 20 years flying to and from LaGuardia, I have been stuck in traffic many times. I can't count the number of nearly missed flights, or measure the stress that came with it. I have seen the traffic situation get worse over that time and it will continue to deteriorate without the AirTrain. The project can help get cars off the roads, not only the Grand Central Parkway but also the local streets in the community. It can help ease the problem of airport customers and employees parking in the community, which was a common constituent complaint in my office. The project also has the potential to improve the promenade north of the Grand Central Parkway. This community is in need of better parks, real parks. It's something that my colleagues and I worked on over the years. The promenade can help, but it has suffered from years of underinvestment, leading to its underutilization. Now that the Port Authority's preferred alignment would touch on the promenade, it is critical that they invest in this resource and reactivate it as a community asset, providing that enhanced park space for children to enjoy. Finally, I urge the FAA to move expeditiously through the environmental review process. While robust community engagement and feedback is critical to ensuring a successful project, that does not necessarily require a lengthy review timeframe. A focused, expedited process will both keep stakeholders engaged and move us more quickly to the time when construction on all airport projects is complete and the community, airport employees, and flyers all begin to reap the benefits of a reliable mass transit link to LaGuardia Airport.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: hbrukier@dglaw.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 1:22 PM

**Name:** Helene brukier

**Email:** [hbrukier@dglaw.com](mailto:hbrukier@dglaw.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:** briarwood

**State:** ny

**Zip:** 11435

**Comment Topic:** LaGuardia Air Train

**Formal Comment:** Seriously?

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: bjankowski11@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 1:58 PM

**Name:** Elizabeth Jankowski

**Email:** [bjankowski11@gmail.com](mailto:bjankowski11@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:** Astoria

**State:** NY

**Zip:** 11102

**Comment Topic:**

**Formal Comment:** As a person who takes the bus everyday to get the airport. I 100% believe an airtrain would save time. I take the M60 bus from Astoria to LaGuardia everyday and man it is a struggle. The M60 bus is always late and crowded. My commute is about 40 minutes there and 70-90 minutes home from Hoyt Ave-31st to LaGuardia Airport Terminal B The bus is a nightmare when packed due to irritated passengers plus less space due to the large amount of luggage passengers take on board. It's not unusual to have a ninety minute bus ride due to airport traffic, crowded buses, and bus bunching.

An Airtrain would drastically reduce this problem. Going to Astoria would be easier than ever by taking the seven train. Plus, the ride would be more comfortable as a bus is not best suited for crowds.

As a bus is the only public transportation out of LaGuardia, they scare people. Buses are complicated and confusing and especially hard to navigate with a 45 pound suitcase. I see so many travelers lost and irritated with taking a bus from the airport each day. Having an airtrain would be a less stressful experience for passengers and make for an overall more pleasant airport flight.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Rowena.Lair@tc.edu  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 2:14 PM

**Name:** Rowena Lair

**Email:** [Rowena.Lair@tc.edu](mailto:Rowena.Lair@tc.edu)

**Organization:**

**Address 1:** 96-01 23 av

**Address 2:**

**City:** East Elmhurst

**State:** NY

**Zip:** 11369

**Comment Topic:** Tranist and Parking Lot

**Formal Comment:** I have used the N train and 7 train during rush hour. The N train and W train have more capacity for extra riders during rush hour. An airtrain should not be built to connect with Willets Point. The 7 train is too crowded to handle additional passengers. I have had trouble fitting on the 7 train but I rarely ever have that problem on the N train. If an airtrain is built it should be connected to a point that is closer to Manhattan such as the E/F/M/R/7 station on Roosevelt Avenue or the N/W stations at Astoria Boulevard or Ditmars Boulevard on 31 street. Both stations have trains with more capacity to accommodate the extra passengers. The best plan for improving transit at LaGuardia is to extend the N/W line into the airport. Doing this will take a lot more cars off the road and it will be cheaper for travelers than the Port Authority's airtrain proposal. It would require no transfers for people who have hotels in and around Times Square, area around Central Park South, and the area around Queensboro Plaza. More trains per hour are capable of running on the 31 street elevated segment of the line. More service could be added to mitigate the potential for overcrowding, the 7 line cannot accommodate as many additional trains.

The employee parking lot should not be at Willets Point. The area is too crowded during major events like baseball games, and tennis matches. Building the lot will take away parking from people who use the current lot as a park and ride in conjunction with the 7 train. People in northeastern Queens rely on the lot to give themselves easy access to the subway system that does not serve their neighborhoods. The employee parking lot can be placed closer to the airport so that employees can take shuttle buses to their jobs or walk into the airport. There are vacant properties in near the 94 street entrance to LGA including the former Dollar Rent A Car space and the former Marriott Hotel near 92 street and Ditmars Blvd.

(Sent via [LGA Access Improvement Project EIS](#))





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: nkuo19@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 3:03 PM

**Name:** Naomi Kuo

**Email:** [nkuo19@gmail.com](mailto:nkuo19@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:** 11355

**Comment Topic:** Increased air and noise pollution and environmental impacts

**Formal Comment:** I believe the proposed LGA AirTrain line would form a barrier that disrupts the East Elmhurst neighborhood and it would further marginalize the waterfront parkland, making it more unsafe. With disuse would come environmental negligence, which is already a problem for the whole Flushing Bay and Creek.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Vsharma.usha@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 3:07 PM

**Name:** Vishal Sharma

**Email:** [Vsharma.usha@gmail.com](mailto:Vsharma.usha@gmail.com)

**Organization:**

**Address 1:** 39-39 55th street

**Address 2:**

**City:** Woodside

**State:** Ny

**Zip:** 11377

**Comment Topic:** Air train route/cost is inefficient

**Formal Comment:** I believe that there are other alternatives that make more sense than the preferred route that is being suggested by the port authority. Expanding ferry service would cost a lot less and also would not cause any disturbance to the neighborhood surrounding The airport and the Businesses locates on the Flushing Bay Promenade.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: vinnysmas@aol.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 3:10 PM

**Name:** Vincent Mongeluzo

**Email:** [vinnysmas@aol.com](mailto:vinnysmas@aol.com)

**Organization:**

**Address 1:** 96-01 23 av

**Address 2:**

**City:** East Elmhurst

**State:** New York

**Zip:** 11369

**Comment Topic:** AirTrain

**Formal Comment:** The airtrain route that would be least disruptive most efficient for travelers is to connect it to the elevated train in Astoria . A better plan is to extend the N and W train tracks to 19th ave or Berrian ave then its almost a straight line to the Marine air terminal. A station should be built to serve the Marine air terminal and the other terminals too. More people will stop using cars to get to the airport if they can ride the subway instead. The airtrain to Willets point will take people in the exact opposite direction from Manhattan and that is where a lot of people want to go.

There should also be a ferry system. The ferry can connect people to Wall Street and Midtown. It can connect people to Connecticut and Long Island too.

I have felt my home shake when construction was happening at the airport. If the airtrain is built there will be more construction and I am afraid of my home getting damaged. The Port Authority has not scheduled a visit to my home yet but I have requested it because I want my home to be checked for damage. The construction has damaged the homes of some of my neighbors and I do not want to have damage on my home even if the Port Authority says they will pay for it.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: lashepard@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 3:11 PM

**Name:** Laura Shepard

**Email:** [lashepard@gmail.com](mailto:lashepard@gmail.com)

**Organization:** Transportation Alternatives Queens Committee

**Address 1:** [41-42 50th Street](#)

**Address 2:** 4B

**City:** Woodside

**State:** NY

**Zip:** 11377

**Comment Topic:** AirTrain

**Formal Comment:** I oppose the current plan to build an AirTrain from Mets-Willets Point to LaGuardia Airport via the Flushing Marina. It is an indirect and illogical route from a transportation perspective and unnecessarily destructive from an environmental perspective.

The World's Fair Marina is a crucial corridor for residents who walk and bike between Astoria, East Elmhurst, Corona and Flushing. Obstructing our access would force us to travel on Roosevelt Ave, which may be far out of our way. Waterfront access is also an important community amenity for recreation, boating, fishing and relaxation. There has been impressive ecological restoration work in recent years and it would be foolish to jeopardize the bay's recovery with concrete pylons or other intrusions.

Instead of constructing an unnecessary structure, it would be wiser to extend the N train from Astoria by building a surface rail line using a lane on the Grand Central Parkway. This direct right of way already exists. As mass transit is substantially more efficient than private cars, this transition is justified. The excessive amount of road space devoted to cars would be unnecessary if adequate mass transit were available.

Please consider this community input. The vast majority of Queens residents want a direct, logical transit to the airport to reduce the negative impacts (air pollution, noise, congestion) caused by people who drive. Unfortunately, the proposed air train isn't it.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: jensloan@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 3:17 PM

**Name:** Jennifer Sloan

**Email:** [jensloan@gmail.com](mailto:jensloan@gmail.com)

**Organization:**

**Address 1:** [3538 75th St](#)

**Address 2:** Apt 5A

**City:** JACKSON HEIGHTS

**State:** NY

**Zip:** 11372

**Comment Topic:** LGA Air Train

**Formal Comment:** I am writing to suggest that the proposed Air Train to LaGuardia, if it is built, is NOT run along the Flushing Bay Promenade. There is work underway there to protect the wetlands and it is part of precious little open public parkland in the vicinity. As a resident in nearby Jackson Heights I would much rather see the Air Train run along the Grand Central Parkway like the JFK Air Train.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: fjkpottery@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 3:18 PM

**Name:** FLORENCE KACZOROWSKI

**Email:** [fjkpottery@gmail.com](mailto:fjkpottery@gmail.com)

**Organization:**

**Address 1:** [180-11 69 Avenue](#)

**Address 2:**

**City:** Flushing

**State:** NY

**Zip:** 11365

**Comment Topic:** LaGuardia Airtrain--a bad idea for New Yorkers, and for the environment

**Formal Comment:** As residents of Queens, New York, my family and I are deeply troubled by the prospect of an "Airtrain" to LaGuardia Airport.

The prospective construction damage to homes in the area as well as the increased air, water and noise pollution are of great concern to us. We have not seen this issue addressed in the local news, and fear that such a project will be pushed through without the public's knowledge.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: colette.montoya@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 3:23 PM

**Name:** Colette Montoya-Sloan

**Email:** [colette.montoya@gmail.com](mailto:colette.montoya@gmail.com)

**Organization:**

**Address 1:** [3538 75th St Apt 5A](#)

**Address 2:**

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** LGA Air Train

**Formal Comment:** As a resident of Jackson Heights I urge you to find a way to maintain the wetlands, wildlife, and open park space along the Flushing Bay promenade. If an Air Train to LGA must be built I urge you to consider alternatives, one of which is building over the Grand Central Parkway.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: lansingjr@mac.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 3:30 PM

**Name:** Lansing Moore

**Email:** [lansingjr@mac.com](mailto:lansingjr@mac.com)

**Organization:**

**Address 1:** [41-35 45th St](#)

**Address 2:** Apt 6F

**City:** Sunnyside

**State:** New York

**Zip:** 11104

**Comment Topic:** Extend the NW to LGA

**Formal Comment:** This would be a wonderful boon to the borough and make a strong, positive difference for all New Yorkers!

(Sent via [LGA Access Improvement Project EIS](#))





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: johnkellyiv@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 3:31 PM

**Name:** John Kelly

**Email:** [johnkellyiv@gmail.com](mailto:johnkellyiv@gmail.com)

**Organization:** Eastern Queens Greenway

**Address 1:** [48-35 Bell Boulevard](#)

**Address 2:**

**City:** Bayside

**State:** ny

**Zip:** 11364

**Comment Topic:** Route

**Formal Comment:** As a founding member of the Eastern Queens Greenway, I believe that parkland is our most valuable resource. Flushing Meadows Park has been sold off for decades, shrinking the usable space so rich people to get richer without paying for the land their business sits on. It's disgusting to think anyone would take more land, this time from the historic marina, instead of putting the airtrain on top of an already existing highway or dug like a normal subway. I heard the reason it could not sit on the highway was because it would hurt the view of some neighbors . So instead destroy the marina depriving thousands more access to the waterfront?

Our neighborhood has been abused too long. It's time for us to push back against anyone trying to take our public land for their own personal goals. The corruption needs to end now. We will be there to help call it out.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: silviaxlee@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 3:34 PM

**Name:** Silvia Lee

**Email:** [silviaxlee@gmail.com](mailto:silviaxlee@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:**

**Formal Comment:** Currently, the only access to LGA is through vehicular transportation, and there is an extreme bottleneck getting in and out of the airport. But connecting to Willets Point does not make it easier to commute from because it is not a transportation hub, and will be putting a strain on a train line that is already heavily used by residents of Flushing and those attending sporting events in the area. Laguardia needs more options to connect to the surrounding neighbourhoods that are right next to it and to improve the infrastructure in these areas.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Jacksonheights@me.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 3:36 PM

**Name:** Jim Burke

**Email:** [Jacksonheights@me.com](mailto:Jacksonheights@me.com)

**Organization:**

**Address 1:** [3346 92nd Street](#)

**Address 2:** 1s

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** Laguardia Airtrain

**Formal Comment:** Ridiculous waste of money and resources. Most NYers never get to fly out of Laguardia. Those with the means fly out once a year maybe. This extraordinary expense will be for the tiny well heeled minority. It also ruins parkland overburdens an already overburdened 7 train. If Cuomo insists on paying back his business cronies extend the N train that at least makes sense. We have so many pressing needs for bettering our transit for everyday NYers who need to get to work, school, their doctor etc. When you fix that we can let Cuomo have a another vanity project.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: bodzin@stevenbodzin.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 3:40 PM

**Name:** Steven Bodzin

**Email:** [bodzin@stevenbodzin.com](mailto:bodzin@stevenbodzin.com)

**Organization:** Individual

**Address 1:** [7217 34TH AVE](#)

**Address 2:** APT 5C

**City:** JACKSON HEIGHTS

**State:** NY

**Zip:** 11372

**Comment Topic:** Scoping issues to consider

**Formal Comment:** Please consider the following issues when assembling the EIS:

- Access to recreation. The preferred alternative threatens to cut off access to the Flushing Bay Promenade, the only public access that much of Queens has to its northern waterfront. Construction could make the promenade miserable for years, and if that alternative were to go into operation, it would make the experience of the promenade less pleasant. Please examine this potential impact.
- Migratory bird impacts. Flushing Bay is an important site for migratory birds. Please examine whether it would violate US policy to build a new megaproject there, when lower-impact alternatives are available.
- Equity impacts of the project. The preferred alternative would create a dedicated "Airtrain" between Flushing and LGA, designed primarily for LGA travelers, who are primarily privileged people. Other alternatives, such as extending the MTA's N-W subway line to the airport, would provide collateral benefits for people who don't use the airport, including many less privileged individuals. Please consider equity impacts in the environmental report.
- Climate resilience. Please examine whether the Flushing Bay waterfront is the best place for new industrial projects. New York waterfronts need restored shorelines to reduce the impact of storm surges as sea level rises. Please look at whether this project could obstruct such projects in the future.

Thank you for your attention.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: john.candell@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 4:22 PM

**Name:** John Candell

**Email:** [john.candell@gmail.com](mailto:john.candell@gmail.com)

**Organization:**

**Address 1:** [84-12 35th Avenue #6K](#)

**Address 2:**

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** LGA AirTrain is a bad idea

**Formal Comment:** I am a Queens resident who believes the LGA AirTrain is a poor solution for airport access.

I regularly take the 7 subway line to and from work in Manhattan, and it already suffers from quite severe overcrowding. Adding additional riders who seek to connect with the AirTrain at Willets Point will exacerbate the crowding. It may even discourage travelers from using the AirTrain in the first place.

Queens cannot afford to lose any parkland or free and easy access to the waterfront. Parkland is already at a premium in a borough that is very congested and crowded. If eminent domain is used to condemn existing parkland for construction of the AirTrain, a very dangerous precedent will be set that could endanger more of Queens' precious green space.

I believe other airport routes should be favored over the Willets Point AirTrain, especially the idea to extend the Astoria Boulevard subway as an elevated line on the Grand Central Parkway.

Also, the MTA bus link at Jackson Heights Roosevelt Avenue is currently a good way to get to LGA and could be made even better by improvements to that transportation hub. Those improvements would cost a fraction of what the AirTrain would cost.

Thanks.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: litenup430@aol.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 4:25 PM

**Name:** Larry Cohen

**Email:** [litenup430@aol.com](mailto:litenup430@aol.com)

**Organization:** LU #3 IBEW

**Address 1:** [2823 Tilrose avenue](#)

**Address 2:**

**City:** Oceanside

**State:** NY

**Zip:** 11572

**Comment Topic:** LGA Transportation

**Formal Comment:** I think the air-train would be a great addition. It would clean up the environment with the air pollution and less traffic congestion. Also the LIRR, would make another excellent addition.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: zavalamelissa76@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 4:34 PM

**Name:** melissa zavala

**Email:** [zavalamelissa76@gmail.com](mailto:zavalamelissa76@gmail.com)

**Organization:** CUNY

**Address 1:** [34-20 78th Street](#)

**Address 2:** 4E

**City:** Jackson Heights

**State:** NY

**Zip:** 11372

**Comment Topic:** Sensible Plan for LGA Access

**Formal Comment:** As a resident of Jackson Heights, I am vehemently opposed to an airtrain project that will result in higher congestion for my neighborhood, blocked access to the bay for East Elmhurst residents, increased noise pollution for the region in the way of the airtrain itself and its riders, and a loss of an invaluable habitat in the marsh area around the bay! This plan is an old, dusted-off program already turned down by these communities. No part of this program is of benefit to our neighborhoods and is intended solely for the benefit of tourists eager to get in and out of our borough quickly, as well as to the businesses in Manhattan looking to make money from tourist dollars. I am not interested in supporting such a scheme. The new express bus service in the case of the Select 70 line is serving the necessary function, taking about 20 minutes from 74th Street to the terminals at LAG. It is instead imperative to invest in more buses, better train service, and opening new lines that will better connect the borough and even connect Queens to Brooklyn, rather than servicing a tourist industry that is transient and mostly seasonal.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: ksachsenmaier@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 4:35 PM

**Name:** Katie Sachsenmaier

**Email:** [ksachsenmaier@gmail.com](mailto:ksachsenmaier@gmail.com)

**Organization:**

**Address 1:** [35-25 78th Street](#)

**Address 2:** #3

**City:** Jackson heights

**State:** Ny

**Zip:** 11372

**Comment Topic:** LGA Access

**Formal Comment:** Please protect our limited green spaces in northern Queens and direct the Airtrain over the highway!

(Sent via [LGA Access Improvement Project EIS](#))





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: patpdd72@yahoo.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 4:35 PM

**Name:** Patrick St jean

**Email:** [patpdd72@yahoo.com](mailto:patpdd72@yahoo.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** No airTran

**Formal Comment:** No build  
Laguardia is more accessible than any other airport

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Marlon23@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 4:42 PM

**Name:** Marlon Brown

**Email:** [Marlon23@gmail.com](mailto:Marlon23@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** No build

**Formal Comment:** No build

I would rather take a Uber than this train because it will be a waste of time traveling on the city train and too frustrating

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: codyannherrmann@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 4:44 PM

**Name:** cody herrmann

**Email:** [codyannherrmann@gmail.com](mailto:codyannherrmann@gmail.com)

**Organization:** @flushingbayandcreep

**Address 1:**

**Address 2:**

**City:** flushing

**State:** ny

**Zip:** 11358

**Comment Topic:** LGA AirTrain will hurt NE Queens communities

**Formal Comment:** Y'all are ignoring climate resilience and fucking up the positive current and potential aspects the Flushing Bay waterfront provides for the NE queens community. i have been sexually assaulted on the west end of the flushing bay promenade and know that more shadows cast by the proposed rail link, decreased access, and the reinforced idea that the waterfront is just a place for large scale concrete infrastructure will only hurt my community. without lived experience it is hard to create ecological stewards— by creating this rail link, it's clear y'all don't give a fuck about urban resilient landscapes or how we can make them a reality. just because biden made cuomo upset by calling LGA a third world country it does not mean we need to check everything off an arbitrary list to turn LGA into a first class airport. LGA will be great without an airtrain— even though it will be one of the first things to flood as sea level rise eats into NYC. please don't fuck this up. NO AIRTRAIN!!!!

(Sent via [LGA Access Improvement Project EIS](#))



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**no airtrain - with love from @flushingbayandcreep**

1 message

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**codyannherrmann@gmail.com** <codyannherrmann@gmail.com>

Mon, Jun 17, 2019 at 4:45 PM

To: comments@lgaaccessseis.com

Y'all are ignoring climate resilience and fucking up the positive current and potential aspects the Flushing Bay waterfront provides for the NE queens community. i have been sexually assaulted on the west end of the flushing bay promenade and know that more shadows cast by the proposed rail link, decreased access, and the reinforced idea that the waterfront is just a place for large scale concrete infrastructure will only hurt my community. without lived experience it is hard to create ecological stewards— by creating this rail link, it's clear y'all dont give a fuck about urban resilient landscapes or how we can make them a reality. just because biden made cuomo upset by calling LGA a third world country it does not mean we need to check everything off an arbitrary list to turn LGA into a first class airport. LGA will be great without an airtrain— even though it will be one of the first things to flood as sea level rise eats into NYC. please don't fuck this up. NO AIRTRAIN!!!!



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: lilli.pioche@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 4:44 PM

**Name:** Lilli Pioche

**Email:** [lilli.pioche@gmail.com](mailto:lilli.pioche@gmail.com)

**Organization:** Home owner Ditmars Blvd and Buell Street

**Address 1:** [108-63 Ditmars Blvd](#)

**Address 2:** [31-46 Buell Street](#)

**City:** East Elmhurst

**State:** NY

**Zip:** 11369

**Comment Topic:** Suggestion for the LaGuardia Airport Airtrain

**Formal Comment:** As being a resident of East Elmhurst for over 50 years and watching the ongoing changes I am in full support for alternate routes to Laguardia Airport.

I live on the North side of Ditmars Blvd and understand my neighbors concerns, however I am in full support of the Airtrain in addition to Ferry service. My neighbors have stated on numerous occasions the concern on air quality. and I believe best way would be to offer as many alternate ways to move people to and from the airport. Hopefully the Preferred route will help eliminate some the traffic along with the emissions from vehicles traveling to the airport.

I only ask that during any construction the Port Authority put into place a strong plan to determine any damage that might occur and compensation to correct the damage that along with a plan on how and who will maintain the area of the air train. Last but not least Community Employment with these new forms of transportation.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: jeanclaude\_felix@hotmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 4:50 PM

**Name:** Jean Felix

**Email:** [jeanclaude\\_felix@hotmail.com](mailto:jeanclaude_felix@hotmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** No build

**Formal Comment:** No build

Not a sensible means of transportation a 2 runway airport and connected buildings do not need a AirTrain

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: joesaint30@hotmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 4:53 PM

**Name:** Joe Hillaire

**Email:** [joesaint30@hotmail.com](mailto:joesaint30@hotmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** No build

**Formal Comment:** No build

I'm a traveler and I'm not going to take this train when I can seat comfortably in a car

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: junior\_celestin@hotmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 4:56 PM

**Name:** Junior Celestin

**Email:** [junior\\_celestin@hotmail.com](mailto:junior_celestin@hotmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** No build

**Formal Comment:** Do Not approve do not build waste of money  
JFK AirTrain is not working this will be the worst investment

(Sent via [LGA Access Improvement Project EIS](#))





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: sammyrolin@hotmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 4:58 PM

**Name:** Sammy Rolin

**Email:** [sammyrolin@hotmail.com](mailto:sammyrolin@hotmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** Do not build

**Formal Comment:** Don't build this why past the airport and I have to take and transfer another train

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: kmontalvo12388@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 4:59 PM

**Name:** Kevin Montalvo

**Email:** [kmontalvo12388@gmail.com](mailto:kmontalvo12388@gmail.com)

**Organization:**

**Address 1:** [34-18 91st Street Apt C32](#)

**Address 2:** C32

**City:** Jackson Heights

**State:** New York

**Zip:** 11372

**Comment Topic:** N/W Subway Extension to LaGuardia Airport

**Formal Comment:** The likelihood that most travelers would rather take and uber, taxi, or lyft instead of making multiple transfers, paying multiple fares and being sent further east into Queens must be considered with the current proposal to the Airtrain in East Elmhurst.

With the N/W Subway line considerably closer in proximity with most folks seeking to travel closer to the city, it would greatly alleviate stress that the 7 train cannot further endure.

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: Skylar.matthews0@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 5:00 PM

**Name:** Skylar Matthews

**Email:** [Skylar.matthews0@gmail.com](mailto:Skylar.matthews0@gmail.com)

**Organization:** York College

**Address 1:** [35-20 204th street](#)

**Address 2:**

**City:** Bayside

**State:** NY

**Zip:** 11361

**Comment Topic:**

**Formal Comment:** No air tram!

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: kyletopshota9@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 5:00 PM

**Name:** Kyle Richard

**Email:** [kyletopshota9@gmail.com](mailto:kyletopshota9@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** No build

**Formal Comment:** No build

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: johnshardwoodflooring@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 5:01 PM

**Name:** John Hard

**Email:** [johnshardwoodflooring@gmail.com](mailto:johnshardwoodflooring@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** No build

**Formal Comment:** No build

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: shellshaw94@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 5:03 PM

**Name:** Shell Shaw

**Email:** [shellshaw94@gmail.com](mailto:shellshaw94@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** No build

**Formal Comment:** Waste of funds no build

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: kyletopshotta9@gmail.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 5:04 PM

**Name:** Kyle Shotta

**Email:** [kyletopshotta9@gmail.com](mailto:kyletopshotta9@gmail.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** No build

**Formal Comment:** Do not build

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: barnabas.bkegroup@yahoo.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 5:08 PM

**Name:** Barnabas Laurent

**Email:** [barnabas.bkegroup@yahoo.com](mailto:barnabas.bkegroup@yahoo.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** No build

**Formal Comment:** No build

(Sent via [LGA Access Improvement Project EIS](#))





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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: culture\_007@yahoo.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 5:09 PM

**Name:** Culture Brown

**Email:** [culture\\_007@yahoo.com](mailto:culture_007@yahoo.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** No build

**Formal Comment:** No build

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: alarshny@yahoo.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 5:10 PM

**Name:** Al Harsh

**Email:** [alarshny@yahoo.com](mailto:alarshny@yahoo.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** No build

**Formal Comment:** No build

(Sent via [LGA Access Improvement Project EIS](#))



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## Form Submission - Website Scoping Formal Comment

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**Squarespace** <no-reply@squarespace.info>  
Reply-To: papaogou@yahoo.com  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 5:12 PM

**Name:** Papa Gou

**Email:** [papaogou@yahoo.com](mailto:papaogou@yahoo.com)

**Organization:**

**Address 1:**

**Address 2:**

**City:**

**State:**

**Zip:**

**Comment Topic:** No build

**Formal Comment:** No build

(Sent via [LGA Access Improvement Project EIS](#))



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## LaGuardia Airport Improvement Project

1 message

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**Matthew Malina** <mm1566@nyu.edu>  
To: comments@lgaaccessseis.com  
Cc: guardiansofflushingbay@gmail.com

Mon, Jun 17, 2019 at 6:45 AM

To Whom It May Concern:

The proposed LaGuardia Airport Access Improvement Project is deeply flawed. A properly conducted environmental review process will demonstrate this. I have serious concerns whether the environmental review will be objective-- the Port Authority's deductive objectives appear to have resulted in a "done deal" for the LGA AirTrain project and the eminent domain legislation passed in June 2018 put the thumb on scale for the AirTrain to be routed alongside the East Elmhurst neighborhood.

The Eminent Domain legislation should have been delayed until a thorough environmental review was conducted.

To fulfill state and city goals of sustainable planning, and to mitigate impacts on local communities and Flushing Bay, the environmental review must be completed with full community involvement.

Sincerely,  
Matt Malina



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## Formal Comment

1 message

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**Michele Roach Mongeluzo** <micheou3032@gmail.com>  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 1:26 PM

The Port Authority's desire to build an airtrain from LGA to Willets Point does not make sense because there are many better options for encouraging people to take mass transit. The 7 train cannot handle more passengers but connecting the airtrain to Willets Point will cause a lot of budget-conscious travelers to use the 7 instead of the Long Island Railroad. In our modern world a lot of travelers are transit savvy and they are perfectly ok with using subway systems. Subway systems serve large airports all over the world and in other parts of the country. A subway extension should be brought into LGA. The best option for an extension is to extend the N and W line. Please look at the information in the link: [http://www.vanshnookenraggen.com/\\_index/2018/06/the-r-train-laguardia-airport-and-the-ripple-effect-in-transit/](http://www.vanshnookenraggen.com/_index/2018/06/the-r-train-laguardia-airport-and-the-ripple-effect-in-transit/). Chicago, London, Tokyo, the DC metro area, Boston, Taipei, and Seoul all have subway connections to some or all of their airports. In a world where people travel more than ever, people want and expect easy access to transit systems. People do not want to use an airtrain that does not give you a free transfer to the subway and they do not want to make multiple transfers and pay a bunch of different fares.

There should also be a dedicated bus lane in the airport to ease congestion. I take the Q72 bus nearly every weekday and it is frequently delayed because it gets caught in the traffic surrounding the airport. Buses that serve the airport should be able to move more freely by having their own dedicated lanes or lane. More buses like the Q70 should be added to the airport so that people can get to and from the airport quickly without local stops in between. The Port Authority should pay for this service because it would be dedicated for people going to and from LaGuardia.

The LGA construction has been bad for my neighborhood. The Port Authority has damaged people's homes and they have been paying people for the damaged caused. I am worried about damage to my home because it is located near the airport property. My husband, next door neighbor, and people living across the street have felt vibrations in their homes during construction. The airtrain construction would be closer to more homes than the other airport construction. More homes will probably be damaged if the construction of the airtrain is approved.

Michele



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**Comments: Scope of environmental review: LGA Airport Access Project**

1 message

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**Hillary Exter** <hjexter@yahoo.com>

Mon, Jun 17, 2019 at 2:37 PM

Reply-To: Hillary Exter <hjexter@yahoo.com>

To: "comments@lgaaccesses.com" <comments@lgaaccesses.com>

**comments attached**



**Hillary Exter comments.docx**

15K

**Hillary Exter**  
280 1<sup>st</sup> Ave., #10E  
New York, NY 10009  
HJExter@yahoo.com

June 17, 2019

Andrew Brooks  
Environmental Program Manager - Airports Division  
Federal Aviation Administration  
Eastern Regional Office, AEA-610  
1 Aviation Plaza  
Jamaica, New York 11434

Comments: Scope of environmental review: LGA Airport Access Project  
Sent via email: [comments@lgaaccesses.com](mailto:comments@lgaaccesses.com)

Dear Mr. Brooks:

I write as a lifelong New Yorker and am a frequent and active user of Flushing Bay—I am a dragonboater and also enjoy walking on the promenade. I, as many others have been advocating for clean water and greater public access to the promenade. Flushing Bay is a real resource in the city--it is a unique waterway. In my own life coming down to the water has been transformational and this experience should be preserved for others—the entire purpose of having a park. This letter is my comments on the scope of the draft Environmental Impact Statement (DEIS). I am aware that many others are submitting extensive testimony and so my own comments will be in bullet form—to highlight the issues which are of central concern to me:

1 **Process:**

A. **Is this a sham/fait accompli?** The fact that eminent domain legislation was passed over a year before even the meeting on the scope of the DEIS, without public hearing, and circumventing the well-established mechanism for alienation of park land makes this process extremely suspect. In addition, so much of the Port Authority's flyers, and other publicity talk about an Airtrain. In addition, we believe that construction of a new terminate at La Guardia contains build-out for an Airtrain. Despite my extreme skepticism at the process to date, I am somehow hoping that FAA's involvement in this process will allow a truly robust EIS process.

B. **Public comments/language justice:** The only way that the right to publically comment is meaningful is if the information is presented in the languages used by the community of some of the most sizeable communities of current water and park users: Chinese, Korean, and Spanish. This was not done. The notice of the hearing indicated that translation would be available upon request -- but given that it was only in English, that is not effective. When the DEIS is distributed, notices should be issued and distributed in those languages.

C. **Public meetings where comments are heard by all:** I attended the June public meeting and was disappointed by the format—which appeared geared primarily to diffuse the public by only

engaging in informal discussion at the posters. When the DEIS is issued and a public meeting held, it should utilize a format which allows the public to state their comment with all those present able to hear.

## 2. Impacts:

### A. **Community: should be defined as all potential park users and current water users**

Community should not be narrowly defined as just neighborhoods surrounding the airport and potential routes: instead it should include all current and potential **park and water** users. Current water users include people from the NYC metropolitan area, including each of the 5 borough entire as well as New Jersey, Rockland county, Connecticut (eg my own dragonboat team has members from each borough, NJ, CT, and Rockland—and that's only 1 team.)

### B. **Climate vulnerability must be considered;**

### C. **Wildlife and ecosystem must be considered;**

### D. **Strain on transportation resources: 7 train is already overcrowded;**

### E. **Thorough analysis of projected ridership needed;**

## 3. Alternatives:

A. A serious look at alternatives to an AirTrain should be considered—including Rapid Bus transportation and Ferry Service (my own preferred route). The current preferred project—the construction of an Airtrain on a route along the promenade was selected without regard to its impact on current and prospective park/water users. If the objective is faulty (e.g. not setting as a goal trying to reduce impact on such a community), the results will be skewed.

I look forward to the development of a thorough DEIS which addresses the concerns raised in these comments and that of others.

Yours truly,

Hillary Exter





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## Employee Parking Lot

1 message

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**James Mongeluzo** <jmongeluzo@gmail.com>  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 2:38 PM

The employee parking facility for 500 vehicles can be constructed between 45th and 49th streets between Berrian Blvd and 19th avenue. This space is currently being used as a temporary parking area. If the N/W extension is built along this route a station can be built at the site for the employees to use. It can be restricted to an employee use only station if necessary. If a subway extension is not built the parking lot can be served by a shuttle bus that can use 19th avenue to shuttle employees to and from their jobs at the airport and their vehicles. The shuttle bus can enter and exit the airport at the entrance at the junction of 19 avenue and 81 street. This entrance will allow the buses to avoid the traffic that occasionally manifests at the public entrance to the airport on Ditmars Boulevard (across the street from the Port Authority owned park off the Grand Central Service Road and 81 street).

An employee parking facility can also be considered for construction at the northeast corner of 94th street and 23rd avenue. There already is a parking facility at this location, it can be renovated and improved to accommodate more vehicles but it should not be made too large. This location is within walking distance of many airport jobs and shuttle buses can also be used to pick up employees and bring them closer to their jobs. This facility should be used as a parking lot in conjunction with other areas if 500 parking spaces are truly necessary. It alone should not house 500 spots because it is too close to busy intersections with a lot of pedestrian traffic and it is in the middle of a residential area.

A parking facility should also be considered at the site of the abandoned hotel that is located on Ditmars Blvd between 90th street and 92nd street. This site has the space to accommodate a 500 seat parking lot, though it may require the demolition of building on the property. It may be possible to build the facility on the land that surrounds the building without needing to demolish the building. This site can also be served by shuttle buses that will carry employees to their places of work on the airport property.

If possible the parking facility can be located on the airport property. If the N/W is extended far fewer people will use ride sharing services and taxis to reach the airport. This will lead to less congestion at the airport and therefore employees driving into the airport to reach an employee parking lot will not be as detrimental to the traffic flow in the airport.

The employee parking lot should not be built in Willets Point. Its construction would require the loss of parking spaces for residents that use the current lots to park their cars before boarding the 7 train. The people who use this lot are mostly from areas where there is no subway access and where they would have to ride a bus for 25 minutes or more before reaching the 7 train's Main Street Station. The parking lot allows these commuters to improve their quality of life by greatly speeding up their commute time. The impact of potentially losing these public parking spaces should be studied. Studies should also be conducted on the traffic impacts of having a 500 parking space garage/parking area in Willets Point during the US Open and during the many dates when the Mets are playing while the US Open tournament is occurring.

The World's Fair Marina lies in a 100-year floodplain and it is vulnerable to the impacts of climate change. The FAA must consider the impacts that large scale, impermeable transit infrastructure could have in a park that was devastated during Hurricane Sandy.



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## Formal Comment

1 message

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**James Mongeluzo** <jmongeluzo@gmail.com>  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 3:26 PM

I previously submitted this comment via the website but I did not get redirected to the page that thanks you for submitting a comment. I am not sure if my submission was correctly logged so I am sending it again via e-mail.

I want the EIS process include the scrutinization of the Ground Access Surveys and the CSS surveys found in the Port Authority's RFP. Please investigate whether or not if the data from the surveys was modeled in order to create a representative sample of people who use LaGuardia Airport. Please conduct your own independent ridership studies to determine if airport users will be willing to use an airtrain to Willets Point. Ensure that the ridership predictions are based on more than people self reporting their projected behavior. People do not necessarily act in the way they state they will. Investigate whether or not people will be willing to pay for the trip at various price levels, including the paying \$5.00 for the airtrain, up to \$10.75 for the LIRR Port Washington line, and another \$2.75 to transfer to the subway in order to reach the traveler's final destination after reaching Midtown via the LIRR. Please conduct a survey to find out how many airport users will be taking the Port Washington Line and how many will want to take the 7 train. Please study the impacts of adding travelers to both the Port Washington Line and the 7 train at their current level of service. Study the impact of having airport travelers use the Willets Point stations after the proposed housing at Willets Point is built. Conduct a study of how many airport travelers arrive in groups of two or more and please study the likelihood of these groups of people being willing to pay for an airtrain to the LIRR (and possibly to a subway) when traveling to Manhattan or beyond. Will many of these groups find it more cost effective to use a taxi, ride share service, or get picked up by a friend or relative? What portion of travelers will be carrying backpacks or large pieces of luggage? What portion of those people will likely take an airtrain to the 7 train and what portion will likely take the LIRR? Conduct a study on the types of passengers that will likely use the airtrain. How many of them are budget travelers that would prefer a cheaper pre-existing bus option or subway connection instead of LIRR connection to an airtrain? How many are business people who likely get private car service even if they claim that they would like an airtrain option? Please conduct a study to determine if a direct subway connection to LaGuardia would take more cars off the road than the Port Authority's airtrain proposal.

I have concerns about the Best Practice Model on predictions of future traffic conditions that was used in the RFP. Was the Best Practice Model based on the New York Metropolitan Transportation Council's Phase 4 or Phase 5 of the travel forecasting model? Please redo the traffic study with data from the most up to date Phase. If Phase 5 is finished please use that information to inform your predictions of traffic conditions to determine whether or not the severity of the projected increase of traffic in the RFP is accurate. Please assess to what degree it is possible to predict future traffic conditions given the risen of driverless cars and the likelihood of driverless cars being used more frequently in the near future. Determine whether or not the rise of driverless cars will have negative or positive impact on the roads in New York and in and around LaGuardia airport in particular.

Please reassess the Q70 bus on-time performance. Why was data from 2017 used to assess its performance in the RFP as opposed to data from earlier years that were prior to any of the capital projects at LaGuardia having started? Please look at the feasibility of running more buses along this route including Port Authority buses that are free of charge to all users in an effort to speed up the boarding process and get people to the subway stations faster. Please assess the feasibility of creating dedicated bus lanes or roads solely for bus usage on the airport property and on the roads that connect the airport to transit hubs in Jackson Heights and Astoria. Take into account the issues surrounding the potential loss of parking spaces.

Please look into the reasons behind the decreased headways at the JFK airtrain in comparison to its opening. Headways decreased within a few years after opening. Please investigate the reasons for this and determine whether or not there is a risk of something similar occurring if an airtrain is built from LGA to Astoria, Woodside, Jackson Heights, and/or Willets Point. Were there structural issues or mechanical problems with the airtrain technology that lead to the diminished service and might it occur again if a new airtrain is built?

-James Mongeluzo



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## Formal Comment - LGA Airtrain EIS scoping

1 message

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**James Carriero** <jcarriero@carrierolaw.com>

Mon, Jun 17, 2019 at 3:40 PM

To: "comments@lgaaccessseis.com" <comments@lgaaccessseis.com>

Please see attached submitted as a formal comment for the scoping process for the LGA access EIS.

J. James Carriero

Carriero & Associates, PLLC

[108-54 Ditmars Boulevard](#)

[North Beach, NY 11369](#)


Tel 718-446-8600

Fax 718-446-6672

[JCarriero@CarrieroLaw.com](mailto:JCarriero@CarrieroLaw.com)

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 **formal comment - 061719 with encl.pdf**  
830K

J. James Carriero

10854 Ditmars Boulevard  
North Beach, NY 11369-1929

*Via Email (comments@lgaaccesses.com)*

June 17, 2019

Mr. Andrew Brooks  
Environmental Program Manager  
Federal Aviation Administration  
1 Aviation Plaza  
Jamaica, NY 11434

Re: **EIS Scoping Meetings for Proposed LGA Airport Access Improvement Project ("LGA Airtrain")**

Dear Mr. Brooks:

I reside at 29-53 Butler Street, East Elmhurst, NY. My residence also fronts on Ditmars Boulevard where it runs adjacent to the Grand Central Parkway between 23<sup>rd</sup> Avenue on the west and Astoria Boulevard on the east. I will be impacted directly by the preferred route of the Airtrain proposed by PANYNJ as part of the LaGuardia Airport Access Improvement Project. I submit this letter as part of my comments on the scope of the FAA's environmental impact statement ("EIS") analysis.

A] Cumulative Impacts

As I am sure you are aware, the Council on Environmental Quality (CEQ) regulations clearly mandate consideration of the impacts from actions that are not yet proposals and from actions -- past, present, or future -- that are not themselves subject to the requirements of NEPA. *Fritiofson v. Alexander*, 772 F.2d 1225, 1243 (5<sup>th</sup> Cir. 1985)

40 CFR 1508.7 provides:

“Cumulative impact’ is the impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-Federal) or person undertakes such other actions. Cumulative impacts can result from individually minor but collectively significant actions taking place over a period of time.”

Accordingly, I submit that the FAA **must** assess the cumulative impacts of past, present and reasonably foreseeable future development projects within the geographic area of the preferred route of the proposed Airtrain which are reasonably anticipated to impact the proposed action

Andrew Brooks  
June 17, 2019  
Page two

subject to EIS analysis, i.e., past, present and reasonably foreseeable future development in west Flushing and Willets Point that will impact the # 7 subway line.

MTA data<sup>1</sup> indicates that the Flushing-Main Street subway stop is the 11<sup>th</sup> busiest in the NYC subway system with approximately 58,000 weekday riders on average. Flushing-Main Street is one stop east of the Willets Point station where PANYNJ proposes to construct the Airtrain connection. It is reasonable to assume that most, if not all, of the riders who board the # 7 at Flushing-Main Street will continue their ride west into western Queens or Manhattan, and that they will return. PANYNJ estimates an additional 18,000 riders per day utilizing the Willets Point station. Such an increase in ridership will render Flushing-Main Street the 8<sup>th</sup> busiest stop in the system. FAA must assess the impact of additional ridership on the NYC subway system when the MTA has not proposed any enlargement of the capacity of the # 7 line.

Other past, present and future development projects in the subject geographic area which will overburden the functioning of # 7 line are listed on schedule A attached to this letter.

In summary, the proposed action together with the cumulative development impacts described above will severely overburden existing infrastructure resources which will result in a disproportionately adverse impact on the people who live and work in the geographic area.

B] Undisclosed Additional Proposed Improvements

In Attachment A to RFP #485565,<sup>2</sup> PANYNJ describes the redevelopment as including “the expansion of the airport to Willets Point, with the potential to develop a consolidated rental car facility (CONRAC), long-term and/or employee parking, and a hotel.”

Only the preferred route of the proposed Airtrain has been disclosed. There has never been any disclosure by PANYNJ of a consolidated rental car facility, long-term and/or employee parking or a hotel.

The lack of disclosure of the details of the additional proposed off-airport development has undermined the public’s ability to comment and violates NEPA.

Moreover, the additional proposed development will illegally expand LGA’s Airport Layout Plan. The FAA must determine whether PANYNJ’s intended purpose for the Airtrain is

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<sup>1</sup> As of 2017. 2018 not yet available. See [http://web.mta.info/nyct/facts/ridership/ridership\\_sub.htm](http://web.mta.info/nyct/facts/ridership/ridership_sub.htm).

<sup>2</sup> SUBJECT: REQUEST FOR PROPOSALS FOR THE PERFORMANCE OF EXPERT PROFESSIONAL PRELIMINARY DESIGN SERVICES FOR THE INITIAL DESIGN OF AIRTRAIN AT LAGUARDIA AIRPORT AS REQUESTED ON AN "AS-NEEDED" BASIS AND OPTIONAL TECHNICAL ADVISORY SERVICES ON AN "AS-NEEDED" BASIS (RFP #48565) February 6, 2017

Andrew Brooks  
June 17, 2019  
Page three

connection to the additional proposed development. If so, the impact of that additional proposed development must be evaluated as part of the EIS.

C] Construction Impacts

PANYNJ has already arranged for payment to homeowners in East Elmhurst who have incurred damages to their homes due to vibration from pile-driving. PANYNJ installed vibration monitors in the East Elmhurst neighborhood, but has never disclosed the data from the monitors, thereby prohibiting public comment on these impact categories. PANYNJ expects that the Airtrain guideway will require at least 40 support columns with 10 piles each. FAA must assess the environmental impact resulting from 400 additional piles driven during the construction of the proposed action.

Such extensive pile-driving activity during the construction process will exponentially increase noise levels in the surrounding neighborhood. FAA must assess the environmental impact of increased noise during the construction of the proposed action.

Upon information and belief, PANYNJ required the affected homeowners to execute and deliver releases of liability in favor of PANYNJ in order to receive payment. If that is the case, these homeowners will be precluded from seeking compensation for any additional damages suffered by reason of future construction impacts. This constitutes inequitable over-reaching by PANYNJ. It is submitted that FAA must determine whether PANYNJ has engaged in such unfair tactics as such actions would constitute social and economic injustice.

D] Visual Resources/Visual Character Impacts

PANYNJ's preferred alternative will travel along the promenade of Flushing Bay at a height of 30-40 feet. The Airtrain will consist of a large guideway supported by large columns – similar to the JFK Airtrain. Such a structure will effectively deny the public the ability to use the waterfront which is a precious commodity in an urban area. It will block sunshine, restrict views of the water and create an overall gloomy aspect to the promenade. Rather than be inviting it will be a deterrent. It will also obstruct views of the Bay and alter the aesthetic value of such views. It is submitted that the FAA fully analyze the environmental impact of the loss of visual aesthetics resulting from the proposed action, and whether obliteration of the visual aesthetic with respect to the East Elmhurst and Flushing areas constitutes social injustice.

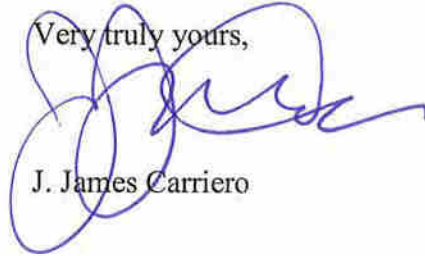
E] Alternative Technologies

The PANYNJ's LGA Airport Access Improvement Project Purpose and Objectives and Analysis of Alternatives Report dated October 2018 summarily rejected "emerging technologies" as viable alternatives to the Airtrain. It is submitted that there exist cleaner, greener, cheaper and less intrusive mass transit alternatives along different routes that will achieve the same, if not better, results than the proposed action. It is submitted that FAA consider whether there are alternative technologies, such as personal rapid transit (PRT) systems, which warrant a "no action" determination.

Andrew Brooks  
June 17, 2019  
Page four

Thank you for your consideration.

Very truly yours,

A handwritten signature in blue ink, appearing to read "J. James Carriero". The signature is stylized with large loops and a long horizontal stroke at the end.

J. James Carriero

Enclosure – Schedule A

## SCHEDULE A

<https://ny.curbed.com/maps/map-flushing-development-boom-queens>

Flushing had mostly staved off the large-scale development that has, in decades past, sprouted up in other parts of Queens like Astoria and Long Island City. That certainly hasn't been the case in the last couple of years, however, as new projects are announced with much greater frequency. At Curbed, we're looking at projects both big and small that are completely transforming the Flushing landscape. From the massive residential project at Sky View Parc to the controversial megamall planned at Willets Point, Flushing isn't just a bastion for immigrant communities in the far reaches of Queens anymore, but an area that's attracting more developers everyday. Here now is a list of just some of projects taking shape in the neighborhood. Did we leave a few out? Drop us a note in the comments section below or through our tipline, and we'll add it on.

## 1. 134-05 35th Avenue

134-03 35th Ave  
Flushing, NY 11354

This site is currently occupied by a buildings supply company and could soon be home to a 14-story building with 134 condos and 206 hotel rooms. The developer behind the project, Chris Xu, is also the owner of the supply company, and his development firm Century Construction and Development Group has hired My Architect PC to design the building. The project also calls for the creation of six retail spaces, a restaurant, and a community center. It's unclear when the project will take off however since it has been over a year since plans were filed.

## 2. 41-62 Bowne Street

41-62 Bowne St  
Flushing, NY 11355

This new residential building will replace an affordable neighborhood grocery store, a trend being played out in many neighborhoods across the city. The Yin C. Hu-developed building will rise 14-stories high and feature 84 condos. But that's not all. There's also space for 93 cars in a two-level underground parking lot, retail on the first and second floors, and a school on the third floor.



## SCHEDULE A

### 3. The Grand Two at Sky View Parc

131-3 40th Rd  
Flushing, NY 11354

Part of the 14-acre Sky View Parc development, Grand Two is part of the second phase of this project. Phase One included the construction of two residential buildings and a mall. Phase Two includes the construction of The Grand, which will contain a total of three buildings. The Grand One is mostly sold out. Grand Two is still under construction as is Grand One, but sales at the 258-unit Grand Two launched in November 2015. Plans for the construction of Grand Three are yet to be announced.

### 4. 144-74 Northern Boulevard

144-74 Northern Blvd  
Flushing, NY 11354

Fourteen stories seems to be a popular option for new proposed buildings in Flushing, so too with this one. The New City Management-developed building will have 120 apartments, and almost each of the floors will have planted terraces. Other features of this building include 50,000 square feet of community and commercial space at the base. Underground, there's room to park 225 cars.

### 5. Flushing Commons

136-35 39th Ave  
Flushing, NY 11354

Part of the Flushing Commons megaproject, this particular building constitutes 148 condos of the total planned 600 at the development. Construction is finally underway on this long-delayed project, and it was revealed that one-bedrooms at the development will likely start at \$650,000 with four-bedroom apartments asking from \$2.5 million. This first phase along with some offices and retail are expected to be complete sometime in 2017.

### 6. One Flushing

133-45 41st Ave  
Flushing, NY 11355

## SCHEDULE A

Developed by the people behind the city's first fully micro-unit building, Monadnock Development is replacing a municipal parking lot with 208 affordable apartments. The Feng Shui-oriented building will be designed by Bernheimer Architecture and will include a rooftop farm and ground floor retail, not to mention solar panels. Sixty units will be set aside for seniors as well.

## 7. 37-09 College Point Boulevard

37-9 College Point Blvd  
Flushing, NY 11354

Currently home to the shuttered Flushing Mall, plans were unveiled in March 2015 to transform the space into a 13-story building with 192 apartments. That translated to about 370,000 square feet of residential space. The plan also included 350,000 square feet for commercial space, 33,000 square feet for a community center, and 520 parking. The rendering above is only conceptual and was designed by Margulies Hoelzli.

## 8. Willets Point Megaproject

Willets Point  
Queens, NY

There's been a lot of back and forth on this controversial megaproject, but in essence if the project pushes through it will see the transformation of a 23-acre area surrounding Citi Field. Sterling Equities and Related Companies are collaborating on this \$3 billion project to create a mall with a rooftop garden, a convention center, a 25-story residential building, 6,000 parking spots, and affordable housing.

## 9. RKO Keith's Theater

135-35 Northern Blvd  
Flushing, NY 11354

Plans to transform the historic RKO Keith's Theater building in Flushing have been in the works for decades. The property has changed hands several times, and plans at one time or another have called for the creation of a hotel or a condo building. Most recently the theater was going to be converted into a 16-story building with 269 apartments, but that has fizzled out too. Developer JK Equities has now listed it back on the market for an undisclosed sum.

## SCHEDULE A

## 10. LaGuardia Convention Center

112-21 Northern Blvd  
Flushing, NY 11368

Located right next to the Willets Point megaproject, this is a pretty large project in its own right. The Fleet Financial Group-developed project calls for the creation of 292 hotel rooms, 202 apartments, a convention center, and just under 100,000 square feet of retail all part of the same building. There are plans for restaurants spread out over 11,300 square feet of space.

## 11. The Farrington

134-37 35th Ave  
Flushing, NY 11354

This Century Development project will feature 89 condos, 176 hotel rooms, not to mention eight retail outlets. The 14-story building will also have a restaurant, a meeting room, and a community center. The project also includes 186 parking spots. The hotel and the various amenities will be located up to the seventh floor and the apartments will rise above that.

## 12. 139-20 34th Avenue

139-20 34th Ave  
Flushing, NY 11354

This site could soon be turned into a seven-story mixed-use building, according to plans filed with the Department of Buildings. That includes the creation of 30 apartments, parking for 20 cars and 15 bicycles, and a day care center on the first floor.

## 13. 132-48 41st Avenue

132-48 41st Ave  
Flushing, NY 11355

Another mixed-use building, this five-story structure will contain five apartments, and a health care facility on the ground floor. On average the apartments will measure about 1,100 square feet. The building pictured above has already been demolished to make way for the new structure.



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## Air Train to LGA cpmments

1 message

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**JACK EICHENBAUM** <jaconet@aol.com>

Mon, Jun 17, 2019 at 3:43 PM

To: comments@lgaaccessseis.com

Cc: rpryor@riverkeeper.org

My statement:

I am Jack Eichenbaum, an urban geographer (Ph.D. University of Michigan, 1972,) the Queens Borough Historian (appointed by Borough President Katz) and a resident of central Flushing since 1978. I access La Guardia airport (LGA) by public bus (Q48) or by taxi. Either method would be faster than using an Air Train link which would require a transfer at the Mets-"Willets Point" (\*) station.

There are three other bus lines to LGA serving the population along the #7 train. People along these lines can access LGA simply, not requiring a transfer to another mode of transportation. Of these, the express SBS route Q70, is only a 15 minute ride to LGA and connects to the subway system at 74 St/Roosevelt Ave served by five subway lines including the express E and F trains, only about 15 minutes to/from midtown Manhattan. This would be faster than continuing to the Mets-"Willets Point" station and then transferring to the Air Train. *Question: Have any of the planners or politicians supporting the Air Train taken the SBS Q70 service to LGA?*

The route of the proposed Air Train is along Flushing Bay parallel to the Grand Central *Parkway*. It would cut off visual and physical access to the bay and the landscaped *parkland* along it. Residents of adjacent East Elmhurst would be most affected as would users of the bicycle and walking paths along the bay.

To connect to the Mets-"Willets Pt." station, the Air Train would have to negotiate the extremely complex physical obstacle posed by the multi level roadways involving Northern Blvd and the Grand Central Parkway connecting ramps.

**In summary, while I am in general favorably disposed to rail transport over roads, I cannot support this project.**

1. The monetary cost is enormous and likely underestimated. Other facets of our public transit system likely need the money more.
2. The proposed Air Train *will require more time for most proposed users.*
3. Many projected users would require a two or even three mode trip instead one or two.
4. There are ecological and visual pollution problems posed by siting the Air Train along the bay.
5. A detailed report on the intersection of the proposed Air Train with existing roads must be made public.

(\*) Historically, Willets Point Blvd. was a thoroughfare connecting the mouth of Flushing Bay with the entrance to Little Neck Bay where the Willets family had a farm. The land, formerly Willets Point, was sold to the federal government to become Fort Totten. In the twentieth century the road was interrupted by the Whitestone Expressway and the Cross Island Parkway but still exists in Flushing and Whitestone and within the Willets Point Triangle. At the #7 station where large *Mets-Willets Point*. signs are prominent, smaller Willets Pt. Boulevard. signs can still be seen. Proposed redevelopment plans uniformly refer to the area as Willets Point which is a misnomer.



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## Formal Comment - LGA AirTrain EIS Scoping

1 message

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**LoScalzo** <rlosca@aol.com>  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 3:55 PM

Hello. Attached please find a PDF containing my additional formal comments for the scoping phase of an EIS pertaining to LGA AirTrain / LGA Access Improvement Project.

Sincerely,

Robert LoScalzo

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 **FormalComment\_LGA\_AirTrain\_EIS\_Scoping.pdf**  
6529K

169-06 22nd Avenue  
Whitestone, New York 11357

June 17, 2019

Mr. Andrew Brooks  
Environmental Program Manager – Airports Division  
Federal Aviation Administration  
Eastern Regional Office, AEA-610  
1 Aviation Plaza  
Jamaica, New York 11434

Re: Additional Scoping Comments – LaGuardia Airport Access Improvement Project

Dear Mr. Brooks:

This letter and the comments it contains, supplement my prior comments conveyed by letter dated June 13, 2019, which remain in effect. My comments concern the scope of analysis by the Federal Aviation Administration (“FAA”) pursuant to the National Environmental Policy Act (“NEPA”) for an Environmental Impact Statement (“EIS”) concerning the LaGuardia Airport Access Improvement Project (“Project”) sponsored by the Port Authority of New York and New Jersey (“PANYNJ”) involving LaGuardia Airport (“LGA”). The public comment period to which this letter pertains is that described within the Notice of Intent published in the Federal Register dated May 3, 2019 (see Attachment A to my comments dated June 13, 2019).

The numbering of topics within this letter and Attachments to it continues in sequence from those of my prior comments conveyed by letter dated June 13, 2019.

Comments on the scope of EIS analysis (continued):

#### IV. – Comments relating to parkland, Flushing Bay and environs

FAA must assess the impacts of sacrificing public parkland to the Project, and the impacts of the Project upon Flushing Bay and its waterfront environs. Among the impacts that FAA must assess is the AirTrain’s prevention of implementing more than 50 community-driven projects that comprise a plan to reinvigorate Flushing Bay and to improve Flushing Bay Promenade and the World’s Fair Marina Park, and other negative impacts, as warned in a letter dated June 7, 2018 from representatives of Riverkeeper, Inc. and Guardians of Flushing Bay to New York State Governor Andrew Cuomo (Attachment P):

“... Riverkeeper and Guardians of Flushing Bay, along with community partners, have developed a vision plan to reinvigorate the bay and improve the park. The plan contains more than 50 flexible community-driven projects, such as oyster reef creation throughout the LaGuardia waterfront,

Grand Central Parkway pedestrian bridge upgrades, walkway and landscape refurbishments, and the development of a Queens Water Exploration Center to bring essential amenities to the bay. We also propose bioremediation practices, including marsh installation and green stormwater capture infrastructure, that would help mitigate pollution and reduce the odors currently emanating from the water. A path of the AirTrain along the promenade or over the bay would prohibit these projects from becoming a reality. In an area already starved for park space, the AirTrain would obstruct connectivity and recreational opportunities at the park and also destroy local ecological habitats, disrupt quiet enjoyment of the waterfront and interfere with one of the few public marinas for human powered boaters in the city.”

Comments on alternatives:

FAA has published a map entitled “Port Authority of New York and New Jersey Preferred Alignment” that contains a text block stating: “Alternatives will be screened during the EIS process. Those alternatives determined to be reasonable (passing the screening criteria) will be fully evaluated in the EIS” (emphasis added). However, it seems that FAA has not published its screening criteria for the Project. Without knowing the screening criteria to be applied by FAA, the public cannot propose alternatives whose specifications are designed to satisfy the screening criteria. That biases the alternatives against those proposed by the public, and favors alternatives promulgated by PANYNJ and FAA (who, unlike the public, can purposefully tailor their alternatives to survive FAA’s screening criteria).

V. – Alternative: Busses operating in dedicated lane

FAA should consider the alternative of a dedicated bus lane, and frequent bus service, substituting for the fixed guideway route of the AirTrain operating between LGA and the Willets Point station of the number 7 subway line and LIRR. Due to the differences in siting requirements for an elevated fixed guideway versus a ground level bus lane, a bus lane cannot directly substitute for an AirTrain route, and this comment does not suggest that it should. Rather, FAA should bring to bear all of the resources it will apply to other alternatives, and determine the ideal route of a dedicated bus lane between LGA and the Willets Point station of the number 7 subway line and LIRR. For example, such a lane might leverage 126th Street between Roosevelt Avenue and Northern Boulevard (deviating from the AirTrain preferred alternative route), or City-owned property within the Willets Point development district that is parallel to 126th Street.

In evaluating the suitability of bus service in a dedicated lane for the Project, FAA should consider, without limitation, that:

- Dedicated bus lane service achieves the Project goal of providing time-certain transport to and from LGA.

- Dedicated bus lane service can deliver passengers to and from the number 7 subway line and LIRR, just as AirTrain service would.
- Implementing dedicated bus service avoids constructing the elevated AirTrain infrastructure that community based organizations and others find objectionable.
- Implementing dedicated bus service costs significantly less than constructing any of the fixed guideway or subway extension alternatives.

#### VI. – Alternative: JPods or similar vehicle form factor, in lieu of AirTrain

FAA should consider an alternative in which the fixed guideway vehicles are not AirTrains, but JPods or similar form factor vehicles (collectively, “JPods”).<sup>1</sup>

JPods rail networks use individual, ultralight vehicles, each typically capable of holding up to four people, to provide on-demand transport. See <https://www.jpods.com>; see also “What Are JPods” (Attachment Q).

In evaluating the suitability of JPods for the Project, FAA should consider, without limitation, that:

- A criticism of the proposed AirTrain has been that the alleged 30-minute ride is actually longer, when AirTrain station wait times are taken into account. Unlike an AirTrain, which requires passengers to wait to board the next arriving train, JPods are immediately available to passengers. By eliminating wait time, JPods best support the Project’s goal of providing 30-minute transportation to and from LGA.
- Unlike an AirTrain, which would stop at each station in sequence along its route (thus interposing a delay for those passengers not using an intermediate station stop), JPods stations may be built on sidings, such that each JPods vehicle transports its occupants directly to their destination station without stopping in between. Moreover, stations built on sidings may be sited anywhere appropriate along the JPods route – facilitating the possibility of JPods stations not only at LGA and the Willets Point station of the number 7 subway line and LIRR, but also at a long-term parking facility, a consolidated rental car (CONRAC) facility or hotel as contemplated by a PANYNJ Request for Proposals (“RFP”) dated February 6, 2017 (see my comments dated June 13, 2019 at pp. 12-13; see also Attachment O thereto), and/or an entertainment/retail development (“Willets West”) or casino as proposed by developers (see my comments dated June 13, 2019 at pp. 6-7; see also Attachments I and J thereto). JPods would provide far

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<sup>1</sup> The term “JPods” as used herein means not only the specific brand JPods, but also, generically, any other similar system in the realm of Personal Rapid Transit. See [https://en.wikipedia.org/wiki/Personal\\_rapid\\_transit](https://en.wikipedia.org/wiki/Personal_rapid_transit)



greater flexibility to serve such additional facilities and attractions, with no delay to JPods passengers, versus an AirTrain.

- The low weight of JPods' relatively small vehicles allows smaller guideways and support structures than light rail. The smaller structures yield lower construction cost, smaller easements, and less visually obtrusive infrastructure.
- Citing MassDOT cost data, JPods.com states that for light rail, the cost per passenger-mile is \$0.76. By contrast, the cost per passenger-mile for JPods is \$0.03. (See <https://www.jpods.com/metrics>.) FAA should assess the impacts that the significantly lower JPods cost would have on system utilization and ridership, versus the higher AirTrain cost.

## VII. – Alternative routes

FAA should consider alternate Project routes that deliberately traverse City-owned property within the Willets Point development district, located east of 126th Street, south of Northern Boulevard and north of Roosevelt Avenue, and the incorporation of such City-owned property into the Project as a location of a long-term parking facility, consolidated rental car (CONRAC) facility and/or hotel as contemplated by the PANYNJ RFP dated February 6, 2017 (see my comments dated June 13, 2019 at pp. 12-13; see also Attachment O thereto), and/or possibly the LGA employee parking facility which is already an acknowledged Project component.

City-owned property within the Willets Point development district<sup>2</sup> comprises approximately 23 acres, which is substantially larger than the constrained South Field Lot East Site that PANYNJ and FAA may be considering as a potential location of LGA employee parking. The City allegedly has a plan to develop housing on approximately six acres of its Willets Point property nearest to Roosevelt Avenue, but the City has not determined any use for the remaining 17 acres, most of which have been vacant for years. All or some of that City-owned property can be leased from the City, or can be acquired from the City by eminent domain for the Project. (The Willets Point property that this commenter recommends that FAA evaluate to be included in the Project route and as a location of Project components is limited to City-owned property (including property owned by Queens Development Group, LLC or its affiliates, which the City is entitled to reacquire). This commenter explicitly recommends against the use of any privately-owned property within the Willets Point district for Project purposes, as scores of industrial businesses currently operate there and respect for private property ownership is paramount.)

This commenter proposes the following three generally-described alternate Project routes that leverage City-owned property within the Willets Point development district.

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<sup>2</sup> Included within the meaning of "City-owned property within the Willets Point development district" are two acres that the City sold to Queens Development Group, LLC or its subsidiary, but which the City has a contractual right to reclaim.

FAA should bring to bear all of the resources it will apply to other alternatives, and determine the ideal specific route that would best leverage such property and the siting of Project components there.

*(i.) Extension of the PANYNJ Preferred Alternative route:*

FAA should consider an alternative in which the route does not end at the Willets Point station of the number 7 subway line and LIRR, but after providing a stop there, continues to cross Roosevelt Avenue again, traverses City-owned Willets Point property (with a station and stop there), and terminates near Northern Boulevard. (See sketch, Attachment R.)

In evaluating this alternative, FAA should consider, without limitation, that:

- This alternative leverages City-owned Willets Point property, providing significantly more space and greater flexibility to site Project components (including acknowledged Project components, plus additional potential components envisioned in the PANYNJ RFP dated February 6, 2017 (see my comments dated June 13, 2019 at pp. 12-13; see *a/so* Attachment O thereto)).
- For this alternative, the travel time between LGA and the Willets Point station of the number 7 subway line and LIRR would be the same as PANYNJ's Preferred Alternative. This alternative does not affect the Project's goal to provide a 30-minute ride.
- The travel time would only be extended (and only slightly so) for passengers disembarking to or embarking from whatever Project components would be located at the City-owned Willets Point property (e.g., LGA employee parking facility, long-term parking facility, consolidated rental car (CONRAC) facility and/or hotel).
- This alternative has the disadvantage of crossing twice over Roosevelt Avenue, increasing construction costs, but that may be an acceptable tradeoff considering that the route would leverage sizable City-owned Willets Point property.

*(ii.) Route straight over Flushing Bay, then adjacent to 126th Street, and terminating at Roosevelt Avenue:*

FAA should consider an alternative in which the route travels above the approximate middle of Flushing Bay, traverses City-owned Willets Point property parallel to 126th Street (with a station and stop there), and terminates at Roosevelt Avenue for connections to the Willets Point station of the number 7 subway line and LIRR (approaching it from the east instead of the Preferred Alternative's west). (See sketch, Attachment S.)

In evaluating this alternative, FAA should consider, without limitation, that:

- This alternative leverages City-owned Willets Point property, providing significantly more space and greater flexibility to site Project components (including acknowledged Project components, plus additional potential components envisioned in the PANYNJ RFP dated February 6, 2017 (see my comments dated June 13, 2019 at pp. 12-13; see *also* Attachment O thereto)).
- This alternative avoids Project impacts, including construction impacts, near homes located just west of the Grand Central Parkway.
- This alternative avoids Project impacts adjacent to the marina and along the Flushing Bay Promenade.
- This alternative may slightly increase the travel time between LGA and the Willets Point station of the number 7 subway line and LIRR, but that may be an acceptable tradeoff considering that the route would leverage sizable City-owned Willets Point property.

*(iii.) Route along the marina and Flushing Bay Promenade, then adjacent to 126th Street, and terminating at Roosevelt Avenue:*

FAA should consider an alternative in which the route travels (as in the PANYNJ Preferred Alternative) along the marina and Flushing Bay Promenade, but traverses City-owned Willets Point property parallel to 126th Street (with a station and stop there), and terminates at Roosevelt Avenue for connections to the Willets Point station of the number 7 subway line and LIRR (approaching it from the east instead of the Preferred Alternative's west). (See sketch, Attachment T.)

In evaluating this alternative, FAA should consider, without limitation, that:

- This alternative leverages City-owned Willets Point property, providing significantly more space and greater flexibility to site Project components (including acknowledged Project components, plus additional potential components envisioned in the PANYNJ RFP dated February 6, 2017 (see my comments dated June 13, 2019 at pp. 12-13; see *also* Attachment O thereto)).
- This alternative may slightly increase the travel time between LGA and the Willets Point station of the number 7 subway line and LIRR, but that may be an acceptable tradeoff considering that the route would leverage sizable City-owned Willets Point property.

\* \* \*

Sincerely,

A handwritten signature in black ink, appearing to read "Robert LoScalzo". The signature is written in a cursive style with a large, prominent initial "R".

Robert LoScalzo

5 attachments (labelled P through T)

Attachment P  
to comments of Robert LoScalzo

Letter dated June 7, 2018 from representatives of  
Riverkeeper, Inc. and Guardians of Flushing Bay  
to New York State Governor Andrew Cuomo



June 7, 2018

**Via U.S. Mail and Published at [www.riverkeeper.org](http://www.riverkeeper.org)**

The Honorable Andrew M. Cuomo  
Governor of New York State  
New York State State Capitol Building  
Albany, NY 12224

**Re: Open Letter Calling for an Immediate and Full Review of Community  
and Environmental Impacts from LaGuardia Airport AirTrain**

Dear Governor Cuomo:

Riverkeeper, Inc., and Guardians of Flushing Bay respectfully request that the state work with federal partners to complete an environmental impact statement on the proposed AirTrain from the Willets Point subway station to LaGuardia Airport before making any determination to construct the train, alienate parkland, or grant eminent domain authority to condemn properties. We understand that legislation is being drafted that would provide eminent domain authority to route the AirTrain above the Flushing Bay Promenade and over Flushing Bay, the heart of historic World's Fair Marina Park. This route would impose significant hardship on local communities and the bay, which are already shouldering the burden of LaGuardia Airport. The proposal could upend recent investments to improve neighborhoods and prevent implementation of the vision plan for Flushing Bay developed by Riverkeeper and Guardians of Flushing Bay with abundant input from community partners.<sup>1</sup> To give credence to the integrity of an environmental and community impact review, it must be completed with full public involvement before legislation specifically authorizes any particular route.

Flushing Bay has borne the impacts of LaGuardia for decades. Part of the bay had been filled in to construct the airport and now receives polluted stormwater runoff from runways and local highways. The bay is also heavily polluted by 2.3 billion gallons of raw sewage discharging yearly from New York City's sewer system. Despite these hazards, thousands of intrepid kayakers and dragon boaters take to the bay each year. Even more New Yorkers utilize the Flushing Bay Promenade and historic World's Fair Marina for recreation and boat launching. In addition to people, the waters are home to many wetland species, such as oysters, blue crabs, flounder, striped bass, and great blue heron.

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<sup>1</sup> The full vision plan is available at [www.riverkeeper.org/flushingwaterways](http://www.riverkeeper.org/flushingwaterways).

Plans are now underway to bring the bay back to life. Under an agreement with the state, New York City is investing \$670 million to capture and treat roughly one third of the 2.3 billion gallons of yearly sewage discharges. At the same time, Riverkeeper and Guardians of Flushing Bay, along with community partners, have developed a vision plan to reinvigorate the bay and improve the park. The plan contains more than 50 flexible community-driven projects, such as oyster reef creation throughout the LaGuardia waterfront, Grand Central Parkway pedestrian bridge upgrades, walkway and landscape refurbishments, and the development of a Queens Water Exploration Center to bring essential amenities to the bay. We also propose bioremediation practices, including marsh installation and green stormwater capture infrastructure, that would help mitigate pollution and reduce the odors currently emanating from the water.

A path of the AirTrain along the promenade or over the bay would prohibit these projects from becoming a reality. In an area already starved for park space, the AirTrain would obstruct connectivity and recreational opportunities at the park and also destroy local ecological habitats, disrupt quiet enjoyment of the waterfront and interfere with one of the few public marinas for human powered boaters in the city. It is crucial that these impacts be avoided.

As described in a recent letter<sup>2</sup> from Ditmars Boulevard Block Association, Inc., there is no doubt that East Elmhurst residents also suffer the consequences of hosting LaGuardia Airport, including heavy traffic, air and noise pollution and the disruption from redevelopment of the airport. A separate and alternatively proposed AirTrain route over Grand Central Parkway has the potential to intensify air and noise pollution, aggravate traffic congestion during construction, and obstruct the viewshed of the homes facing the parkway. Any claims by the Port Authority of New York and New Jersey about potential overall reduction in local traffic due to the AirTrain cannot be sustained without first undertaking a full review. We strongly believe these potential impacts, too, warrant consideration before a plan is formulated to construct the AirTrain.

Given these concerns, and in compliance with the National Environmental Policy Act and State Environmental Quality Review Act,<sup>3</sup> the environmental impact statement must detail the potential significant environmental and community impacts from construction and use of the AirTrain, identify mitigation measures to minimize any impacts that are unavoidable, and evaluate a range of reasonable alternatives. Such analysis must review the adverse impacts described above, and it must consider all reasonable alternatives, including especially a no action alternative, an underground rail line, continuation of the N train from Astoria, and/or dedicated bus lanes from nearby subway stations. To fulfill state and city goals of sustainable planning, and to mitigate impacts on local communities and Flushing Bay to the maximum extent practicable, the environmental review must be completed with full community involvement before a route is identified through legislation and begins to gain momentum.

It is yet to be demonstrated whether a train link from Willets Point to LaGuardia is necessary or prudent. If any project does move forward, it must serve the interests of local residents and avoid significant impacts to Flushing Bay and the promenade. We are calling on you to direct state

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<sup>2</sup> Letter from Ditmars Boulevard Block Assn., Inc., to Hon. Jose Peralta, N.Y. State Senator (Apr. 16, 2018).

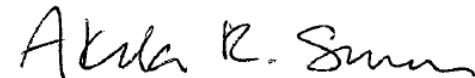
<sup>3</sup> Under New York State regulations, where a federal agency prepares an environmental impact statement compliant with the National Environmental Policy Act, an involved state agency must make additional findings pursuant to the State Environmental Quality Review Act, if necessary. 6 NYCRR § 617.15.

officials to work with federal and local stakeholders to complete a full review now and avoid embarking headlong on a flawed plan that could harm New Yorkers for generations.

Respectfully submitted,



Paul Gallay  
President and Hudson Riverkeeper  
Riverkeeper, Inc.



Akila Simon  
Board Member  
Guardians of Flushing Bay

Cc (via email):

Hon. Kirsten Gillibrand, U.S. Senator for New York  
Hon. Charles E. Schumer, Minority Leader, U.S. Senate  
Hon. Joseph Crowley, Member of Congress, 14<sup>th</sup> District of New York  
Hon. Tony Avella, New York State Senator, 11<sup>th</sup> District  
Hon. Jose Peralta, New York State Senator, 13<sup>th</sup> District  
Hon. Toby Ann Stavisky, New York State Senator, 16<sup>th</sup> District  
Hon. Jeffrion Aubry, New York State Assembly Member, 35<sup>th</sup> District  
Hon. Aridia Espinal, New York State Assembly Member, 39<sup>th</sup> District  
Hon. Ron Kim, New York State Assembly Member, 40<sup>th</sup> District  
Hon. Daniel Rosenthal, New York State Assembly Member, 27<sup>th</sup> District  
Hon. Bill de Blasio, New York City Mayor  
Hon. Melinda Katz, Queens Borough President  
Hon. Costa Constantinides, New York City Council Member, 22<sup>nd</sup> District  
Hon. Peter Koo, New York City Council Member, 20<sup>th</sup> District  
Hon. Francisco Moya, New York City Council Member, 21<sup>st</sup> District  
Hon. Paul Vallone, New York State Assembly Member, 19<sup>th</sup> District  
Hon. Philip Papas, Chair, Queens Community Board 3  
Hon. Joseph Risi, Chair, Queens Community Board 1  
Dan Elwell, Acting Administrator, Federal Aviation Administration  
Basil Seggos, Commissioner, New York State Department of Environmental Conservation  
Mitchell J. Silver, Commissioner, New York City Department of Parks and Recreation  
Vincent Sapienza, Commissioner, New York City Department of Environmental Protection  
Rick Cotton, Executive Director, Port Authority of New York & New Jersey  
Frank Taylor et al., Board of Directors, Ditmars Boulevard Block Association, Inc.



Attachment Q  
to comments of Robert LoScalzo

“What Are JPods”, reproduced from  
<https://www.jpods.com/WhatAreJPods>

[Home](#) » [About](#)

## What are JPods

JPods are rail networks from which ultralight vehicles carry people and cargo using 1/10th the energy of cars, passenger-trains, and buses ([table of energy per passenger-mile](#)).



JPods vehicles are like chauffeured automobile. Vehicles are sized for individual and a small group of people that know and want to travel together. knows each, typically carrying 1 to 4 passengers per vehicle. Guide ways are arranged in a network topology, with all stations located on sidings and with frequent merge/diverge points. This allows for nonstop, point-to-point travel, bypassing all intermediate stations. The point-to-point service has been compared to a taxi or a horizontal lift (elevator).

Most mass transit systems move people in groups over scheduled routes. This has inherent inefficiencies. For passengers, time is wasted by waiting for the next arrival, indirect routes to their destination, stopping for passengers with other destinations, and often confusing or inconsistent schedules. Slowing and accelerating large weights can undermine public transport's benefit to the environment while slowing other traffic. Personal rapid transit systems attempt to eliminate these wastes by moving small groups nonstop in automated vehicles on fixed tracks. Passengers can ideally board a pod immediately upon arriving at a station, and can — with a sufficiently extensive network of tracks — take relatively direct routes to their destination without stops.

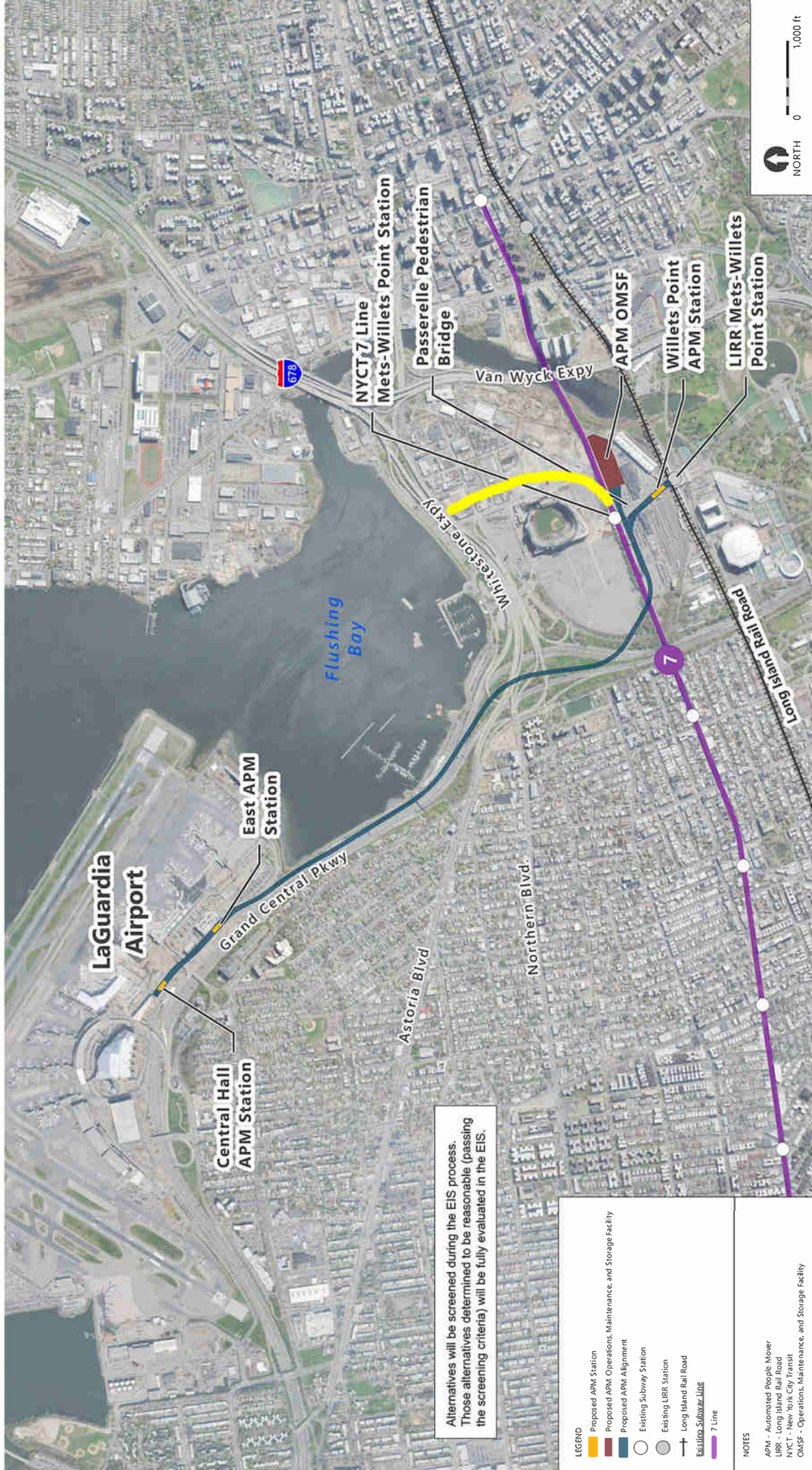
Perhaps most importantly, JPods systems offer many traits similar to cars. For example, they offer privacy and the ability to choose one's own schedule.

JPods may in fact allow for quicker transportation than cars during rush hour, since automated vehicles avoid unnecessary slowing. A JPods system can also transport freight without needing a driver.

The low weight of JPods' small vehicles allows smaller guideways and support structures than mass transit systems like light rail. The smaller structures translate into lower construction cost, smaller easements, and less visually obtrusive infrastructure.

Attachment R  
to comments of Robert LoScalzo

Alternative route (i), *“Extension of the PANYNJ Preferred Alternative route”*, roughly sketched and overlaid in yellow color onto a map published by FAA entitled “Port Authority of New York and New Jersey Preferred Alignment”



Alternatives will be screened during the EIS process. Those alternatives determined to be reasonable (passing the screening criteria) will be fully evaluated in the EIS.

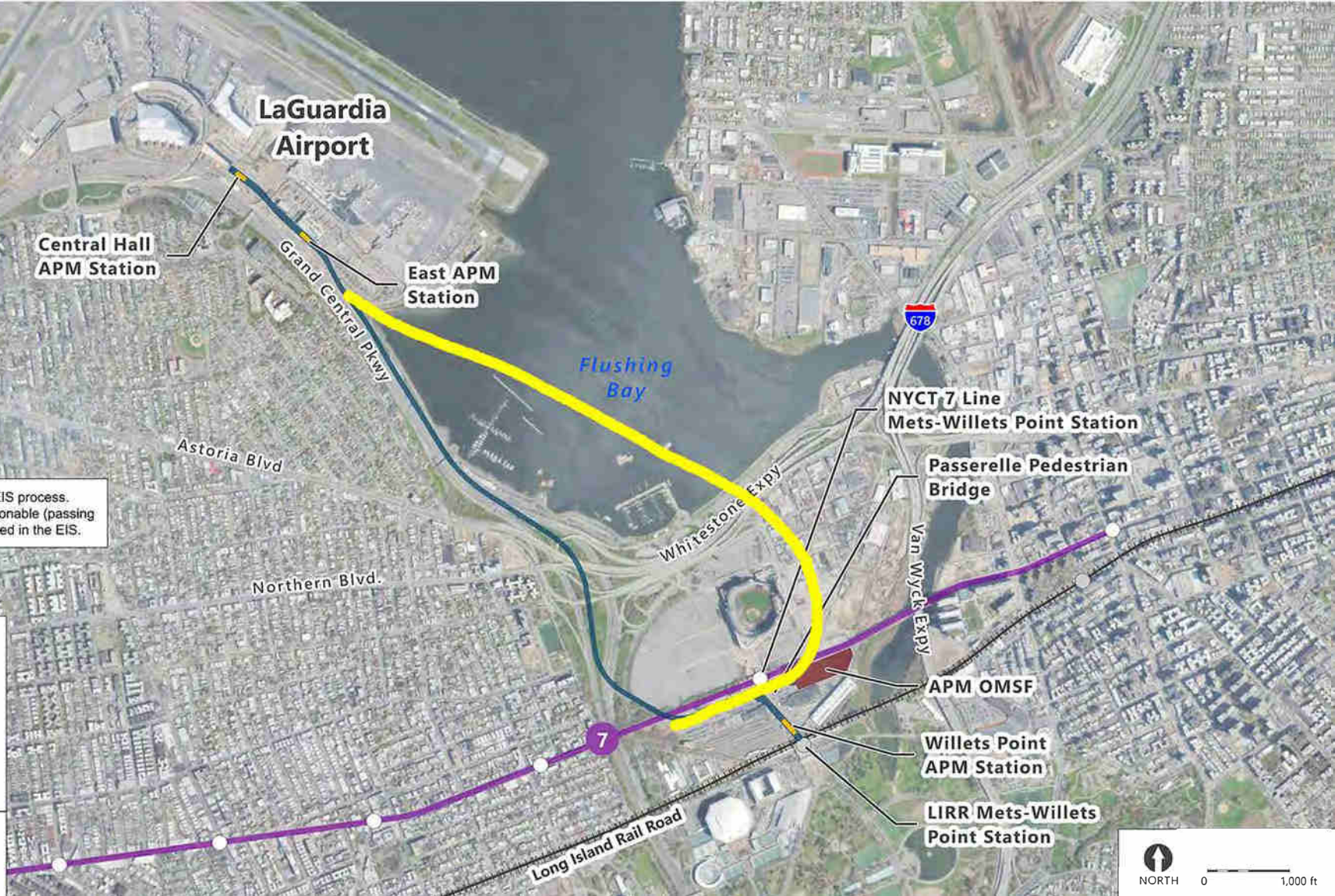
- LEGEND**
- █ Proposed APM Station
  - █ Proposed APM Operations, Maintenance, and Storage Facility
  - █ Proposed APM Alignment
  - Existing Subway Station
  - Existing LIRR Station
  - Long Island Rail Road
  - Existing Subway Jct
  - █ 7 Line

**NOTES**

- APM - Automated People Mover
- LIRR - Long Island Rail Road
- NYCT - New York City Transit
- OMSF - Operations, Maintenance, and Storage Facility

Attachment S  
to comments of Robert LoScalzo

Alternative route (ii), *“Route straight over Flushing Bay, then adjacent to 126th Street, and terminating at Roosevelt Avenue”*, roughly sketched and overlaid in yellow color onto a map published by FAA entitled “Port Authority of New York and New Jersey Preferred Alignment”



Alternatives will be screened during the EIS process. Those alternatives determined to be reasonable (passing the screening criteria) will be fully evaluated in the EIS.

**LEGEND**

- █ Proposed APM Station
- █ Proposed APM Operations, Maintenance, and Storage Facility
- █ Proposed APM Alignment
- Existing Subway Station
- Existing LIRR Station
- Long Island Rail Road
- Existing Subway Line
- 7 Line

**NOTES**

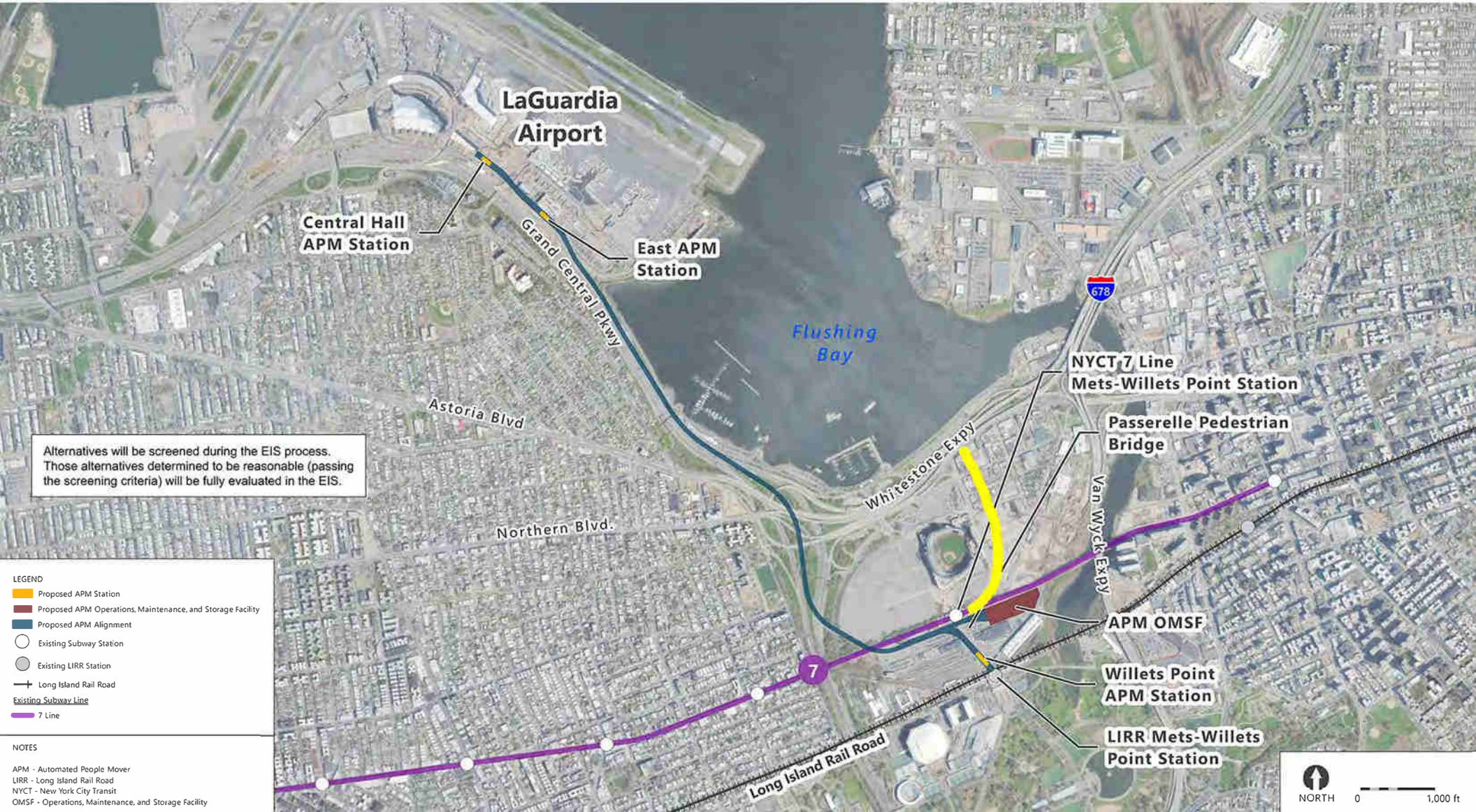
APM - Automated People Mover  
 LIRR - Long Island Rail Road  
 NYCT - New York City Transit  
 OMSF - Operations, Maintenance, and Storage Facility

NORTH ↑

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Attachment T  
to comments of Robert LoScalzo

Alternative route (iii), *“Route along the marina and Flushing Bay Promenade, then adjacent to 126th Street, and terminating at Roosevelt Avenue”*, roughly sketched and overlaid in yellow color onto a map published by FAA entitled “Port Authority of New York and New Jersey Preferred Alignment”

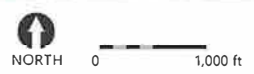


Alternatives will be screened during the EIS process. Those alternatives determined to be reasonable (passing the screening criteria) will be fully evaluated in the EIS.

- LEGEND**
- Proposed APM Station
  - Proposed APM Operations, Maintenance, and Storage Facility
  - Proposed APM Alignment
  - Existing Subway Station
  - Existing LIRR Station
  - Long Island Rail Road
  - Existing Subway Line
  - 7 Line

**NOTES**

APM - Automated People Mover  
 LIRR - Long Island Rail Road  
 NYCT - New York City Transit  
 OMSF - Operations, Maintenance, and Storage Facility







Alternatives will be screened during the EIS process. Those alternatives determined to be reasonable (passing the screening criteria) will be fully evaluated in the EIS.

**LEGEND**

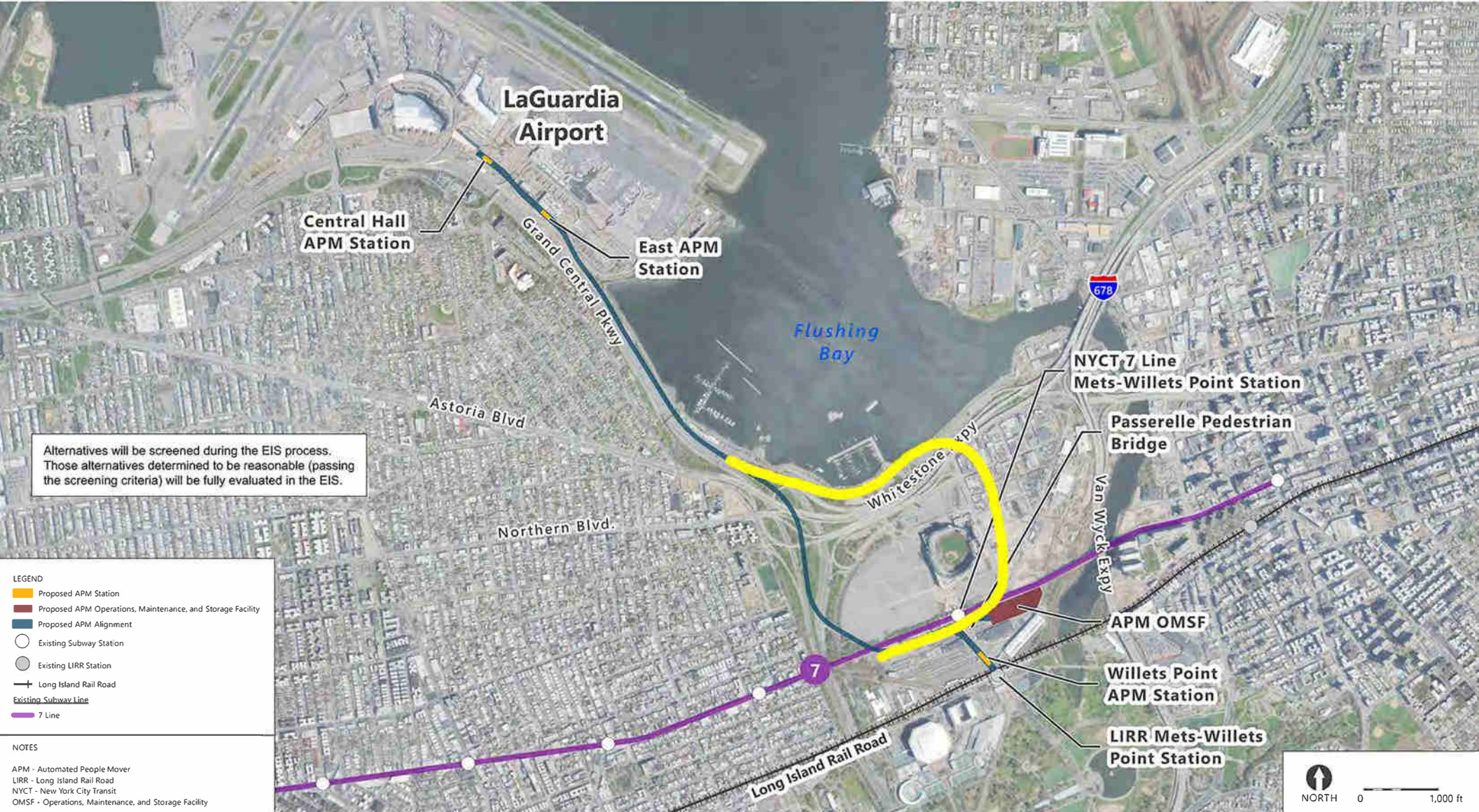
- Proposed APM Station
- Proposed APM Operations, Maintenance, and Storage Facility
- Proposed APM Alignment
- Existing Subway Station
- Existing LIRR Station
- Long Island Rail Road
- Existing Subway Line
- 7 Line

**NOTES**

APM - Automated People Mover  
 LIRR - Long Island Rail Road  
 NYCT - New York City Transit  
 OMSF - Operations, Maintenance, and Storage Facility

N
 NORTH

0 1,000 ft

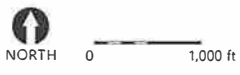


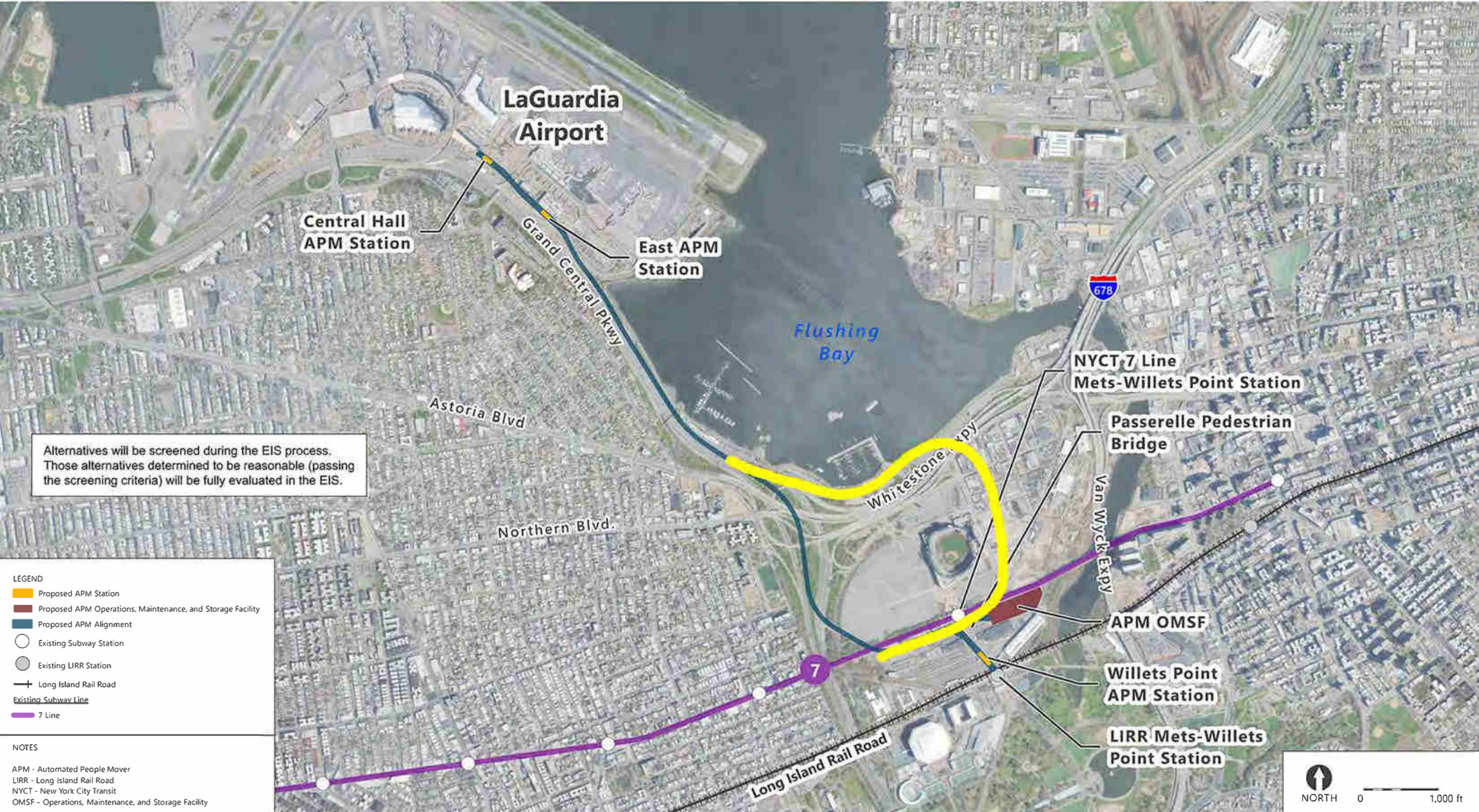
Alternatives will be screened during the EIS process. Those alternatives determined to be reasonable (passing the screening criteria) will be fully evaluated in the EIS.

- LEGEND**
- Proposed APM Station
  - Proposed APM Operations, Maintenance, and Storage Facility
  - Proposed APM Alignment
  - Existing Subway Station
  - Existing LIRR Station
  - Long Island Rail Road
  - Existing Subway Line
  - 7 Line

**NOTES**

APM - Automated People Mover  
 LIRR - Long Island Rail Road  
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Alternatives will be screened during the EIS process. Those alternatives determined to be reasonable (passing the screening criteria) will be fully evaluated in the EIS.

**LEGEND**

- Proposed APM Station
- Proposed APM Operations, Maintenance, and Storage Facility
- Proposed APM Alignment
- Existing Subway Station
- Existing LIRR Station
- +— Long Island Rail Road
- Existing Subway Line
- 7 Line

**NOTES**

APM - Automated People Mover  
 LIRR - Long Island Rail Road  
 NYCT - New York City Transit  
 OMSF - Operations, Maintenance, and Storage Facility

NORTH 0 1,000 ft



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## Formal Comments

1 message

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**bill meehan** <liam0925@gmail.com>  
To: comments@lgaaccesses.com  
Cc: Bill Meehan <liam0925@gmail.com>

Mon, Jun 17, 2019 at 3:52 PM

Please see attached file for my comments


-- <http://billepulpit.blogspot.com>

If by a "Liberal" they mean someone who looks ahead and not behind, someone who welcomes new ideas without rigid reactions, someone who cares about the welfare of the people — their health, their housing, their schools, their jobs, their civil rights, and their civil liberties — someone who believes we can break through the stalemate and suspicions that grip us in our policies abroad, if that is what they mean by a "Liberal," then I'm proud to say I'm a "Liberal." -JFK in Profiles in Courage

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### 2 attachments

 **FAA submission on AirTrain.pages**  
288K

 **FAA submission on AirTrain.pdf**  
69K

# BILL MEEHAN

3555 73rd street apt 125, Jackson Heights NY 11372

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## Ask Me About

*New Visions  
Democratic Club*

*Lesbian Gay  
Democratic Club in  
Queens*

*Queens County  
Neuropsychiatric  
Institute*

*Queens Pride*

*St. Pat's For All*

*Citizens Union*

*CB3 Queens*

*Diversity Plaza*

*AARP Smart Driver  
Program*

*NYC Officiant*

May 24, 2019

A quick look to the left will show you that I haven't spent my retirement time in a hammock!

Like so many seniors I have seen savings eaten away by medical costs, by not having pension and Social Security cost of living increases keep up with the actual cost of living. And so.....back to work.

I have worn many different hats in my career and thus have acquired a number of skill sets which can be put to good use in your organization.

I have a passion for social justice issues and have been an active member of Citizens Union where I have worked on good government and policing issues. On my own I have utilized formal and social meetings with elected officials to comment on, or request legislative action.

As a single parent guardian of a 19 year old Guatemalan caught up in an asylum petitioning process I have seen, first hand, the failure of our immigration policy and the need to quickly find a moral solution. I have opened my wallet, heart and home in this effort.



I have good platform skills. In the past I did outplacement work and more recently I have taught a six hour, one day, Smart Driving course for AARP. I am able to engage an audience and present an organization's mission effectively.

As a gay senior I am cognizant of the positive and negative implications presented by this intersection and am vocal in enunciating our needs in various forums.

I believe in the importance of mentoring younger colleagues hopefully igniting in them a passion for public service.

I believe service to the community is the rent we should pay for living on the planet, the side bar on the left of page one demonstrates that I take that seriously.

I would appreciate an opportunity to meet and discuss the possibility of joining your staff.

Sincerely,



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**Formal Comments.....PDF revised form**

1 message

**bill meehan** <liam0925@gmail.com>

Mon, Jun 17, 2019 at 4:17 PM

To: LGA Comments &lt;comments@lgaaccessseis.com&gt;

Originally, the PDF was incorrect...the attached is the correct version.  
Thanks

-- <http://billepulpit.blogspot.com>

If by a "Liberal" they mean someone who looks ahead and not behind, someone who welcomes new ideas without rigid reactions, someone who cares about the welfare of the people — their health, their housing, their schools, their jobs, their civil rights, and their civil liberties — someone who believes we can break through the stalemate and suspicions that grip us in our policies abroad, if that is what they mean by a "Liberal," then I'm proud to say I'm a "Liberal." -JFK in Profiles in Courage

**FAA submission on AirTrain.pdf**

79K

# BILL MEEHAN

3555 73rd street apt 125, Jackson Heights NY 11372

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## FORMAL SCOPING COMMENTS

June 17, 2019

Watching the construction of the new LGA I have been amazed at its complexity , how all parts fit together .....yet as we continue construction we still haven't defined how the new LGA fits into the existing community

As a community activist i have always tried to make taking the pulse of the community one of my main tasks... a task that tends to define my involvement in community life. In doing so, I'd like to think, I am responding to the wants. fears, hopes and desires of those I call neighbor.

I have tried to use this approach with the expansion of LGA in general and with the Air Train in particular.

On LGA redevelopment and on the Air Train, particularly, the pulse is weak!

Why is this so? 3 reasons come to mind. 1) LGA sees itself, its mission and future crystal clear but its relationship to the community has been, and continues to be, murky.

2) Watching the ongoing redevelopment of LGA has been fascinating, Pieces of roadway coming together exactly as planned, buildings rising from the architects plan exactly as

### Ask Me About

*New Visions  
Democratic Club*

*Lesbian Gay  
Democratic Club in  
Queens*

*Queens County  
Neuropsychiatric  
Institute*

*Queens Pride*

*St. Pat's For All*

*Citizens Union*

*CB3 Queens*

*Diversity Plaza*

*AARP Smart Driver  
Program*

*NYC Officiant*





envisioned. Precision. Perfect, precise execution. Yet its positioning in the community is quite the opposite, no exact fit, no graceful entrance, no sense of awe.

3) Like the kid who cried wolf too many times, the PA's credibility doesn't hold much weight in the community. Too many times we have been given information that was anything but true. There is probably a better Hallmark way of saying this but to analyze why the credibility is so low we need to talk plainly, even if it hurts a bit. It was "WOLF" that made it difficult to believe that an Air Train was needed. "WOLF" that made it difficult that all other possible routes were found lacking. "WOLF" that made the promise of jobs as a pay off for all the construction, disruption, and noise a poor reimbursement once the jobs turned out to be mainly entry level and not allowing a job holder at LGA to pay rent in this community or any nearby. "WOLF" is something you need to address.

Attending several scoping sessions, talking to numerous people it is hard to believe that given the visible, enormous construction constantly changing week to week before our eyes that a scoping session and the data, dreams and fears submitted in an EIS study will bring any substantial change to a project long ago conceived without real solicited community input, one scheduled to be completed as planned with or without our input.

LGA is not going away. Neither are we. Do we co-exist with a demarcation line like the two Koreas, hoping for peace but fearing the inevitable? Or do we make a decision, despite past history, to live in peace...to recognize the rights of LGA and the community it is housed in.

I had hoped that by the end of this scoping period i would have answered most of the questions I had at its beginning. I do not have those answers. I am still not convinced that an Air Train is needed. The presentations have not convinced me that there is a real need for one, a real justification for the expense and the disruption to the community that its construction would cause.

I see the need for better access to LGA but do not think the Air Train is the answer. I think we need to go back and look at other possible options, especially the use of ferries which would entail little additional infrastructure,

would cost less and at the same time provide quick access to LGA from multiple sites.

I hope we can continue the conversation. I hope we can revisit some of the alternate options to the Air Train and choose one that is best for LGA and for the community LGA is a part of.

Sincerely,

Bill Meehan



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## Rail access to Lagaardia

1 message

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**Charles Planck** <planck50@gmail.com>

Mon, Jun 17, 2019 at 4:37 PM

To: "comments@lgaaccesses.com" <comments@lgaaccesses.com>

Please do not use the 7 to create a slow , indirect route to LaGuardia.

Instead, extend the N and W via Astoria. Make this a one seat ride for airport workers and for travelers alike.

Thank you.

Charles Planck  
111-30 75th Ave  
Forest Hills, NY



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## Formal Comments on LGA access project DEIS scoping

1 message

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**Margaret Flanagan** <maggieflan@gmail.com>  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 4:43 PM

Dear Mr. Brooks,

Please see my formal comments, attached.

thank you very much,  
Margaret Flanagan

---

 **LGA Access comments 2019 June.pdf**  
120K

35-20 Leverich St. Apt. B420  
Jackson Heights, NY 11372  
[maggieflan@gmail.com](mailto:maggieflan@gmail.com)

June 16, 2019

Mr. Andrew Brooks  
Environmental Program Manager - Airports Division  
Federal Aviation Administration  
Eastern Regional Office, AEA-610  
1 Aviation Plaza  
Jamaica, New York 11434

Formal Comment Re: LaGuardia Airport Access Improvement Project

Dear Mr. Brooks:

I've lived in the flight path of LGA all my life, and while I support mass transit to the airport, I write with significant concerns about the LaGuardia Access Improvement Project. It has already leapt forward to a preferred project route of an AirTrain, which would have impacts on our community including pile driving damage and noise, crowding on already overburdened transit lines, shading and degradations of precious park space, and further industrializing our limited public recreational waterfront. Please consider the details below in your scoping.

### **Justify the selection of the preferred route**

#### **Externally vet the current preferred project route**

The upcoming DEIS process should ensure the Port Authority of New York and New Jersey's (PANYNJ) analysis for the proposed preferred route is thoroughly externally reviewed and vetted, in addition to analyzing other alternatives. The JFK AirTrain took four years to meet its paid ridership projected for the first year, as documented along with other lessons learned in [a 2010 Case Study by Charles Brecher, New York University and Patrizia Nobbe, City University of New York.](#) Also questioning the validity of NYNJPA's projections for the JFK AirTrain, the New York City Planning Commission in its [1999 C 990117 PQQ/C 990118 PPQ](#) right of way decision states that the costs of the AirTrain are not justified by ridership and travel attractiveness claims, including, "The Commission is concerned that a number of the assumptions supporting the LRS may not prove accurate," "the Commission sees significant obstacles to transforming the current proposal for the LRS into meaningful transit access from the Central Business District to JFK Airport," and "Many potential passengers will find this dual fare unattractive." The PANYNJ has a record of over-estimating Queens AirTrain projections and benefits, and the current process should take this into critical consideration.

#### **Consider the impacts of employee parking**

The PANYNJ's Purpose and Objectives report of October 2018 stated the Project Purpose included to "not contribute to roadway congestion," and reducing private vehicles to LGA is a

common selling point for the AirTrain. Yet the purpose also includes establishing an employee parking lot near the AirTrain LIRR terminal. While this may reduce private vehicles at the airport gate, it moves the same traffic elsewhere nearby, and so the parking lot does not serve to reduce vehicle use to the airport. There would likely be an increased impact of heavier traffic on local streets from employee vehicles heading to the off-airport parking lot. No parking lot should be approved, especially one that elevates internal agency privileges over the more widely supported project goal to discourage private vehicle use to the airport.

### **Facilitate public dialogue about the project**

Public information sessions so far have been carefully controlled presentations. Future steps should include interactive public hearings, where community members can listen to each other's comments and questions, and everyone together can hear responses from the agencies. This allows the development of community consensus on what impacts are most significant, and what alternatives serve the overall community best. Not having the public on the mike at meetings negatively impacts the ability of the community to build consensus on alternatives.

### **Impacts to parkland and public waterfront**

#### **The preferred project route will impact and degrade park space**

The proposed AirTrain's route runs nearly entirely through parkland and land used as park. Our [Community Board 3 ranks 47<sup>th</sup>](#) out of 59 NYC community boards in access to parkland, and improving access to LGA should not further impact the quality of park space we do have. As proposed, the AirTrain would build a 35 foot wide roadway 30 feet over the Flushing Bay esplanade for about a third of its waterfront length creating extensive shading in areas that are currently green and open.

#### **The preferred project route will negatively impact public waterfront uses**

The AirTrain will negatively impact waterfront recreation, which has blossomed in Flushing Bay as [New York City's Long Term Control Plan](#) has begun to invest hundreds of millions of dollars in bay clean up, including dredging, sewer improvements, and ecological restoration of marsh grasses. Currently, hundreds of boaters each weekend day in season use the facilities under the umbrella of World's Fair Marina, including motor boaters at Piers 1 and 3, dragon boat paddlers at Pier 1, and jet skiers at the boat ramp. Comfortably aligned with these public uses, commercial fishing and event boats at the marina bring hundreds more people to the waterfront for recreation that directly provides economic development too. All these public benefits will be much less enjoyable with the addition of an elevated track and train service on the same waterfront.

Therefore, adding an industrial scale transportation project to Flushing Bay has a negative impact on environmental justice as well. The shoreline of northern Queens is already filled with the airport, highways, power plants, sewage treatment plants, an asphalt plant, and a marine transfer station for solid waste, among other smaller industrial waterfront uses, that all prevent public enjoyment of local waters. The AirTrain would be building a large transportation project on one of the few publicly accessible waterfronts, further burdening a community that already hosts its fair share of urban infrastructure.

### **Flushing Creek will also be negatively impacted**

To serve the maintenance needs of the proposed AirTrain, the overall construction is proposed to include building a new Operations, Maintenance, and Storage Facility (OMSF) on the bank of Flushing Creek. This same area is also proposed to turn an existing temporary/overflow parking lot into permanent LGA employee parking. The US Army Corps of Engineers is currently studying wetland ecosystem restoration for the Creek in areas immediately alongside the proposed OMSF and permanent parking lot within the NYC Department of City Planning's Flushing Waterfront Revitalization Plan, in conjunction with [New York State's Brownfield Opportunity Area designation](#) for the Flushing Creek waterfront. Both construction and operations of the OMSF and employee parking lot would create additional polluted runoff into the adjacent Creek, carrying increased levels of contaminated silt and road salt into the water, adversely impacting the improvement of the Creek that is already underway.

### **Dedicated bus lanes are a strong alternative**

#### **Add the NYC DDC as a Participating Agency**

The project alternative that should be strongly considered is a network of dedicated bus lanes. As [google maps indicates](#), it is already only a 37 minute, two seat ride from Penn Station subways in midtown Manhattan to LGA via the existing LaGuardia Link bus connection, and it's only one fare. The bus does suffer from traffic congestion at times, but increased communications and partnership with the New York City Department of Transportation (DOT) and the New York City Department of Design and Construction (DDC) could address this. Ironically, the DOT and DDC recently completed [a pedestrian plaza expansion](#) that narrowed the roadway of Broadway on the LaGuardia Link bus route just one block from its subway connection at Jackson Heights, actually increasing the likelihood of congestion interfering with the bus! The DDC should be added as a Participating Agency for the LaGuardia Airport Access Improvement Project. Its role in the actual engineering and design of street projects makes it a critical agency for the success of dedicated bus lanes.

#### **Analyze the alternative of dedicated bus lanes**

Dedicated bus lanes could serve the same connections as the proposed AirTrain through two separate routes, one to the subway and a separate one to the Long Island Rail Road (LIRR). A traffic study could shed important light on where the worst congestion for vehicle traffic occurs, so impacts of this alternative could be minimized by installing dedicated bus lanes only in the route legs where congestion is a significant problem. It would be important to invest in adding new roadway to create the dedicated bus lane, and not just restricting an existing travel lane, which would have significant repercussions for traffic.

#### **The LaGuardia Link bus**

For a subway connected dedicated bus lanes, the LaGuardia Link bus runs on only three blocks of local streets between the Jackson Heights subway station and the highway, making a relatively small area where the community might be inconvenienced by creating them. The Brooklyn Queens Expressway Connector leg of the route is narrow and partially elevated, and would require more significant engineering to add a bus lane if needed, but largely runs along a cemetery which might allow space for that. The Grand Central Parkway (GCP) leg has a right of

way that's wider than the roadway, with grassy shoulders and a wide median that could be repurposed for building dedicated bus lanes.

### **A new bus instead of the AirTrain**

For a LIRR connection, 126<sup>th</sup> St. to Marina Road to the GCP to LGA is a new route that shows great promise. 126<sup>th</sup> St. is a wide roadway that connects the transportation yards around the Mets-Willets Point station to the service roads north of the GCP and could easily turn an existing travel lane to a bus lane. The only congestion on Marina Rd occurs during ball games and park events when traffic agents are already on site and could manage a temporary dedicated bus lane. Again, the GCP leg could use existing shoulder space to build new dedicated bus lanes. This route option shows the possibilities of running busses in nearly the same pathways as the AirTrain proposal, with the same transit connections.

### **Evaluate all alternatives for resiliency and flood impacts**

In addition to considering the resiliency of the infrastructure itself, also consider the environmental services of how the shoreline of the bay and adjacent park space can work like a sponge, to help mitigate high water impacts. These qualities of the natural environment should be preserved and enhanced through the access project.

### **Mitigation**

In other communities, such as Long Island City's Gantry Plaza State Park in Queens, Morris Heights' Roberto Clemente State Park in the Bronx, and Inwood's Harlem River Park in Manhattan, local waterfront parks receive government agency investment without having to add even more invasive transportation infrastructure as the trade off for that investment. No matter which alternative is ultimately selected, the LaGuardia Airport Access Improvement Project should include mitigations that offer improvements to public and park space. The [Flushing Waterways Vision Plan](#), coordinated by Riverkeeper and Guardians of Flushing Bay, was created with extensive local stakeholder input, and provides numerous community-vetted projects that would be a welcome addition and provide mitigation along with improved transportation to LGA.

Thank you very much,



Margaret Flanagan





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## Formal Comment

1 message

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**Lair, Rowena** <rcl2129@tc.columbia.edu>  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 4:52 PM

I submitted a comment on the website earlier today but I was just told that I should have been sent to a page that thanks me after clicking submit. I never saw the page so I am submitting again.

The extension of the N train into LaGuardia is the best option. It will result in more cars being taken off the road than any of the other plans. More people will want to take a direct subway ride into Midtown than want to take an AirTrain and transfer to a subway or commuter rail. The N train and W train are less crowded than the 7 train. The ride on the N and W trains will be more comfortable for the passengers using the airport.



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**East Elmhurst resident**

1 message

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**Larry** <dlm.marine@cox.net>  
To: comments@lgaaccessseis.com

Mon, Jun 17, 2019 at 5:01 PM

My comments I do believe the Airtrans would be a good thing as a homeowner in East Elmhurst I am also concerned about the impact of construction . The air trans does not affects one of the biggest issues which is traffic through the community also Airport parking in the community particularly Ditmars Boulevard from 108th St. up through but the street Curtis Street through 2 25th Ave. From 25th Ave., Erickson Street and 23rd Ave. through 94th St

My suggestions to alleviate some of these things in conjunction with the air trans would also include waterway transportation from Flushing Marina along with residence parking only for certain hours . This would illuminate some of the congestion and residents not being able to park in or around their own homes . Water taxi would also help facilitate local travel to Manhattan and or Long Island depending on the routes, I would also request water services definitely be included in the larger plan thank you very much for allowing me to submit my comments if you have any questions regarding my comments please contact me at the above email for you maybe call me at 619-823-4652 thank you again for Lawrence WeLLs

Sent from my iPhone



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## Environmental review-Flushing Bay

1 message

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**Carmel Fromson** <carmelfromson@gmail.com>

Mon, Jun 17, 2019 at 5:01 PM

To: comments@lgaaccesses.com



**letter to Mr. Brooks.pdf**

22K

Carmel Fromson  
49 East 96th Street  
New York, NY 10128

Andrew Brooks  
Environmental Program Manager - Airports Division  
Federal Aviation Administration  
Eastern Regional Office, AEA-610  
1 Aviation Plaza  
Jamaica, New York 11434

Comments: Scope of environmental review: LGA Airport Access Project  
Sent via email: [comments@lgaaccessseis.com](mailto:comments@lgaaccessseis.com)

Dear Mr. Brooks:

I would like to echo the comments already made by my fellow dragon boat team mates that Flushing Bay is a resource that is critical to the community. We are a group of cancer survivors for whom the sport of dragon boating has been instrumental in our recovery. Flushing Bay is the perfect (and almost the only) body of water that we can use to practice. Since I began on the team I have seen Flushing Bay slowly get cleaner. I personally have been involved with the Billion Oyster Project in growing colonies of oysters which are natural filterers of the water. There are now wild oysters which populate Flushing Bay. One oyster filterer 50 gallons of water a day.

For many reasons we think that other alternatives to the Air Train should be explored. It would be disasterous to all the hard work we have done trying to clean up the Bay and to make it an environment that people can enjoy.

Respectfully yours,

Carmel Fromson



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**LGA Airtrain**

1 message

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**Ira** <ira@gershenthorn.com>  
To: comments@lgaaccessseis.com  
Cc: Jen Benson <jbenson@riverkeeper.org>

Mon, Jun 17, 2019 at 9:45 PM

Mr. Andrew Brooks  
Environmental Program Manager – Airports Division  
Federal Aviation Administration  
Eastern Regional Office, AEA-610  
1 Aviation Plaza  
Jamaica, New York 11434

Dear Mr. Brooks,

I take the M60 bus to go to LGA and I cannot imagine anything that could be done to improve that other than adding more buses to the route. I live on W104th Street. Certainly anyone north of me and probably a good bit south would also do the same. When carrying luggage, you really can't beat a squatting bus. No elevators, handicapped accessible, uses existing roads, is quick. The best of all worlds.

That said. More people would use that bus IF you ran more of them. I often rent at Budget near LGA and take the M60 there. I warn people coming or going to LGA that the bus might be overcrowded to the extent that they might not even get on. Hopefully with the construction slowing down, the times will improve and the overcrowding will lessen.

Make the bus free too. I'm a senior so I have the luxury of only paying 1/2 price. 1/2 price is a wonderful thing and I think everyone should pay what I pay or pay nothing. As it is its SBS which for me stands for Some Bullshit Service. It should be free. Get some more doors on it. It will run faster. You won't need guards to board it and check and you don't have to maintain the stupid fare machines.

Whatever the new service will cost to be built, my suggestions probably amount to one tenth or less of that and do not require any studies and you'll be making a lot of people happy.

Sincerely,

Ira Gershenthorn  
[320 Riverside Drive #12E](#)  
New York, NY 10025

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Skype (preferred) 646.652.6407 or gershil (will go to my cell# after 3 rings)  
Cell (not so good) 917.848.4283

Virus-free. [www.avast.com](http://www.avast.com)



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**Comments on Air Train - 2 documents (9 pages + 1 page table)**

1 message

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**Eleanor Batchelder** <el.batchelder@gmail.com>  
Reply-To: Eleanor Batchelder <eob@post.harvard.edu>  
To: comments@lgaaccesses.com

Mon, Jun 17, 2019 at 3:42 PM

**Note: These comments should replace a 3-page submission I made on May 27, 2019. This new version adds to and expands those comments.**

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**2 attachments**

 **Airtrain 6-17.pdf**  
113K

 **Airport table.pdf**  
50K

Comments submitted by  
Eleanor Batchelder, Jackson Heights, 11372  
[eob@post.harvard.edu](mailto:eob@post.harvard.edu)

June 17, 2019

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**Note: These comments should replace a 3-page submission I made on May 27, 2019.  
This new version adds to and expands those comments.**

## **1. Comments about the community meeting on June 5, 2019**

I wonder why only the government representatives had name tags – wouldn't it have been productive if everyone had had a name tag, including all the citizen attendees? Since I saw that there was staff and equipment to take down comments, certainly it would have been simple to create name tags for citizens as they arrived. I don't think we citizens were any more faceless than the many reps wearing office attire.

I was told by at least one government representative, when I commented on the possible expense, that the money for this project is already assured, since there is money available (from per-ticket charges already in place?) that can't be spent for anything else. On the face of it, this sounds ridiculous! Not that I doubt the truth of the statement, but no money should be spent purely because it has been made available for the purpose! If it doesn't make sense to spend it for that (because the project won't return benefits commensurate to the expense), then it shouldn't be done! If nothing else, give it back to be reappropriated for something more desirable!

## **2. Comments on goals and methodology of the Project**

I'm concerned that comparing a list of possible solutions with each other may be biased against the "do nothing" option. I am concerned that this sort of comparison will score any options which promise even a very slight improvement over doing nothing. I urge that a minimum threshold of improvement should be mandated, one that justifies the time and expense of its implementation. In addition, there may be parts of the project that would best be served by changes and others that can continue as they are. It seems that this kind of granular consideration is not provided for in the methodology.

It would also be good to know what methods will be used to choose between various tradeoffs. For example, when Solution A is cheaper but slower than Solution B, which is "better"? A cost-benefit analysis might choose the cheaper solution (unless "fast" is absolutely better). Are there procedures in place to decide between alternatives that show very similar results? We should avoid spending a lot of money if we anticipate only a small increase in benefits.

Is there to be any consideration of how many people are likely to take advantage of proposed transit alternatives (roads, trains, etc.)? That is, is there a requirement that the chosen alternative be reasonably expected to receive ample use? I haven't seen any figures on how many people use the existing facilities (M60 and Q70 buses) vs. taxis and private cars, so maybe this is difficult to know, even for the present situation. See also **We Need More Data**.

## **3. Comments on particular texts in the Project materials**

- I don't understand the ranges used in the Purpose and Need Statement, March 2019, pp. 1-3 to 1-4: "63-77% of northbound bus trips exceeded the scheduled travel time..." – what are the conditions that differ for the lower and higher percentages? And by how much was the time was exceeded? It makes a big difference (to the rider, as well as to our projections) if the 9-minute trip sometimes took 10 minutes and sometimes took 30 minutes, or even 45. These statistics need clarification.



- There is occasionally a bias in the documents towards a rail solution as opposed to a bus solution, even though this is one of the questions that the project is trying to answer. There should not be a presumption that rail is always the right choice. On p. 1-3, "Passengers and employees traveling on the subway or LIRR must transfer to a bus to access the Airport." seems to be a somewhat judgmental statement (aw, the poor people...). Compare this with <https://blog.laragroup.net/the-best-way-to-get-to-and-from-laguardia-airport-is-the-bus/>:

"LaGuardia International Airport is almost universally reviled by New Yorkers. There are lots of reasons to complain about the shabby, crowded airport, and perhaps most vexing of all is the fact that LaGuardia is not accessible by subway or rail. However, LaGuardia is somewhat redeemed by the Q70 bus line, which runs express between Queens' Jackson Heights–Roosevelt Avenue subway station and the airport. Thanks to this convenient and quick option, it's possible to travel from LaGuardia to Times Square in the span of one hour."

See below for more comparison between a rail link and a bus link (**AT vs. Q70**).

- I am curious about why the taxi travel times (top of page 1-3) for trips to and from LGA are so different, with to-LGA taking 20% longer than from-LGA. Is there a hidden bias due to time of day? Are more departure trips (to-LGA) happening during rush hours, with arrival trips distributed more evenly throughout the day? Or perhaps going to-LGA involves a crush of arriving vehicles that causes a wait before unloading?
- Most of the statistics about travel times here serve only to document that travel times are increasing, but they tell us not much about what the travel times currently are. (See **We Need More Data** below.)
- Graphics for "Today, LGA passengers and employees depend almost exclusively on roadway-based vehicles for part of or the entire trip" (Public+Scoping+Meeting\_Boards\_FINAL\_05312019\_for\_website.pdf, page 14): The title (a conclusion) is only partially correct here. The first chart (passengers) says that only 7.3% come in "Public transportation" or "Other," categories which do not exclude trains, so we can conclude that only this small groups uses rail and we can conclude that few passengers arrive by rail and thus could correctly say that passenger travel is "almost exclusively roadway-based." However, the second chart (employees) has 44.3% in similar mixed categories which do include or might include rail, so one could not correctly use "almost exclusively roadway-based" here, based on the graphic evidence.
- The online information (<https://www.lgaaccessseis.com/about-the-port-authoritys-proposed-project>) says "The proposed project would provide a direct connection between..." Perhaps you mean "direct rail connection"? By any definition, the Q70 bus already provides a direct connection (no intermediate stops) between the MTA's Roosevelt/74 station (and the five subway lines that stop there) and the Airport.

#### **4. Caution: Trains Are Sexy**

I fear that this project will approve a rail link based on “the sizzle” and not “the steak.” People admire trains (more than buses or cars), and are eager to believe that trains are fast and modern. In fact, a very short train line (< 5 miles) will not be very fast, and we will need more evidence to tell whether it will make the trip to LaGuardia Airport for most people any shorter than whatever it replaces. With problem-ridden rail systems delivering people to the AT, it's hard to believe that a time-certain link of 5 miles at the end of their trip will make a big difference to people trying to maximize their time. We don't have good information about actual passenger experiences – length of trip, how many legs, what form of transportation, etc. -- so the amount of likely benefit across the population will be difficult to measure. We don't know how far people are traveling to get to LGA (borough of trip origin is not sufficiently specific), or how they decide what form of transportation to use. (See **We Need More Data** below.)

The LGA AirTrain plans to change only the short last leg of what may be a trip to the airport of two, three, or more public-transit legs, with a “time-certain” result becoming less likely with each transfer. Adding a short last leg which is itself time-certain will not change the passenger's overall calculation of what transportation mode is optimum, and will probably not convince many people to give up cars and taxis. Since the AirTrain project seems to come with a built-in aura of modernity and glamor, we should counter these gauzy implications with brutal facts – how many minutes, how many connections, percent likelihood of lateness for any given combination of route legs – to avoid allowing the public to deceive themselves.

It also seems that people find it easy to believe that LGA is almost the last airport in the US to get a rail link. A (false) statement to that effect published in a Queens newspaper didn't draw any objections. The truth is that, of U.S. airports that are busier than LGA, only 11 out of 20 currently have a rail link (see table at the end of this document). We should be careful not to be “keeping up with the Joneses” in this extensive and expensive project. The fact that so many other busy airports somehow do without rail should steel our resolve to insist that we build only what is reasonably certain to be considered valuable by our passengers.

#### **5. We Need More Data**

- All of the planning so far is focused on people coming from or going to midtown Manhattan, which accounts for only 26.3% of air passengers at LGA. The information we have about our target audience is very sparse. Table 1 gives some indication of where air passengers and employees are coming from, though it is not in sufficient detail to project specific routes or transfer points. There should be an analysis of the major paths that people take to LGA and how an AirTrain will impact their choices. At JFK, recent experience tells us that the number of Air Train passengers is equal to about 13% of the number of paying air passengers; of course, we cannot tell how many of the AT passengers come to JFK for reasons other than taking a flight. Since the distance to LGA is, for most trips, much less than that to JFK, we should assume that the motivation will be correspondingly less to take AT rather than taxi or private car.

- We might consider conducting a survey of people at LGA on a given day: where did they come from? what routes and what vehicles did they use? what influenced their choices (time constraints? budget? personal preferences?).
- Do people prefer a faster trip or a time-certain trip? How about doing a survey to find this out? I would anticipate that there is a continuum of preference, such that if the trip time is very short, then some fluctuation would be acceptable, but the longer the average trip time is, the less tolerable uncertainty would be.
- The travel times given in the Purpose and Need Statement, March 2019, pp. 1-3 to 1-4 Document (pp. 1-2 to 1-5) are interesting but not useful for our purposes, as they are all rather fictitious, as stated therein. What is needed for each route is a range of possible times, like a probability measure. As a New Yorker, this accords with how I choose my daily travel routes. Google Maps gives me a "usual" time estimate, then I add some time to get a "probable" estimate based on my knowledge of the route and the day and time of travel. In the back of my mind is an even larger "possible" estimate, in case of a really bad day. How important is it that I be on time? If very important, I'll use the "possible" time to decide when to leave. For instance, from my house near the 82nd St. station of the #7 train, Google usually gives me a 45-min time for door to door. I generally expand that to 60-min so I won't get panicked en route. And if it's really important that I am there on time, I will allow an extra 30 mins for contingencies like a seriously delayed train.

People trying to catch a plane must also calculate in this fashion, so our planning estimates should take into account a range of times, based on the probability of a faster or slower trip on any given day. Such a range would quantify the "time-certain" probabilities of this trip based on actual performance in a recent period, and allow the passenger to estimate their chance of arriving at their destination in a timely manner. The survey could assess preferences by showing three different routes and their performance, each route presented as a series of bars, each representing the length of time the trip took on a particular day, where one is a long route with very good on-time performance, another is a short route with poor performance, and the third choice is a medium route with medium performance. Passengers being surveyed can tell the risk of each possible route from the distribution of performance in the graph (lots of shorter bars and few longer bars means less risk), and decide which one is the best combination of speed and risk for their situation and temperament.

- Probable waiting times could also be added to make the estimate more realistic. (See <https://jakevdp.github.io/blog/2018/09/13/waiting-time-paradox/> for an extended discussion of how to compute realistic waiting times for scheduled mass transit; it's not just 60 minutes divided by the number of starts per hour.) One could also make it more realistic by converting the risk factor into a time "cushion," building in extra time to match the risk of lateness. Thus a shorter, riskier trip may be evaluated as taking the same amount of time as a longer, less risky trip. This mimics the human practice of leaving a half hour earlier for a trip that seems more likely to encounter problems.
- Another survey could add a taxi/auto option to the comparison, in an attempt to discover where the choice between rail and auto breaks. The taxi option could be presented in the same way, with road conditions and other trip-lengtheners represented as probabilities. This would be helpful in understanding how many people would be likely to choose to use transit vs. automobile/taxi with AirTrain under various conditions. The project goal (or sub-goal?) of reducing the amount of "gas

"guzzling" on the road depends in great part on the public's perception of the time each mode takes and the amount of extra time that they must allow for "contingencies," i.e. road congestion and transit problems.

- Also helpful would be projections of number of passengers and employees at LGA in the coming years. What is the plan for future LGA growth, and does it mesh with this AT proposal? Do we assume an increase over time, or is the current level near airport capacity already? If an increase is expected, will there be a need for more land for car/bus access to the airport? Is the land which is planned for employee parking going to be using up the last of the available land?

## **6. How many people will use the LGA Air Train?**

Statistics on how passengers arrive at JFK by various methods (cab, personal car, AirTrain, bus, etc.) are sketchy (a site called statista.com claimed to have these for premium users). It's apparently not possible to know which AirTrain fare-paying passengers are air travelers vs. just-looking or people coming to see others off, etc.

In 2018, JFK revenue air passengers were 61.9 million, with 8.2 million riding the Air Train there (13%). In comparison, there were 3.592 million cars paying for parking (5.8%) and 2.584 million taxi trips (4.2%).

At LGA in 2018, there were 30.1 million revenue air passengers, 2.6 million taxi trips (8%) and 250,000 parked cars (0.8%). (All these numbers are from [http://www.panynj.gov/airports/pdf-traffic/JFK\\_DEC\\_2018.pdf](http://www.panynj.gov/airports/pdf-traffic/JFK_DEC_2018.pdf) and [http://www.panynj.gov/airports/pdf-traffic/LGA\\_DEC\\_2018.pdf](http://www.panynj.gov/airports/pdf-traffic/LGA_DEC_2018.pdf)). It is difficult to project future AT numbers for LGA from the JFK experience, as there are many significantly different factors. However, it is important to make an effort to estimate usage, if only as part of a measure of the benefits vs. cost of AT.

Clearly, these numbers for JFK AirTrain do not represent a large proportion of the air passengers. Specifically, if all 61.9 million passengers rode to JFK on the AirTrain, they would account for at least 61.9 million AirTrain trips (and fares). For every taxi trip (counting only one way to or from the airport), let us assume an average of 1.5 air passengers, and for parked cars the same. So, these transportation types together might hypothetically account for 28% of the passengers. [We are here ignoring the fact that not all the AirTrain passengers are also air passengers; they must include tourists, people seeing off passengers, etc.] There are other ways to get to and from the airport that we have no data on: buses, both private and public; vans and shuttle services that carry multiple passengers; private cars that do not park but just drop off or pick up, etc. [Note: I don't know how/where the taxi stats come from — do they include car services, share-ride app-type cars, taxis hailed at the airport, etc.?)]

The JFK AirTrain is now, 15 years after opening, serving at best a very small proportion of the total air passengers, just a tad more than 1 in 8 passengers. The LGA AirTrain might be even less popular, since the distance from LGA to the city center is much shorter than for JFK, and taxi fares will thus be correspondingly less, so single-serve cars are bound to be preferred for comfort and convenience when the price is not prohibitive.

## **7. Interface of AT with MTA Operations**

The AirTrain has a special mission in the MTA system – to supply reliable transportation for air passengers. This may conflict with the need to accommodate repairs and upgrades of MTA equipment and routes, since it is more difficult to supply alternate routes or shuttle buses to replace the AirTrain service, as is often done with other subway lines in the system. Will the additional traffic to/from Willets Point on "game days" disrupt the AirTrain connection in any way?

**Operating costs:** Assuming these will also be compared for the various alternatives, we have to consider as well the larger support systems (repairs, condition monitoring, vacations for people, out of service periods for vehicles, etc.). I assume that MTA has ample data to support these comparisons.

**Effect of extreme weather:** Building train tracks near a body of water may put trains at risk for damage or destruction. Many subway tracks suffered during Sandy, and also LaGuardia Airport experienced flooding then. There are now extensive resources for evaluating these risks, which will surely be consulted. It may be the case that these risks are substantially less with a short-link bus system rather than rail, and this consideration should be deeply considered. As in other situations of stress, it is much easier to reroute and/or replace buses than trains. An estimate of this risk should be made and considered relative to damage to roads used by buses. The time and effort required for recovery from a storm event may differ significantly between rail and bus, the two options for the route between the many feeder transit routes and the airport.

## **8. Other Goals and Benefits**

**Taking cars and buses off the road:** This consideration is complex and interrelated. One goal is to reduce long-term pollution and climate change; another is to reduce near-term traffic congestion in the airport neighborhood so as to improve travel times. Of course, the use of buses instead of cars and taxis will have some effect on these matters, but again, we are lacking information about the current situation. Perhaps a survey of vehicles passing a particular spot over the course of a day would tell us about the traffic mix. Do electric vehicles offer some improvement? If so, could the airport institute policies that would encourage a switch to electric, particularly for vehicles operated by the airport itself?

**Benefits for employees:** While we are talking of giving options to air passengers that will take cars off the road, on the other hand we plan to build more employee parking, presumably so more of them can drive to work! Isn't this contradictory? How about using the money (and land) for other employee options, perhaps a child daycare facility?

I don't know whether a shuttle service is currently used to collect employees from distant parking lots, or whether they walk from these further locations to their worksite. Or is it the case that there is no parking at all for them, whether near or far? It looks from the information we received that parking for employees will be allocated at Willets Point, and then the employees will take the AT to their work locations in the airport; is that correct? If the AT is not the chosen transit option selected, would the WP parking lots still be available for employees, with a shuttle bus to take them to work?

## **9. Comparison of Projected AirTrain vs. Q70 Bus – Convenience and Speed**

**Note about accessibility within Roosevelt/74th station:** There are stairs from the #7 (three levels up from street) and the EFMR (three levels down from street). There is also an escalator from the lower concourse (one floor above the EFMR trains) to the upper concourse (one floor below the #7 trains), and there are a number of elevators of one level each. (The elevators are very time-consuming, since one must wait a while at each level.)

**Access situations (now and projected)** between the Q70 bus and the projected AirTrain for travelers using different feeder lines to arrive at Roosevelt/74th station:

**#7 train + Q70 bus** – Passengers come down 3 floors from the #7 line to street level, walk about a block to the Q70 bus stop, get a fare document from the curbside machine and wait for the bus; enter the bus, ride to LGA, stopping at Terminals B, C, and D.

**#7 train + AT** – Passengers will continue on the #7 train (no transfer needed) to Willets Point station (6 stations, 7 mins on the schedule), and there will transfer to the AT. The distance of the transfer is not known, nor whether it will be a level walk, or will involve stairs, escalators, etc. The fare requirements are also not known, and the total time for transfer and probable wait time is not determined. The AT will take passengers either to Terminal B or C.

**EFMR trains + Q70 bus** – Same as for #7, except that passengers first go up 3 floors to street level (no escalator). The bus will take passengers to Terminal B or C or D.

**EFMR trains + AT** -- Passengers go up 5 floors to the #7 train, wait for train and ride 6 stops (7 mins on the schedule) to Willets Point station, and there transfer to the AT. Distance for transfer is not known nor accessibility, nor fare requirements or wait time. The AT will take passengers either to Terminal B or C.

It seems likely that the time for transfer from Roosevelt to LGA terminal will be greater for the projected AT leg than for the current Q70 bus leg. It will be shorter for those who arrive on the #7 and will have no vehicle transfer at Roosevelt, but they too will have another 6 stops to ride, and then another vehicle to wait for.

- “...travel times to and from the Airport continue to increase and become more unpredictable” from *Factsheet 2019*: I assume that increasing travel times are due to road congestion (for cars and buses) and MTA service disruptions (for trains). At the moment, it seems likely that both of these trends will continue, and that travel times by whatever vehicle will continue to lengthen. Since the short AT trip will be such a small part of the total transit trip for most people, we must document carefully any assertion that its effect on the total trip to LGA will yield benefits in speed or convenience that can justify its great cost. A time saving of only 10-15 minutes over the current public transit trips would not be convincing, particularly in comparison with current car or taxi travel times, which may already be shorter than post-AT transit time estimates and which cost \$0 in public money.

## **10. Shorter Bus Travel Times and Other Bus Improvements**

One way to make the bus trip faster, for routes which are not full, is to have smaller buses that leave more frequently. If the bus sits at the bus stop for, say, 4 minutes waiting for the scheduled time or for more passengers, that makes the trip longer. And a bus for each rail station (Roosevelt, 61/Woodside) would also speed up the trip, avoiding stops to pick up more passengers. Dedicated bus lanes would help, and making the buses more comfortable for travelers could increase ridership (useful luggage racks, etc.). Perhaps even a conductor or hostess on each bus? (All of these might be cheaper than an AirTrain...)

**Fares:** The M60 and Q70 buses currently charge regular fares on entry or by the curbside box – one fare or (free) transfer from previous leg of transit. Travelers have to get an SBS ticket when they transfer from train to bus at Roosevelt (and Woodside) (and the M60?). This must be especially difficult for out-of-town people who don't know this ticketing system. We should look for another way of facilitating/documenting transfers from subway to bus to make the process a little smoother, and shorter.

Note about M60: Google Maps says that the M60 will take about 42 minutes from 125<sup>th</sup> St & St. Nicholas to LGA. It also says that from the same location by train to Roosevelt will take 29 minutes (both at about 11 am on Monday morning). It would be interesting to get performance data on both of these trips, and then advise travelers of the results. (My experience with the M60 is that it takes forever...),

## **11. Summary of Advantages of Buses over Rail**

- Very flexible — number of buses and their schedules can be modified depending on expected traffic, or changes in traffic over time.
- Buses could be made inexpensive for riders, or even free!
- Practically no construction or installation expense. One might want to add a couple of bus-only road lanes to speed it up even more.
- No waiting for construction to finish; continue existing service.
- No disruption of the neighborhood, or existing train services or Willets Point, etc.
- Already tested; we know just how it works.

## Correlation of airport traffic with existence of rail link

*Queens Chronicle*, May 23, 2019: "Backers point out that LaGuardia is the only major airport in the country without direct rail service."

How do they define "major"? Only 11 of the 20 busiest US airports have rail.

*Numbers at left show ranking on total air passenger traffic 2016*

	City	Rail fare	Other transit
1	Atlanta	2.50	
2	Los Angeles		bus
3	Chicago (OHare)	2.25	
4	Dallas Ft Worth	2.50	
5	JFK	7.75	
6	Denver	9.00	
7	San Francisco	8.95	
8	Las Vegas		rental cars
9	Seattle	2.50-3.75	
10	Miami	2.50-5.65	
11	Charlotte NC		shuttle
12	Phoenix		super shuttle
13	Orlando		?
14	Houston (Bush)		bus
15	Newark	13.00	
16	Minn/St Paul	2.25	
17	Boston (Logan)		free bus/ferry to subway
18	Detroit		bus
19	Philadelphia	8.00	
20	<b>LaGuardia</b>		bus
...			
24	Salt Lake City	2.50	
...			
30	Portland	2.50	
...			
36	Oakland	7,95-10.20	
...			
46	Cleveland	2.50	

Passenger counts from <http://tinyurl.com/y3hbn3hv>

Eleanor Batchelder .. [eob@post.harvard.edu](mailto:eob@post.harvard.edu)





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PUBLIC MEETINGS

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ENVIRONMENTAL IMPACT OF THE PROPOSED  
LAGUARDIA AIRPORT ACCESS IMPROVEMENT PROJECT  
PUBLIC HEARING

Wednesday, June 5, 2019  
6:30 p.m. Eastern Standard Time

Marriott Hotel LaGuardia  
102-05 Ditmars Boulevard  
Elmhurst, New York

----- x

REPORTED BY: Susan Petty

LEX#146385



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PUBLIC INPUT/APPEARANCES:

MARGARET FLANAGAN

ANTHONY LAROCHE

YVONNE PLUMMER

MAXINE ARCHER

HON. HIRAM MONSERRATE

SHERI MEIKLE

MARIE GAYLE

LUIS GOMEZ

ILEANA RAINE

LILIANA MELO

VENETTA JARVIS

ANA CORBETT

DAVID AIKEN, JR.

KEITH BARCLAY

SONYA HARVEY

ARTHUR TELLER

LARINDE HOOKS

MARVIN BUENDIA

JAMES MONGELUZO

1

PM00001

2

MARGARET FLANAGAN: My name is

3

Margaret Flanagan. I would like to submit

4

additional details in written comments

5

from my spoken comments. I would like to

6

appeal to the heart and minds of the

7

decisions-makers for this project.

8

I would like to remind them that

9

ultimately public service agencies and

10

government exist to serve the people, and

11

this project should be measured against

12

ways that it serves the community.

13

In the words of our meaningful

14

Constitution preamble, We the People Must

15

Be Served.

16

We authorize our government to have

17

a more perfect union. In this case, that

18

means overcoming jurisdictional boundaries

19

and permit problems to make ensure the

20

best solution for Queens is arrived at.

21

We the people charge you to give us

22

justice. That means putting the needs of

23

the community significantly before the

24

needs of temporary business travelers to

25

the airport.

1  
2 We the people charge you to ensure  
3 our tranquillity, to make sure that our  
4 park space, which is precious little in  
5 Northern Queens, is protected.

6 Specifically, the air-train running  
7 over and through parklands is unacceptable  
8 to the people's tranquility.

9 Thank you for elevating the concerns  
10 of the community around this significant  
11 infrastructure project and remembering the  
12 true reason why you are empowered to make  
13 these decisions. It is ultimately to  
14 serve We the People.

15 - - -

PM00002 16 ANTHONY LAROCHE: Who is in charge  
17 here? Who is running this meeting? My  
18 address is 105-47 Ditmars Boulevard, and  
19 I'm opposed to this air-train.

20 The air-train has not done anything  
21 for JFK Airport. The only people that  
22 take the air-train at JFK are the  
23 employees. Traffic has not been  
24 alleviated on the Van Wyck Expressway due  
25 to the air-train from JFK.

1  
2 Why should they build the air-train  
3 by LaGuardia Airport to alleviate traffic  
4 when it's not going to, because no one is  
5 going to take it.

6 It's being built directly behind my  
7 house. I would like to, if they do do it,  
8 to be compensated sufficiently for  
9 whatever building they do, noise pollution  
10 they make, any type of damage the building  
11 does to my house.

12 I would like to be tax free during  
13 that whole period if they decide to do it.  
14 I shouldn't be paying no taxes and dealing  
15 with all the noise during this period. My  
16 taxes are already high enough. If they do  
17 this, they are probably going to raise my  
18 taxes even more.

19 This should not even be approved.  
20 No one even came out to the homeowners and  
21 asked us for our opinion. Governor Cuomo  
22 says this is a done deal.

23 Why is it a done deal and nobody  
24 came out and spoke to the Homeowners? You  
25 can contact me. My phone number is (718)

1  
2 812-3292. Or you can send me an e-mail at  
3 Tlar66@aol.com.

4 Somebody please reach out to me so  
5 we can figure out something about this,  
6 because I am not for it. And if they do  
7 do it, I want compensation.

8 - - -

PM00003

9 YVONNE PLUMMER: My name is Yvonne  
10 Plummer, and I live in East Elmhurst. I  
11 would like to say that I am thoroughly  
12 annoyed, because I feel that the people  
13 who came to our civic association meeting  
14 did not tell us that we were going to be  
15 seeing all of these workers who work at  
16 the airport. None of them live in East  
17 Elmhurst, not one; except one lady who is  
18 pregnant and she's not working. So it's  
19 almost as though it was set up to fail for  
20 the people who live in the community.

21 I have been a resident here for over  
22 50 years. I am a senior citizen. All  
23 these senior citizens who are here at this  
24 time, they were expecting some sort of  
25 presentation where they can speak openly.

1  
2 They told us it would be a meeting, a  
3 scoping meeting. It's not scoping  
4 anything.

5 The only thing, the only  
6 consideration that I feel that I have  
7 right now is speaking to you and I hope  
8 that goes someplace.

9 This is a total lie. We were not  
10 expecting this kind of a meeting with a  
11 whole lot of people who are here because  
12 of their jobs. And they don't care what  
13 happens as long as they pick up a check.  
14 I am a person who lives here who can't  
15 find a place to park.

16 They come and park their cars at  
17 3:00 and 4:00 and 5:00 in the morning.  
18 They take their bicycles out of the trunks  
19 of their cars and then ride to the  
20 airport.

21 And those of us who pay taxes and  
22 are living here can't even get a place to  
23 park. I am very, very annoyed because I  
24 think that the meeting was misrepresented.  
25 It was a lie.



1  
2           The only thing that I felt was  
3 honest is when they went over some of the  
4 proposals for the air-train. It was very,  
5 very evident to them who was at the  
6 meeting, our meeting, that we don't want  
7 this air-train. This air-train has  
8 already messed up some of our homes;  
9 particularly people who live around  
10 Ditmars Boulevard. I am one of these  
11 people.

12           In addition to that, the noise --  
13 because they start, you know, just before  
14 7:00 in the morning. I realize that a  
15 whole lot of the drilling, there is much  
16 more of it to be done in terms of the  
17 airport.

18           So I am disgusted. I feel as though  
19 I have been made a total fool of. And  
20 there are a lot of people particularly  
21 older than I who are not saying anything.

22           So if you don't say, that means you  
23 agree. And I do not agree with this. I  
24 think it's terrible. I think the way they  
25 hoodwinked us is horrible. That's about

it. I appreciate your taking my voice.

- - -

PM00004

MAXINE ARCHER: My name is Maxine

Archer, and I am totally against the  
air-train. I think it's a waste of money.

Nobody is going to go take the Number 7  
Train that's already overloaded and  
falling apart -- every time you hear the  
news, it's something broke off from the  
Number 7 Train. And to come to the  
airport when you have children and  
luggage, the Number 7 Train is so tight  
right now. I don't know where they are  
going to go with that luggage to get to  
Willets Park.

Not only that, but the Long Island  
Railroad is not servicing the people of  
Long Island, because there's only one  
station comes into Willets Park, and they  
would have to go to that station just to  
get to Willets Point to catch the  
air-train to go into LaGuardia.

What I propose is that since the Q  
23 and Q 48; one bus comes from Flushing,

1  
2 and the other bus comes from -- well, it  
3 goes from Metropolitan Avenue, and you can  
4 catch it there, or you can catch it at the  
5 103rd Street off the Number 7 Train. They  
6 both travel down Ditmars Boulevard.

7           So I am proposing that they let  
8 those two buses go into the airport at  
9 102nd Street, or whatever that entrance is  
10 right behind the Marriott. And then come  
11 out at 94th Street and drop people there.  
12 You know, why spend all that money? It  
13 doesn't make sense.

14           Besides, the airport should have  
15 independent rails or transportation for  
16 their passengers from one terminal to the  
17 other, and not depend on the air-train.

18           They are depending on the air-train  
19 to transport people from one terminal to  
20 the other, and that's crazy. They should  
21 have their own independent transportation.

22           And, you know, like in Georgia, when  
23 you go to Georgia you get off at the  
24 airport. You have to go to another  
25 terminal. You just get on the air-train

1  
2 of their train systems, and it takes you  
3 to the other terminal.

4 You know, why should we have to --  
5 in other words, it's a sham. They want a  
6 train to transport passengers from one  
7 terminal to the other, and they don't want  
8 to independently put one in.

9 And besides that fact, it's going to  
10 spoil the view of a lot of people who live  
11 on Ditmars. People who own property on  
12 Ditmars, we have no idea how high it's  
13 going to be or low it's going to be.

14 But, you know, people bought houses  
15 down here because of the view and stuff  
16 like that, and it's going to take away  
17 from that. And they are not going to  
18 compensate the owners of the properties  
19 for losing their view and maybe the  
20 property being depreciated, you know.

21 And I just think it's not something  
22 that should be done. Let them take the N  
23 Train and bring it into LaGuardia like  
24 they were supposed to do from the very  
25 beginning.

1  
2 I know Vallone put a stop to it and  
3 all those White people put a stop to it.  
4 This is running through Black and Hispanic  
5 area. It's a waste of time. Okay.

6 - - -

PM00005

7 HON. HIRAM MONSERRATE: So I  
8 formally served in the State Senate and  
9 the New York City Council down in this  
10 community. I know about budgets, and I  
11 know about major projects. I negotiated  
12 the original Willets Point deal with the  
13 City in 2008.

14 I believe that the proposed  
15 construction of the air-train through our  
16 community would be a disaster. It is a  
17 very bad investment of public dollars, and  
18 will not achieve the purported goals.

19 Number one, its expenditures: It's  
20 estimated that the project would line up  
21 to \$2M. The port Authority on many  
22 occasions said this is not public money  
23 that's going to be used. But then they  
24 say they are going to charge the people at  
25 the airport \$4 as an add-on to pay for

1  
2 this project. Well, that sounds like  
3 public money to me.

4 I think the port authority is being  
5 disingenuous and is misleading the public  
6 on the issue of finances.

7 Secondly: The issue of environment.  
8 The Bay should be protected. And putting  
9 an air-train close to the Promenade Bay, I  
10 believe will be potentially hazardous to  
11 our environment and will take away from  
12 the quality of life from residents and  
13 park-goers alike.

14 The City of New York in the 2000's,  
15 when I was with the City Council, spent  
16 millions of dollars upgrading the  
17 Promenade By the Bay beautifying it. So  
18 that City residents and community  
19 residents could use the Promenade on the  
20 Bay as part of our green space.

21 This project takes away green space.  
22 It takes away parkland. So condemnation  
23 is just wrong.

24 They are hurting the public by doing  
25 this. There are no measures to give us

1  
2 parkland back anywhere. There's no  
3 guaranteeing of it. In fact, that's not  
4 even been discussed.

5 They want to take parkland, and it's  
6 going to negatively impact the  
7 environment. And they want to subject  
8 this East Elmhurst community yet again to  
9 more construction, pollution, and noise.

10 There is still a major development  
11 happening as LaGuardia expands. Our  
12 community still feels all repercussions of  
13 the drilling, the piling, the pollution,  
14 the noise, damages to people's homes, and  
15 the negative impact to our quality of life  
16 again.

17 Nothing has been done to abate this.  
18 So I don't believe that the Port Authority  
19 would do anything in addition to make life  
20 easier for the East Elmhurst community  
21 residents.

22 Finally, on the issue of goals: As  
23 far as moving people to the airport, for a  
24 fraction of the \$2M cost, we can put an  
25 express bus dedicated from 126th and

1  
2 Roosevelt Street straight to the airport  
3 that will get people to the airport just  
4 as fast and at a fraction of the cost,  
5 and without negatively impacting our  
6 community.

7 Why is this not an option?

8 Why can we not just put an express  
9 bus and make life easier for everyone who  
10 lives in this community? This is my  
11 community. I live here. And I really  
12 hope that the FAA hears the cries of  
13 people today.

14 Today I walked into this FAA  
15 meeting, and there are six police officers  
16 from the Port Authority upstairs at a  
17 community meeting. I've never seen this  
18 before.

19 We've got a 150 people who don't  
20 live in this community who are promoting  
21 laborers for construction. We are all  
22 about jobs, but we cannot continually  
23 targeting this community with these types  
24 of negative major projects. They hurt us.  
25 They are bad for us. And it's not going



1  
2 to make anything better.

3 Finally: JFK's air-train today is  
4 used less frequently than it was years  
5 ago; partly due to maintenance issues.

6 The Van Wyck Expressway is as  
7 crowded as it ever has been, because of  
8 many people opt to use Uber or Lyft, as  
9 opposed to the air-train which now has  
10 infrequent service.

11 So I beg the FAA to take a look at  
12 the negative impact of the years on the  
13 air-train at JFK; to look at this project  
14 in its totality. And if they looked at it  
15 objectively with all the facts considered,  
16 this is a bad, bad plan. Bad on the  
17 money. Bad on the environment. Bad on  
18 the community. Bad for everyone. Thank  
19 you very much.

20 - - -

PM00006

21 SHERI MEIKLE: My name is Sheri  
22 Meikle. My comment is I would like for  
23 them to look at this from a health point  
24 of view. Western Queens, including  
25 Corona, Elmhurst, and Jackson Heights has

1  
2 the highest rate of tuberculosis in New  
3 York City. The rate is higher than the  
4 City rates.

5 The Number 7 Train is what links all  
6 of these communities together, and if you  
7 are bringing people en masse from other  
8 points, you are exposing them to bacteria  
9 of TB. They are getting on planes and  
10 traveling throughout the United States and  
11 throughout the country.

12 So they need to look at public  
13 health to see the lens impact it will have  
14 on people's lives. You have a lot of  
15 people that travel into New York City and  
16 fly out of New York City. And they have  
17 immune systems compromised. Tuberculosis  
18 is a bacteria that very badly could affect  
19 their health.

20 So they are looking at it from the  
21 infrastructure way, but they need to look  
22 at it through a public health lens. This  
23 information is found in the New York City  
24 Department of Health Tuberculosis Summary.  
25 I'm sure if they reach out to the

Department of Health, they will give them all the statistics they need.

- - -

PM00007

MARIE GAYLE: My name is Marie

Gayle. First of all, I think this thing tonight was a terrible misrepresentation for our community. We were under the impression that this would be a public hearing that the FAA was holding to here from the community, and to be able to understand what our concerns are about building the air-train.

Now we come here and we find out there's a whole heap of people here who aren't in the neighborhood and have nothing to do with the neighborhood.

We can't get up and make public comments. We only can come to you guys. So here again as far as the community is concerned -- they would not do this in a White community. We always feel we get the short end of the stick.

We wrote to them prior to this and complained about the format of this. They

1  
2 brushed us off. Again, we are getting the  
3 short end of the stick.

4 The only other comment I want to  
5 make is this: At the last meeting, we  
6 found out that although the FAA says they  
7 are independent and they are making the  
8 decision, when we asked them who is paying  
9 for this process, it's Port Authority now.  
10 And I know if the Port Authority is paying  
11 my bills, my check, I am going to put what  
12 the Port Authority wants on there.

13 So the real question is the validity  
14 of whether the FAA is an independent  
15 source and whether or not they have  
16 already made a decision to build this  
17 air-train.

18 As a matter of fact, a few weekends  
19 or so ago we heard that inside the airport  
20 itself, inside of LaGuardia Airport, they  
21 are already building the tracks for the  
22 air-train. They already started that  
23 work.

24 And so we went there and we took  
25 pictures. Sure enough the air-train

1  
2 tracks are being built. Now the question  
3 we have is: If it's the FAA who is  
4 supposed to make this decision for the  
5 air-train, how come the port authority is  
6 already building it within the airport?

7 So here again it's a bunch of lies.  
8 I mean, if they already made the decision,  
9 why are they wasting our time and our  
10 money and whatever?

11 The Number 7 Train, things are  
12 falling from the Number 7 Train and almost  
13 killing people. Why don't they take this  
14 money and -- there's no need for an  
15 air-train that goes past the airport, and  
16 you have to take a train, the Number 7,  
17 which is already overcrowded. You got to  
18 take that train to Willets Point and then  
19 take another train and go past the airport  
20 and come back.

21 What are we doing? It's like so  
22 many better environmentally friendly  
23 things that we could do to support people  
24 getting to the air-train, other than cars.

25 And we don't feel this has been

1  
2 looked at properly. And now with this  
3 process, what is happening here tonight,  
4 we have even less confidence that anything  
5 will be looked at at all. Okay?

6 So they are really wasting our time.  
7 It's really an insult to our neighbored.  
8 We live right next -- we live on Ditmars  
9 Boulevard, right next to all the train and  
10 things. And I am telling you I am pretty  
11 sure they wouldn't do in Forest Hills.

12 I really feel the way it's looking  
13 is that the FAA and the PA are in bed  
14 together. They are going to do whatever  
15 they are going to do, and here again the  
16 people who live in the neighborhood we are  
17 just -- oh, we're modernizing. What the  
18 hell are you modernizing?

19 The technology they are going use  
20 for this air-train is backdated. The  
21 technology in Europe and all these other  
22 places, Japan, it's so much better than  
23 that.

24 They are just determined to do this,  
25 when it makes better sense -- the subways

1  
2 are falling apart. It's going to be like  
3 \$8M.

4 So I mean I can go on all night, but  
5 I don't know that it will make a  
6 difference. I hope you guys take the  
7 comments. I hope somebody looks at them.  
8 It just seems like every time you turn  
9 around -- I mean, we thought this was  
10 going to be a public hearing and you guys  
11 would take whatever people say. But at  
12 this point I don't believe anything they  
13 say. Thank you.

14 - - -

PM00008

15 LUIS GOMEZ: My name is Luis Gomez.  
16 The reason why I am here is because I am  
17 against the air-train because of the  
18 impact to our community and the certain  
19 ways this is going to affect the  
20 environment.

21 The bay is going to be affected. It  
22 already bothers me that this project, the  
23 Bronx being the next town right next to  
24 LaGuardia Airport, and because they are  
25 behind LaGuardia airport. The Bronx is

1 not included in this project.

2  
3 They are talking about solution for  
4 transportation and community, and I don't  
5 know why they didn't include a solution  
6 for the people from the Bronx.

7 - - -

PM00009 8 ILEANA RAINE: I don't think this is  
9 a great idea, because I think it is going  
10 to be having a lot of issues with the  
11 community. First of all, getting around  
12 it's going to create more traffic than  
13 what it already. Then we have the noise  
14 from the construction from building an  
15 expressway. It's a waste of money on  
16 this. It's a waste of money.

17 They should just build affordable  
18 housing. That's what these people need in  
19 the community.

20 - - -

PM00010 21 LILIANA MELO: My name is Liliano  
22 Melo. I am against the project because I  
23 think we spend a lot of money. It's a lot  
24 of money in that project, and I think it's  
25 better to do express buses, which is less



1 contaminated than the air-train.

2  
3 And being that our houses will be  
4 less evaluated that's the other thing. I  
5 think it's far better for the buses.  
6 Because we need our housing there. We  
7 don't need air-train. We need 7 Train  
8 good maintenance. This is everything for  
9 this neighborhood. This project is for  
10 these people, not for us. We don't use so  
11 much the LaGuardia Airport. So I think  
12 it's better to use the express bus.

13 - - -

PM00011 14 VENETTA JARVIS: My name is Venetta  
15 Jarvis. I would like to say that I feel  
16 they should use the ferries to transport  
17 people from Manhattan to the airport. We  
18 already have the 60 Bus. They can take  
19 the 60. I think there's another bus in  
20 Jackson Heights they can take. Somehow  
21 they've been managing to get to the  
22 airport all this time.

23 I think whatever way they were  
24 getting here, that's what we need to  
25 continue to do. I don't think you should

1  
2 destroy a whole community for a few people  
3 who are going to the air-train, because  
4 they are never packed.

5 - - -

PM00012

6 ANA CORBETT: My name is Ana  
7 Corbett. I thought that we were going to  
8 be having a public hearing. I thought  
9 like where they would explain things,  
10 rather than reading signs.

11 This is just not fair to the  
12 community. A project that is going to  
13 impact our community so much for there not  
14 to be a public hearing to explain to us  
15 what exactly is going to be happening.  
16 It's very disappointing. Thank you.

17 - - -

PM00013

18 DAVID AIKEN, JR.: My name is David  
19 Aiken, Jr. I represent Corona East  
20 Elmhurst Alliance. We are opposed to the  
21 current plan of the air-train.

22 We think that the proposed relief  
23 for commuters from Manhattan or other  
24 areas to the airport is not served  
25 properly with the air-train.

1  
2 We came here today and we see this  
3 hearing or this meeting here, and there  
4 are people that are from unions that may  
5 or may not live in the local area. We are  
6 concerned about the comments that they may  
7 be giving that may impact the community's  
8 point of view.

9 Most of the people that are here  
10 tonight that live here in the community  
11 are against this air-train.

12 And we are coming out to show our  
13 resistance against it. We have been under  
14 construction for the past three years or  
15 more, and to have more construction would  
16 just impact our livelihood.

17 Homes have been damaged. People  
18 have gotten sick with the pollution of the  
19 air quality of the pollution from the  
20 airport construction.

21 We just have been impacted on all  
22 sides in our daily commute and our daily  
23 lifestyle traveling from home to school to  
24 work. We have been negatively impacted.

25 Apart from that, the outlining

1  
2 rails, subway lines, for instance, Number  
3 7 Train, we don't understand the  
4 feasibility of utilizing that train line  
5 to come from Manhattan, which is already  
6 crowded.

7 Any time in the afternoon and any  
8 time in the daytime, if you board the 7  
9 Train on Grand Central Station the  
10 platform is congested. Now to encourage  
11 people to take that train with their  
12 children and families and suitcases will  
13 negatively impact even further that 7  
14 Train.

15 Service for the ferry or dedicated  
16 bus routes seem to be more practical. And  
17 moneys being proposed to commence this  
18 project can be better served on other  
19 things for the community and the City as a  
20 whole, for instance senior citizens'  
21 housing.

22 We know we have homeless senior  
23 citizens that live here in the City. Our  
24 tax dollars should be more focused on City  
25 residents and not just tourism. That's my

1  
2 take.

3 - - -

PM00014

4 KEITH BARCLAY: My name is Keith  
5 Barclay. I am a resident of Ditmars  
6 Boulevard. I live here. My question that  
7 I have is what the alternative to the  
8 air-train would be, because the impact on  
9 our homes right now, there is damage to my  
10 home that takes place from the air-train.

11 I am retired. In the morning when I  
12 get up at 6:30, I hear pound, pound,  
13 continuous pounding. That affect me, the  
14 noise. And it creates pollution. It  
15 actually takes away from my eminent domain  
16 if the air-train would be there.

17 So I really, really oppose it coming  
18 to us.

PM00015

19 SONYA HARVEY: My name is Sonya  
20 Harvey. I do have a number of concerns.  
21 One is the cost. There is so much more  
22 that public funds could be used for;  
23 namely schools and affordable housing.  
24 When I look at the impact that this  
25 potential train is going to have on an

1 already overcrowded subway line.

2  
3 People from the airport -- and this  
4 is a major concern. They have to go back  
5 or Uber east in order to go west to get  
6 into Manhattan and then ride going on a  
7 crowded system.

8 My son rides on that train every  
9 morning. When I even go with him to  
10 accompany him to school, we have to wait  
11 sometimes two cars to get on the train.  
12 That's in the morning. I have gone in the  
13 middle of the day, and I have had to wait  
14 to get on the train. So then after school  
15 same thing.

16 So, you think about people with  
17 luggage getting on this train trying to  
18 get into the City, it doesn't make sense  
19 to me. It's not time effective. It's not  
20 cost effective.

21 Use the money on other things. To  
22 me one of the viable alternatives is a  
23 dedicated bus line at the end of that 7  
24 Train. Why not have a bus that is going  
25 right into the airport for them, as

1  
2 opposed to putting millions of dollars on  
3 the air-train and still have to get off  
4 and get on the subway?

5 Why not have a dedicated bus line  
6 from other area trains in the  
7 neighborhood? Like the 72 goes down -- I  
8 think it does go to Junction Express. The  
9 airport trains that goes right down  
10 Junction into the airport. I just feel  
11 there are better ways to use the funds.

12 - - -

PM00016 13 ARTHUR TEILER: My name is Arthur  
14 Teiler. Well, the main proposal of taking  
15 the subway out from Willets Point and then  
16 an air-train doesn't seem like it's going  
17 to be a good way to go. People are going  
18 to have to go from Manhattan all the way  
19 out and then come back.

20 I use the 7 Train, and it's a  
21 crowded train. It's a slow train. It  
22 gets me to where I'm going, but, you know,  
23 travelers with luggage --

24 They have some very nice proposals  
25 that I had never seen. The ferry proposal

1  
2 looks like the nicest of all the  
3 proposals.

4 And connecting from either the  
5 Jackson Heights Station with E, F, 7 all  
6 coming together; or from the Astoria  
7 Ditmars, looks like it would be good. But  
8 if they're going to extend the subway,  
9 have some stops in between. So it's good  
10 for the neighborhood, instead of not for  
11 the neighborhood. So these are my views.

12 - - -

PM00017

13 LARINDA HOOKS: My name is Larinda  
14 Hooks. I am very happy that LaGuardia  
15 redevelopment actually listened to the  
16 community's concerns from the beginning,  
17 where we asked that it not be going to  
18 Grand Central Parkway. They did move it  
19 over on the Promenade. My main concern is  
20 the community benefits part.

21 As president of the East Elmhurst  
22 Corona Civic Association there are certain  
23 needs in the community that aren't being  
24 met and can be met by community benefits  
25 programs.



1  
2 A project like this can make a  
3 positive, significant impact. And that is  
4 with the jobs, union jobs, as well as  
5 trades school for the union jobs.

6 And to help alleviate the parking in  
7 our neighborhood, it's really big. So if  
8 they were able to offer free ride benefit  
9 to the workers for the airport. If they  
10 can park in their parking lot and jump on  
11 the air-train, I think that would  
12 significantly help in driving in our  
13 neighborhood.

14 - - -

PM00018 15 MARVIN BUENDIA: My name is Marvin  
16 Buendia. Since we know the preferred  
17 route, is there any way we can see where  
18 the other alternatives fall, like the  
19 ranking? Do we know the least within  
20 where the other alternatives fall?

21 Also, in looking at all the maps, I  
22 see the ferry route as being the least  
23 disruptive. There's no interruption as  
24 far as drilling and construction and  
25 impacting the community. That's it.

- - -

PM00019

JAMES MONGELUZO: My name is James Mongeluzo. The Port Authority of New York and New Jersey projections for public use of the LaGuardia air-train relies on the false assumption that the Number 7 train and the Long Island Railroad/Port Washington Line will comfortably accommodate the additional 18,000 passengers Port Authority of New York/New Jersey projects will use the air-train daily.

So the 7 Train is one of the most overcrowded trains in the entire subway system. It does not have the capacity to handle extra passengers that will be using the air-train carrying luggage.

Rush hour crowds on the 7 Train typically are so large that people often wait for a train to pass before they are able to physically enter it. People are frequently left behind on the platform because there's no physical space for them to enter.

1  
2           Allowing the air-train plan to go  
3 forward will lead to more delays on the 7  
4 Train due to people struggling to fit  
5 their luggage on the train. And  
6 therefore, lead to longer wait times  
7 because more passengers will have to wait  
8 on the platform while prior trains pass  
9 by. Because they don't have capacity to  
10 fit their bodies into the train.

11           The Port Washington Line is also  
12 very crowded. It is the only train line  
13 that serves the Willets Point Long Island  
14 Railroad Station.

15           According to New York Controller Tom  
16 DiNapoli, it is the train line with the  
17 second worse on time performance during  
18 p.m. rush hour. And the most common cause  
19 of the delays is obstruction related to  
20 the inability of the train doors to close.

21           Encouraging people with luggage to  
22 utilize this train line will lead to  
23 further door blockages and delays.  
24 According to the controller's latest  
25 report, the Port Washington Line had three

1 of the ten performing weekday trains.  
2 This means that three of the regularly  
3 scheduled daily weekday or weekday trains  
4 were amongst the most frequently delayed  
5 in the entire system.  
6

7 Additionally, there has been a  
8 72 percent increase of late trains on the  
9 Port Washington Line since 2001.

10 The N and W Lines in Astoria has  
11 more capacity to accommodate the  
12 additional travelers going to and from the  
13 airport.

14 It's less crowded during rush hour,  
15 than the 7 Train is. And unlike the 7  
16 Train, there's a possibility of adding  
17 more trains onto the line.

18 The N and W lines currently run 17  
19 trains per hour, but it's possible for the  
20 line to accommodate 24 trains per hour if  
21 the MTA is able to build an additional  
22 storage line alongside a potential  
23 extension of the train to LaGuardia  
24 Airport.

25 Also, the MTA could reroute some of

1  
2 its other lines to prevent bottleneck  
3 where certain lines merge, where other  
4 trains that run on the Broadway Line, like  
5 the N and W merge. And if they remove  
6 those bottlenecks, the whole system could  
7 run more smoothly.

8 So the Port Authority in New York  
9 and New Jersey asserts that the objective  
10 of the air-train project is to give a  
11 quicker, more reliable route from Midtown  
12 and convince more passengers to use  
13 transit to get to Manhattan.

14 Ideally, this project should be a  
15 one-seat ride. But the air-train from  
16 Willets Point does not achieve the  
17 objective of an efficient ride to Midtown  
18 Manhattan.

19 Passengers desire one-seat ride.  
20 Using the air-train to get to the Long  
21 Island Railroad and finally transferring  
22 to the subway line is not what passengers  
23 want to do.

24 Extending the N and W Line to the  
25 airport is the best way to achieve a

1 one-seat ride into Midtown Manhattan.  
2  
3 This connection would provide a one-seat  
4 ride to Times Square, to Union Square, to  
5 Long Island City along the 39th Avenue and  
6 Queensboro Plaza Station where many hotels  
7 are located.

8 Extending the N, W Line to the  
9 airport is the best way to achieve the  
10 one-seat ride to Midtown.

11 The cost of a subway ride currently  
12 is \$2.75; making the cost far cheaper than  
13 a ride that would incorporate transferring  
14 to an air-train. The lower cost will make  
15 more people willing to use this option.

16 Many people, especially those who  
17 are traveling in groups of two or more  
18 will find it more convenient and likely  
19 cheaper than taking an Uber or Lyft or  
20 taxi, instead of paying for an air-train  
21 and a Long Island Railroad Ride, or an  
22 air-train and a subway ride, or an  
23 air-train, Long Island Railroad and subway  
24 ride; meaning like all three together.

25 And the \$2.75 price of the subway

1  
2 will convince a lot of people not to use  
3 Uber, Lyft, or taxi if that 2.75 swipe of  
4 the metro card can get them to LaGuardia  
5 Airport without needing to transfer or  
6 without needing to pay extra. And you'll  
7 also get more cars off the road. You will  
8 definitely ease congestion because the  
9 one-seat ride is more attractive to  
10 passengers.

11 The proposed air-train does not  
12 create improved access to the LaGuardia.  
13 The Long Island Railroad connection at  
14 Willets Point is not the most efficient or  
15 affordable connection. And we should be  
16 thinking about having more connections to  
17 other transport systems and integrating  
18 existing infrastructure into the  
19 transportation improvement that Port  
20 Authority is looking for.

21 Currently the Port Washington Line  
22 does not stop at Willets Point when there  
23 are no events at Citi Field or at the  
24 United States Tennis Center.

25 Which means that there is usually no

1  
2 service at that station. Adding another  
3 stop will slow the travel time of the Port  
4 Washington Line.

5 In order to allow for short travel  
6 times between the airport and Penn Station  
7 or Grand Central via the Long Island  
8 Railroad, the MTA will need to add more  
9 service on the Port Washington Line.

10 Adding more service during non-peak  
11 hours will mean the MTA has to pay extra  
12 cost; the cost of running more trains, the  
13 cost of paying the employees to operate  
14 the train.

15 There's currently no demand to  
16 justify an increased service that would  
17 allow for the air-train to Long Island  
18 Railroad connection to truly be the 16 or  
19 less than 20-minute ride that the Port  
20 Authority is projecting.

21 The Port Authority will not pay for  
22 additional staffing or maintenance costs  
23 of running more trains on the Port  
24 Washington Line. They won't pay for  
25 having to hire more people to operate the



1  
2 train. The Port Authority won't pay  
3 because the Port Authority will not be  
4 able to use the passenger facility charge  
5 to pay employees of the MTA's Long Island  
6 Railroad.

7 So many of the trains will likely  
8 sit largely empty if they do have  
9 additional trains running on the line,  
10 because there will be few passengers using  
11 the line outside of the rush hour time,  
12 aside from those coming from the airport.

13 Presently there's only two trains  
14 per hour that run on the Port Washington  
15 Line during the off-peak hours in the  
16 daytime. If only two trains per hour run  
17 on this line and no additional service is  
18 added, there will be long wait times for  
19 passengers looking to transfer from the  
20 air-train to the Long Island Railroad.  
21 And few people will find it worth it to  
22 take the air-train to the Long Island  
23 Railroad, and many will then opt to go on  
24 the 7 Train, which is already overcrowded.

25 So the air-train to LaGuardia route

1  
2 will require the use of the Long Island  
3 Railroad to Port Washington route in order  
4 to get passengers into Midtown in under  
5 30 minutes.

6 Using the Long Island Railroad  
7 station at Willets Point to reach  
8 Manhattan cost between 8.25 and 10.75  
9 depending on the time of day and the day  
10 of the week.

11 There is currently no free transfer  
12 between the subway or Long Island Railroad  
13 at the current air-train station that  
14 connects the JFK Airport.

15 Therefore, it is likely safe to  
16 assume that the air-train to LaGuardia  
17 will cost an additional fee, and will not  
18 have a free transfer to the MTA's subway  
19 service.

20 The passengers that need to transfer  
21 to the subway to reach their final  
22 destination after traveling to Penn  
23 Station or Grand Central via the Long  
24 Island Railroad will have to now pay a  
25 third additional fee -- currently it's

1  
2 2.75 -- in order to purchase a MetroCard  
3 to get them to their final destination.

4 At these rates, the fares will all  
5 but certainly be in the double digits.  
6 It's likely that the fees will be anywhere  
7 between 11- to \$15.

8 The price and the multiple transfers  
9 will deter many riders who would rather  
10 take an Uber or Lyft or a taxi, and that  
11 will add to the traffic congestion.

12 People don't want to transfer, and  
13 they especially don't want to transfer  
14 when they are carrying luggage.

15 The N W extension could mitigate the  
16 traffic problems, because, again, it would  
17 encourage people -- people would be more  
18 likely to use it, because it would be a  
19 one-seat ride from Times Square to Union  
20 Square to Long Island City.

21 The potential for the N W Line  
22 extension to be linked with a new Metro  
23 North Station in Astoria presents an  
24 opportunity for travelers coming from the  
25 north northern suburbs of the City to be

1 connected to LaGuardia with ease.

2  
3 So a Metro North Station can be  
4 built on the train lines that crosses Hell  
5 Gate Bridge.

6 Metro North service will be passing  
7 through this line in the near future when  
8 Metro North's train will get access to  
9 Penn Station via the Sunny Side Yards.

10 A new station can be built in  
11 Astoria that would give passengers from  
12 Westchester, the eastern part of the Lower  
13 Hudson Valley, Southwestern Connecticut,  
14 and the Bronx an easy transfer point to  
15 the subway extension into the airport.

16 The passenger market in the areas  
17 previously mentioned is roughly equivalent  
18 to the market size of the airline  
19 passengers that travel to and from  
20 Midtown.

21 This Metro North connection can  
22 encourage people to take mass transit to  
23 the airport when currently people from  
24 those regions mostly drive to LaGuardia,  
25 or they take taxis or Lyfts or Ubers. And

1  
2 getting these people out of the vehicles  
3 will ease congestion, you know, ease  
4 pollution.

5 If a new Metro North station is  
6 built in Astoria and the subway extension  
7 to LaGuardia is built, a significant  
8 portion of the travelers from the northern  
9 part of the Metro area will stop traveling  
10 to LaGuardia by car.

11 The massive size and height of the  
12 proposed guideway on the area between the  
13 Grand Central and Flushing Meadows Park  
14 will have severely negative effects on the  
15 Flushing Bay Waterfront. And it will  
16 obstruct community use of the bay.

17 The subway station of N W Train  
18 would run mostly through an industrial  
19 manufacturing that does not include  
20 residential property. Extending the N and  
21 W Line north to the ConEd Power Plant  
22 property will require an elevated  
23 extension along one block of fully  
24 residential properties that would be  
25 between 21st and 28th Avenue. The

1  
2 extension along the first block and a half  
3 would be in front of a long stretch of  
4 mostly commercial, and some entirely  
5 commercial blocks.

6 Half of the stretch of the block  
7 between Ditmars and 21st Avenue would have  
8 some rental buildings that would be  
9 adjacent to an elevated extension. But  
10 the vast majority of the adjacent  
11 properties on the block are commercial  
12 with no residences.

13 So after running north on 31st  
14 Street, an elevated line can be run over  
15 19th Avenue up until about 45th Street.

16 The stretch of 19th Avenue has no  
17 residential properties. So noise  
18 pollution and construction will not  
19 strongly impact people in their homes.

20 At 45th Street the train can descend  
21 into a hill on the north side of 19th  
22 Avenue and make a decent in a tunnel that  
23 would lead to the airport property.

24 The environmental impact of nearly  
25 two years of construction of the proposed

1  
2 guideway and support could arguably  
3 warrant the no-build option. This is in  
4 regard to the current air-train proposal  
5 that the Port Authority is supporting.

6 Much of the airport is located on  
7 the reclaimed land. Large swats of East  
8 Elmhurst and the airport were originally  
9 in the east river. The land reclamation  
10 project extended the coast line.

11 Due to this, the ground is maybe  
12 less stable than in other parts of the  
13 City. Since airport construction began,  
14 there have been over 20 reports of homes  
15 being damaged due to pilings into the  
16 ground done by construction machinery on  
17 the airport.

18 Pilings have been done for new  
19 infrastructure projects at LaGuardia. The  
20 Port Authority has already paid at least  
21 four property owners in East Elmhurst  
22 because of damage found on the four  
23 properties that were likely due to  
24 airport-related construction activities  
25 such as piling.

1  
2           The Port Authority has not  
3 officially claimed responsibility for any  
4 of the damage, and they have required  
5 those who took money to sign a  
6 nondisclosure agreement surrounding the  
7 nature of the settlements.

8           According to several of the Port  
9 Authority employees, there are over 20  
10 claims. Some are still being negotiated  
11 and investigated by the Port Authority to  
12 verify whether or not the damage was  
13 caused by their construction activities.

14           Some damage reports include, but are  
15 not limited to cracks in foundation of  
16 homes, cracks on walls of homes as far as  
17 South 27th Avenue and as far as Curtis  
18 Street have experienced damage.

19           Aside from the 20 plus property  
20 owners already mentioned as having made  
21 claims, there are several others who have  
22 recently learned of the ability to make  
23 claims, and have stated that they are now  
24 preparing to have their homes assessed  
25 after previously experiencing the shaking



1  
2 of their homes during construction.

3 Some of these homes are located on  
4 streets such as Ericsson, 97th, 100th, and  
5 23rd Avenue. According to a letter from  
6 Assemblyman Aubry to the Ditmars Boulevard  
7 Block Association, four property owners  
8 accepted the money that was offered to  
9 them by the Port Authority. And according  
10 to Port Authority employee, Richard  
11 Smythe, the Port Authority is in  
12 conversation with over 20 property owners  
13 about claims for damage.

14 So there are less intrusive and more  
15 affordable expansive transit alternatives.  
16 In terms of comparing projected air-train  
17 travel times to bus services, the RFP  
18 study used data from 2017 to show buses in  
19 an unfavorable light, as opposed to data  
20 from earlier years that were prior to any  
21 of the capital projects on LaGuardia  
22 airport.

23 The projects at LaGuardia have  
24 caused more congestion and traffic in the  
25 airport and in the areas immediately

1  
2 outside of it. It is no surprise that a  
3 sizable portion of bus trips were not on  
4 time due to the congestion caused by the  
5 improvement projects.

6 The new LaGuardia web sites states,  
7 quote: "As one example of recent trend,  
8 the number of extreme travel days (when at  
9 least one trip took 70 minutes or more)  
10 from LaGuardia to Times Square increased  
11 from 21 in 2014 to 114 in 2017 (more than  
12 five-fold increase.)"

13 Yet we know that a large factor in  
14 that increase for drive and travel time is  
15 related to construction on airport, and  
16 this will not be a permanent condition.

17 Please investigate the tri-state  
18 transportation campaign's proposal for  
19 improving business service to the airport.  
20 Sifuentes has come up with detailed plans  
21 that are worth careful consideration.

22 The MTA's Q 70 bus is a better  
23 option for most 7 Trains traveling to  
24 LaGuardia, than the air-train will be.  
25 The travel time will improve after the

1 on-airport construction is completed.

2 The Port Authority has done a poor  
3 job in promoting the Q 70 bus on its  
4 property. There are very few signs to  
5 encourage passengers at the airport to  
6 utilize it; despite the fact that it  
7 provides direct service from the airport  
8 to the Jackson Heights subway hub where  
9 passengers have the option of taking five  
10 different subways lines.  
11

12 If the Port Authority promoted the Q  
13 70 more people would take it. MTA could  
14 also be persuaded to waive the fare  
15 collection on the bus in an effort to get  
16 passengers on the bus without slowing down  
17 the boarding process due to passengers not  
18 having correct change thinking they can  
19 pay with a credit card, and thinking they  
20 can pay dollar bills.

21 Most of the passengers taking the  
22 bus will transfer to another bus or subway  
23 or Long Island Railroad. The bus and  
24 subway transfers would be free anyway, and  
25 therefore making people pay when they

1 transfer to the next bus line or subway  
2 will still result in the fare being  
3 captured for the vast majority of the  
4 riders.  
5

6 MTA bus officials such as Chief  
7 Officer of Operations Planning, Mark  
8 Holmes, has stated that not collecting  
9 fares on the Q 70 may be a viable option.

10 Port Authority can run its own bus  
11 services to and from the airport. One  
12 route could be a shuttle running from  
13 airport terminals to the Astoria Boulevard  
14 N and W Station. And the other could be a  
15 bus route running the same route as the Q  
16 70.

17 Both buses should be free of charge.  
18 The Astoria Boulevard station bound bus  
19 route should have a dedicated bus lane  
20 along the Grand Central service road and  
21 Astoria Boulevard north and south that can  
22 enter and exit the airport at the current  
23 exit and entrance on Ditmars Boulevard  
24 near 82nd and 81st Street.

25 The Port Authority could construct a

1  
2 dedicated bus way on the airport property.  
3 They can be raised above the dedicated  
4 areas for cars, or the bus way can be  
5 given its own separate roadway or  
6 infrastructure configured in any  
7 particular way so that the lanes are  
8 wholly dedicated to bus traffic.

9 Buses like the Q 70 and M 60  
10 frequently get delayed due to getting  
11 caught in heavy traffic on the road  
12 servicing terminals B, C, and D within the  
13 airport.

14 Cutting down on those delays would  
15 greatly improve their efficiency. The  
16 congestion is particularly bad around the  
17 major holidays.

18 Another proposal is to create  
19 dedicated bus lanes that connect the  
20 airport to the subway station at Astoria  
21 Boulevard and 31st Street and/or 74th  
22 Street, Broadway and Roosevelt.

23 This would likely require parking to  
24 be taken away, but it would improve the  
25 speed and reliability of the bus services.

1  
2 A dedicated lane to Astoria  
3 Boulevard Station could be placed on  
4 Astoria Boulevard and the Grand Central  
5 service route.

6 The lanes to reach 74th Street,  
7 Broadway and Roosevelt would be trickier.  
8 Dedicated lanes may work on 69th Street  
9 north of Broadway and Boody Street. But  
10 it would likely require some redesigning  
11 of the streets.

12 The airport has the capacity to run  
13 ferry service to other parts of the City  
14 and to other municipalities within the  
15 Metropolitan area.

16 Running ferry through preexisting  
17 ferry terminals in Manhattan and northern  
18 Brooklyn will encourage ridership because  
19 people already have familiarity with the  
20 ferry docking locations.

21 Ferry service could also be extended  
22 to new area if the demand justifies it.  
23 Ferry docking facilities already exist in  
24 St. George and Clason Point, in Sunset  
25 Park, the Upper East Side, the Harlem

1 River near Yankee Stadium and Red Hook.

2 The ferry terminals on Wall Street  
3 and 34th Street could be expanded to  
4 accommodate larger ferries, if necessary.  
5

6 Ferries could also be run through  
7 other municipalities in the region in a  
8 fashion similar to the international  
9 airport in Hong Kong.

10 Ferries can be run through  
11 Greenwich, New Haven, Bridgeport, and Port  
12 Jefferson. Port Jefferson and Bridgeport  
13 are home to frequently used ferry  
14 terminals.

15 There are parking facilities at both  
16 locations, and opportunities to expand the  
17 number of parking spaces by building  
18 garages on preexisting parking lots. The  
19 ferries to Atlantic Highlands and Highland  
20 New Jersey can also be serviced at  
21 preexisting facilities that are frequently  
22 used by commuters.

23 The ferry can also be set up at the  
24 Port of Newark to allow for easy  
25 connection to Newark Airport from

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LaGuardia and other points of the  
Metropolitan area.

This set up will make it easier for  
people to purchase a round trip flight  
that incorporates flying out of one  
airport, but landing in the other. Thank  
you.

- - -

(Whereupon, the Public Hearing was  
concluded at 8:30 p.m.)

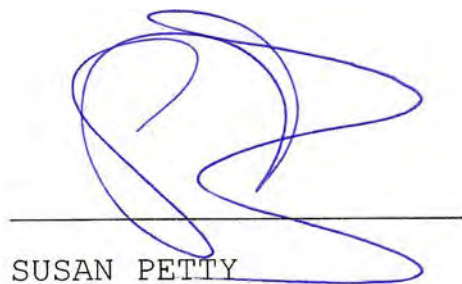


C E R T I F I C A T E

I, Susan Petty, a reporter and Notary Public within and for the State of New York, do hereby certify:

That the witness(es) whose testimony is hereinbefore set forth was duly sworn by me, and the foregoing transcript is a true record of the testimony given by such witness(es).

I further certify that I am not related to any of the parties to this action by blood or marriage, and that I am in no way interested in the outcome of this matter.



SUSAN PETTY



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-----X  
ENVIRONMENTAL IMPACT OF THE PROPOSED LAGUARDIA  
AIRPORT ACCESS IMPROVEMENT PROJECT  
-----X

Date: June 5, 2019

Time: 6:30 P.M.

Location: MARRIOTT HOTEL  
LAGUARDIA AIRPORT  
102-05 Ditmars Boulevard  
East Elmhurst  
New York 11369

REPORTED BY: Dione Woods

LEX#146384

1

2

2

COMMENTS:

PM00020

3

David Werber, W-E-R-B-E-R:

4

I believe there should be one seat.

5

When you get on the train the train should

6

take you directly to the city. It's

7

called a one seat solution.

8

It means, when I get on the train at

9

LaGuardia to the central business district

10

on the plane they have a transfer point.

11

I don't think there should be a transfer

12

point if you take the AirTrain from

13

Jamaica you have to go from one train to

14

another train. So, if you travel with

15

kids and luggage it makes it more

16

complicated.

PM00021

17

My name is Francis, Local 282 and I

18

found that when I have family coming into

19

town I tell them to take the train to the

20

plane because you don't get caught in the

21

traffic. It's a 15, 20 minute ride versus

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when you get in by car you don't know

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whether it's going to be an hour or a hour

24

and a half.

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They hustle you in, hustle you out,

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you can't unload any baggage. If you take  
the train to the plane it's nice and easy.  
I can't wait for this to happen for  
LaGuardia.

PM00022

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PRIVATE SPEAKER: Why do we have so  
many CLC members, Central Labor Council.  
I know who they are, okay? Hi. And why  
is there no -- if this is a scoping  
meeting why are there so many seats --  
there are no seats. Why did you change  
the format, okay?

So there is two methods of  
intimidation here, okay? I can't even get  
near the Board. I might not be able to  
see them because of my vision so that  
method is totally unfair.

PM00023

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ANTHONY DINACALE: I was talking to  
Dave he told me to come here. I'd like to  
state a comment, okay? They are proposing  
a very, very bold pickup, drop-off point  
or location at the Flushing Bay, okay?

I'm looking at the, um, map okay?  
So you have the AirTrain stations you have  
one at Willets Point and -- if you look at

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the AirTrain point there is a station at Willets Point, the last stop, and there are two at LaGuardia but there is no stop.

If they do go ahead and prove this theory pickup drop-off location, you know, the ferry boat is coming from Manhattan, right, and it goes to Flushing Bay Station there, what you think? You know, what you say, would be a good idea to propose a station right there because it is another way people who come to New York in LaGuardia taking the AirTrain to Flushing Bay Station and take the Ferry boat, you know, the taxi boat from their location to Manhattan instead of taking express buses.

There is no station between Willets Point and LaGuardia but they're proposing a Ferry boat drop-off pickup station. You know, drop-off the passengers at Flushing Bay but there is no AirTrain station there. I don't know if you follow me. What do you think?

You understood me, right? I was talking to Dave he said, "go see her," you

1  
2 know, have it recorded in the comments.  
3 This is for people -- they don't want to  
4 take a taxi cab or an express bus or the  
5 bus to the subway to go to Manhattan they  
6 take the AirTrain to the Ferry boat point,  
7 you know, station and on that boat it  
8 would take them to the drop-off points in  
9 Manhattan.

10 You eliminate all the stress and the  
11 traffic, you know. It's another way to --  
12 you know, when you load up the roadways,  
13 you know, it's going to be more congested  
14 just like Manhattan is. Are you typing  
15 everything down? I thought you type over  
16 here. But are you following me?

17 You know, it's, um -- I don't want  
18 to bother with taxis, express buses going  
19 to the city, I just take the AirTrain to  
20 the Flushing Bay boat station there, you  
21 know, and then take the boat.

22 You know, there are like, I think,  
23 three or four stops along the East River  
24 from uptown to downtown to South Street  
25 Seaport, you know, they'll get there in a



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hurry and less stress.

You know, they're on the boat, they can relax, you know, and then, you know, they're going to be in Manhattan in due time. All right.

If they don't want to spend the money, don't. Then let me tell you something else. This AirTrain that elevated number 7 subway train, that's got to go.

The lifespan, you know, they had a couple of incidents recently, um, construction material was falling from the -- from the -- from the tracks, you know. Three people got injured, um, that structure from Main Street to Queensboro Plaza, in my view, Governor Cuomo should spend the money, replace it with the AirTrain.

It looks ugly. It's out of date, it's life span, you know. I think it's time that they do a total replacement. You know that AirTrain that goes from Jamaica to JFK right in line with the Van

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Wyck Expressway it is beautiful. Don't you think? You ever drive there? I like that. Don't you like that?

If they did the same thing from Main Street all the way to Queensboro Boulevard, not on Roosevelt Avenue on Northern Boulevard. Not Roosevelt Avenue, Northern Boulevard they should have that AirTrain going from Main Street to Queensboro Plaza.

I can't think of anything else. Thank you. I'm with the Whitestone Civic Association and I am also a member of the Community Board 7 in Queens. Thank you.

PM00024

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PAT BECKLE: So P-A-T B-E-C-K-L-E. My question to the FAA is if the Port Authority has -- they were researching this is for years and planning this for years, okay? I know this to be a fact because my father who established the block association he died two and a half years ago and knew about this many years before he died, this AirTrain was going to be proposed.

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Why are we being rushed to complete this EIS in a matter of months when Port Authority had years to actually plan this out. Is the study viable? Is it really real or are they doing it because it's federally mandated, okay? You got it all?

PM00025

JAMES CARRIERO: C-A-R-R-I-E-R-O.

I'm the attorney for the Ditmars Boulevard Block Association and I have a lot of comments that I would like to put on the record.

Number one, so I object to the open house format of this scoping meeting. I sent a letter yesterday to Mr. Brooks demanding that there be a different format with an open microphone because the format is confusing, inhibiting and incompatible with the intent of nepa, NEPA.

In addition, I do not believe that the FAA invited anyone other than the Port Authority to make presentations or to setup a station, community organization, transit organization, scientific groups that could copine on air quality laws and

1  
2 vibration. And private industry have  
3 essentially been excluded from presenting  
4 their views to the public in a set that is  
5 supposed to institute a workshop.

6 Here we only have the single biased  
7 viewpoints of the Port Authority. In that  
8 letter I also requested an extension of  
9 the deadline for submissions on the  
10 scoping topic because Port Authority was  
11 not forthcoming with all the information  
12 about the proposed project.

13 Port Authority refused to comply  
14 with Freedom of Information requests for  
15 various studies that support LGA access  
16 improvement project. I have a FOIL  
17 request that I made and that another  
18 community member made, they've been  
19 denied.

20 Port Authority has asked for  
21 extensions one, two, three, four, five,  
22 six, seven times and one and has asked for  
23 extensions one, two, three, four, five  
24 times on the other.

25 This is all requests for data and

1  
2 information in studies that are readily  
3 available. The excuse was, "it's in  
4 storage." These requests were made more  
5 than eight months ago.

6 I would think that they have had  
7 plenty of time to go to the storage  
8 facility and get the documents but they  
9 have refused to present them so I'm  
10 requesting that the Port Authority be  
11 required to comply with these requests to  
12 disclose all the information and to  
13 disclose these studies and that this  
14 process be extended on reasonable time for  
15 review of the reports by the community and  
16 any experts they might want to hire to  
17 review them because we have not had that  
18 opportunity nor has the community received  
19 any reports from Port Authority regarding  
20 vibration, noise or air quality of the  
21 current construction even though they  
22 installed monitors in the community to  
23 measure these impacts.

24 Thus there is no data for prediction  
25 or comparison regarding the proposed

1  
2 AirTrain construction, so, I request that  
3 the Port Authority be required to provide  
4 that data and that the scoping process be  
5 extended a reasonable time for review of  
6 that data.

7 My next topics is the environmental  
8 impact category that should be addressed  
9 in the environmental impact statement.  
10 Landviews, the preferred alternative will  
11 travel along the promenade of Flushing Bay  
12 at a height of 30 to 40 feet. The  
13 AirTrain will consist of a large guideway  
14 supported by large columns similar to the  
15 JFK AirTrain.

16 Such a structure will effectively  
17 deny the public the ability to use the  
18 waterfront which is a precious commodity  
19 in an urban area. It will block sunshine,  
20 restrict views of the water and create an  
21 overall gloomy aspect to the promenade.

22 Rather than being inviting it will  
23 be a deterrent and in this way it will  
24 alienate parkland. The loss of use of  
25 parkland is permanent and cannot be

1  
2 mitigating. We ask that the FAA analyze  
3 the environmental impact of parklands  
4 alienation and parkland use as part of the  
5 EIS.

6 Noise. Next topic, noise. Pile  
7 driving creates noise at 110 decibels.  
8 This is 30 to 40 decibels higher than  
9 highway traffic noise. Inconclusive  
10 decibel levels are logarithmic so that  
11 pile driving is far louder than the  
12 background noise of the highway even at  
13 rush hour.

14 Port Authority disclose that the  
15 AirTrain guideway will need approximately,  
16 40, support columns each with 10 piles.  
17 The water table along the promenade will  
18 require deep pile driving to reach  
19 bedrock support that is 400 feet at 110  
20 decibels.

21 Long or repeated exposure to noise  
22 at levels above 90 decibels can create  
23 hearing damage. Hearing loss cannot be  
24 mitigated. We ask that the FAA critically  
25 analyze the environmental impact of pile

1  
2 driving and construction noise as part of  
3 the EIS.

4 Next topic, vibration. Port  
5 Authority has already paid reparations to  
6 at least four homeowners who suffered  
7 damage as a result of the current pile  
8 driving. The additional more extensive  
9 pile driving that will occur for AirTrain  
10 construction will be closer to the homes  
11 in the community with the potential for  
12 additional damage.

13 We ask that the FAA fully analyze  
14 the environmental impact of pile driving  
15 vibration as a part of the EIS.

16 Next topic. Lost of visual  
17 resources. As stated, the support columns  
18 and guideway will block view sheds of the  
19 bay. We ask that the FAA consider the  
20 environmental impact of loss of visual  
21 resources as part of the EIS.

22 Next topic. Mode of transit  
23 selection. Port Authority failed to  
24 consider improvements to bus routes. It  
25 determined that bus routes would not



1  
2 achieve the purpose of providing better  
3 transit access to LGA because there were  
4 no bus lanes from Midtown Manhattan but it  
5 failed to consider dedicated bus lanes and  
6 improvements along the existing bus  
7 routes.

8           There is a Letitia James report that  
9 she created as public advocate of the City  
10 of New York in November 2016 where she  
11 gave the opinion, in her conclusion, that  
12 the MTA should focus on buses and  
13 prioritize bus access to LaGuardia.

14           Port Authority also rejected  
15 emergent technologies without sufficient  
16 study. Emergent technologies is a  
17 solution to overcrowded roadway that has  
18 been in existence since the early 1970s.

19           It is a PRT system, personal rapid  
20 transit, which is one of these  
21 technologies that's been in use at West  
22 Virginia University since the 1970s. Port  
23 Authority summarily rejected this type of  
24 system claiming it was emergent when it's  
25 been in use for over 40 years.

1  
2           There is a PRT system currently in  
3 existence at Heathrow Airport in London  
4 and there is another one under development  
5 at Hartsfield Jackson Airport in Atlanta.  
6 But, Port Authority study any of these  
7 alternatives, instead, they just outright  
8 rejected them.

9           Such technologies will be greener,  
10 safer, cleaner and less expensive. We ask  
11 that the FAA explore the use of emergent  
12 technologies including some like West  
13 Virginia University that had been in  
14 existence and other improvements to  
15 existing transit modes as part of their  
16 environmental impact study.

17           Next topic, route selection. The  
18 rejection of alternative routes was  
19 unreasonable because Port Authority did  
20 not consider transit alternatives.

21           For example, Ferry buses on  
22 dedicated roadways in conjunction with  
23 existing transit modes such as an  
24 extension of the N, W line in Astoria or a  
25 route from Woodside.

1  
2 We ask that the FAA consider an  
3 alternative route in conjunction with  
4 existing train service. The AirTrain will  
5 benefit only a small select group of  
6 travel coming from Midtown Manhattan.

7 Their statistics show that that  
8 group represents only 26 percent of the  
9 travel to LaGuardia Airport and the  
10 AirTrain in conjunction with the number 7  
11 and the Long Island Rail Road Port  
12 Washington line will not service other  
13 areas of the city or the region.

14 Port Authority did not consider any  
15 other problems under consideration like  
16 the Penn Station Access Project which  
17 would give service to people traveling  
18 from the South Bronx and it claims that  
19 there is a one seat ride from LaGuardia.

20 But one seat is not the standard for  
21 people from the Upper East Side, the Upper  
22 West Side or Downtown Manhattan. This  
23 service -- this AirTrain will only benefit  
24 26 percent of travelers Letitia James  
25 policy report as part of my comment. So

1  
2 I'm going to attach them to my comment  
3 sheet. I'll put my name on the comment  
4 sheet and I'll give them to you. Will  
5 they then be transmitted to the FAA along  
6 with my statement?

PM00026

7 Vishal, V-I-S-H-A-L, last name  
8 Sharma, S-H-A-R-M-A:

9 My comments is basically, I own the  
10 catering hall that's on the Marina. You  
11 know, this project, we right in front of  
12 the catering hall and most likely the  
13 foundation of the catering hall wouldn't  
14 be able to sustain the drilling that would  
15 take place in order to put the pilings in  
16 and, you know, we serviced the  
17 neighborhood for 15 years. We hosted  
18 hundreds of events a year over 15 years.

19 People's anniversary's, birthdays,  
20 sweet sixteens, weddings and all the  
21 special occasions and we employ -- about  
22 70 percent of the people we employ are  
23 from the local neighborhood and I would  
24 say about 80 percent of our business is  
25 from Queens. 80 or 90 percent.

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2           You know, it would just be a shame  
3 for the neighborhood, the community, the  
4 employees, the people who throw events to  
5 lease such a place and really nobody comes  
6 to us and let's us know what's going on.  
7 Are we going to be displaced? Are we  
8 going to be moved?

9           And there we are. Just left in  
10 uncertainty, that is all we know and, you  
11 know, for a project -- I was born and  
12 raised in Queens, the AirTrain, I don't  
13 think this is gonna service anyone from  
14 Queens who have the path of the AirTrain  
15 which is gonna go from the -- past the  
16 airport to Citifield and then you would --  
17 you have to get on the train from  
18 Citifield so you would have to take the 7  
19 train to the LIRR to Citifield, go  
20 upstairs get the AirTrain and then go the  
21 other way back to the airport which just  
22 doesn't make a lot of sense for spending  
23 two to three billion dollars to do it.

24           I think there could be better  
25 alternates, whether it be a bus route or a

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direct train -- direct connection from the LIRR from 61st Street. So those are the things that bother us. Thank you, ma'am.

PM00027

First name PANKAJ, P-A-N-K-A-J last name BHAKARA, B-H-A-K-A-R-A:

So the reason that I'm against the project number one is because, we're the business owners of the World Fair Marina, that restaurant and banquet hall.

We have currently been there for 15 years serving communities. We are local Queens kids that were, basically, a family owned business.

Basically now, the proposal by LaGuardia, in front of the FAA is saying that the AirTrain is going right in the front of our property.

That front is built on landfill. Basically, if this gets built basically our property will not be able to sustain it and we are not going to be able to be there. We have a 17 year lease we just got from the City of New York that started April 1st.

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2 We closed for three months on our  
3 dime and basically redid the entire  
4 facility and now we are worried, are we  
5 going to be there in three or four years?  
6 And, you know, it's a scary thing. You  
7 invested you life savings being there for  
8 already 15 years and not knowing what's  
9 going to be next. That's what scares us.

10 I mean, being a part of Queens we  
11 also feel it's not the best project to get  
12 people to LaGuardia you know who are born  
13 and raised on this side. There are other  
14 ways, the taxis, the bus so I don't feel  
15 having AirTrain to Citifield come  
16 backwards to LaGuardia is the best project  
17 and we are just hoping there is some  
18 justice here.

19 D-A-V-I-D A-I-K-E-N J-R., A-I-K-E-N

PM00028 20 Jr.: As a resident of East Elmhurst and  
21 Corona I don't think that the proposed  
22 AirTrain is viable for the health of the  
23 community nor to provide better quality  
24 service from outer point to the airport.

25 I believe there are other

1  
2 alternatives that would provide better  
3 service for this endeavor. The 7 train is  
4 already exceedingly overcrowded. If you  
5 board the 7 train in Manhattan you realize  
6 that even the platform at Grand Central to  
7 Queens is overcrowded.

8 You can encourage people to now  
9 board that same train, that same station,  
10 with their family, with suitcases, that  
11 will negatively impact the passengers  
12 currently riding that train.

13 There is Ferry service, I believe,  
14 would be more beneficial as well as  
15 specialized bus routes. Um, I think that  
16 is a better alternative than what's  
17 interposed with the AirTrain.

18 In addition, the amount of  
19 construction in this community has damaged  
20 homes, has increased the pollution, it has  
21 increased sickness from air quality and to  
22 endure that for several more years it's  
23 unfair to the surrounding community.

24 We do understand that the airport is  
25 growing but we need to have alternatives



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that are viable for the community and for the City. What's being proposed now is neither. Thank you so much.

PM00029

MAXINE ARCHER, A-R-C-H-E-R,  
M-A-X-I-N-E. I think that the terminals are too close together and no matter what they do in the airport it's always going to be blocked because you're going in one entrance and you coming out the other or you're turning around and going back the other entrance that you came in.

It's not like Kennedy Airport which they have terminals A, B, C, D, E and F and there's space far enough for you to go in without getting mobbed by everybody.

The number 7 train is overburdened, besides it is not -- it's falling apart. Every time you turn on the news another piece is falling on somebody's car and how are they going to have people go on that train with luggage and children.

You go to the airport and they're getting mixed information. We're told -- we were told they were going to have a

1  
2 parking lot at Willets Point and now we're  
3 hearing there's not going to be a parking  
4 lot at Willets Point now they are going to  
5 have these people go there so they can get  
6 a ride over to the airport and they don't  
7 provide parking.

8 And MacArthur's Airport I understand  
9 is expanding their routes. MacArthur's  
10 Airport is out in Long Island. I  
11 understand from people who live in Long  
12 Island they had a route that goes to  
13 MacArthur's than to go to LaGuardia  
14 because -- especially if they're going  
15 where they want to go because it is much  
16 easier for them to get there.

17 There's plenty of parking and you  
18 can leave your car for a week at a  
19 reasonable fee whereas you can't do that  
20 here. In fact, if you park in the parking  
21 lot close to Terminal C and Delta is now  
22 working out of two terminals, C and D, and  
23 you have to go to D you have to walk.

24 There's no parking by Delta's  
25 terminal. It's just -- I don't know what

1  
2 they doing. I just don't know what they  
3 doing unless they just want to pay --  
4 spend money. That's ridiculous.

5           Anyhow, I don't know. They can -- I  
6 understand there is a bus that leaves 74th  
7 Street which is a rail, the subway stop  
8 for the number 7 train and the E and the  
9 F. I believe it's Q60 or Q70 and it gets  
10 you to the airport in 10 minutes -- 10 or  
11 15 minutes and it doesn't cost that much,  
12 and I think they should expand down the  
13 bus routes, Q23 and the Q -- um, 48, both  
14 come down Ditmars Boulevard.

15           They can enter the airport right  
16 here at um, 102nd Street right behind the  
17 Marriott, go into the airport, drop people  
18 off, go down the terminals if they have to  
19 drop people off on their way down and come  
20 over to 94th Street.

21           It's not a big deal, you know, and  
22 they're going the opposite direction than  
23 most people. They're going into the  
24 airport. Most people go in on the 94th  
25 Street entrance and that's usually packed

1  
2 up on Grand Central, you know. They got  
3 to figure it out that's -- I don't know.

4 It's only the black community.  
5 Black and Puerto Ricans community or  
6 Hispanic community seems to get the blunt  
7 of everything that these people want to  
8 do. Anyway, enjoy.

9 MILTON BROWN:

PM00030  
10 We are totally against the AirTran.  
11 We think -- we think there are  
12 alternatives that could be taken. I  
13 personally believe you put some paint on  
14 the ground and run some electric buses  
15 from the subway into the airport that will  
16 eliminate a whole lot of problems in terms  
17 of the environment.

18 There's also concerns about the  
19 noise that it's going to bring, that just  
20 doing the building period but after it's  
21 built -- and I'm concerned about the  
22 elders and their health, because if you're  
23 unable to sleep at night it's going to be  
24 impacting your life and so therefore we  
25 think there ought to be different

alternatives other than the AirTran.

JONATHAN FIGUEREDO,

F-I-G-U-E-R-E-D-O:

So I'm here on behalf of my father, Albeno Figueredo, and his concern is, we live on 110-16 Ditmars Boulevard so we overlook the bay. In front of us is parking area and the bay line. Our house was built in 1925 so, structurally, it's not very sound, it's almost 100 years old.

So our concern is the construction. The vibration will harm our structure and also with AirTrain passing right in front of us it's going to block the beautiful view that we, ourselves, love. That's everything we wanted to say.

Les Sugai, L-E-S S-U-G-A-I:

My comment is, I am requesting that additional transportation methods be incorporated into the study. The route originally proposed from Mets Stadium on the number 7 and Long Island Rail Road is not feasible because of the heavy passenger traffic on the number 7 train.

1  
2           And, I'm also opposed to  
3 construction of the AirTran over Flushing  
4 Bay and over the Flushing Marina, instead  
5 I'm requesting that the proposed railing  
6 to LaGuardia start from Astoria Boulevard  
7 on the M train or another route would be  
8 to establish a station on the new  
9 Metro-North Amtrak East Bronx line that  
10 goes from East Bronx into Penn Station  
11 through the Hell Gate.

12           I am requesting that the survey  
13 investigate the possibility of setting up  
14 a station at Astoria Boulevard and  
15 Steinway which is only a few minutes away  
16 from LaGuardia or another station for the  
17 rail or bus lines at Broadway and Northern  
18 Boulevard which is also right next to the  
19 R and M train station.

20           I am requesting that you look into  
21 all these suggestions and cancel the  
22 proposal to run the AirTrain from Mets  
23 Stadium on the number 7 train and -- I  
24 guess, that's it.

25           RICKY GILGARY:

1  
2 I think they shouldn't put up the  
3 train because pile driving is going to  
4 affect my house and I'm close to the Grand  
5 Central. So they should run a bus from  
6 the number 7 to the airport because we got  
7 the room on the shoulder, the cars park on  
8 the shoulder.

9 The police give them tickets every  
10 day back there. They just sitting on the  
11 highway. That's all I have to say.

PM00034 12 PAT BECKLES. P-A-T B-E-C-K-L-E-S:

13 The Ferry seems to be the least  
14 expensive, least destructive to the  
15 community. Why would that not be studied  
16 to be the more preferred route, in my  
17 opinion.

18 I think it's all unnecessary  
19 expenses that they can improve the airport  
20 without bringing in any AirTrain.  
21 Definitely against the AirTrain. Waste of  
22 money. Just simply a waste of money.

23 It will never pay for itself. Put  
24 all this down. And if they want to expand  
25 the airport let them landfill the other

1  
2 side and expand it into the river and not  
3 into the community.

4 But you realize that this is not new  
5 because if you notice everything in the  
6 airport from you being here is coming out.  
7 All the renters were in the airport, you  
8 remember that? They were all in the  
9 airport.

10 The only one left now is the two  
11 main ones, Hertz and Avis. That's the  
12 only two in the airport. All the rest of  
13 them, all on 23rd Avenue. You remember  
14 there were houses on 23rd Avenue?

15 Can you remember when we had the,  
16 um, you know, the -- I can't think of it.  
17 What was on 23rd Avenue before that church  
18 was there? You remember we had um -- we  
19 had the, oh God, the beach club.

20 You remember the beach club? You  
21 don't remember the beach club on 23rd  
22 Avenue where that church is? You don't  
23 remember the beach club? Well, it wasn't  
24 that long ago but there was homes that --  
25 the beach club was down there, you know



1  
2 what I'm talking about. You know, we have  
3 Cherry Pond. I think that's upfilled  
4 (phonetic).

5 All, what I'm saying is, I don't  
6 know if I'm just using the right words.  
7 The airport is encroaching into this part.  
8 Everything is coming into this part.  
9 Think about it, everything down there now  
10 is airport stuff, you know. Expand  
11 somewhere else. I'm not against  
12 expanding. That is all I'm saying.

PM00035 13 LES SUGAI:

14 There's something I'd like to add.  
15 L-E-S, S-U-G-A-I. My first name is Les  
16 and last name is Sugai, S-U-G-A-I and I  
17 live in Queens and I'll give you my e-mail  
18 address. It's LESUGAI@yahoo.dot.com.

19 I wish they had a second request. I  
20 looked at the various maps and signs for  
21 the proposals with respect to the  
22 LaGuardia AirTrain or as -- after looking  
23 at the maps I see that two alternative  
24 routes were omitted.

25 The first that was omitted was the

1  
2 east side Long Island Rail Road connection  
3 to Grand Central which would take  
4 passengers into the Sunnyside yard area  
5 and also into areas closer to LaGuardia.

6 And I also noticed that there was  
7 nothing in the proposed maps about  
8 utilizing the Metro-North East Bronx rail  
9 connection off the Amtrak Hell Gate Bridge  
10 and since that upcoming rail connection  
11 with Metro-North from Westchester and East  
12 Bronx into Penn Station was omitted I  
13 request that the company or organization  
14 investigate possibilities of setting up  
15 stations on the Metro-North East Bronx  
16 line at the Ditmars Boulevard N and W  
17 station as well as Astoria Boulevard near  
18 Steinway Street which intersects the  
19 Amtrak Metro-North Hell Gate rail line and  
20 also requests that another station be  
21 built at Northern Boulevard and Broadway  
22 from that location.

23 A rail link or bus shuttle can be  
24 used to take passengers to LaGuardia  
25 within five minutes. That stop is also

1  
2 located where the N -- correction where  
3 the R and M train stop at Broadway and  
4 Northern Boulevard.

5 For that location there are several  
6 transportation alternatives to LaGuardia  
7 Airport. One is a Light Rail line.  
8 Another is a dedicated bus lane service  
9 and another one would be an underground  
10 rail line to LaGuardia Airport.

11 I request that these alternate  
12 routes to LaGuardia be thoroughly  
13 investigated. These are less intrusive  
14 than the proposal to build a rail line  
15 from Mets Wilets Point number 7 and Long  
16 Island Rail Road station.

17 Also, I request that alternate  
18 routes be explored so that the LaGuardia  
19 rail line does not intrude on the Flushing  
20 Bay park areas as well as the communities  
21 that it would be situated on.

22 Please look into this and let me  
23 know what you can do. Please advise me of  
24 your findings. Thank you. That's in  
25 addition. I thank you again.

PM00036

2

BERYIL MAJOR. B-E-R-Y-I-L

3

M-A-J-O-R:

4

One of the most important things

5

that we don't discuss widely is the hiring

6

and employment in the construction trade.

7

The building, the creating of the airport

8

and the AirTran or whatever is built over

9

there of local residents, you know, from

10

East Elmhurst, Corona and Jackson Heights,

11

not from Long Island.

12

And that we need to work with the

13

unions. The unions must do that, okay,

14

because that's in the front. If they are

15

not willing to cooperate with the Port

16

Authority, Gateway or LaGuardia or the

17

community.

18

We have people that live here and

19

need jobs, also. Because those people who

20

are here tonight cannot come from the

21

community because I am well aware that the

22

attendees from the industrious trades are

23

not members of this community. They had

24

an interest but members of this community

25

have more of a vested interest in just

1  
2 utilizing the airport.

3 We live in the immediate impact so  
4 we need to have a piece of the upfront.

5 Thank you.

PM00037 6 MARVA, M-A-R-V-A, PHILLIPS,

7 P-H-I-L-L-I-P-S:

8 I would like them to consider  
9 Ferry's. Ferry's bring them from Astoria  
10 right here, okay? To go passed the  
11 airport and come back doesn't make since  
12 and there is a lot of Ferry's around here  
13 now.

14 Ferry's in Manhattan, Ferry's going  
15 to Brooklyn. Ferry's going all over. So  
16 consider that.

PM00038 17 MARIA DIVITTORIO,

18 D-I-V-I-T-T-O-R-I-O:

19 I'm actually from the Radisson Hotel  
20 by JFK but I also live in Bay Terrace  
21 Queens by the Throgs Neck Bridge so I'm  
22 very familiar with all the subway systems.  
23 So, I'm very familiar with all the subway  
24 systems.

25 I'm very familiar with the LaGuardia

1  
2 Airport area and now that I work by JFK  
3 I'm very familiar with all the different  
4 systems and I highly recommend that they  
5 go back to the original plan when they  
6 first built the Tran that it should have  
7 run from Kennedy all the way to LaGuardia  
8 straight through.

9 But, I know, the gentleman explained  
10 to me that they put a halt to it. They  
11 only made it go to Jamaica because people  
12 in the area had complained.

13 I don't think those same people are  
14 in that same area anymore and it actually  
15 would be way more streamline and easier  
16 for people to commute back and forth if  
17 they wanted to go to Long Island.

18 And even if they wanted to go to  
19 Manhattan it would be a way more civilized  
20 way of traveling. If they took the Tran  
21 to Jamaica they would be able to take the  
22 Long Island Rail Road. They would be 10  
23 minutes in Manhattan.

24 They wouldn't have to subject  
25 themselves to the number 7, the E or any

1  
2 of those trains or if they chose they  
3 could take the Long Island Rail Road all  
4 the way to Montauk Point if they wanted.

5 I just think that it's more  
6 civilized streamline and it's so -- to  
7 avoid taking the train or the bus and all  
8 that. And I'm a New Yorker, born and  
9 raised here. I worked in Manhattan all my  
10 life and that's why I'm very familiar with  
11 all the lines, all the prospects. So I  
12 think that would definitely be the best  
13 way.

14 I'm a driver. I travel and I come  
15 home from work every day and I work now by  
16 Kennedy Airport. So every night I'm on  
17 the service road of the Van Wyck and I see  
18 the way it is. If they built a Tran that  
19 continued passed Jamaica.

20 And the Jamaica train station it's  
21 beautiful. It's not like what it used to  
22 be. It used to be terrible. They're kind  
23 of like fixing up the whole area. I see  
24 all the homes. I just think it would be a  
25 lot easier.

1  
2           And people even coming from Kennedy  
3 if they wanted to go to the Tennis Stadium  
4 -- tennis at Shea Stadium, it just would  
5 make life much easier. The borough is  
6 getting more and more crowded. There's so  
7 much traffic. It -- it really is a  
8 considerable increase of traffic. It is  
9 unbelievable. That's my opinion.

10           They're building motels and hotels  
11 around the Jamaica train station. What if  
12 they come in from LaGuardia?

PM00039 13           IRENE WILKINS: I feel -- number one  
14 I feel is that if they have a mind to do  
15 all this building and -- over by the bay  
16 station, terrible, like backup gutters,  
17 stink. So how do you find so much  
18 interest to build to make money but you  
19 can't clarify the stinken area. It smells  
20 like backup sewer. It really stinks and I  
21 don't go down there anymore.

22           Then I want to know, what is the  
23 impact on how it affects the community.  
24 Meaning, with the vibrations, pollution,  
25 air traffic, air quality, no parking, that



1  
2 affects the community. And what does the  
3 community get out of this project when  
4 it's servicing everybody but the  
5 community?

6 And then, no parking, the bad odor.  
7 And why not build it over the bay.  
8 Technology is so high that they want to go  
9 in people backyards to build or to put a  
10 railroad station that has no effect. It  
11 just -- it brings down the community.

12 I don't see where it builds up -- it  
13 strengthens the community at all. It  
14 brings endless people to the community all  
15 over. Could be a plus but it would be a  
16 big minus, okay?

17 And the thing is, people that are  
18 traveling don't live down here.  
19 Ninety-nine percent they don't live around  
20 here. And does it affect our taxes?

21 Our taxes are high already so how do  
22 we manage low-income people. People  
23 struggling to make it. College students.  
24 People that are first time homeowners and  
25 they bringing all that in and then you get

1  
2 hit with a high bill, the taxes. Water  
3 too.

4 When they show the second quarter  
5 which is June -- May and June then they  
6 show the fourth quarter and then the first  
7 quarter. How do you have second, four and  
8 then first?

9 I don't understand the kind of  
10 quarters. Meaning, when they either  
11 approve a write-up or address what they  
12 want to notify you with, how do you know  
13 when that quarter comes?

14 Because, usually is what, every  
15 three quarters, every four quarters, every  
16 four months. This is what is it, four,  
17 two and then one. Is that the trick of  
18 your mind?

19 If you put four, three, two and one  
20 then you'd follow the quarters but you  
21 just don't jump from -- to me somebody  
22 might say it don't make sense but four,  
23 two, three and one.

24 What kind of quarters is that to  
25 give you information about what's taking

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place?

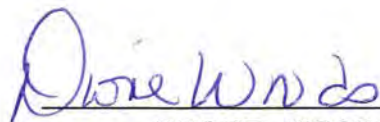
((Whereupon, the Public Hearing was  
concluded at 8:34 p.m.)

C E R T I F I C A T E

I, Dione Woods, a reporter and Notary Public within and for the State of New York, do hereby certify:

That the witness(es) whose testimony is hereinbefore set forth was duly sworn by me, and the foregoing transcript is a true record of the testimony given by such witness(es).

I further certify that I am not related to any of the parties to this action by blood or marriage, and that I am in no way interested in the outcome of this matter.



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DIONE WOODS

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-----X  
ENVIRONMENTAL IMPACT OF THE PROPOSED LAGUARDIA  
AIRPORT ACCESS IMPROVEMENT PROJECT  
-----X

Date: June 6, 2019

Time: 6:30 P.M.

Location: MARRIOTT HOTEL  
LAGUARDIA AIRPORT  
102-05 Ditmars Boulevard  
East Elmhurst  
New York 11369

REPORTED BY: Dione Woods

LEX#146386

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COMMENTS:

PM00040

STEVEN PEREZ: I'm a resident of East Elmhurst who also happens to be a union iron worker. The airport is experiencing a myriad of congestion problems right now including, one, not enough public transportation accessibility.

There are very limited bus routes in and out of the airport and that forces more people into taxis creating more traffic.

Businesses around the airport are experiencing constant delays because of the traffic. Airport employees are having difficulty getting to work.

Many of them are parking on the residential streets surrounding the airport, taking parking spots away from the people who live in the neighborhood, like myself.

I believe the AirTran will lessen the amount of cars in our neighborhood helping alleviate traffic and keep the CO2

1  
2 out of the air we breath. Rail service  
3 will give travelers more reliable travel  
4 times to and from their destinations.

5 This project will provide good  
6 prevailing wage jobs in the construction  
7 industry as well as permanent  
8 opportunities for maintenance and  
9 operation of the trains.

10 I believe the EIS should study the  
11 impact on the Grand Central Parkway and  
12 surrounding neighborhoods if the AirTrain  
13 is not built.

PM00041 14 ANTHONY LAROCHE: L-A-R-O-C-H-E.

15 105-47 Ditmars Boulevard, phone  
16 number 718-812-3292. E-mail address  
17 TLAR66@AOL. Now I see the sign up there  
18 saying that 87 percent of people coming to  
19 LaGuardia Airport come by car and 55  
20 percent of the employees come by car.

21 Why would building this AirTran stop  
22 people from coming by car if it's quicker  
23 and more convenient to come from Manhattan  
24 by car than to take the 7 train all the  
25 way to Willets Point on a train that is

1  
2 not reliable overcrowded and has a high  
3 crime rate to go all the way to catch an  
4 AirTran to go to LaGuardia Airport where  
5 they can easily, continuously take an Uber  
6 or a taxi, LYFT whatever which is more  
7 convenient.

8 I live over here and when I go to  
9 JFK Airport I don't get on the train and  
10 then get on the AirTran to go to JFK, that  
11 is going to take me over an hour and a  
12 half.

13 I catch an Uber a taxi and it takes  
14 me 20 minutes to get to JFK. Why would  
15 anyone get on an AirTrain to come to  
16 LaGuardia Airport? The only people that  
17 may use it is the small amount of  
18 employees that do work there. That may  
19 make it easier for them.

20 But, I don't see it making it easier  
21 for them because to take that AirTran to  
22 Willets Point you can backtrack it  
23 anywhere you have to go if you live in  
24 south Queens. It's easier to take a bus  
25 or to drive here than to do all of that.

1  
2 To get on AirTrain G to the 7 train  
3 backtrack all the way to 54th Street go  
4 all the way back to south Queens.

5 And to go to Manhattan it's even  
6 worse. I'm not for this AirTrain. It's  
7 going to cause noise pollution. It could  
8 put a health problem to me which I will be  
9 documenting if I do get any health  
10 problems. Due to the noise and pollution  
11 it's going to cause damage to my house and  
12 I'm going to document every damage that I  
13 see from this building and the banging  
14 that is constantly going on throughout the  
15 day.

16 It's going to cause parking  
17 conditions with the employees that work  
18 over there. They are going to be parking  
19 all on Ditmars Boulevard in front of all  
20 the homeowners homes causing problems with  
21 blocking driveways, throwing garbage in  
22 the street.

23 I don't think it's fair that we as a  
24 community did not have a say so in any of  
25 this. If you have any questions, if you

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want to talk to me you have my  
information. You can contact me any time  
but believe me you will be hearing from me  
if they do start building. These were my  
complaints. Thank you.

PM00042

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Sharon Lightbourn,  
L-I-G-H-T-B-O-U-R-N:  
What I really want to say is we'll  
get to the Woodside and the ferry. We  
really don't need any construction done on  
Ditmars Boulevard because of all the  
damage that has been done to the houses,  
per my house definitely, and we would  
prefer for it to be nowhere around East  
Elmhurst area.  
Please go to Woodside or other  
areas, not East Elmhurst, being that we  
all have an airport remodeled right there  
and construction going on and it's too  
much construction going on. Thank you.

PM00043

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KELVIN TAM: T-A-M.  
So, um, I'm a resident of Flushing  
and I'm concerned about the environmental  
impact that the AirTran or any



1  
2 alternatives might have towards Flushing  
3 Bay, um, particularly with construction  
4 and continued operation of the train  
5 because I'm a resident of Flushing my --  
6 and my home lies within a floodplain  
7 around the bay.

8 I'm concerned that any environmental  
9 damage to the bay will affect my home.  
10 Wetlands mitigate the amount of damage  
11 from climate change to surrounding  
12 neighborhoods because the bay is the  
13 center of at least four different  
14 neighborhoods.

15 Any damage to the bay and the  
16 wetlands within it will potentially  
17 increase the flood premium which I and my  
18 neighbor has to pay. I would prefer if  
19 alternate routes such as extending the  
20 subway path may be considered in order to  
21 decrease or completely stop any sort of  
22 environmental impact that this will have  
23 towards Flushing Bay because the bay lies  
24 between all these different neighborhoods.

25 It is vital to protecting the

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Environmental resiliency of our homes.

PM00044

UNKNOWN:

Any project that is considered should carefully be thought out not affect only the environment but as well as the wallets of the residents that surround it.

PM00045

KRISTEN K-R-I-S-T-E-N GONZALEZ:

I just wanted to -- I remember I been appointed member of Community Board 4 and I just wanted to express my deep opposition to this project. I don't think from it's necessary. I think the community has already suffered from multiple health.

Like higher rates of asthma especially among young youths this project just adds to the problem and we look at the amount of revenue this will generate. It's important that we would not as a community be receiving that investment without return on the initial investment so I think -- I think this would be a highly negligent endeavor for our City and eventually the Port Authority.

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PM00046

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R. BRIAN:

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This is in reference to the  
alternative ferry service map. It's so  
inaccurate that it makes absolutely no  
sense. You can't make any judgement based  
on that map and they never bought it.  
There is so much deception in this room.  
This is clear deception.

10

If you supposed to look at that map  
and be able to make a judgment on what's  
the best ferry route that you can't do it  
with that because it doesn't show any  
borough with any accuracy so you can make  
any determination about distance.

16

Even if you live her you can't make  
a determination about distance from that  
map.

18

PM00047

19

ED WESTLEY. W-E-S-T-E-L-Y:

20

I'm from the Jackson Heights  
beautification group and I'm against the  
AirTran as presently designed. The  
logical place to put it would be the  
extension of the M line here. You have to  
go passed the airport and come back and it

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is not environmentally sound from building it on swamp and it's going to disrupt this whole neighborhood here which people have been here for years and don't deserve this kind of treatment. That is about it.

PM00048

ROBIN HAMILTON BROWNE:

Well my comments about the AirTrain is that we don't want it. The block association, the people on Ditmars, the people within the blocks.

The air quality has changed. I can remember -- you don't know why people get Parkinson's, why they get cancer, why they get lung disease, whatever.

You know, my mother died of Parkinson's, my sister died of cancer never smoked nothing, drank nothing but she was here in that neighborhood. The air quality is a mess. The pounding and drilling that they're doing at the airport it's damaging peoples property.

Um, I don't know the damage I have. I have to go in my basement now and look what cracks are there, you know. I'm

1  
2 right on Grand Central. I have a  
3 beautiful view. One of best views there.

4 When this, if this monstrosity was  
5 ever to go up you I have no view. We put  
6 the wall to help the wall if they wanted  
7 to put up. No one ever asked for a wall.

8 No one ever complained of the sound  
9 because it's loud behind our home but they  
10 want to put a wall up. They took down 585  
11 trees. They don't even keep the property.  
12 They took property for eminent domain.  
13 They don't even keep it looking nice. The  
14 airport looks beautiful.

15 Around the airport with all the work  
16 that's going on. They keep the section --  
17 when you're looking -- when you're driving  
18 on the Grand Central they keep it looking  
19 beautiful on the opposite side.

20 Uncut -- someone told me today they  
21 just cut the lawn very low. They cut the  
22 grass very low but it's weed, the trees  
23 are growing wild, nobody's keeping it so  
24 I'm just -- I'm just upset in general that  
25 this is -- they're trying to put this

1  
2 here. Put it the someplace else in the  
3 water.

4 They don't need an AirTran coming  
5 from Willets Point for the people who are  
6 coming from Manhattan from the Triborough  
7 Bridge. People come that way all the  
8 time. The traffic is horrendous on  
9 Ditmars Boulevard. You can't even get out  
10 of here.

11 I have to bring the car -- here's my  
12 driveway I have to bring my car out here  
13 with people flying up and down the four  
14 lanes. It's difficult. I'm just upset.

15 I hope it doesn't come. I hope it  
16 does not. There are people who are for it  
17 but hopefully, you know, when I look at  
18 the -- when I look to the -- when I look  
19 at Van Wyck and the AirTran is going to  
20 cross two or four cars that goes across  
21 that is horrible people looking out from  
22 their home from the Van Wyck because  
23 they're on the Van Wyck service road.

24 They're looking at that's a  
25 monstrosity going by and from what I hear

1  
2 passengers, us, the neighbors are not  
3 using that AirTran it's the workers who  
4 work there at the airport who use the Tran  
5 that's the majority of people who use it  
6 so I don't know -- I don't see a  
7 difference being made over here other than  
8 more traffic, more poor air quality.

9 People use the promenade. People  
10 use the promenade. It's used and if that  
11 goes away, you know, they'll have to  
12 travel to -- I mine it's a beautiful area.  
13 They will have to travel to a park. I'm  
14 not for it.

15 STEVEN FOSTER:

PM00049  
16 I live on Ditmars Boulevard and I'm  
17 right off the Parkway on the north side of  
18 Ditmars Boulevard right off 27th Avenue  
19 Bridge, pedestrian bridge. And I believe  
20 that the AirTran is going to be a  
21 disruption in the area, disruption.

22 You got the airport, you have Grand  
23 Central Parkway, we have Ditmars Boulevard  
24 and it's so crowded and it's too much  
25 going on. It seems like, do we really

1  
2 need this AirTran and another concern is,  
3 how much obstruction is going to be as far  
4 as my view from the back of my house. I'm  
5 just concerned about that. I mean, we  
6 haven't seen any pictures.

7 Actually, how high it is going to  
8 be. How low it's going to be. We don't  
9 know exactly where it's going. They claim  
10 it's going to be on the shoulder of the  
11 Grand Central Parkway on the north side  
12 and how high is it going to be over there.  
13 Is it going to be low or high?

14 Not only that, I noticed the AirTran  
15 support on the Van Wyck Expressway, how  
16 dirty it looks, from all the grime from  
17 the pollution, from the cars going back  
18 and forth. Is it going to be like that in  
19 five or six years over here too?

20 What kind of material are they going  
21 to use to build this support for the  
22 AirTran. Basically, that's it. Why not  
23 extend the train from Astoria, Ditmars  
24 Boulevard to the airport. I like that  
25 option better.



PM00050

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MARVA PHILLIPS:

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M-A-R-V-A P-H-I-L-L-I-P-S.

4

I'm actually disturbed about that map from the 34th Street. They go all the way up to 90th Street. Why they going that far? From 34th Street in Manhattan there is less than a ten minute ferry stop in Astoria.

10

It doesn't even reflect that on that map. The map is inaccurate, you know. Why were they going all the way up to 90th Street in Manhattan. I don't know. It's less than -- it's about seven minutes from 34th Street to Astoria right by the Ravenswood project or Astoria project. I don't know which one but it is very fast.

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PM00051

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MARY GAIL:

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I want to say we would like them to correct the map for the ferry because if this is -- we really like the ferry option but we want them to correct. If there is two ferries maybe they can connect them and bring -- it makes more since, okay? Thank you.

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PM00052

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PATRICK ST. JEAN: J-E-A-N.

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We don't want the AirTrain because it's going to be detrimental to our lives, our property, um, noise -- noise, air pollution.

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Queens residents weren't properly informed of the decision made by our Councilmen to build the AirTran. He passed a law at 2:00 in the morning for them to have right for the AirTran. No build.somewhere.

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PM00053

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VICTOR MERCADO: M-E-R-C-A-D-O.

14

Most of the thing is not right -- right by the highway which is like in a situation I living right in the Grand Central and in order for me to minimize the noise I have put two windows in each window.

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19

20

So now, if we have the train what am I going to do, put three window. So, I would say, no build.

21

22

PM00054

23

RACHEL LIN:

24

So basically like having this new program I feel will affect the sewer

25

1  
2 system because what we trying to build now  
3 would get in the way of sewerages which  
4 will prevent our dragon boat paddling  
5 because right now we kind of -- kind of  
6 need like clean water to like paddle  
7 correctly. So basically the sewerage is  
8 very important and if this AirTran is  
9 built it will cause sewerage problem.  
10 It's like water pollution. In general  
11 like, that's like a deep concern.

PM00055 12 My name is CHRISTINA COSTALES:

13 So I live around the area here  
14 literally two blocks away and my biggest  
15 concern is not about the AirTran it is  
16 about the people here. It's double edge  
17 sword that we have. For starters, um, you  
18 have the fight on both sides where, yes,  
19 for the AirTran for the work but you got  
20 to have consideration where the jobs that  
21 will be provided.

22 The majority of which are not going  
23 to be given to the people within this  
24 area. We are going to have people coming  
25 from New Jersey who are willing to do the

1  
2 job and more than likely coming in for  
3 income stuff because you have -- you will  
4 have more jobs.

5 Problem with this is they are not  
6 catered towards the people within the  
7 neighborhood. I do see that we have a  
8 lack of community runners here and the  
9 participants that are involved but my  
10 concern is, what will happen afterwards?  
11 If you can get away with this you can get  
12 away with eminent domain.

13 If you have the decision to expand  
14 the airport. You know I was here before  
15 they did the whole changes with the amount  
16 of parking lots going on. I remember when  
17 the Q70 had its other routes and now I  
18 wish for not to have an AirTran only  
19 because you have -- you have this  
20 commotion of in congestion added to the 7  
21 train, you know and more importantly, the  
22 way I'm seeing it is, getting the response  
23 but also the number one goal is for who  
24 are we catering this to.

25 If it's not for the majority of

1  
2 people who been here for XYZ amount of  
3 years. And if you look at the status here  
4 -- Manhattan is the center of New York  
5 City. It -- it's Big Apple right and you  
6 looking at out of a prospective in the  
7 community that, what's going to happen  
8 next?

9 Are we going to have more people  
10 coming in on the train coming in with  
11 luggages on top of the amount of people  
12 and the amount -- the trades that get  
13 passed by the stations that you don't get  
14 on because there is so many people. Now  
15 you expect to have luggages. I myself am  
16 a licensed mechanic, not on duty, so I do  
17 am aware of certain aspects of what the  
18 FAA has in store but right now we just  
19 need to be more aware in regards to what's  
20 going to happen now and what's permanent  
21 because now we have options, right?

22 We have options and we need to look  
23 at them from all sides, angles where, who  
24 are we going to affect.

25 Say for example if you decide to

1  
2 live in Flushing. There's landfill by the  
3 Flushing Bay. If you can get away with  
4 that you can probably get away with buying  
5 peoples homes little by little to expand,  
6 you know, and that's just one of the  
7 things that, um, that needs to be dealt  
8 with and taken into consideration.

PM00056 9 JOEY CHANDLER:

10 So we are just worried about how it  
11 may affect our paddling because we heard  
12 about a new sewerage system that's going  
13 to improve the water because right now  
14 it's really bad.

15 After it rains they'll be run-ons  
16 and it will just carry all the trash. On  
17 top of that we have sewerage going into  
18 water. Right now sewerage system and the  
19 sewerage system would be lock down in  
20 order for that project to happen. So we  
21 just worried about that. Thank you.

PM00057 22 CHRIS CHAN:

23 Fun fact. Back in the day there was  
24 an idea going in place in regard to put a  
25 landfill by College Point and they did

1  
2 everything in their power in that  
3 community to not let this happen simply  
4 because number one, if you had their  
5 landfill you have a connection to other  
6 communities the developers hate. They  
7 didn't like the fact that they were  
8 sharing, having their connection because  
9 they didn't want to deal with any of the  
10 minorities there. They wanted to keep  
11 themselves isolated and private as far as  
12 what you see now today.

13 So, who knows, you know, how we can  
14 all benefit from all that by having any of  
15 these -- or even, you know, within the  
16 demographic of, you know, can I be able to  
17 enjoy the history that's the way you grew  
18 up here record than what's the best  
19 interest for the people in the city.  
20 That's it.

PM00058 21 GARY LIU: I just want to say I'm  
22 concerned about the future of the water  
23 that is near LaGuardia, that bay area.  
24 I'm concerned about it.

PM00059 25 MILTON BROWN: Of course I'm against

1  
2 having the AirTran at all but if it has to  
3 happen then if they limit it to street  
4 level and create the boardwalk I think at  
5 least we would consider that because, you  
6 know, we have to create that boardwalk  
7 because right now it's going 40 feet up in  
8 the air.

9 So we are confronted by seeing that.  
10 So, if they do it at street level and in  
11 the promenade create the boardwalk I think  
12 that would at least -- we would at least  
13 consider that.

PM00060 14 Charlton, CHARLTON GSOUZA:

15 So basically I feel that this  
16 project the extension from the Met Willets  
17 Point station of the Long Island Rail Road  
18 all the way to LaGuardia is a very bad  
19 idea because I have spoken to residents  
20 and the residents told me that they live  
21 30 blocks away from the airport and their  
22 houses have been shaking.

23 They have endured structural damage.  
24 It's also been reported in news media. So  
25 building the AirTrain was not a good idea.



1  
2 The 7 train is very crowded. No one will  
3 be able to especially with heavy luggages,  
4 suitcases. It's a terrible idea and the  
5 Long Island Rail Road runs every 30  
6 minutes on weekends and weeknights.

7 The FAA and the Port Authority is  
8 lying to people telling people it's going  
9 to be 12 minutes. That's not true. It's  
10 not true. It's a lie. It's going to be  
11 more than 35 minutes.

12 So if that's the case what they  
13 should do is they need to look at  
14 better options like a Light Rail something  
15 that is not intrusive to the neighborhood  
16 or the community but something that moves  
17 people.

18 Because Light Rail you don't have to  
19 do all the drilling and the reason why I  
20 say "drilling" is because the ground  
21 around the airport and the surrounding  
22 neighborhood is on swamp land the way that  
23 they built it.

24 So any drilling or pulling could  
25 shake the whole earth 30 blocks away so I

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think this is a very bad idea and I'm  
against it.

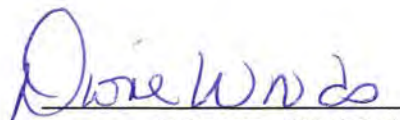
(Whereupon, the Public Hearing was  
concluded at 8:28 p.m.)

C E R T I F I C A T E

I, Dione Woods, a reporter and Notary Public within and for the State of New York, do hereby certify:

That the witness(es) whose testimony is hereinbefore set forth was duly sworn by me, and the foregoing transcript is a true record of the testimony given by such witness(es).

I further certify that I am not related to any of the parties to this action by blood or marriage, and that I am in no way interested in the outcome of this matter.

  
\_\_\_\_\_  
DIONE WOODS

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ENVIRONMENTAL IMPACT OF THE PROPOSED  
LAGUARDIA AIRPORT ACCESS IMPROVEMENT PROJECT  
PUBLIC HEARING

Thursday, June 6, 2019  
6:30 p.m. Eastern Standard Time

Marriott Hotel LaGuardia  
102-05 Ditmars Boulevard  
Elmhurst, New York

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REPORTED BY: Susan Petty

LEX#146387



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SHARON LEE

JASMINE CHIQUE

JAMES MONGELUZO

PM00061

JERRY NOZILO: Good evening and thank you for having this meeting. My name is Jerry Nozilo, and I am 56 years young. I'm a lifelong Queens resident.

This project we are here to discuss is no different than any other big project that has an opportunity to do a lot of good. But I am sure there will be a few here tonight that may say bad.

I have worked in all five boroughs on some large projects, and I have seen the impacts; good and bad on all of them, from Hudson Yards in Manhattan to LaGuardia Airport in Queens, to Methodist Hospital in Brooklyn.

However, in the end it always seems that the project does more good than bad. This project has an opportunity to; One, eliminate traffic emissions, provide timely travel for people coming in and out of the airport, enhance MTA funds which are crucial to the City right now, and especially having scheduled Long Island Railroad and MTA trains moving at the

1  
2       timely places and stations.

3               It will be efficient travel for all  
4 people coming and going. And the local  
5 economic boost; the pizza places, the  
6 delis, the gas stations, local and Big Box  
7 store revenues will all be enhanced. And  
8 the opportunity for this project to  
9 beautify some of the neighborhoods; Bay  
10 Promenade is one example.

11               Finally, the great paying jobs that  
12 the workers who will work on these  
13 projects will get. Expected 3,000 union  
14 jobs, as well as other jobs. Permanent  
15 jobs as the construction workers who did  
16 Part 1, which I call the Train to the  
17 Plane, which was the Kennedy Job. Great  
18 economic forecast for the families that  
19 will work on Phase 2.

20               In the City today where we are  
21 trying to make economic opportunities for  
22 families and educational opportunity for  
23 families, these families that get to work  
24 on Phase 2, or as I call it Train to the  
25 Plane 2, will be fortunate.

1  
2           They will be grateful. These will  
3 be good jobs -- union jobs I hope -- with  
4 young apprentices learning the skill and  
5 getting the college education at night  
6 through their apprenticeship.

7           I urge my fellow Queens neighbors,  
8 fellow construction workers, fellow Local  
9 3 IBEW electricians to vote yes for this  
10 very important and economically vital  
11 project; as I call it Train to the Plane  
12 2. Thank you very much.

13                           - - -

PM00062

14           THERESA PARSON-JONES: My name is  
15 Theresa Parson-Jones. What happened to  
16 the Number 33 and the Number 72 buses  
17 going into La Guardia Airport? We need  
18 those buses because they serve the ethnic  
19 community in East Elmhurst, and I feel  
20 they are being left out. When those buses  
21 are not included in the plan for LaGuardia  
22 Airport, the transportation plan.

23           All right. That's it. Oh, also we  
24 need ferry service, because that also  
25 serves the community.

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PM00063

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BRIAN HART: My name is Brian Hart.  
I am a member of the New York City  
Building Trades. Steamfitters Local 638  
and I am in favor of the Port Authority's  
proposal for preferred alignment. I agree  
with it. I am a Queens resident my whole  
life, and looking at it growing up here  
and everything I agree with it. I think  
it would be the most conducive for, you  
know, the traffic and whatnot. Thank you.

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PM00064

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JOHNY MARTINCIC: I would also like  
to tell you that I support the Port  
Authority's preferred alignment. I think  
it makes the most sense out of all the  
other options.  
I like the fact that it also is  
going to be connecting the east side  
access project to Long Island Railroad and  
the 7 Train. These are all reasons that I  
believe that's the way to go. I would  
like also like to say I am a member of  
Steamfitters Local 638. Thank you.

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PM00065

SEAN HEALY: My name is Sean Healy with Building Construction Trades. I'm in agreement with Port Authority's alignment. Seems to be the most positive results for the general public.

- - -

PM00066

MICHAEL DULONG: I should note that it's hard to hear in this room. Well, thank you to the Federal Aviation Administration for the opportunity to provide oral comments.

My name is Michael Dulong, and I am a senior attorney with Hudson River Keeper. River Keeper is a not-for-profit environmental watchdog organization. We protect the Hudson River and its tributaries, including those in and around New York City. And we safeguard the drinking water supply for 9.5 million New York City and Hudson Valley residents.

All along River Keepers sought to ensure that if the project does move forward and is deemed necessary, it must

1  
2 serve the interests of the local residents  
3 and would avoid significant impact to  
4 Flushing Bay and World's Fair Promenade.

5 Thousands of kayakers and dragon  
6 boaters take to the bay each year, and  
7 residents use the Promenade as park space.

8 In addition to the park's uses, the  
9 water is home to species such as Great  
10 Blue Heron, blue crabs, oysters, Flounder,  
11 and straight Bass.

12 River Keeper and Guardians of  
13 Flushing Bay have worked with community  
14 members on a vision plan to restore the  
15 bay and improve the park.

16 The air-train could obstruct  
17 connectivity and recreational  
18 opportunities at the park. Those who  
19 reside here in Flushing Bay already have  
20 borne the harms of LaGuardia Airport;  
21 including traffic, air and noise  
22 pollution.

23 We believe the impact could be  
24 exacerbated by the air-train, and those  
25 impacts must be reviewed by the FAA.

1  
2 We object to the format of this  
3 meeting, because especially community  
4 involvement. Well, it's almost too loud  
5 for you to hear me and take notes.

6 Second, we respectfully request a  
7 public hearing format for the scoping  
8 process, as well as for the process on the  
9 draft environment effects, assessments,  
10 and the impact statement.

11 The poster board workshop is  
12 confusing for those who are less familiar  
13 with the National Environmental Policy Act  
14 Process, The NEPA Process.

15 It's unclear how comments and  
16 questions could be put on the record for a  
17 formal response when walking in and seeing  
18 just a crowd around a bunch of poster  
19 boards.

20 Moreover, the workshop will prevent  
21 community members from hearing and  
22 understanding their neighbor's position  
23 with respect to the air-train.

24 Lastly, the communities affected by  
25 the proposal are diverse. The language is



1  
2 spoken in Spanish, Chinese, and Creole.

3 Information should be provided in  
4 these languages, and all materials should  
5 be provided in these languages, and  
6 translators should be made available at  
7 this public hearing.

8 With respect to the substance of the  
9 proposal, River Keeper is going to submit  
10 detailed public comments or detailed  
11 written comments. We reserve our right to  
12 do so. But I would like to just make a  
13 few notes.

14 We are very concerned about the  
15 accessibility to World Fair Promenade as a  
16 public space for local residents, owners,  
17 and commuters.

18 We are concerned about climate  
19 vulnerability at Flushing Bay and the  
20 surrounding communities which were flooded  
21 during Sandy. And we hope to make sure  
22 that any plan or any project is cognizant  
23 of that.

24 We want to preserve the biological  
25 ecosystem serving Flushing Bay during

1 construction and after construction.

2 We hope the FAA will study the  
3 increased burden on the 7 train, and we  
4 believe the FAA should do its own  
5 ridership studies on the LaGuardia  
6 Air-Train and assess what impact that  
7 would have on New York City; both in terms  
8 of crowding the 7 Train and in terms of  
9 how many riders are actually going to use  
10 this.  
11

12 The ridership at JFK has been  
13 growing, but it's only reached about half  
14 of its projected ridership, and we hope  
15 that doesn't happen here.

16 Thank you for your consideration and  
17 your concern.

18 - - -

PM00067 19 PETER HERRON: My name is Peter  
20 Herron. Concerning the air-train, I  
21 didn't know that they had so many  
22 alternatives. So it's good to see that  
23 they have alternatives to the air-train.

24 One of the things that we were told  
25 is that the air-train would sort of limit

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the driving into the neighborhood in which we live. But that's not true. Because we know from being in this neighborhood that those who drive, will drive.

And in terms of the alternatives, why couldn't they extend the N Train? Why couldn't they have the 33 bus, the Q 33 continue to go back into the airport? They have the 70. They have the M 60. All of these alternatives. They have the 72, Q 72.

All of these are alternatives. Why do we need another so-called dedicated line to go in? You still would have to take a train to get to the air-train.

You are still going to have use public transportation. Nothing is going to be direct. We have that concern. It doesn't makes sense.

So to put the community through another extra time of construction to wait for that to be done, and then to find out that doesn't work, or doesn't profit, and then to find out that it doesn't work, the

1  
2 damage has been done, it doesn't need to  
3 happen.

4 I am glad to see the alternatives.  
5 The FAA is looking at alternatives, and I  
6 think as a gentleman said -- he's from  
7 Long Island. He was asking why couldn't  
8 it go through Willets Point?

9 Why couldn't an extension, or if  
10 they do an alternative, do it through  
11 Willets Point to go into the airport.

12 He said because the Long Island  
13 Railroad already runs into Willets  
14 Point -- sorry. Not Willets Point. I  
15 meant 61st Street, Woodside. Why couldn't  
16 that be an alternative? Why go all the  
17 way to Willets Point?

18 You have the Mets Game. Can you  
19 imagine how crowded it would be if someone  
20 is going to the airport, and someone that  
21 is going to the Mets Game -- that stop  
22 would be tremendous. It doesn't make  
23 sense.

24 What concerns me is the health  
25 factor with the air-train. All of those

1  
2 structures, we know it emits whatever  
3 chemicals that are unhealthy to people.

4 They are think about putting it  
5 along the Promenade.

6 That Promenade is where elderly  
7 people use to walk, where people jog. I  
8 was told the train would be coming by  
9 every three or so minutes. What's coming  
10 off of those rails?

11 Those people who are doing the  
12 exercise on that path, not realizing the  
13 danger and that the rail may be emitting  
14 things. They are going to keep coming,  
15 falling down. You don't even see it.  
16 Then years later is when you will see the  
17 results.

18 You can't reverse the damage that is  
19 done to the human body. When you catch  
20 it, you may be able to slow it down with  
21 medication. But you can't stop it. And  
22 that's a real concern.

23 It's fine for the people on the  
24 train or wherever. They know they are  
25 getting to their destination. But the

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people who actually live in the community,  
what happens to them? Thank you.

- - -

PM00068

DOREEN FOX-HERRON: My concern with  
the air-train coming in is the following:  
One, there's a high asthma rate in this  
community in the East Elmhurst community.  
I live in this community.

So I want to know how does this  
affect the air quality for the residents  
of this community? So that's number one.

Number two: They propose to run  
this air-train along the Promenade. So I  
am concerned that it will impact the  
sunlight that the people who will be using  
the Promenade will have. So that's the  
second thing I am very concerned about.

And the third thing that I'm  
concerned about is that they have brought  
in changes in public transportation into  
this community that I think has negatively  
impacted the community.

For instance, after they introduced  
the Q 70, which makes two major stops

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before it hits the airport, it eliminated the Q 33 going into the airport.

The Q 33 services the community. The Q 70 basically services everybody from the outside. So for me, if you going to bring in something new, it should, again, fit the community; not take away from the community. So that's my third point. I have one last point.

My last point has to do with the maintenance of this air-train after it is built. Who is going to maintain it? What happens when it starts deteriorating?

How long will they take to fix whatever goes wrong with it? All of those things nobody has -- and I've gone to a lot of meetings in the community, et cetera. Nobody has addressed that as far as I'm concerned.

The Downside: I would like to know how putting in the air-train at JFK, how does it impact the community? Nobody is saying it. Nobody is saying the negative parts of it.

1  
2           So somebody needs to bring  
3 information about the downside, the  
4 negative side. Okay. I like the one  
5 alternative that I saw up here today; the  
6 ferry.

7           I think the ferry is a great idea,  
8 and they should bring it onboard. So I  
9 think they should keep the ferry or bring  
10 in the ferry. And I think that they  
11 should extend the subway all the way to  
12 Ditmars, so it goes right into LaGuardia  
13 Airport.

14           They should follow through with that  
15 instead of putting in the air-train and  
16 disrupting the community. Just extend  
17 that train from Astoria all the way to  
18 Ditmars, so that it goes right into the  
19 air-train, which is one of the  
20 alternatives they have up there. Those  
21 are my comments.

22           - - -

PM00069 23           DHUZAMI KHUZAMI: I ask that this  
24 whole scoping process also present before  
25 civic organizations, which I am the



1  
2 president of one, The Old Astoria  
3 Neighborhood Association.

4 I think that it's important that you  
5 extend your outreach to local civics, not  
6 just government entities like the  
7 community wants. That's my first one.

8 Second one would be as far as a  
9 preferred route, my background is in  
10 logistics. I worked for many years at  
11 JFK. I don't see any reason why you are  
12 not just extending the existing air-train  
13 from Jamaica to LaGuardia and include  
14 stops for the subway for the 7 Line and  
15 also all the various subways that connect  
16 in Jamaica, plus the Long Island Railroad.

17 This way we would provide seamless  
18 transportation, not only from Long Island  
19 and between JFK and LaGuardia to make  
20 connections, you would also take the  
21 pressure off the 7 line and divide it  
22 between all the five or six different  
23 subways that connect. Thank you.

24 - - -

PM00070 25 REBECCA PRYOR: My name is Rebecca

1  
2 Pryor. I'm the program coordinator for  
3 River Keeper and Guardians of Flushing  
4 Bay.

5 I first want to thank the members of  
6 the FAA for putting this on. We  
7 appreciate it.

8 River Keeper is a member-based  
9 watchdog organization dedicated to  
10 defending the Hudson River and its  
11 tributaries, and protecting the drinking  
12 water supply of nine million New York City  
13 and Hudson Valley residents.

14 Guardians of Flushing Bay is a  
15 coalition of voters, environmental  
16 enthusiasts, local Queens residents, and  
17 Citywide community partners advocating for  
18 a clean and acceptable Flushing Bay and  
19 Flushing Creek.

20 I'm here today speaking on behalf of  
21 Guardians of Flushing Bay to the Port  
22 Authority's proposed LaGuardia's Air-Train  
23 Project spanning from LaGuardia Airport to  
24 Willets Point is deeply flawed.

25 And we believe that a properly

1  
2 conducted environmental review process  
3 will reveal just that.

4 So please accept the following  
5 suggestions for solutions of how the  
6 Federal Aviation Administration can help  
7 facilitate and address these matters.

8 One; accessibility to World's Fair  
9 Marina and Flushing Promenade as public  
10 space for local residents, boaters and,  
11 commuters.

12 Port Authority's preferred route  
13 will cut off more than a quarter of the  
14 existing Flushing Bay Promenade in an area  
15 starved of parkland.

16 The Promenade constitutes a critical  
17 bike and pedestrian route for Queens, and  
18 the marina is one of the few public  
19 marinas in the City hosting thousands of  
20 boaters; both human-powered and not every  
21 year.

22 These Elmhurst residents are already  
23 helmed in by a highway and cut off from  
24 their waterfront. More transit  
25 infrastructure could further disconnect

1  
2 residents from the water.

3 Obstruction to the Promenade and  
4 marina from all existing entry points  
5 during construction and the use of the  
6 air-train must be studied in full.

7 Two; climate vulnerability. World's  
8 Fair Marina is in a 100-year flood plan  
9 and vulnerable to climate change as was  
10 made clear during Super Storm Sandy.

11 As the FAA considers investing in  
12 large impervious transportation  
13 infrastructure in or alongside parkland,  
14 we urge them to study the potential impact  
15 of climate change, including sea level  
16 rise and storm surge.

17 Three; the biological resources and  
18 ecosystem services of Flushing Bay. The  
19 fragile ecosystem of native wetlands  
20 species are hard at work to restore the  
21 heavily polluted and depleted bay.

22 Disruption to these species will  
23 have a profound impact on the health of  
24 the bay, and consequently the quality of  
25 life for those who live around it.

1  
2           The impact of the LaGuardia  
3 air-train project on these wetlands  
4 species must be considered.

5           Four; increased burden on the 7  
6 Train. The 7 Train, one of the methods  
7 many use to access Flushing Bay and the  
8 surrounding neighborhood of Queens already  
9 suffers from overcrowding.

10           The increased ridership on the 7  
11 Train as a result of an air-train  
12 connector at Willets Point should be  
13 considered and an independent ridership  
14 and traffic study should be conducted.

15           Five: Projected ridership of the  
16 LaGuardia air-train. Air-train supporters  
17 have expressed the environmental benefits  
18 of mass transit option that could take  
19 cars off the ride. However, it is  
20 necessary to study the comparison to the  
21 JFK Air-Train.

22           Our ridership on the JFK Air-Train  
23 has been growing annually. From 2004 to  
24 2014 it reached only half of its projected  
25 ridership.

1  
2           It will be a planning disaster if an  
3 air-train is built with the emission and  
4 impervious services that come with that  
5 construction, and the number of cars on  
6 the road remain the same.

7           An independent traffic and ridership  
8 study must be conducted within the scope of  
9 the DEIS To fulfill the State and City  
10 goals, sustainable planning, and to  
11 mitigate impact on local communities of  
12 Flushing Bay. The environmental review  
13 must be completed with full community  
14 involvement.

15           The communities surrounding the  
16 proposed route are diverse and the  
17 languages spoken include Spanish, Chinese,  
18 and Korean. And information regarding the  
19 environmental review process should be  
20 produced in these languages and  
21 translators available at public hearings,  
22 regardless of whether or not there was a  
23 request for them.

24           If any project does move forward, it  
25 must serve the interests of local

1  
2 residents. Take into account the current  
3 and potential users and avoid significant  
4 impact to the Flushing Bay and the  
5 Promenade.

6 Further, we request that at a future  
7 public meeting there be a component of a  
8 public hearing; wherein, residents can  
9 hear others speak about their concerns and  
10 preferred alternatives for the air-train  
11 route.

12 We were disappointed to learn that  
13 at this public meeting there was no  
14 hearing component, and instead we found  
15 that community residents were talking to  
16 each other in an echo chamber, rather than  
17 hearing people who support and who did not  
18 support the air-train speak.

19 Thank you for your consideration of  
20 our concerns and suggestions. We hope  
21 that the entire environmental process is  
22 conducted with full community engagement,  
23 substantial review of all impacts, and a  
24 robust study with the best alternatives  
25 for LaGuardia Airport for all New Yorkers.

- - -

PM00071

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DOA HUYNH: So I did a little research on this, and I heard that the sewage might be affected by the air-train being built. So I just want for like the sewage to be controlled so that no pollution goes into the bay.

I paddled for an organization called Dragon Boat Racing, and I was concerned about how like pollution would go into the ocean because I practice there every Thursday, Saturday, and Sundays.

So I'm very concerned about how that would affect our racing, because I basically grew up dragon boating through family tradition.

This has been like a home for me, and I have also met many friends through this. So it made me more connected to the community, and I really hope the bay isn't affected by this.

- - -

PM00072

24  
25

VICKI LIAN: I did a little research on this, and I heard that the sewage might



1  
2 be affected by the air-train being built.  
3 So I just want for like the sewage to be  
4 controlled so that no pollution goes into  
5 the bay.

6 I am worried about the fishes that  
7 may be in the bay, and what Sharon said, I  
8 don't want to like have that around  
9 people. Like dirty water in my skin or  
10 like consuming dirty water is very bad for  
11 my health. I hope it doesn't like delay  
12 my growing. I just don't want them to  
13 build it. Don't build it. Thank you.

14 - - -

PM00073 15 SHARON LEE: So I kind of have to  
16 live here. I live around the community  
17 here, and I'm just worried about like the  
18 environment. I think it's really  
19 annoying. It's noisy with all the cars  
20 and everything at nighttime, so it's kind  
21 of hard for me to sleep.

22 I feel like the noise level of the  
23 construction and like if there's any  
24 debris -- like me and my family we take  
25 walks sometimes on the Promenade, and it's

1  
2 kind of affecting that area around that,  
3 and Dragon Boat Racing, too.

4 So I'm not sure how it will affect  
5 us paddling if like all the water is dirty  
6 and just gets on us or like we start  
7 drinking it by accident. So I'm concerned  
8 for the environment. I like the view  
9 already of the nature, but I feel like  
10 adding something obstructs the view.

11 - - -

PM00074 12 JASMINE CHIQUE: While I think this  
13 air-train will make it easier for people  
14 to travel around to get to the airport,  
15 there's like underlying effects that we  
16 don't think about.

17 For instance the environment and how  
18 like especially now it's so important  
19 because we have like 12 years to reverse  
20 our carbon emission, or else the climate  
21 is just going down to become -- it's like  
22 on a road to self destruction.

23 I feel like New York City should do  
24 little things to help conserve it, and  
25 this air-train will just make it like so

1  
2 much harder for people to make it change.

3 Thank you.

4 - - -

PM00075

5 JAMES MONGELUZO: So I would like  
6 the scope to include checking the homes  
7 that have been affected by the airport  
8 construction, and particularly homes that  
9 have been damaged or homes that have  
10 claimed damage due to airport  
11 construction.

12 I would like several areas where  
13 homeowners have experienced shaking or  
14 vibrations be checked as well, including  
15 the southeast corner of 95th Street and  
16 23rd Avenue, and the north side of 23rd  
17 Avenue between 97th and 96th Street.  
18 Ericsson Street between 25th and 27th  
19 Avenue. And 100th Street between Ditmars  
20 Boulevard and 23rd Avenue.

21 I would like to see what documents  
22 the Port Authority requires property  
23 owners to sign in exchange for receiving  
24 monetary compensation for damages or  
25 claims of damage.

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There have also been claims of  
damage on Curtis Street and 27th Avenue.  
I would also like those to be looked into  
as well.

- - -

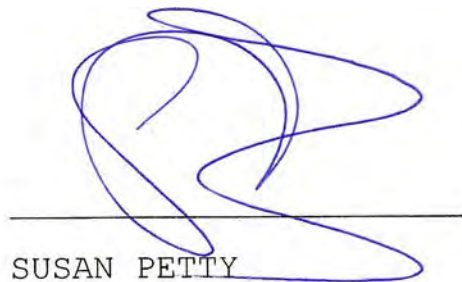
(Whereupon, the Public Hearing was  
concluded at 8:30 p.m.)

C E R T I F I C A T E

I, Susan Petty, a reporter and Notary Public within and for the State of New York, do hereby certify:

That the witness(es) whose testimony is hereinbefore set forth was duly sworn by me, and the foregoing transcript is a true record of the testimony given by such witness(es).

I further certify that I am not related to any of the parties to this action by blood or marriage, and that I am in no way interested in the outcome of this matter.



SUSAN PETTY

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PEOPLE'S HEARING

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RIVERKEEPER AND PARTNER ORGANIZATIONS DITMARS  
BOULEVARD BLOCK ASSOCIATION, JACKSON HEIGHTS  
BEAUTIFICATION GROUP, FLUSHING CHAMBER OF  
COMMERCE, AND QUEENS NEIGHBORHOODS UNITED  
AIRTRAIN PEOPLE'S HEARING AT WORLD'S FAIR  
MARINA ON JUNE 13, 2019.

----- x  
Transcribed by Holly Van Pelt

LEX#147209

1

PH000001

2

MR. MICHAEL DULONG: Okay, hi,

3

everyone. I'm Mike Dulong. I'm a staff

4

attorney with Hudson Riverkeeper. We're a

5

non-profit group dedicated to defending

6

the Hudson River and all the tributaries

7

to the Hudson, including Flushing Bay,

8

Flushing Creek, the East River and all the

9

waters in and around New York City.

10

I'd like to thank Rebecca Pryor.

11

She's a program coordinator for

12

Riverkeeper and Guardians of Flushing Bay

13

and everybody from the Sensible Way to LGA

14

Coalition who helped put this on tonight,

15

including but not limited to Ditmars

16

Boulevard Block Association, Jackson

17

Heights Beautification Group, Flushing

18

Chamber of Commerce and Queens

19

Neighborhoods United. Everybody helped

20

organize this. I'd also like to thank the

21

World's Fair Marina restaurant for hosting

22

us very graciously. We really appreciate

23

it and we know you're in this fight too.

24

So I would have hoped that the

25

burden wouldn't fall on us to have to hold

1  
2 a hearing like this. We were hoping that  
3 the FAA would hold a public hearing where  
4 neighbors could hear their neighbor's  
5 concerns and hear differing opinions among  
6 all these stakeholders that are here  
7 tonight and that were at the meetings last  
8 week. And so we're disappointed by their  
9 failure to do so. We're disappointed by  
10 the fact that we have to host this and  
11 create a forum among the public so that we  
12 can listen to each other's concerns. You  
13 know, all of our city, state and federal  
14 representatives, some are here tonight and  
15 we appreciate your -- your attendance and  
16 we call on you to help us ensure that the  
17 FAA creates those spaces where we can have  
18 an open community dialogue where we can  
19 have public forums to give our concerns  
20 and give our comments on the environmental  
21 impact review and on the AirTrain  
22 generally.

23 So we are recording our comments  
24 tonight. Riverkeeper is doing this  
25 recording so that we can put these on the

1 record. We are going to send this  
2 recording to the FAA. The FAA has to  
3 respond to public comments, and we hope  
4 that they'll listen to this recording and  
5 that they'll respond to your comments, to  
6 your concerns about the AirTrain and  
7 they'll address the issues that you raise  
8 tonight that you want to see them take  
9 into consideration as they're planning the  
10 AirTrain, as they're reviewing  
11 alternatives to the AirTrain, as they're  
12 considering how to mitigate the impacts  
13 that you're gonna face, whether those are  
14 visual, noise, vibrations, impacts to your  
15 use of the park, impacts to the water  
16 quality in Flushing Bay; anything like  
17 that, they want to hear it and so you're  
18 welcome to say anything that you want  
19 tonight. We just have two sort of  
20 requests or caveats. The first is that  
21 you limit your comments to about five  
22 minutes so that everybody will have a  
23 chance to talk and voice their own  
24 opinions, and the second is that you  
25

1  
2 respect everybody's comments and stay  
3 quiet during their comments, whether you  
4 agree or disagree with them, so that, you  
5 know, everybody has their opportunity.

6 And so for our piece we've -- the  
7 AirTrain is a major piece of proposed  
8 infrastructure that should be here -- that  
9 could be here for over a hundred years and  
10 so it's gonna cost 1.5 billion dollars.  
11 If they're gonna do this, they have to do  
12 it right and they have to do a full  
13 environmental review. They have to look  
14 at alternatives and make sure that if  
15 they're going to build it, it's the best  
16 project for all New Yorkers, it's the best  
17 project for Queens and it has the least  
18 impact on local communities. And so what  
19 that means is that, you know, it's our  
20 goal to ensure, and this is what  
21 Riverkeeper does in a lot of environmental  
22 reviews, that the details or that the  
23 environmental impact review details the  
24 potential significant environmental  
25 community impacts, identifies mitigation



1  
2 measures to minimize any of those impacts  
3 and evaluates a full range of reasonable  
4 alternatives. So in our opinion what does  
5 that look like? I think the alternatives  
6 review is gonna be the most important.  
7 There are two alternatives we believe  
8 could potentially benefit New Yorkers even  
9 more than the proposed plan. One is a no  
10 build scenario, but that includes focused  
11 action on a bus exclusive roadway,  
12 expansion, additional express bus routes  
13 from Manhattan and Queens and optimizing  
14 the existing routes, and also what they've  
15 used in the past and what is actually a  
16 real reasonable possibility is a ferry  
17 service directly from Manhattan and from  
18 the other boroughs. Another potential  
19 alternative would be the expansion of the  
20 N/W line. That would provide a more  
21 direct route to the airport but would also  
22 provide additional transit in a transit  
23 dessert.

24 In terms of the potentially  
25 significant community environment -- and

1  
2 environmental impacts, we'd like to focus  
3 the FAA's attention on a number of issues.  
4 The first is that the AirTrain could  
5 inhibit access to an enjoyment of the  
6 World's Fair Marina, where we are right  
7 now, where people are running, where we  
8 just saw dragon boaters go by. This, the  
9 route would cut off more than a quarter of  
10 the promenade in this area that's starved  
11 for parkland. The second is that  
12 construction could have impacts on the bay  
13 and promenade, including construction and  
14 use of the AirTrain, could have impacts on  
15 the bay and the promenade and on the bay  
16 specifically, including fish spawning  
17 beds, subsurface noise during  
18 construction, sediment stability, to tidal  
19 erosion, potential shade from the  
20 infrastructure disrupting natural light  
21 cycles and debris from construction, like  
22 oil and grease and rust and anything else  
23 that sheds from the AirTrain during long  
24 term use.

25 I should point out that the World's

1  
2 Fair Marina was an area that was flooded  
3 during Sandy. The FAA must consider the  
4 potential impacts of the -- of any  
5 AirTrain in this area, whether that could  
6 make flooding in this area worse, and it  
7 should also consider the design for any  
8 AirTrain to be resilient against flooding.  
9 The local community, obviously, may be  
10 significantly impacted and burdened by  
11 construction of the AirTrain and the  
12 operation of the AirTrain. Again, noise,  
13 visual impacts, traffic and vibrations,  
14 among other things should be among the  
15 list of things considered and I hope  
16 everyone will raise their concerns tonight  
17 and how you will be impacted.

18 And the last is that the local  
19 transit operations may be overburdened.  
20 The 7 train is already at capacity during  
21 rush hour and the Port Authority's  
22 assertion that riders will take the Long  
23 Island Railroad to Manhattan is just  
24 untenable. It's laughable.

25 So we look forward to continuing to

1  
2 ensure that the FAA takes everyone's  
3 concerns into consideration and we invite  
4 you all to speak tonight and we're happy  
5 to put your comments on the record.  
6 Thanks.

7 UNIDENTIFIED SPEAKER: So who's  
8 next?

9 UNIDENTIFIED SPEAKER: Yeah anyone,  
10 so if you have comments, it doesn't have  
11 to be formal; it could be written out.  
12 Everybody's being recorded.

13 UNIDENTIFIED SPEAKER: Sure. You  
14 have to speak in this recorder. This is  
15 what's going onto the record. This is how  
16 we can hear.

PH000002 17 MS. NUALA O'DOHERTY: Good evening.  
18 My name is Nuala O'Doherty. I'm here, I'm  
19 a mother of five, grandmother of one. I  
20 live in the neighborhood. I'm a Community  
21 Board 3 member. I'm the president of a  
22 local Civics organization. I'm a PTA  
23 president of one of our schools, a  
24 community activist, but more importantly  
25 I'm a neighbor of La Guardia Airport, and

1  
2 I think we all have to consider the fact  
3 that La Guardia is an important part of  
4 our neighborhood. We've been long time  
5 neighbors and we all understand the  
6 importance of La Guardia for the entire  
7 region, but we also expect La Guardia to  
8 be a good neighbor and so for years we've  
9 put up with the noise, the vibrations, the  
10 traffic, the dust and more recently with  
11 all the construction, pile driving,  
12 trucks, people parking in our  
13 neighborhoods and all the dust and  
14 vibration that has occurred with all the  
15 construction. So what I'd really like to  
16 see is La Guardia to be a good neighbor  
17 and to consider their neighbors and not  
18 just the fate of passengers.

19 So the way I understand this is that  
20 they hope to build this 1.5 billion dollar  
21 boondoggle of an AirTrain based on a fee  
22 for passengers who fly in and out of La  
23 Guardia, and therefore, all they're  
24 considering are what's good or best for  
25 the passengers on those airplanes and

1 they're not considering their neighbors,  
2 and that's not being a good neighbor. So  
3 if you consider their neighbors, they  
4 would look at other things. They would  
5 consider the fact that we are in a park  
6 dessert, that we're in a transportation  
7 dessert, that there are a number of  
8 community issues, that this transportation  
9 problem to and from La Guardia could  
10 actually help their neighbors. I think  
11 everyone agrees that the gold standard to  
12 get to La Guardia is a one-seat subway  
13 ride to the airport, right, \$2.75 gets you  
14 on a subway directly to La Guardia. Now I  
15 know in the past twenty years this has  
16 been discussed and dismissed, but I think  
17 times have changed and we need to consider  
18 how times have changed. So the first  
19 reason I think they should consider a  
20 one-seat subway ride to La Guardia is that  
21 it would benefit The City of New York, not  
22 just the passengers who come off and on  
23 the airplanes, but the people who live  
24 here. It would do so because it would add  
25

1 subway traffic here in much needed areas.  
2 The areas of northern Jackson Heights and  
3 East Elmhurst do not have any subway  
4 service now, and what I would propose they  
5 would do is, it's a little bit  
6 complicated, is flip the N and R line. So  
7 those of you who are old enough to  
8 remember, it used to be the R line that  
9 went up to Astoria. By having that back  
10 to the R line, going up to past Ditmars,  
11 to the Con Ed plant and then turning over  
12 to La Guardia, adding a subway stop in  
13 northern Jackson Heights, that would  
14 benefit people in northern Jackson  
15 Heights, but also I'd make it an R line  
16 that would allow the train to go through  
17 the 63rd Street tunnel and, therefore,  
18 increase service. So a lot of the  
19 bottlenecks in our current subway system  
20 are trains crossing in and out of  
21 Manhattan. By having it go through the  
22 63rd Street tunnel, we can have a lot more  
23 trains travel on that track. So one, you  
24 could increase service to the airport, to  
25

1 northern Jackson Heights, to Astoria but  
2 also to midtown Manhattan and to Bayridge,  
3 Brooklyn. This would actually help the  
4 city. Would it be expensive? Yeah, it  
5 would be expensive. Any subway increased  
6 service would be expensive, but it's  
7 desperately needed and before we kind of  
8 said oh, well, the MTA can't do that, but  
9 life has changed. The state legislature  
10 has passed congestion pricing and so new  
11 funding will be going to the MTA so they  
12 can actually start doing bold new moves.  
13 Now we have to understand that the MTA is  
14 not going to move quickly and this will  
15 take a while to implement, but we already  
16 have a decent system that works, a bussing  
17 system that can be tweaked. It can be  
18 tweaked by changing roadways. It can be  
19 tweaked by just increasing service and  
20 just increase the number of busses. So  
21 there's currently a bus line that runs  
22 along Junction Boulevard that serves the  
23 people in that entire neighborhood. Why  
24 don't we just have more busses on that  
25



1  
2 line that gets people to La Guardia and  
3 also helps the neighborhood? Why don't we  
4 have more -- the current link bus that  
5 stops at 61st Street and 74th Street then  
6 and comes over here is a very quick way to  
7 get to the airport but doesn't service  
8 anyone in the neighborhood. So we'll keep  
9 the link bus, but we should also bring  
10 back the bus lines that we used to have  
11 that went through the neighborhood and  
12 went to La Guardia.

13 The alternatives are completely  
14 unacceptable. I live in City Council  
15 District 25 and that council district  
16 ranks 50 out of 51 council districts for  
17 park space. The only one that is lower is  
18 the Upper East Side because Central Park  
19 isn't in their district, all right. So  
20 we're starved for parkland and we have to  
21 go outside our district to look for  
22 parkland and one of these spaces we go  
23 outside to is this promenade right here  
24 because if you live in Jackson Heights and  
25 you want to get to Flushing, the easiest

1 way to do it is to ride there all along  
2 this promenade and it's also a safe way to  
3 travel, so when I go with my kids on a  
4 bike, we come along this promenade where  
5 there aren't cars and traffic. It also  
6 cuts off our access to the water. I know  
7 we live in a big city, but we actually  
8 live on an island and some of us really  
9 appreciate the fact that we are so close  
10 to the ocean and for the residents of  
11 Jackson Heights, this is the ocean that we  
12 come to and it's this promenade, and the  
13 fact that they want to take that away from  
14 us without even considering how that will  
15 impact the neighbors. So one, we lose a  
16 parkland. Two, we deal with the vision of  
17 the monstrosity of this 1.5 billion dollar  
18 boondoggle, but then they want to take  
19 people east to go west to midtown and  
20 their theory of doing that is to bring  
21 them to Willets Point, this very  
22 underutilized subway stop where, yes, a  
23 Long Island Railroad train does  
24 occasionally stop once about every thirty  
25

1 minutes, pretty unreliably, by the way,  
2 but what's there all the time is a 7 line.  
3 And the 7 line is the heart and the  
4 transportation heart for many people here,  
5 not only in Jackson Heights, but Corona,  
6 Flushing, Sunnyside, Woodside, Long Island  
7 City, and by shoving all of these  
8 passengers on with their luggage, who  
9 don't know where they're going, to an  
10 already overcrowded and almost inhumane  
11 situation is ridiculous, and this idea  
12 that somehow we're just gonna accept a  
13 bunch of these passengers with luggage  
14 onto a train that you can't fit on already  
15 is absolutely crazy, and then the idea  
16 that they want people to pay a lot of  
17 money for this, by the way. So \$2.75 for  
18 a subway ride is an acceptable way to get  
19 to La Guardia, but they're gonna be paying  
20 for an AirTrain and then for either Long  
21 Island Railroad or the subway ride. It  
22 would be one thing if it was a nice,  
23 comfortable trip to midtown, but we're  
24 talking about a hassle here. You've got  
25

1 to get the AirTrain. Then you've got to  
2 try to push yourself onto a subway ride  
3 where no one is gonna want you and your  
4 luggage on there; take it all the way to  
5 midtown. So you're asking for people to  
6 spend a lot of money for an inconvenient  
7 ride. I think it's time for a community  
8 to step up and say what about us. We've  
9 been your neighbors for years. We've put  
10 up with you and your noise and your  
11 construction. It's time to think about us  
12 for once. And it's time to consider  
13 what's best not just for the passengers  
14 flying in and out, but for the community  
15 who surrounds and supports you. We want  
16 people to get to La Guardia. We want  
17 people to fly in and out of La Guardia.  
18 We want to do it in a way that not only  
19 helps those passengers but also helps a  
20 city that surrounds it, and to me the best  
21 way you see that is by having a solution  
22 that not only helps La Guardia but also  
23 helps the city itself, and that's a  
24 one-subway-seat ride to La Guardia, and  
25

1  
2 that's what we're asking for.

3 (Applause)

4 UNIDENTIFIED SPEAKER: Thank you,  
5 everyone. Richards is next. Do you want  
6 me (inaudible). Raise your hand and I'll  
7 put you on the list. Do it in the order  
8 of whoever raises their hand. I'll come  
9 to you.

10 UNIDENTIFIED SPEAKER: Good evening.

PH000003  
11 Can you hear me? No, not like that. Got  
12 it. Good evening. By no means am I gonna  
13 be able to litigate a case that I am  
14 pretty much on the fence and don't have  
15 enough of the profile of this whole  
16 situation other than to just step back and  
17 say that this is an issue of balance, the  
18 balance of the residents, the taxpayers,  
19 the feasibility, the cost efficiency  
20 versus really who are we transporting. I  
21 don't know. I haven't seen a usage study  
22 of the JFK rail to say whether fifty  
23 percent of businessmen, twenty-five  
24 percent of tourists, so the environmental  
25 study will happen. The feasibility study

1 will happen. The cost analysis benefit  
2 will happen. We know that La Guardia is  
3 spending or is gonna spend 9 billion  
4 dollars to upgrade the airport. Well,  
5 it's a business model. They have to make  
6 sure the transportation of this area,  
7 which is the tri-state area, JFK, La  
8 Guardia, Newark is as efficient, user  
9 friendly as possible. But at what cost?  
10 So I'd like to see who's on the train.  
11 Let's forget the special interest of La  
12 Guardia, the business model. Let's  
13 forget, which we're not, the environmental  
14 study; who's on the train? So if eighty  
15 percent, meaning a combination of tourists  
16 and business people, are on this train but  
17 the consequences hurt the community,  
18 whether it's water access, whether it's  
19 eminent domain, whether it's blocking my  
20 view from my house to see the water I used  
21 to see, this is about balance and this is  
22 about who's on the train. And I haven't  
23 heard that in the readings I've seen  
24 online and in terms of the cost, you know,  
25

1 the agencies turn around and tell you this  
2 is a job builder; there will be jobs  
3 involved, and that's fine, but the  
4 consequences of balance and that ratio  
5 that the community will suffer, which  
6 includes taxpayers, because we all have to  
7 put up another twenty cents every paycheck  
8 for every year this goes by, but again  
9 who's on the train? And if there's not  
10 enough of them to be on the train, who are  
11 us, meaning Manhattan residents, that will  
12 take this train. (Inaudible). Well,  
13 they're one of us. They're a New York  
14 City resident or it may be someone that  
15 lives near Citi Field or Willets Point  
16 will jump on that train, just, you know,  
17 that he will put their car in long term  
18 parking and they'll come to the airport.  
19 Well, that's us also. But I think the us  
20 part is going to be a much smaller ratio  
21 than the them, and this isn't us against  
22 them. This isn't anti-tourism. This  
23 isn't anti-business. But let's see the  
24 balance. Who's on the train? Thank you.  
25

(Applause)

PH00004

MS. PAT BECKLES: All these eloquent speakers. Hi. I'm Pat Beckles. I am the vice president of the Ditmars Boulevard Block Association, a member of the Community Board 3 and I'm also on the board of directors of the Block Association, a resident of Ditmars Boulevard. I grew up on Ditmars Boulevard, and I remember sitting in our attic windows and our feet dangling outside the windows watching the planes take off and land and waterskis on the -- on the -- on the bay and, you know, this was our waterfront property, and that's -- wants to be erased, why, because Governor Cuomo believes that it's something else he can put his name to, add to his legacy, not even considering how it's gonna affect the residents of this community and our neighboring communities.

We're already enduring structural damage from the upgrade of our third world airport and the pilings, is -- it's going



1  
2 on all hours of the night. Allegedly it's  
3 supposed to stop at a certain point and  
4 Port Authority claims that it does and it  
5 does not. We have members of our  
6 community on Ditmars Boulevard that where  
7 their houses are vibrating at night; they  
8 can't even sleep, and this was as recent  
9 as this week.

10 If the AirTrain gets built, the  
11 piling is gonna be even closer to our  
12 residences. What's gonna happen to our  
13 homes then, and these homes are third  
14 generation homes? I'm a second generation  
15 homeowner, but some of my neighbors are  
16 third generation homeowners. We'd like to  
17 pass a well structured facility dwelling  
18 down to our children and to our  
19 grandchildren. You know, the bible says  
20 we're supposed to leave an inheritance for  
21 our children's children. Well, if they're  
22 tearing apart our property right now, how  
23 are we gonna do that for our grand kids?  
24 What's gonna happen to the cost of our  
25 homes? It's gonna be so devalued. Who's



1 a Number 7 train line that we utilize.  
2 It's already overburdened. It's falling  
3 apart. It's decaying, and yet we want to  
4 add additional passengers with luggage and  
5 car seats and families to the already  
6 overburdened train that's falling apart.  
7 How about we take that money and spend it  
8 to repair the Number 7 line so we can have  
9 a decent train system. Plus, the trains  
10 are getting very dangerous. We have gang  
11 activity on 90th Street, what, a couple  
12 months ago. Who's gonna really want to  
13 bring their families on the train to go to  
14 Willets Point, to come back to La Guardia.  
15 Who has all that time and that many arms  
16 to actually carry all of that luggage and  
17 whatever else they may have to carry when  
18 they're traveling? If we have to have a  
19 means of getting to La Guardia, the ferry  
20 would be the best route, the best  
21 alternative. It's the least expensive.  
22 It's not going to affect anybody's  
23 structural dwellings, and there's just --  
24 it's -- it's just a no-brainer. You know,  
25

1  
2 why are we gonna spend all of this money  
3 when we can put it to better use. We're  
4 also concerned about is this EIS a real  
5 study or is it a check in the box that the  
6 federal government has to -- because the  
7 timeframe that we have to even enter our  
8 concerns is so limited. Port Authority  
9 had years to come up with their elaborate  
10 presentation that they continuously throw  
11 in our faces. You know, we don't have  
12 that time to come together and even  
13 formulate something on that grandeur of a  
14 scale to present to say, you know, this is  
15 our rebuttal to what you all have done.  
16 And they're so arrogant; they're already  
17 walking around, taking measurements and  
18 looking at what are we going to do because  
19 as far as the Port Authority is concerned,  
20 it's a done deal and I'm insulted.

21 This is our community, and I want to  
22 thank you all for coming out. I was  
23 hoping there would be more people. I want  
24 to make -- I want you to talk to your  
25 neighbors and we have to stay vigilant.

1  
2 We not gonna come out, we're not just  
3 gonna roll over and let them take over our  
4 neighborhood. This facility here was just  
5 remodeled. It's gorgeous. It's -- it's  
6 -- it's one of the few places within  
7 walking distance of our homes that we can  
8 come out and -- and celebrate whatever we  
9 need to celebrate. So we need to continue  
10 to fight for this, and thank you, guys,  
11 for coming out again, and I'll see you  
12 towards the end.

13 (Applause)

PH00005 14 MARIA: Hi. My name is Maria, and  
15 I'm from Senator Jessica Ramos' office.  
16 She really wanted to be here, but she's  
17 stuck in Albany. They actually just  
18 passed a bill on removing religious  
19 exemptions for vaccines, but I'm not here  
20 to talk about that.

21 I'm going to read the testimony that  
22 we submitted to the FAA that we were under  
23 the impression that we were going to be  
24 giving at last week's meeting and that  
25 just didn't happen. So and this is a

1  
2 statement on behalf of the senator  
3 herself.

4 I represent District 13 which  
5 includes East Elmhurst, Astoria, Jackson  
6 Heights, Woodside and Willets Point, the  
7 areas most impacted by the AirTrain's  
8 construction. Since taking office, our  
9 office has received many calls and visits  
10 from our East Elmhurst neighbors from a  
11 variety of concerns about the impact of  
12 the La Guardia Airport expansion has had  
13 on their homes, businesses, health and  
14 quality of life. These concerns will be  
15 heightened exponentially as my neighbors  
16 will bear the brunt of the possible damage  
17 and repairs to their neighborhood, the  
18 World's Fair Marina, the promenade. Not  
19 only would the existent noise and air  
20 pollution increase around the project, my  
21 most pressing concern is the lack of  
22 oversight about flooding and the  
23 continuous pollution of the Flushing Bay  
24 and East River. If the project moves  
25 forward, the Port Authority must agree to

1  
2 put the community's well being and safety  
3 above it all.

4 As New York City residents, we know  
5 more than anyone else how finite our  
6 parkland is and how crucial it is for our  
7 community to have an active role in  
8 determining what community spaces look  
9 like. This is why I urge my neighbors to  
10 voice all their opinions, both their  
11 reservations and ways in which this  
12 project can benefit our community. There  
13 are many local groups and districts that  
14 have been working on green spaces and  
15 beautification of our community and they  
16 must be present stakeholders as we discuss  
17 the need for multicultural and  
18 generational green spaces.

19 In addition, the many environmental  
20 concerns of this -- in addition to the  
21 many environmental concerns with this  
22 project, I have concerns about the burden  
23 that this would be placed on my low income  
24 constituents who can't afford a Metro Card  
25 and the high fare that is projected for

1  
2 the AirTrain. East Elmhurst and the  
3 surrounding neighborhoods are  
4 transportation deserts, so an easier way  
5 to get to Manhattan would benefit them  
6 greatly; however, for working families the  
7 double fare would be impossible for them  
8 to make work. If the AirTrain moves  
9 forward, I would want to see a plan that  
10 works for all of my neighbors and I'm  
11 committed to getting as many concessions  
12 for our communities as possible.

13 If anyone has any issues with the  
14 airport expansion with the AirTrain,  
15 please feel free to stop by our office or  
16 I'm literally always in the office all  
17 day, every day. I practically live there  
18 now. So come by, please.

19 (Applause)

PH00006 20 ALEXIS: Hi. Good evening,  
21 everyone. My name is Alexis. I'm a  
22 resident of East Elmhurst. I've actually  
23 lived in East Elmhurst all my life. I'm a  
24 homeowner. I happen to live basically  
25 across the street from Terminal C, and to



1 echo what everyone who came before me  
2 mentioned, is this should be balanced.  
3 We're looking not only to find what's  
4 gonna be beneficial for those traveling  
5 into La Guardia, but there really needs to  
6 be a focus on the needs of the community  
7 here. Just to state an example, the 70,  
8 the Q70 bus that goes from the airport to  
9 74th Street, you know, there really isn't  
10 a stop for the people who live in the  
11 neighborhood. You know, they went on and  
12 you're trying to help the travelers get to  
13 Manhattan quicker, but a lot of my  
14 neighbors, I'm seeing if you actually --  
15 you may not even know that you can go into  
16 the airport and get on the bus and find an  
17 easier way rather than having to take a  
18 bus to the 7 train, which is heavily  
19 crowded, as everyone has mentioned  
20 previously. So we just don't want to be  
21 forgotten. So if you're going to build  
22 things, and I don't think most people have  
23 any negativity about embracing some sort  
24 of additional transportation for La  
25

1  
2 Guardia Airport, but the problem where it  
3 hits home is that you leave the residents  
4 in the dust and it's all about the folks  
5 that are coming in and you can build for  
6 those people but still allow and benefit  
7 the folks that are living here by  
8 providing them with more options, whether  
9 it's increased bus service. Like I was  
10 saying on 70, there's moments when there  
11 are weeks during throughout the year where  
12 they don't even charge a fare; you know,  
13 it's free and you're talking about  
14 bringing in and generating more revenue  
15 but you're -- you're not checking those  
16 people when they're getting off and on the  
17 bus to see if they've even paid. But you  
18 check everywhere else throughout New York,  
19 you're doing all of this, you know, making  
20 sure there's no fare evasion, but I ride  
21 that bus every single day because I know  
22 how to get on it and there's no one ever  
23 checking, and that's a hundred dollar  
24 fine. That adds up. That can go into the  
25 city's purse and go into other things

1 where -- and build and help, you know,  
2 infrastructure for the 7 train. Not only  
3 that, but you see on the 7 train you're  
4 gonna be adding additional people to it,  
5 but all of the stops, I want to say from  
6 61st Street up to, you know, 90th, 111th,  
7 108th Street, there's been no upgrades at  
8 all. If you walk those streets, you could  
9 see bird feces everywhere. The conditions  
10 that the people in the neighborhoods have  
11 to deal with, it's deplorable, but you  
12 have money to spend and pump into these  
13 things. Again, the residents don't want  
14 to feel like an afterthought. I think we  
15 would absolutely embrace bringing in  
16 AirTrain as long as there's a benefit and  
17 the people here can partake in that. So I  
18 just want to kind of like make sure that  
19 that gets hit home that the people here  
20 are taxpayers and there should -- we  
21 should not be left behind.  
22

PH00007 23 NORIS MATHERSON: Hi. My name is  
24 Noris Matherson. I am a resident of East  
25 Elmhurst for fifty-three years. I was

1 born and raised in East Elmhurst and I'm  
2 one of those second generation homeowners  
3 and I have children and I'm hoping that I  
4 will be able to pass my home on to the  
5 next generation. We live right off of  
6 Ditmars Boulevard and 100th Street and the  
7 renovation of La Guardia Airport has  
8 impacted us severely, I should say. When  
9 we -- we heard in the news about La  
10 Guardia being upgraded, needing upgrades.  
11 We all heard Biden talk about how it was a  
12 third world airport and ever since then  
13 it's been a push to -- to upgrade La  
14 Guardia. I get it. We've lived -- we've  
15 been neighbors to La Guardia Airport for a  
16 number of years. I can remember riding my  
17 bike to La Guardia Airport before all of  
18 the -- the stringent security checks and  
19 we used to actually be able to -- to go  
20 out on the deck and watch the planes take  
21 off, land and -- and -- and take off, and  
22 so I get it. It's an old airport. It  
23 needs upgrading, but the issue that I have  
24 is that as East Elmhurst, Corona, Jackson  
25

1 Heights residents, I feel that we were  
2 forgotten. No one really came and -- and  
3 -- and knocked on our doors, sent  
4 notifications. I mean I got notifications  
5 for the FAA meeting last week and for this  
6 one and how simple it would have been for  
7 the FAA to do that before starting  
8 construction at La Guardia. Next thing I  
9 know, we're laying in bed and our home is  
10 shaking, violently, to the point where I  
11 have -- I have video of structures in my  
12 house shaking with each pile drive. The  
13 same thing that someone mentioned earlier,  
14 there -- initially I was told that the  
15 construction, there was a certain  
16 timeframe for construction, and I was  
17 like, okay, that's reasonable, but now  
18 it's 24/7 and it keeps us up at night.  
19 I'm a recent breast cancer survivor and  
20 during my -- my -- my treatment and my  
21 healing, I also had to fight with all of  
22 the noise keeping me up at nights from all  
23 of the construction, the trucks; if you're  
24 on Ditmars Boulevard, the trucks line up  
25

1  
2 all hours of the night, all hours of the  
3 day. They idle. They make noise. The  
4 ground shakes because the trucks are  
5 coming with heavy equipment and I just  
6 feel like, you know, we -- I mean I'm a --  
7 I'm a taxpayer. I'm a homeowner. I care  
8 about my community, obviously. I stayed  
9 because I know a lot of people that I grew  
10 up with moved away, and so I just think  
11 that we should be taken into  
12 consideration.

13 The other thing is the number 7. So  
14 I am a user of the number 7 and -- and one  
15 of the questions I ask is the people who  
16 are proposing this, have they ever -- have  
17 they ever taken a ride on the 7, right,  
18 because that's all you have to do to  
19 realize that this is not a good idea.  
20 Already it's a taxed subway line. Often  
21 you have to wait, let trains pass before  
22 you can get on. There's constant fighting  
23 and bickering because there's no space  
24 and, you know, people are just disgusted.  
25 Last time we talked about the fact that

1  
2 the train is also most times unreliable,  
3 breakdowns, so now you're gonna add, you  
4 know, whoever these people are that will  
5 be taking the AirTrain from the airport  
6 with luggage on the number 7, and it just  
7 doesn't make any sense to me. And in  
8 terms -- someone -- someone mentioned  
9 well, we can expand the number 7. I said  
10 expand it how, right, because as you know,  
11 most of the 7 runs already through a very  
12 narrow thoroughfare on Roosevelt Avenue,  
13 so where are we going to be expanding?  
14 Are we gonna now wipe out entire  
15 neighborhoods in order to facilitate, you  
16 know, people coming in? And I -- I also  
17 will reiterate that I think that it's  
18 about, and someone else said, it's about  
19 being good neighbors, right. We share  
20 this -- this space with La Guardia  
21 Airport. We're not anti-La Guardia.  
22 We're not anti-travel. Listen, I love  
23 living close to the airport. I benefit  
24 from it when I have to travel. Okay, no  
25 complaint here, but I just think that we

1  
2 need to be heard and we need to be  
3 considered and we do need to knock on our  
4 neighbors' doors and I think one of the  
5 challenges that I've seen is that, you  
6 know, you have in East Elmhurst now a lot  
7 of people renting and so if people are  
8 renting, they're not -- they're not  
9 invested, right, but, you know, it doesn't  
10 matter. It still affects you; you live  
11 here, so I think that it's important for  
12 us to really try as much as possible to  
13 get people to speak up and, you know, and  
14 to voice, you know, our opinions. We're  
15 not talking about just anti-La Guardia but  
16 we really, you know, we want this to be --  
17 to continue to be a really great place to  
18 live. It has been for me for fifty-three  
19 years and I would like it to continue to  
20 be a place for my children to live, you  
21 know, in the future. Thank you.

22 (Applause)

23 UNIDENTIFIED SPEAKER: Denise,  
24 you're next.

PH00008 25 MS. DENISE CAMERON: Thank you.



1  
2 Good evening. My name is Denise Cameron.  
3 Noris Matherson, who just spoke, is  
4 actually my sister. Like her, I was born  
5 and grew up in this community, this  
6 neighborhood. In fact, my sister and I  
7 with our husbands own a two-family house  
8 together, where we raised all of our  
9 children under one roof, sort of like the  
10 Brady Bunch, I guess. So East Elmhurst is  
11 very near and dear to all our hearts and I  
12 -- I remember there was a time when East  
13 Elmhurst was one of the most desirable  
14 places in Queens to live because of the  
15 access to the airport, because of the easy  
16 access to Manhattan. Even though we were  
17 always a two-fare zone, it was pretty  
18 convenient being in western Queens, and  
19 the property values increased because of  
20 that. So we benefitted because of that.  
21 But with all of these challenges, we have  
22 to really wonder about the future of that  
23 value for our community, how -- how  
24 desirable or undesirable can our community  
25 come as a result of this, and it's not

1 only a matter of property values to  
2 increase wealth. It's about quality of  
3 life, quality of life. As the first lady  
4 who spoke mentioned, it's about being good  
5 neighbors, valuing us. So when I heard  
6 the proposal, and again I don't -- I don't  
7 want to be redundant or reiterate much of  
8 what has been said, but maybe it's worth  
9 reiterating and saying it over and over  
10 again so that the FAA gets the message and  
11 gets it clearly and sees how serious we  
12 are about this. But when I heard about  
13 when the whole information was coming  
14 about the proposal, the first thing I  
15 asked was well, I mean if -- and not to be  
16 unfair, if I don't want something in my  
17 own neighborhood, in my backyard, I  
18 wouldn't dare propose that it be put in  
19 someone else's, but I had to ask the  
20 question, what about Astoria where there  
21 is the -- the R, the N and you have the  
22 Grand Central Parkway, which like the air  
23 tram that goes to Kennedy, although  
24 someone raised the interesting question  
25

1  
2 earlier well, when you look at the parking  
3 lot on Van Wyck, you ask yourself hum, how  
4 efficient or how -- how much is that  
5 really being used, but anyway, I said why  
6 not have it run along the Grand Central  
7 Parkway to Astoria and that way you're not  
8 even really running towards -- I mean  
9 you're not running through residential  
10 neighborhoods like you would be here, and  
11 I want to think it probably was proposed  
12 and Astoria, the residents of Astoria  
13 probably -- yes, okay. So if that's the  
14 -- if that proposal was killed because  
15 Astoria said no, well, what happens to the  
16 residents of East Elmhurst and Corona or  
17 Jackson Heights that are raising as much  
18 the same amount of protest? Are we any  
19 less valuable than they are? So that's  
20 just something to really take into  
21 consideration, and as my sister mentioned,  
22 as a previous speaker mentioned, we want  
23 to keep a legacy. Like I said, my mother,  
24 my parents raised us in this community.  
25 We decided to remain in this community,

1  
2 although a lot of our friends have moved  
3 down south. They've moved out to  
4 Westchester. They've moved out to Long  
5 Island, places where they felt they could  
6 get more of a quality of life, and I -- we  
7 decided to stay here. We've raised our  
8 children because we feel we always had a  
9 good quality of life and we want that  
10 legacy to continue. I don't want my  
11 children to say, you know, mom, this  
12 neighborhood that you raised us in, it's  
13 no longer desirable; I don't want to raise  
14 my family here. We want the legacy to  
15 continue. So thank you very much.

16 (Applause)

PH00009 17 BRIAN: Okay, my name is Brian and  
18 I live in East Elmhurst. I've been here  
19 about seventy years. I don't know what I  
20 can really add because you pretty much  
21 covered everything, but I do have an issue  
22 not with the airport in terms of advanced  
23 -- advancing the airport and modernizing  
24 the airport. My problem is with the  
25 AirTrain. Many reasons. It doesn't make

1 sense. It's terribly expensive and who is  
2 going to ride it? Somebody pointed that  
3 out, who is going to ride the AirTrain.  
4 Now I look at what happened at Kennedy  
5 Airport. Everybody here is old enough to  
6 remember Kennedy before there was an  
7 AirTrain. Now they build the AirTrain at  
8 Kennedy Airport. Spent a fortune. No one  
9 rides it. I don't give a damn what they  
10 come with the statistics. Go -- go to --  
11 go to Jamaica, Sutphin Boulevard, and I've  
12 done this. Go up into the terminal and  
13 tell me have you ever seen it busy, ever,  
14 ever? It's a big pretty building, but  
15 nobody's in it. If you take the A train  
16 and you go to Howard Beach, I went out  
17 there all day just to see how busy it  
18 really is. Nobody's riding these  
19 facilities. You have to keep in mind that  
20 an AirTrain may be practical for other  
21 cities because other cities, the airport  
22 is somewhere out in no-man's land, like  
23 Newark. New York City has some of the  
24 best transportation in the world. There's  
25

1 all kinds of ways to get to that airport.  
2 Don't tell me you can't get there and you  
3 can't get there fast. All the busses go  
4 there now. The 72 goes there. The 23 is  
5 a marked airport, although it just go to  
6 the other side of the bridge. You know,  
7 but I'm saying is that we being had by the  
8 very people that represent us. Because  
9 the people that represent us want this  
10 airport. Now I don't know what they  
11 getting for this, but we're not getting  
12 anything, the people who live here. The  
13 people that represent this neighborhood is  
14 throwing this thing down our throat. We  
15 never have a meeting of sizeable people.  
16 We have a town hall the other day, Moya,  
17 why didn't he announce there was a meeting  
18 today. I don't care who was giving the  
19 meeting. There was a meeting today; they  
20 even give you coffee. We didn't get that  
21 at the town hall, but the thing is that  
22 they don't tell nobody. You be surprised  
23 how many people in this community don't  
24 even know about the AirTrain or what's  
25

1  
2 going on in the airport. You know and  
3 then -- then we have the problem that  
4 people don't come out, but, you know, a  
5 lot of people that's been here know what  
6 this neighborhood meant to us. You know,  
7 a lot of people that was here stayed here,  
8 but the people that's coming in came here  
9 because they wanted what we had. You know  
10 what I'm talking about? If they didn't,  
11 how many people in this residence has  
12 moved from over by (inaudible) Avenue.  
13 They don't want a train. They don't want  
14 to see another train. I don't think that  
15 people, it's too much distortion and lies,  
16 a lot of lies, a lot of distortion.

17 Okay, somebody was talking about the  
18 7. I'm okay with the 7 train because I'm  
19 gonna tell you, they say that if they  
20 bring in a train from -- from Penn Station  
21 to Willets Point, it will bring -- it will  
22 cut -- the bus is ten minutes; that will  
23 cut it down to seven minutes. You know,  
24 so and they're talking about that would  
25 bring it up to 35 minutes, from the time







1  
2 in Brooklyn, the G train, you know what  
3 I'm talking about, the motorman drives the  
4 train and he opens the doors and remember  
5 the last time they was actually on the G  
6 train, they didn't check the motorman  
7 because there was none. They always say  
8 we got to see if the motorman was drinking  
9 or taking drugs. That never came up  
10 because there was no motorman. No  
11 motorman. The thing is it's just too --  
12 all of these so-called professionals are  
13 coming up in front of y'all and telling  
14 y'all a bunch of lies, just straight up  
15 lies, and it's the very people that  
16 represent us, from the district leader,  
17 right, what is Moya, the council, all of  
18 them, all of them; all of them are working  
19 hard to get this thing done because maybe  
20 they all want to be mayor one today. I  
21 don't know what it's about, but they're  
22 working hard to get this governor what he  
23 wants; you know what I'm talking about?  
24 And remember, this is your money and this  
25 is wasted money. Nobody's gonna ride it.

1 I don't give a damn how pretty it looks;  
2 nobody is gonna ride it because New York  
3 City has great transportation. There's  
4 too many ways to go. What you do, take  
5 the subway to 34th Street to take the  
6 Amtrak to AirTrain. People gonna ride the  
7 same busses like they did at Kennedy. If  
8 you have four people traveling, it don't  
9 even pay you to ride the AirTrain because  
10 when they built it, they made it sound  
11 like it was gonna be free. You can take  
12 the subway to the airport, remember? They  
13 didn't tell you when you get off the  
14 subway, you got to pay again and if  
15 there's four people paying, you paying  
16 2.75 to get on the subway. You're paying  
17 another \$5 to get on the AirTrain. With  
18 four people, that's four times seven,  
19 thirty dollars; you take a freaking cab  
20 with your luggage instead of towing that  
21 luggage up and down and up and down and  
22 around; you know what I'm talking about?  
23 It's not easy. It's not easy. When you  
24 going to the airport with luggage, unless  
25



1 nothing else. The subway takes you just  
2 about anywhere you want to go. It's just  
3 not practical, but you got to talk to your  
4 neighbors and your friends and get them to  
5 shake a leg; you know what I'm talking  
6 about? Because you're gonna regret it.  
7 You're gonna regret it. You're gonna say  
8 it looks pretty, but you're gonna regret  
9 it, the money that is spent for nothing.  
10 The people gonna take the -- the people  
11 gonna be on that 72. They gonna be on  
12 that 70. They gonna be on that 60. I  
13 ride all them busses. I don't ride the  
14 72, but I ride the 60 and I been noticing  
15 how many people really come to the city  
16 unless there's something major. This  
17 AirTrain might serve Citi Field because I  
18 personally believe that Citi Field, all  
19 them people that come to Citi Field they  
20 already mentioned that they got more  
21 parking in the airport than they need, and  
22 it's money. If all them people out there  
23 didn't go, that's why I got here late, and  
24 let me tell you, I came from College Point  
25

1 and I wasn't that late, you know what I'm  
2 saying; they can walk from College Point  
3 to the airport. They don't need no train.  
4 They can walk. It's not that far. And  
5 then the map shows that the AirTrain is  
6 only going to the beginning of the  
7 airport. So if you on the other end, you  
8 got to walk all the way to the other end.  
9 It's not servicing every terminal. Did  
10 you pay attention to those pictures? It's  
11 going to the beginning of the airport. If  
12 you at the other end, you still got to  
13 walk with your luggage, you know. Now  
14 they could have brought it in from the  
15 other side. I think they didn't bring it  
16 in from the other side because the people  
17 from the other side are certainly more  
18 organized than y'all. You see, y'all  
19 ain't organized. The last time they  
20 wanted to do something to this airport,  
21 they wanted to landfill all the way up to  
22 College Point and them folks -- with the  
23 working community, but them people in  
24 College Point said no way in hell, and it  
25

1  
2 didn't happen. It didn't happen. It  
3 didn't happen. Every time they expand  
4 that airport, they expand it into this  
5 community. You know what I'm talking  
6 about? And it's still a minority  
7 community. I think that may be why, but  
8 still a minority community. I don't think  
9 -- what planet people think they can  
10 become a minority when they want to do  
11 something about it? You know what I'm  
12 talking about, but we can't even get the  
13 Spanish people out, I don't care what.  
14 Even some of these representatives that  
15 Spanish, they never bring Spanish people  
16 to the meeting. Who here is a  
17 representative here in the community?  
18 Didn't somebody speak? How come you don't  
19 bring the Spanish people here to these  
20 meetings? Are they invited? Do they  
21 know? I'm just personally asking you. I  
22 just noticed that no matter what meeting  
23 they have, all the Spanish speaking people  
24 are never there and these are the people  
25 that just bought homes. I figure they're

1  
2 gonna be here for the next twenty or  
3 thirty years paying for them homes; you  
4 know what I'm talking about? And they  
5 used everything in the community like we  
6 did. They use everything in the community  
7 because they like it here, but you would  
8 think that they would be here to find out  
9 what's happening in their community or you  
10 gonna wait until they put a pole in the  
11 middle of your house to say I should have  
12 came because when this thing first came  
13 up, they was talking -- they was talking  
14 about taking properties on tests because  
15 they was gonna bring it over by the  
16 Dorie Miller, and they was taking property  
17 and you can't wait until it affects you  
18 personally. If you want to keep your  
19 community nice, you got to work to keep it  
20 nice. So y'all got to get the people out  
21 here and y'all got to spread the word. I  
22 don't know, you got to the spread the word  
23 and you got to stand strong. You got to  
24 stand strong. I wouldn't care if you  
25 stand out here and keep -- get a team of



1 people to keep them from digging. That's  
2 what we did when we didn't want the  
3 building in Harlem. We camped out so that  
4 the bulldozers couldn't bulldoze. You got  
5 to play hardball with these people.  
6 They're serious. You know, people doing  
7 very little about it, but I think a lot of  
8 people is doing things, not doing much  
9 about it because the people that represent  
10 them is telling them it's the best thing  
11 that ever happened to them. That's what  
12 ya'll are being told; you know what I'm  
13 talking about? And I'm saying look at  
14 your history. Look at the history of  
15 what's been happening around here; you  
16 know what I'm talking about? I think by  
17 bringing that AirTrain, them damn people  
18 at the game is gonna be at the park and  
19 the garage because they got money and they  
20 gonna take the train right over to the  
21 stadium. So that garage that they  
22 overbuilt with all that extra parking is  
23 gonna generate a lot of money at your  
24 expense, and believe me, none of that  
25

1 money's going to go back for the AirTrain;  
2 you know what I'm talking about? They  
3 taking your money. You got to wake up and  
4 smell the coffee. It's just that simple.  
5 I can't -- I can't -- I think you're  
6 making a terrible mistake, but if you are  
7 in favor of it, come to the meetings and  
8 speak up. Speak up. If people's in favor  
9 of it, maybe you can persuade me. Maybe  
10 if enough people come and say we want it,  
11 I can see myself going along with the  
12 majority, but everyone I speak to thinks  
13 it's a bad idea and everyone I speak to  
14 that thinks it's a good idea, they say oh,  
15 it would be so pretty. Wake up and smell  
16 the coffee. You're gonna regret it.  
17 You're gonna regret it. I think it's like  
18 somebody was saying, it's probably a done  
19 deal, but you're gonna regret it, you know  
20 what I'm talking about, because when this  
21 thing get rolling, I'm of age I'll  
22 probably be dead by now, but y'all will be  
23 here with the problems. Y'all will be  
24 here with the problems.  
25 here with the problems.

1 Well, let me just add one thing, you  
2 know, the same way -- the same way, from  
3 Willets Point, the same way, if you come  
4 back from Willets Point, you can almost  
5 walk it. They can run a bus from Willets  
6 Point, bring you right into the parking  
7 lot and that will cut all this mess. They  
8 can run a bus. You don't need a train to  
9 bring people over there. They can run a  
10 bus from Willets Point. I think people  
11 would use it; you know what I'm saying,  
12 but there's too many alternatives to get  
13 here. It's not like a lot of other  
14 cities. A lot of other cities, the  
15 airport is out in no-man's land. There's  
16 a lot of things we don't have that other  
17 cities have. Other cities moved  
18 everything downtown. They moved the  
19 football stadium downtown. They moved the  
20 baseball stadium downtown; you know what  
21 I'm talking about because what you don't  
22 realize, it really was Bloomberg that  
23 pioneered, the mayor started meeting;  
24 Bloomberg started meeting with mayors to  
25

1  
2 say we going to objectify. People with  
3 money is gonna live downtown. We'll put  
4 the football stadium downtown. I don't  
5 care what city you go to, when you come  
6 into the city, you see the football  
7 stadium downtown, the baseball stadium  
8 downtown. (Inaudible) well, for years  
9 football stadiums and baseball stadium was  
10 way up in no-man's land where there was  
11 plenty of parking. You know what they use  
12 that they say will work? They use Madison  
13 Square Garden, was the model that they  
14 used to say you can bring stadiums in the  
15 inner cities and people can get there, but  
16 it would work; it wouldn't clutter.  
17 Madison Square Garden wouldn't clutter.  
18 They would have great games there and  
19 everything like that. But what happens,  
20 they closing the cities. They bringing  
21 wealthy people back to the city; you know  
22 what I'm talking about? And I'm talking  
23 money. Y'all ain't got that kind of  
24 money. They bring the wealthiest people  
25 back to the city and they bring in all the

1  
2 conveniences so they set up the poor  
3 people, middle class and poor people out  
4 in no-man's land; you know what I'm  
5 talking about, and then you got to pay to  
6 get to work. You can't just hop on the  
7 subway and get to work when you out there.  
8 You know what I'm talking about? They put  
9 everybody out in Manhattan that didn't  
10 have money. You can stay if you can  
11 afford it. You know what I'm talking  
12 about? The average one-bedroom apartment  
13 in Manhattan now is like \$4,000, and it's  
14 no bigger than that chair you sitting in.  
15 You don't have kitchen anymore. You have  
16 kitchenette. Now you have a counter like  
17 a bar that you eat off of for dinner, no  
18 dining room table. All your furniture  
19 came from IKEA. The furniture you have in  
20 your house now you couldn't even move into  
21 an apartment with. Forget the king size  
22 bed and all that crap. Ya'll got to wake  
23 up and smell the coffee. Y'all got your  
24 little place here, I would say maybe  
25 middle class, we got our middle class

1  
2 place here and we want to keep it. The  
3 airport gonna keep expanding. All them  
4 people on Ditmars Boulevard, they're gonna  
5 buy your house. If you sell, they gonna  
6 buy it, put up a hotel. Look at the  
7 history. Everything that was in the  
8 airport even fifty years ago has come out.  
9 You remember all the rentals was in the  
10 airport; Budget, all of them. Now the  
11 only would that's still in the airport is  
12 the big ones, Avis and Hertz. As the  
13 airport expand, they throw out all those  
14 people that use the airport for space;  
15 they throw them out. They'll throw the  
16 post office out. They'll throw them out  
17 so the airport can expand and at some  
18 point they're gonna literally want to  
19 expand the neighborhood. I mean they're  
20 up to 23rd Avenue. They up to 23rd  
21 Avenue. So depending on where you live,  
22 you got to pay attention. Because if you  
23 don't stop them now and you down there  
24 around 23rd Avenue going down to 94th  
25 Street, you in big trouble. All you --

1  
2 because hotels like to space the  
3 airplanes. So people by the water is  
4 good, but the people on the other side,  
5 they in trouble. I don't know, you sit  
6 back to think, you have to pay attention.  
7 If you see it happening from the  
8 beginning, you got to nip it in the bud.  
9 Y'all had to see it happening. I mean I  
10 can see it coming. But I'm telling you,  
11 just from my argument, go to Jamaica  
12 Center and go to that terminal there on  
13 Sutphin Boulevard, the AirTrain, and just,  
14 of course, a lot of coffee, spend a few  
15 hours there, spend a few hours there and  
16 you tell me how many people -- nobody have  
17 to come and tell me how many people use  
18 that AirTrain. You tell me how many  
19 people. You tell me.

20 UNIDENTIFIED SPEAKER: Only airport  
21 employees; that's it.

22 (Inaudible)

23 BRIAN: But I'm saying that the  
24 people that use the airport don't use it.  
25 Don't use it. It didn't work in New York

1  
2 because New York have weight  
3 transportation, especially here at La  
4 Guardia. Kennedy is no problem, but here  
5 in La Guardia, you got all kind of ways to  
6 get here. You don't need another train.  
7 I'm sorry.

8 MR. JAMES MONDELUSO (Phonetic): So  
9 I'm James Mondeluso.

10 UNIDENTIFIED SPEAKER: Before you  
11 start, James, one moment. Let's listen to  
12 Pat.

13 MS. PAT BECKLES: Ladies and  
14 Gentlemen, I'm gonna pass around a  
15 notepad. At Ditmars Block Association, we  
16 know everything that is going on for the  
17 most part, and we'd like to add you to our  
18 e-mail list so you can find out when the  
19 meetings are and stay updated on what's  
20 going on so we have all the attendance  
21 here, okay. Yes?

PH00010 22 MR. JAMES MONDELUSO (Phonetic): So  
23 I'm James. And I'm gonna share -- sorry.  
24 One moment. Do you want me to stop? Oh,  
25 okay. All right.



1  
2           Hi, again. I'm James. So, I'm  
3 gonna read -- I'm gonna say two different  
4 things. The first thing I'm gonna say are  
5 personal -- personal comments. And then  
6 afterwards I'm going to share with you the  
7 comments that were submitted on behalf of  
8 the Sensible Way to LGA Coalition that  
9 sponsored this event as well. All right.

10           So first thing I want to mention is  
11 that I'm not convinced that the traffic  
12 study used in the Port Authority's RFP  
13 which justified the need for an AirTrain  
14 was done in the best way. So there are --  
15 there are some traffic models that they  
16 use, I think it was called best practice  
17 models. Sorry, one moment. I just  
18 realized I don't have it up with me.  
19 Actually, I'll move on to my second point.  
20 I'll go back to the traffic model point.

21           The -- the Port Authority conducted  
22 interviews on the airport. They conducted  
23 two surveys, one called a ground access  
24 survey; the other called a CSS survey and  
25 those were supposed to determine or give

1  
2       them a better idea of who would actually  
3       use the AirTrain. So at least part of the  
4       way they did this is they went to the  
5       actual airport and conducted interviews  
6       with people that had just gotten off  
7       planes to ask them whether or not they  
8       would use an AirTrain and they asked them  
9       if they would use it at several different  
10      price points. Now just going to the  
11      airport and asking the people that are  
12      there whether or not they'd use it, I feel  
13      like isn't truly creating a representative  
14      sample. There's bias in doing this.  
15      You're just talking to the people that are  
16      willing to speak to you. It's not truly a  
17      random sampling, right; you're not getting  
18      a hundred percent of the people, but  
19      you're not randomly sampling the people  
20      that are there. So, again, I feel like  
21      those studies need to be redone by the FAA  
22      and I hope that the FAA can redo the  
23      studies in order to see if what the Port  
24      Authority came up with is truly accurate  
25      and whether or not the people who -- and

1  
2 to figure out whether or not people will  
3 actually pay for the AirTrain at an  
4 expensive rate. Some people have talked  
5 about the Long Island Railroad connection,  
6 and it's pretty expensive. You ever take  
7 an AirTrain, which perhaps it would be  
8 5.50. We really don't know, but that's  
9 what it cost at JFK, I believe, and then  
10 you have to transfer to a Long Island  
11 Railroad train at Willets Point, the price  
12 I believe ranged from 8.25 to 10.75,  
13 depending on the time of day and depending  
14 on the day of the week. So that's a very  
15 expensive trip and, you know, that's been  
16 brought up before, but I'm not convinced  
17 people are actually willing to pay for it.  
18 Even if people claim that they are in the  
19 survey, just because someone reports that  
20 they'll behave in a certain way doesn't  
21 mean that they will actually behave in  
22 that way when the situation becomes a  
23 reality, and I think that really needs to  
24 be looked at very closely.

25 Additionally, I question the

1 traffic, some of the traffic issues and  
2 some of the studies done. For example,  
3 they did some studies about the Q70 bus,  
4 saying it's not reliable. Now while there  
5 is a lot of traffic and sometimes the bus  
6 certainly is late, they looked at data  
7 that compared 2014 to 2017. The import  
8 construction had already been going on in  
9 2016 and 2017, but there was no  
10 information to indicate the days when  
11 there was particularly heavy traffic due  
12 to airport construction that those were  
13 taken out of the dataset. So in some ways  
14 it seems like the Port Authority was  
15 responsible for the traffic that was  
16 creating the delays of the Q70 and then in  
17 the RFP they're showing that the bus is  
18 too delayed and that's why the bus can't  
19 be reliable, that's why the bus isn't the  
20 answer when, you know, in fact it seems  
21 like a large percentage of the time the  
22 bus may have been late due to what was  
23 happening at the airport due to the  
24 modernization efforts out in the airport  
25

1  
2 itself.

3           Also, people who talked about the  
4 JFK AirTrain, when the JFK AirTrain was  
5 initially put online, which I believe  
6 that was in 1999, I think seventeen and a  
7 half years ago or so, the head ways were  
8 shorter. They actually ran trains far  
9 more frequently. I believe at certain  
10 points it was five minutes between trains.  
11 Currently I believe the head ways during  
12 afternoon and like peak times, I believe  
13 it's only seven to twelve minutes. So  
14 there's actually fewer AirTrains running  
15 on the line and I'd like the FAA to look  
16 into that as well and figure out why  
17 that's the case, what is -- are there any  
18 structural issues with how the AirTrain is  
19 built at JFK because I've heard there are  
20 some maintenance issues and for a system  
21 that's not very old; I believe it's only  
22 seventeen and a half years, you know, why  
23 should there be so many problems that they  
24 can't run frequent service. So again, I  
25 really hope that's looked into. Again,

1  
2 not to say that the same thing would  
3 happen at La Guardia, but if you're  
4 creating a similar system, I think that's  
5 one of the best -- one of the best things  
6 to do is compare the JFK system, which  
7 presumably would be very similar to what  
8 is going to be created for La Guardia, if  
9 the FAA approves the Port Authority's  
10 preferred plan.

11 All right, so the last thing I want  
12 to mention is the traffic thing. I just  
13 want to make sure I'm using the right  
14 terminology. So I'm sorry. Just bear  
15 with me while I pull up this info.

16 Okay, so there was something called  
17 a best practice model that was used in the  
18 RFP, and that's supposed to predict the  
19 future traffic conditions. And my  
20 question to -- well, I would like the FAA  
21 to review that model and see if that was  
22 really the best possible model to use. My  
23 understanding is that there's either  
24 currently or soon to be a published -- a  
25 new traffic model or new way to model

1  
2 future traffic conditions that would be --  
3 and that's going to be published or maybe  
4 has already been published by -- sorry, by  
5 New York Metropolitan Transportation  
6 Council, and I believe what was used in  
7 the Port Authority's RFP was the phase  
8 four of -- of the -- the phase four  
9 information, but I believe phase five is  
10 either already published or about to be  
11 published and I'd like for that to be used  
12 by the FAA when they redo travel  
13 forecasting models because I think that  
14 will add more relevant information and  
15 will be better at predicting whether or  
16 not the traffic is going to be truly as  
17 bad as the Port Authority suggests that it  
18 will be.

19 Okay, so the next thing I'm gonna do  
20 is I'm gonna read the actual testimony  
21 that was put in by -- well, I read it and  
22 it's a bunch of points that I drafted.  
23 Some of you have probably already seen it.  
24 But I'm going to read it. This is what  
25 was put in on behalf of the coalition at

1  
2 the FAA meeting last week on Wednesday,  
3 yeah. So let me just pull it up and then  
4 you can hear exactly what we put in. All  
5 right, give me one moment.

6 Okay, so there's quite a few points  
7 here. So these are the points that were  
8 submitted:

9 The first segment is about  
10 transportation concerns and subway  
11 expansion.

12 So the AirTrain to La Guardia will  
13 require the use of the Long Island  
14 Railroad's Port Washington branch in order  
15 to get passengers into midtown Manhattan  
16 in under thirty minutes. It cannot be  
17 done with the 7 train, as was previously  
18 mentioned. Using the Long Island Railroad  
19 station at Willets Point to reach  
20 Manhattan costs between 8.25 and 10.75,  
21 depending on the time of the day and the  
22 day of the week. There is currently no  
23 free transfer between the subway or the  
24 Long Island Railroad at the current  
25 AirTrain station that connects JFK



1  
2 Airport; therefore, it's safe to assume  
3 that an AirTrain at La Guardia Airport  
4 will also cost an additional fee. The  
5 passengers that need to transfer to the  
6 subway to reach their final destination  
7 after traveling to Penn Station or Grand  
8 Central after east side access is complete  
9 with the Long Island Railroad, they'll  
10 need to pay a third additional fee of  
11 2.75. That will be their MetroCard fare.  
12 So if you're going to use the AirTrain to  
13 Long Island Railroad to get to midtown  
14 quickly, you're there in under thirty  
15 minutes, but if your hotel is not within  
16 walking distance or your final destination  
17 is not within walking distance of Penn  
18 Station or Grand Central, you're going to  
19 have to transfer again to a subway to get  
20 to your final destination. So at these  
21 rates, the fares will almost certainly  
22 exceed 11 dollars when the Long Island  
23 Railroad is at its lowest level and it  
24 could exceed 14 when it's at its highest  
25 level. The price of the multiple

1  
2 transfers will deter many riders who will  
3 then rather take -- they'll have to take  
4 either Uber or Lyft, taxi, have somebody  
5 pick them up, and that's going to add to  
6 more congestion, which is something,  
7 obviously, we don't want given that all of  
8 this money is being spent for -- might be  
9 spent on an AirTrain. If we're going to  
10 spend money to improve the transportation,  
11 we need to make sure that we're getting  
12 rid of the most congestion.

13 The other issue is the 7 train. We  
14 know it's one of the most overcrowded  
15 trains in the entire system. It has no  
16 capacity to handle extra passengers that  
17 would be using the AirTrain and carrying  
18 luggage. The rush hour crowds on the 7  
19 are typically so bad that people often  
20 have to wait for a train or two to pass  
21 because they're not able to physically  
22 enter the train. People are frequently  
23 left behind on the platform during rush  
24 hour, and if you add people into this  
25 equation that are carrying luggage, it's

1 just going to exacerbate the preexisting  
2 problems. The 7 train was just updated,  
3 so I believe the MTA is stating that it  
4 can possibly add two more trains per hour  
5 during the peak rush hour service, but  
6 that's still likely not enough to  
7 accommodate the additional travelers that  
8 will be carrying luggage and the Port  
9 Authority seems to be saying that they  
10 don't want people to take the 7 train.  
11 They want people to take Long Island  
12 Railroad, but we also have to take into  
13 account that there's been a great  
14 expansion of hotels in Long Island City  
15 area and the Long Island Railroad does not  
16 service that area from Willets Point or at  
17 least the trains that serve Penn Station  
18 do not also service the Long Island  
19 Railroad stations on the Long Island  
20 Railroad. You need two separate trains,  
21 like one train to go to Manhattan. One  
22 train could go to Long Island City. So  
23 likely the people will take the 7.  
24

25 UNIDENTIFIED SPEAKER: Aren't they

1 putting platforms in Queens Plaza area?

2 They put new platforms in, so what train  
3 is gonna service -- they will be servicing  
4 Queens Plaza?  
5

6 UNIDENTIFIED SPEAKER: I don't know.

7 (Inaudible)

8 JAMES: The Port Washington line of  
9 the Long Island Railroad is also very  
10 crowded. It's the only train line that  
11 serves Willets Point Long Island Railroad  
12 station, unlike at JFK where every line  
13 except the Port Washington line serves the  
14 station and where there's more frequent  
15 service to actually connect people to the  
16 Jamaica AirTrain, we would only have one  
17 -- one line connecting to the La Guardia  
18 AirTrain. So according to New York State  
19 comptroller, Tom DiNapoli's latest report,  
20 he states that the Port Washington line is  
21 the second worst in terms of on-time  
22 performance during PM rush hour. The most  
23 common cause of the delays on the line are  
24 related to obstructions of the train  
25 doors. So if people are carrying luggage,

1  
2 it will probably result in more  
3 obstructions of the doors, and encouraging  
4 people to utilize this train while  
5 carrying luggage is definitely something  
6 that the commuters of Long Island Railroad  
7 aren't going to like, especially because  
8 they pay very high rates to utilize this  
9 service.

10 Also, the Port Washington line had  
11 three of the ten worst performing weekday  
12 trains. So that means that the three  
13 regularly scheduled daily trains were  
14 amongst the most frequently delayed and  
15 there's been a 72 percent increase in late  
16 trains on that particular line since 2011.  
17 And the Port Washington lines, they don't  
18 -- the trains don't actually stop at the  
19 Willets Point station when there are no  
20 events at Citi Field or no events at the  
21 United States Tennis Center, so that means  
22 that there was no service there the vast  
23 majority of the time. Adding another stop  
24 there is gonna slow down the travel time  
25 for the commuters that already use the

1  
2 line, and in order to allow the short  
3 travel times between the airport and  
4 midtown Manhattan via the Long Island  
5 Railroad, the MTA will actually need to  
6 add more frequent service to the Port  
7 Washington line. But they can't get  
8 people to the airport in under thirty  
9 minutes without doing that. So adding  
10 more service during the non peak times  
11 will mean extra cost for the MTA and  
12 that's extra cost for the taxpayers. So  
13 there's currently no demand for more  
14 service or I shouldn't say none, but  
15 there's not much demand for more service  
16 outside of the rush hour times and there  
17 might not be capacity to add more service  
18 during the peak hours, given that you can  
19 only have a finite amount of trains  
20 leaving from Penn Station or Grand Central  
21 because all the other lines need trains to  
22 -- to ride on those lines as well. You  
23 just can't -- it's not as simple as just  
24 adding service because you want to.

25 So the Port Authority is not going

1  
2 to pay for any additional staffing or  
3 additional maintenance or any of the costs  
4 associated with the MTA running extra  
5 service because they're not allowed to do  
6 that based on the current laws and  
7 regulations. So it's likely that if they  
8 did run more of these train cars, given  
9 that there's not much demand, a lot of the  
10 trains that would be running from Willets  
11 Point back to Manhattan would most likely  
12 be very empty, aside from the few people  
13 that are actually using the service to  
14 connect from La Guardia Airport. If they  
15 don't add the extra service, it's going to  
16 be very long wait times for the passengers  
17 transferring from the AirTrain to the Long  
18 Island Railroad because, as I stated  
19 before, trains only run twice per hour.  
20 So on average you might be waiting fifteen  
21 minutes between transfers if you're coming  
22 off an AirTrain from Willets Point. And a  
23 lot of passengers desire one-seat rides.  
24 Using the AirTrain to get to the Long  
25 Island Railroad and finally transferring

1 to a subway line to get to a final  
2 destination is not what passengers want.  
3 Extending the N line to the airport is the  
4 best way to achieve the goal of a one-seat  
5 ride. The connection would provide a  
6 one-seat ride to Times Square, to Union  
7 Square, even to areas of downtown Brooklyn  
8 and it would be done so at the cost of  
9 2.75. It would be far cheaper than the  
10 AirTrain and Long Island Railroad being  
11 used anywhere in the equation and the  
12 lower cost will probably equate to more  
13 people wanting and being willing to take  
14 this option, especially people who are  
15 traveling in groups, as was mentioned  
16 before. Many people will find it more  
17 convenient and likely cheaper to use the  
18 subway ride into the airport and if they  
19 instead cannot do that because an AirTrain  
20 is built to Willets Point and they'd have  
21 to use the Long Island Railroad and also  
22 use the AirTrain at an extra cost, many of  
23 those people would likely opt to take a  
24 motor vehicle in some way; taxi, Uber,  
25



1  
2 Lyft, get dropped off by someone. The N/W  
3 line in Astoria also has more capacity to  
4 accommodate additional travelers. Going  
5 to and from the airport it's less crowded  
6 than the 7 during rush hour. It has fewer  
7 special events, like Mets games and tennis  
8 matches that cause further crowding.

9 Currently the N and W line runs seventeen  
10 trains per hour during rush hour, but the  
11 line actually has the capacity to  
12 accommodate twenty-four trains per hour if  
13 there was some slight reconfiguration  
14 done, possibly adding a train line --  
15 sorry, excuse me, a train yard in Astoria.  
16 That would make it easy to have the trains  
17 originate at that part of the line and it  
18 would ease congestion in other places.

19 That, of course, the MTA would have to pay  
20 for, but that wouldn't be the Port  
21 Authority or the FAA allowing that extra  
22 yard to be constructed. But I think it's  
23 -- that option is -- has more forward  
24 thinking and more forward planning ideas.  
25 And the other thing is the extension can

1  
2 be funded with something called the  
3 passenger facility charge, which is a  
4 \$4.50 fee on plane tickets going to and  
5 from the airport and the FAA can allow the  
6 Port Authority to collect this fee and  
7 they can allow the Port Authority to use  
8 that money to actually extend the N train,  
9 so the state, the city and MTA wouldn't  
10 have to put taxpayer money into the actual  
11 extension. So this is an opportunity for  
12 real growth of the subway system and there  
13 hasn't been much of that in anyone's  
14 lifetime in this room. It's really been a  
15 long time since there was serious  
16 construction.

17 Again, it's possible to extend the N  
18 and W line and -- and it can also be  
19 connected to a future Metro North line.  
20 Some of you might know that the Metro  
21 North trains are going to start going to  
22 into Penn Station via the Hell Gate Bridge  
23 in Astoria and via the Sunnyside yards.  
24 The -- part of that line goes over the  
25 current N/W station at Ditmars Boulevard.

1  
2 A station could be retrofitted there and  
3 people who are coming from the lower  
4 Hudson Valley, like Westchester, Putnam  
5 and Dutchess County, Fairfield County in  
6 Connecticut, New Haven County in  
7 Connecticut and the Bronx could actually  
8 potentially use Metro North lines, get out  
9 of Astoria and transfer directly to an N  
10 train that could feed them into the  
11 airport and you would encourage many  
12 people from the northern part of the  
13 tri-state area to not use cars to get here  
14 and now the vast majority of the people  
15 coming from those areas are utilizing cars  
16 or some sort of motor vehicle, even if  
17 it's not their private car.

18 It'd also be the -- the AirTrain  
19 extension would mostly run through an  
20 industrial manufacturing zone. You could  
21 run it on 19th Avenue where there are no  
22 residences for the vast majority of that  
23 area and it might also be possible to make  
24 the train go from being elevated at 45th  
25 Street into being -- and convert it into

1  
2 going underground there because there's  
3 actually a property or a lot there that  
4 has a bit of a hill and you could actually  
5 potentially, and I don't know all the  
6 feasibility of this, but it seems as  
7 though you could actually start the  
8 descent of a line into that property and  
9 put it underground so by the time it  
10 passes people's residences further to the  
11 east, it would actually be underground and  
12 not be in front of their home.

13 All right, so we know about some  
14 construction in East Elmhurst. I think a  
15 lot of you know there's been over twenty  
16 reports of homes being damaged due to  
17 pilings into the ground or potentially due  
18 to pilings into the ground at the airport.  
19 The Port Authority has been investigating  
20 them. They've paid at least four property  
21 owners right now, but I can say that while  
22 I've been walking around the neighborhood,  
23 knocking doors, to putting out flyers,  
24 talking to some of you here and telling  
25 you to come here or get involved in

1 putting comments, I've met a lot of people  
2 who told me that their house has been  
3 shaking and that they experienced cracks  
4 and damage of their facade, damage on  
5 staircases and these are -- a lot of this  
6 is damage to things that have been  
7 recently renovated, and I found instances  
8 of this on Humphrey Street, on Ericsson  
9 Street, on Curtis Street, on 25th Avenue,  
10 places that are not just adjacent to the  
11 airport property. So it's likely that  
12 there are more people who may have been  
13 affected by what's happening at the  
14 airport and don't even know it. As people  
15 have mentioned a lot of people didn't even  
16 know that -- well, many people have told  
17 me that they didn't know that there was  
18 any recourse or that they can even speak  
19 to the Port Authority or have their home  
20 assessed and many other people, as we've  
21 mentioned here, just weren't even aware of  
22 what was going on. They haven't been  
23 reached out to by the Port Authority, so  
24 they're not familiar with the issues and  
25

1  
2 there hasn't been too much publicity  
3 surrounding the damage of the homes,  
4 although there has been some newspaper  
5 coverage. I am sure there's some  
6 reporters in here and some television  
7 coverage as well, but there are still many  
8 people who are not -- are not familiar  
9 with what's happening. They're also more  
10 people telling me 100th Street and 97th,  
11 95th Street, 23rd Avenue, that they  
12 experienced shaking and that they'll soon  
13 be getting their homes checked out. So I  
14 would like the FAA to look into that more  
15 deeply or ask Port Authority to turn over  
16 the information that they have so it can  
17 be looked into more closely so that we  
18 have a better idea of knowing whether or  
19 not the piling that might happen right  
20 around where we are standing, whether or  
21 not it will affect the homeowners in East  
22 Elmhurst based on what's already happened  
23 at the airport.

24 Another -- there's also a claim that  
25 because of the airport is built largely on

1  
2 reclaimed land and landfill or in-fill  
3 that was like stretched out into the East  
4 River, that the ground is maybe not as  
5 compact and perhaps that's allowing  
6 tremors from the piling to affect homes in  
7 further out areas. I'd like that to be  
8 investigated as well, see if, you know,  
9 look into the validity of that statement.  
10 This area here, I believe, was reclaimed  
11 or mostly reclaimed and this is where they  
12 want to do more piling, so we need to know  
13 what the effects of piling of an area that  
14 has ground of this nature, what will that  
15 be for our neighborhood.

16 All right, there's also another  
17 section, merits of improving the bus  
18 access. So this -- so in terms of  
19 comparing the projected AirTrain travel  
20 times to the current bus services in the  
21 RFP study, it showed that busses were too  
22 slow and showed busses in an unfavorable  
23 light. As I mentioned before, I'd like  
24 some of those studies to be redone to see  
25 whether or not a lot of the reason for the

1 slowdown was due to the airport. You  
2 know, on the La Guardia -- on the new LGA  
3 website, it states "As one example of  
4 recent trends, the number of extreme  
5 travel days when at least one trip took  
6 seventy minutes or more from La Guardia to  
7 Times Square, increased from twenty-one  
8 days in 2014 to 114 days in 2017, more  
9 than a five fold increase". Yet we know  
10 that a big part in that change in travel  
11 time is related to the construction on the  
12 airport site, but on the website, the new  
13 LGA website, there's no asterisk that  
14 state that. So we need to look into that  
15 to see what was actually causing the  
16 delays, how much of it is attributable to  
17 the airport, is the traffic truly going to  
18 be as bad as it is now or is it just a  
19 temporary condition due to the  
20 construction.  
21

22 The Q70 bus, I think, is a better  
23 option for most people, most 7 train  
24 travelers than the AirTrain because it  
25 goes onto the BQE and Grand Central and



1  
2 there are no stops after picking up people  
3 at the 74th, Broadway and Roosevelt  
4 station. So and it seems redundant to  
5 create an AirTrain when we already have  
6 this service.

7 Another thing is, the Port  
8 Authority's done a very poor job at  
9 promoting the Q70 bus on its property.  
10 There are very few signs to encourage  
11 passengers of the airport to utilize it,  
12 despite the fact that it provides a direct  
13 link to service from the airport to the  
14 Jackson Heights subway hub, where  
15 passengers have the option of taking five  
16 different train lines, not just one 7  
17 train. If the Port Authority promoted the  
18 Q70 more, it's likely that more people  
19 would take it. The MTA could also be  
20 persuaded to waive fare collection on the  
21 bus in an effort to get passengers on the  
22 bus without slowing it down because during  
23 the boarding process, many people who are  
24 not from New York don't have the correct  
25 change, think they can pay with dollars;

1  
2 there's a big slowdown there. Some people  
3 think they can pay with credit cards and  
4 most of the people taking that bus are  
5 going to transfer to a subway and the  
6 fares are going to be captured there for  
7 the vast majority, so not every single  
8 person but the vast majority and it might  
9 be worth it for the MTA to speed up that  
10 bus by not collecting fare because they're  
11 gonna capture most of the money anyway.  
12 The MTA bus official, including the chief  
13 officer of operations and planning --  
14 sorry, of operations planning, Mark  
15 Holmes, he even stated that collecting --  
16 not collecting the fare on the Q70 might  
17 be a viable option, so that's one of the  
18 higher-ups within the MTA bus structure  
19 who thinks it's very possible to introduce  
20 this reform.

21 Also, the Port Authority could run  
22 its own bus services to and from the  
23 airport. One route could be a shuttle  
24 running to and from the airport terminal  
25 along Astoria Boulevard to the N/W station

1  
2 at Astoria Boulevard. Another could be a  
3 bus that uses much the same route as the  
4 Q70. Both busses could be free of charge.  
5 Astoria Boulevard bound busses could use  
6 the dedicated bus lane perhaps on the  
7 service road to the Grand Central or  
8 Astoria Boulevard north and south and they  
9 might -- maybe they could enter the  
10 airport and exit it at the current exit  
11 and entrance on Ditmars and 82nd Street.

12 All right, port Authority could  
13 construct, also construct dedicated bus  
14 ways on the airport property itself that  
15 could be raised above the area that's  
16 dedicated for cars to circulate when  
17 picking up and dropping off passengers.  
18 So this separate structure or separate  
19 roadway infrastructure would allow the  
20 busses to move more freely and would mean  
21 that they're less susceptible to getting  
22 caught up in traffic. A lot of the  
23 problems with the busses now is that they  
24 get caught in traffic on the airport  
25 property and even if you don't want to

1  
2 create an elevated structure, there could  
3 be dedicated bus lanes on the airport  
4 property that are only for the MTA and the  
5 Port Authority busses so that we can  
6 circulate people more quickly and get the  
7 busses in and out of the airport to serve  
8 Terminal B, C and D especially and  
9 possibly A as well. I know that's also a  
10 concern because Terminal A wouldn't be  
11 served by the current AirTrain proposal,  
12 the Port Authority's preferred AirTrain  
13 proposal.

14 All right. We can also connect  
15 dedicated bus lanes that would connect the  
16 airport to the subway station at, again,  
17 31st Street and Astoria Boulevard, the N/W  
18 station, or 74th, Broadway and Roosevelt,  
19 where the E, M, R, 7 and F trains stop and  
20 this might require parking to be taken  
21 away if you dedicated lanes that were on  
22 city streets, but you can give busses  
23 timing mechanisms to help them change the  
24 light or give them the right-of-way when  
25 they're approaching certain intersections

1  
2 where there's lights to speed up the  
3 travel time. It's possible that you can  
4 use 69th Street north of Broadway for the  
5 -- for the busses that could go to the  
6 74th Street station and you could also use  
7 Booney Street, which is the service road  
8 to the BQE fork -- the eastern fork of the  
9 BQE where it splits, but it would  
10 obviously require some redesigning of the  
11 street scape in order to do this.

12 Next section, regional ferry  
13 service. Some people have mentioned this:  
14 The airport has the capacity to run ferry  
15 service to other parts of the city and to  
16 other municipalities in the Metropolitan  
17 area. Running ferries to preexisting  
18 ferry terminals of Manhattan and northern  
19 Brooklyn will encourage ridership because  
20 people are already familiar with those  
21 spaces as places to get ferries. Ferry  
22 service could be extended to areas where  
23 justify demands it. Doesn't only have to  
24 be to Wall Street or 34th Street. You can  
25 also bring it to the Bronx, Staten Island,

1 parts of southern Brooklyn if it's  
2 warranted or even, I believe there's a  
3 ferry terminal near Yankee Stadium as well  
4 off the Harlem River, and the ferries can  
5 be run to other municipalities, right. It  
6 can be similar to what's -- what the setup  
7 is at the Hong Kong International Airport,  
8 where ferries can run to places in  
9 Connecticut like Bridgeport, or Port  
10 Jefferson on Long Island where they  
11 already have ferry terminals where there's  
12 physical space where parking lot  
13 facilities can be constructed. Even in  
14 places like Atlantic Highlands and  
15 Highlands in New Jersey, again, there's  
16 preexisting ferry terminals there where  
17 people -- people use them to commute to  
18 Manhattan and you can also build bigger  
19 lots or decked parking lots in those areas  
20 to accommodate people that are going to be  
21 staying for a long time because they want  
22 to get to the airport.

23  
24 UNIDENTIFIED SPEAKER: James, we are  
25 just running out of time.

1  
2 MR. JAMES MONDELUSO: Oh, okay.  
3 Alright, yeah, yeah. This was already  
4 submitted. So as I stated, this was  
5 already submitted. I'll just stop here so  
6 we can accommodate more people, but as you  
7 see, we put a lot of thought in and a lot  
8 of information into the FAA. All right,  
9 thank you.

PH00011 10 MR. PANKAJ BETAR (PHONETIC): Hey,  
11 guys. So my name is Pankaj Betar. I'm  
12 actually the owner of the facility we're  
13 in right now.

14 Everyone else has gotten through and  
15 told you everything else tonight. I want  
16 to go through all the lies that the Port  
17 Authority has told. Let's start with  
18 they're gonna take 28,000 cars off the  
19 Grand Central Parkway. Has anybody ridden  
20 the Van Wyck in the last couple of years?  
21 I mean have you seen how empty it is? I  
22 mean seriously what do you go, like six  
23 miles an hour on that thing, come on? Lie  
24 number one. Lie number two, if you have  
25 damage to your house or property, they're

1  
2 gonna come with an independent engineer  
3 and they're gonna assess the damage.  
4 That's a lie. I have damage on the  
5 boardwalk and in front of our property.  
6 They sent four people to come in. They  
7 were here for a total of four minutes.  
8 They looked at the stuff, smiling  
9 giggling. It was hilarious. And didn't  
10 respond to us for six weeks. When we  
11 hounded them for an answer, they called us  
12 and said we don't think it was us. When  
13 we asked for a legal letter or a legal  
14 statement stating that, they said they'll  
15 get back to us. We're going on week three  
16 now. So that's a lie. What they've done  
17 is they've found smaller homeowners where  
18 they have major damage and paid them  
19 pennies. When you're getting hundreds or  
20 a thousand or 5 or \$10,000, it's pennies  
21 for the damage, one, that's been caused  
22 and that's gonna be caused. But they're  
23 smart. That's what they do. Number 3,  
24 the people actually supporting this  
25 project, of course the people supporting



1  
2 this project, you know who they are, the  
3 ones who have been bought out by the  
4 airport. I'm not gonna name the different  
5 groups, but they're groups in East  
6 Elmhurst, in Corona who take money from  
7 Delta, who take money from the Port  
8 Authority and they sit up here and they're  
9 like we're your community leaders and we  
10 are here to tell you the people are for --  
11 get the hell out of here. Come on. Come  
12 on. I don't need to say their names. You  
13 know who they are. Come on. By the way,  
14 they're the people who aren't here  
15 tonight. Has anyone gone to a meeting  
16 where somebody stood up and said oh, I'm  
17 for the AirTrain; it's the greatest thing  
18 ever? No. But you know at the end of the  
19 day when you go to like something like  
20 that joke that was last week at the  
21 Marriott, they have a couple of people  
22 walking around oh, well, the AirTrain is  
23 good and this and that. Yeah, they can  
24 say that in that forum, but they will not  
25 stand up in front of a group of people and

1 say that. So all it's been from the Port  
2 Authority has been a bunch of lies and  
3 they're gonna keep lying to you. They're  
4 lying and saying they're gonna improve the  
5 boardwalk, they're gonna improve the  
6 promenade. With what? If you guys go  
7 online and look, they're already  
8 negotiating with the Parks Department to  
9 put up dilapidated boat storage. Four  
10 years ago they approached us with this.  
11 We went to the local councilwoman and got  
12 it defeated. What they wanted to do was  
13 put fence all the way down the boardwalk,  
14 fence the area in and put in damaged  
15 boats. All that's gonna be is an eyesore,  
16 take away from the waterfront, take away  
17 from the promenade. We got that defeated  
18 and now they're negotiating with the Port  
19 Authority to build them that. Anyone  
20 wants to see renderings of this, we have  
21 them. So this is a big joke and the thing  
22 is people saying, people who are giving up  
23 are saying we can't fight this, guys,  
24 honestly, I'm 38 years old; I'm younger

1  
2 than most of you guys here, but let me  
3 tell you this, in the '90s, in the '80s  
4 when the wanted to expand the N train, the  
5 Vallones and Astoria defeated that because  
6 they banded together. If our electeds are  
7 behind us, we can band together and beat  
8 this. But everybody has to band together.  
9 You know. And the thing is, guys,  
10 everybody has their opinions on different  
11 electeds. This is not a political  
12 statement, but if you think one elected or  
13 many electeds are not for it, you should  
14 go in their faces. I had meetings with a  
15 couple of electeds last week and I told  
16 them you're not with us. The ones that  
17 are not here who don't send  
18 representatives here, people should get in  
19 their faces and tell them that and they  
20 shouldn't be reelected in two or four  
21 years, 'cause they're not for this  
22 neighborhood. If a -- if you need  
23 Governor Cuomo to come down and help you  
24 win a local election, it's a joke. So at  
25 the end of the day, whether this

1  
2 monstrosity comes or not, our power is, at  
3 the end of the day, this neighborhood,  
4 this community and if they're gonna screw  
5 us on this, you know what, those electeds  
6 and that are not gonna be here in two  
7 years and four years. We have that power.  
8 All right, guys. Thank you very much.

PH00012

9 UNIDENTIFIED SPEAKER: All right.

10 So we've hit 8. I'm going to tell you  
11 first I'm not going to read through all  
12 the comments, but I'm gonna review some of  
13 it. I'm gonna send these out to everyone  
14 on our network and you all by being here  
15 and signing that sheet will also be on our  
16 network, so I'll send them out to you as  
17 well.

18 Okay, so first of all, thank you to  
19 everyone who helped organize this evening.  
20 Thank you to all the members of the  
21 Sensible Way to LGA Coalition, which  
22 includes Ditmars Boulevard Block  
23 Association, Queens Neighborhood United,  
24 Flushing Chamber of Commerce, Jackson  
25 Heights Beautification Group, Riverkeeper

1  
2 and Guardians of Flushing Bay. Also,  
3 thank you to the World's Fair Marina  
4 restaurant for hosting us. We really  
5 appreciate it. Yeah, to applause all  
6 those folks.

7 So I'm the program coordinator for  
8 Guardians of Flushing Bay and for Hudson  
9 Riverkeeper. Riverkeeper is a member  
10 supported watchdog organization protecting  
11 the Hudson and its tributaries. Guardians  
12 of Flushing Bay is a coalition of human  
13 powered boaters who probably -- there are  
14 probably guardians members on the water  
15 tonight; local residents, citywide  
16 partners, who came together to protect and  
17 advocate for a clean and accessible  
18 Flushing Bay and Flushing Creek.

19 So to begin, Guardians of Flushing  
20 Bay and Riverkeeper are both extremely  
21 disappointed that the Federal Aviation  
22 Administration, FAA, about their failure  
23 to host an open and transparent meeting  
24 that allows for real community dialogue.  
25 The burden should not fall on community

1 groups, small community groups, to host  
2 public hearings about large scale  
3 infrastructure projects. It is absurd  
4 that we are organizing this meeting at  
5 all. This should be organized by the FAA  
6 to begin with, by Port Authority and by  
7 your elected officials. Our city, state  
8 and federal representatives are aware of  
9 the community concerns about the AirTrain  
10 and we need to ask them to ensure that the  
11 FAA will host public dialogs moving  
12 forward in the environmental review  
13 project. So that falls upon us, but it  
14 also falls upon our local representatives,  
15 and we really need to recognize that.

17 Okay, so I'm here right now speaking  
18 on behalf of Guardians of Flushing Bay. I  
19 work for two organizations, so I have to  
20 be fairly clear of who I'm speaking for.  
21 So for this moment I'm speaking for  
22 Guardians of Flushing Bay.

23 Port Authority's proposed La Guardia  
24 Airport AirTrain project that spans from  
25 La Guardia Airport to Willets Point is

1  
2 flawed and we believe that a properly  
3 conducted environmental review process  
4 will reveal that.

5 First, we have serious concerns  
6 whether the environmental review will be  
7 objective at all. Port Authority's  
8 deductive goals stated in their proposal  
9 appear to have resulted in a done deal, as  
10 many of us have said tonight. The eminent  
11 domain legislation passed in June 2018 put  
12 the FEM on the scale for the AirTrain to  
13 be routed alongside East Elmhurst  
14 neighborhood. We advocated then against  
15 the eminent domain legislation and we now  
16 seem to be left with what is a done deal.  
17 That forced that conclusion.

18 I can answer that question in a  
19 second.

20 Just because I'm recording this on  
21 the record, I'm gonna keep going, but I am  
22 gonna jump into that.

23 Second, Port Authority's preferred  
24 AirTrain route would impose significant  
25 hardship on local communities on the bay

1  
2 which have been shouldering the burden of  
3 La Guardia Airport for decades. As the  
4 FAA considers the impacts on the bay,  
5 water user community and surrounding  
6 neighborhoods, please consider the  
7 following: Part of the bay was filled in  
8 to construct the airport and now receives  
9 polluted storm water runoff from runways  
10 and local highways. The bay is heavily  
11 polluted by 2.3 billion gallons of raw  
12 sewage discharging yearly from New York  
13 City sewer system. That's ten percent of  
14 all of the raw sewage in every other part  
15 of New York City; we get ten percent of  
16 that here. For years residents have had  
17 to live beside the fumes and noise emitted  
18 by La Guardia Airport and withstand the  
19 stench, as I'm sure many of you remember,  
20 emanating from the sewage and storm  
21 waters, soaked waters of the bay. Despite  
22 these current conditions, thousands of  
23 boaters have taken to the bay each year.  
24 Residents use the promenade, as I've seen  
25 many of you use tonight, Patrick, Izrenen



1 (phonetic), use the promenade as a local  
2 park and the view from the bay from their  
3 homes as a respite from the noise and air  
4 pollution released by the airport and  
5 multiple highways. In addition to people,  
6 the waters are home to wetland species,  
7 such as oysters, blue crabs, flounder; got  
8 to speak to the species. In an area  
9 starved for park space, the AirTrain would  
10 obstruct connectivity and recreational  
11 opportunities of the park and destroy  
12 local ecological habitats.  
13

14 Okay, so while it's crucial that the  
15 scope of the Draft Environmental Impact  
16 Statement or DEAS consider the impact of  
17 the broad community of water park users  
18 and residents, the East Elmhurst residents  
19 in particular who are part of the wetland  
20 communities that we advocate for suffered  
21 the consequences of La Guardia Airport,  
22 including heavy traffic, air and noise  
23 pollution and the disruption from the  
24 redevelopment of the airport. The  
25 alternatively proposed AirTrain route over

1  
2 Grand Central Parkway has the potential to  
3 intensify air and noise pollution,  
4 aggravate traffic congestion during  
5 construction and obstruct the view shed  
6 from the homes facing the parkway.

7 Okay, so the following are very  
8 specific important considerations that the  
9 federal -- that the FAA must address:

10 First is what I stated before, the  
11 accessibility to the World's Fair Marina  
12 and Flushing Bay promenade as public space  
13 for local residents, boaters and  
14 commuters. Second, is climate  
15 vulnerability. We are currently in a  
16 hundred year flood zone. As many of you  
17 may remember from Super Storm Sandy, this  
18 flooded very intensely and so the FAA  
19 needs to consider investing in large and  
20 pervious infrastructure alongside parkland  
21 that's in a hundred year floodplain.

22 Third, biological resources and ecosystem  
23 services of Flushing Bay, the fragile  
24 ecosystem of native wetland species are  
25 hard at work to restore the heavily

1 polluted and depleted bay. Disruption of  
2 these species will have a profound impact  
3 on the health of the bay and consequently  
4 the life of those that lived around it.

5 Okay, four, increased burden on the 7  
6 train. We've talked about that a lot, so  
7 I'm not going to go into it, but I think  
8 you understand.

9  
10 Five, projected ridership of the La  
11 Guardia AirTrain, as we said before,  
12 comparing it to JFK's ridership and really  
13 understanding what that looks like and  
14 really demanding for an independently  
15 reviewed traffic and ridership study from  
16 the FAA in this process.

17 Okay. Thank you for your time.

18 (Applause)

19 UNIDENTIFIED SPEAKER: There's one  
20 more person. Oh, yeah, do you --

21 UNIDENTIFIED SPEAKER: Yes, I just  
22 want to ask a question, a couple of  
23 questions here. Obviously, there are two  
24 things that are realities here.

25 UNIDENTIFIED SPEAKER: I'm just

going to put you on the record. Go ahead.

PH00013

UNIDENTIFIED SPEAKER: There are two things are reality here. La Guardia Airport is grandfathered. They'll develop it anyhow. The AirTrain is coming. It will happen. Did they do an environmental impact study of the AirTrain coming into this region? I've been living here for fifty-five years. I don't have a huge problem with the AirTrain. The AirTrain, essentially, will be electric. What I'm more concerned about is the continued increased traffic running between La Guardia Airport and Kennedy Airport and the massive amount of pollution that causes. So at the end of the day I would like to see the environmental impact statement, the AirTrain versus all the taxi and bus traffic coming between both airports. I can see the AirTrain as a huge money winner because passengers who are coming from throughout United States to connect to international flights have not to pay a ton of money to go to the

1  
2 airport, jump on the AirTrain and go  
3 there, but again, essentially I would like  
4 to see another environmental impact  
5 statement so that we can make an  
6 intelligent decision before we start  
7 jumping up and down and say no AirTrain.

8 UNIDENTIFIED SPEAKER: Well, thank  
9 you for that comment.

PH00014 10 UNIDENTIFIED SPEAKER: Can I just  
11 say -- okay, yes, we would all like to see  
12 a proper environmental study done;  
13 however, what we have found out is that  
14 the -- the Port Authority is actually  
15 paying for the -- the cost of the  
16 environmental study, so the question is is  
17 it really impartial? Who -- if -- if I  
18 hire someone to do a study for me and I'm  
19 paying them, they're gonna say what --  
20 what I want them to say. So there's a --  
21 a major question about that. So, you  
22 know, I understand you want a study done,  
23 but we want a proper study done and not  
24 something paid for by Port Authority.

25 (Inaudible)

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UNIDENTIFIED SPEAKER: Pardon me?

UNIDENTIFIED SPEAKER: Who is gonna pay for it if the Port Authority doesn't want to pay for it? I don't want to pay for it.

UNIDENTIFIED SPEAKER: Well, if it's Federal Aviation, shouldn't they pay for it?

UNIDENTIFIED SPEAKER: Well, this is a --

UNIDENTIFIED SPEAKER: I mean how do you hire -- how do you hire a contractor and say do a study for me for something that I am supporting and expect that to be impartial? I -- I just -- I don't get it. I'm sorry.

UNIDENTIFIED SPEAKER: Yeah, only because we've reached -- only because we've reached -- yeah, sorry. Go ahead.

UNIDENTIFIED SPEAKER: All your concerns about them and now they're on the record and we appreciate that you gave them to us. Richard is gonna bring us home. I know this is his second time up

1 here. So that we can give up the room  
2 because it was graciously donated to us  
3 and we really appreciate the marina  
4 restaurant doing that for us. We can go  
5 outside and continue to listen to  
6 comments. I'll keep the recorder running.  
7 If anybody else has anything they want to  
8 put on the record, we'll keep it going and  
9 we're happy to stay here as long as you  
10 have comments, but so that we can get out  
11 of this room and let everybody go home,  
12 we'll let Richard have a last word.

13 UNIDENTIFIED SPEAKER: Okay, thank  
14 you.  
15

PH00015 16 UNIDENTIFIED SPEAKER: Richard,  
17 before you go on. I think everybody with  
18 interest in La Guardia Airport that we  
19 should demand an environmental impact  
20 statement. We should demand the route of  
21 the AirTrain.

22 (Inaudible)

23 UNIDENTIFIED SPEAKER: Okay, so --  
24 okay, so --

25 UNIDENTIFIED SPEAKER: But you know

1 something, we as a community, we are not  
2 getting any information.  
3

PH00016

4 UNIDENTIFIED SPEAKER: I'm going to  
5 take a different track; pun intended  
6 different track. So all movements, at  
7 least successful ones, and even the ones  
8 that aren't successful, may or may not,  
9 but many of them have a slow (inaudible).  
10 By a show of hands, who remembers Jimmy  
11 McMillan? He ran for governor. Rent is  
12 too damn high. So we're gonna wrap it up  
13 with some synergy here and you're gonna  
14 repeat after me. The rent is too damn  
15 high. The rent is too damn high. So I'd  
16 like to suggest a slogan of whose train is  
17 this? Or who's on this train? Because if  
18 the demographics, if -- if the feasibility  
19 study show that 95 percent of the people  
20 that are going to be on this train are not  
21 us, are not residents, are not  
22 storeowners, are not restaurants that may,  
23 you know, have some effect or whatever or  
24 not commuters, they have to demonstrate to  
25 us how many people are gonna be on this



1 train, and more importantly, who are they  
2 because this is an issue of balance. The  
3 balance is us and them, and that's not our  
4 adversarial. That's a question. Who's on  
5 this train. Whose train is this? So my  
6 projection is, despite all the litigation,  
7 despite all the huffing and puffing, if,  
8 and I hope not, but if we can't blow this  
9 door down, they're gonna take, take and  
10 take. What are they gonna give? All  
11 right, you know, you came through our  
12 neighborhood with that train and you split  
13 the west side and the east side of the  
14 neighborhood, but you gave us a couple of  
15 small public parks. You extended our bus  
16 service. You did something else for us,  
17 but you can't just keep taking, and if you  
18 are taking for the them not for us, what's  
19 in it for us? Sure, we want to see La  
20 Guardia be successful, cost effective,  
21 make it easier for -- for commuters or  
22 businessmen or tourists, but is it or will  
23 it be or will it be used? And that is for  
24 our good, the city as a whole, but whose  
25

1  
2 train is this? If it's 95 percent them  
3 and you take, take, take, what are you  
4 giving us? Couple of more busses maybe  
5 for Jackson Heights and East Elmhurst  
6 where we're short, maybe an expansion of  
7 some parks or -- just say all right, you  
8 know, listen, we basically screwed you,  
9 but we gave you three public parks. We  
10 gave you some bus depots or shelters, you  
11 know, better to stand there, and you look  
12 at East Elmhurst and -- and parts of  
13 Jackson Heights, there's no bus shelters.  
14 People are just standing out there many  
15 times. So give us some bus shelters.  
16 Give us some more bus service. Give us a  
17 little public park or -- or an enhancement  
18 of a public park and then you can say, you  
19 know, I'm sorry, this is the city, we  
20 took, we took, we took, but we gave. But  
21 without the giving, whose train is this?  
22 Thank you.

23 (Applause)

24 UNIDENTIFIED SPEAKER: Ladies and  
25 Gentlemen, thank you all very much for

1  
2 coming out. This is a community issue and  
3 community is more than just a person that  
4 lives next door to you, so I have  
5 everybody's e-mail. We're gonna keep you  
6 updated on meetings. Knock on the doors  
7 of the people across the street, down the  
8 block and let's get the communities out  
9 here. You know, I'm so tired of the  
10 pessimistic mindset of it's a done deal.  
11 It ain't over 'till it's over. Amazon was  
12 a done deal. Hello.

13 That's all I'm saying. Thank you  
14 for coming out. We will be heard. We are  
15 not rolling over. Our voices will be  
16 heard. Thanks again. Have a great  
17 evening.

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C E R T I F I C A T E

I, Holly Van Pelt, a reporter and Notary Public within and for the State of New York, do hereby certify:

That the following is a true record of the within meeting.

I further certify that I am not related to any of the parties to this action by blood or marriage, and that I am in no way interested in the outcome of this matter.



HOLLY VAN PELT



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HOTLINE

## LaGuardia Airport Access Improvement Project EIS Project Hotline Inquiry Log

#	Status	Date of Voicemail	Date Received	Caller Name	Caller Type	Phone #	Address	Voicemail Message	Reason For Call	Follow-Up Required?	Ricondo\FAA Notified?	Ball In Court	Reply Date	Reply Type	Person Replying	Closed Date	Notes
001	Closed	06/17/2019	06/17/2019	Unknown	Other	(646) 210-4495	~	I just wanted to leave a comment for the EIS on behalf of the residence of Queens and taxpayers in the New York State. We kindly ask that you, the elected officials request the public authorities control board will be asked to approve the financing for the Port Authority of New York and New Jersey for an airtrain between willets-point and LaGuardia. I think it's within the scope of it's legal authority and they should be the right people to do this. Thanks.	Scoping Comment	No	Yes - Both		NA		NA	NA	This hotline inquiry was submitted during the Scoping review period and will be addressed as part of scoping.
002																	
003																	
004																	



## ATTACHMENT 3

# PC00148 Attachments

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Attachment A  
to comments of Robert LoScalzo

Notice of Intent published in the Federal Register dated May 3, 2019



	Percent
Non-Profit Organizations without Credit Available Elsewhere .....	2.750
<i>For Economic Injury:</i>	
Non-Profit Organizations without Credit Available Elsewhere .....	2.750

The number assigned to this disaster for physical damage is 15944B and for economic injury is 159450.

(Catalog of Federal Domestic Assistance Number 59008)

**James Rivera,**

*Associate Administrator for Disaster Assistance.*

[FR Doc. 2019-09104 Filed 5-2-19; 8:45 am]

BILLING CODE 8026-03-P

**DEPARTMENT OF TRANSPORTATION**

**Federal Aviation Administration**

**Notice of Intent To Prepare an Environmental Impact Statement (EIS) and Initiate Section 106 Consultation for the Proposed LaGuardia Access Improvement Project at LaGuardia Airport (LGA), New York City, Queens County, New York**

**AGENCY:** Federal Aviation Administration (FAA), DOT.

**ACTION:** Notice of Intent to Prepare an Environmental Impact Statement and Request for Scoping Comments.

**SUMMARY:** The Federal Aviation Administration (FAA) is issuing this notice under the provisions of the National Environmental Policy Act (NEPA) of 1969, as amended, to advise the public that an Environmental Impact Statement (EIS) will be prepared to assess the potential impacts of the proposed LaGuardia Airport Access Improvement Project and its enabling projects and connected actions (the proposed action). The Port Authority of New York and New Jersey (Port Authority) proposes to construct an elevated automated people mover (APM) that would provide direct access between LGA and two existing transit stations at Mets-Willets Point. Currently, LGA is accessible only by road. Passengers and employees face increasing and unreliable travel times and traffic congestion on off-Airport roadways. The project will provide air passengers and employees with a time-certain option for access to LGA and permit the Port Authority to provide adequate employee parking for the geographically constrained airport. Two (2) public scoping meetings and one (1)

governmental agency scoping meeting will be held to identify public and agency concerns related to the proposed action. FAA is the lead agency on the preparation of the EIS.

**FOR FURTHER INFORMATION CONTACT:** Mr. Andrew Brooks, Environmental Program Manager, Eastern Regional Office, AEA-610, Federal Aviation Administration, 1 Aviation Plaza, Jamaica, NY 11434. Telephone: 718-553-2511.

**SUPPLEMENTARY INFORMATION:** The purpose of this notice is to inform federal, state, and local government agencies and the public of the intent to prepare an EIS and to conduct a public and agency scoping process. Information, data, opinions, and substantive comments obtained throughout the scoping process will be considered in preparing the EIS.

The scoping process for this EIS will include scoping meetings and a comment period for interested agencies and members of the public to submit oral and/or written comments with respect to any potential environmental impacts associated with the proposed project, or comments representing the concerns, issues, and alternatives they believe should be addressed in the EIS. Please submit any written comments to the FAA no later than 5:00 p.m. Eastern Time, Monday, June 17, 2019.

The EIS will be prepared in accordance with the procedures described in FAA Order 1050.1F, *Environmental Impacts: Policies and Procedures*, and FAA Order 5050.4B, *National Environmental Policy Act (NEPA) Implementing Instructions for Airport Actions*. Additionally, pursuant to Executive Order 13807, Establishing Discipline and Accountability in the Environmental and Permitting Process for Infrastructure, this EIS will be used by all federal approving and permitting agencies. Accordingly, it will comply with any requirements of these cooperating and participating agencies. The FAA and cooperating and participating agencies intend to use the preparation of this EIS to comply with the concurrent statutory review process under Section 106 of the National Historic Preservation Act (NHPA), as amended, and its implementing regulations, *Protection of Historic Properties* (36 CFR part 800); Section 7 of the Endangered Species Act; the Magnuson-Stevens Fishery Conservation and Management Act; and Section 404 of the Clean Water Act. This Notice of Intent also serves to notify the public that this EIS process will satisfy the public notice and comment requirements of Section 106 of the NHPA, Section 4(f) of the Department of

Transportation (DOT) Act, DOT Order 5610.2(a), *Environmental Justice in Minority and Low-Income Populations*; Executive Order 11990, *Protection of Wetlands*; DOT Order 5660.1A, *Preservation of the Nation's Wetlands*; Executive Order 11988, *Floodplain Management*; and DOT Order 5650.2, *Floodplain Management and Protection*.

The Port Authority, the operator of LGA, proposes the following project components of the proposed action:

- Construction of an above ground fixed guideway automated people mover (APM) system approximately 2.3 miles in length that extends from the LGA Central Hall Building to the Metropolitan Transit Authority (MTA) Long Island Rail Road (LIRR) Mets-Willets Point Station and the New York City Transit (NYCT) 7 Line Mets-Willets Point Station;
- construction of two on-Airport APM stations; construction of one off-Airport APM station at Mets-Willets Point that provides connections to the Mets-Willets Point LIRR and NYCT 7 Line stations;
- construction of passenger walkway systems to connect the APM stations to the passenger terminals, parking garages, and ground transportation facilities;
- construction of a multi-level APM operations, maintenance, and storage facility (OMSF) that includes 500 Airport employee parking spaces;
- construction of three traction power substations: one located at the on-airport East Station, another at Willets Point Station, and the third at the OMSF to provide power to the APM guideway;
- construction of a 27kV main substation located adjacent to the OMSF structure on MTA property; and
- construction of utilities infrastructure, both new and modified, as needed, to support the proposed action.

The proposed action also includes various enabling projects to allow construction and connected actions, including: Utility relocation and demolition of certain existing facilities; reconstruction and/or relocation of the Passerelle Bridge; modifications to the MTA LIRR Mets-Willets Point Station, including service changes to the LIRR Port Washington Line; and the relocation of several Flushing Bay Marina facilities, including a boat lift, Marina office, and boat storage.

The FAA is required to consider a range of alternatives that could potentially meet the purpose and need to provide a time-certain transportation option that connects passengers and employees to LGA. As part of the information submittal process, the Port

Authority supplied an initial list of alternatives that they had considered. These alternatives are included below. After considering the public input from the scoping process, the FAA will identify a list of reasonable alternatives that will be evaluated through the EIS process.

*Alternative One—Sponsor's Proposed Action:* As previously described.

*Alternative Two—Use of Other Existing Airports:* Transfer or shifting of aviation activity to another existing public airport (or airports) in the New York metropolitan area.

*Alternative Three—Use of Other Modes of Transportation:* Use of other modes of transportation, including automobiles, buses, ferry service, existing passenger trains, proposed high-speed rail facilities or other emerging transportation technologies.

*Alternative Four—Transportation Demand Management:* Use of measures to reduce vehicular travel to and from the Airport.

*Alternative Five—Off-Airport Roadway Expansion:* Increase the capacity of roadways surrounding and providing access to the Airport, potentially including I-495, the Brooklyn-Queens Expressway (BQE), the Grand Central Parkway, Queens Boulevard, and/or Astoria Boulevard.

*Alternative Six—Subway Extension from Astoria Boulevard Subway Station: Elevated Above Grand Central Parkway:* Construction of an elevated subway structure that would extend service of the NYCT N and W Lines eastward from the existing Astoria Boulevard Subway Station to a new station at the Airport; the alignment would be along Grand Central Parkway.

*Alternative Seven—Subway Extension from Astoria-Ditmars Boulevard Subway Station: Elevated Above 19th Avenue:* Construction of an elevated subway structure that would extend service of the NYCT N and W Lines eastward from the existing Astoria-Ditmars Boulevard Subway Station to a new station at the Airport; the alignment would generally be along 31st Street north, 19th Avenue east, and Grand Central Parkway east.

*Alternative Eight—Subway Extension from Astoria-Ditmars Boulevard Subway Station: Tunnel Beneath 19th Avenue:* Construction of an underground subway structure that would extend service of the NYCT N and W Lines eastward from the existing Astoria-Ditmars Boulevard Subway Station to a new station at the Airport; the alignment generally would be in a tunnel beneath 31st Street north, 19th Avenue east, and Grand Central Parkway east.

*Alternative Nine—Fixed Guideway from Astoria Boulevard Subway Station:*

Construction of a fixed guideway APM system that would provide service from the existing Astoria Boulevard Subway Station to a new station at the Airport; the alignment generally would be along Grand Central Parkway east.

*Alternative Ten—Fixed Guideway from Woodside LIRR and 61st Street-Woodside Subway Station:* Construction of a fixed guideway APM system that would provide service from the existing LIRR Woodside Station and the NYCT 7 Line at the 61st Street/Woodside Subway Station to a new station at the Airport; the alignment generally would be along the existing railroad right-of-way north and then parallel the BQE north to the Grand Central Parkway east.

*Alternative Eleven—Fixed Guideway from Roosevelt Avenue-Jackson Heights Subway Station:* Construction of a fixed guideway APM system that would provide service from the existing NYCT 7, E, F, M, and R Lines at Roosevelt Avenue/Jackson Heights Subway Station to a new station at the Airport; the alignment generally would be along Broadway northwest to the BQE and then parallel the BQE north to the Grand Central Parkway east.

*Alternative Twelve—Fixed Guideway from Jamaica Station Transportation Hub:* Construction of a fixed guideway APM system that would provide service from the existing NYCT E, J, and Z Lines at Jamaica Station transportation hub to a new station at the Airport; the alignment generally would be along city streets to the Van Wyck Expressway and would continue northwesterly along the Van Wyck Expressway and Grand Central Parkway.

*Alternative Thirteen—No Action Alternative:* Under this alternative, the Port Authority would take no action to develop an APM system or other alternative form of transportation to and from the Airport.

*Public Scoping and Governmental Agency Meetings:* To ensure that the full range of issues related to the proposed action is addressed and that all significant issues are identified, comments and suggestions are invited from all interested parties. Public and governmental agency scoping meetings will be conducted to identify any significant issues associated with the proposed action.

A governmental agency scoping meeting for all federal, state, and local regulatory agencies that have jurisdiction by law or have special expertise with respect to any potential environmental impacts associated with the proposed action will be held on Wednesday, June 5, 2019. This meeting will take place at 10:00am Eastern Time, at the Port Authority of New York and

New Jersey Office at 4 World Trade Center, 23rd Floor, New York, New York. A notification letter will be sent in advance of the meeting.

Two public scoping meetings for the general public will be held. The public scoping meetings will be held from 6:30 p.m. to 8:30 p.m. Eastern Time on Wednesday, June 5, 2019 and from 6:30 p.m. to 8:30 p.m. Eastern Time on Thursday, June 6, 2019. The public scoping meetings will be conducted at the New York LaGuardia Airport Marriott Hotel at 102-05 Ditmars Boulevard, East Elmhurst, New York. A legal notice will also be placed in newspapers having general circulation in the study area. The newspaper notice will notify the public that scoping meetings will be held to gain their input concerning the alternatives to be considered and environmental impacts to be evaluated, with comments on the environmental impacts being used to help formulate the scope of analysis for the EIS. The Public Scoping Meetings will be open house format with project information displayed and representatives from the FAA and the Port Authority available to answer questions. Sign and oral interpretation can be made available at the meeting, as well as an assistive listening device, if requested 10 calendar days before the meeting. The meetings will be open to all persons on a space-available basis. There will be no admission fee or other charge, including parking, to attend and participate. Written and oral comments will be accepted at each of the meetings. The public comment period on the Scoping phase of the EIS will end on June 17, 2019.

The purpose of the Scoping Process, as stated above, is to receive input from the public, as well as from Federal, state, and local agencies that have legal jurisdiction and/or special expertise, with respect to any potential environmental impacts associated with the proposed project, as well as concerns, issues, and alternatives they believe should be addressed in the EIS. During this process, questions regarding the scope and process related to the EIS will be answered. More information about the sponsor's proposed project and the scoping meetings can be found at: [www.LgaAccessEIS.com](http://www.LgaAccessEIS.com).

Comments should be addressed to the listed contact person, or by email to [comments@lgaaccesses.com](mailto:comments@lgaaccesses.com). The Scoping comment period is from May 3, 2019 through June 17, 2019.

The FAA is aware that there may be Native American tribes with a historical interest in the area. The FAA will interact on a government-to-government basis, in accordance with all executive

orders, laws, regulations, and other memoranda. The tribes will also be invited to participate in accordance with NEPA and Section 106 of the National Historic Preservation Act.

Issued in Jamaica, New York, April 23, 2019.

**Evelyn Martinez,**

*Manager, New York Airport District Office, Airports Division, Eastern Region.*

[FR Doc. 2019-08863 Filed 5-2-19; 8:45 am]

BILLING CODE 4910-13-P

## DEPARTMENT OF TRANSPORTATION

### Federal Highway Administration

[Docket No. FHWA 2019-0015]

#### Agency Information Collection Activities: Request for Comments for a New Information Collection

**AGENCY:** Federal Highway Administration (FHWA), DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** The FHWA invites public comments about our intention to request the Office of Management and Budget's (OMB) approval for a new information collection, which is summarized below under **SUPPLEMENTARY INFORMATION**. We are required to publish this notice in the **Federal Register** by the Paperwork Reduction Act of 1995.

**DATES:** Please submit comments by July 2, 2019.

**ADDRESSES:** You may submit comments identified by DOT Docket ID 2019-0015 by any of the following methods:

*Website:* For access to the docket to read background documents or comments received go to the Federal eRulemaking Portal: Go to <http://www.regulations.gov>. Follow the online instructions for submitting comments.

*Fax:* 1-202-493-2251.

*Mail:* Docket Management Facility, U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590-0001.

*Hand Delivery or Courier:* U.S. Department of Transportation, West Building Ground Floor, Room W12-140, 1200 New Jersey Avenue SE, Washington, DC 20590, between 9 a.m. and 5 p.m. ET, Monday through Friday, except Federal holidays.

**FOR FURTHER INFORMATION CONTACT:** Damaris Santiago, 202-366-2034, Department of Transportation, FHWA, Office of Project Development and Environmental Review, E76-201, 1200 New Jersey Avenue SE, Washington, DC 20590. Office hours are from 8 a.m. to

5 p.m., Monday through Friday, except Federal holidays.

#### SUPPLEMENTARY INFORMATION:

*Title:* FHWA Environmental Excellence Awards.

*Background:* In 1995 FHWA established the biennial Environmental Excellence Awards to recognize partners, projects, and processes that use FHWA funding sources to go beyond environmental compliance and achieve environmental excellence. The Environmental Excellence Awards also recognize partners, projects, and processes that exemplify innovation and commitment to the human environment, and organization and process innovation. Awardees must make an outstanding contribution that goes beyond traditional transportation projects and that encourages environmental stewardship and partnerships to achieve a truly multifaceted, environmentally sensitive transportation solution.

*Award:* Anyone can nominate a project, process, person or group that has used FHWA funding sources to make an outstanding contribution to transportation and the environment. The nominator is responsible for submitting an application via the FHWA Environmental Excellence Awards website that gives a summary of the outstanding accomplishments of the entry. The collected information will be used by FHWA to evaluate the project, showcase environmental excellence, and enhance the public's knowledge of environmental stewardship in the planning and project development process. Nominations will be reviewed by a panel of judges from varying backgrounds. It is anticipated that awards will be given every 2 years. The winners are presented plaques at an awards ceremony.

*Respondents:* Anyone who has used FHWA funding sources in the 50 States, U.S. territories, and the District of Columbia.

*Frequency:* The information will be collected biennially.

*Estimated Average Burden per Response:* 8 hours per respondent per application.

*Estimated Total Annual Burden Hours:* It is expected that the respondents will complete approximately 150 applications for an estimated total of 1,200 annual burden hours.

*Public Comments Invited:* You are asked to comment on any aspect of this information collection, including: (1) Whether the proposed collection is necessary for the FHWA's performance; (2) the accuracy of the estimated

burdens; (3) ways for the FHWA to enhance the quality, usefulness, and clarity of the collected information; and (4) ways that the burden could be minimized, including the use of electronic technology, without reducing the quality of the collected information. The agency will summarize and/or include your comments in the request for OMB's clearance of this information collection.

**Authority:** The Paperwork Reduction Act of 1995; 44 U.S.C. Chapter 35, as amended; and 49 CFR 1.48.

Issued On: April 30, 2019.

**Michael Howell,**

*Information Collection Officer.*

[FR Doc. 2019-09081 Filed 5-2-19; 8:45 am]

BILLING CODE 4910-22-P

## DEPARTMENT OF TRANSPORTATION

### National Highway Traffic Safety Administration

[Docket No. NHTSA-2018-0078]

#### Agency Information Collection Activities; Submission to the Office of Management and Budget for Review and Approval; Request for Comment; Pediatric Shoulder Response in Frontal Loading

**AGENCY:** National Highway Traffic Safety Administration, DOT.

**ACTION:** Notice and request for comments.

**SUMMARY:** In compliance with the Paperwork Reduction Act of 1995 this notice announces that the Information Collection Request (ICR) abstracted below is being forwarded to the Office of Management and Budget (OMB) for review and comments. A **Federal Register** Notice with a 60-day comment period soliciting comments on the following information collection was published on September 12, 2018 (83 FR 19836).

**DATES:** Written comments should be submitted on or before June 3, 2019.

**ADDRESSES:** Send comments to the Office of Information and Regulatory Affairs, Office of Management and Budget, 725-17th Street NW, Washington, DC 20503, Attention: NHTSA Desk Officer.

**FOR FURTHER INFORMATION CONTACT:** For additional information or access to background documents, contact Jason Stammen, Applied Biomechanics Division, Vehicle Research and Test Center, NHTSA, 10820 State Route 347—Bldg. 60, East Liberty, Ohio 43319; Telephone (937) 666-4511; Facsimile:

Attachment B  
to comments of Robert LoScalzo

Email dated June 4, 2019  
from Robert LoScalzo to [info@LGAaccessEIS.com](mailto:info@LGAaccessEIS.com)

**From:** LoScalzo <rlosca@aol.com>

**To:** info <info@LGAaccessEIS.com>

**Subject:** Question

**Date:** Tue, Jun 4, 2019 2:21 pm

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Hello.

Where may I find the most detailed written description of Port Authority's Preferred Alternative – including a description of the specific preferred location of LGA employee parking – that FAA is evaluating for the EIS (and which is a subject of the June 5 and June 6 scoping meetings)?

Thank you,

Robert LoScalzo

Attachment C  
to comments of Robert LoScalzo

Email dated June 4, 2019  
from info@LGAaccessEIS.com to Robert LoScalzo

**From:** LGA Access Improvement Project EIS <info@lgaaccesseis.com>

**To:** rlosca <rlosca@aol.com>

**Subject:** Re: Question

**Date:** Tue, Jun 4, 2019 2:21 pm

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Thank you for your interest in the LaGuardia Airport Access Improvement Project Environmental Impact Statement. Your inquiry has been submitted to the project team for review.

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Sincerely,

LGA EIS Project Team

<https://www.lgaaccesseis.com>

Attachment D  
to comments of Robert LoScalzo

Willets Point Development  
Final Generic Environmental Impact Statement  
Chapter 1: Project Description



**A. PROJECT IDENTIFICATION**

The Office of the Deputy Mayor for Economic Development, in coordination with the New York City Department of Housing Preservation and Development (HPD) and the Department of City Planning (DCP), proposes to rezone, create an urban renewal area and implement a comprehensive development plan—the Willets Point Development Plan (“proposed Plan”)—in a portion of Willets Point, Queens (see Figures 1-1 and 1-2). The overarching goal of the proposed Plan is to transform a largely underutilized site with substandard conditions and substantial environmental degradation into a lively, mixed-use, sustainable community and regional destination.

The proposed Plan calls for the redevelopment of the Willets Point Development District (“District”), an approximately 61-acre area generally bounded to the east by the Van Wyck Expressway and an undeveloped lot owned by the Metropolitan Transportation Authority (MTA), to the south by Roosevelt Avenue, to the west by 126th Street, and to the north by Northern Boulevard. The development program for the District includes a mix of uses, including residential, retail, hotel, convention center, entertainment, commercial office, community facility, open space, and parking. In addition, the proposed Plan includes a new connection between the Van Wyck Expressway and the District. Although no specific development plan is in place at this time, the maximum permitted development under the proposed Plan would be 8.94 million gross square feet (gsf) of new construction.

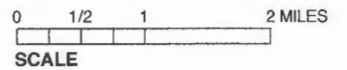
Adoption of the proposed Plan would require public review, including by the local Community Board and the Queens Borough President, and approvals by a number of government agencies, including the Office of the Deputy Mayor for Economic Development, HPD, the New York City Planning Commission (CPC), and the City Council. Additionally, approvals would be required from the New York State Department of Transportation (NYSDOT) and the Federal Highway Administration (FHWA) regarding the proposed new connection to the Van Wyck Expressway. Because it has been determined that the proposed Plan may result in significant adverse impacts, it requires review and the preparation of a Generic Environmental Impact Statement (GEIS) under City Environmental Quality Review (CEQR).

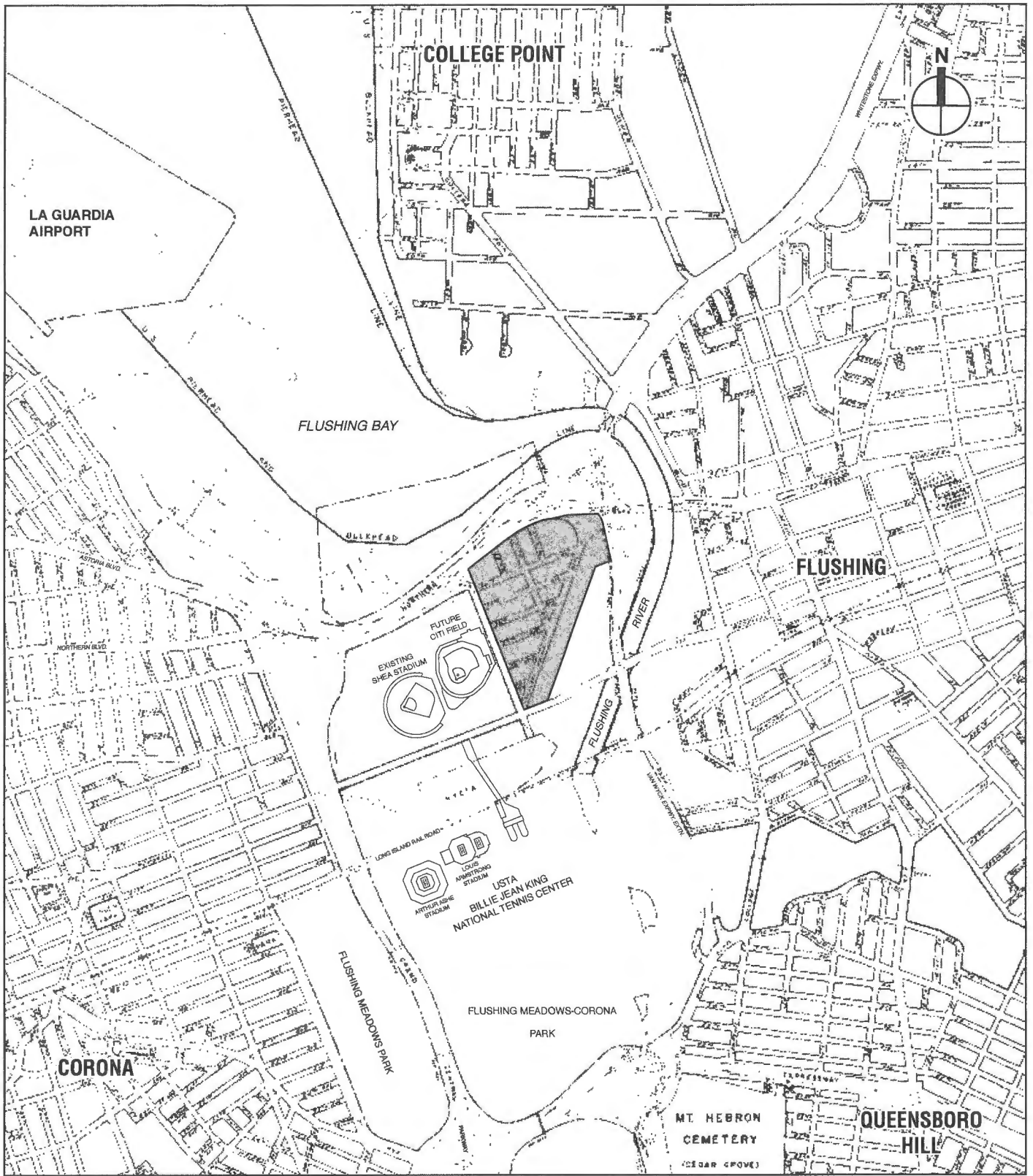
**B. PROJECT PURPOSE AND NEED**

The Willets Point peninsula is an underutilized industrial area with extensive environmental contamination issues, numerous open building code violations, poor road and sidewalk conditions, and limited storm and sanitary sewer infrastructure. Site conditions within the District have hindered redevelopment efforts for decades, and present numerous challenges to any future development efforts in the Willets Point Development District. Two of the greatest challenges are site contamination and site elevation; up to seven feet of fill are required to raise the grade of the District so that it is out of the Federal Emergency Management Agency (FEMA)

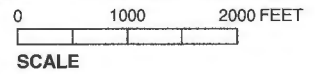


 Willets Point Development District





 Willets Point Development District



## Willets Point Development Plan

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100-year floodplain. These issues are discussed below under “Components of the Proposed Plan.”

The Willets Point Development Plan is an outgrowth of the Downtown Flushing Development Framework (“Framework”), a land use and economic planning strategy for the growth of Downtown Flushing, the Flushing River waterfront, and the Willets Point peninsula.<sup>1</sup> The Framework was developed between 2002 and 2004 by the Downtown Flushing Task Force, a group of city and state technical agencies, local developers and business owners, community board members, and local elected officials that the City requested to identify opportunities for growth and improvement in Downtown Flushing, the Flushing River waterfront, and the Willets Point area.

Recognizing the importance of Willets Point to the environmental, economic, and aesthetic welfare of the broader community, the Task Force outlined specific redevelopment goals for the Willets Point area, including:

- Create a regional destination that would enhance economic growth in Downtown Flushing and Corona;
- Improve environmental conditions in the District and reflect the sensitive nature of its waterfront setting;
- Create a larger, expanded Flushing core, by integrating the two sides of the Flushing River through land use and design;
- Complement the adjacent recreational and sporting facilities;
- Optimize use of existing highway, public transit, and parking infrastructure to minimize local traffic impacts; and
- Create substantial positive economic value for the City and provide a source of quality jobs for area residents.

The City has adopted these goals as part of the proposed Plan. In addition, the proposed Plan aims to achieve the following goals, which are consistent with the overall Framework vision, but are not specifically articulated in the 2004 report:

- Provide a substantial number of new housing units to help meet the growing demand for housing in Queens and the City as a whole;
- Ensure that District housing would be affordable to a mix of incomes;
- Provide a world-class example of superior urban design, with a focus on green building and sustainable design practices; and
- Strengthen the role of Flushing and Corona as commercial centers in Northern Queens, while helping to meet the demand for office space in Queens and the City as a whole.

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<sup>1</sup> The *Downtown Flushing Development Framework*, released in May 2004, was sponsored by Mayor Michael R. Bloomberg, Deputy Mayor Daniel L. Doctoroff, the New York City Economic Development Corporation, and the New York City Department of City Planning.

## C. PROJECT BACKGROUND

### HISTORY OF WILLETS POINT<sup>1</sup>

The history of the Willets Point area is closely connected to the fast-paced development history of Queens and New York City in the late 1800s and early 1900s. In 1850, the District was part of a swamp on the banks of the Flushing River, used primarily for recreation. By the turn of the century, the City's population was pushing farther east, following new roads and railroad lines that made the once remote area accessible to cars and trains. Around 1900, the city of Queens leased a large portion of the swamp stretching from the mouth of the Flushing River to what is known today as Forest Hills to a Brooklyn ash removal company. Fishhooks McCarthy, the owner of the company, also acquired the right to dump incineration ashes into the tidal marshland. In the years that followed, historical sources estimate that McCarthy dumped approximately 50 million cubic yards of ash into the swampland—the equivalent of about 100 railroad cars of ashes per day between 1906 and 1932. The dumping left the area with a layer of ash 30 feet thick on average, with mountains of ash rising up to 90 feet, an eerie sight that led F. Scott Fitzgerald to declare the area a “valley of ashes” in his novel *The Great Gatsby*.

During this time the area became a breeding ground for rats and mosquitoes, and it is reported that the smell of garbage and smoke was noticeable within a mile of the site. At the same time, nearby villages and towns such as Corona began to expand, and by the early 1930s political opposition to the use of the Willets Point area for dumping began to mount. In response to this opposition, the City cancelled its contract with McCarthy in 1934.

It was also in the mid-1930s that Robert Moses developed his vision of a World's Fair in New York City to be located at the former dumpsite. In the years leading to New York's first World's Fair in 1939, the ash hills were leveled, the Grand Central Parkway was constructed, and the World's Fair complex was built. Although included in Robert Moses' vision, the Willets Point area never became an integral part of the overall World's Fair complex. However, as part of the World's Fair construction, the street grid in the District, including Willets Point Avenue, was put in place. Historical United States Geological Survey (USGS) maps from 1947 identify Willets Point Boulevard, some interior roadways, and a few buildings within the area.

The enormous construction effort required for the World's Fair, combined with the excellent road and direct rail access at Willets Point, may have been the main reason why contractors, heavy manufacturers, and equipment rental businesses were among the first to settle in the District. USGS maps from 1947 and 1955 and an aerial photograph from 1954 indicate that it was not until the end of the 1940s that the Willets Point area started to take on its present character, with a mix of auto-related uses operating out of small structures and lots. It did not take long for the area to become known for its junkyards and stacked car frames. It was during this time that the District first acquired its long-lasting reputation as the “Iron Triangle.”

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<sup>1</sup> Information on the history of Willets Point was gathered from a number of sources including: Metropolitan Waterfront Alliance (MWA), East River Neighborhoods Series: “Willets Point,” 2005; *The Village Voice*, “Melting the Iron Triangle,” June 2006; and Harrison, Helen A., *From Dump to Glory: Robert Moses and the Flushing Meadow Improvement*, as presented in Robert Moses: Single Minded Genius, edited by Joann P. Krieg, Interlaken, New York, 1989.

## **REDEVELOPMENT EFFORTS**

Since World War II, there have been numerous attempts to redevelop Willets Point. Not long after auto repair businesses and junkyards first settled in the area, City officials made their first attempt to steer development in the area in a different direction. In 1960 Robert Moses proposed including Willets Point in the redevelopment plan for the City's second World's Fair. This proposal was subsequently abandoned.

Throughout the 1960s and 1970s, the number of auto-repair and junkyard uses in Willets Point greatly increased. An aerial photograph from 1974 indicates that the numerous auto repair shops and related businesses covered the majority of the District, and that the area had almost reached its present day condition.

By the mid 1980s Willets Point again became the subject of renewal and redevelopment plans when the area was viewed as a location for a stadium to house the New Jersey Generals football team. The plan was abandoned when the USFL ceased to exist and the Generals were dissolved.

In the early 1990s, Willets Point was the focus of a planning study prepared by NYCEDC (at that time operating as the New York City Public Development Corporation) that examined a number of redevelopment options for the area, all focused on retaining industrial uses on the site. In 1993, the Queens Borough President's office released a study entitled "Willets Point—A New Direction," which proposed the redevelopment of Willets Point into a major commercial center or as an international trade center that would be used to host import/export shows and to provide exhibition and office space for wholesalers and retailers.

Planning efforts related to Willets Point have accelerated since 2000. In 2001, HPD held a design workshop that explored potential redevelopment ideas for Willets Point. The workshop recommended land uses that would connect Willets Point with its neighboring communities and complement the nearby attractions and facilities. Suggested land uses included entertainment facilities such as movie theaters, an international commercial center that would utilize the mixed backgrounds of the surrounding communities, restaurants and retail shops that would profit from visitors coming to downtown Flushing, Flushing Meadows-Corona Park or Shea Stadium, and hotels servicing nearby LaGuardia and Kennedy Airports.

In 2002, the City created the Downtown Flushing Task Force to undertake a community planning process focused on the Downtown Flushing area of Queens. As described earlier under "Project Purpose and Need," the Task Force developed the Downtown Flushing Development Framework, which outlined land use and economic goals for the redevelopment of Willets Point. The proposed Plan represents a critical step in implementing this development Framework.

## **D. PROJECT DESCRIPTION**

### **EXISTING CONDITIONS ON PROJECT SITE**

Willets Point is located in northern Queens, adjacent to Shea Stadium, the USTA National Tennis Center, and Flushing Meadows-Corona Park (see Figure 1-2). The neighborhood of Corona is located just west of Shea Stadium, and Downtown Flushing is located east of Willets Point across the Flushing River. The District is located at the intersection of several major arterial highways, bordered to the east by the Van Wyck Expressway and an undeveloped lot owned by MTA, to the south by Roosevelt Avenue, to the west by 126th Street, and to the north by Northern Boulevard. In addition to highway access, the District connects to the New York

City metropolitan area via the Long Island Rail Road (LIRR) and the No. 7 subway line, and is located in close proximity to both LaGuardia and JFK International Airports.

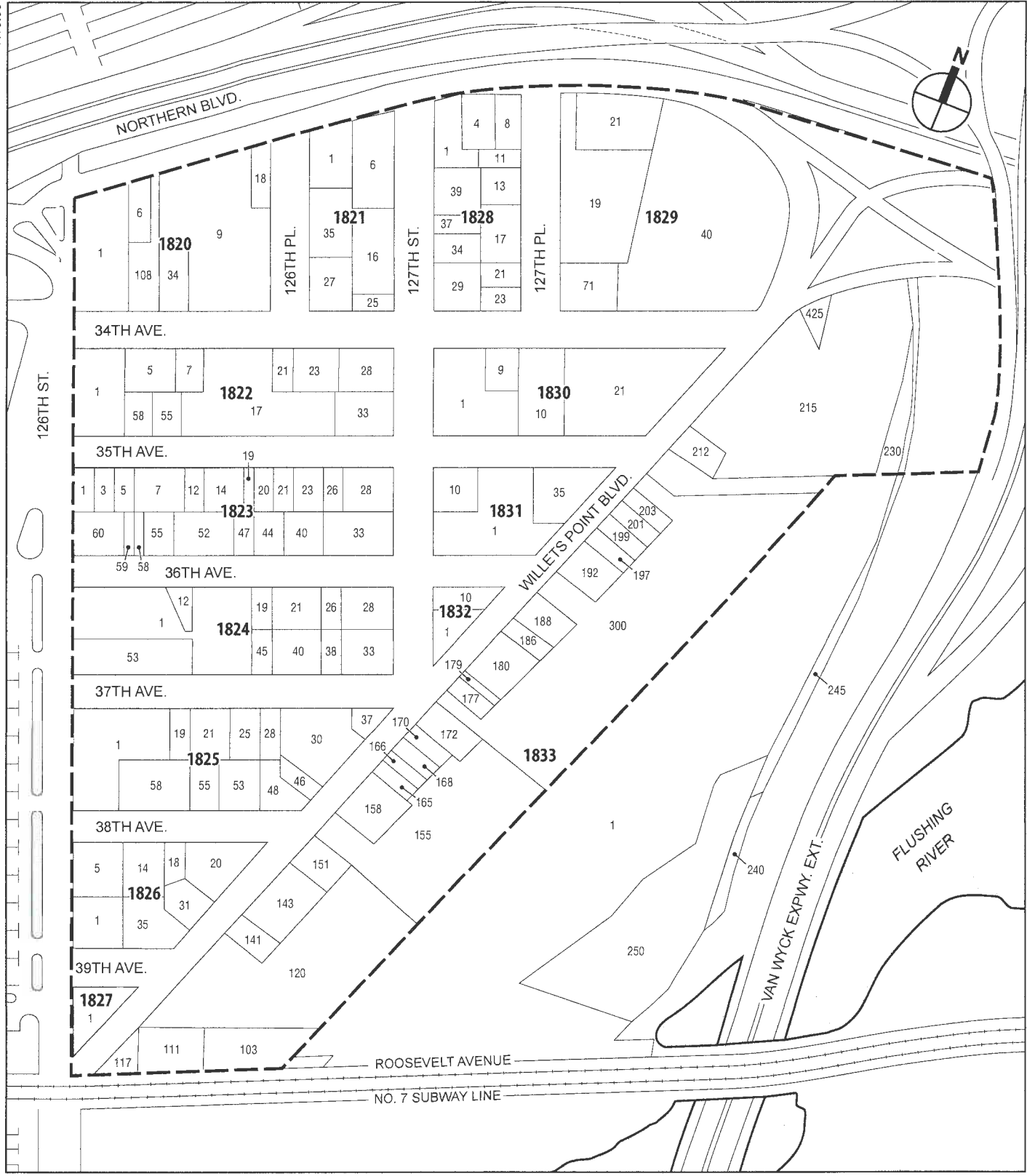
The District is approximately 61.4 acres in size, of which approximately 15.8 acres are within public street rights-of-way, approximately 45.0 acres are privately owned land, and approximately 0.6 acres are owned by MTA. The District comprises 128 tax lots and one partial lot (block 1833, lot 1) located on 14 blocks (see Table 1-1 and Figure 1-3). It contains approximately 260 businesses—primarily a mixture of automotive repair and auto body shops, junkyards, wholesalers, construction companies, and auto-related retail establishments—that employ an estimated 1,711 workers. As illustrated by the aerial photograph presented in Figure 1-4, the site contains a patchwork of small structures with some larger buildings located on the eastern and northern portions of the site; auto uses are scattered throughout the site.

**Table 1-1  
Blocks and Lots Affected by Proposed Action**

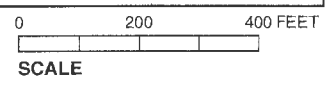
Blocks	Lots
1820	1, 6, 9, 18, 34, 108
1821	1, 6, 16, 25, 27, 35
1822	1, 5, 7, 17, 21, 23, 28, 33, 55, 58
1823	1, 3, 5, 7, 12, 14, 19, 20, 21, 23, 26, 28, 33, 40, 44, 47, 52, 55, 58, 59, 60
1824	1, 12, 19, 21, 26, 28, 33, 38, 40, 45, 53
1825	1, 19, 21, 25, 28, 30, 37, 46, 48, 53, 55, 58
1826	1, 5, 14, 18, 20, 31, 35
1827	1
1828	1, 4, 8, 11, 13, 17, 21, 23, 29, 34, 37, 39
1829	19, 21, 40, 71
1830	1, 9, 10, 21
1831	1, 10, 35
1832	1, 10
1833	1 (partial)*, 103, 111, 117, 120, 141, 143, 151, 155, 158, 165, 166, 168, 170, 172, 177, 179, 180, 186, 188, 192, 197, 199, 201, 203, 212, 215, 230, 300, 425
<p><b>Note:</b> * Approximately 24,600 sf of block 1833, lot 1 (owned by the MTA) is included in the Willets Point Development District. The remaining approximately 429,000 sf of that lot, which extends along the Flushing River waterfront, is outside of the District.</p>	

Most properties in the District are underutilized. Utilization rates were determined by comparing actual square feet of built space on the property with the built square feet allowable under applicable zoning (zoning square feet).<sup>1</sup> Only 9 of 128 tax lots were found to utilize more than 50 percent of the allowable square footage. The remaining 119 lots, or 93 percent, are considered to be underutilized. Of these lots, 27 lots (21 percent) are significantly underutilized, using only 11 to 25 percent of their development potential, and 50 lots (39 percent) are considered to be severely underutilized, utilizing no more than 10 percent of their development potential. Many of these lots are unimproved and are used as open air storage areas for building supplies, junkyards, and waste transfer uses.

<sup>1</sup> Data were gathered from the New York City Department of Finance Real Property Assessment Data (RPAD).



- Willets Point Development District Boundary
- 1826** Block Number
- 14 Lot Number



This figure has been updated since the DGEIS

Figure 1-3  
Block and Lot Map





— Willets Point Development District Boundary

0 400 800 FEET  
SCALE

## Willets Point Development Plan

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Building code violations are common in the District. According to the Department of Building's Business Information System, there were 192 open building code violations in the District as of January 2008, many of which were for Work without a Permit, Occupancy Contrary to Certificate of Occupancy, and Failure to Maintain Building. Violations were reported for buildings located on half of the tax lots in the study area, many recording multiple violations. These violations indicate that numerous structures on the project site have either been built or altered illegally, not adequately maintained, or are occupied by businesses not permitted to be operating on site.

Site conditions within the District have hindered past redevelopment efforts and present complex challenges to any future redevelopment. Much of the land area within the District is below the FEMA 100-year floodplain; up to seven feet of fill is required to grade and raise the District above the floodplain. The District lacks sanitary sewers and adequate storm sewers, and its roadways and sidewalks are in poor condition.

Site contamination is another challenge facing future development in the District. As indicated above, the area's historical use in the early 1900s was as a dumping site for ash. Today, some of the existing automotive repair and service businesses and junkyard operations have continued to add contamination to the area through illegal dumping and poor housekeeping. As a result of Willets Point's history and past uses, soil and groundwater have been impacted in varying degrees throughout the District. In 2001, the State Attorney General announced the indictment of 21 junkyards and 35 individuals for violating State environmental laws by dumping motor oil, antifreeze, transmission fluid, and other vehicle fluids onto the ground and into storm drains and Flushing Bay. All of the indicted businesses were convicted, which resulted in the payment of more than \$100,000 in fines and forfeitures, and the entry of civil consent judgments requiring businesses to clean up their properties. The forfeited equipment was released only if businesses presented a plan to adequately address the environmental problems identified in the indictments. Monetary assets, however, were released only if a convicted business employed an environmental consultant, who would help to remediate the environmental issues. According to the Attorney General's Office, only a few companies entered into a comprehensive agreement and invested in remediation activities.

Environmental crime investigations and the resulting indictments were a byproduct of the criminal sting operation, conducted to battle car theft and the resale of stolen parts. In recent years, law enforcement entities have uncovered criminal activity in the District, and the New York State Attorney General and the New York City Police Department (NYPD) have issued several indictments for auto theft, insurance fraud, and racketeering. Most recently, on April 3, 2008, the NYPD seized eight tractor-trailer loads of counterfeit sneakers, handbags, and other goods from a large warehouse building located in the northeast portion of the District (Block 1833, Lot 215). The seizure, which included 50,000 pairs of sneakers, 30,000 to 40,000 handbags, and 5,000 pieces of clothing, is believed to be one of the largest seizures of fake goods in the history of New York City.<sup>1</sup> The illegal activities and harmful environmental practices in the District have created a condition that is threatening to the environment and to the neighboring communities, and a continuation of these practices would burden the health of New York City's residents and economy.

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<sup>1</sup> Mason, Bill "Police Seize Millions in Massive Counterfeit Bust." [www.newsday.com](http://www.newsday.com). April 4, 2008.

## PROPOSED ACTIONS

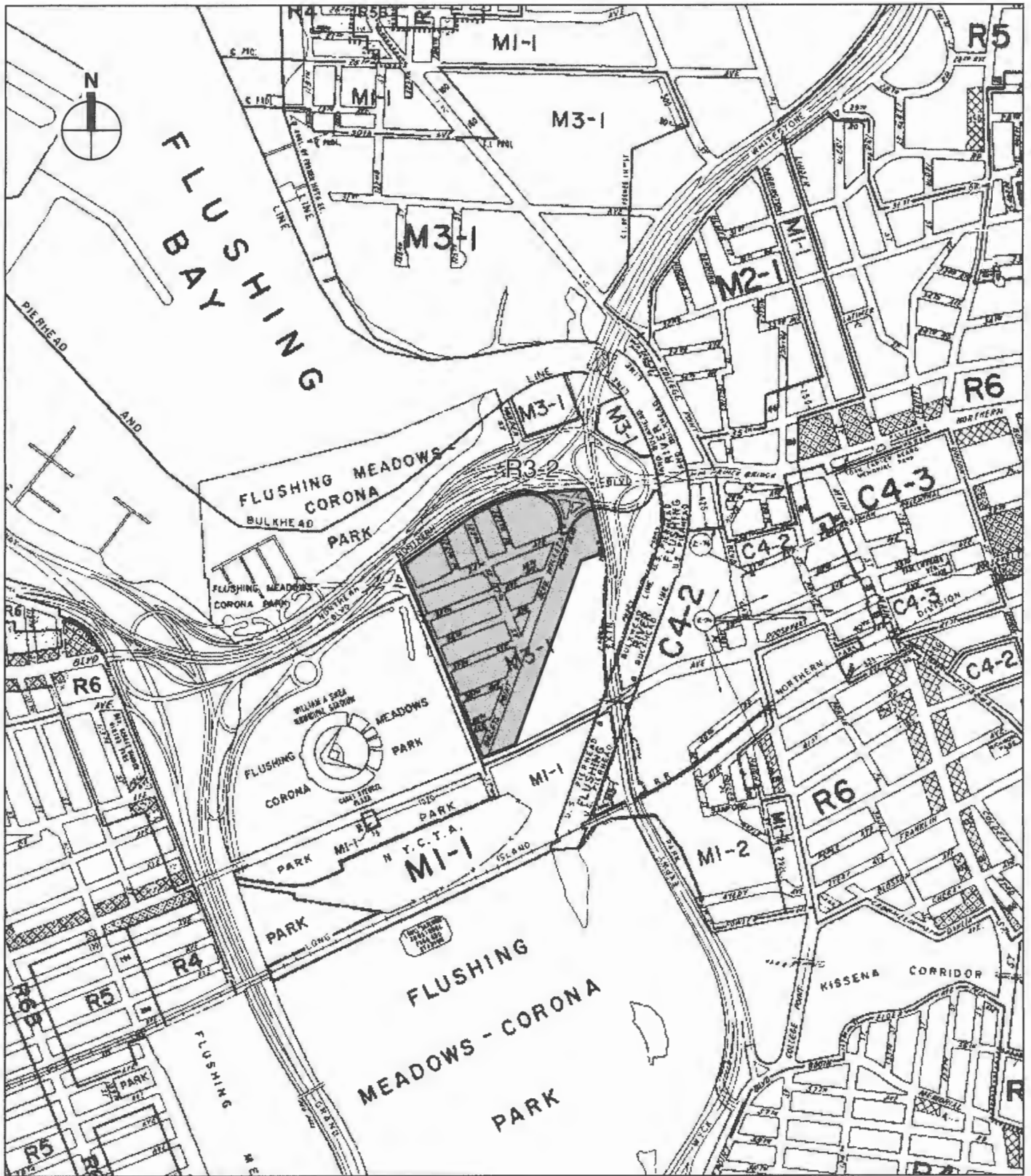
Redevelopment of the District to meet the City's stated goals and objectives and facilitate development of the proposed Plan would require a number of City, State, and Federal approvals. Most of these are discretionary actions requiring review under CEQR/State Environmental Quality Review Act (SEQRA)/National Environmental Policy Act (NEPA); others are ministerial and do not require environmental review. The discretionary actions required or that may be required for the proposed Plan include:

### *CITY DISCRETIONARY APPROVALS*

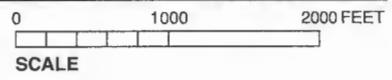
- The adoption of a Willets Point Urban Renewal Plan (URP) by HPD, to define District boundaries and the area to be redeveloped, as well as to establish maximum development envelopes, in accordance with the City's redevelopment goals. The draft URP is appended to this document as Appendix A.
- Acquisition of property in accordance with the URP.
- Disposition of property within the District for development in accordance with the URP.
- A change to the underlying zoning of the District from the existing M3-1 and R3-2 districts<sup>1</sup> to a C4-4 district (see Figures 1-5 and 1-6), pursuant to CPC approval. The proposed C4-4 zoning would allow for the range of uses anticipated. The existing permitted FAR in the M3-1 district is 2.0. A maximum permitted FAR of 3.4 would apply across the entire District, as established by the proposed Special Willets Point District, described below.
- Creation of a zoning Special District to further guide development in the District, pursuant to CPC approval. In order to promote redevelopment of Willets Point consistent with the goals and objectives of the proposed Plan and to eliminate unnecessary rigidities that would prevent the achievement of the best possible site plan, the proposed Special District would waive certain C4-4 district requirements and the need for certain CPC and New York City Board of Standards and Appeals (BSA) special permits. To create an appropriate scale and density within the District's surroundings, the urban renewal area would have special provisions regarding streetscape and urban design components. A summary of the proposed Special District regulations is appended to this document as Appendix B.
- Demapping of streets within the District, pursuant to CPC approval. In order to allow maximum flexibility in the creation of the redevelopment site plan, the proposed Plan would include the demapping of some or all streets within the District. The development rights generated from the demapping of these streets would be utilized in the development of the associated blocks and lots. Streets to be demapped may include:
  - 126th Place between Northern Boulevard and 34th Avenue;
  - 127th Street between Northern Boulevard and Willets Point Boulevard;
  - 127th Place between Northern Boulevard and 34th Avenue;
  - 34th Avenue between 126th Street and Willets Point Boulevard;
  - 35th Avenue between 126th Street and Willets Point Boulevard;
  - 36th Avenue between 126th Street and Willets Point Boulevard;
  - 37th Avenue between 126th Street and Willets Point Boulevard;

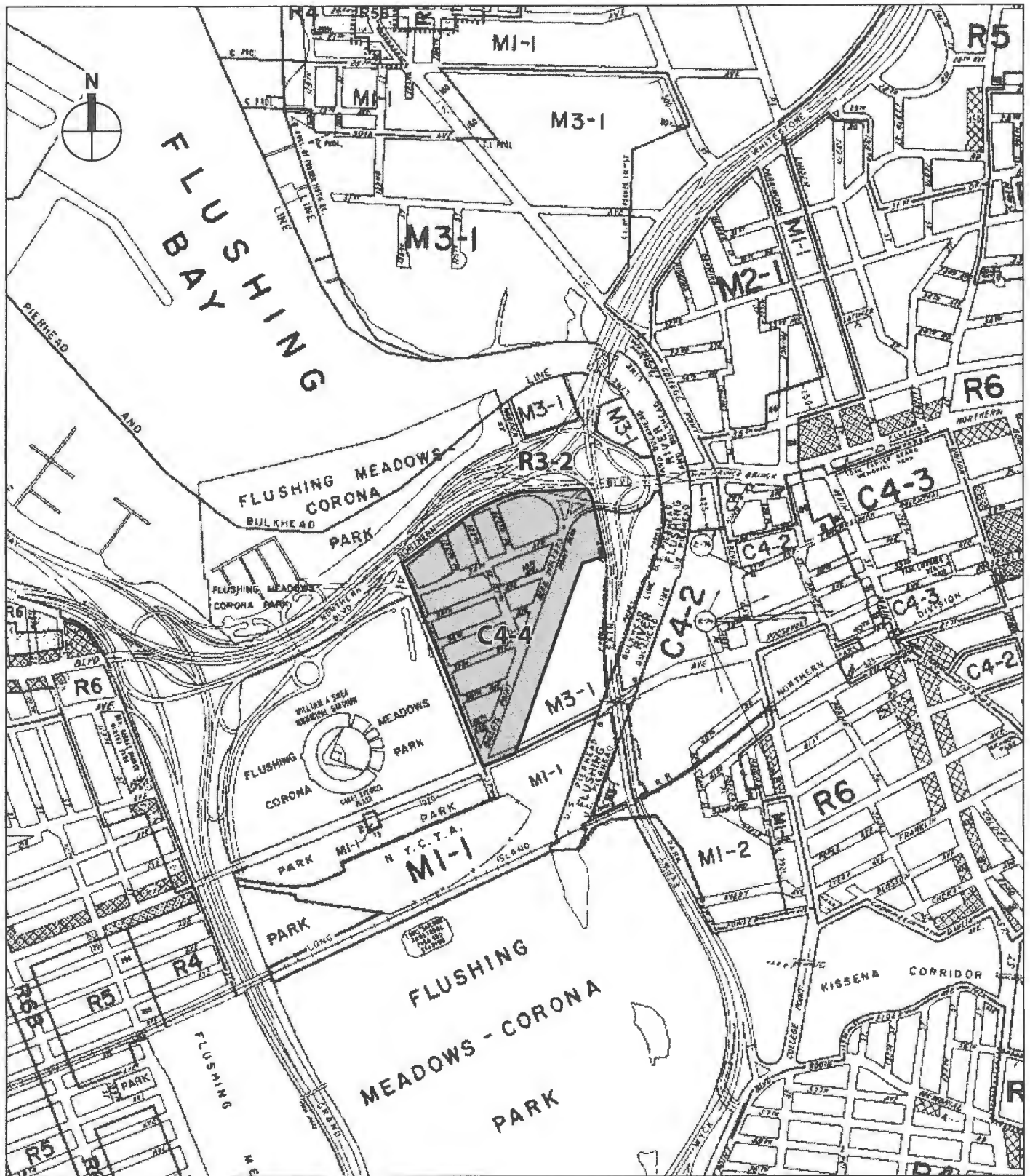
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<sup>1</sup> A small area within the Willets Point Development District is included within an R3-2 district. The portion of the District that is zoned R3-2 district contains roadway connections to Northern Boulevard.



Willets Point Development District  
 Zoning District Boundary





- Special Willets Point District
- Zoning District Boundary

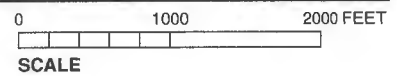


Figure 1-6  
Proposed Zoning

## Willets Point Development Plan

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- 38th Avenue between 126th Street and Willets Point Boulevard;
- 39th Avenue between 126th Street and Willets Point Boulevard; and
- Willets Point Boulevard between 126th Street and Northern Boulevard.<sup>1</sup>
- Possible acquisition of property by the City pursuant to the Eminent Domain Procedure Law (EDPL).
- Possible approval by the Queens Borough Board of the business terms of the disposition pursuant to Section 384(b)(4) of the New York City Charter.

### *STATE/FEDERAL DISCRETIONARY APPROVALS*

- Review and approval of a Freeway Access Modification Report by NYSDOT and FHWA for new access ramps to and from the Van Wyck Expressway, a highway on the Interstate System.

### **COMPONENTS OF THE PROPOSED PLAN**

The proposed Plan is intended to stimulate the redevelopment of the District in accordance with the proposed zoning Special District and URP. The proposed Plan envisions residential and retail uses as the core activities within the District. Office, hotel, and convention center uses would complement this foundation, enhancing Flushing and Corona's roles as regional economic centers, while community facilities and open space would provide amenities and enhance the quality of life for area residents and visitors (see Figures 1-7 through 1-9). Although no developer or specific development plan is in place at this time, the URP prescribes a maximum permitted floor area of 8.94 million gsf in the District, and allows flexibility in the combination of uses to be developed in the District. The zoning Special District would ensure the development of a dynamic, pedestrian-oriented community, by determining elements such as the placement of uses within the District, building heights and setbacks, street hierarchies, streetscape design, and basic site planning and design provisions, as described in greater detail below.

Since the flexibility provided in the URP could result in a variation in the future development in the District, this DGEIS analyzes two development scenarios—the proposed Plan, which includes an approximately 400,000-square-foot convention center, and the No Convention Center Scenario, in which the convention center is replaced with an additional 350,000 sf of residential use and 50,000 sf of retail use. The anticipated uses are shown in Table 1-2, and the various components of the proposed Plan are described in greater detail below and in Chapter 2, “Analytical and Procedural Framework.”

### *RESIDENTIAL*

According to the most current New York City Housing and Vacancy Survey data published by HPD, the residential vacancy rate in Queens was only 2.82 percent in 2005, slightly lower than the citywide average of 3.09 percent. At the same time, the most recent DCP demographic study, *New York City Population Projections by Age/Sex and Borough* (2006), estimates that the

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<sup>1</sup> In order to ensure adequate access to the existing 72-inch water main that runs beneath Willets Point Boulevard, a permanent easement would be mapped on the City Map. The width and designation of this easement would be determined in consultation with and in accordance with the requirements of the New York City Department of Environmental Protection (DEP).



Illustrative rendering of the District

This figure has been updated since the DGEIS



Illustrative rendering within the District

This figure has been added since the DGEIS





Illustrative rendering within the District

This figure has been added since the DGEIS

Figure 1-9

**Table 1-2  
Willetts Point Development Plan**

Use	Urban Renewal Plan	Proposed Plan	No Convention Center Scenario
Residential	Up to 5,850,000 gsf	5,500,000 gsf (5,500 units)	5,850,000 gsf (5,850 units)
Retail	Up to 3,160,000 gsf	1,700,000	1,750,000
Office		500,000	500,000
Convention Center		400,000	0
Hotel		560,000 (700 rooms)	560,000 (700 rooms)
Community Facility	—	150,000 gsf	150,000 gsf
School (K-8)*	—	130,000 gsf (Approx. 850 Seats)	130,000 gsf (Approx 900 Seats)
Parking Spaces**	—	Approx. 6,700	Approx. 6,000
Publicly Accessible Open Space	Minimum 8 Acres	Minimum 8 Acres	Minimum 8 Acres
<b>Total gsf</b>	<b>8,940,000 gsf Maximum</b>	<b>8,940,000 gsf</b>	<b>8,940,000 gsf</b>
<b>Notes:</b>			
* The capacity of the proposed school would meet the project-generated shortfall in school seats. A 130,000-sf school would accommodate up to approximately 900 seats; the square footage of the new school may be smaller if the project-generated shortfall in seats is less than anticipated.			
** The number of proposed parking spaces would be determined based on anticipated project-generated demand. Parking floor area is exempt from the gross floor area calculations, per the Special Willetts Point zoning district.			

population in Queens will increase by 15.1 percent between 2000 and 2030. The proposed Plan would permit a substantial amount of housing to be constructed in the District, which would help accommodate future population growth in Queens, and contribute to the City’s overall efforts to meet its short- and long-term demands for housing. Under the proposed Plan, 20 percent of the proposed units would be reserved for households earning between 60 percent and 130 percent of the U.S. Department of Housing and Urban Development (HUD) Income Limit for New York City. As is typical for units developed under New York City’s affordable housing program, approximately half of the affordable units developed under the proposed Plan would likely be two- and three-bedroom units. Income levels are based on HUD Income Limits, which are set annually for metropolitan areas and non-metropolitan counties by HUD. As of 2008 the HUD Income Limit for New York City was \$76,800 for a family of four. Therefore, a family of four would need to earn between approximately \$46,080 and \$99,840 in order to qualify for an affordable housing unit in the District. Because housing units in the District would offer rental and homeownership opportunities for a range of incomes, housing constructed under the proposed Plan would support the goals outlined in the Mayor’s New Housing Marketplace Plan, which commits to the construction or rehabilitation of 165,000 affordable housing units in the City.

*RETAIL*

With a population of greater than 2 million, Queens is significantly underserved by retail of all types. The potential spending pool of Queens’ residents is able to support far more retail space and entertainment venues than are currently available in the borough. Based on the most current retail sales and expenditure data compiled by ESRI, a national provider of geographic planning data, retail and food and drink stores in Queens are capturing only 55 percent of the demand generated for those goods by Queens households.<sup>1</sup> Many Queens residents travel to regional malls in Nassau County, Westchester County, and New Jersey, and to entertainment venues

<sup>1</sup> ESRI, Retail MarketPlace Profile, 2007.

## **Willets Point Development Plan**

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outside the borough. The accessibility of the District via mass transit and highways presents an opportunity to create a first-class retail, recreation, and entertainment destination that would attract people from all over the borough, as well as the larger tri-state area. Entertainment venues would satisfy local and City-wide demand while providing activities for before and after the sporting events that occur in the area.

### *OFFICE*

New office space in the District would strengthen the role of Flushing and Corona as commercial centers in Northern Queens and would help meet demand for office space in Queens and the City as a whole. As of the end of the second quarter in 2007, the office vacancy rate in Queens was 8.0 percent, which is lower than the vacancy rates for adjacent counties of Brooklyn (8.7 percent) and Nassau (10.1 percent), indicating that demand for office space in the borough is high.<sup>1</sup> Given its proximity to two major airports and the thriving and expanding Downtown Flushing office district, the District is a suitable location for new office development.

### *CONVENTION CENTER*

A convention center would offer substantial benefits to Queens and the City by hosting large tradeshows, consumer shows, festivals, conferences, corporate events, banquets, and local events. Currently, there are no facilities in Queens that are suitable to host such events. In 2004, the Queens Chamber of Commerce commissioned a study to examine the market for a conference and exhibition space in the Borough of Queens. The study shows a strong demand for such a facility at Willets Point.<sup>2</sup> Convention center visitors would include residents of Queens and the broader metropolitan region attending one-day events or tradeshows, as well as visitors from outside the region attending multi-day conventions and staying at the nearby hotel.

### *HOTEL*

Demand for the hotel would be driven by its proximity to LaGuardia and JFK airports, the growing Flushing community, the future Mets stadium, the USTA National Tennis Center, and the proposed convention center. Occupancy rates at hotels in the area are high and much of the hotel stock in the area is aging. Redevelopment of the District offers an opportunity to create a premier hotel facility in northern Queens.

### *COMMUNITY FACILITY*

The community facility space could include a mix of facilities, including medical offices, day care facilities, community recreation space, or uses such as dance studios, art galleries, theaters, community arts centers, museums, or a library.

### *SCHOOL*

A new public school would be provided to serve the District residents and would be programmed to meet the project-generated shortfall in school capacity. The new school could be either elementary (kindergarten through 5th grade) or combined elementary and intermediate

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<sup>1</sup> The CoStar Office Report, "Long Island Office Market, Mid-Year 2007."

<sup>2</sup> HVS Convention, Sports, & Entertainment Facilities Consulting, Queens, New York Conference/Exhibition Center and Hotel Feasibility Study, 2004.

(kindergarten through 8th grade). However, based on the projected shortfall in elementary school seats in the future with the proposed Plan (see Chapter 5, “Community Facilities”), it is currently anticipated that the school would be programmed to serve elementary students.

#### *OPEN SPACE*

A minimum of eight acres of publicly accessible open spaces would be created to serve the range of user groups introduced by the proposed Plan, including residents, workers, tourists, and shoppers. This would include an approximately two-acre park programmed primarily for active recreational use, which would be centrally located within the District. The Special District regulations would also require pedestrian amenity areas or open landscaped areas at various locations along the perimeter of the District. In addition, NYCEDC would encourage the future developer to incorporate ground level active open space and other recreational resources, such as rooftop and interior programming of recreational amenities, into the project design as part of their formal request for proposals (RFP) process.

#### *PARKING*

Off-street parking would be provided to meet the demand generated by the proposed uses, which is estimated to be approximately 6,700 spaces with the proposed Plan, or 6,000 spaces with the No Convention Center Scenario. It is anticipated that parking would be dispersed throughout the District, in above- and below-grade parking facilities located in the bases of the proposed buildings. Limited on-street parking would also be available in parts of the District.

#### *VAN WYCK EXPRESSWAY CONNECTION*

A new connection between the Van Wyck Expressway and the District would be provided to facilitate the movement of traffic into and out of the District and minimize traffic on nearby local roadways. NYSDOT is currently considering conceptual design alternatives, which include new entrance and exit ramps that touch down in the northeast portion of the District and connect with the primary connector streets in the District (see Figure 1-10).

#### *SITE GRADING*

The District would be graded and elevated above the floodplain. One of the greatest barriers to redevelopment in the District is that much of the land area within the District is below the FEMA 100-year floodplain level of 14 feet Above Mean Sea Level (AMSL).<sup>1</sup> Depending on the existing elevation, up to seven feet of fill would be required to raise the District out of the floodplain. Development at the existing grade would require costly engineering measures for flood control on lower floors.

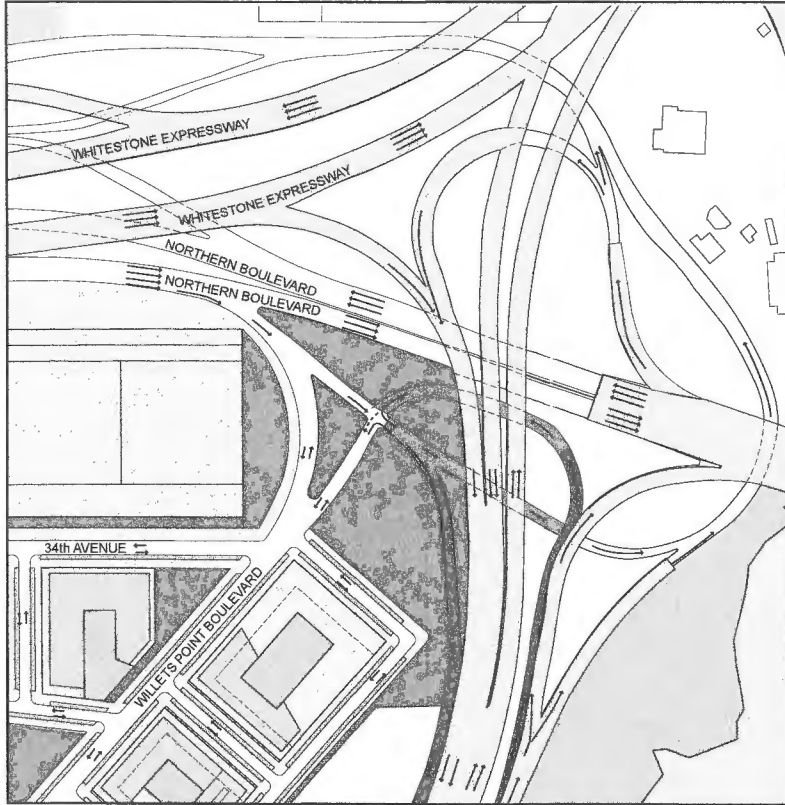
#### *SITE REMEDIATION*

Environmental remediation would take place across the District as part of the proposed Plan. As a result of past uses in the area, soil and groundwater have likely been impacted in varying degrees throughout the District, possibly resulting in vapor intrusion issues within the existing buildings. Under the proposed Plan, environmental remediation would take place across the site, employing strategies such as the removal and/or capping of contaminated soils and the

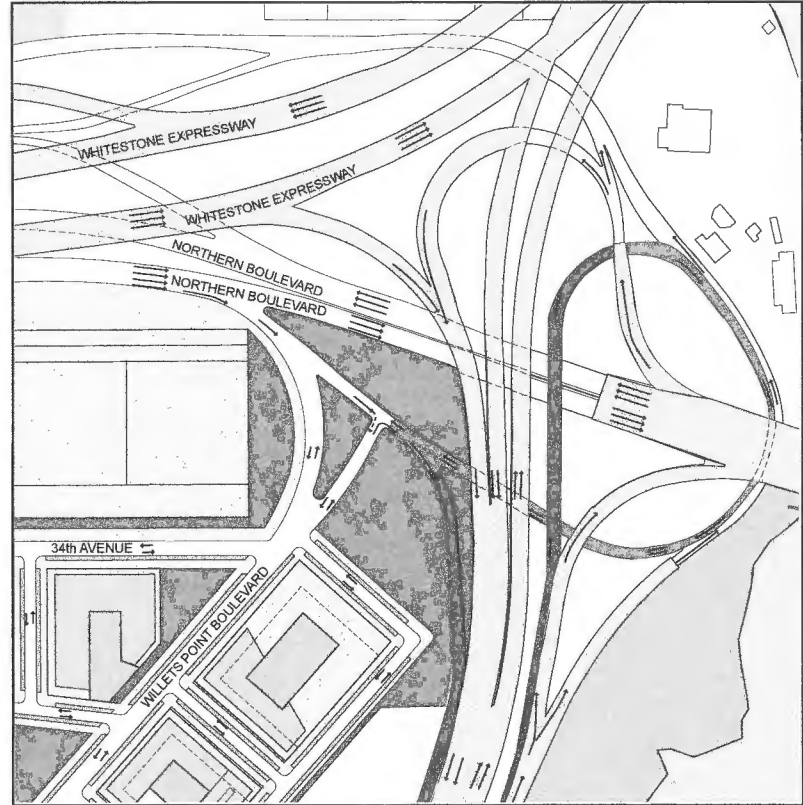
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<sup>1</sup> Referencing National Geodetic Vertical Datum of 1929 (NGVD29).

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FOR ILLUSTRATIVE PURPOSES



This figure has been updated since the DGEIS

## Willetts Point Development Plan

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establishment of minimum engineering and/or institutional controls (e.g., vapor barriers under new buildings). This comprehensive approach enables the City to establish a cohesive remediation goal and end use for the entire District, while ensuring that a mechanism is in place to prevent recontamination from surrounding uses or off-site contaminants.

### *INFRASTRUCTURE IMPROVEMENTS*

New and sanitary and stormwater lines would be installed as part of the proposed Plan. In order to accommodate stormwater flow within the District, and alleviate the current flooding conditions, stormwater detention would be provided on-site. A new sanitary pump station and force main would be constructed to convey sanitary flow from the District to the existing 96-inch-diameter City sewer at 108th Street (which flows to the Bowery Bay Water Pollution Control Plant [WPCP]). The pump station and force main would be designed and constructed to DEP standards. The Special District text allows for the development of a water reclamation facility, provided it would primarily serve the District. This facility would support the City's goal to incorporate the latest innovative building and planning technologies in the District, as described in greater detail below. The water reclamation facility would treat the District's sanitary wastewater to DEP's effluent standards, return a portion of the treated water for reuse in the District (for toilets, cleaning, irrigation, air conditioning, etc.), and direct the remaining treated water to the stormwater system and existing outfall at 126th Street. The product of wastewater treatment is sludge, which is compressed and removed once every one to three days. It is anticipated that a water reclamation facility would be a centralized structure approximately 11,000 sf in size. If proposed by a future developer, a water reclamation facility would require a special permit by BSA and likely a permit from DEC, and would be subject to separate environmental and public review processes. If a water reclamation facility were constructed, it would obviate the need for a new pump station.

While the 72-inch water main beneath Willetts Point Boulevard would remain in place, other water and sewer lines within the District may be replaced and realigned, depending on the site plan that is ultimately selected, to serve the new uses in the District. New roadways would also be provided as part of the proposed Plan.

The proposed Plan would ensure that project-generated demand for energy is met by providing additional power lines in the District and potentially providing a new cogeneration facility and/or substation, provided they would primarily serve the District. If proposed, these uses would be subject to separate environmental and public review processes. The cogeneration facility would require approval by BSA, as well as air quality permits from DEP and DEC. The substation would require authorization by CPC. For the water reclamation facility and cogeneration facility, the Special District text requires that the reviewing agencies prescribe appropriate conditions to minimize adverse effects on the character of the surrounding area, including emissions limits, as well as the concealment of such uses with building enclosures, landscaping, buffer zones, or other methods.

### **DESIGN CONSIDERATIONS**

Placement of uses within the District would be guided by urban design regulations set forth in the Special Willetts Point District, a zoning Special Purpose District. These regulations address design elements such as the placement of uses within the District, building heights and setbacks, street hierarchies, streetscape design, and basic site planning and design provisions. Key elements of the Special District and its intended purpose are described below.

*SITE PLAN AND URBAN DESIGN*

The site planning and urban design of the District are intended to create a dynamic community by integrating regional attractions and residential, retail, and other uses within a network of pedestrian-scaled streetscapes throughout the District.

The Special District regulations would allow for the provision of three zones with distinct land use and design provisions: a commercial and entertainment center, a residential community, and a convention center zone (see Figure [1-11](#)).

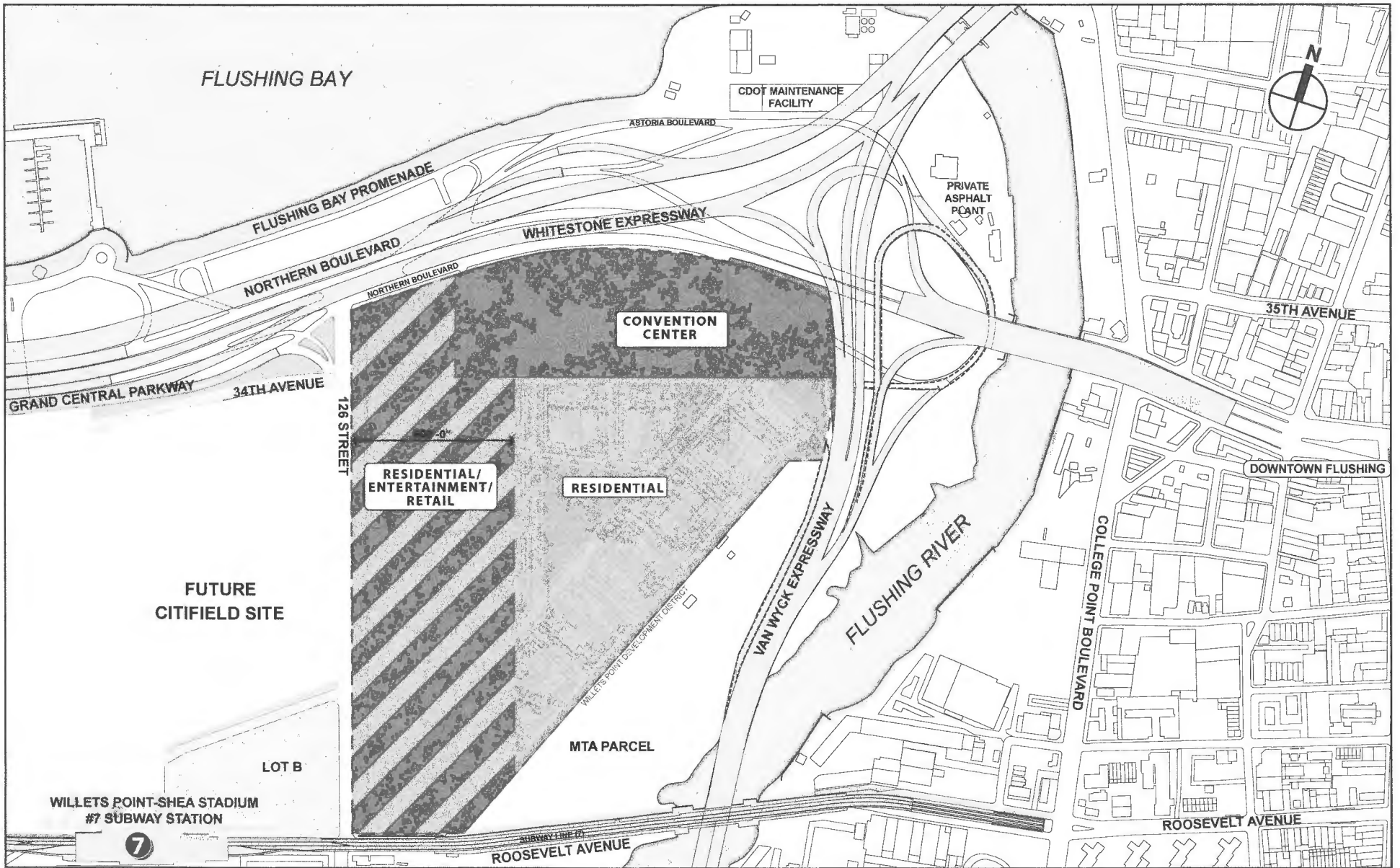
The commercial and entertainment center would be located in the western portion of the District, with a lively, pedestrian-oriented retail corridor extending approximately 600 feet east of 126th Street. This area would contain mixed-use structures with extensive restaurant, entertainment, and nightlife uses along 126th Street, and a mix of retail shops on primary and secondary retail streets east of 126th Street. The upper stories of the buildings in this zone could contain residential, office, or community facility uses (see Figure [1-12](#)). Large commercial anchor blocks would be located at Northern Boulevard and Roosevelt Avenue along 126th Street, with retail uses concentrated in proximity to the new Citi Field. The proposed commercial and entertainment center would create a synergy between the new Citi Field and the District, and would function as a new regional attraction.

The residential community would be located in the eastern part of the District, and could include residential, office, community facility, ground-floor local retail, and parking uses. Design parameters such as setbacks, maximum block dimensions, and building entrances on each blockfront would encourage a pedestrian-friendly neighborhood environment (see Figure [1-13](#)).

The Special District regulations would permit a convention center to be located in the northeastern portion of the district, within 650 feet from Northern Boulevard. Accessory uses—including a hotel and accessory parking—would be located in proximity to the convention center. In the No Convention Center Scenario, additional residential and ground floor retail uses would be developed in place of the convention center.

The Special District would regulate the general layout of the principal private streets, by mandating four or five specific intersections along 126th Street and establishing design parameters for six different street types (see Figure [1-14](#)). These streets would establish the basic form of the District and ensure that the future uses in the District are integrated into a cohesive site design. Two connector streets would be required. One would extend from the intersection of 126th Street and 34th Avenue east into the District, and the other would extend east into the District from Citi Field's southern edge. The illustrative street network and illustrative site plan maintain the current alignment of Willets Point Boulevard in order to allow continued operation and maintenance of the existing 72-inch water main that runs beneath it. A mapped easement would ensure adequate access to the water main in the future. The Special District regulations would require the creation of one primary and two to three secondary retail streets within the entertainment and commercial center, and residential streets within the residential community. An eastern perimeter street would be located within 20 feet of the eastern boundary of the District, extending between Roosevelt Avenue and a connector street. Service streets may be located as one of the streets bounding each anchor block.

The Special District would create a walkable, urban streetscape environment by requiring that off-street parking facilities be fully enclosed and wrapped by active uses so as not to be visible from adjacent sidewalks or open spaces (with some exceptions, including along parts of Northern Boulevard and the eastern perimeter street and service streets, and upper level parking



-  Entertainment
-  Residential Zone
-  Convention Center Zone

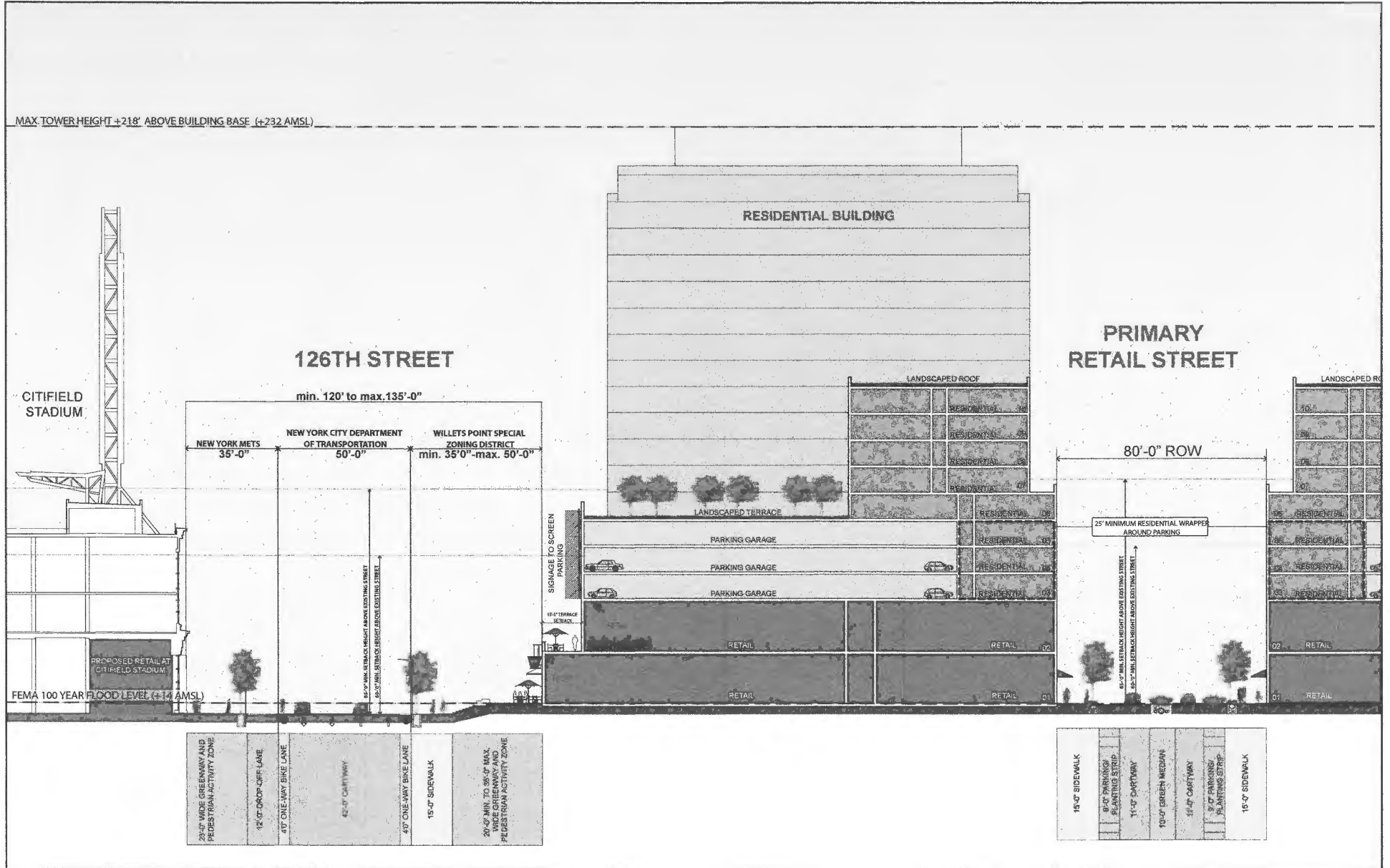


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Figure 1-11

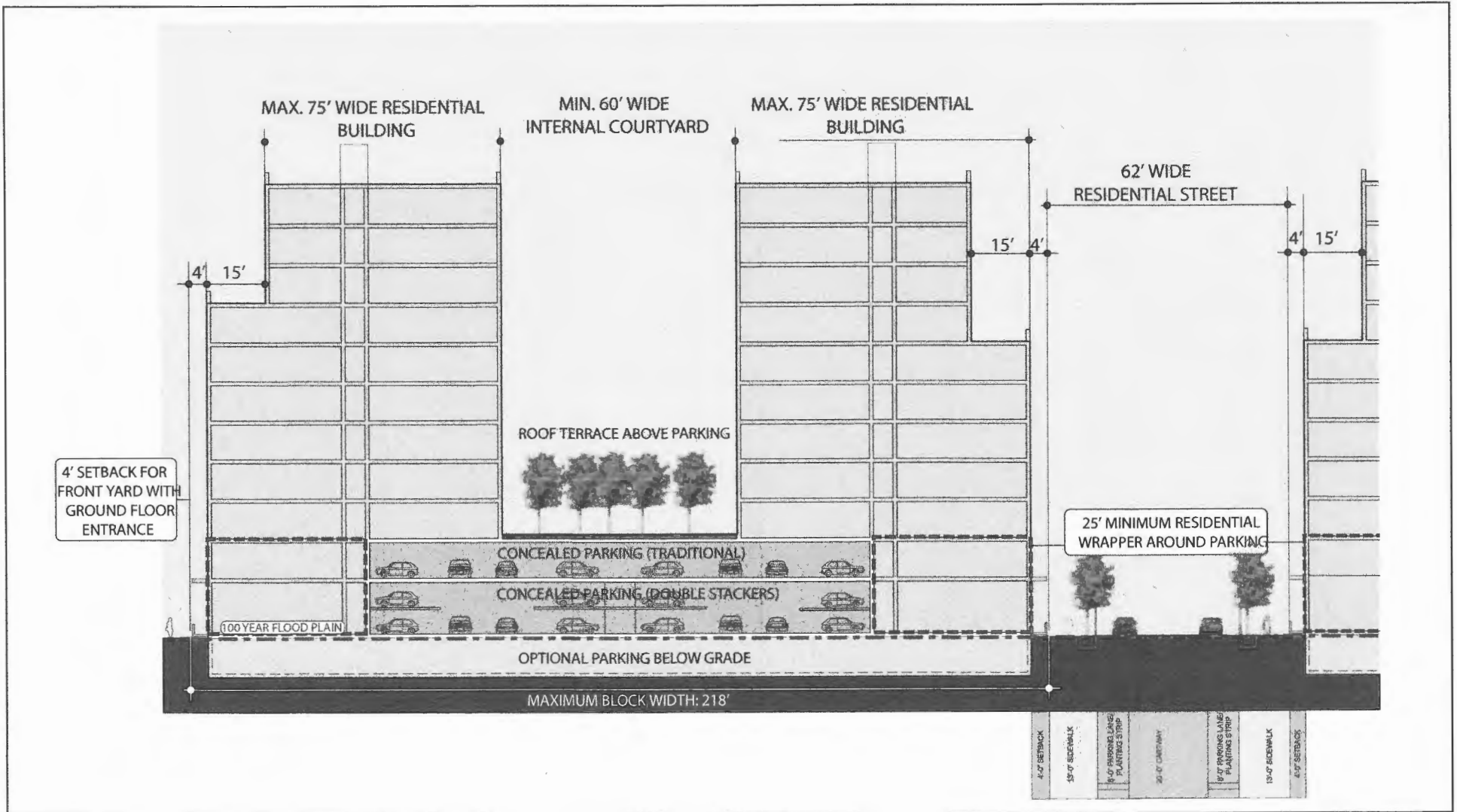
**Proposed Special District Zones**





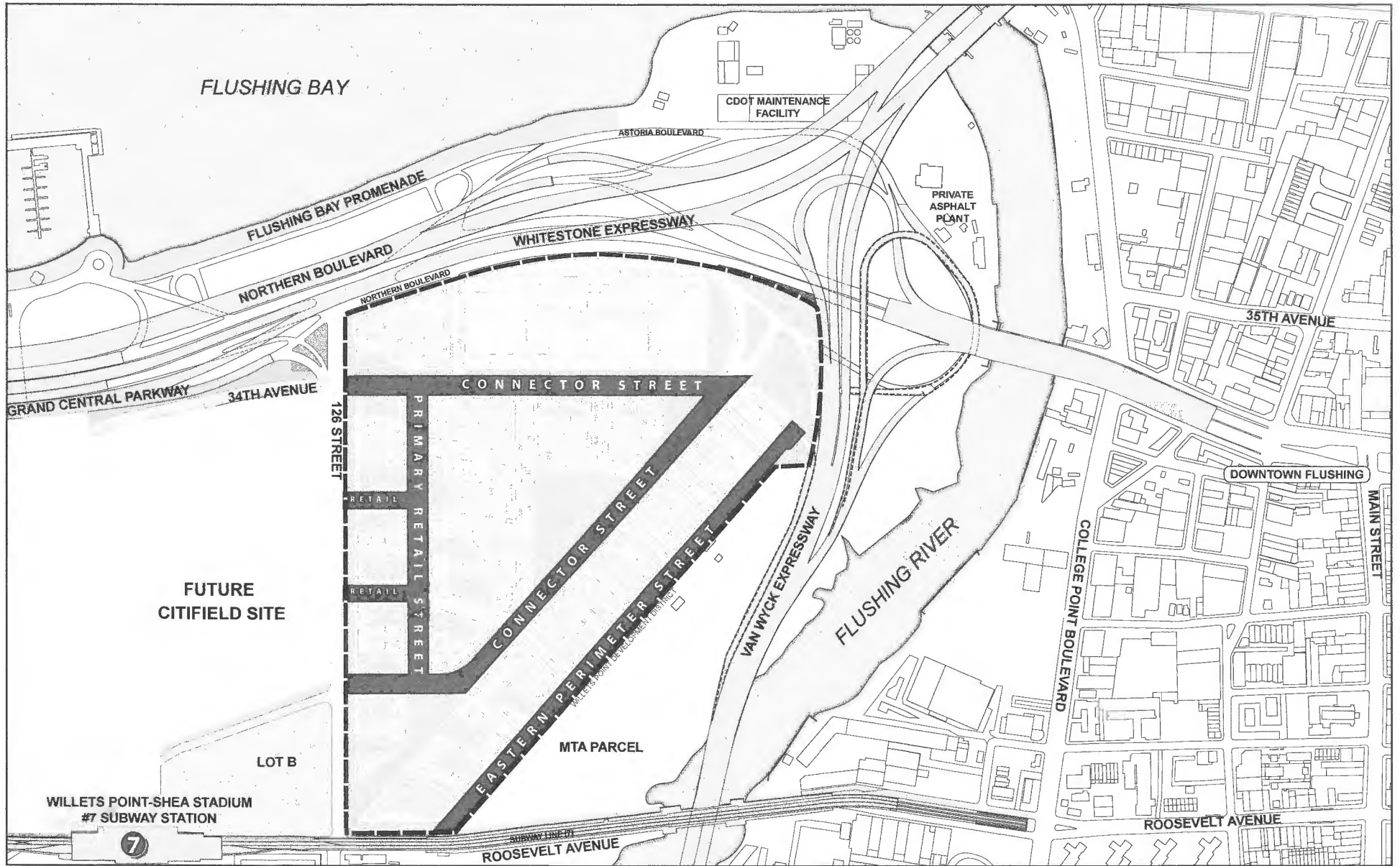
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FOR ILLUSTRATIVE PURPOSES

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— Willets Point Development District

FOR ILLUSTRATIVE PURPOSES

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## Willetts Point Development Plan

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along 126th Street). The Special District would establish dimensions and design parameters addressing sidewalk width, travel lanes, parking lanes, bicycle lanes, street trees, and other pedestrian amenities. It would also ensure the development of a minimum of eight acres of well-designed open spaces, including a two-acre centrally located park in the residential community with frontage on a connector street. Together, these features would create a lively, pedestrian-oriented streetscape throughout the District.

Figure 1-15 provides an illustrative view of how the land uses and massing could be distributed across the District. The eventual built configuration of uses will be subject to change based on the results of the environmental review, market factors, and engineering considerations, but would be subject to all restrictions and guidelines outlined in the Special Willetts Point District.

The City is currently pursuing opportunities to improve bicycle and pedestrian connections between Willetts Point and surrounding destinations, such as Flushing Bay Promenade, Flushing Meadows-Corona Park, and Downtown Flushing. A number of bicycle and pedestrian access improvement measures have been identified throughout the area, and NYCEDC is currently seeking funding and approvals to implement these improvements. (See Chapter 6, “Open Space,” for an illustration of the proposed improvements.) The bicycle lanes required on connector streets within the redeveloped District would connect to this area-wide bicycle and greenway network, improving connectivity between Willetts Point and surrounding areas.

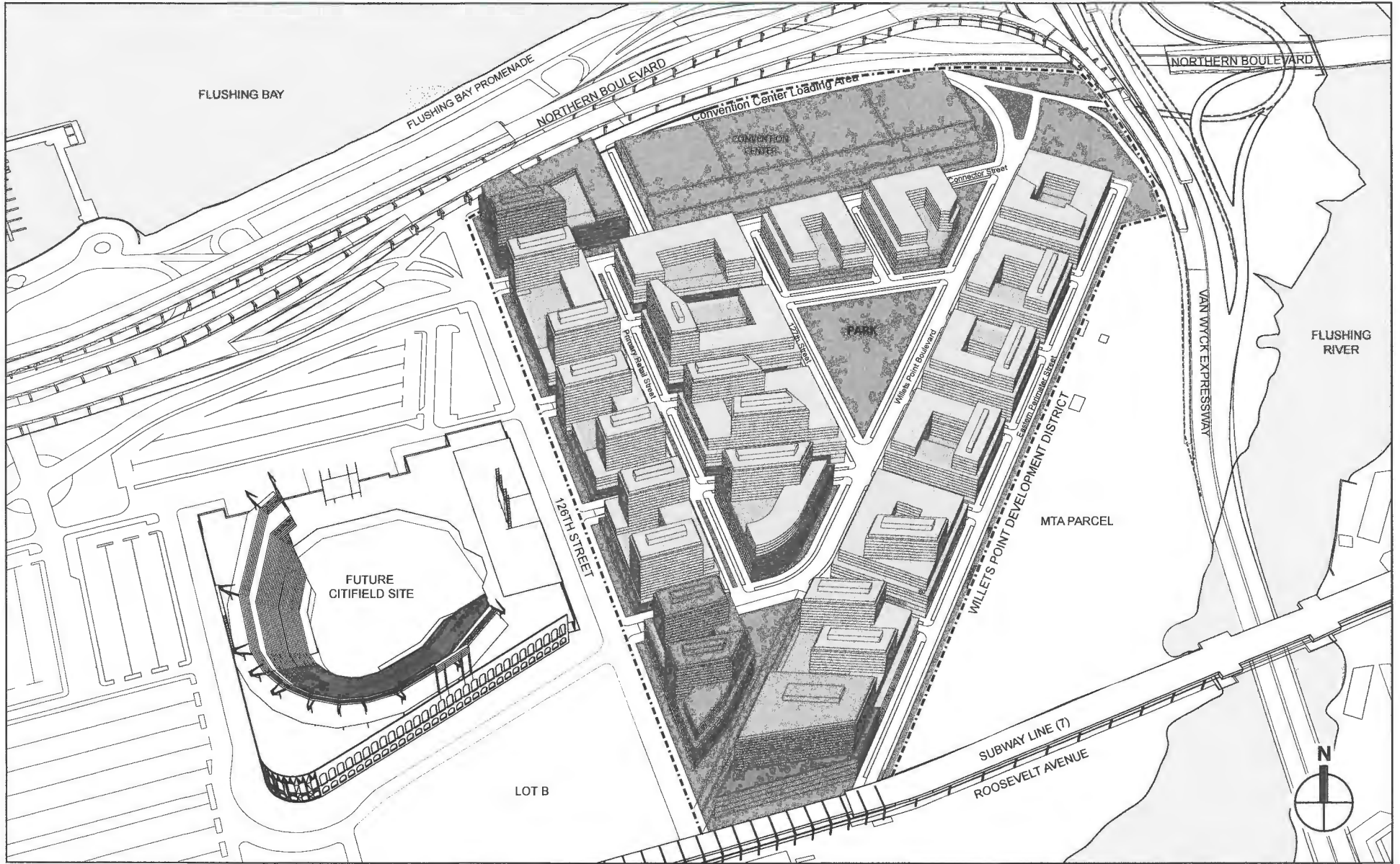
### *BUILDING HEIGHTS*

Buildings constructed under the proposed Plan would range in maximum height from approximately 60 feet to 218 feet above ground level. Due to its proximity to LaGuardia Airport, the District is subject to height restrictions established by the Federal Aviation Administration (FAA) and the Port Authority of New York and New Jersey (PANY/NJ). Across a majority of the District, height limits are determined by the distance from LaGuardia Airport and the “slope area” in which the site is located. Each point within the slope areas has a different allowable height associated with it, as dictated by its distance from the runway, as shown in Figure 1-16.

Buildings in the northeastern section of the District are located within the International Civil Aviation Organization (ICAO) Engine Out Splay area and are permitted to rise one vertical foot AMSL for every 62.5 feet away from the end of the runway. Buildings located in the FAA Departure Splay area farther southwest are permitted to rise one vertical foot AMSL for every 40 feet away from the end of the runway. Buildings in the splay areas along the northern boundary of the District would have a maximum height of between approximately 94 feet AMSL and 133 feet AMSL, while points in the splay areas near the southern boundary may rise as high as approximately 172 feet AMSL. The building height restrictions that apply to the District are also regulated by special controls provided in Article VI of the New York City Zoning Resolution. The southwestern portion of the District falls outside of the ICAO and FAA splay areas. Buildings on this portion of the site may be built to a maximum height that is no greater than the new Citi Field, which is approved for 218 feet above ground level, or 232 feet AMSL. As described previously, up to seven feet of fill would be used to grade and raise the District to an elevation of between 14 and 17 feet AMSL. However, the buildings developed as a result of the proposed Plan would not exceed the maximum AMSL height limits described above.

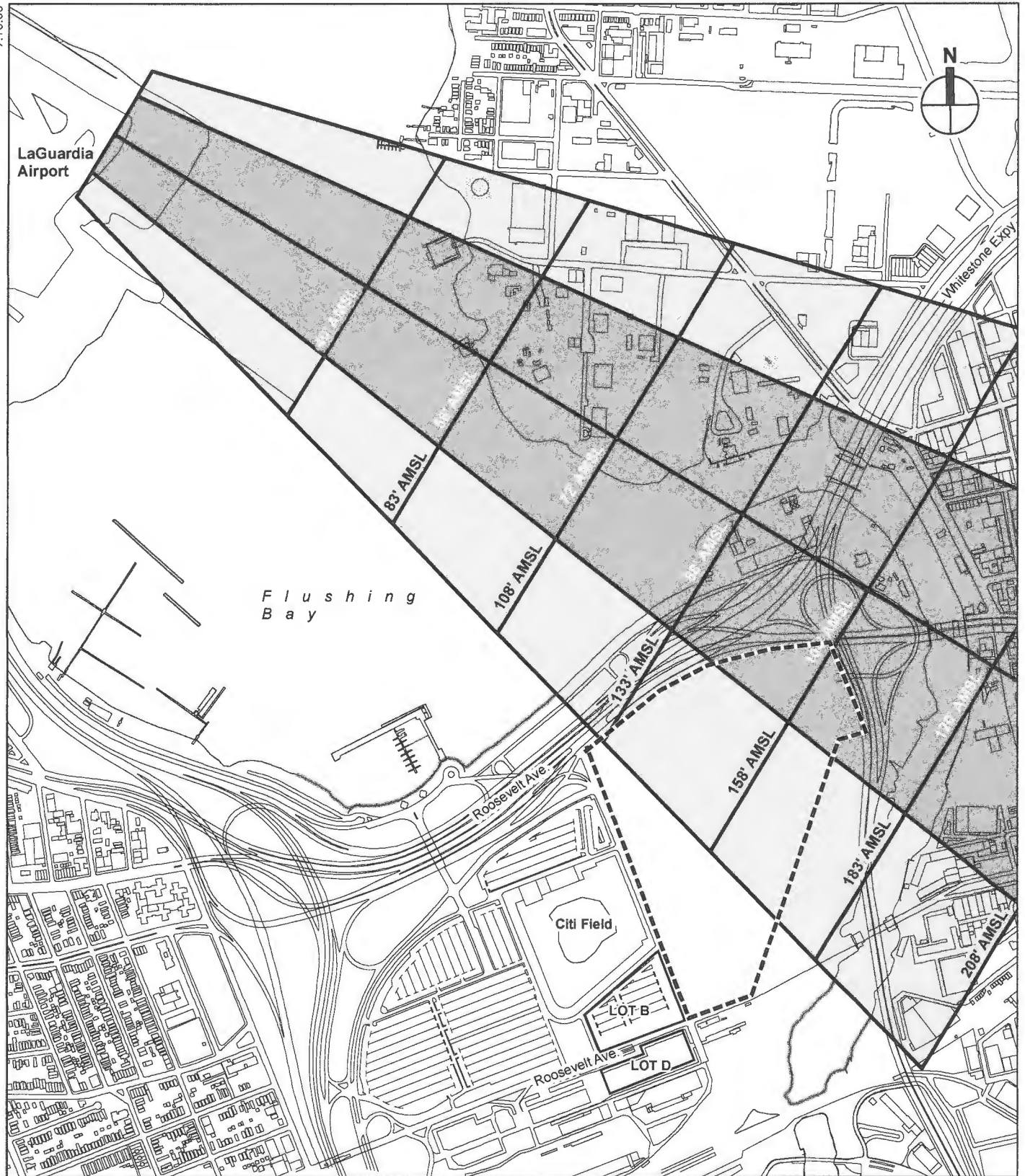
### *SUSTAINABLE DESIGN*



The size and scope of the proposed Plan represent an opportunity to incorporate integrated sustainable design measures in meaningful ways. Not only would the proposed Plan create a



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Figure 1-15  
**Illustrative Site Plan**



- Willets Point Development District
-  International Civil Aviation Organization (ICAO) Engine Out Splay
-  Federal Aviation Administration (FAA) Departure Splay

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SCALE

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Figure 1-16  
ICAO and FAA Heights Limits

transit-oriented urban infill development that would leverage the District's superior transit and highway infrastructure, it would also encourage the latest innovative building and planning technologies.

The Willets Point Development Plan has been accepted as a pilot Leadership in Energy and Environmental Design for Neighborhood Development (LEED-ND) project by the United States Green Building Council (USGBC). The illustrative site plan (as shown in Figure 1-15) has been designed to achieve LEED-ND certification, and the City would require any future development in the District to achieve LEED-ND certification.

In accordance with LEED-ND certification requirements, the proposed Plan (and the No Convention Center Scenario) may incorporate a number of sustainable practices from the following LEED categories:

- Smart Location and Linkage: Includes Floodplain Avoidance, Brownfield Redevelopment, Reduced Automobile Dependence, Bicycle Networks, Housing and Jobs Proximity, School Proximity, Restoration of Wetlands, and Conservation Management of Wetlands.
- Neighborhood Pattern and Design: Includes Compact Development, Diversity of Uses, Affordable Housing, Reduced Parking Footprint, Walkable Streets, Transit Facilities, Transportation Demand Management, Access to Surrounding Vicinity, Public Spaces, and Active Public Spaces, Universal Accessibility, and Community Outreach and Involvement.
- Green Construction and Technology: Includes LEED Certified Green Buildings, Energy Efficiency in Buildings, Reduced Water Use, Contaminant Reduction in Brownfields Remediation, Stormwater Management, Heat Island Reduction, Solar Orientation, On-site Energy Generation and Renewable Energy Sources, District Heating and Cooling, Infrastructure Energy Efficiency, Wastewater Management, Recycled Content in Infrastructure, Construction Waste Management, and Light Pollution Reduction.
- Innovation and Design Process.

A number of sustainable features have been incorporated into the proposed Plan. These sustainable features, which are reflected in the Special District text as well as the illustrative site plan (Figure 1-15), include:

- The primary retail street would have an option to include a 10-foot landscaped median that could be utilized for stormwater management. If a median is provided, the right-of-way could be expanded from 70 to 80 feet wide.
- Seventy-five percent of residential towers in the District would face within 25 degrees of true south. This would allow for more passive maintenance of interior thermal comfort, decreasing overall energy consumption by reducing the need for traditional heating and cooling systems.
- The off-street parking garages within the District would include a combination of traditional, valet, and stacked parking, which would reduce the overall floor area needed to accommodate District parking. This modification allows some residential buildings to be C-shaped (as opposed to Donut-shaped), which encourages greater energy efficiency by allowing more light into the building and the rooftop courtyard areas.
- Up to five percent of the off-street parking spaces would be available for vehicles being shared by multiple households (e.g., car-sharing vehicles), in order to promote efficiency in parking and provide an increased range of transportation options for residents.

## Willets Point Development Plan

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- Indoor accessory bicycle parking would be required for all developments. Residential buildings with greater than 10 units would require 1 bicycle space per every 2 units, with a maximum of 200 spaces. Office use would require 1 space for every 5,000 sf of office area, to a maximum 200 spaces. Retail use would require 1 space for every 10,000 sf of retail area, to a maximum of 100 spaces.

In addition, the proposed school would be built according to the New York City Green Schools Guide, published by the New York City School Construction Authority in March 2007, which guides the sustainable design, construction, and operation of new schools, modernization projects, and school renovations in New York City. The New York City Green Schools Rating System contains requirements that are as stringent as those for LEED New Construction (version 2.2), required to obtain a LEED-certified rating. Green school improvements reduce operating costs, improve indoor air quality, conserve natural resources, and enhance the learning environment by making schools healthier and more comfortable places to work and learn. \*



Attachment E  
to comments of Robert LoScalzo

Willetts Point Development  
Final Generic Environmental Impact Statement  
Chapter 17: Traffic and Parking

**A. INTRODUCTION**

The Willets Point Development District is located adjacent to Shea Stadium and is generally bounded by 126th Street to the west, Roosevelt Avenue to the south, the Van Wyck Expressway and an undeveloped parcel owned by the Metropolitan Transportation Authority (MTA) to the east, and Northern Boulevard to the north. Willets Point is also within close proximity to primary highways including the Whitestone Expressway to the north and east, the Grand Central Parkway to the west, and the Long Island Expressway (LIE) to the south. This network of highway mainlines and ramp interchanges carries significant traffic volumes and frequently experiences congestion during peak travel periods. Sections of the local street network adjacent to the District, such as Roosevelt Avenue and Northern Boulevard, experience moderate to heavy traffic volumes during peak travel periods, while other sections, such as 126th Street, have substantial amounts of unused capacity during typical weekday and weekend conditions.

The District lies between the neighborhoods of Corona/North Corona to the west and Downtown Flushing, across the Flushing River, to the east, a key commercial center and intermodal transportation hub. Both Northern Boulevard and Roosevelt Avenue provide connections between the District, Downtown Flushing, and Corona. In addition, the close proximity of the District to Shea Stadium results in significant changes to traffic characteristics and operations on roadways adjacent to the District before and after Mets home games. With parking lot entrances located along Roosevelt Avenue, 126th Street, and Stadium Road, access and egress to Shea Stadium during pre- and post-game periods significantly affects traffic conditions on both the highway and local street networks near Willets Point.

The proposed Willets Point Development Plan, with its mix of residential, retail, office, community facility, and institutional uses, would replace the existing lower-density uses currently within the Willets Point Development District and, thus, generate significantly more traffic on the adjacent local street and highway network. In addition, the demapping and subsequent re-construction of streets within the District would create new access and egress points along Northern Boulevard and 126th Street and alter traffic circulation patterns on the adjacent street network. Improvements to connections between the Van Wyck Expressway and the District, which would be built as part of the proposed Plan, would further modify travel patterns in the study area.

This chapter addresses the potential traffic and parking impacts of the proposed Plan and Lot B, as well as the No Convention Center Scenario. The approach routes to the study area traverse intersections along Northern Boulevard, Astoria Boulevard, Roosevelt Avenue, Sanford Avenue, Main Street, College Point Boulevard, 126th Street, and 34th Avenue, as well as exits from the Grand Central Parkway and the Van Wyck/Whitestone Expressway, both north and west of the Willets Point development district. In accordance with the approach outlined in Chapter 2, “Procedural and Analytical Framework,” this chapter analyzes the cumulative impact of traffic

generated by both the Willets Point Development Plan and the anticipated development on Lots B and D.

## **B. PRINCIPAL CONCLUSIONS**

The Willets Point Development Plan is expected to be a significant traffic generator on both the highways surrounding the District—including the Grand Central Parkway, the Van Wyck Expressway, and the Whitestone Expressway—and the local street network. The Build volume increments generated by the proposed Plan and Lot B would be 3,685 vehicles per hour (vph) in the AM peak hour, 5,434 vph in the midday peak hour, and 6,752 vph in the PM peak hour on a typical weekday without a Mets home game. The volume increment generated by the proposed Plan and Lot B during a typical Saturday midday peak hour without a Mets home game would be 7,099 vph—the highest increment of all the analyzed peak hours. For peak hours with a Mets home game, the proposed Plan and Lot B are is expected to generate 5,199 vph in the weekday PM (evening) pre-game peak hour, 5,544 vph in the Saturday midday pre-game peak hour, and 5,128 vph in the Saturday PM (afternoon) post-game peak hour.

The future baseline (future No Build) volumes, to which the traffic generated by the proposed Plan and Lot B would be added, and the future levels of service are expected to be significantly worse than existing conditions due directly to the approximately 90 background developments planned within the study area and a background traffic growth of about 11.5 percent, between the year data were collected, 2006, and the future year of 2017. Therefore, traffic generated by the proposed Plan and Lot B would be in addition to high baseline volumes and poor levels of service at many of the analysis intersections and along key sections of the highway network, resulting in numerous significant impacts.

As a result, the proposed Plan is expected to have significant traffic impacts at 22 of the 29 intersections analyzed, both signalized and unsignalized, for the future Build condition in the weekday AM peak hour, 18 of 29 in the weekday midday peak hour, 24 of 29 in the weekday PM peak hour, and 22 of 29 in the non-game-Saturday midday peak hour. During the PM pre-game weekday peak hour, 25 of 29 intersections analyzed would have significant traffic impacts, and during the Saturday pre-game and post-game peak hours 24 of 29 intersections analyzed would have significant impacts.

Although the proposed Plan would include new access ramps to and from the Van Wyck Expressway at the northeastern corner of the District, it is projected that some sections of the highway mainlines and critical ramp junctions would be significantly impacted as well. Furthermore, the new access ramps are expected to reduce the use by project-generated traffic of certain local streets to access the District. However, project generated traffic would also cause significant traffic increases and level of service degradations on the Van Wyck Expressway mainline in both directions in the vicinity of the District.

The proposed Plan would provide sufficient new off-street and on-street parking as part of the development to service its demand. The redevelopment of the Willets Point Development District would include the demapping and realignment of the local street network within the boundaries of the District, which is expected to increase the available on-street parking supply. Moreover, the proposed Plan's expected parking needs would be provided within the District. Consequently, it is not expected that traffic generated by the proposed Plan would have to seek parking opportunities outside of the District.

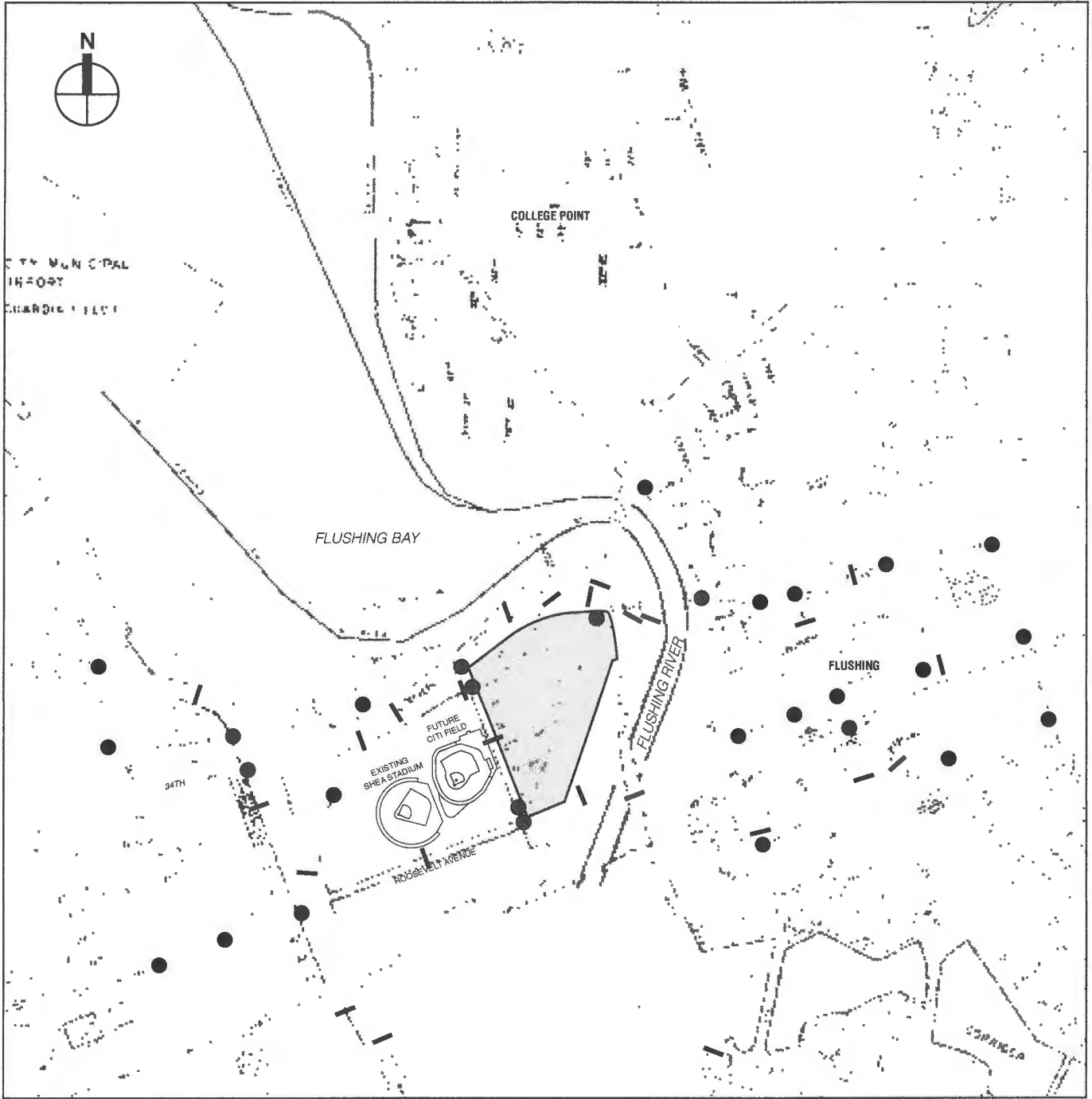
As compared with the proposed Plan, the No Convention Center Scenario would have approximately 6 percent more residential development and approximately 3 percent more retail development, and would result in an overall reduction equal to approximately 7 to 14 percent of the total number of generated trips during each of the peak hours. The greatest trip reductions would be in the weekday PM peak hour, the weekday evening pre-game peak hour, and the Saturday afternoon post-game peak hour. Since the assignment of convention center trips assumes predominant use of the highway routes to and from the District, it is expected that the No Convention Center Scenario would show some improvement in highway levels of service, but would not necessarily mean a reduction in the number of significant impacts on the highways. There would also be levels of service improvements at highway ramp approaches to the intersections on 126th Street at 34th Avenue and at Northern Boulevard due to the reduction in convention center traffic to and from the highway network.

### C. METHODOLOGY

The traffic and parking analyses cover a large study area encompassing 24 existing signalized intersections and five existing unsignalized intersections, plus two new intersections for access and egress that would be created along the District's boundaries. Key segments of the Grand Central Parkway, Van Wyck Expressway, and Whitestone Expressway, including interchange ramps, have also been studied (see Figure 17-1).

The analyses begin with an assessment of existing traffic and parking conditions in the study area, and proceed to an analysis of conditions in the future without the proposed Plan—i.e., the future No Build condition. The Existing and No Build conditions are analyzed under typical weekday and Saturday peak hour roadway conditions and under roadway conditions typically experienced immediately before and after Mets games on a weekday and Saturday. Four non-game-day peak hours are analyzed, including the 7:45-8:45 AM weekday morning, 1:00-2:00 PM weekday midday, 5:15-6:15 PM weekday evening, and 1:00-2:00 PM Saturday midday peak hours. Also, three game-day peak hours are analyzed, including the 6:00-7:00 PM pre-game weekday evening, 12:00-1:00 PM pre-game Saturday midday, and 3:45-4:45 PM post-game Saturday PM peak hours. Post-game conditions are not analyzed for a weekday evening game, since project-generated traffic expected during that peak hour would not be significant. These analyses are presented for the 2017 future Build year. All of the analyses of local intersection conditions are based on *2000 Highway Capacity Manual (HCM)* procedures, in accordance with 2001 *City Environmental Quality Review (CEQR) Technical Manual* guidelines. A detailed traffic simulation analysis was also performed using the CORSIM model for the sections of the highway network being analyzed.

The next step in the analyses considers the amount of vehicular traffic expected to be generated by the proposed Plan and Lot B in the Build year, and an assessment of future traffic and parking conditions with the proposed Plan in place in 2017 (Build condition). Like the No Build condition, the Build condition analyzes roadway conditions with and without Mets games, on weekdays, and the weekend (Saturday). The Build year analyses identify the location and extent of significant impacts potentially generated by the proposed Plan and Lot B. Traffic improvements that would be needed to mitigate these impacts are identified and evaluated in Chapter 23, "Mitigation." The parking analysis addresses the ability of the proposed Plan to accommodate the parking demands in the Build year. In addition to the analyses presented in this chapter, data on traffic volumes and detailed traffic impact analyses are presented in Appendix E.



- Willets Point Development District
- Study Area Intersection Analyzed
- Automatic Traffic Recorder Location

0 1000 2000 FEET  
SCALE

Figure 17-1  
**Traffic Study Area**  
**Existing and No Build Conditions**

## **D. EXISTING CONDITIONS**

### **ROADWAY NETWORK AND TRAFFIC STUDY AREA**

The overall study area generally consists of a grid network of local streets within Downtown Flushing interspersed between Northern Boulevard and Sanford Avenue, as well as a series of intersections along Roosevelt Avenue and Northern Boulevard between 108th and 126th Streets, and along 126th Street between Northern Boulevard and Roosevelt Avenue in Willets Point. There are also additional analysis locations farther away from the immediate study area. The presence of the Grand Central Parkway and the Van Wyck/Whitestone Expressways (both designated as I-678), and the network of ramps and interchanges have a major influence on traffic conditions in the area, since the highways attract a substantial volume of through and destination traffic. Key access points between the local street network and the limited access highways are located along Northern Boulevard, Astoria Boulevard, College Point Boulevard, West Park Loop/Stadium Road, World's Fair Marina, and 114th Street.

The Van Wyck Expressway is elevated, passing partially over the Flushing River, with three lanes in each direction, and provides a north-south connection from the LIE to where the Van Wyck Expressway becomes the Whitestone Expressway (north of Exit 13), with ramps to/from College Point Boulevard and Northern Boulevard. In particular, the ramps connecting the Van Wyck Expressway with Northern Boulevard provide access, though not completely direct access, to the local street network adjacent to the Willets Point Development District.

The Van Wyck Expressway northbound Exit 13W is a single-lane ramp that carries traffic along the eastern and northern boundary of the site, where it joins with an off-ramp from the Whitestone Expressway (southbound Exit 13W) and terminates at the signalized intersection of westbound Northern Boulevard and 126th Street. Since the ramp terminates on westbound Northern Boulevard at 126th Street, where left turns are not permitted, traffic from the northbound Van Wyck Expressway (and southbound Whitestone Expressway) does not currently have direct access to the District.

The Grand Central Parkway is an at-grade highway with four lanes typically in each direction; the westbound direction gains an additional lane north of the World's Fair Marina on-ramp. The Grand Central Parkway has a major interchange with the LIE and provides access to Northern Boulevard, Astoria Boulevard, and West Park Loop/Stadium Road. In the eastbound direction, Exit 9E, a two-lane exit ramp, provides access to eastbound Northern Boulevard as well as a route toward the southbound Van Wyck Expressway and northbound Whitestone Expressway. The ramp toward eastbound Northern Boulevard also provides access to 126th Street, touching down at the signalized intersection of 126th Street and 34th Avenue/Stadium Road. South of the Exit 9E off-ramp, there is a single-lane on-ramp to the eastbound Grand Central Parkway from Astoria Boulevard/34th Avenue/114th Street.

In the westbound direction, the Grand Central Parkway mainline splits into a pair of two-lane sections immediately upstream of Exit 9P (to Flushing Meadows-Corona Park). The eastern pair provides access to eastbound Northern Boulevard, West Park Loop/Stadium Road, and a route to the Van Wyck/Whitestone Expressway via Exit 9E. The western pair provides access to westbound Northern Boulevard at 114th Street via Exit 9W. North of these exits, the Grand Central Parkway lanes recombine into one mainline section toward LaGuardia Airport.

The local street network throughout the study area is primarily oriented in an east-west direction, with Northern Boulevard and Roosevelt Avenue extending from Corona on the west side to

Downtown Flushing east of the District. Most of the study area locations are where north-south streets intersect Northern Boulevard and Roosevelt Avenue. Due to the breadth of the study area, roadway characteristics along these roadways can vary, including their width, number of lanes, presence of parking, and adjacent land uses. In addition to Northern Boulevard and Roosevelt Avenue, the other primary east-west streets consist of Kissena Boulevard, Sanford Avenue, 34th Avenue, Astoria Boulevard, and West Park Loop/Stadium Road, as described below.

- Northern Boulevard is a primary east-west arterial across the study area, carrying significant traffic volumes to and from the Grand Central Parkway and Van Wyck Expressway, as well as through traffic toward western Queens and Manhattan. Its geometric and traffic characteristics vary throughout the study area. Through Downtown Flushing (between Prince Street and Parsons Boulevard) and Corona (between 108th Street and 114th Street), Northern Boulevard is a multilane roadway with curbside parking and is predominantly undivided except for a section between Prince Street and Union Street, where the roadway's east and west travel directions are separated by a wide landscaped median. Immediately west of Prince Street, the mainline section of Northern Boulevard transitions into a viaduct over the Flushing River, flanked by service roads to and from College Point Boulevard. The section of Northern Boulevard between 114th Street and Prince Street is generally a highway-type roadway with ramps to/from the Grand Central Parkway and Van Wyck Expressway; there is limited curbside parking and only one intermediate traffic signal, at the intersection with 126th Street.
- Roosevelt Avenue extends east-west through the entire study area from Corona to Flushing, carrying moderate traffic volumes. Between 108th and 114th Streets, Roosevelt Avenue has one moving lane in each direction with curbside parking, but east of 114th Street it changes to two moving lanes per direction and with no parking up to College Point Boulevard. For most of this segment, the roadway is straddled by the elevated No. 7 subway line until the train moves underground after passing the Flushing River. Through Downtown Flushing, Roosevelt Avenue has generally one moving lane per direction with a mix of parking, MTA bus stops and layover zones, and other curbside activities.
- Sanford Avenue study locations are situated within Downtown Flushing, where the roadway operates one-way westbound from Kissena Boulevard to College Point Boulevard and two-way from Kissena Boulevard to Parsons Boulevard. The one-way segment typically operates with two moving lanes, while the two-way section has one to two lanes in each direction.
- 34th Avenue is discontinuous between 114th Street and 126th Street, and its intersection with 114th Street serves as a primary access point to the eastbound Grand Central Parkway. West of 114th Street, the roadway is two-lane and bi-directional, and where it continues east of 126th Street through the District, its condition is in general disrepair, with very low traffic volumes.
- Astoria Boulevard, like Northern Boulevard, is a major east-west arterial that carries significant traffic volumes between the study area—particularly the highway network—and northwestern Queens and the Triboro Bridge. In the eastbound direction, the roadway terminates at its ramps toward the Grand Central Parkway and the Van Wyck/Whitestone Expressway. Through North Corona on the west side of the study area, Astoria Boulevard is divided by a raised median, with multiple lanes in each direction and curbside parking.
- West Park Loop/Stadium Road is a limited access roadway along the west and north boundaries of Shea Stadium parking lots Shea A and Shea C. Due to its direct ramps to and from the westbound Grand Central Parkway at Exit 9E, the roadway experiences the

## Willets Point Development Plan

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heaviest volumes before and after Mets games; otherwise, it does not have much traffic. West of the traffic circle at Boat Basin Road, West Park Loop/Stadium Road has two lanes in each direction, divided by a landscaped median; the roadway is undivided east of the traffic circle up to 126th Street.

The primary north-south cross-streets, which consist of College Point Boulevard, Main Street, Parsons Boulevard, and 108th Street, provide access to Northern Boulevard and Roosevelt Avenue from neighborhoods north and south of Downtown Flushing and Corona as well as the LIE. The remaining north-south streets, which carry less traffic and/or provide less regional access for through traffic, include Prince Street, Union Street, 111th Street, 114th Street, and 126th Street.

- College Point Boulevard is a bi-directional, multi-lane roadway between the LIE, south of the study area, to College Point, north of Downtown Flushing. The roadway serves as the link between the westbound LIE and the Van Wyck Expressway, since there are no direct interchange ramps between them. Due to highway access and adjacent land uses, College Point Boulevard carries both significant auto volumes and moderate to high truck traffic.
- Main Street extends through the core of Downtown Flushing, terminating at Northern Boulevard from the LIE and neighborhoods to the south, and serves as a primary MTA bus transit corridor. Although the roadway generally has two moving lanes in each direction and traffic volumes are moderate, the mix of bus traffic and the frequency of stops, parking and other curbside activities, and pedestrian crossings impact capacity.
- Kissena Boulevard is a northwest-southeast oriented street that approaches Downtown Flushing from areas to the south, terminates at Main Street within the downtown core near the Long Island Rail Road (LIRR) trestle, and serves as another primary MTA bus transit corridor to and from the south. Kissena Boulevard generally has one to two lanes in each direction with moderate volumes, but it also suffers from the same capacity hindrances as Main Street in the immediate Downtown Flushing area.
- Union Street connects to Northern Boulevard and Roosevelt and Sanford Avenues, and carries moderate traffic volumes through Downtown Flushing. Union Street also serves as a primary access and egress route for Municipal Lot No. 1. Its cross-section width varies with one or two moving lanes in each direction, and curbside parking is typical north of Roosevelt Avenue.
- Parsons Boulevard extends parallel to Main and Union Streets through Downtown Flushing and is primarily a residential street through the study area, with low to moderate volumes. It also connects to Northern Boulevard and Roosevelt and Sanford Avenues, and has one moving lane in each direction with curbside parking.
- 108th Street has one moving lane in each direction through the study area, with curbside parking. It extends through Roosevelt Avenue and Northern and Astoria Boulevards, providing access to residential blocks in the neighborhood of Corona, and carries low to moderate traffic volumes.
- Prince Street is a minor two-way, two-lane street within Downtown Flushing carrying low traffic volumes. It connects to Roosevelt Avenue and Northern Boulevard, as well as some cross-streets through the downtown.
- 111th Street is one-way northbound through the neighborhood of Corona, providing access to Northern Boulevard from Roosevelt Avenue. Across a number of residential blocks, it has

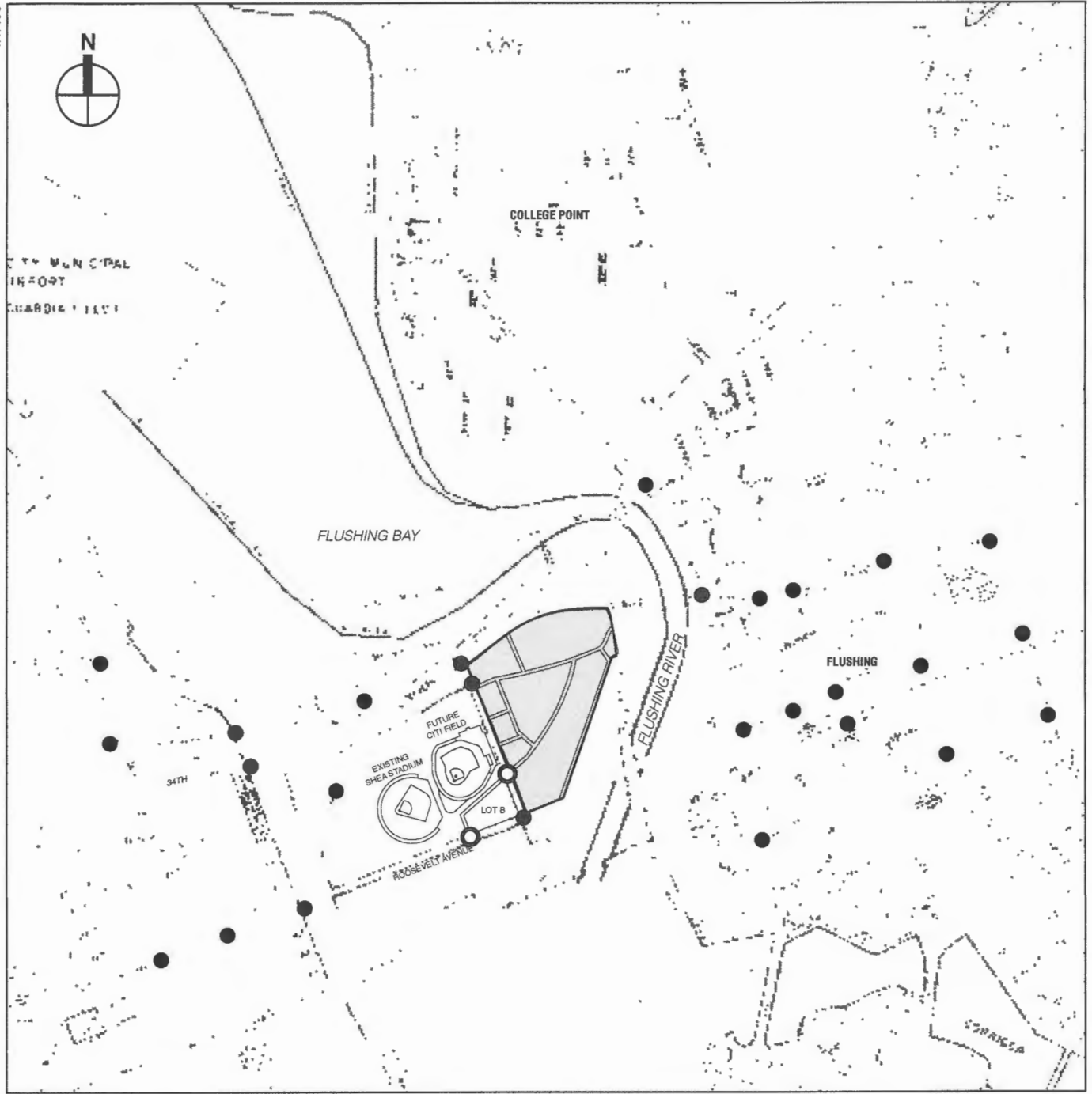


one moving lane with curbside parking in each direction and carries low to moderate traffic volumes.

- 114th Street is typically two-way, except for the block between Northern Boulevard and 34th Avenue, where it is one-way southbound only. The roadway provides access to the ramp to the eastbound Grand Central Parkway at 34th Avenue; it carries high volumes of traffic southbound from Northern Boulevard to the on-ramp. Between 34th and Roosevelt Avenues, 114th Street is two-way, with one lane typical in each direction, and carries lower volumes.
- 126th Street forms the boundary between Shea Stadium and the Willets Point Development District. This two-way roadway generally has two moving lanes in each direction and carries low volumes, although the high number of parking maneuvers due to land uses along the east side of the street affects capacity. During the hours before and after Mets games, traffic volumes and queuing along 126th Street are significantly higher.

The traffic study area developed for this Draft Generic Environmental Impact Statement (DGEIS) includes the following 29 intersections, which are shown in Figure 17-2 (all intersections are signalized unless otherwise noted):

- 108th Street at Astoria Boulevard
- 108th Street at Northern Boulevard
- 114th Street at Northern Boulevard
- 126th Street at Northern Boulevard
- Prince Street at Northern Boulevard
- Main Street at Northern Boulevard
- Union Street at Northern Boulevard
- Parsons Boulevard at Northern Boulevard
- 114th Street at 34th Avenue
- 126th Street at 34th Avenue
- 108th Street at Roosevelt Avenue
- 111th Street at Roosevelt Avenue
- 114th Street at Roosevelt Avenue
- 126th Street at Roosevelt Avenue
- College Point Boulevard at Roosevelt Avenue
- Prince Street at Roosevelt Avenue
- Main Street at Roosevelt Avenue
- Union Street at Roosevelt Avenue
- Parsons Boulevard at Roosevelt Avenue
- Main Street at Kissena Boulevard
- College Point Boulevard at Sanford Avenue
- Union Street at Sanford Avenue
- Parsons Boulevard at Sanford Avenue
- College Point Boulevard at 32nd Avenue/Whitestone Expressway service road



- Willets Point Development District
- Study Area Intersection Analyzed
- Intersection Added as Part of Proposed Plan

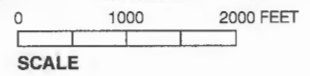


Figure 17-2  
Traffic Study Area, Build Conditions

## **Willets Point Development Plan**

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- Willets Point Boulevard at 126th Street (unsignalized)
- Boat Basin Road at World's Fair Marina (unsignalized)
- Willets Point Boulevard at Northern Boulevard (unsignalized)
- College Point Boulevard at Northern Boulevard (unsignalized)
- The Grand Central Parkway ramp at West Park Loop/Stadium Road (unsignalized).

Two additional intersections created by the design of the Willets Point development project along 126th Street are analyzed under Build condition.

Sections of the highway network are also analyzed, including:

- Grand Central Parkway mainline in both directions between the LIE and Roosevelt Avenue
- Van Wyck Expressway mainline in both directions between the LIE and Roosevelt Avenue
- Whitestone Expressway mainline in both directions between Northern Boulevard and Linden Place
- Ramp from World's Fair Marina/Boat Basin Road to the Grand Central Parkway
- Ramps from the northbound Van Wyck Expressway to eastbound and westbound Northern Boulevard
- Ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway
- Ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway
- Ramp from eastbound Astoria Boulevard and eastbound Northern Boulevard to the northbound Whitestone Expressway
- Ramps from the southbound Whitestone Expressway to the eastbound and westbound Grand Central Parkway
- Ramp from westbound Northern Boulevard and southbound Whitestone Expressway to westbound Astoria Boulevard
- Ramp from eastbound Astoria Boulevard and the Grand Central Parkway to the northbound Whitestone Expressway and eastbound Northern Boulevard
- Ramp from the eastbound Grand Central Parkway toward Stadium Road and the northbound Whitestone Expressway
- Ramp from the southbound Whitestone Expressway to westbound Northern Boulevard

### **EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE**

For continuous traffic data collection, 24-hour Automatic Traffic Recorders (ATRs) were installed along selected local streets, ramps, and expressway mainlines during the periods of August 19 to August 25, 2006; and September 8 to September 22, 2006. Concurrent manual turning movement counts (TMCs) were conducted for a typical weekday with no Mets home game, a Saturday with no Mets home game, weekday pre-game conditions, and weekend pre- and post-game conditions. The weekend Mets game began at 1:10 PM (on August 20, 2006), and the weeknight game began at 7:10 PM (on September 20, 2006). Due to the start date of the count program in mid-August, late in the regular baseball season, no home games were scheduled for the remainder of the 2006 season on a Saturday midday beginning at 1:10 PM, except for Saturday, September 9, 2006—which, however, coincided with the USTA National

Tennis Center event (the U.S. Open). Therefore, turning movement counts were conducted for the game on Sunday, August 20, 2006 to capture game arrival and departure traffic volumes. Based on Sunday midday game-day data collected and the background ATR data of typical Saturday traffic volumes, Saturday pre-game and post-game peak hour volumes were estimated. For verification of the weekend game-day peak hour volumes, an upcoming Mets home game on a Saturday beginning at 1:10 PM is expected to be counted in late April or early May, 2008, with those findings reported in the Final Generic Environmental Impact Statement (FGEIS). The volumes were used, along with observations of actual traffic conditions, to determine the seven peak hours. Table 17-1 summarizes the analysis time periods.

**Table 17-1  
Traffic Study Peak Hours**

Day	Without Mets Game		With Mets Game	
	Time	Peak Hour	Time	Peak Hour
Weekday	7:45–8:45 AM	Non-game AM	Not analyzed	
	1:00–2:00 PM	Non-game midday	Not analyzed	
	5:15–6:15 PM	Non-game PM	6:00–7:00 PM	Pre-game PM arrival peak
Saturday	1:00–2:00 PM	Non-game midday	12:00–1:00 PM	Pre-game midday arrival peak
	Not analyzed		3:45–4:45 PM	Post-game PM departure peak

Without a Mets home game at Shea Stadium:

- Weekday AM peak hour (7:45 AM – 8:45 AM)
- Weekday midday peak hour (1:00 PM – 2:00 PM)
- Weekday PM peak hour (5:15 PM – 6:15 PM)
- Saturday midday peak hour (1:00 PM – 2:00 PM).

With a Mets home game at Shea Stadium:

- Weekday PM peak hour pre-game arrivals (6:00 PM – 7:00 PM)
- Weekend midday peak hour pre-game arrivals (12:00 PM – 1:00 PM)
- Weekend late afternoon peak hour post-game departures (3:45 PM – 4:45 PM).

Analyses of traffic conditions in urban areas are based on critical conditions at intersections and are defined in terms of levels of service (LOS). According to the *2000 Highway Capacity Manual (HCM)* that was used for these analyses as per the *CEQR Technical Manual* guidelines, LOS at signalized intersections are defined in terms of a vehicle's total average control delay at an intersection, as follows:

- LOS A describes operations with very low delays, i.e., 10 seconds or less per vehicle. This occurs when signal progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all.
- LOS B describes operations with delays in the range of greater than 10 seconds to less than or equal to 20 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. Again, most vehicles do not stop at the intersection.
- LOS C describes operations with delays in the range of greater than 20 seconds to less than or equal to 35 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. The number of vehicles stopping is significant at this level, although many still pass through the intersection without stopping.

## **Willets Point Development Plan**

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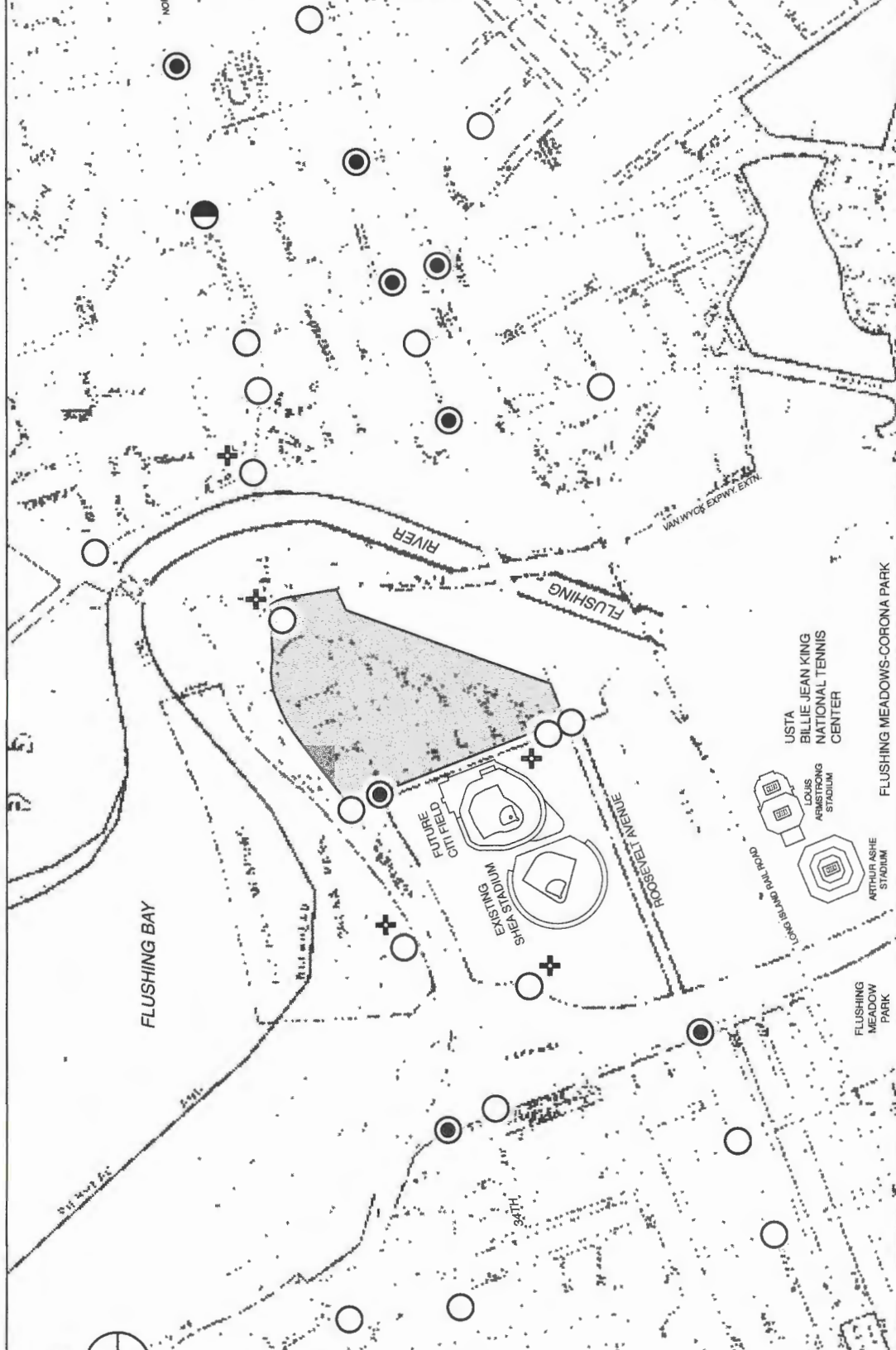
- LOS D describes operations with delays in the range of greater than 35 seconds to less than or equal to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity (v/c) ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Delays in this range greater than 45 seconds are considered marginally unacceptable; delays of 45 seconds or less are considered marginally acceptable.
- LOS E describes operations with delays in the range of greater than 55 seconds to less than or equal to 80 seconds per vehicle. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios.
- LOS F describes operations with delays in excess of 80 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios with cycle failures. Poor progression and long cycle lengths may also contribute to such delays. Often, vehicles do not pass through the intersection in one signal cycle.

LOS A, B, and C are considered acceptable; LOS D is generally considered marginally acceptable up to mid-LOS D (45 seconds of delay for signalized intersections), and is considered unacceptable above mid-LOS D. LOS E and F are considered unacceptable.

For unsignalized intersections, delay is defined as the total elapsed time from when a vehicle stops at the end of the queue until the vehicle departs from the stop line: LOS A describes operations with very low delay, i.e., 10 seconds or less per vehicle; LOS B describes operations with delays in the range of greater than 10 seconds to less than or equal to 15 seconds; LOS C has delays in the range of greater than 15 seconds to less than or equal to 25 seconds; LOS D, greater than 25 seconds to less than or equal to 35 seconds per vehicle; and LOS E, greater than 35 seconds to less than or equal to 50 seconds per vehicle, which is considered to be the limit of acceptable delay. LOS F describes operation with delays in excess of 50 seconds per vehicle, which is considered unacceptable to most drivers. This condition exists when there are insufficient gaps of suitable size to allow side street traffic to cross safely through a major vehicular traffic stream.

Tables 17-2 and 17-3 provide an overview of the levels of service of the overall intersections and the individual lane groups (i.e., set[s] of lanes established at an intersection approach for discrete capacity and level of service analysis), respectively, that characterize the traffic study area during the peak hours. A summary description is also provided below:

- During the non-game weekday AM peak hour, one of the 24 signalized intersections analyzed operates at overall unacceptable LOS E, and eight other intersections operate at overall LOS D. “Overall” LOS E or F means that serious congestion exists—either one specific traffic lane group has severe delays, or two or more of the specific traffic lane groups at the intersection are at LOS E or F with very significant delays (the overall intersection LOS is a weighted average of all of the individual traffic lane groups). Twenty-two specific traffic lane groups out of approximately 120 total traffic lane groups analyzed are at LOS E or F conditions. Figure 17-3 illustrates overall levels of service.
- In the non-game weekday midday peak hour, none of the signalized intersections operate at overall unacceptable LOS E or F; five signalized intersections operate at overall LOS D. Twelve lane groups operate at LOS E or F. Figure 17-4 illustrates overall levels of service.



Willets Point Development District

Unsignalized Intersection

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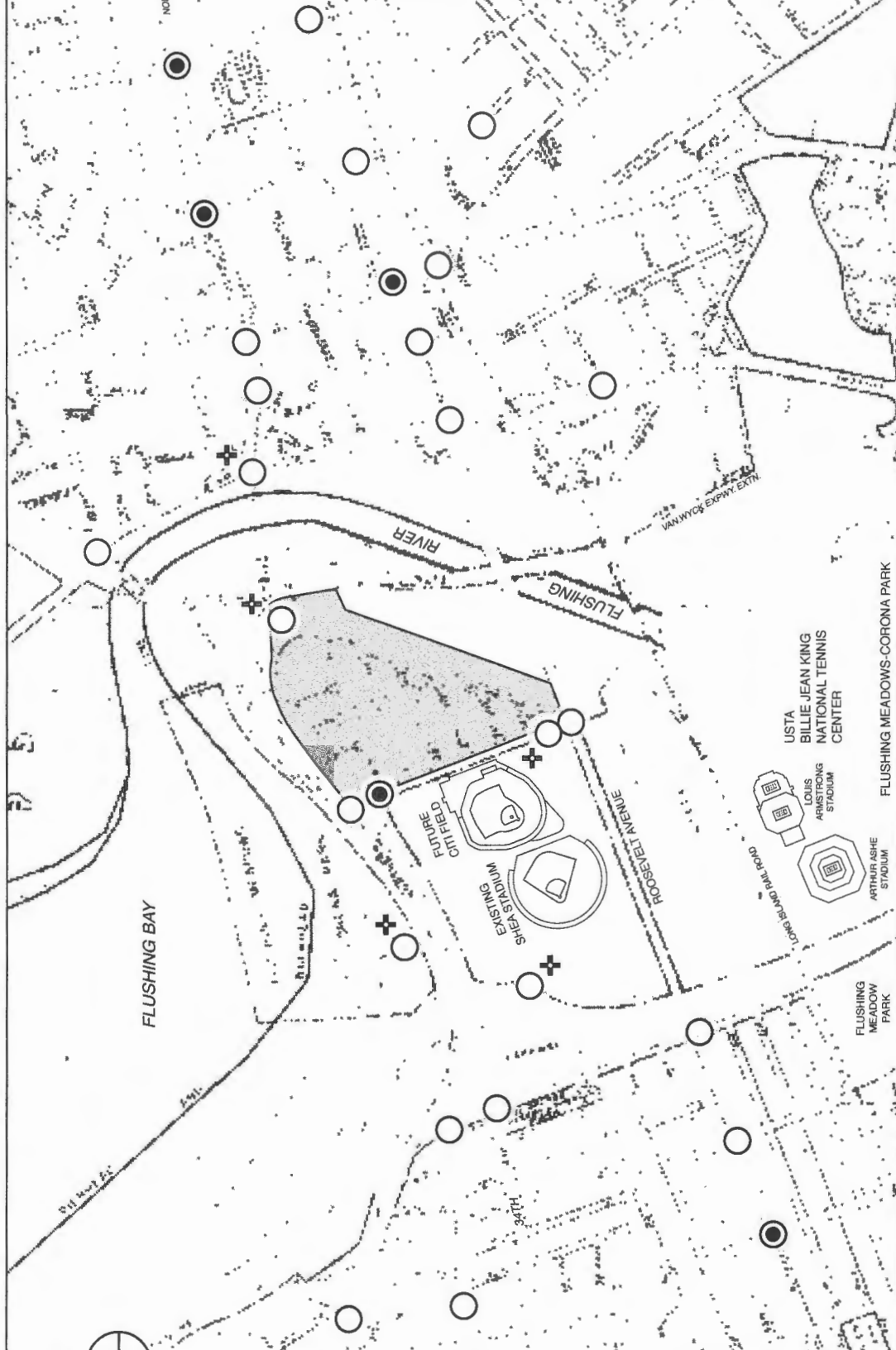
- LOS A, B, or C
- LOS D
- LOS E
- LOS F

**NOTE:** Overall intersection LOS is shown

SCALE  
0 1000

Fig  
**Existing Traffic Levels of  
Weekday Non-Game AM Peak**

WILLETTS POINT DEVELOPMENT PLAN



Willets Point Development District

Unsignalized Intersection

- 
- ◐
- ◑
- ◒
- ◓

- LOS A, B, or C
- LOS D
- LOS E
- LOS F

NOTE: Overall intersection LOS is shown

SCALE

0 1000

Fig  
**Existing Traffic Levels of  
 Weekday Non-Game Midday Peak**

Table 17-2  
Existing Overall Intersection Level of Service Summary

Signalized Intersections (24 Total)	Non-Game Day				Game Day		
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Pre-game Weekday PM	Pre-game Saturday Midday	Post-game Saturday PM
Overall Intersection LOS A/B/C	15	19	16	12	10	10	12
Overall Intersection LOS D	8	5	6	10	9	14	9
Overall Intersection LOS E	1	0	2	2	5	0	0
Overall Intersection LOS F	0	0	0	0	0	0	3

**Note:** During the non game and weekday pre-game peak hours, all 5 unsignalized intersections operate at overall LOS A/B or C; during the weekend pre-game peak hour, the Grand Central Parkway ramp at West Park Loop/Stadium Road operates at overall LOS E; during the weekend post-game peak period, Boat Basin Road at World's Fair Marina operates at overall LOS F.

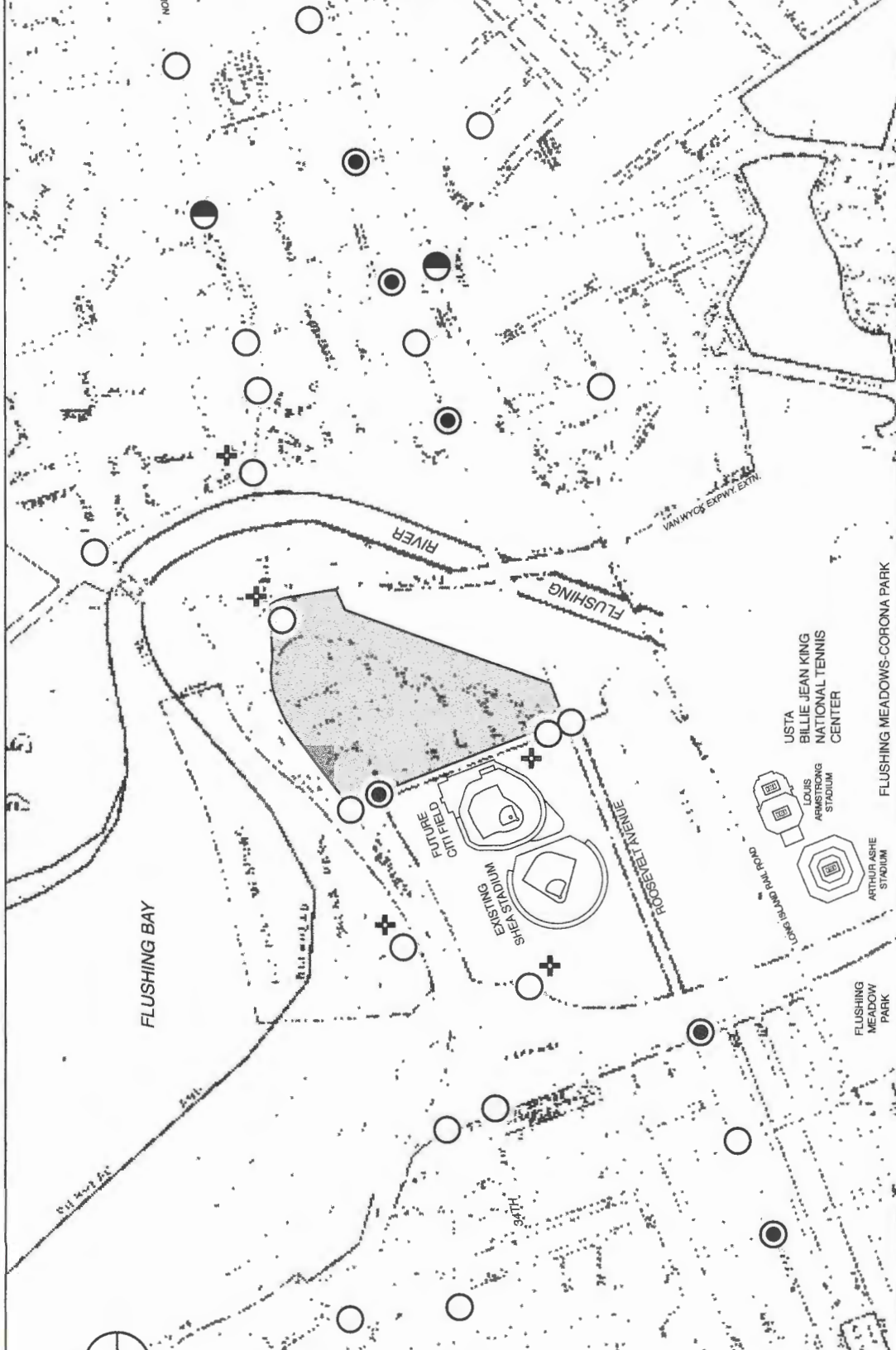
Table 17-3  
Existing Traffic Lane Group Level of Service Summary

Signalized Lane Groups (Approx. 120 Total)	Non-Game Day				Game Day		
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Pre-game Weekday PM	Pre-game Saturday Midday	Post-game Saturday PM
Number of Lane Groups at LOS A/B/C	59	82	63	58	56	63	70
Number of Lane Groups at LOS D	38	25	31	34	29	32	20
Number of Lane Groups at LOS E	15	10	21	20	26	20	14
Number of Lane Groups at LOS F	7	2	4	9	11	7	18

**Note:** During the non game and weekday pre-game peak hours, all unsignalized lane groups operate at LOS A, B, C or D; during the weekend pre-game peak hour, eastbound left turns from Grand Central Parkway ramp onto West Park Loop/Stadium Road operate at LOS F; during the weekend post-game peak period, northbound left turns from Boat Basin Road onto World's Fair Marina operate at LOS F, and the westbound approach of the Northern Boulevard Service Road at College Point Boulevard operates at LOS E.

- The non-game weekday PM peak hour has two intersections that operate at overall unacceptable LOS E, and six others that operate at overall LOS D. Twenty-five lane groups have overall unacceptable LOS E or F conditions. Figure 17-5 illustrates overall levels of service.
- In the non-game Saturday midday peak hour, two of the signalized intersections operate at overall unacceptable LOS E, and 10 others operate at overall LOS D. Twenty-nine lane groups operate at LOS E or F. Figure 17-6 illustrates overall levels of service.
- In the pre-game weekday PM arrival peak hour, five of the signalized intersections operate at overall unacceptable LOS E, and nine others operate at overall LOS D. Thirty-seven lane groups operate at LOS E or F. Figure 17-7 illustrates overall levels of service.
- In the pre-game Saturday midday arrival peak hour, none of the signalized intersections operate at overall unacceptable LOS E or F; 14 signalized intersections operate at overall LOS D. Twenty-seven lane groups operate at LOS E or F. Figure 17-8 illustrates overall levels of service.





**NOTE:** Overall intersection LOS is shown

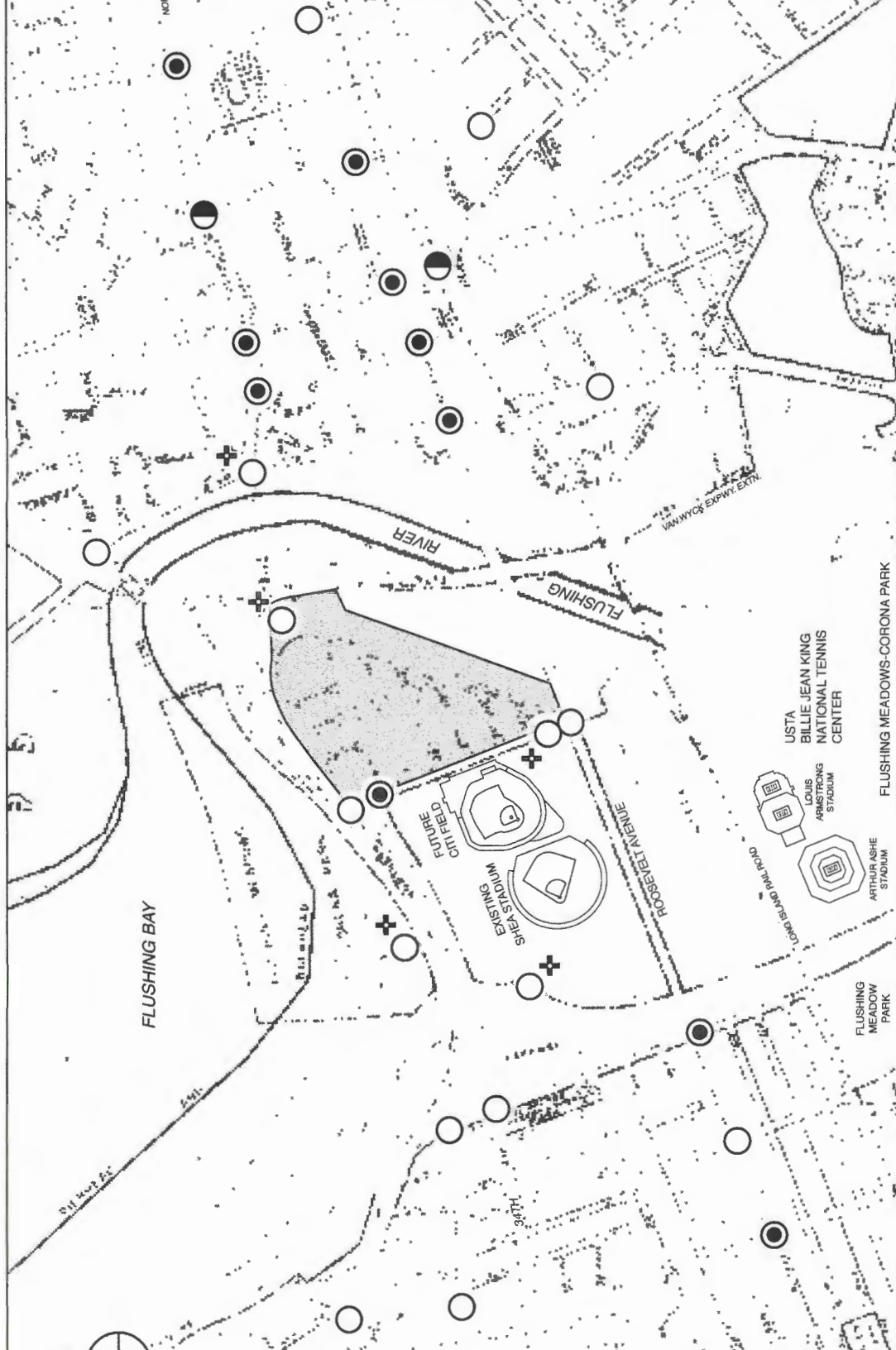
- LOS A, B, or C
- ◐ LOS D
- ◑ LOS E
- LOS F

Willets Point Development District

Unsignalized Intersection

**Fig**  
**Existing Traffic Levels of**  
**Weekday Non-Game PM Peak**

WILLETTS POINT DEVELOPMENT PLAN



Willets Point Development District

Unsignalized Intersection

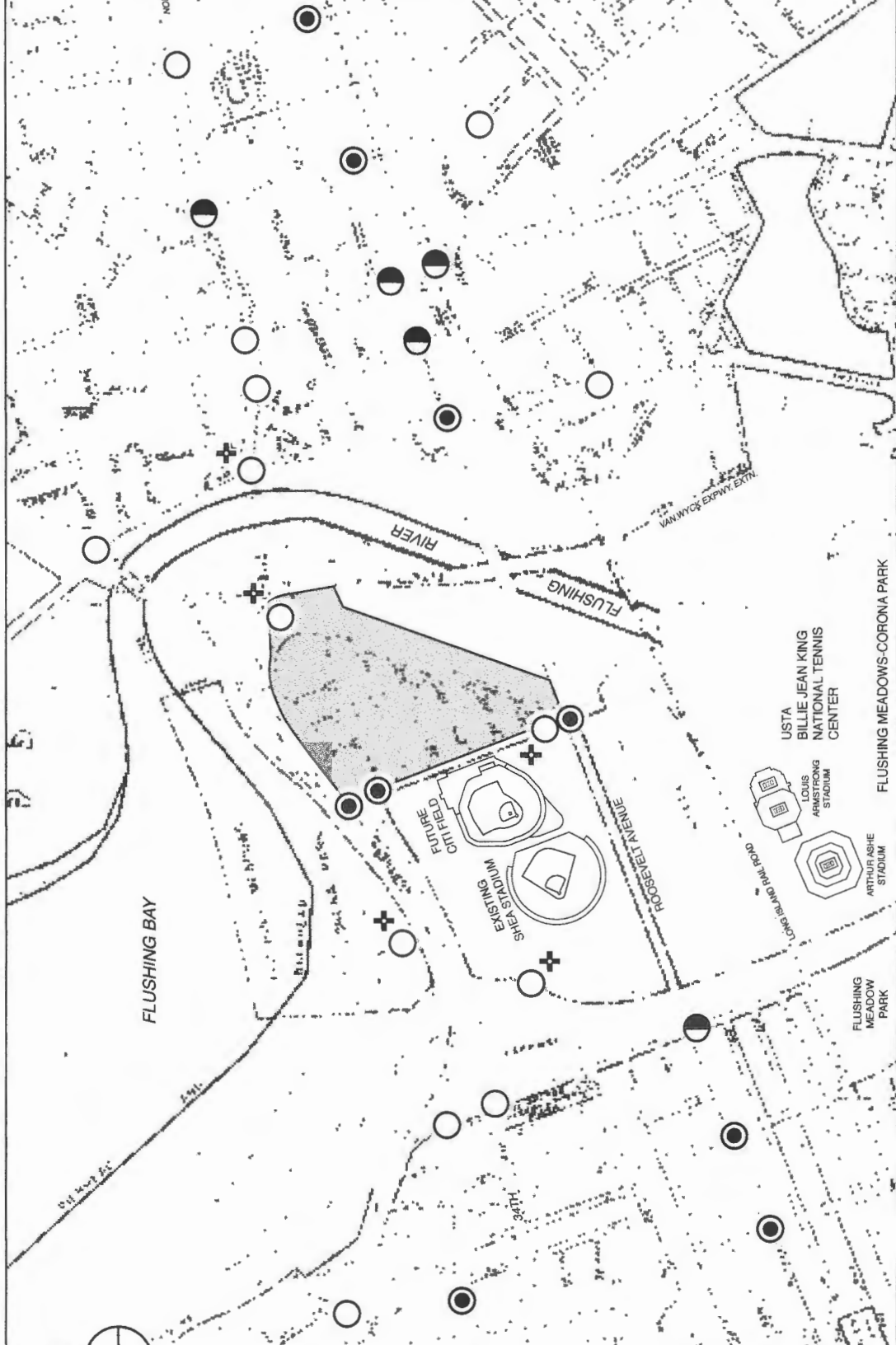
- 
- ◐
- ◑
- ◒
- ◓

- LOS A, B, or C
- ◐ LOS D
- ◑ LOS E
- ◒ LOS F

**NOTE:** Overall intersection LOS is shown



Fig  
Existing Traffic Levels of  
Saturday Non-Game Midday Peak



Willets Point Development District

Unsignalized Intersection

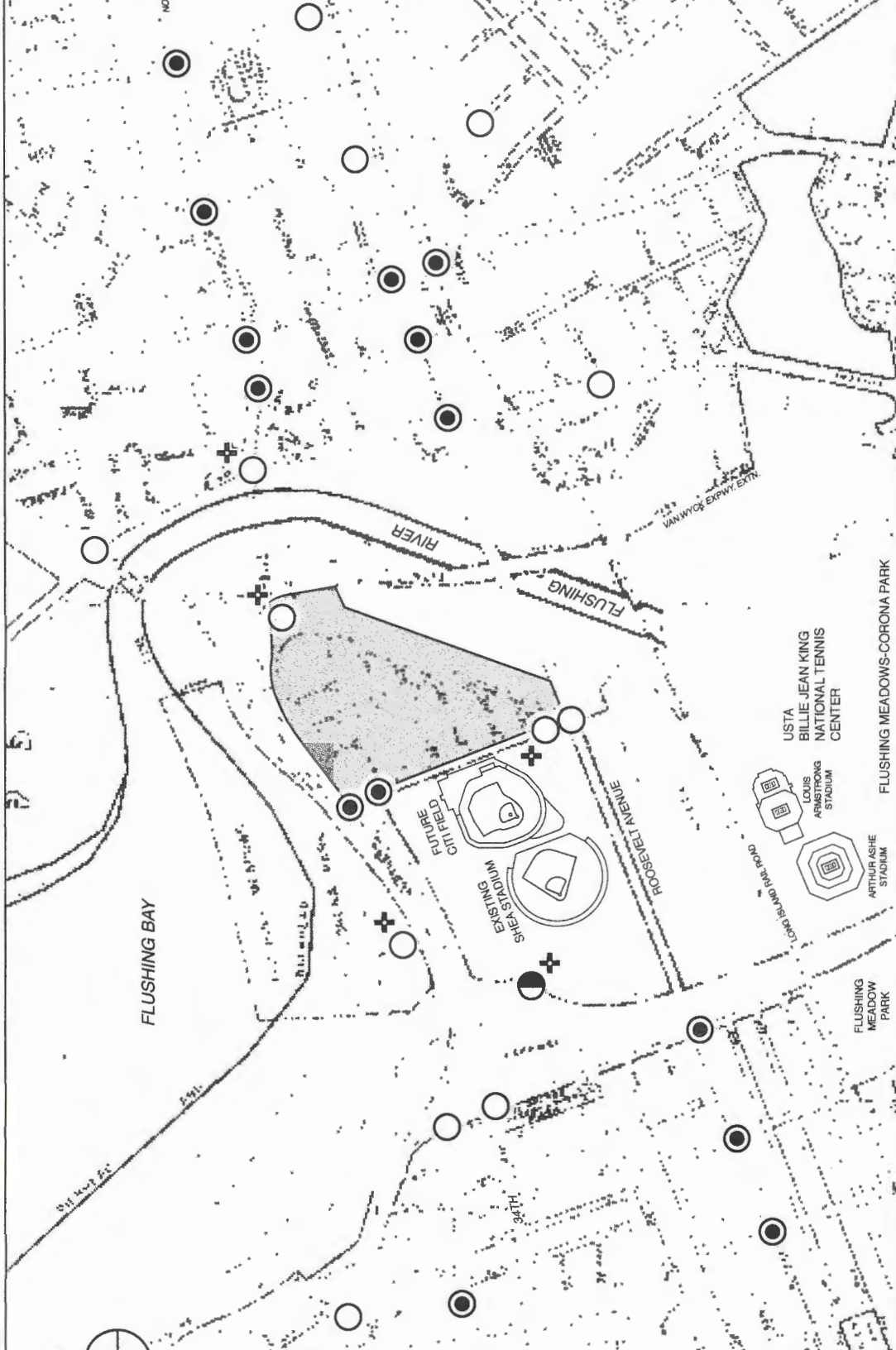
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- ◐
- ◑

- LOS A, B, or C
- LOS D
- ◐ LOS E
- ◑ LOS F

NOTE: Overall intersection LOS is shown



Fig  
Existing Traffic Levels of  
Weeknight Pre-Game Peak



**NOTE:** Overall intersection LOS is shown

- LOS A, B, or C
- LOS D
- ◐ LOS E
- ◑ LOS F

Willets Point Development District  
Unsignalized Intersection

DIST DEVELOPMENT PLAN

Fig  
**Existing Traffic Levels of  
Saturday Pre-Game Peak**

## **Willets Point Development Plan**

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- In the post-game Saturday weekend PM departure peak hour, three of the signalized intersections operate at overall unacceptable LOS E, and nine others operate at overall LOS D. Thirty-two lane groups operate at LOS E or F. Figure 17-9 illustrates overall levels of service.
- Generally, the five unsignalized intersections operate at overall acceptable levels of service during the four non-game peak hours and the weekday PM pre-game condition. However, during the weekend pre-game arrival peak, one intersection, the Grand Central Parkway ramp at West Park Loop/Stadium Road, operates at overall unacceptable LOS E, with one lane group at LOS F. During the weekend post-game departure peak, one intersection, Boat Basin Road at World's Fair Marina, operates at overall unacceptable LOS F, also with one lane group at LOS F.

A more detailed presentation of traffic volumes and levels of service by corridor are provided below. (Details of the levels of service analyses for each traffic lane group at each of the intersections analyzed appear in Tables 17-39 through 17-44 at the end of this chapter. Detailed traffic volume maps appear in Appendix E.)

### *NORTHERN BOULEVARD*

Through Downtown Flushing, Northern Boulevard is traveled by approximately 900–1,425 vehicles per hour (vph) in the eastbound direction and 1,700–2,475 vph in the westbound direction during the weekday AM peak hour on non-game days. Since westbound is the prevailing travel direction in the weekday AM peak hour, westbound volumes generally build through Downtown Flushing toward the ramps to the Van Wyck Expressway and the Grand Central Parkway. Adjacent to the Willets Point Development District and Shea Stadium, Northern Boulevard carries approximately 300–1,025 vph and 1,275–2,525 vph in the eastbound and westbound directions, respectively. At the intersection with 126th Street, 1,070 vph enter westbound Northern Boulevard from the ramp connection from the southbound Whitestone Expressway and northbound Van Wyck Expressway, and 615 vph enter eastbound Northern Boulevard from the Grand Central Parkway/Astoria Boulevard ramp. Northern Boulevard eastbound and westbound volumes in the vicinity of 108th and 114th Streets are approximately 1,025 and 2,100 vph, respectively.

During the weekday midday peak hour on non-game days, there are approximately 1,000–1,450 vph in the eastbound direction and 1,100–1,675 vph in the westbound direction on Northern Boulevard through Downtown Flushing. Northern Boulevard carries approximately 300–1,100 vph and 650–1,900 vph in the eastbound and westbound directions, respectively, adjacent to the Willets Point Development District and Shea Stadium. At the intersection with 126th Street, approximately 990 vph enter westbound Northern Boulevard from the ramp connection from the southbound Whitestone Expressway and northbound Van Wyck Expressway, and about 650 vph enter eastbound Northern Boulevard from the Grand Central Parkway/Astoria Boulevard ramp. Northern Boulevard eastbound and westbound volumes in the vicinity of 108th and 114th Streets are approximately 875 and 1,225 vph, respectively.

During the weekday PM peak hour on a non-game day, Northern Boulevard is traveled by approximately 1,425–2,125 vph in the eastbound direction and 1,075–1,575 vph in the westbound direction through Downtown Flushing. Adjacent to the Willets Point Development District and Shea Stadium, Northern Boulevard carries approximately 550–1,500 vph and 600–1,825 vph in the eastbound and westbound directions, respectively. At the intersection with 126th Street, 980 vph enter westbound Northern Boulevard from the ramp connection from the

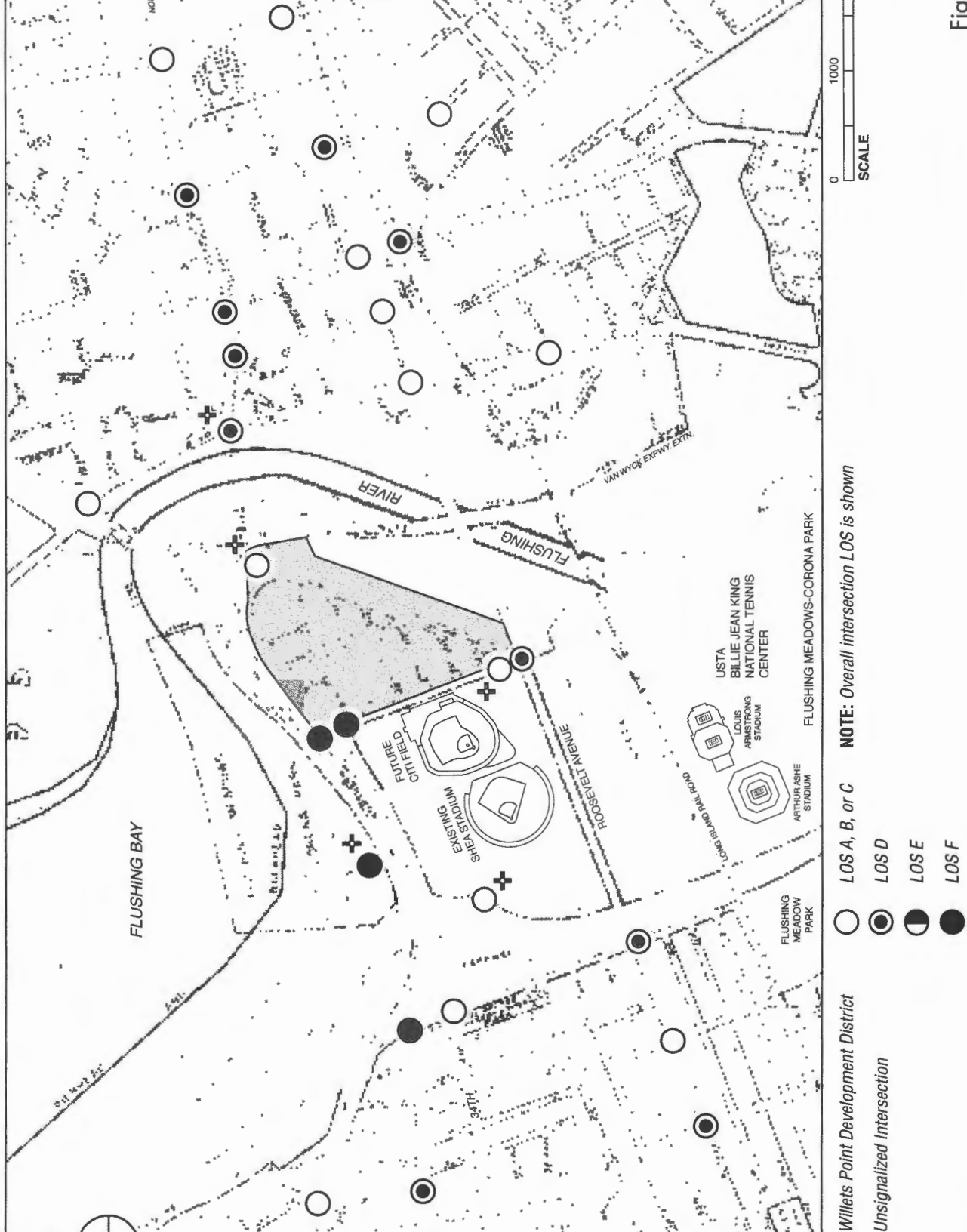


Fig  
**Existing Traffic Levels of  
 Saturday Post-Game Peak**

southbound Whitestone Expressway and northbound Van Wyck Expressway, and approximately 810 vph enter eastbound Northern Boulevard from the Grand Central Parkway/Astoria Boulevard ramp. Northern Boulevard eastbound and westbound volumes in the vicinity of 108th and 114th Streets are approximately 1,750 and 1,625 vph, respectively.

During the Saturday midday peak hour on a non-game day, there are approximately 975–1,750 vph in the eastbound direction and 1,325–1,945 vph in the westbound direction on Northern Boulevard through Downtown Flushing. Northern Boulevard carries approximately 325–1,225 vph and 550–1,800 vph in the eastbound and westbound directions, respectively, adjacent to the Willets Point Development District and Shea Stadium. At the intersection with 126th Street, 940 vph enter westbound Northern Boulevard from the ramp connection from the southbound Whitestone Expressway and northbound Van Wyck Expressway, and approximately 705 vph enter eastbound Northern Boulevard from the Grand Central Parkway/Astoria Boulevard ramp. Northern Boulevard eastbound and westbound volumes in the vicinity of 108th and 114th Streets are approximately 1,150 and 1,650 vph, respectively.

During the weekday PM pre-game arrival peak hour, eastbound volumes on Northern Boulevard are approximately 1,375–2,125 vph through Downtown Flushing, generally similar to those on non-game days. Westbound volumes are approximately 1,175–1,700 vph, higher than on non-game days, which is expected due to increased traffic toward Shea Stadium. Adjacent to the Willets Point Development District and Shea Stadium in the vicinity of 126th Street, Northern Boulevard eastbound volumes are approximately 550–1,500 vph; westbound volumes are approximately 675–2,850 vph. At the intersection with 126th Street, approximately 1,780 vph enter westbound Northern Boulevard from the ramp connection from the southbound Whitestone Expressway and northbound Van Wyck Expressway, and about 825 vph enter eastbound Northern Boulevard from the Grand Central Parkway/Astoria Boulevard ramp. The New York City Police Department (NYPD) channelizes and operates the one-lane ramp as free-flow through the traffic signal at 126th Street so that it is able to process the heavy pre-game volume. Much of this entering traffic immediately exits Northern Boulevard onto the slip ramp to World's Fair Marina to access stadium parking lots. Northern Boulevard eastbound and westbound volumes in the vicinity of 108th and 114th Streets are approximately 1,850 and 1,650 vph, respectively.

During the weekend midday pre-game arrival peak hour, there are approximately 1,050–1,725 vph in the eastbound direction and 1,325–1,850 vph in the westbound direction on Northern Boulevard through Downtown Flushing. Northern Boulevard carries approximately 350–1,525 vph and 425–2,350 vph in the eastbound and westbound directions, respectively, adjacent to the Willets Point Development District and Shea Stadium. At the intersection with 126th Street, approximately 1,580 vph enter westbound Northern Boulevard from the ramp connection from the southbound Whitestone Expressway and northbound Van Wyck Expressway, and approximately 1,030 vph enter eastbound Northern Boulevard from the Grand Central Parkway/Astoria Boulevard ramp. Again, NYPD operates the ramp similarly to the weekday PM pre-game condition, since a large portion of the entering traffic immediately exits to World's Fair Marina. Northern Boulevard eastbound and westbound volumes in the vicinity of 108th and 114th Streets are approximately 1,200 and 1,725 vph, respectively.

During the weekend PM post-game departure peak hour, there are approximately 1,200–1,925 vph in the eastbound direction and 1,050–1,775 vph westbound direction on Northern Boulevard through Downtown Flushing. Northern Boulevard carries approximately 375–1,675 vph and 625–2,375 vph in the eastbound and westbound directions, respectively, adjacent to the Willets

## **Willets Point Development Plan**

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Point Development District and Shea Stadium. The significant volume source to westbound Northern Boulevard during this time period is 126th Street, carrying about 1,150 vph of departure traffic from Shea Lots B and C, while the ramp from the Grand Central Parkway/Astoria Boulevard adds approximately 980 vph onto eastbound Northern Boulevard. Northern Boulevard eastbound and westbound volumes in the vicinity of 108th and 114th Streets are approximately 1,225 and 1,650 vph, respectively.

Traffic movements with high volumes and/or critical levels of service on Northern Boulevard during one or more analysis time period(s) include: the westbound through movement at 108th Street; the eastbound through and right turn and westbound through/left turn at 114th Street; the westbound through at 126th Street from the ramp connection from the southbound Whitestone Expressway and northbound Van Wyck Expressway; the eastbound mainline left and through movements and eastbound service road through/right at Prince Street; the eastbound through and right turn movements and the westbound left turn at Main Street; all eastbound and westbound movements at Union Street; and the westbound through/right turn movement at Parsons Boulevard. These movements can often experience significant delays, including unacceptable LOS E or F, due to heavy volumes and over-saturated conditions. The Northern Boulevard westbound left turn onto Prince Street, though a low volume, typically experiences LOS E or F conditions due to the small portion of effective green time it receives out of the long signal cycle. Importantly, the overall intersection levels of service for Northern Boulevard intersections, which are based on a weighted average of the delays for all of the traffic movements at each intersection, are greatly dependent on the delays of the high-volume eastbound and westbound through movements, even though the delays of Northern Boulevard turn movements and cross-street movements are generally worse.

For non-game day conditions, overall levels of service at intersections along Northern Boulevard between 108th Street and Prince Street are generally acceptable LOS B or C. The intersection of Northern Boulevard at 114th Street operates at overall marginally acceptable LOS D during the weekday AM peak hour. Overall, Northern Boulevard at its intersections with Main Street and Prince Street generally operates at acceptable LOS C, except for the Saturday midday peak hour, when it operates at marginally unacceptable LOS D (delays above mid-D). Northern Boulevard at Union Street is a critical intersection along the corridor, typically at capacity and consistently operating at overall LOS D or unacceptable LOS E. Northern Boulevard at Parsons Boulevard operates at overall LOS C or marginally acceptable LOS D (delays below mid-D).

For game-day conditions, the intersection of Northern Boulevard and 114th Street is critical during the weekend PM post-game peak hour, when eastbound right turns and westbound left turns (onto southbound 114th Street toward the Grand Central Parkway westbound on-ramp) are prohibited by NYPD for approximately 15 minutes, to limit the volume of traffic entering the eastbound Grand Central Parkway from the ramp at 34th Avenue. Those movements, as well as the westbound through movement and the overall intersection, are at unacceptable LOS F during that peak hour. At the intersection of Northern Boulevard and 126th Street, NYPD free-flow operation of the westbound through movement from the ramp connection from the southbound Whitestone Expressway and northbound Van Wyck Expressway during pre-game periods generally helps process traffic from the ramp even though it is still at or over capacity and at unacceptable LOS F. Due to NYPD demand management, the intersection operates at overall LOS D during the pre-game peak hours; however, during the weekend post-game departure peak hour, heavy demand on all approaches, especially 126th Street, cause unacceptable overall LOS F operation. The remaining Northern Boulevard intersections operate at overall LOS C or marginally acceptable LOS D (delays below mid-D) during the three game-day peak hours,



except for Northern Boulevard at Union Street, which operates at unacceptable overall LOS E during the weekday PM pre-game period and marginally unacceptable LOS D (delays above mid-D) during the weekend pre- and post-game conditions, and Northern Boulevard at Parsons Boulevard, which operates at marginally unacceptable LOS D in the weekend pre-game peak hour.

#### *ROOSEVELT AVENUE*

Through Downtown Flushing, Roosevelt Avenue is traveled by approximately 150–600 vph in the eastbound direction and 175–475 vph in the westbound direction during the non-game day peak hours. The highest eastbound volumes through the downtown area occur approaching Prince Street, while the highest westbound volumes are at the intersections with Union Street and Prince Street. Adjacent to the Willets Point Development District and Shea Stadium, in the vicinity of 126th Street to 114th Street, eastbound volumes on Roosevelt Avenue are approximately 500–850 vph, while the westbound flow is approximately 450–700 vph for non-game day conditions. Between 108th and 114th Streets, volumes are approximately 300–400 vph eastbound and 350–600 vph westbound.

Similar to the non-game conditions, during the game-day peak hours, there are approximately 150–575 vph and 175–400 vph traveling eastbound and westbound, respectively, on Roosevelt Avenue through Downtown Flushing. Adjacent to the Willets Point Development District and Shea Stadium, in the vicinity of 126th Street to 114th Street, eastbound volumes on Roosevelt Avenue are approximately 650–900 vph, while westbound volumes are approximately 700–1,000 vph for the pre-game conditions. Weekend post-game volumes along the same section of Roosevelt Avenue are approximately 450–625 vph eastbound and 375–825 vph westbound. Also during the weekend PM post-game departure peak hour, there are up to 875 vph on eastbound Roosevelt Avenue approaching College Point Boulevard, much of this as departing game traffic. Between 108th and 114th Streets, volumes are approximately 450–600 vph eastbound and 400–575 vph westbound during pre-game peak hours, and approximately 375–425 vph eastbound and 475–625 vph westbound during the post-game peak hour.

For non-game conditions, overall intersection levels of service along Roosevelt Avenue are generally acceptable LOS C or marginally acceptable LOS D (delays below mid-D). During the Saturday midday peak hour, Roosevelt Avenue at 108th Street and at Prince Street operates at marginally unacceptable LOS D (delays above mid-D). The intersection of Roosevelt Avenue and 114th Street operates at marginally unacceptable LOS D during the weekday PM peak hour. The intersection at Main Street operates at an overall marginally unacceptable LOS D during the weekday PM and Saturday midday peak hours. Traffic conditions on Roosevelt Avenue through Main Street tend to be the most problematic along the corridor due to the heavy bus and pedestrian activity at the intersection, which is the nexus of Downtown Flushing's inter-modal transportation hub. The eastbound and westbound Roosevelt Avenue approaches operate at marginally acceptable LOS D or unacceptable LOS E during all analysis periods.

Overall levels of service during the weekday PM pre-game peak hour conditions along Roosevelt Avenue include marginally unacceptable LOS D at 108th Street and College Point Boulevard, and unacceptable LOS E at 114th Street, Prince Street and Main Street. Overall levels of service during the weekend midday pre-game peak hour are generally acceptable LOS C and marginally acceptable LOS D with the exception of Roosevelt Avenue at Main Street which operates at marginally unacceptable LOS D. In order to manage increased traffic demand to Shea Stadium during the pre-game arrival peak hours, NYPD manages the intersection of

## **Willets Point Development Plan**

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Roosevelt Avenue and 126th Street by adjusting the effective green times, with preference to the eastbound left-turn movement toward the parking north of Shea Stadium and the southbound right-turn movement toward Casey Stengel Plaza/Shea A Lot.

During the weekend post-game peak hour, NYPD continues to manage the Roosevelt Avenue/126th Street intersection, especially to process the eastbound through and southbound left turn movements carrying traffic out of the South Lot and Lot D (south side of Roosevelt Avenue) and the south portion of Lot B (on the corner of Roosevelt Avenue and 126th Street), respectively. NYPD also closes the Roosevelt Avenue eastbound through movement at 114th Street for approximately 15 minutes at the beginning of the departure peak hour to better control volumes toward the 126th Street intersection. Overall, the post-game demand management along Roosevelt Avenue adjacent to the District and Shea Stadium is effective, with intersections operating at acceptable LOS C or marginally acceptable LOS D; however, the intersections of Roosevelt Avenue at 108th and 114th Streets both are at marginally unacceptable LOS D. Concurrently, the Roosevelt Avenue intersections through Downtown Flushing generally operate at overall acceptable LOS C and marginally acceptable LOS D.

### *KISSENA BOULEVARD*

Kissena Boulevard is traveled by approximately 350–500 vph northbound toward Main Street and 250–350 vph southbound during the non-game analysis peak hours. Volumes during the game conditions are similar, with approximately 450–475 vph northbound and 275–350 vph southbound. Kissena Boulevard also carries significant bus traffic along seven bus routes to and from Main Street, with up to approximately 60 buses per hour per direction.

The intersection of Kissena Boulevard and Main Street operates at marginally unacceptable LOS D (delays above mid-D) or unacceptable LOS E during the weekday AM and PM and Saturday midday non-game peak hours and the pre-game peak hours. Similar to other intersections along Main Street, the terminus of Kissena Boulevard at Main Street experiences recurring congestion and delays due to bus activity, significant pedestrian crossing volumes and conflicts with turning vehicles, spillback from Roosevelt Avenue and 40th Road one block to the north, and geometric constraints, including the downstream narrowing of Main Street under the LIRR trestle. The Kissena Boulevard approach at Main Street typically operates at unacceptable LOS E or F during all analysis periods, both for non-game and game conditions, except for the weekday midday peak hour, when it operates at acceptable LOS C.

### *SANFORD AVENUE*

Analysis locations along Sanford Avenue are located within Downtown Flushing, where traffic volumes are approximately 150–300 vph in the eastbound direction and 225–600 vph in the westbound direction during the non-game day peak hours. During the game-day peak hours, there are approximately 200–375 vph and 325–550 vph traveling eastbound and westbound, respectively, on Sanford Avenue through Downtown Flushing. During all of the analysis peak hours, the three intersections analyzed along Sanford Avenue operate at overall acceptable LOS B or C.

### *34TH AVENUE*

As stated previously, 34th Avenue is discontinuous within the study area between 114th and 126th Streets. East of 126th Street, through the Willets Point Development District, 34th Avenue is traveled by only approximately 50–150 vph in each direction during non-game conditions.

During game-day conditions, traffic to and from 34th Avenue is limited due to NYPD control and turn prohibitions at the intersection with 126th Street and, as a result, volumes are approximately 5–75 vph in each direction. West of 114th Street, 34th Avenue serves as an access route to the Grand Central Parkway westbound on-ramp, where it carries approximately 300–450 vph eastbound and 50–175 vph westbound during non-game peak hours. Weekday PM and weekend midday pre-game peak hour volumes are approximately 400–450 vph eastbound and 100–115 vph westbound. However, the post-game closure by NYPD (for approximately 15 to 20 minutes) of the 34th Avenue eastbound approach, including the through movement onto the Grand Central Parkway, as well as 114th Street southbound from Northern Boulevard, reduces the traffic flows along 34th Avenue. Volumes are approximately 300 vph eastbound and 75 vph westbound at that time.

Non-game levels of service for both 34th Avenue analysis locations are overall acceptable LOS B or C and marginally acceptable LOS D. However, during the Saturday midday non-game peak hour, the intersection at 126th Street operates at marginally unacceptable LOS D. During pre-game conditions, NYPD manages the intersection of 34th Avenue at 126th Street and Stadium Road, including the at-grade ramp from Northern Boulevard and the elevated access ramp from the Grand Central Parkway/Astoria Boulevard. NYPD management includes: (1) deactivation of the traffic signal; (2) traffic cone/barrier channelization of the northbound and southbound approaches; (3) free-flow operation of the ramps and eastbound (West Park Loop/Stadium Road) right turns; and (4) prohibition of all left turns and the eastbound/westbound through movements. The intersection operates at marginally acceptable LOS D for both weekday PM and weekend midday pre-game peak hours. Concurrently, the intersection of 34th Avenue and 114th Street operates at overall acceptable LOS B or C.

During the weekend post-game peak hour, NYPD traffic management includes: (1) the reversal of a 126th Street southbound lane in order to operate three northbound moving lanes on 126th Street from the Shea B Lot north exit; (2) closure of the ramps to the 126th Street/34th Avenue intersection from the Grand Central Parkway/Astoria Boulevard and Northern Boulevard; (3) closure of the westbound left turn movement and the eastbound approach for the first 45 minutes of the peak hour; and (4) manual signal modification to extend the effective green time of northbound 126th Street. The intersection operates at overall unacceptable LOS F, primarily due to the heavy surge of traffic out of the parking lot onto northbound 126th Street as well as the extended delays experienced on the cross-streets. Concurrently, the intersection of 34th Avenue and 114th Street also operates under NYPD control for the first 15 to 20 minutes of the peak hour, including closure of the southbound and eastbound approaches in order to promote uninterrupted flow of the northbound (yield-controlled) right-turn movement onto the Grand Central Parkway westbound ramp. The intersection operates at overall LOS C during the weekend PM post-game peak hour, since delays are generally low until the southbound and eastbound approaches are re-opened.

#### *ASTORIA BOULEVARD*

Similar to Northern Boulevard, the prevailing weekday AM traffic on Astoria Boulevard is in the westbound direction, and reversed in the weekday PM. Through the neighborhood of North Corona on the west side of the study area on a typical non-game day, eastbound Astoria Boulevard carries approximately 980 vph during the AM peak hour, which increases to approximately 1,860 vph during the PM peak hour. Conversely, the westbound direction carries approximately 2,350 vph during the AM peak hour, which decreases to approximately 1,050 vph during the PM peak hour. The weekday midday and Saturday midday traffic volumes range from

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800–850 vph eastbound and 700–750 westbound. Weeknight pre-game peak hour volumes on Astoria Boulevard are approximately 2,200 vph eastbound and 1,060 vph westbound. Weekend pre- and post-game peak hours volumes range from approximately 875–925 vph eastbound and 700–925 vph westbound. The analyzed intersection at 108th Street operates at overall LOS B or C during all the analysis periods.

### *WEST PARK LOOP/STADIUM ROAD*

West Park Loop/Stadium Road carries low to moderate volumes during non-game conditions, with approximately 50–350 vph during weekday peak hours and 75–200 vph during the Saturday midday peak hour. The roadway experiences a substantial increase in traffic during game conditions due to access from the Grand Central Parkway westbound ramps. Game traffic uses West Park Loop/Stadium road to access Shea Lots A, B, and C; the Whitestone lots (Stadium View lots) adjacent to Boat Basin Road; and the Grand Central Parkway grass berm lot (the “Pork Chop”). Weekday pre-game arrival volumes are approximately 125–675 vph, while weekend pre-game volumes are approximately 275–650 vph. A large portion of post-game traffic travels westbound along West Park Loop/Stadium Road—from the north exits of the main Shea Stadium lots and the other parking lots north of Shea Stadium—toward the Grand Central Parkway on-ramp. Westbound volumes are as high as 1,175 vph approaching the on-ramp toward the westbound Grand Central Parkway ramp toward eastbound Northern Boulevard and the northbound Whitestone Expressway during the weekend post-game departure peak hour, while eastbound volumes are much lower, approximately 125–200 vph. Importantly, due to NYPD control on 126th Street during the post-game condition. The West Park Loop/Stadium Road eastbound approach at the 126th Street is closed for approximately 45 minutes.

The analyzed unsignalized intersection at West Park Loop/Stadium Road and the Grand Central Parkway westbound on- and off-ramps operates at overall acceptable LOS A during all the non-game peak hours. During pre-game conditions, NYPD typically deploys an officer to process the eastbound approach from the Grand Central Parkway, by occasionally stopping the major through movements on West Park Loop/Stadium Road. During the weekday PM pre-game peak hour, the intersection operates at overall acceptable LOS B; however, increased through traffic during the weekend midday pre-game peak hour results in unacceptable LOS E conditions for the intersection, since the eastbound left turn movement operates at LOS F at that time. Furthermore, if the eastbound queues along West Park Loop/Stadium Road spill back to this intersection from the parking lot entrances near the downstream traffic circle, NYPD prohibits eastbound left turns and only allows right turns until the queues clear into the lots. During the weekend PM post-game peak hour, the intersection operates at overall acceptable LOS B, since the heaviest traffic movement is the major right turn onto the Grand Central Parkway on-ramp.

### *COLLEGE POINT BOULEVARD*

Along the western boundary of Downtown Flushing between Sanford Avenue and Roosevelt Avenue, College Point Boulevard carries approximately 800–1,175 vph northbound and 750–1,000 vph southbound, during the non-game peak hours. Through Northern Boulevard, College Point Boulevard is traveled by approximately 600–850 vph in both the northbound and southbound directions, during the non-game peak hours. During weeknight and weekend pre-game conditions, College Point Boulevard between Sanford Avenue and Roosevelt Avenue is traveled by approximately 1,150–1,350 vph northbound and 900–1,100 vph southbound. Along the same section of College Point Boulevard during the weekend post-game peak hour, there are approximately 925–975 vph and 1,025–1,100 vph northbound and southbound, respectively.

Through Northern Boulevard, College Point Boulevard is traveled by approximately 750–900 vph northbound and 575–775 vph southbound, during the game-day peak hours.

Overall levels of service along College Point Boulevard are generally acceptable, ranging from LOS B to marginally acceptable LOS D (delays below mid-D), except for the intersection of College Point Boulevard and Roosevelt Avenue which operates at marginally unacceptable LOS D during the weekday pre-game peak hour. Specifically during pre-game conditions, the College Point Boulevard northbound left turn at Roosevelt Avenue is congested and operates at unacceptable LOS E or F, due to increased traffic toward Shea Stadium. The College Point Boulevard northbound left turn also operates at unacceptable LOS F during the weekday morning non-game peak hour. The intersection of College Point Boulevard and 32nd Avenue at the Whitestone Expressway service road operates at overall acceptable LOS B or C during all analysis periods.

#### *MAIN STREET*

Main Street carries approximately 475–775 vph northbound and 575–750 vph southbound, during the non-game peak hours. During game conditions, Main Street is traveled by approximately 600–750 vph northbound and 625–775 vph southbound. Between Kissena Boulevard and Northern Boulevard, Main Street also supports up to 14 bus lines, with volumes as high as approximately 80 buses per hour northbound and 70 buses per hour southbound.

The volume of buses and turn conflicts between vehicles and pedestrians, in concert with general traffic volumes, cause slow travel speeds and moderate to high delays at many intersections along Main Street, particularly during weekday PM and Saturday midday peak hours, both for non-game and pre-game conditions. Furthermore, because northbound Main Street terminates at Northern Boulevard, there are heavy volumes for both the left turn and right turn movements, which generally operate at LOS D or unacceptable LOS E during non-game and game conditions. Other critical movements along Main Street that operate at LOS E include: the northbound left turn movement onto 41st Avenue during the weekday PM and Saturday midday for non-game and pre-game conditions; the southbound left turn movement onto Kissena Boulevard during the weekday PM non-game and pre-game and the Saturday midday non-game peak hours; and the Main Street southbound approach at Roosevelt Avenue during the non-game Saturday midday peak hour.

#### *UNION STREET*

Northbound volumes on Union Street are lower between Sanford Avenue and Roosevelt Avenue (approximately 125–425 vph) than between Roosevelt Avenue and Northern Boulevard (approximately 475–625 vph) due mainly to right turn and left turn traffic from eastbound and westbound Roosevelt Avenue, respectively. In the southbound direction, Union Street is traveled by approximately 375–675 vph, with the highest volumes typically between Northern Boulevard and Roosevelt Avenue. During game conditions, Union Street northbound volumes are similar to non-game conditions, ranging between approximately 125–625 vph, while southbound volumes range between 500–615 vph. Union Street also carries bus traffic for a number of transit routes, with up to approximately 40 buses per hour northbound and 55 buses per hour southbound.

The Union Street approaches at Northern Boulevard experience recurring conditions with unacceptable LOS D, E or F. Union Street southbound operates at LOS E during all of the analysis periods, except for the weekend PM post-game peak hour. The northbound approach

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has at least one movement operating at LOS E or F during all of the analysis peak hours, except for the weekday midday peak hour.

### *PARSONS BOULEVARD*

Through eastern Downtown Flushing, Parsons Boulevard is traveled by approximately 250–400 vph northbound and 275–425 vph southbound, during the non-game peak hours. Game-day peak hour volume ranges are similar, with approximately 275–450 vph northbound and 250–475 vph southbound. Parsons Boulevard typically has acceptable levels of service at the intersections analyzed, except for its northbound and southbound approaches at Northern Boulevard, where it consistently operates at unacceptable LOS E or F.

### *108TH STREET*

108th Street carries approximately 175–300 vph in the northbound direction and 200–425 vph in the southbound direction during the non-game peak hours. During game conditions, 108th Street is traveled by approximately 250–300 vph northbound and 250–450 vph southbound. Southbound 108th Street at Roosevelt Avenue typically operates at unacceptable LOS E or F during all analysis peak hours, as does northbound 108th Street, except during the non game weekday AM and PM peak hours when it operates at marginally unacceptable LOS D. The northbound 108th Street approach at Northern Boulevard generally operates at LOS E and F during all analysis peak hours. The southbound 108th Street approach operates better at Northern Boulevard, but also experiences unacceptable LOS E and F conditions during the weekday PM non-game peak hour and the game-day peak hours with the exception of the weekend pre-game which operates at marginally unacceptable LOS D.

### *PRINCE STREET*

During the non-game peak hours, Prince Street volumes are approximately 200–325 vph northbound and 175–350 vph southbound with the majority of southbound traffic at Northern Boulevard turning onto the westbound Northern Boulevard viaduct, similar to non-game conditions. During game conditions, Prince Street is traveled by approximately 225–300 vph northbound and 200–300 vph southbound. Northbound Prince Street at Northern Boulevard consistently operates at unacceptable LOS E or F during all analysis peak hours, while the southbound approach operates at marginally acceptable LOS D on Saturdays and marginally unacceptable LOS D on weekdays, except for the non-game weekday AM peak hour, when it also operates at LOS E. Prince Street at Roosevelt Avenue operates at LOS E during the non-game Saturday midday and the weekday PM pre-game and weekend midday pre-game peak hours.

### *111TH STREET*

During all analysis peak hours, 111th Street northbound approaching Roosevelt Avenue is traveled by approximately 175–315 vph, experiencing its highest volume during the weekday PM pre-game arrival peak hour. Northbound 111th Street, which is the only approach to Roosevelt Avenue, since the street is one-way, operates at marginally unacceptable LOS D during the non-game conditions and at unacceptable LOS E during game peak hours.

*114TH STREET*

Northbound volumes on 114th Street are approximately 175–350 vph during the non-game analysis peak hours. There is heavy northbound right turn traffic at Roosevelt Avenue, and all northbound traffic approaching 34th Avenue turns onto the Grand Central Parkway on-ramp since the roadway becomes one-way southbound between that intersection and the intersection at Northern Boulevard. Northbound 114th Street volumes entering the Grand Central Parkway range between 200–325 vph for non-game conditions. In the southbound direction, volumes along 114th Street vary greatly due to the Grand Central Parkway on-ramp. During the non-game peak hours, southbound traffic approaching 34th Avenue is approximately 500–700 vph, but downstream, approaching Roosevelt Avenue, volumes are 150–250 vph.

Pre-game volumes on 114th Street northbound are approximately 300–325 vph, and southbound volumes approaching 34th Avenue range between 650–815 vph. Approaching Roosevelt Avenue, volumes are approximately 200–300 vph, which are higher than non-game conditions due to increased left turns toward Shea Stadium. During the weekend PM post-game peak hour, 114th Street southbound is closed from Northern Boulevard to 34th Avenue, in order process the northbound yield-controlled right turn volume (approximately 510 vph) onto the Grand Central Parkway. Southbound traffic from Northern Boulevard is about 425 vph once the roadway is open, and about 200 vph downstream approaching Roosevelt Avenue.

Northbound 114th Street at Roosevelt Avenue operates at unacceptable LOS E or F during all analysis periods, except for the weekday midday peak hour, when it is at marginally unacceptable LOS D. The southbound 114th Street left turn movement at Roosevelt Avenue is at marginally unacceptable LOS D or unacceptable LOS F during non-game conditions, and consistently experiences LOS E or F conditions during game analysis periods.

**PARKING**

*OFF-STREET PARKING*

An inventory of public parking lots within the area generally bounded by College Point Boulevard, West Park Loop/Stadium Road, and the Grand Central Parkway north of Flushing Meadows-Corona Park and south of Flushing Bay, shown in Tables 17-4 and 17-5, was conducted along with hourly parking facility occupancy surveys during the periods of 7:00 AM–10:00 AM, 11:00 AM–2:00 PM, and 4:00 PM–7:00 PM on a typical weekday (September 13, 2006), and 11:00 AM–2:00 PM on Saturday without a Mets home game (July 21, 2007). For periods with a Mets home game, parking surveys were conducted from 4:30 PM–7:30 PM (on September 19, 2006) for the weekday PM pre-game arrival period and from 11:00 AM–2:00 PM and 3:30 PM–6:30 PM (on July 15, 2007) for the weekend pre- and post-game periods (see Tables 17-6 and 17-7). This study area constitutes a region within approximately ¼ mile from the boundary of the Willets Point development district. However, none of the parking lots surveyed directly abut the Willets Point Development District, and some, such as the Marina West lot and especially Municipal Lot No. 4, are at significant walking distances from the District.

**Table 17-4**  
**Hourly Parking Occupancy by Percentage of Spaces Occupied per Facility**  
**Off-Street Parking Survey – Weekday Non-Game Day**

Parking Facility	Capacity	7-8 AM	8-9 AM	9-10 AM	11AM -12PM	12-1 PM	1-2 PM	4-5 PM	5-6 PM	6-7 PM
South Lot and Lot D	1,556	25%	33%	40%	43%	38%	43%	37%	31%	20%
Marina East	590	0%	0%	1%	0%	0%	0%	1%	1%	1%
Marina West	263	2%	3%	5%	7%	6%	6%	5%	3%	4%
Boat Basin East	75	12%	19%	27%	33%	33%	33%	31%	39%	64%
Boat Basin West	75	0%	0%	0%	0%	0%	0%	0%	0%	1%
Stadium View	471	0%	0%	0%	0%	0%	0%	0%	0%	0%
Northern Blvd. Median <sup>1</sup>	501	7%	7%	8%	9%	9%	9%	8%	6%	5%
Municipal Lot No. 4	53	30%	36%	92%	96%	98%	98%	94%	85%	32%
<b>TOTAL</b>	<b>3,584</b>	<b>13%</b>	<b>17%</b>	<b>21%</b>	<b>23%</b>	<b>21%</b>	<b>23%</b>	<b>20%</b>	<b>17%</b>	<b>12%</b>

**Note:** <sup>1</sup> Capacity includes the median between eastbound and westbound Northern Boulevard, both east and west of 126th Street.

**Table 17-5**  
**Hourly Parking Occupancy by Percentage of Spaces Occupied per Facility**  
**Off-Street Parking Survey – Saturday Non-Game Day**

Parking Facility	Capacity	11AM-12PM	12-1PM	1-2 PM
South Lot and Lot D	1,556	8%	8%	7%
Marina East	590	0%	0%	1%
Marina West	263	4%	3%	3%
Boat Basin East	75	105%	80%	57%
Boat Basin West	75	39%	36%	32%
Stadium View	471	0%	0%	0%
Northern Blvd. Median <sup>1</sup>	501	11%	11%	8%
Municipal Lot No. 4	53	100%	100%	100%
<b>TOTAL</b>	<b>3,584</b>	<b>10%</b>	<b>9%</b>	<b>8%</b>

**Note:** <sup>1</sup> Capacity includes the median between eastbound and westbound Northern Boulevard, both east and west of 126th Street.

**Table 17-6**  
**Hourly Parking Occupancy by Percentage of Spaces Occupied per Facility**  
**Off-Street Parking Survey – Weekday Game Day**

Parking Facility	Capacity	Weeknight Pre-game		
		4:30-5:30 PM	5:30-6:30 PM	6:30-7:30 PM
South Lot and Lot D	1,556	40%	35%	45%
Marina East	590	1%	1%	3%
Marina West	263	12%	16%	17%
Boat Basin East	75	111%	109%	109%
Boat Basin West	75	0%	0%	0%
Stadium View	471	2%	8%	27%
Northern Blvd. Median <sup>1</sup>	501	13%	24%	46%
Municipal Lot No. 4	53	81%	68%	36%
<b>TOTAL</b>	<b>3,584</b>	<b>24%</b>	<b>24%</b>	<b>34%</b>

**Note:** <sup>1</sup> Capacity includes the median between eastbound and westbound Northern Boulevard, both east and west of 126th Street.



Table 17-7

**Hourly Parking Occupancy by Percentage of Spaces Occupied per Facility  
Off-Street Parking Survey – Weekend Game Day**

Parking Facility	Capacity	Weekend Pre-game			Weekend Post-game		
		11AM-12PM	12-1 PM	1-2 PM	3:30-4:30 PM	4:30-5:30 PM	5:30-6:30 PM
South Lot and Lot D	1,556	15%	96%	102%	71%	8%	1%
Marina East	590	7%	56%	104%	82%	11%	1%
Marina West	263	7%	30%	60%	78%	11%	13%
Boat Basin East	75	71%	80%	113%	105%	57%	99%
Boat Basin West	75	32%	69%	100%	83%	4%	1%
Stadium View	471	10%	68%	98%	80%	7%	1%
Northern Blvd. Median <sup>1</sup>	501	22%	65%	73%	65%	9%	1%
Municipal Lot No. 4	53	91%	92%	91%	75%	57%	46%
<b>TOTAL</b>	<b>3,584</b>	<b>16%</b>	<b>75%</b>	<b>95%</b>	<b>75%</b>	<b>10%</b>	<b>5%</b>

**Note:** <sup>1</sup> Capacity includes the median between eastbound and westbound Northern Boulevard, both east and west of 126th Street.

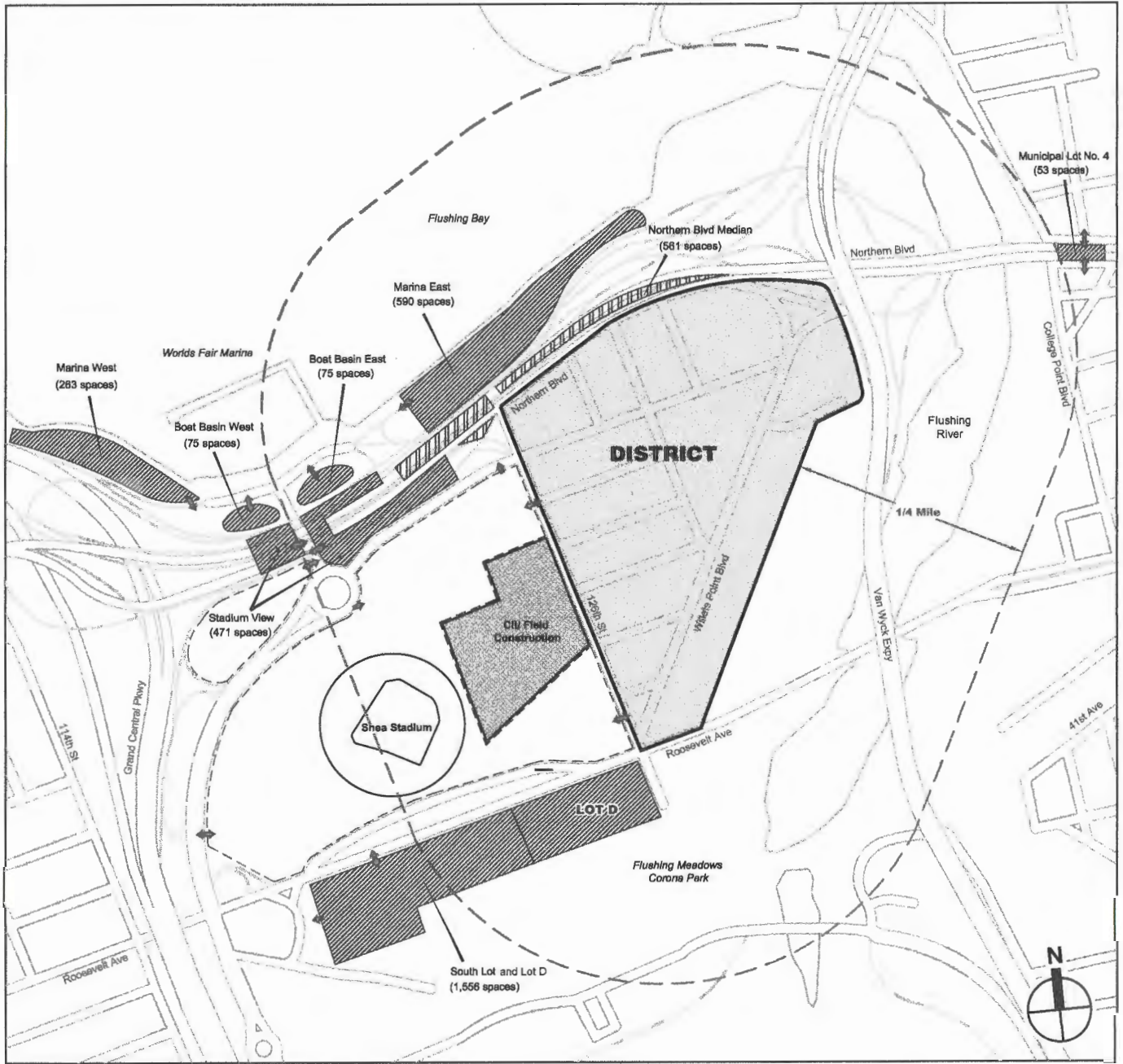
Overall, there is a mix of controlled and uncontrolled public parking lots as well as undesignated parking areas, including space on roadway shoulders and medians, which are typically used only during periods of high parking demand, such as during a Mets game (see Figure 17-10). The controlled lots include: the Shea Lots A-C, which serve game and official stadium parking only on both game and non-game days; South Lot and Lot D<sup>1</sup>, which serves as a pay park-and-ride lot for commuters on typical weekdays and weekends, and is a pay lot for Shea Stadium during game periods; Marina East and Marina West, which are also pay lots for Shea Stadium during game periods but are free and uncontrolled on typical weekdays and weekends; and Stadium View (Whitestone Lot) that flanks Boat Basin Road under the elevated expressway, which is also a pay lot for Shea Stadium during game periods, but is free on non-game weekdays and weekends. Occupancy surveys of Shea Lots A-C were not conducted since they serve only official Shea Stadium and NYPD vehicles on typical weekdays and weekends, and official and attendee parking during game periods. Furthermore, a substantial portion, approximately 1,200 spaces (at the time of the September 2006 data collection) of Shea Lot B has been closed due to construction of the new Citi Field; the number of lost spaces due to the construction had increased to approximately 1,900 spaces as of July 2007.

The remaining group of lots and other off-street parking areas include: the Marina Boat Basin East and West lots; the Northern Boulevard dirt/pavement median both east and west of 126th Street, which has significant parking volumes during Mets game periods only; the Grand Central Parkway grass berm lot, which is also used only during game periods; and Municipal Lot No. 4, which is under the Northern Boulevard viaduct in Downtown Flushing. Except for the Grand Central Parkway grass berm lot (the "Pork Chop"), these parking lots are not part of Shea Stadium's pay parking facilities and, not including Municipal Lot No. 4, are only partially used during typical weekday and weekend when there is no Mets home game. Municipal Lot No. 4 is consistently utilized on both game and non game-days.

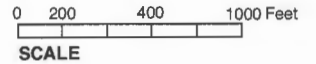
#### *Non-Game-Day Parking*

As shown in Table 17-4, there are eight surveyed parking facilities open to public use on non-game days, containing approximately 3,584 spaces. During non-game days, parking lots Shea A,

<sup>1</sup> South Lot and Lot D currently operate as a single surface parking lot, with common entrance/exit locations.



- Willets Point Development District
- Construction Site
- Parking Facility
- Parking Median
- Shea Controlled Parking
- 1/4 Mile Perimeter
- Directional Entrance/Exit



This figure has been updated since the DGEIS

Figure 17-10  
Parking Facilities

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B, C, and the “Pork Chop” are used only for official Shea Stadium parking or are not occupied. A maximum occupancy level of about 23 percent is reached during the hours of 11:00 AM to 12:00 PM, and again between 1:00 PM to 2:00 PM, on a typical day without a Mets home game. During the AM peak hour, the primary commuter (pay) lot near the Willets Point Development District, South Lot and Lot D, has approximately 1,045 available, unoccupied spaces out of the 1,556 spaces located there, which decreases to about 889 spaces during the midday peak hour. As park-and-ride commuters return to the lot and leave with their vehicles during the PM peak hour, the number of available, unoccupied spaces increases to 1,076 spaces.

Also during the midday peak hour, parking on the dirt/pavement median of Northern Boulevard east of 126th Street—more specifically, in the vicinity of 127th Street and 127th Place—peaks at about 9 percent, an occupancy of approximately 45 vehicles. However, the median, which extends almost the entire length of the northern boundary of the Willets Point Development District, is not a designated, striped parking area.

Municipal Lot No. 4 under the Northern Boulevard viaduct in Downtown Flushing, which is the farthest parking facility from the Willets Point Development District, is almost at capacity during the 1:00-2:00 PM midday peak hour and remains at or above 85 percent full through the 5:00-6:00 PM hour. Furthermore, Municipal Lot No. 4 is typically at over 90 percent of capacity between 9:00 and 10:00 AM in the morning. Examining the other more distant lots during days without a Mets home game, the two Boat Basin lots and Marina West service the club and marina visitors; however, the larger nearby lots, such as Marina East and Stadium View, which are generally utilized only during game days, are at or near zero percent occupancy.

As shown in Table 17-5, the occupancy level ranges between 8 and 10 percent between the hours of 11:00 AM and 2:00 PM on a typical Saturday without a Mets game. Therefore, during the Saturday midday peak hour, 1:00-2:00 PM, there are approximately 3,300 unoccupied spaces available within the off-street lots. Municipal Lot No. 4 is at capacity by the 11:00 AM to 12:00 PM hour, and remains full through the Saturday midday peak hour; however, South Lot and Lot D, which is not a pay lot on typical Saturdays without a Mets game, is nearly empty, with only about 109 out of 1,556 spaces occupied.

### *Game Day Parking*

On game days, parking lots Shea A, B, C and the “Pork Chop” are used for Shea Stadium game attendance parking only. During the weekday PM hours preceding a 7:10 PM-start Mets home game, parking occupancy in the surveyed lots is approximately 34 percent. As shown in Table 17-6, from 4:30 to 7:30 PM, South Lot and Lot D experiences a transition from commuter park-and-ride occupants to Mets game attendees, which is apparent by the decrease from 40 percent to 35 percent by 6:30 PM, and the subsequent increase to 45 percent by the start of the game. Other lots, such as Stadium View, Marina East and Marina West, which are controlled for game traffic on game days only, increase in occupancy approaching the start of the game, but never reach more than about 14 percent of their combined capacity. Moreover, the available free parking on the Northern Boulevard median, which is frequently used for parking by Mets attendees, reaches approximately 46 percent of capacity, or about 230 vehicles. It should be noted that, likely due to attendance, parking fluctuations and/or availability in the main Shea Lots, Marina East was nearly unutilized during the surveyed weekday Mets game.

Table 17-7 shows off-street parking inventories preceding and following a weekend Mets game with a 1:10 PM start. South Lot and Lot D, the Marina East and Marina West lots, Stadium View, and the Northern Boulevard median area fill rapidly throughout the 12:00-1:00 PM pre-

game peak hour, and by the 1:00-2:00 PM hour, the five lots are near or over capacity. The demand for parking in the periphery lots, both designated and undesignated, is likely due to higher attendance for a weekend game as well as the increasing loss of parking in the main Shea Lot B. Beginning in the 3:30-4:30 PM post-game hour, the lots start to empty, and overall occupancy drops from 75 percent to 10 percent. By the 5:30-6:30 PM hour, most lots are nearly vacant, except for Marina West and Boat Basin East, still servicing Marina traffic, and Municipal Lot No. 4.

#### *ON-STREET PARKING*

On-street parking inventories, which cover the area within a ¼-mile radius of the Willets Point Development District as well as some areas within the Willets Point development district, include a mix of regulated spaces and unregulated spaces, while much of the block lengths within the study area are not adequately built and maintained for any type of on-street parking. Since much of the existing roadway network within Willets Point is in general disrepair, there are few blocks with defined sidewalks, curbs, and designated on-street parking space, and much of the block lengths act as garage entrances and extensions of the abutting land uses. The small number of regulated spaces within or adjacent to the site are generally located along the south curb of eastbound Northern Boulevard (between 126th Street and Willets Point Boulevard) and along 126th Street. The remaining block space that can facilitate on-street parking is not regulated, such as along partial sections of 126th Place, 127th Street, 127th Place, and Willets Point Boulevard, near Northern Boulevard, and along one block of 34th Avenue.

Overall, within the area surveyed, there are approximately 230–270 legal spaces available on-street (depending on time of day and prevailing regulations), including the unregulated blocks discussed above. This total also includes parking spaces along College Point Boulevard between Roosevelt Avenue and 32nd Avenue, although much of this length of College Point Boulevard is slightly beyond the ¼-mile radius from the Willets Point Development District. Within the surveyed area, there are no legal spaces along Roosevelt Avenue, West Park Loop/Stadium Road, and 126th Street, with a mix of No Standing Anytime and No Parking Anytime, though there is frequent illegal parking along both sides of 126th Street.

As shown in Table 17-8, the number of parked vehicles counted for the AM, midday, and PM periods on a typical weekday (September 13, 2006) exceeds the capacity of spaces (except for the 6:00-7:00 PM hour), primarily due to the number of illegally parked vehicles along 126th Street between Roosevelt Avenue and Northern Boulevard. Some of the surveyed blocks along College Point Boulevard north of Northern Boulevard are also parked over capacity, with a number of trucks and other delivery vehicles double parked near the warehouses and industrial land uses there. Within the Willets Point Development District, many of the limited, unregulated blocks that have curb space for parking are typically filled to or beyond capacity by double-parked vehicles and vehicles blocking driveway/garage entrances. The number of parked vehicles remains below capacity for the hours surveyed during a typical Saturday midday without a Mets home game (July 21, 2007).

Table 17-8  
Existing Hourly On-Street Parking

Time	Corridor	Without Mets Game						With Mets Game					
		Weekday			Weekend			Weekday			Weekend		
		Legal Capacity	Legal Occupancy	Illegal Occupancy	Legal Capacity	Legal Occupancy	Illegal Occupancy	Legal Capacity	Legal Occupancy	Illegal Occupancy	Legal Capacity	Legal Occupancy	Illegal Occupancy
7:00–8:00 AM	126th Street	0	0	32									
	Northern Boulevard	11	10	0									
	College Point Boulevard	113	113	3									
	Other	106	106	3									
8:00–9:00 AM	126th Street	0	0	35									
	Northern Boulevard	11	11	2									
	College Point Boulevard	113	113	16									
	Other	106	106	7									
9:00–10:00 AM	126th Street	0	0	37									
	Northern Boulevard	11	11	1									
	College Point Boulevard	151	129	0									
	Other	106	106	11									
11:00 AM–12:00 PM	126th Street	0	0	35	0	0	72				0	0	17
	Northern Boulevard	11	11	0	11	7	0				11	11	0
	College Point Boulevard	151	151	9	151	145	0				151	109	0
	Other	106	105	0	106	19	0				106	23	0
12:00–1:00 PM	126th Street	0	0	37	0	0	62				0	0	21
	Northern Boulevard	11	9	0	11	8	0				11	9	0
	College Point Boulevard	151	151	13	151	149	0				151	109	0
	Other	106	106	3	106	19	0				106	37	0
1:00–2:00 PM	126th Street	0	0	37	0	0	67				0	0	27
	Northern Boulevard	11	11	0	11	8	0				11	11	0
	College Point Boulevard	151	151	18	151	149	0				151	121	0
	Other	106	105	0	106	16	0				106	55	0
3:30–4:30 PM	126th Street										0	0	17
	Northern Boulevard										11	11	8
	College Point Boulevard										151	96	0
	Other										106	54	0
4:00–5:00 PM	126th Street	0	0	31									
	Northern Boulevard	0	0	4									
	College Point Boulevard	151	151	5									
	Other	106	98	0									
4:30–5:30 PM	126th Street							0	0	51	0	0	6
	Northern Boulevard							0	0	17	11	4	0
	College Point Boulevard							151	146	0	151	76	0
	Other							106	93	0	106	18	0
5:00–6:00 PM	126th Street	0	0	39									
	Northern Boulevard	0	0	2									
	College Point Boulevard	151	130	0									
	Other	106	93	0									
5:30–6:30 PM	126th Street							0	0	32	0	0	2
	Northern Boulevard							0	0	17	11	0	0
	College Point Boulevard							151	117	0	151	79	0
	Other							106	81	0	106	6	0
6:00–7:00 PM	126th Street	0	0	19									
	Northern Boulevard	0	0	0									
	College Point Boulevard	151	86	0									
	Other	106	65	0									
6:30–7:30 PM	126th Street							0	0	13			
	Northern Boulevard							0	0	6			
	College Point Boulevard							151	81	0			
	Other							106	61	0			

**Notes:** For weekdays and Saturday, the number of designated legal parking spaces increases from approximately 230 to 268 at 9:00 AM due to a 7:00–9:00 AM parking restriction along a section of College Point Boulevard. For weekdays only, the number of designated legal parking spaces decreases from approximately 268 to 257 at 4:00 PM due to a 4:00–7:00 PM parking restriction along a section of Northern Boulevard. (Number of spaces are within approximately ¼ mile of the Willets Point Development District.)

Also, as shown in Table 17-8, the number of vehicles parked on-street preceding a weeknight Mets Game (September 29, 2006), and before and after a weekend Mets game (July 15, 2007), are generally below capacity, except for the 4:30-5:30 PM hour on a weekday. Overall, game fans opt to park in pay and free lots rather than along the limited curb space on-street where available. With additional parking demand, typically for a weekend game, a small number of game fans park on-street along the south side of Northern Boulevard adjacent to the District and the blocks of 127th Street and 127th Place just south of Northern Boulevard. The illegal parking along the west side of 126th Street that is generally present during times without a Mets game is reduced during the pre- and post-game hours, likely due to the increased southbound traffic to the Shea Stadium lots and increased NYPD activity.

### DUAL EVENT CONDITION

The “dual event” is an overlap of a Mets game at Shea Stadium and a U.S. Open tennis match (or matches) at the USTA National Tennis Center. The USTA National Tennis Center, located south of Shea Stadium and the Willets Point Development District, across Roosevelt Avenue, annually hosts the U.S. Open tennis tournament during a two-week span beginning at the end of August and ending in early September. Mets home games can potentially overlap with U.S. Open tennis matches on weekday evenings or during weekend middays (one such overlap is commonly known as “Super Saturday,” corresponding to the U.S. Open women’s singles final match and the men’s two singles semifinal matches). This “Super Saturday” event overlap occurs approximately once every two years, so a quantitative analysis of this condition was not considered in this study. Previous attendance records of a U.S. Open tennis tournament approached 30,000 to 40,000 visitors per match; while the Mets home games typically draw about 20,000 visitors (for low attendance games) to about 45,000 visitors (for high attendance games). The 85th percentile attendance for Shea Stadium was determined at 40,450 visitors in the Shea Stadium Redevelopment Study Final Environmental Impact Statement (FEIS).

When these events occur simultaneously, the traffic volumes in the study area vicinity are higher than typically experienced. More rigorous traffic demand management measures are taken, such as additional NYPD presence at critical intersections around Shea Stadium and Flushing Meadows-Corona Park, and the use of portable variable message signs to implement the separation of baseball and tennis traffic, which facilitates better circulation of traffic to appropriate parking facilities. In general, the traffic demand management strategies keep Mets game traffic along routes north of Roosevelt Avenue and tennis tournament traffic along roads within the park, south of the Tennis Center. According to the Shea Stadium Redevelopment Study FEIS, the dual event conditions with the new Citi Field (discussed below in Section E: “The Future Without the Proposed Plan”) would remain similar to existing conditions.

Since the dual event conditions are an infrequent occurrence, and since those conditions include special traffic control strategies in the vicinity of the Willets Point Development District, a quantitative traffic analysis was not done. The control strategies currently employed under the dual event condition are expected to continue under future conditions.

The Shea Stadium Redevelopment Study FEIS indicates that South Lot and Lot D are used by tennis patrons during a USTA event when there is no Mets home game. However, during a dual event, parking usage by tennis patrons shifts farther south in the park toward the LIE, since Mets game attendees use the lots around Shea Stadium, including South Lot and Lot D. Similar parking conditions are expected to remain when Citi Field is completed.

## **E. THE FUTURE WITHOUT THE PROPOSED PLAN**

Future conditions without the Willetts Point Development Plan (the No Build conditions) are established in order to provide the baseline against which the impacts of the proposed Plan can be compared and to account for changes in traffic conditions between existing conditions and the future analysis year. Future year conditions were analyzed for 2017. Future No Build traffic volumes were developed by applying a background traffic growth rate of one percent per year as stated in the *CEQR Technical Manual*, and by adding trips expected to be generated by anticipated development projects that are expected to be operational by 2017.

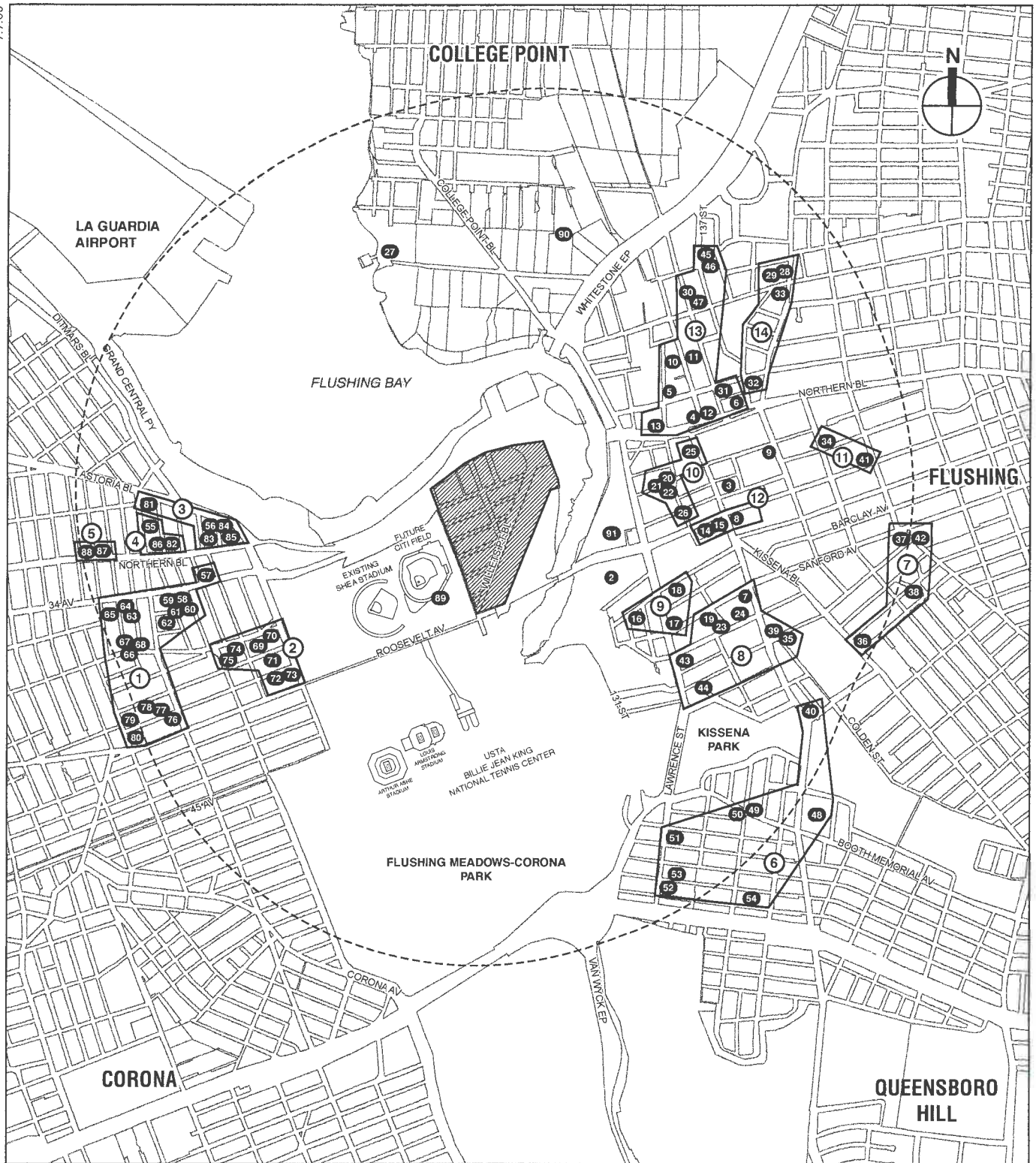
### **NO BUILD BACKGROUND PROJECTS**





Trip generation and specific traffic assignments for anticipated development projects were taken directly from their respective Environmental Impact Statements (EIS) or EAS where such information was available. For projects where such information was not readily available, trip generation analyses were conducted to determine the volume of generated vehicle trips and these trips were assigned through study area intersections.

The 2017 No Build condition would include a large number of development projects—approximately 90—within an area approximately up to and including one mile of the Willetts Point Development District. (See Table 17-9 for a complete list of No Build Projects in the one-mile study area and corresponding Figure 17-11). In order to assign the trips generated for these developments, clusters of developments were created based on their relative locations (to each other) and general land use composition. Many of the expected developments, generally those that consist of only residential units, are relatively small, ranging between one and 50 units. Fourteen clusters were created, grouping nearby projects that would have similar assignment routes based on their location. The clusters and corresponding No Build project numbers are presented in Table 17-10.

Traffic assignments for the following projects were taken directly from their respective EIS, EAS, or latest available information from on-going studies: Sky View Parc; Queens Crossing; RKO Keith Plaza; Flushing Commons; River Park Place; North Shore Marine Transfer Station; and Citi Field, which includes a small traffic increment only for game-day peak hours (based on its 2001 FEIS). For the College Point Boulevard Police Academy, most trips are expected to be generated during hours outside of the analysis peak hours for the proposed Plan. The minimal number of trips anticipated during some of the analysis peak hours for the proposed Plan would have little effect on the study area intersections and was assumed to be accounted for as part of the background growth. A summary of all No Build project-generated vehicle trips is presented in Table 17-11 for non-game-day peak hours and in Table 17-12 for game-day peak hours.

As shown in Table 17-11, the expected magnitude of background development generated volumes added to the study area network for the non-game peak hours would be substantial, ranging from approximately 1,700 to 3,810 trips, with the lowest increment expected during the weekday AM peak hour and highest during the Saturday midday peak hour. As shown in Table 17-12, the expected magnitude of background development generated volumes added to the study area network for the game peak hours would also be substantial, ranging from approximately 2,720 to 3,845 trips.



-  Willets Point Development District
-  Traffic and Parking Study Area Boundary (1-Mile Perimeter)
-  No Build Project Location (See Table 17-9)
-  Cluster



This figure has been updated since the DGEIS



**Table 17-9**  
**No-Build Projects in the Traffic Study Area**

Map No. <sup>1</sup>	Project Name/Address	Development Proposal/Program	Study Area	Build Year
1	Downtown Flushing One-Way Pair	Transportation project - Main Street to become one-way northbound; Union Street to become one-way southbound	primary/ secondary	2010
2	Sky View Parc - College Point Blvd and 40th Road	750 residential units, 760,000 sf retail, 51,800 sf restaurant, 3,000 parking spaces (the residential component may be developed in phases)	primary	2008 (UC)
3	Queens Crossing - Main Street and 39th Avenue	144,400 sf office, 110,000 sf retail, 29,600 sf community facility, 400 parking spaces	primary	2007 (UC)
4	RKO Keith Theater - Main Street and Northern Boulevard	200 residential units, 10,000 sf retail, 12,500 sf community facility, 229 parking spaces	primary	TBD
5	New Millennium - 134-03 35th Avenue	84 residential units, 33,600 sf community facility, 3,600 sf retail, 222 parking spaces	primary	2008
6	New Millennium Northern Boulevard - 137-61 Northern Boulevard	91 residential units, 60 hotel rooms, 35,722 sf community facility, 17,167 sf retail, 223 parking spaces	secondary	2008
7	Victoria Tower - 41-60 Main Street	178 residential units	secondary	2007-8 (UC)
8	Caldor Site - 136-20 Roosevelt Avenue	155,000 sf retail	secondary	TBD
9	Flushing Commons (Municipal Parking Lot 1) - 138th Street, 37th Avenue, 39th Avenue, and Union Street	500 residential units; 200,000 sf of retail; 100,000 sf of office; 100,000 sf of community facility space; 1,600 parking spaces, including 760 accessory spaces; and either 250 hotel rooms or an additional 120,000 sf of office	secondary	2011
10	33-34 Farrington Street	20,469 sf storage facility	primary	2007 (UC)
11	33-35 Farrington Street	9,887 sf hotel	primary	2007 (UC)
12	137-07 Northern Boulevard	38 residential units	primary	2007 (UC)
13	134-39 Northern Boulevard	12,212 sf expansion to existing office building	primary	2007 (UC)
14	135-11 40th Road	14 residential units, 55,170 sf office	primary	2007 (UC)
15	40-22 Main Street	17,015 sf retail	primary	2007 (UC)
16	41-18 Haight Street	6 residential units	primary	
17	41-55 College Point Boulevard	50 residential units	primary	2007 (UC)
18	132-27 to 132-61 41st Road	43 residential units	primary	2007 (UC)
19	5-10 Summit Court	18 residential units	secondary	2007 (UC)
20	133-53 37th Avenue	47 residential units	primary	2007 (UC)
21	133-51 37th Avenue	9,050 sf office	primary	2007 (UC)
22	133-40 37th Avenue	12,742 sf office	primary	2007 (UC)
23	132-73 Maple Avenue	8 residential units	secondary	2007 (UC)
24	134-43 Maple Avenue	23 residential units	secondary	2007 (UC)
25	36-36 Main Street	26,936 sf office	primary	2007 (UC)
26	133-47 39th Avenue	12,270 sf office, 11,420 sf retail, 9,755 sf medical office	primary	2008
27	North Shore Marine Transfer Station - 31st Avenue & 122nd Street	Converted facility will receive and containerize DSNY-managed waste from Queens Community Districts 7 through 14	secondary	2011
28	31-38, 31-22 Union Street	30 residential units	secondary	2007 (UC)
29	140-24 31st Drive	20 residential units	secondary	2007 (UC)
30	31-33 Linden Place	8 residential units	primary	2007 (UC)
31	136-16 35th Avenue	28 residential units	secondary	2007 (UC)
32	138-06 35th Avenue	9 residential units	secondary	2007 (UC)
33	32-18 Union Street	8 residential units	secondary	2007 (UC)
34	143-21 38th Avenue	25 residential units	secondary	2007 (UC)
35	P.S. 244 - 137-20 Franklin Avenue	441-seat primary school	secondary	2007 (UC)
36	140-22 Beech Avenue	42 residential units	secondary	2007 (UC)
37	143-51 Franklin Avenue	1 residential unit	secondary	2007 (UC)
38	143-22 Beech Avenue	2 residential units	secondary	2007 (UC)
39	42-33 Main Street	66 residential units	secondary	2007-8
40	43-57 Main Street	2,085 sf office, retail	secondary	2007 (UC)
41	38-34 Parsons Boulevard	40 residential units	secondary	2007 (UC)
42	42-11 Parsons Boulevard	20 residential units	secondary	2007 (UC)
43	132-25 Pople Avenue	14 residential units	secondary	2007 (UC)
44	133-20 Avery Avenue	26 residential units	secondary	2007 (UC)
45	137-04 31st Road	3 residential units	secondary	2007 (UC)
46	31-27 137th Street	9 residential units	secondary	2007 (UC)
47	31-38 137th Street	16 residential units	secondary	2007 (UC)
48	New York Hospital Queens	Major modernization program - New hospital addition with 80 beds	secondary	2007 (UC)
49	56-71 136th Street	2 residential units	secondary	2007 (UC)
50	135-02 Booth Memorial Avenue	3 residential units	secondary	2007 (UC)
51	57-35 Lawrence Street	5 residential units	secondary	2007 (UC)
52	132-14 59th Avenue	2 residential units	secondary	2007 (UC)

Table 17-9 (cont'd)  
No-Build Projects in the Traffic Study Area

Map No. <sup>1</sup>	Project Name/Address	Project Name/Address	Study Area	Build Year
53	132-35 59th Avenue	2 residential units	secondary	2007 (UC)
54	136-20 59th Avenue	3 residential units	secondary	2007 (UC)
55	32-37 108th Street	2 residential units	secondary	2007 (UC)
56	32-10 112th Street	4 residential units	secondary	2007 (UC)
57	111-17 34th Avenue	2 residential units	secondary	2007 (UC)
58	109-18 34th Avenue	6 residential units	secondary	2007 (UC)
59	109-12 34th Avenue	3 residential units	secondary	2007 (UC)
60	34-30 110th Street	5 residential units	secondary	2007 (UC)
61	35-01 109th Street	3 residential units	secondary	2007 (UC)
62	108-18 35th Avenue	3 residential units	secondary	2007 (UC)
63	34-12 107th Street	3 residential units	secondary	2007 (UC)
64	106-08 34th Avenue	6 residential units	secondary	2007 (UC)
65	34-16 106th Street	3 residential units	secondary	2007 (UC)
66	106-07 37th Avenue	5 residential units	secondary	2007 (UC)
67	34-64 107th Street	3 residential units	secondary	2007 (UC)
68	34-59 106th Street	4 residential units	secondary	2007 (UC)
69	112-31 38th Avenue	18 residential units	secondary	2007 (UC)
70	112-37 38th Avenue	8 residential units	secondary	2007 (UC)
71	112-26 38th Avenue	18 residential units	secondary	2007 (UC)
72	112-34 39th Avenue	8 residential units	secondary	2007 (UC)
73	112-32 39th Avenue	8 residential units	secondary	2007 (UC)
74	111-03 38th Avenue	3 residential units	secondary	2007 (UC)
75	111-13 38th Avenue	8 residential units	secondary	2007 (UC)
76	39-06 108th Street	22 residential units	secondary	2007 (UC)
77	104-63 39th Avenue	4 residential units	secondary	2007 (UC)
78	104-52 38th Avenue	4 residential units	secondary	2007 (UC)
79	104-20 38th Avenue	8 residential units	secondary	2007 (UC)
80	104-24 39th Avenue	8 residential units	secondary	2007 (UC)
81	108-04, 14, 16 Astoria Blvd <sup>2</sup>	84 residential units, 69,930 sf community facility	secondary	2013
82	110-09 Northern Boulevard <sup>2</sup>	31 residential units, 15,500 sf of commercial use	secondary	2013
83	111-10, 12, 16 Astoria Blvd; 32-20 112th Street; 32-19 111th Street <sup>2</sup>	78 residential units, 65,242 sf community facility, 51 parking spaces	secondary	2013
84	112-12, 18, 24 Astoria Blvd <sup>2</sup>	38 residential units, 32,068 sf community facility	secondary	2013
85	Block bounded by Astoria Blvd, Northern Blvd, and 112th Place <sup>2</sup>	147 residential units, 73,329 sf of commercial use	secondary	2013
86	108-09 Northern Boulevard	18 residential units, 8,970 sf commercial	secondary	2007 (UC)
87	106-15 Northern Boulevard	11 residential units, 5,502 sf commercial	secondary	2007 (UC)
88	32-56 106th Street	14 residential units, 7,144 commercial	secondary	2007 (UC)
89	Shea Stadium Redevelopment	New 44,100-seat stadium (to replace existing 56,000-seat stadium) and redistribution of 8,800 existing parking spaces	primary	2009
90	College Point Police Academy - 129-05 31st Avenue	450,000-square-foot physical training area, 250 beds for visiting law enforcement agencies, 250 classrooms, firing range and fields for emergency-vehicle and other training exercises	secondary	2012
91	River Park Place - 39-08 Janet Place	475 residential units, 10,200 sf retail, 1,500 sf community facility, 251,000 sf office, and either 175 hotel rooms or an additional 96,500 sf of office	primary	2011

Notes:

UC = Under Construction when data used for analysis purposes was compiled.

<sup>1</sup> See Figure 2-1.

<sup>2</sup> Projects anticipated as a result of the North Corona Rezoning (CEQR No. 03DCP058Q).

Sources: AKRF, Inc., New York City Department of City Planning, New York City Department of Buildings.

**Table 17-10**  
**No Build Project Clusters**

Cluster ID No.	No Build Projects (Refer to Figure 17-11)
1	57,58,59,60,61,62,63,64,65,66,67,68,69,77,78,79,80
2	69, 70,71,72,73,74,75
3	56,81,83,84,85
4	55,82,86
5	87,88
6	40,48,49, 50,51,52,53,54
7	36,37,38,42
8	7,19,23,24,35,39,43,44
9	16, 17,18
10	20,21,22,25,26
11	34,41
12	8,14,15
13	5,6,10,11,12,13,30,31,45,46,47
14	28,29,32,33

**Table 17-11**  
**Vehicle Trips from Background Development Projects – Non-Game Day**

Project Name / Project Cluster	AM Peak		Midday Peak		PM Peak		Sat. Midday	
	In	Out	In	Out	In	Out	In	Out
Sky View Parc	156	172	525	448	449	446	651	602
Queens Crossing	81	13	84	101	74	132	125	115
RKO Keith	8	23	18	19	31	20	33	31
Flushing Commons	226	134	407	380	322	451	484	452
River Park Place	177	48	59	78	52	215	48	41
Cluster 1	1	9	1	1	7	1	6	2
Cluster 2	0	11	2	2	10	2	10	8
Cluster 3	62	68	131	135	106	94	178	146
Cluster 4	6	11	36	36	22	19	48	39
Cluster 5	3	6	17	17	12	11	25	20
Cluster 6	51	10	12	8	22	51	12	8
Cluster 7	1	6	2	2	6	3	3	3
Cluster 8	21	38	11	11	32	17	16	16
Cluster 9	2	10	3	3	10	4	4	4
Cluster 10	36	9	24	28	12	47	19	13
Cluster 11	1	7	2	2	6	3	3	3
Cluster 12	77	34	187	158	153	202	288	268
Cluster 13	37	50	56	53	55	48	34	31
Cluster 14	1	7	2	2	7	2	2	2
North Shore Marine Transfer Station	47	42	11	12	6	6	9	10
<b>TOTAL TRIPS ASSIGNED TO NO BUILD</b>	<b>994</b>	<b>708</b>	<b>1,590</b>	<b>1,496</b>	<b>1,394</b>	<b>1,774</b>	<b>1,998</b>	<b>1,814</b>

Table 17-12  
**Vehicle Trips from Background Development Projects – Game Day**

Project Name / Project Cluster	Weekday Pre-game		Weekend Pre-game		Weekend Post-game	
	In	Out	In	Out	In	Out
Sky View Parc	381	379	618	572	585	541
Queens Crossing	63	112	119	109	113	104
RKO Keith	26	17	31	30	30	28
Flushing Commons	274	383	460	429	436	407
River Park Place	35	34	46	40	45	38
Cluster 1	4	1	4	4	4	4
Cluster 2	10	2	10	10	10	10
Cluster 3	87	68	169	147	170	148
Cluster 4	18	15	48	40	48	40
Cluster 5	9	8	24	20	24	20
Cluster 6	19	50	12	8	12	8
Cluster 7	5	3	3	3	3	3
Cluster 8	28	14	16	16	17	17
Cluster 9	8	4	4	4	4	4
Cluster 10	10	40	18	13	18	12
Cluster 11	5	2	3	3	3	3
Cluster 12	131	172	274	255	259	241
Cluster 13	47	42	33	30	32	29
Cluster 14	7	2	2	2	2	2
North Shore Marine Transfer Station	6	5	10	12	15	16
Citi Field	195	0	195	0	0	195
<b>TOTAL TRIPS ASSIGNED TO NO BUILD</b>	<b>1,368</b>	<b>1,353</b>	<b>2,099</b>	<b>1,747</b>	<b>1,830</b>	<b>1,870</b>

In addition to the No Build projects, improvements resulting from NYCDOT’s Safe Streets for Seniors initiative have been included in the No Build analysis. These improvements are focused in downtown Flushing at designated senior crossing locations and include signal timing changes to accommodate senior crossing walk times and geometric modifications such as lane restriping.

Also included in the 2017 No Build condition is the proposed one-way pairing of Main Street and Union Street in Downtown Flushing. The proposed one-way pair plan, which is anticipated for implementation in 2010, would include: Main Street one-way northbound and Union Street one-way southbound between Sanford Avenue and Northern Boulevard; a southbound contra-flow bus lane along Main Street between Northern Boulevard and Sanford Avenue and a northbound contra-flow bus lane along Union Street between Roosevelt Avenue and Northern Boulevard; a northbound with-flow bus lane on Main Street between 40th Road and Northern Boulevard; two general travel lanes on Main Street, and two to three general travel lanes (depending on block) on Union Street; Sanford Avenue two-way between Kissena Boulevard and Main Street (it is one-way westbound under existing conditions); minor sidewalk widening along Main Street; and geometric modifications and/or signal timing changes at intersections along Main Street and Union Street. For those intersections designated as senior crossing locations and included under the one-way pair with contraflow bus lanes study, minimum senior crossing walk times are incorporated into the timing plans. A loss of on-street parking along sections of Main Street, Union Street, Northern Boulevard, and Sanford Avenue is also expected due to geometric changes and traffic operations under the one-way pair plan. Also, the unsignalized intersection of Northern Boulevard and College Point Boulevard would be signalized.

The proposed one-way pair plan includes traffic circulation changes at the following Willetts Point Development Plan traffic study locations in Downtown Flushing:

- College Point Boulevard at Northern Boulevard

- Prince Street at Northern Boulevard
- Main Street at Northern Boulevard
- Union Street at Northern Boulevard
- College Point Boulevard at Roosevelt Avenue
- Prince Street at Roosevelt Avenue
- Main Street at Roosevelt Avenue
- Union Street at Roosevelt Avenue
- Main Street at Kissena Boulevard
- College Point Boulevard at Sanford Avenue
- Union Street at Sanford Avenue

However, the one-way pair plan would not add additional traffic volumes to the network. Also, any southbound volumes on Main Street and northbound volumes on Union Street under the 2017 No Build condition would be transit buses using the contra-flow bus lanes.

The one-way pair with bus contraflow lanes on Main and Union Streets has been assumed throughout the DGEIS traffic studies and has been carried through the FGEIS as well, reflecting the outcome of the initial Downtown Flushing Traffic Simulation Study completed in 2006 and reviewed with NYCEDC, NYCDOT, and MTA New York City Transit (MTA/NYCT). However, NYCDOT has recently indicated a preference for a one-way traffic plan which converts Main and Union Streets to one-way traffic flow (and again with Main Street operating northbound and Union Street operating southbound) but without the addition of bus contraflow lanes on each street. Buses would operate in the same direction as general traffic. This alternative, which is discussed qualitatively below, will be the subject of a comprehensive follow-up simulation study where the findings of this simulation study will be reviewed by involved City Agencies.

General vehicular traffic patterns and volumes would be virtually identical under both one-way plans but under the alternative without contraflow there could be additional street capacity available to general traffic as well as sidewalks that are wider than envisioned under the one-way plan with the bus contraflow lanes. As such, it is likely that the one-way pair with bus contraflow lanes assumption carried through the DGEIS and this FGEIS presents a conservative assessment of general vehicular traffic conditions, potential impacts, and potential mitigation measures.

The alternative without contraflow would require a rerouting of all or nearly all bus routes serving the downtown Flushing area. For example, bus routes that currently operate in both directions along Main Street—and which would continue to operate in both directions along Main Street under the one-way plan with the bus contraflow lanes—would now have their southbound trips diverted to Union Street under the plan without contraflow. Due to the changes in bus routings, at some locations there would be new left turn or right turn movements made by buses, and the need to redesign the routes will also be addressed within the follow-up simulation study.

The simulation study for the alternative without contraflow is currently being conducted. While NYCDOT believes that the simulation study will show that the alternative without contraflow is the preferable option, the detailed analysis and the findings of the study will not be available until after this FGEIS is completed. The findings of this study will be reviewed by NYCDOT

## **Willets Point Development Plan**

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and MTA/NYCT before the optimal overall plan is selected for implementation. At this time, the assumptions made for the FGEIS represent a reasonable source of information because it relies on a completed analysis representing a conservative prediction of future conditions. The final configuration will be selected once the simulation study and agency reviews are completed. The assumption of the one-way plan with the bus contraflow lanes employed in the DGEIS and this FGEIS does not mean that the affected City agencies have committed to its implementation.

Based on access and egress changes expected once Citi Field replaces Shea Stadium, a game-day-only change in the circulation of some stadium traffic in the vicinity of West Park Loop/Stadium Road, 126th Street, and Boat Basin Road is included in the No Build condition. Under the 2017 No Build condition, the primary entrance/exit for the main Citi Field lot would be located at the intersection (traffic circle) of Stadium Road and Boat Basin Road, instead of at the intersection of Stadium Road, 34th Avenue, and 126th Street, as is the case for Shea Stadium under existing conditions. For arriving game traffic during the weekday PM and weekend midday peak hours, ramp traffic from eastbound Astoria Boulevard and the Grand Central Parkway that currently enters the main Shea Stadium lot through the entrance at the intersection of 126th Street and 34th Avenue would shift to the proposed Citi Field entrance on Stadium Road at Boat Basin Road. For departing game traffic during the weekend PM peak hour, traffic that currently exits on 126th Street near its intersection with 34th Avenue and routes toward westbound Northern Boulevard, westbound Astoria Boulevard, and the westbound Grand Central Parkway would use the proposed primary exit on Stadium Road and travel north on Boat Basin Road to the unsignalized intersection with World's Fair Marina to access their departure routes.

### **NO BUILD TRAFFIC CONDITIONS**

Traffic volume increases on the study area's roadway network due to the cumulative effect of background projects are quantified and discussed below. The peak hour volumes reported below include the Table 17-11 and Table 17-12 traffic volumes assigned to the study area's networks, but do not include the general 1 percent per year growth rate that has been separately applied to existing traffic volumes, which would add about 11.5 percent more traffic to all streets. However, the 1 percent per year increase, as well as the diversions previously discussed, are included in the 2017 No Build totals. Because of background growth and No Build developments, very substantial increases in traffic volumes can be expected under the 2017 No Build condition, independent from those that the Willets Point Development Plan would add (discussed below in Section F: "Probable Impacts of the Proposed Plan").

The more substantial traffic increases between existing and No Build conditions would occur along the primary streets in the study area network, including Northern Boulevard, Roosevelt Avenue, Astoria Boulevard, and College Point Boulevard. Projected volume increases on northbound Main Street and southbound Union Street in Downtown Flushing are mostly due to the one-way pair plan; however, those volume increases correspond to equally substantial volume decreases in the opposite directions on those two streets. Furthermore, it should be noted that while eastbound Northern Boulevard volumes between Main Street and Union Street would also increase due to circulation changes under the one-way pair plan, volumes on westbound Northern Boulevard between those two streets would decrease.

During game-day conditions, the development of Citi Field would cause some stadium traffic circulation changes as compared with existing conditions with Shea Stadium. As previously discussed, the circulation change would be due to relocation of one of the main lot's entrances

from the intersection of 126th Street at Stadium Road/34th Avenue to the intersection (traffic circle) of Boat Basin Road at Stadium Road. The traffic shift would primarily affect post-game traffic circulation, with an increase in traffic traveling northbound on Boat Basin Road and a corresponding decrease in traffic traveling northbound on 126th Street. Weekend post-game volumes on northbound 126th Street in the vicinity of Stadium Road/34th Avenue and Northern Boulevard are expected to decrease by about 850 vph, with a corresponding increase on northbound Boat Basin Road.

Northern Boulevard volumes through Downtown Flushing between Parsons Boulevard and Union Street can be expected to increase by about 170 to 450 vph during the seven peak hours. Due primarily to the traffic circulation changes for the one-way pair plan, westbound Northern Boulevard volumes between Main Street and Union Street would decrease by about 130 to 240 vph, while eastbound Northern Boulevard volumes along the same section would increase by about 720 to 1,170 vph during the seven peak hours. The westbound volume decrease would be due to the shift of northbound traffic from the Union Street intersection to the Main Street intersection, which feeds westbound Northern Boulevard; the eastbound volume increase would be due in part to a shift of eastbound right turning traffic from the Main Street intersection to the Union Street intersection. At Prince Street and farther west, adjacent to the Willets Point Development District and Citi Field, Northern Boulevard volumes can be expected to increase by approximately 95 to 510 vph per direction during the all of the peak hours. Northern Boulevard volumes in the vicinity of 108th and 114th Street can be expected to increase by about 185 to 530 vph per direction during the seven peak hours.

Roosevelt Avenue volumes can be expected to increase by about 5 to 280 vph per direction in the weekday AM peak hour, by about 75 to 400 vph per direction in the weekday midday and PM and weekday pre-game peak hours, by about 160 to 510 vph per direction in the Saturday midday non-game peak hour, and by about 130 to 515 vph per direction in the two weekend game-day peak hours through Downtown Flushing between Parsons Boulevard and College Point Boulevard, due in part to diversions for the one-way pair plan. Adjacent to the Willets Point Development District and Citi Field, Roosevelt Avenue volumes can be expected to increase by approximately 160 to 385 vph per direction during the seven peak hours. Roosevelt Avenue volumes in the vicinity of 108th, 111th, and 114th Street can be expected to increase by about 100 to 310 vph per direction during all of the peak hours.

Kissena Boulevard volumes near the intersection with Main Street can be expected to increase by approximately 450 to 555 vph per direction during all of the peak hours. A significant portion of the increase would be due to diversions for the one-way pairing of Main Street and Union Street.

Sanford Avenue volumes through Downtown Flushing between Parsons Boulevard and College Point Boulevard can be expected to increase by about 20 to 115 vph per direction during the seven peak hours.

On the west side of the study area, in the vicinity of 114th Street, and also within the Willets Point Development District, volumes on 34th Avenue can be expected to increase by about 5 to 55 vph during all of the peak hours.

Astoria Boulevard volumes in the vicinity of 108th and 114th Streets can be expected to increase by about 135 to 300 vph per direction during the seven peak hours.

Volumes along West Park Loop/Stadium Road can be expected to increase by up to about 75 vph during the non-game peak hours, by up to about 85 vph during the pre-game peak hours, and

## **Willets Point Development Plan**

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by up to about 200 vph during post-game peak hour. During the pre-game peak hours, there would be a small decrease in southbound traffic on West Park Loop/Stadium Road of up to approximately 35 vph due to a diversion to the new Citi Field main lot entrance at the intersection (traffic circle) with Boat Basin Road.

College Point Boulevard volumes between Sanford Avenue and Roosevelt Avenue can be expected to increase by about 115 to 585 vph per direction during all of the peak hours.

Northbound Main Street volumes from Kissena Boulevard to Northern Boulevard can be expected to increase by approximately 535 to 1,005 vph during the seven peak hours, primarily because of the diversions for the one-way pairing with Union Street. Southbound Main Street volumes would reduce to bus-only traffic, decreasing by about 390 to 650 vph during all of the peak hours.

Southbound Union Street volumes can be expected to increase by approximately 470 to 1,110 vph during the seven peak hours, primarily because of the diversion for the one-way pairing with Main Street. Northbound Union Street volumes between Roosevelt Avenue and Northern Boulevard would reduce to bus-only traffic, decreasing by about 495 to 600 vph during the seven peak hours. There would not be any northbound traffic on Union Street between Sanford Avenue and Roosevelt Avenue.

Parsons Boulevard volumes between Northern Boulevard and Sanford Avenue can be expected to increase by about 35 to 60 vph per direction during the seven peak hours.

Volumes along 108th Street in the vicinity of Astoria Boulevard and Northern Boulevard and at Roosevelt Avenue can be expected to increase by about 10 to 70 vph per direction during the seven peak hours.

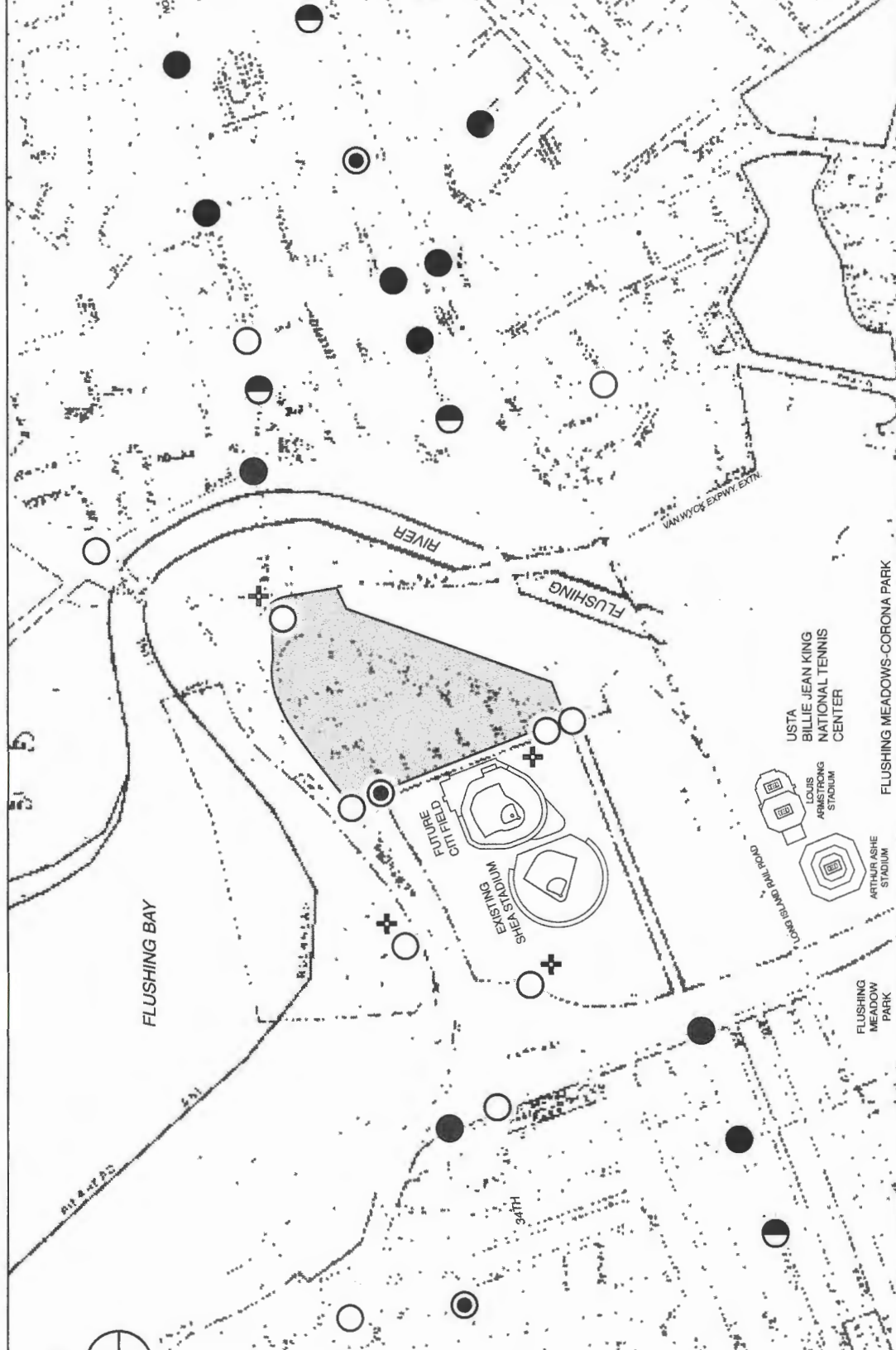
Prince Street volumes at Northern Boulevard and Roosevelt Avenue can be expected to increase by approximately 35 to 150 vph per direction during the seven peak hours. A portion of the increase would be due to diversions for the one-way pairing of Main Street and Union Street.

Volumes along 111th Street in the vicinity of Roosevelt Avenue can be expected to increase by about 20 to 35 vph per direction during the all of the peak hours.

Volumes along 114th Street in the vicinity of Northern Boulevard and Roosevelt Avenue can be expected to increase by approximately 20 to 135 vph per direction during the seven peak hours.

Based on these projected traffic volume changes, 2017 No Build traffic levels of service were determined for the 29 No Build analysis locations within the study area. Tables 17-13 and 17-14 show comparisons of overall intersection and individual movement levels of service, respectively, for existing and 2017 No Build conditions for non-game-day peak hours, and Tables 17-15 and 17-16 show the comparisons for the game-day peak hours. Figures 17-12 through 17-18 present an illustrative overview of overall intersection traffic levels of service throughout the study area. It is clear, in comparing overall intersection levels of service and individual traffic movement levels of service, that considerably more locations would operate at LOS E or F under the 2017 No Build condition than in existing conditions due to the substantial additional volumes generated by the approximately 90 expected background developments superimposed on top of a background growth rate of 11.5 percent.





Willets Point Development District  
 Unsignalized Intersection

- LOS A, B, or C
- LOS D
- ◐ LOS E
- ◑ LOS F

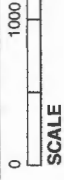
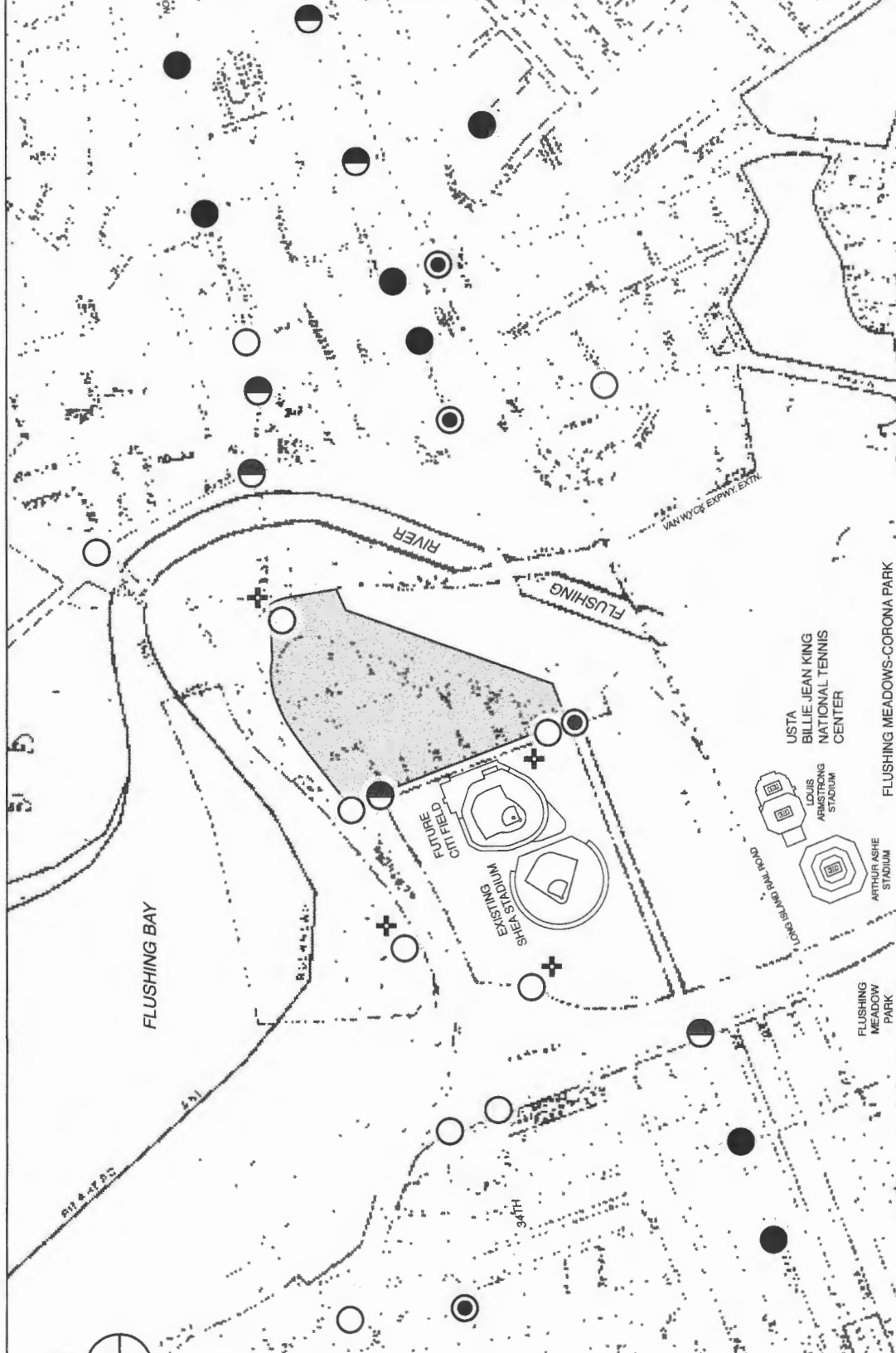
**NOTE:** Overall intersection LOS is shown



This figure has been updated since

Figure  
**No Build Traffic Levels of  
 Weekday Non-Game AM Peak**

WILLETTS POINT DEVELOPMENT PLAN



SCALE

This figure has been updated since

**NOTE:** Overall intersection LOS is shown

LOS A, B, or C

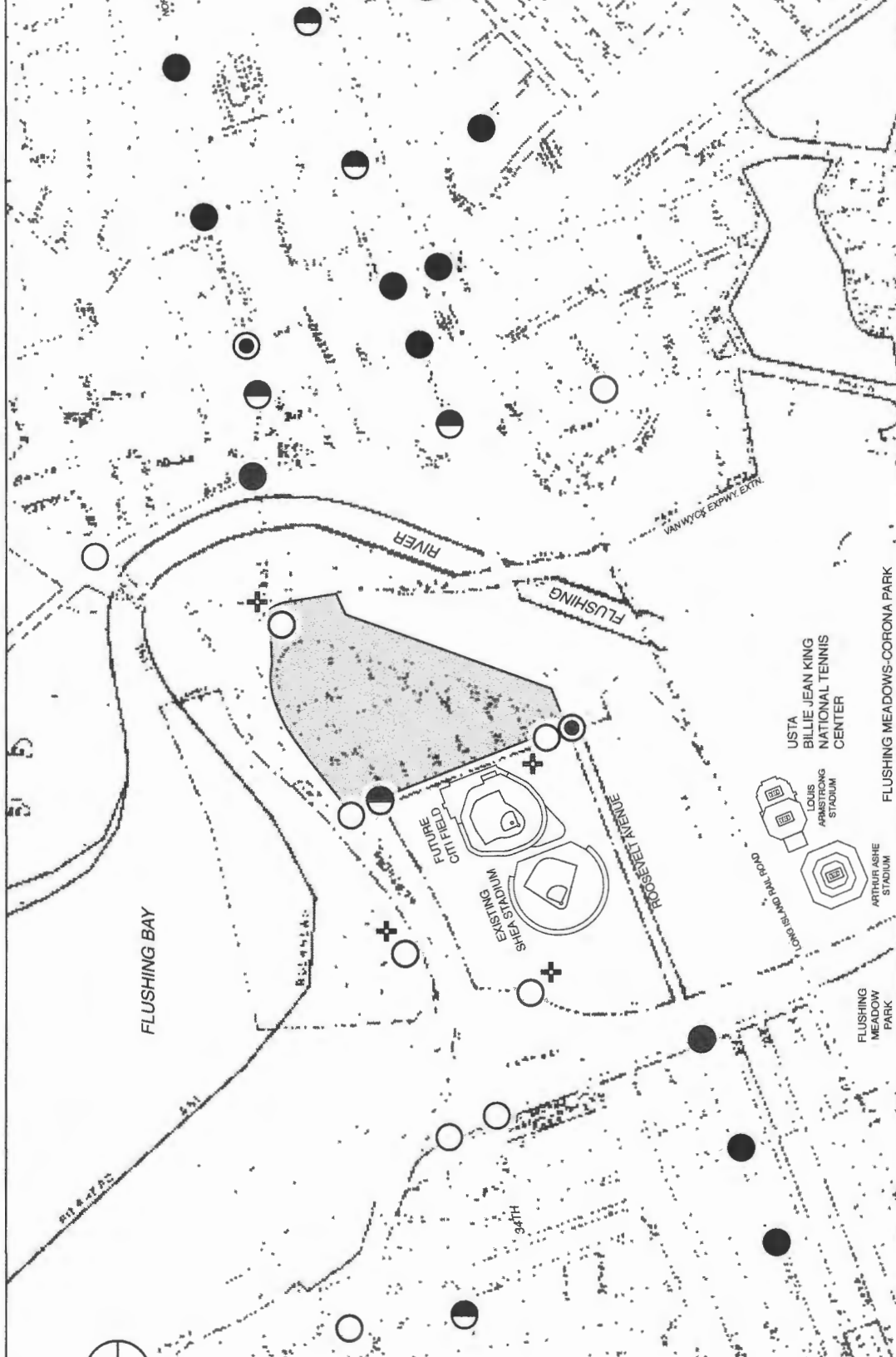
- LOS D
- ◐ LOS E
- ◑ LOS F

Willels Point Development District

Unsignalized Intersection

Figure  
**No Build Traffic Levels of  
 Weekday Non-Game Midday Peak**

WILLETTS POINT DEVELOPMENT PLAN



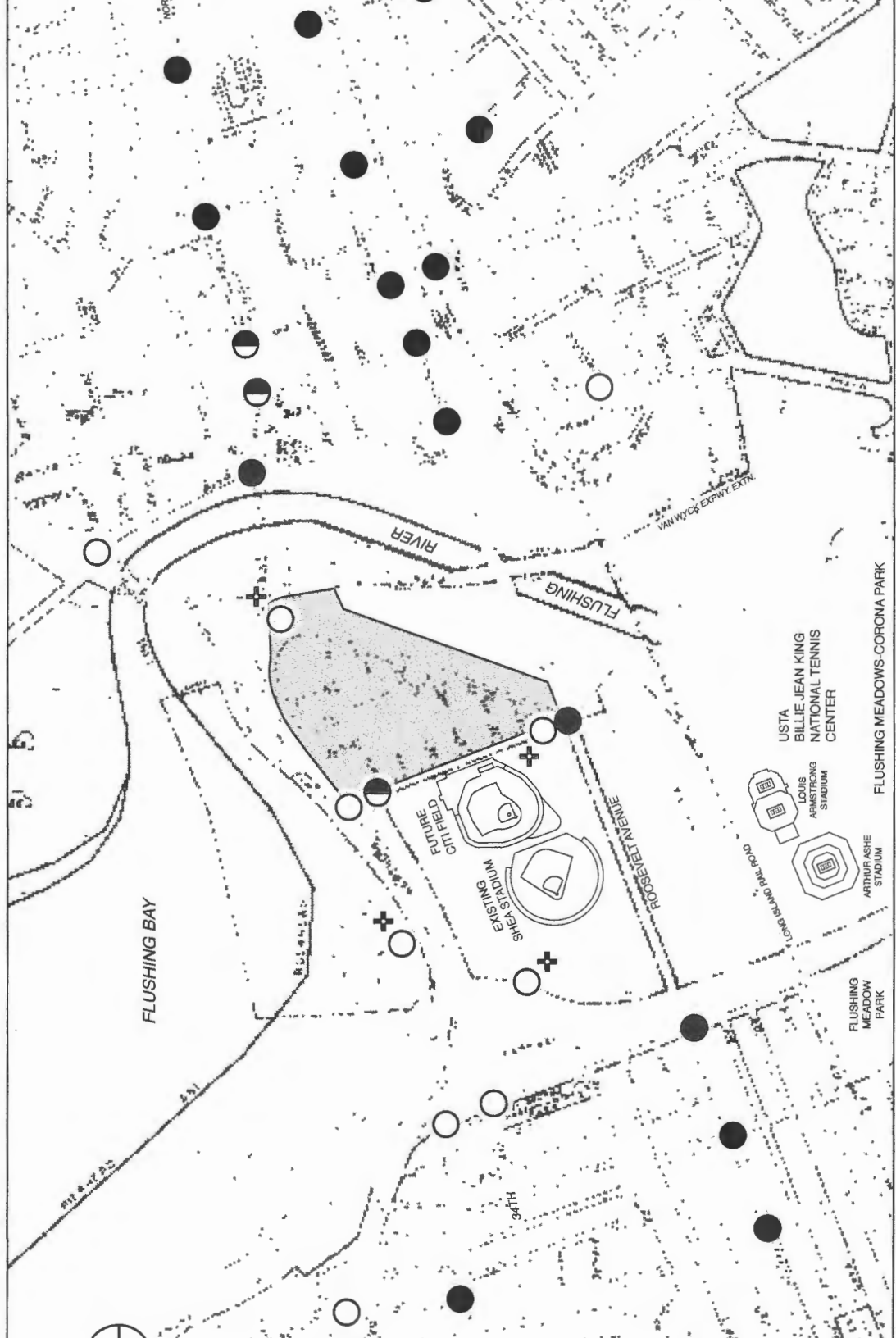
- Willets Point Development District
- Unsignalized Intersection
- LOS A, B, or C
- ◐ LOS D
- ◑ LOS E
- LOS F

**NOTE:** Overall intersection LOS is shown



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Figure  
**No Build Traffic Levels of  
 Weekday Non-Game PM Peak**



0 1000  
SCALE

This figure has been updated since

**NOTE:** Overall intersection LOS is shown

LOS A, B, or C

LOS D

LOS E

LOS F

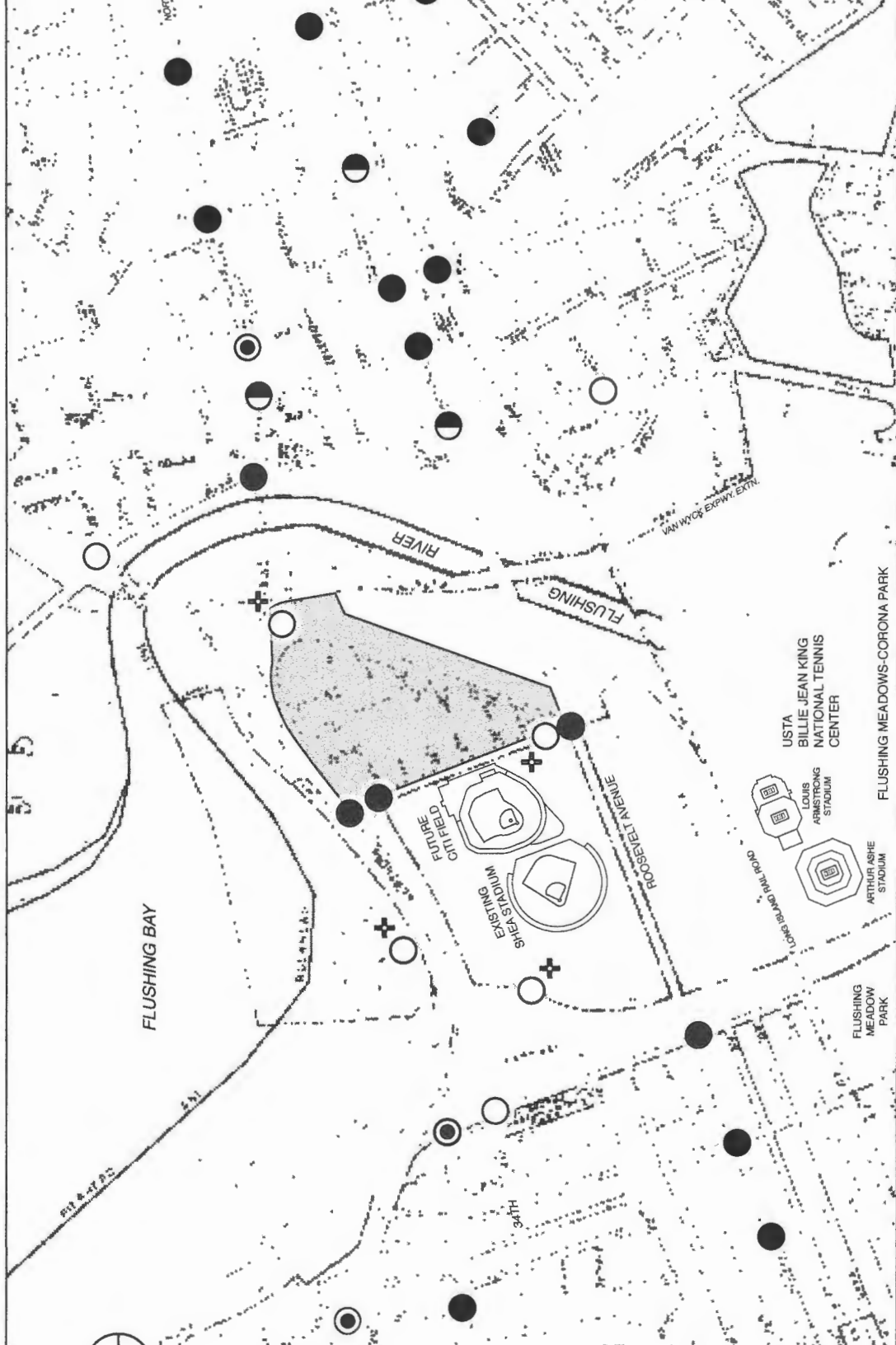


Wilets Point Development District

Insignalized Intersection

Figure  
**No Build Traffic Levels of**  
**Saturday Non-Game Midday Peak**

WILETS POINT DEVELOPMENT PLAN



Willets Point Development District

Signalized Intersection

○ LOS A, B, or C

● LOS D

◐ LOS E

● LOS F

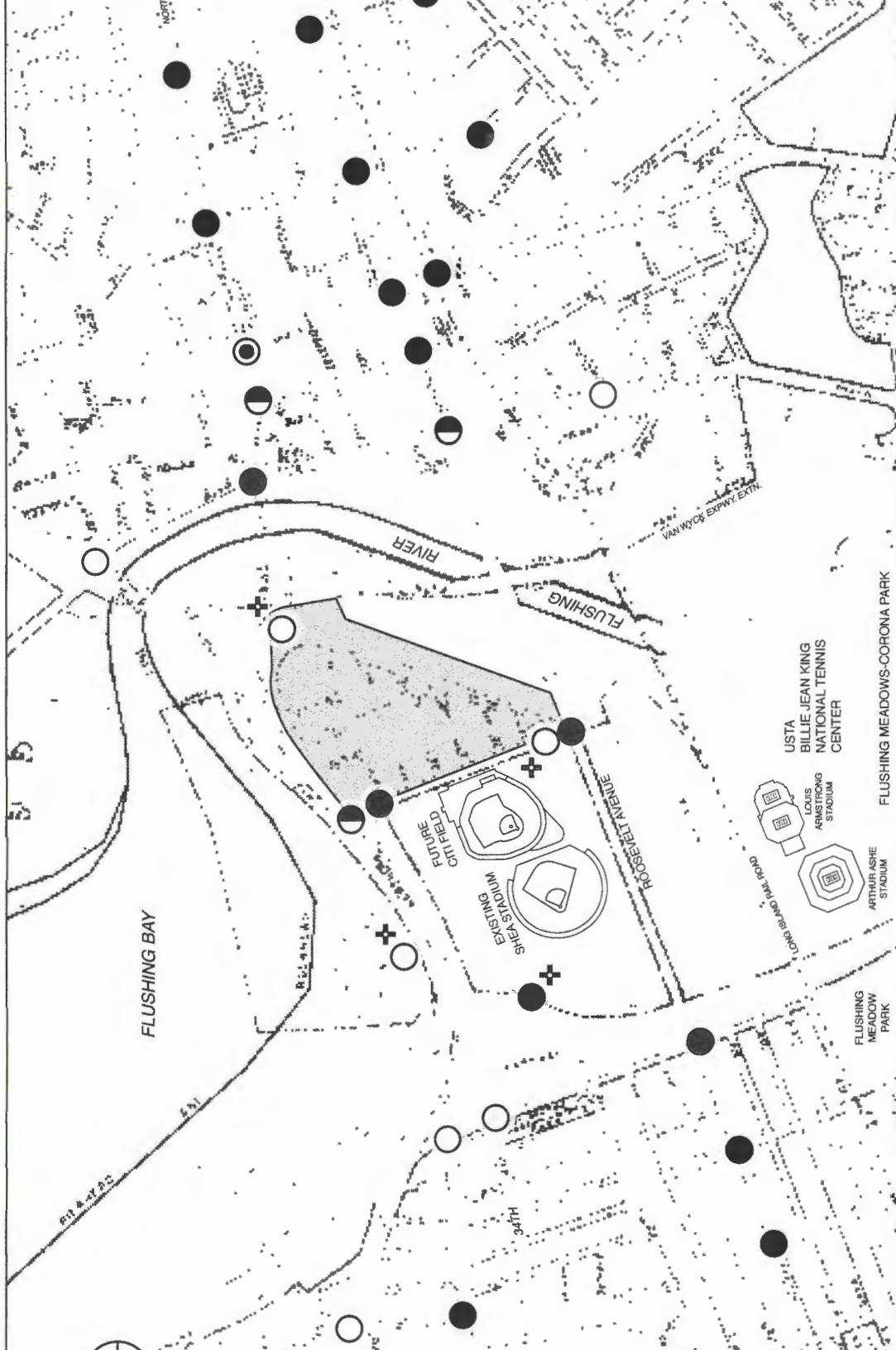
NOTE: Overall intersection LOS is shown

SCALE  
0 1000

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Figure  
**No Build Traffic Levels of Signalized Intersections  
 Weekday Pre-Game Peak**

WILLETTS POINT DEVELOPMENT PLAN



**NOTE:** Overall intersection LOS is shown

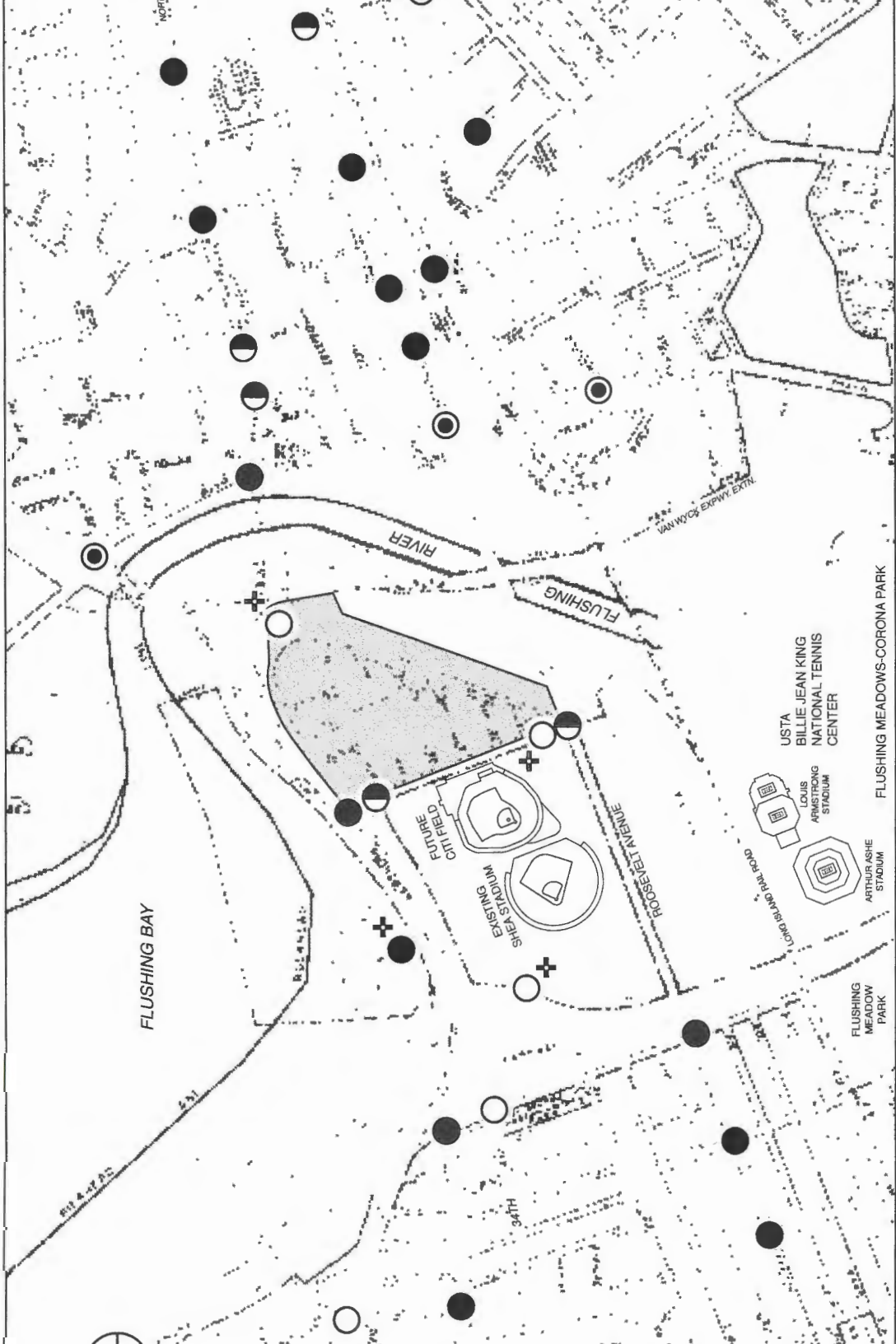
- LOS A, B, or C
- ◐ LOS D
- ◑ LOS E
- LOS F

Wilets Point Development District  
Unsignalized Intersection

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**Figure 10  
No Build Traffic Levels of Signalized Intersections  
Saturday Pre-Game Peak**

NT DEVELOPMENT PLAN



0 1000  
SCALE

**NOTE:** Overall intersection LOS is shown

- LOS A, B, or C
- LOS D
- ◐ LOS E
- ◑ LOS F

Willets Point Development District  
Unsignalized Intersection

This figure has been updated since

Figure  
**No Build Traffic Levels of Signalized  
Saturday Post-Game Peak**

WILLETTS POINT DEVELOPMENT PLAN

**Table 17-13**  
**Overall Intersection Level of Service Summary Comparison**  
**Existing vs. 2017 No Build Conditions – Non-Game Day**

Signalized Intersections	Existing Conditions				2017 No Build Conditions			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
	24 Signalized Intersections				25 Signalized Intersections <sup>[1]</sup>			
Overall Intersection LOS A/B/C	15	19	16	12	7	8	6	<u>6</u>
Overall Intersection LOS D	8	5	6	10	<u>3</u>	<u>5</u>	<u>2</u>	<u>0</u>
Overall Intersection LOS E	1	0	2	2	4	<u>5</u>	7	3
Overall Intersection LOS F	0	0	0	0	<u>11</u>	<u>7</u>	<u>10</u>	16

**Notes:** <sup>1</sup> Under 2017 No Build conditions, the intersection of Northern Boulevard and College Point Boulevard would be signalized. During the non game peak hours, all 4 unsignalized intersections would operate at overall LOS A/B or C.

**Table 17-14**  
**Traffic Lane Group Level of Service Summary Comparison**  
**Existing vs. 2017 No Build Conditions – Non-Game Day**

Signalized Movements	Existing Conditions				2017 No Build Conditions			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
	24 Signalized Intersections				25 Signalized Intersections <sup>[1]</sup>			
No. of Lane Groups at LOS A/B/C	59	82	63	58	<u>53</u>	<u>60</u>	<u>33</u>	<u>42</u>
No. of Lane Groups at LOS D	38	25	31	34	<u>25</u>	<u>27</u>	<u>41</u>	<u>26</u>
No. of Lane Groups at LOS E	15	10	21	20	<u>15</u>	<u>8</u>	10	<u>8</u>
No. of Lane Groups at LOS F	7	2	4	9	34	<u>31</u>	<u>42</u>	<u>52</u>

**Notes:** <sup>1</sup> Under 2017 No Build conditions, the intersection of Northern Boulevard and College Point Boulevard would be signalized. During the non game peak hours, all unsignalized lane groups would operate at overall LOS A/B or C.

**Table 17-15**  
**Overall Intersection Level of Service Summary Comparison**  
**Existing vs. 2017 No Build Conditions – Game Day**

Signalized Intersections	Existing Conditions			2017 No Build Conditions		
	Weekday Pre-game	Saturday Pre-game	Saturday Post-game	Weekday Pre-game	Saturday Pre-game	Saturday Post-game
	24 Signalized Intersections			25 Signalized Intersections <sup>[1]</sup>		
Overall Intersection LOS A/B/C	10	10	12	<u>3</u>	<u>5</u>	<u>2</u>
Overall Intersection LOS D	9	14	9	3	<u>1</u>	<u>4</u>
Overall Intersection LOS E	5	0	0	<u>3</u>	<u>3</u>	<u>5</u>
Overall Intersection LOS F	0	0	3	<u>16</u>	<u>16</u>	<u>14</u>

**Notes:** <sup>1</sup> Under 2017 No Build conditions, the intersection of Northern Boulevard and College Point Boulevard would be signalized. During the weekday pre-game peak hour, all 4 unsignalized intersections would operate at overall LOS A/B or C; during the weekend pre-game peak period, the Grand Central Parkway ramp at West Park Loop/Stadium Road would operate at overall LOS F; during the weekend post-game peak period, Boat Basin Road at World's Fair Marina would operate at overall LOS F.



**Table 17-16**  
**Traffic Lane Group Level of Service Summary Comparison**  
**Existing vs. 2017 No Build Conditions – Game Day**

Signalized Lane Groups	Existing Conditions			2017 No Build Conditions		
	Weekday Pre-game	Saturday Pre-game	Saturday Post-game	Weekday Pre-game	Saturday Pre-game	Saturday Post-game
	24 Signalized Intersections <sup>(1)</sup>			25 Signalized Intersections <sup>(1)</sup>		
No. of Lane Groups at LOS A/B/C	56	63	70	<u>32</u>	<u>44</u>	43
No. of Lane Groups at LOS D	29	32	20	<u>23</u>	<u>26</u>	24
No. of Lane Groups at LOS E	26	20	14	<u>19</u>	<u>6</u>	<u>10</u>
No. of Lane Groups at LOS F	11	7	18	<u>54</u>	<u>52</u>	<u>52</u>
<b>Notes:</b>						
Under 2017 No Build conditions, the intersection of Northern Boulevard and College Point Boulevard would be signalized. In the 2017 No Build condition, northbound left turns from Boat Basin Road onto World Fair Marina would operate at LOS F during all game peak hours; eastbound left turns from the Grand Central Parkway ramp onto West Park Loop/Stadium Road would operate at LOS F during the weekend pre-game peak hour. All other lane groups would operate at LOS A, B, C or D.						

The summary overview of the 2017 No Build condition without a Mets game indicates that:

- In the weekday AM peak hour, of the 25 signalized intersections analyzed, the number of locations that are projected to operate at overall LOS E or F would increase from one under existing conditions to 15 under the 2017 No Build condition. The number of traffic lane groups projected to operate at LOS E or F would increase from 22 to 49. A review of Figure 17-12 indicates that most of the projected LOS E or F intersections would be located in Downtown Flushing and along Roosevelt Avenue from 108th Street to 114th Street.
- In the weekday midday peak hour, the number of signalized intersections that would operate at overall LOS E or F would increase from zero to 12, while the number of traffic lane groups at LOS E or F would increase from 12 to 39. Figure 17-13 shows overall levels of service.
- In the weekday PM peak hour, the number of locations that are projected to operate at overall LOS E or F would increase from two under existing conditions to 17 under 2017 No Build conditions. The number of lane groups projected to operate at LOS E or F would increase from 25 to 52. A review of Figure 17-14 indicates that, similar to weekday AM, most of the projected LOS E or F intersections would be located in Downtown Flushing and along Roosevelt Avenue from 108th Street to 114th Street.
- In the Saturday midday peak hour, the number of signalized intersections that would operate at overall LOS E or F would increase from two to 19, while the number of lane groups at LOS E or F would increase from 29 to 60. Figure 17-15 shows overall levels of service.

The summary overview of the 2017 No Build condition with a Mets game indicates that:

- In the weekday PM pre-game peak hour, of the 25 signalized intersections analyzed, the number of locations that are projected to operate at LOS E or F would increase from five under existing conditions to 19 under the 2017 No Build condition. The number of traffic lane groups projected to operate at LOS E or F would increase from 37 to 73. Figure 17-16 shows overall levels of service.
- In the Saturday midday pre-game peak hour, the number of locations that are projected to operate at LOS E or F would increase from zero under existing conditions to 19 under the 2017 No Build condition. The number of lane groups projected to operate at LOS E or F would increase from 27 to 58. The unsignalized intersection of the westbound Grand Central

Parkway ramp at West Park Loop/Stadium Road would operate at LOS F. Figure 17-17 shows overall levels of service.

- In the Saturday PM post-game peak hour, the number of locations that are projected to operate at LOS E or F would increase from three under existing conditions to 19 under the 2017 No Build conditions. The number of lane groups projected to operate at LOS E or F would increase from 32 to 62. The unsignalized intersection of Boat Basin Road at World's Fair Marina would operate at LOS F. Figure 17-18 shows overall levels of service.

## **PARKING**

Based on a background traffic growth rate of one percent per year, demand for off-street parking facilities and on-street parking in the area can generally be expected to increase by the same rate. The maximum occupancy level for parking facilities on non-game days would increase by about one to two percent of total capacity in 2017 from the existing occupancy level range of 12 to 23 percent on a typical weekday without a Mets game. On a typical Saturday without a Mets game, the maximum occupancy level for parking facilities would increase by about one percent of capacity in 2017 from the existing occupancy level range of 8 to 10 percent.

On a typical weeknight with a Mets game, the maximum occupancy between 6:30-7:30 PM would peak at about 38 percent in 2017, compared to approximately 34 percent in 2006. On a typical weekend game day, the maximum occupancy (peaking at 1-2 PM) would increase from 95 percent in 2006 to 100 percent in 2017 (with some of the unmet demand perhaps shifting to other nearby, available off-street parking facilities). This off-street demand projection for a weekend game day is a conservative assumption since it includes increases in Mets fan parking, which are not really subject to annual increases. Regarding game-day parking, it should be noted that with the redevelopment of Shea Stadium into Citi Field, the official stadium parking lots (immediately surrounding the ballpark) would provide approximately the same capacity, according to the 2001 Shea Stadium Redevelopment Project FEIS.

Because the existing weekday non game maximum on-street parking occupancy exceeds the legal capacity during the AM, midday, and PM periods, the on-street parking utilization is assumed to continue to peak above 100 percent after assigning a one percent per year growth rate to the existing parking occupancy. The existing Saturday midday non game on-street parking, which is nearly fully utilized under existing conditions, can be expected to operate at approximately 100 percent utilization. Since the existing weekday pre-game maximum parking occupancy exceeds the legal capacity, the on-street parking utilization is assumed to continue to peak above 100 percent. For weekend game day, the maximum on-street occupancy would increase from 80 percent in 2006 to 89 percent in 2017.

## **DUAL EVENT CONDITION**

According to the Shea Stadium Redevelopment Study FEIS, the proposed access/egress routings for Citi Field would not negatively affect USTA event traffic management, circulation, and operations. Therefore, any expected changes in the Dual Event Condition for the 2017 future without the proposed Plan would be limited to worsened delays and increased queuing on the local streets and highway network due to increased traffic volumes as a result of background traffic growth and the additional developments surrounding the USTA National Tennis Center and Citi Field. This traffic growth would not necessarily require modification of tennis event access and egress routings and traffic management strategies, but would likely increase the severity of additional delays during the Dual Event Condition.

## F. PROBABLE IMPACTS OF THE PROPOSED PLAN

Upon completion of the proposed Plan, there would be several likely changes to the roadway network within the Willets Point Development District. The existing Willets Point Boulevard and 34th Avenue within the boundaries of the District would be demapped, in whole or in part, and two connector streets would be built, one beginning at the intersection of 126th Street and 34th Avenue, continuing 34th Avenue into the District, and the other at the intersection of 126th Street and the continuation of Citi Field's southern edge, continuing that line into the District. Both streets would join with each other and connect to the new Van Wyck Expressway access ramps (described below). Two new east-west retail streets would continue into the District from the intersection of 126th Street and the Citi Field entrance center line, and from the intersection of 126th Street and the continuation of Citi Field's northern edge. A third retail street, running north-south, would intersect those retail streets and both connector streets. A new street would follow the border between the District and the abutting MTA lot, and intersect Roosevelt Avenue east of 126th Street. Service streets may be located as one of the streets bounding the two blocks located at the intersection of 126th Street and Northern Boulevard, and the intersection of 126th Street and Roosevelt Avenue.

A new access ramp from the northbound Van Wyck Expressway would be constructed off of the existing Exit 13 ramp and would connect to the new street network within the District at the northeast corner. A new ramp to the southbound Van Wyck Expressway would connect the northeast corner of the District to the expressway mainline immediately south of the interchange with the Whitestone Expressway. The new ramps would provide inbound trip access to the District from the northbound Van Wyck Expressway and outbound trip access from the District to the southbound Van Wyck Expressway and the eastbound and westbound Grand Central Parkway via the existing ramp, which leads westbound toward the elevated southbound Whitestone Expressway along the northern edge of the District.

Under the proposed Plan, a street following Citi Field's southern edge would form the northern and western edges of the Lot B development and would extend from the 126th Street (at the intersection with the new southern connector street) to Roosevelt Avenue, west of 126th Street. Roosevelt Avenue and 126th Street would form the southern and eastern edges of the Lot B development. Lot D, a surface parking lot south of Roosevelt Avenue and east of the South Lot, is anticipated to be developed with a five-level parking garage. Lot D would connect with 126th Street south of Roosevelt Avenue and with the adjacent South Lot.

This section includes a determination of the volume of vehicle trips generated under the 2017 Build condition, their distribution within the study area roadway network, the analysis of future traffic levels of service, and the identification of significant impacts as per CEQR Technical Manual guidelines. Mitigation measures are discussed in Chapter 23.

### TRIP GENERATION AND MODAL SPLIT

Table 17-17 identifies the development program analyzed for the proposed Plan, including the anticipated development on Lots B and D. Travel demand estimates were prepared for each of the nine land use types. Trip generation estimates were developed in consultation with the New York City Department of Transportation (NYCDOT) and rely on other representative developments with similar land uses, area types, etc., for appropriate trip generation rates. The sources used in determining travel demand factors—shown in Table 17-18 and Table 17-19—are described in further detail below.

**Table 17-17  
Cumulative Development Program for Analysis**

<b>Use</b>	<b>Maximum Development Program</b>
Residential	5,500 DU
Office	500,000 SF
Destination Retail <sup>(1)</sup>	1,550,000 SF
Local Retail	150,000 SF
Hotel	700 Rooms
Convention/expo Facility	400,000 SF
Community Facility	150,000 SF
School	900 Seats
Lot B Office	280,000 SF
Lot B Destination Retail	184,500 SF
<b>Notes:</b>	
<sup>1</sup> The destination retail component includes a 54,000 square foot movie theater complex with approximately 2,700 seats	
SF = square feet	
DU = dwelling unit	

### RESIDENTIAL

For the residential component, the weekday trip generation rate used was taken from *Urban Space for Pedestrians (1975)*; the Saturday trip generation rate was developed using rates from *Trip Generation, 7th Edition (ITE, 2003)* to adjust the weekday rate in *Urban Space for Pedestrians*. The weekday delivery trip rate is from *Motor Trucks in the Metropolis (Wilbur Smith Associates, 1969)* while the Saturday delivery trip generation rate is from the Atlantic Yards Arena and Redevelopment Project FEIS (2006).

*Census 2000* (U.S Department of Commerce Bureau of the Census, 2000) journey-to-work data were used to develop the modal split for the weekday AM, midday, PM, and evening peak periods based on data for the following census tracts in Queens County: 381, 383, 399, 401, 403, 431, 851, 853, 855, 857, 865, 867, 871, and 875. Census Tract 383, which encompasses the District, is a very large tract with few residential units; therefore, the study area was expanded to include tracts in Corona and Flushing. These tracts have access and transit characteristics similar to the project site. The Saturday modal split was adjusted from the Census journey-to-work data to reflect anticipated higher auto and walk shares.

Auto occupancy rates from the journey-to-work data were used for all analysis time periods. The vehicle occupancy for auto trips was applied to taxi trips.

For the weekday analysis periods, the temporal distribution is from the No. 7 Subway Extension—Hudson Yards Rezoning and Development Program (Hudson Yards Rezoning) FGEIS (2004) and the directional distribution is from Atlantic Yards Arena and Redevelopment Project FEIS (2006). For the Saturday non-game midday peak, the temporal and directional distributions are from *Trip Generation, 7th Edition (ITE, 2003)*. The Saturday pre-game and post-game temporal and directional distributions are from the Atlantic Yards Arena and Redevelopment Project FEIS (2006).

Table 17-18  
Weekday Trip Generation Factors

Rates	Residential				Office				Destination Retail				Local Retail				Convention/Expo Facility			
<b>Person Trips</b>																				
Daily Trip Rate	8.075 / DU <sup>1</sup>				18.0 / 1,000 SF <sup>4</sup>				78.2 / 1,000 SF <sup>7,8</sup>				205.0 / 1,000 SF <sup>9</sup>				46.2 / 1,000 SF <sup>9</sup>			
Link Trip Credit	2				2				7				7,17				11,17, 21			
Modal Split	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE
Auto	32.0%	32.0%	32.0%	32.0%	51.0%	25.5%	51.0%	51.0%	59.0%	59.0%	59.0%	59.0%	15.0%	15.0%	15.0%	15.0%	68.0%	68.0%	68.0%	68.0%
Taxi	1.0%	1.0%	1.0%	1.0%	1.0%	0.5%	1.0%	1.0%	3.0%	3.0%	3.0%	3.0%	0.0%	0.0%	0.0%	0.0%	8.0%	8.0%	8.0%	8.0%
Subway	46.0%	46.0%	46.0%	46.0%	16.0%	8.0%	16.0%	16.0%	15.0%	15.0%	15.0%	15.0%	5.0%	5.0%	5.0%	5.0%	12.0%	12.0%	12.0%	12.0%
Bus	9.0%	9.0%	9.0%	9.0%	14.0%	7.0%	14.0%	14.0%	18.0%	18.0%	18.0%	18.0%	10.0%	10.0%	10.0%	10.0%	2.0%	2.0%	2.0%	2.0%
Walk Only	12.0%	12.0%	12.0%	12.0%	18.0%	59.0%	18.0%	18.0%	5.0%	5.0%	5.0%	5.0%	70.0%	70.0%	70.0%	70.0%	10.0%	10.0%	10.0%	10.0%
Veh. Occ.	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE
Auto	1.32 <sup>2</sup>	1.32 <sup>2</sup>	1.32 <sup>2</sup>	1.32 <sup>2</sup>	1.14 <sup>2</sup>	1.14 <sup>2</sup>	1.14 <sup>2</sup>	1.14 <sup>2</sup>	2.05 <sup>7</sup>	2.05 <sup>7</sup>	2.05 <sup>7</sup>	2.05 <sup>7</sup>	2.00 <sup>5</sup>	2.00 <sup>5</sup>	2.00 <sup>5</sup>	2.00 <sup>5</sup>	2.30 <sup>9</sup>	2.30 <sup>9</sup>	2.30 <sup>9</sup>	2.30 <sup>9</sup>
Taxi	1.32 <sup>2</sup>	1.32 <sup>2</sup>	1.32 <sup>2</sup>	1.32 <sup>2</sup>	1.14 <sup>2</sup>	1.14 <sup>2</sup>	1.14 <sup>2</sup>	1.14 <sup>2</sup>	2.05 <sup>7</sup>	2.05 <sup>7</sup>	2.05 <sup>7</sup>	2.05 <sup>7</sup>	2.00 <sup>5</sup>	2.00 <sup>5</sup>	2.00 <sup>5</sup>	2.00 <sup>5</sup>	1.80 <sup>9</sup>	1.80 <sup>9</sup>	1.80 <sup>9</sup>	1.80 <sup>9</sup>
Temporal Dist.	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE
Percent In	9.1% <sup>3</sup>	4.7% <sup>3</sup>	10.7% <sup>3</sup>	8.3% <sup>3</sup>	11.8% <sup>3</sup>	15.0% <sup>3</sup>	13.7% <sup>3</sup>	0.9% <sup>3</sup>	2.4% <sup>3</sup>	8.7% <sup>3</sup>	8.9% <sup>3</sup>	7.7% <sup>3</sup>	3.1% <sup>3</sup>	19% <sup>3</sup>	9.6% <sup>3</sup>	7.6% <sup>3</sup>	5.5% <sup>3</sup>	7.1% <sup>3</sup>	12.7% <sup>3</sup>	11.7% <sup>3</sup>
Percent Out	20.0% <sup>3</sup>	51.0% <sup>3</sup>	65.0% <sup>3</sup>	70.0% <sup>3</sup>	96.2% <sup>3</sup>	48.0% <sup>3</sup>	5.0% <sup>3</sup>	20.0% <sup>3</sup>	61.0% <sup>3</sup>	55.0% <sup>3</sup>	47.0% <sup>3</sup>	55.0% <sup>3</sup>	50.0% <sup>3</sup>	50.0% <sup>3</sup>	50.0% <sup>3</sup>	50.0% <sup>3</sup>	100.0% <sup>3</sup>	73.0% <sup>3</sup>	3.0% <sup>3</sup>	0.0% <sup>3</sup>
<b>Delivery Trips</b>																				
Daily Trip Rate	0.06 / DU <sup>6</sup>				0.32 / 1,000 SF <sup>20</sup>				0.70 / 1,000 SF <sup>7</sup>				0.70 / 1,000 SF <sup>9</sup>				0.70 / 1,000 SF <sup>9</sup>			
Temporal Dist.	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE
Percent In/Out	12.0% <sup>19</sup>	9.0% <sup>19</sup>	2.0% <sup>19</sup>	2.0% <sup>19</sup>	10.0% <sup>14</sup>	11.0% <sup>14</sup>	2.0% <sup>14</sup>	2.0% <sup>14</sup>	7.7% <sup>3</sup>	11.0% <sup>3</sup>	1.0% <sup>3</sup>	1.0% <sup>3</sup>	7.7% <sup>3</sup>	11.0% <sup>3</sup>	1.0% <sup>3</sup>	1.0% <sup>3</sup>	7.8% <sup>3</sup>	14.7% <sup>3</sup>	1.1% <sup>3</sup>	1.1% <sup>3</sup>
In	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Out	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
<b>Person Trips</b>																				
Daily Trip Rate	3.26 / Seat <sup>5</sup>				5.82 / Room <sup>5</sup>				34.0 / 1,000 SF <sup>23</sup>				1.8 / Seat <sup>15</sup>				2.0 / Staff <sup>15</sup>			
Link Trip Credit	22				7				2				15,17				15			
Modal Split	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE
Auto	56.0%	56.0%	56.0%	56.0%	70.0%	70.0%	70.0%	70.0%	16.0%	16.0%	16.0%	16.0%	15.0%	15.0%	15.0%	15.0%	50.0%	50.0%	50.0%	50.0%
Taxi	7.0%	7.0%	7.0%	7.0%	15.0%	15.0%	15.0%	15.0%	0.5%	0.5%	0.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Subway	18.0%	18.0%	18.0%	18.0%	3.0%	5.0%	5.0%	5.0%	23.0%	23.0%	23.0%	23.0%	15.0%	15.0%	15.0%	15.0%	50.0%	50.0%	50.0%	50.0%
Bus	8.0%	8.0%	8.0%	8.0%	5.0%	5.0%	5.0%	5.0%	4.5%	4.5%	4.5%	4.5%	10.0%	10.0%	10.0%	10.0%	0.0%	0.0%	0.0%	0.0%
Walk Only	11.0%	11.0%	11.0%	11.0%	5.0%	5.0%	5.0%	5.0%	56.0%	56.0%	56.0%	56.0%	60.0%	60.0%	60.0%	60.0%	0.0%	0.0%	0.0%	0.0%
Veh. Occ.	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE
Auto	2.52 <sup>22</sup>	2.52 <sup>22</sup>	2.52 <sup>22</sup>	2.52 <sup>22</sup>	1.60 <sup>5</sup>	1.60 <sup>5</sup>	1.60 <sup>5</sup>	1.60 <sup>5</sup>	1.50 <sup>14</sup>	1.50 <sup>14</sup>	1.50 <sup>14</sup>	1.50 <sup>14</sup>	1.30 <sup>15</sup>	1.30 <sup>15</sup>	1.30 <sup>15</sup>	1.30 <sup>15</sup>	1.20 <sup>15</sup>	1.20 <sup>15</sup>	1.20 <sup>15</sup>	1.20 <sup>15</sup>
Taxi	2.30 <sup>22</sup>	2.30 <sup>22</sup>	2.30 <sup>22</sup>	2.30 <sup>22</sup>	1.40 <sup>5</sup>	1.40 <sup>5</sup>	1.40 <sup>5</sup>	1.40 <sup>5</sup>	1.50 <sup>14</sup>	1.50 <sup>14</sup>	1.50 <sup>14</sup>	1.50 <sup>14</sup>	1.30 <sup>15</sup>	1.30 <sup>15</sup>	1.30 <sup>15</sup>	1.30 <sup>15</sup>	1.20 <sup>15</sup>	1.20 <sup>15</sup>	1.20 <sup>15</sup>	1.20 <sup>15</sup>
Temporal Dist.	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE
Percent In	1.0% <sup>4</sup>	3.0% <sup>4</sup>	8.0% <sup>4</sup>	13.0% <sup>4</sup>	6.6% <sup>4</sup>	8.3% <sup>4</sup>	7.7% <sup>4</sup>	6.6% <sup>4</sup>	7.2% <sup>14</sup>	7.1% <sup>14</sup>	8.3% <sup>14</sup>	6.4% <sup>14</sup>	45.0% <sup>15</sup>	0.0% <sup>15</sup>	0.0% <sup>15</sup>	0.0% <sup>15</sup>	45.0% <sup>15</sup>	0.0% <sup>15</sup>	0.0% <sup>15</sup>	0.0% <sup>15</sup>
Percent Out	5.0%	38.0%	46.0%	47.0%	59.0%	32.0%	41.0%	40.0%	6.0%	55.0%	58.0%	50.0%	100.0% <sup>15</sup>	0.0% <sup>15</sup>	0.0% <sup>15</sup>	0.0% <sup>15</sup>	0.0%	0.0%	100.0%	0.0%
<b>Delivery Trips</b>																				
Daily Trip Rate	0.02 / Seat <sup>5</sup>				0.24 / Room <sup>13</sup>				0.38 / 1,000 SF <sup>14</sup>				0.04 / Seat <sup>15,17</sup>				N/A			
Temporal Dist.	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE
Percent In/Out	12.0% <sup>51</sup>	11.0% <sup>51</sup>	1.0% <sup>51</sup>	1.0% <sup>51</sup>	12.0% <sup>45</sup>	9.0% <sup>45</sup>	0.0% <sup>45</sup>	0.0% <sup>45</sup>	6.0% <sup>14</sup>	11.0% <sup>14</sup>	1.0% <sup>14</sup>	0.0% <sup>14</sup>	9.7% <sup>15</sup>	7.8% <sup>15</sup>	5.1% <sup>15</sup>	0.0% <sup>15</sup>	0.0% <sup>17</sup>	0.0% <sup>17</sup>	0.0% <sup>17</sup>	0.0% <sup>17</sup>
In	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Out	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%

Notes: \* Truck trips rates for the school component were estimated using the rates for the community facility use. The factor was converted from 1,000 SF to Seat by assuming 6 students per 1,000 SF

Sources: (1) Pushkarev & Zupan. *Urban Space for Pedestrians* (1975)  
 (2) U.S. Department of Commerce, Bureau of the Census, *Census 2000*.  
 (3) No. 7 *Subway Extension-Hudson Yards Rezoning and Development Program Draft Generic Environmental Impact Statement* (2004)  
 (4) New York City Mayor's Office of Environmental Coordination, *City Environmental Quality Review Technical Manual* (2001)  
 (5) *Atlantic Yards Redevelopment Project Final Environmental Impact Statement* (2006)  
 (6) Wilbur Smith Associates, *Motor Trucks in the Metropolis* (1969)  
 (7) *Gateway Center at Bronx Terminal Market Final Environmental Impact Statement* (2005)  
 (8) Institute for Transportation Engineers, *Trip Generation Manual*, 7th Edition (2003)  
 (9) *Coliseum Redevelopment Project Final Supplemental Environmental Impact Statement* (1997)  
 (10) *Javits Convention Center Expansion and Renovation Draft Generic Environmental Impact Statement* (2006)  
 (11) *Shea Stadium Redevelopment Final Environmental Impact Statement* (2001)  
 (12) *Atlantic Center Plaza Final Environmental Impact Statement* (1999)  
 (13) *42 Street Development Project: General Project Plan Amendment Final Supplemental Environmental Impact Statement* (1994)  
 (14) *Downtown Brooklyn Development Final Environmental Impact Statement* (2004)  
 (15) *PS 260Q School Facility* (2005)  
 (16) *World Trade Center Memorial and Redevelopment Plan Final Generic Environmental Impact Statement* (2004)  
 (17) AKRF assumption  
 (18) *Gateway Estates FEIS* (1996)  
 (19) *Curbside Pickup & Delivery Operations & Arterial Traffic Impacts*, FHWA, February 1981  
 (20) PHA June 10, 2004 survey at existing Midtown and Lower Manhattan office buildings  
 (21) *Pier 94, Unconvention Center, Inc. EAS* (2003)  
 (22) *Loews Elmhurst Multiplex FEIS* (2000)  
 (23) *Arveme Urban Renewal Area FEIS* (2003)

Table 17-19  
Saturday Trip Generation Factors

Rates	Residential			Office			Destination Retail			Local Retail		
<b>Person Trips</b>												
Daily Trip Rate	9.575 / DU <sup>1,8</sup>			0.9 / 1,000 SF <sup>3</sup>			92.5 / 1,000 SF <sup>7,8</sup>			205.0 / 1,000 SF <sup>9,17</sup>		
Link Trip Credit							15% <sup>17</sup>			15% <sup>17</sup>		
Modal Split	217			2			7			7,17		
	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game
Auto	40.0%	40.0%	40.0%	51.0%	51.0%	51.0%	59.0%	59.0%	59.0%	15.0%	15.0%	15.0%
Taxi	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%
Subway	26.0%	26.0%	26.0%	16.0%	16.0%	16.0%	13.0%	13.0%	13.0%	5.0%	5.0%	5.0%
Bus	3.0%	3.0%	3.0%	14.0%	14.0%	14.0%	18.0%	18.0%	18.0%	10.0%	10.0%	10.0%
Walk Only	30.0%	30.0%	30.0%	18.0%	18.0%	18.0%	5.0%	5.0%	5.0%	70.0%	70.0%	70.0%
Vehicle Occupancy	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game
Auto	1.32 <sup>2</sup>	1.32 <sup>2</sup>	1.32 <sup>2</sup>	1.14 <sup>2</sup>	1.14 <sup>2</sup>	1.14 <sup>2</sup>	2.49 <sup>7</sup>	2.49 <sup>7</sup>	2.49 <sup>7</sup>	2.00 <sup>5</sup>	2.00 <sup>5</sup>	2.00 <sup>5</sup>
Taxi	1.32 <sup>2</sup>	1.32 <sup>2</sup>	1.32 <sup>2</sup>	1.14 <sup>2</sup>	1.14 <sup>2</sup>	1.14 <sup>2</sup>	2.49 <sup>7</sup>	2.49 <sup>7</sup>	2.49 <sup>7</sup>	2.00 <sup>5</sup>	2.00 <sup>5</sup>	2.00 <sup>5</sup>
Temporal Distribution	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game
	8.0% <sup>8</sup>	7.0% <sup>5</sup>	7.2% <sup>5</sup>	15.0% <sup>5</sup>	15.0% <sup>5</sup>	15.0% <sup>5</sup>	11.5% <sup>21</sup>	8.0% <sup>7</sup>	6.0% <sup>7</sup>	9.5% <sup>9</sup>	9.5% <sup>5</sup>	9.5% <sup>5</sup>
Percent In	57.0% <sup>8</sup>	50.0% <sup>5</sup>	50.0% <sup>5</sup>	60.0% <sup>5</sup>	15.0% <sup>5</sup>	60.0% <sup>5</sup>	51.0% <sup>21</sup>	53.6% <sup>7</sup>	47.5% <sup>7</sup>	55.0% <sup>9</sup>	55% <sup>5</sup>	45% <sup>5</sup>
Percent Out	43.0%	50.0%	50.0%	40.0%	85.0%	40.0%	49.0%	46.4%	52.5%	45.0%	45.0%	55.0%
<b>Delivery Trips</b>												
Daily Trip Rate	0.02 / DU <sup>5</sup>			0.02 / 1,000 SF <sup>5</sup>			0.04 / 1,000 SF <sup>5</sup>			0.04 / 1,000 SF <sup>5</sup>		
Temporal Distribution	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game
Percent In/Out	9.0% <sup>20</sup>	9.0% <sup>20</sup>	0.0% <sup>17</sup>	11.0% <sup>5</sup>	11.0% <sup>5</sup>	3.0% <sup>5</sup>	11.0% <sup>5</sup>	11.0% <sup>5</sup>	2.0% <sup>5</sup>	11.0% <sup>9</sup>	11.0% <sup>5</sup>	2.0% <sup>5</sup>
In	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Out	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
<b>Rates</b>												
	Convention/Expo Facility			Movie Theater			Hotel			Community Facility		
<b>Person Trips</b>												
Daily Trip Rate	46.2 / 1,000 SF <sup>9</sup>			6.25 / Seat <sup>23</sup>			8.61 / Room <sup>5</sup>			34 / 1,000 SF <sup>24</sup>		
Link Trip Credit												
Modal Split	11,17,22			23			7			2		
	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game
Auto	70.0%	70.0%	70.0%	56.0%	56.0%	56.0%	70.0%	70.0%	70.0%	16.0%	16.0%	16.0%
Taxi	6.0%	6.0%	6.0%	7.0%	7.0%	7.0%	15.0%	15.0%	15.0%	0.5%	0.5%	0.5%
Subway	12.0%	12.0%	12.0%	18.0%	18.0%	18.0%	5.0%	5.0%	5.0%	23.0%	23.0%	23.0%
Bus	2.0%	2.0%	2.0%	8.0%	8.0%	8.0%	5.0%	5.0%	5.0%	4.5%	4.5%	4.5%
Walk Only	10.0%	10.0%	10.0%	11.0%	11.0%	11.0%	5.0%	5.0%	5.0%	56.0%	56.0%	56.0%
Vehicle Occupancy	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game
Auto	2.60 <sup>9</sup>	2.60 <sup>9</sup>	2.60 <sup>9</sup>	2.52 <sup>23</sup>	2.52 <sup>23</sup>	2.52 <sup>23</sup>	1.60 <sup>5</sup>	1.60 <sup>5</sup>	1.60 <sup>5</sup>	1.50 <sup>14</sup>	1.50 <sup>14</sup>	1.50 <sup>14</sup>
Taxi	1.70 <sup>9</sup>	1.70 <sup>9</sup>	1.70 <sup>9</sup>	2.30 <sup>23</sup>	2.30 <sup>23</sup>	2.30 <sup>23</sup>	1.40 <sup>5</sup>	1.40 <sup>5</sup>	1.40 <sup>5</sup>	1.50 <sup>14</sup>	1.50 <sup>14</sup>	1.50 <sup>14</sup>
Temporal Distribution	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game
	14.4% <sup>3</sup>	12.0% <sup>3</sup>	13.8% <sup>3</sup>	5.0% <sup>5</sup>	5.0% <sup>5</sup>	8.0% <sup>5</sup>	7.50% <sup>5</sup>	7.50% <sup>5</sup>	7.50% <sup>5</sup>	14.1% <sup>8</sup>	14.1% <sup>8</sup>	14.1% <sup>8,17</sup>
Percent In	50.0% <sup>3</sup>	64.0% <sup>3</sup>	41.0% <sup>3</sup>	62.0% <sup>5</sup>	62.0% <sup>5</sup>	38.0% <sup>5</sup>	56.0% <sup>5</sup>	56.0% <sup>5</sup>	56.0% <sup>5</sup>	49.0% <sup>8</sup>	49.0% <sup>8</sup>	48.0% <sup>8,17</sup>
Percent Out	50.0%	36.0%	59.0%	38.0%	38.0%	62.0%	44.0%	44.0%	44.0%	51.0%	51.0%	52.0%
<b>Delivery Trips</b>												
Daily Trip Rate	0.04 / 1,000 SF <sup>5</sup>			0.00 / Seat <sup>5</sup>			0.08 / Room <sup>5,13</sup>			0.0 / 1,000 SF <sup>17</sup>		
Temporal Distribution	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game
Percent In/Out	14.7% <sup>9</sup>	14.7% <sup>9</sup>	1.1% <sup>17</sup>	0.0% <sup>5</sup>	0.0% <sup>5</sup>	0.0% <sup>5</sup>	9.0% <sup>5</sup>	9.0% <sup>5</sup>	0.0% <sup>5</sup>	0.0% <sup>17</sup>	0.0% <sup>17</sup>	0.0% <sup>17</sup>
In	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
Out	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%
<b>Notes:</b>												
* Trips rates for the community facility component were developed based on a comparison of weekday rates with rates presented in the Institute for Transportation Engineers, Trip Generation 7th Edition (2003).												
** The project's school component would not generate trips on a Saturday.												
<b>Sources:</b>												
(1) Pushkarev & Zupan, <i>Urban Space for Pedestrians</i> (1975)												
(2) U.S. Department of Commerce, Bureau of the Census, <i>Census 2000</i> .												
(3) No. 7 Subway Extension-Hudson Yards Rezoning and Development Program Draft Generic Environmental Impact Statement (2004)												
(4) New York City Mayor's Office of Environmental Coordination, <i>City Environmental Quality Review Technical Manual</i> (2001)												
(5) Atlantic Yards Redevelopment Project Final Environmental Impact Statement (2006)												
(6) Wilbur Smith Associates, <i>Motor Trucks in the Metropolis</i> (1969)												
(7) Gateway Center at Bronx Terminal Market Final Environmental Impact Statement (2005)												
(8) Institute for Transportation Engineers, <i>Trip Generation Manual, 7th Edition</i> (2003)												
(9) Coliseum Redevelopment Project Final Supplemental Environmental Impact Statement (1997)												
(10) Javits Convention Center Expansion and Renovation Draft Generic Environmental Impact Statement (2006)												
(11) Shea Stadium Redevelopment Final Environmental Impact Statement (2001)												
(12) Atlantic Center Plaza Final Environmental Impact Statement (1999)												
(13) 42 Street Development Project: General Project Plan Amendment Final Supplemental Environmental Impact Statement (1994)												
(14) Downtown Brooklyn Development Final Environmental Impact Statement (2004)												
(15) Mott Haven School Facility Draft Environmental Impact Statement (2006)												
(16) World Trade Center Memorial and Redevelopment Plan Final Generic Environmental Impact Statement (2004)												
(17) AKRF assumption												
(18) Gateway Estates FEIS (1996)												
(19) Saturday modal split adjusted to reflect anticipated higher auto and walk shares.												
(20) Curbside Pickup & Delivery Operations & Arterial Traffic Impacts, FHWA, February 1981												
(21) Pier 94, Unconvention Center, Inc. EAS (2003)												
(22) Loews Elmhurst Multiplex FEIS (2000)												
(23) Arverne Urban Renewal Area FEIS (2003)												

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The weekday and Saturday non-game and pre-game delivery trip temporal distributions are from *Curbside Pickup & Delivery Operations & Arterial Traffic Impacts*, Federal Highway Administration (FHWA), February 1981. The Saturday post-game temporal distribution was developed using professional judgment.

### OFFICE

The trip generation analysis for the office component used daily trip generation rates reported in the *CEQR Technical Manual* (2001) and the Hudson Yards Rezoning FGEIS for the weekday and Saturday trip generation, respectively. The weekday delivery trip generation rate is based on surveys conducted at office buildings in Midtown and Lower Manhattan. The Saturday delivery trip generation rate used was taken from the Atlantic Yards Arena and Redevelopment Project FEIS (2006).

*Census 2000* reverse journey-to-work data were used to develop the modal split and vehicle occupancies for the AM, PM, weekday pre-game, and Saturday peak periods, using the Census tracts listed previously for the residential use. For the weekday midday peak period, it was assumed that a large percentage of office workers would walk to lunch within and near the project site. To estimate the midday modal split, the AM modal split for automobiles, taxis, subway, and bus were reduced by half and the balance was applied to the walk-only component. As with the residential use, the vehicle occupancy for taxi trips was assumed to be the same as for auto trips; both are from Census reverse journey-to-work data.

The weekday temporal and directional distributions are from the *CEQR Technical Manual* and the Hudson Yards Rezoning FGEIS, respectively. Saturday temporal and directional distribution rates are from the Atlantic Yards Arena and Redevelopment Project FEIS.

For temporal distribution for delivery vehicles: Downtown Brooklyn Development, the FEIS (2004), professional judgment, and the Atlantic Yards Arena and Redevelopment Project FEIS were used for various analysis periods.

### DESTINATION RETAIL

The basis of the weekday and Saturday trip generation rates for the proposed Plan's destination retail component was the Gateway Center at Bronx Terminal Market FEIS (2005). That study used rates based on surveys at the Queens Place shopping mall and analyses for projects in Harlem and Brooklyn. The Gateway Center at Bronx Terminal Market FEIS presented peak hour trip rates, temporal distribution, and directional distribution for the weekday midday, weekday PM, and Saturday midday peak hours. A weekday and Saturday daily trip rate was projected by comparing the rates from the Gateway Center at Bronx Terminal Market FEIS to rates presented in the Institute for Transportation Engineers, *Trip Generation, 7th Edition* (2003). Because it is expected that some of the retail trips will be made by the proposed Plan's residents and workers en route to or from their homes or offices in the District, a 15 percent linked trip credit was applied to the destination retail trip generation estimates. The 15 percent credit is consistent with guidance presented in the *CEQR Technical Manual*.

Due to its proximity, activities at the stadium would influence retail patronage and local traffic conditions at and near the District. Therefore, the Saturday traffic analysis considered non-game and game-day scenarios. On a game day, the peak period of the background network traffic would not correspond with the peak period for retail traffic. Therefore, trip generation rates were adjusted to reflect retail activity during the overall peak period. In addition, the temporal

distribution of traffic throughout the day was adjusted to reflect the fact that retail patrons are less likely to travel to the District immediately before or after a Mets game. For game days, the number of retail trips was reduced for the pre-game and post-game peak periods under the assumption that these trips would occur during other times of the day. This same methodology was used in the traffic analysis presented in the Gateway Center at Bronx Terminal Market FEIS since that retail center is proximate to Yankee Stadium.

The weekday delivery trip generation rate was taken from the Gateway Center at Bronx Terminal Market FEIS and the Saturday delivery trip generation rate was taken from Atlantic Yards Arena and Redevelopment Project FEIS.

The rates presented in the Gateway Center at Bronx Terminal Market FEIS were also used for the modal split and vehicle occupancies for the destination retail component. The ITE trip generation manual was used to estimate the temporal and directional distribution for the weekday peak periods. The Jamaica Plan: FEIS (2007) provided temporal and directional distribution for the Saturday non-game peak period. The Gateway Center at Bronx Terminal Market FEIS was the source of temporal and directional distribution for the Saturday pre-game and post-game analysis periods.

The weekday AM, midday, and PM temporal distribution for delivery vehicles was taken from the Hudson Yards Rezoning FGEIS, while the weekday pre-game temporal distribution was developed using professional judgment. The Atlantic Yards Arena and Redevelopment Project FEIS was the source for Saturday temporal distribution for delivery vehicles.

#### *LOCAL RETAIL*

The weekday and Saturday daily trip generation and delivery vehicle trip generation rates for the proposed Plan's local neighborhood retail component were taken from the Coliseum Redevelopment Project Final Supplemental Environmental Impact Statement ([SEIS] 1997). A 15 percent linked trip credit was applied to the local retail trip generation estimates.

The modal split was derived from the Gateway Estates (Brooklyn) FEIS (1996). The walk mode share was reduced from 80 percent to 70 percent; this 10 percent of trips was reassigned with half (5 percent) assigned to local bus and half (5 percent) assigned to subway. The local retail use was not assumed to generate taxi trips.

Vehicle occupancy rates were taken from the Atlantic Yards Arena and Redevelopment Project FEIS. The Coliseum FSEIS provided temporal distribution and directional distribution for the weekday AM, midday, and PM peak periods as well as for the Saturday non-game peak period. The weekday evening temporal and directional distribution is from *Urban Space for Pedestrians*. The Saturday pre-game and post-game temporal and directional distributions are from the Atlantic Yards Arena and Redevelopment Project FEIS. It was assumed that activities at Shea Stadium would not affect the Saturday temporal distribution for the local retail component.

The Coliseum FSEIS provided the weekday AM, midday, and PM and Saturday non-game temporal distributions for delivery vehicles. The weekday pre-game temporal distribution for delivery vehicles was based on professional judgment. The Saturday pre-game and post-game delivery vehicle temporal distribution was taken from the Atlantic Yards Arena and Redevelopment Project FEIS.



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### *MOVIE THEATER*

Person trips and vehicle trips for the proposed Plan's movie theater component were estimated using rates presented in the Loews Elmhurst Multiplex FEIS (2000). This source also provided the modal split and auto and taxi occupancy rates.

Weekday and Saturday delivery trip generation rates and the temporal and directional distribution rates for both visitor/employee trips and deliveries were taken from the Atlantic Yards Redevelopment Project FEIS (2006), with the sole exception being the evening temporal distribution rate for delivery trips, which was based on professional judgment.

### *CONVENTION CENTER*

The trip rates for the convention center component were developed from several sources. The daily trip generation rate, the weekday and Saturday delivery trip generation rate, and the weekday and Saturday auto and taxi occupancy rates were taken from the Coliseum Redevelopment Project Final SEIS (1997).

The modal split was developed using rates from the Pier 94, Unconvention Center, Inc. EAS (2003) and the Shea Stadium Redevelopment EIS (2001). The temporal and directional distribution rates for all analysis time periods were taken from the Hudson Yards Rezoning FGEIS. For the weekday AM, midday, and PM time periods as well as the Saturday non-game and pre-game time periods, the delivery truck temporal distribution was taken from the Coliseum Redevelopment Project Final SEIS (1997). The temporal distribution for the weekday pre-game and the Saturday post-game time periods was developed using professional judgment.

### *HOTEL*

The weekday and Saturday daily trip generation rates, temporal and directional distribution, and vehicle occupancy rates for the hotel use were taken from the Atlantic Yards Arena and Redevelopment Project FEIS. Rates from the Gateway Center at Bronx Terminal Market FEIS were used to estimate the modal split. The 42nd Street Redevelopment Project General Project Plan Amendment FSEIS was the source of delivery trip generation data.

### *COMMUNITY FACILITY*

For the proposed Plan's community facility component, the weekday and Saturday trip generation rates were based on rates for a community recreation center presented in the Arverne Urban Renewal Area FEIS (2003). The weekday delivery trip generation rate, the weekday AM, midday, and PM temporal and directional distributions for employee/visitor trips as well as delivery trips, and the auto and taxi occupancy rates were based on rates for a community facility presented in the Downtown Brooklyn Development FEIS (2004). The Saturday delivery trip generation rate was developed based on professional judgment.

The Downtown Brooklyn Development FEIS did not present a temporal or directional distribution for the weekday pre-game peak period. Therefore, the weekday PM temporal distribution presented in the Downtown Brooklyn Development FEIS was adjusted using the proportional relationship between weekday PM and evening temporal distribution for the residential use to derive the evening temporal distribution for the community facility. The directional distribution for the weekday evening peak period was developed using professional judgment. The Downtown Brooklyn Development FEIS also did not present rates for the

Saturday peak periods; therefore, Saturday rates were developed based on a comparison of weekday and weekend rates presented in ITE's *Trip Generation, 7th Edition*.

The modal split for the community facility use was developed based on journey-to-work data from the Census. However, the journey-to-work data were adjusted to reflect a larger percentage of walk trips and a lesser percentage of trips by other modes. This assumption was predicated on the assumption that a majority of the community facility trips would be made by the proposed Plan's residents. Delivery trip temporal distribution rates for the weekday evening and Saturday peak periods were developed using professional judgment.

### *SCHOOL*

The trip generation analysis for the school component was based on rates developed by the New York City School Construction Authority for their analyses of proposed school projects in New York City. The proposed Plan's school component would generate trips only during the AM and PM peak commuter hours. Because students and staff typically depart before the PM peak commuter hour, the temporal distribution reflects reduced student and staff trips in the PM commuter peak hour. Students and staff were assumed to typically remain on campus and, therefore, would not generate trips during the midday peak hour. Also, the school would not generate trips during the weekday pre-game peak period or on weekends.

Rates presented in the environmental studies for the P.S. 260Q School Facility Environmental Assessment Form and Supplemental Studies (2005) were used for the weekday trip generation rate, temporal distribution, modal split, and vehicle occupancy rates for the student trips.

The delivery trip generation rate was adjusted from the delivery trip generation rate for the community facility. The temporal distribution for delivery trips was taken from *Motor Trucks in the Metropolis*.

Rates from the *P.S. 260Q School Facility* study also provided for the trip generation rate, modal split, temporal and directional distribution, and vehicle occupancy for staff trips. As with the student trips, it was assumed that there would be negligible trip generation during the weekday pre-game and Saturday peak periods.

### **TRAVEL DEMAND ANALYSIS RESULTS**

The volume of person trips and vehicle trips expected to be generated by the proposed Plan would be substantial. Table 17-20 presents the person trips generated by the Plan. The Plan would generate an estimated 11,728, 19,331, 21,413, and 25,020 person trips during the weekday AM, midday, PM, and Saturday midday (non-game days) peak hours, respectively. On game days, the Plan would generate an estimated 17,411 person trips during the weekday PM pre-game peak hour and 19,931 and 18,524 person trips in the Saturday pre-game and post-game hours, respectively.

Table 17-21 presents the vehicle trip estimates for the proposed Plan. The Plan would generate a total of 3,302, 4,905, 6,090, and 6,625 vehicle (auto, taxi, and delivery) trips during the weekday AM, midday, PM, and Saturday midday (non-game days) peak hours, respectively. On game days, the Plan would generate an estimated 4,879 vehicle trips during the weekday PM pre-game peak hour and 5,205 and 4,866 vehicle trips in the Saturday pre-game and post-game hours, respectively. The Plan's taxi trips were adjusted based on the assumption that half of the arriving taxis would depart with a fare, which is consistent with most trip generation analysis performed for projects in New York City.

Table 17-20  
Proposed Plan Person Trips by Mode

Use	Auto		Taxi		Subway		Bus		Walk Only		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
<b>WEEKDAY AM PEAK HOUR</b>													
Residential	259	1,035	8	32	372	1,487	73	291	96	388	808	3,233	4,041
Office	520	21	10	0	163	7	143	6	184	8	1,020	42	1,062
Destination Retail	859	549	44	28	218	140	262	168	73	46	1,456	931	2,387
Local Retail	61	61	0	0	20	20	41	41	283	283	405	405	810
Movie Theater	47	2	6	0	15	1	7	0	9	1	84	4	88
Hotel	77	111	17	24	6	8	6	8	4	8	110	159	269
Convention/Expo	691	0	81	0	122	0	20	0	102	0	1,016	0	1,016
Community Facility	55	4	2	0	79	5	16	1	193	12	345	22	367
School	156	122	0	0	156	122	81	81	485	485	878	810	1,688
<b>Total</b>	<b>2,725</b>	<b>1,905</b>	<b>168</b>	<b>64</b>	<b>1,151</b>	<b>1,790</b>	<b>649</b>	<b>596</b>	<b>1,429</b>	<b>1,231</b>	<b>6,122</b>	<b>5,606</b>	<b>11,728</b>
<b>WEEKDAY MIDDAY PEAK HOUR</b>													
Residential	341	327	11	10	490	471	96	92	127	123	1,065	1,023	2,088
Office	165	179	3	4	52	56	45	49	383	414	648	702	1,350
Destination Retail	2,807	2,297	143	117	714	584	856	701	238	194	4,758	3,893	8,651
Local Retail	372	372	0	0	124	124	248	248	1,739	1,739	2,483	2,483	4,966
Movie Theater	92	56	11	7	30	18	13	8	18	11	164	100	264
Hotel	161	76	35	16	12	5	12	5	10	6	230	108	338
Convention/Expo	651	241	77	28	115	42	19	7	96	36	958	354	1,312
Community Facility	26	32	1	1	37	46	7	9	92	111	163	199	362
School	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4,615</b>	<b>3,580</b>	<b>281</b>	<b>183</b>	<b>1,574</b>	<b>1,346</b>	<b>1,296</b>	<b>1,119</b>	<b>2,703</b>	<b>2,634</b>	<b>10,469</b>	<b>8,862</b>	<b>19,331</b>
<b>WEEKDAY PM PEAK HOUR</b>													
Residential	988	532	31	17	1,421	765	278	150	371	199	3,089	1,663	4,752
Office	32	597	1	12	10	187	9	164	10	211	62	1,171	1,233
Destination Retail	2,454	2,768	125	141	624	704	749	844	208	234	4,160	4,691	8,851
Local Retail	188	188	0	0	63	63	126	126	878	878	1,255	1,255	2,510
Movie Theater	213	181	27	23	68	58	30	26	42	36	380	324	704
Hotel	130	90	28	19	9	6	9	6	9	8	185	129	314
Convention/Expo	48	1,548	6	182	8	273	1	46	7	228	70	2,277	2,347
Community Facility	28	39	1	1	41	57	8	11	100	138	178	246	424
School	20	24	0	0	20	24	14	14	81	81	135	143	278
<b>Total</b>	<b>4,101</b>	<b>5,967</b>	<b>219</b>	<b>395</b>	<b>2,264</b>	<b>2,137</b>	<b>1,224</b>	<b>1,387</b>	<b>1,706</b>	<b>2,013</b>	<b>9,514</b>	<b>11,899</b>	<b>21,413</b>
<b>WEEKDAY PRE-GAME PEAK HOUR</b>													
Residential	826	354	26	11	1,187	509	232	100	309	132	2,580	1,106	3,686
Office	8	33	0	1	3	10	2	9	3	12	16	65	81
Destination Retail	2,288	2,288	116	116	582	582	698	698	194	194	3,878	3,878	7,756
Local Retail	149	149	0	0	50	50	99	99	695	695	993	993	1,986
Movie Theater	339	301	42	38	109	97	48	43	68	59	606	538	1,144
Hotel	113	76	24	16	8	5	8	5	8	6	161	108	269
Convention/Expo	15	1,456	2	171	3	257	0	43	2	214	22	2,141	2,163
Community Facility	26	26	1	1	37	37	7	7	92	92	163	163	326
School	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3,764</b>	<b>4,683</b>	<b>211</b>	<b>354</b>	<b>1,979</b>	<b>1,547</b>	<b>1,094</b>	<b>1,004</b>	<b>1,371</b>	<b>1,404</b>	<b>8,419</b>	<b>8,992</b>	<b>17,411</b>
<b>SATURDAY MIDDAY NON-GAME PEAK HOUR</b>													
Residential	960	725	24	18	624	471	72	54	721	544	2,401	1,812	4,213
Office	37	24	1	0	12	8	10	7	12	9	72	48	120
Destination Retail	4,070	3,911	345	331	897	862	1,242	1,193	345	331	6,899	6,628	13,527
Local Retail	205	168	0	0	68	56	137	112	956	781	1,366	1,117	2,483
Movie Theater	293	180	37	22	94	58	42	26	57	35	523	321	844
Hotel	177	139	38	30	13	10	13	10	12	10	253	199	452
Convention/Expo	932	932	80	80	160	160	27	27	132	132	1,331	1,331	2,662
Community Facility	56	59	2	2	81	84	16	17	197	205	352	367	719
School	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>6,730</b>	<b>6,138</b>	<b>527</b>	<b>483</b>	<b>1,949</b>	<b>1,709</b>	<b>1,559</b>	<b>1,446</b>	<b>2,432</b>	<b>2,047</b>	<b>13,197</b>	<b>11,823</b>	<b>25,020</b>

Table 17-20 (cont'd)  
Proposed Plan Person Trips by Mode

Use	Auto		Taxi		Subway		Bus		Walk Only		Total		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
<b>SATURDAY PRE-GAME PEAK HOUR</b>													
Residential	737	737	18	18	479	479	55	55	554	554	1,843	1,843	3,686
Office	9	52	0	1	3	16	3	14	3	19	18	102	120
Destination Retail	2,976	2,576	252	218	656	568	908	786	252	218	5,044	4,366	9,410
Local Retail	205	168	0	0	68	56	137	112	956	781	1,366	1,117	2,483
Movie Theater	293	180	37	22	94	58	42	26	57	35	523	321	844
Hotel	177	139	38	30	13	10	13	10	12	10	253	199	452
Convention/Expo	993	559	85	48	170	96	28	16	143	79	1,419	798	2,217
Community Facility	56	59	2	2	81	84	16	17	197	205	352	367	719
School	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>5,446</b>	<b>4,470</b>	<b>432</b>	<b>339</b>	<b>1,564</b>	<b>1,367</b>	<b>1,202</b>	<b>1,036</b>	<b>2,174</b>	<b>1,901</b>	<b>10,818</b>	<b>9,113</b>	<b>19,931</b>
<b>SATURDAY POST-GAME PEAK HOUR</b>													
Residential	758	758	19	19	493	493	57	57	569	569	1,896	1,896	3,792
Office	37	24	1	0	12	8	10	7	12	9	72	48	120
Destination Retail	1,978	2,186	168	185	436	482	603	667	167	185	3,352	3,705	7,057
Local Retail	168	205	0	0	56	68	112	137	781	956	1,117	1,366	2,483
Movie Theater	287	469	36	59	92	151	41	67	57	91	513	837	1,350
Hotel	177	139	38	30	13	10	13	10	12	10	253	199	452
Convention/Expo	732	1,054	63	90	126	181	21	30	104	150	1,046	1,505	2,551
Community Facility	55	60	2	2	79	86	16	17	193	209	345	374	719
School	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4,192</b>	<b>4,895</b>	<b>327</b>	<b>385</b>	<b>1,307</b>	<b>1,479</b>	<b>873</b>	<b>992</b>	<b>1,895</b>	<b>2,179</b>	<b>8,594</b>	<b>9,930</b>	<b>18,524</b>

Table 17-21  
Proposed Plan Vehicle Trips by Type

Use	Auto		Taxi		Delivery		Total		
	In	Out	In	Out	In	Out	In	Out	Total
<b>WEEKDAY AM PEAK HOUR</b>									
Residential	196	784			20	20	216	804	1,020
Office	456	18			8	8	464	26	490
Destination Retail	419	268			40	40	459	308	767
Local Retail	31	31			4	4	35	35	70
Movie Theater	19	1			3	3	22	4	26
Hotel	48	69			10	10	58	79	137
Convention/Expo	300	0			11	11	311	11	322
Community Facility	37	3			2	2	39	5	44
School	122	94			2	2	124	96	220
<b>Total</b>	<b>1,628</b>	<b>1,268</b>	<b>103</b>	<b>103</b>	<b>100</b>	<b>100</b>	<b>1,831</b>	<b>1,471</b>	<b>3,302</b>
<b>WEEKDAY MIDDAY PEAK HOUR</b>									
Residential	258	248			15	15	273	263	536
Office	145	157			9	9	154	166	320
Destination Retail	1,369	1,120			58	58	1,427	1,178	2,605
Local Retail	186	186			6	6	192	192	384
Movie Theater	37	22			3	3	40	25	65
Hotel	101	48			8	8	109	56	165
Convention/Expo	283	105			21	21	304	126	430
Community Facility	17	21			3	3	20	24	44
School	0	0			1	1	1	1	2
<b>Total</b>	<b>2,396</b>	<b>1,907</b>	<b>177</b>	<b>177</b>	<b>124</b>	<b>124</b>	<b>2,697</b>	<b>2,208</b>	<b>4,905</b>

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**Table 17-21 (cont'd)  
Proposed Plan Vehicle Trips by Type**

Use	Auto		Taxi		Delivery		Total		Total
	In	Out	In	Out	In	Out	In	Out	
<b>WEEKDAY PM PEAK HOUR</b>									
Residential	748	403			3	3	751	406	1,157
Office	28	524			2	2	30	526	556
Destination Retail	1,197	1,350			5	5	1,202	1,355	2,557
Local Retail	94	94			1	1	95	95	190
Movie Theater	85	72			0	0	85	72	157
Hotel	81	56			0	0	81	56	137
Convention/Expo	21	673			2	2	23	675	698
Community Facility	19	26			0	0	19	26	45
School	15	18			1	1	16	19	35
<b>Total</b>	<b>2,288</b>	<b>3,216</b>	<b>279</b>	<b>279</b>	<b>14</b>	<b>14</b>	<b>2,581</b>	<b>3,509</b>	<b>6,090</b>
<b>WEEKDAY PRE-GAME PEAK HOUR</b>									
Residential	626	268			3	3	629	271	900
Office	7	29			2	2	9	31	40
Destination Retail	1,116	1,116			5	5	1,121	1,121	2,242
Local Retail	75	75			1	1	76	76	152
Movie Theater	135	119			0	0	135	119	254
Hotel	71	48			0	0	71	48	119
Convention/Expo	7	633			2	2	9	635	644
Community Facility	17	17			0	0	17	17	34
School	0	0			0	0	0	0	0
<b>Total</b>	<b>2,054</b>	<b>2,305</b>	<b>247</b>	<b>247</b>	<b>13</b>	<b>13</b>	<b>2,314</b>	<b>2,565</b>	<b>4,879</b>
<b>SATURDAY MIDDAY NON-GAME PEAK HOUR</b>									
Residential	727	549			5	5	732	554	1,286
Office	32	21			1	1	33	22	55
Destination Retail	1,635	1,571			3	3	1,638	1,574	3,212
Local Retail	103	84			0	0	103	84	187
Movie Theater	116	71			0	0	116	71	187
Hotel	111	87			3	3	114	90	204
Convention/Expo	358	358			1	1	359	359	718
Community Facility	37	39			0	0	37	39	76
School	0	0			0	0	0	0	0
<b>Total</b>	<b>3,119</b>	<b>2,780</b>	<b>350</b>	<b>350</b>	<b>13</b>	<b>13</b>	<b>3,482</b>	<b>3,143</b>	<b>6,625</b>
<b>SATURDAY PRE-GAME PEAK HOUR</b>									
Residential	558	558			5	5	563	563	1,126
Office	8	46			1	1	9	47	56
Destination Retail	1,195	1,035			3	3	1,198	1,038	2,236
Local Retail	103	84			0	0	103	84	187
Movie Theater	116	71			0	0	116	71	187
Hotel	111	87			3	3	114	90	204
Convention/Expo	382	215			1	1	383	216	599
Community Facility	37	39			0	0	37	39	76
School	0	0			0	0	0	0	0
<b>Total</b>	<b>2,510</b>	<b>2,135</b>	<b>267</b>	<b>267</b>	<b>13</b>	<b>13</b>	<b>2,790</b>	<b>2,415</b>	<b>5,205</b>
<b>SATURDAY POST-GAME PEAK HOUR</b>									
Residential	574	574			1	1	575	575	1,150
Office	32	21			0	0	32	21	53
Destination Retail	794	878			1	1	795	879	1,674
Local Retail	84	103			0	0	84	103	187
Movie Theater	114	186			0	0	114	186	300
Hotel	111	87			0	0	111	87	198
Convention/Expo	282	405			0	0	282	405	687
Community Facility	37	40			0	0	37	40	77
School	0	0			0	0	0	0	0
<b>Total</b>	<b>2,028</b>	<b>2,294</b>	<b>270</b>	<b>270</b>	<b>2</b>	<b>2</b>	<b>2,300</b>	<b>2,566</b>	<b>4,866</b>
<p><b>Note:</b> This table presents inbound and outbound taxi trips for the District rather than by a particular land use. Taxi trips are not assigned to a particular land use because taxi trips are assumed to be shared among all the land uses in the District. Taxi trips are balanced to account for some arriving empty and leaving full, some arriving full and leaving empty, and some arriving and leaving full.</p>									

Table 17-22 and Table 17-23 present the person trips and vehicle trips, respectively, expected to be generated by the anticipated development on Lot B. The anticipated development on Lot B would generate an estimated 890, 1,823, 1,782, and 1,735 person trips during the weekday AM, midday, PM, and Saturday midday (non-game days) peak hours, respectively. On game days, the development would generate an estimated 1,001 person trips during the weekday PM pre-game peak hour and 1,227 and 937 person trips in the Saturday pre-game and post-game hours, respectively. For vehicle trips, the anticipated development on Lot B would generate a total of 383, 529, 662, and 474 vehicle (auto, taxi, and delivery) trips during the weekday AM, midday, PM, and Saturday midday (non-game days) peak hours, respectively. On game days, the development would generate an estimated 320 vehicle trips during the weekday PM pre-game peak hour and 339 and 262 vehicle trips in the Saturday pre-game and post-game hours, respectively.

### **TRIP DISTRIBUTION AND ASSIGNMENT TO THE ROADWAY NETWORK**

The Willets Point Development District lies within a major highway system in north-central Queens, between the Grand Central Parkway, the LIE, the Van Wyck Expressway, and the Whitestone Expressway. As part of the proposed Plan, a new access ramp from the northbound Van Wyck Expressway, at the existing Exit 13 ramp, would be constructed and would connect to the new street network within the District at the northeast corner of the site. A new ramp to the southbound Van Wyck Expressway would also be built and connect the northeast corner of the site to the expressway mainline immediately south of the interchange with the Whitestone Expressway. The two new ramps would provide inbound trip access to the site from the northbound Van Wyck Expressway and outbound trip access from the site to the southbound Van Wyck Expressway and the eastbound and westbound Grand Central Parkway, via the existing ramp which leads westbound toward the elevated southbound Whitestone Expressway along the northern edge of the district.

The volume of vehicular traffic generated by the proposed Plan and Lot B was assigned to the highway and roadway networks using regional and local origin/destination patterns attributed to different land use types. The route assignments for vehicular trips generated by the proposed Plan assume those ramp access improvements and street network changes within the Willets Point Development District. Trips generated by the proposed land uses within the District were assigned to its primary access points. Lot B-generated trips were assigned to Lot D.

#### *OFFICE TRIPS*

For office auto trips, 16 percent were assigned to the eastbound Grand Central Parkway, 2 percent were assigned to eastbound Astoria Boulevard, 5 percent were assigned to eastbound Northern Boulevard, 2 percent were assigned to eastbound Roosevelt Avenue, 4 percent were assigned to the eastbound LIE, 20 percent were assigned to the westbound Grand Central Parkway (from south of the LIE; 16 percent were assigned to the westbound LIE, 17 percent were assigned to the southbound Whitestone Expressway, 14 percent were assigned to the northbound Van Wyck Expressway (from south of the LIE); 2 percent were assigned to westbound Northern Boulevard, and a combined 2 percent were assigned to westbound Roosevelt Avenue, westbound Sanford Avenue, and College Point Boulevard. Office taxi trips were assigned with approximately 65 to 70 percent on the highways and the remaining 30 to 35 percent on local streets through the study area, following similar routes as auto trips.

Table 17-22  
Lot B Person Trips by Mode

Use	Auto		Taxi		Subway		Bus		Walk Only		Total		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
<b>WEEKDAY AM PEAK HOUR</b>													
Office	291	12	6	0	91	4	80	3	103	5	571	24	595
Destination Retail	106	68	5	3	27	17	32	21	10	6	180	115	295
<b>Total</b>	<b>397</b>	<b>80</b>	<b>11</b>	<b>3</b>	<b>118</b>	<b>21</b>	<b>112</b>	<b>24</b>	<b>113</b>	<b>11</b>	<b>751</b>	<b>139</b>	<b>890</b>
<b>WEEKDAY MIDDAY PEAK HOUR</b>													
Office	93	100	2	2	29	31	25	28	214	232	363	393	756
Destination Retail	346	283	18	14	88	72	106	86	29	25	587	480	1,067
<b>Total</b>	<b>439</b>	<b>383</b>	<b>20</b>	<b>16</b>	<b>117</b>	<b>103</b>	<b>131</b>	<b>114</b>	<b>243</b>	<b>257</b>	<b>950</b>	<b>873</b>	<b>1,823</b>
<b>WEEKDAY PM PEAK HOUR</b>													
Office	18	335	0	7	6	105	5	92	6	117	35	656	691
Destination Retail	303	341	15	17	77	87	92	104	26	29	513	578	1,091
<b>Total</b>	<b>321</b>	<b>676</b>	<b>15</b>	<b>24</b>	<b>83</b>	<b>192</b>	<b>97</b>	<b>196</b>	<b>32</b>	<b>146</b>	<b>548</b>	<b>1,234</b>	<b>1,782</b>
<b>WEEKDAY PRE-GAME PEAK HOUR</b>													
Office	5	18	0	0	1	6	1	5	2	7	9	36	45
Destination Retail	282	282	14	14	72	72	86	86	24	24	478	478	956
<b>Total</b>	<b>287</b>	<b>300</b>	<b>14</b>	<b>14</b>	<b>73</b>	<b>78</b>	<b>87</b>	<b>91</b>	<b>26</b>	<b>31</b>	<b>487</b>	<b>514</b>	<b>1,001</b>
<b>SATURDAY MIDDAY NON-GAME PEAK HOUR</b>													
Office	20	14	0	0	6	4	6	4	8	5	40	27	67
Destination Retail	502	482	43	41	111	106	153	147	42	41	851	817	1,668
<b>Total</b>	<b>522</b>	<b>496</b>	<b>43</b>	<b>41</b>	<b>117</b>	<b>110</b>	<b>159</b>	<b>151</b>	<b>50</b>	<b>46</b>	<b>891</b>	<b>844</b>	<b>1,735</b>
<b>SATURDAY PRE-GAME PEAK HOUR</b>													
Office	5	29	0	1	2	9	1	8	2	10	10	57	67
Destination Retail	367	317	31	27	81	70	112	97	31	27	622	538	1,160
<b>Total</b>	<b>372</b>	<b>346</b>	<b>31</b>	<b>28</b>	<b>83</b>	<b>79</b>	<b>113</b>	<b>105</b>	<b>33</b>	<b>37</b>	<b>632</b>	<b>595</b>	<b>1,227</b>
<b>SATURDAY POST-GAME PEAK HOUR</b>													
Office	20	14	0	0	6	4	6	4	8	5	40	27	67
Destination Retail	244	270	21	23	54	59	74	82	20	23	413	457	870
<b>Total</b>	<b>264</b>	<b>284</b>	<b>21</b>	<b>23</b>	<b>60</b>	<b>63</b>	<b>80</b>	<b>86</b>	<b>28</b>	<b>28</b>	<b>453</b>	<b>484</b>	<b>937</b>

Table 17-23  
Lot B Vehicle Trips by Type

Use	Auto		Taxi		Delivery		Total		
	In	Out	In	Out	In	Out	In	Out	
<b>WEEKDAY AM PEAK HOUR</b>									
Office	255	11			4	4	259	15	274
Destination Retail	52	33			5	5	57	38	95
<b>Total</b>	<b>307</b>	<b>44</b>	<b>7</b>	<b>7</b>	<b>9</b>	<b>9</b>	<b>323</b>	<b>60</b>	<b>383</b>
<b>WEEKDAY MIDDAY PEAK HOUR</b>									
Office	82	88			5	5	87	93	180
Destination Retail	169	138			7	7	176	145	321
<b>Total</b>	<b>251</b>	<b>226</b>	<b>14</b>	<b>14</b>	<b>12</b>	<b>12</b>	<b>277</b>	<b>252</b>	<b>529</b>
<b>WEEKDAY PM PEAK HOUR</b>									
Office	16	294			1	1	17	295	312
Destination Retail	148	166			1	1	149	167	316
<b>Total</b>	<b>164</b>	<b>460</b>	<b>17</b>	<b>17</b>	<b>2</b>	<b>2</b>	<b>183</b>	<b>479</b>	<b>662</b>
<b>WEEKDAY PRE-GAME PEAK HOUR</b>									
Office	4	16			1	1	5	17	22
Destination Retail	138	138			1	1	139	139	278
<b>Total</b>	<b>142</b>	<b>154</b>	<b>10</b>	<b>10</b>	<b>2</b>	<b>2</b>	<b>154</b>	<b>166</b>	<b>320</b>
<b>SATURDAY MIDDAY NON-GAME PEAK HOUR</b>									
Office	18	12			0	0	18	12	30
Destination Retail	202	194			0	0	202	194	396
<b>Total</b>	<b>220</b>	<b>206</b>	<b>24</b>	<b>24</b>	<b>0</b>	<b>0</b>	<b>244</b>	<b>230</b>	<b>474</b>
<b>SATURDAY PRE-GAME PEAK HOUR</b>									
Office	4	25			0	0	4	25	29
Destination Retail	147	127			0	0	147	127	274
<b>Total</b>	<b>151</b>	<b>152</b>	<b>18</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>169</b>	<b>170</b>	<b>339</b>
<b>SATURDAY POST-GAME PEAK HOUR</b>									
Office	18	12			0	0	18	12	30
Destination Retail	98	108			0	0	98	108	206
<b>Total</b>	<b>116</b>	<b>120</b>	<b>13</b>	<b>13</b>	<b>0</b>	<b>0</b>	<b>129</b>	<b>133</b>	<b>262</b>

**Note:** This table presents inbound and outbound taxi trips for the District rather than by a particular land use. Taxi trips are not assigned to a particular land use because taxi trips are assumed to be shared among all the land uses in the District. Taxi trips are balanced to account for some arriving empty and leaving full, some arriving full and leaving empty, and some arriving and leaving full.

### *RETAIL TRIPS*

Separate trip distribution patterns were estimated for destination retail trips, local retail trips, and the movie theatre trips. Overall, considering all retail uses, for retail trips traveling to the District from points west of the study area (Manhattan, the Bronx/Westchester, and western/west-central Queens, and surrounding neighborhoods), it was estimated that about 8 to 16 percent would use the eastbound Grand Central Parkway, about 5 to 8 percent would use eastbound Astoria Boulevard, 6 to 12 percent would use eastbound Northern Boulevard, about 3 to 8 percent would use Roosevelt Avenue, and about 6 to 12 percent would use the eastbound LIE. For retail trips traveling to the District from points east of the study area (eastern/southeastern Queens, Long Island, and surrounding neighborhoods), it was estimated that about 5 to 6 percent would use the westbound Grand Central Parkway, 5 to 10 percent would use westbound Northern Boulevard, about 1 to 5 percent would use westbound Roosevelt Avenue, 1 to 3 percent would use westbound Sanford Avenue, and 10 to 16 percent would use the westbound LIE. For retail trips traveling to the District from points north of the study area (northeastern Queens, the Bronx, and surrounding neighborhoods), it was estimated that about 8 to 12 percent would use the southbound Whitestone Expressway, up to 1 percent would use southbound College Point Boulevard, and up to 3 percent would use Parsons Boulevard. For retail trips traveling to the District from points south of the study area (southern Queens, Brooklyn, and surrounding neighborhoods), it was estimated that about 5 to 14 percent would use the northbound Van Wyck Expressway, up to 2 percent would use northbound College Point Boulevard, up to 4 percent would use Kissena Boulevard/Main Street, up to 3 percent would use northbound Parsons Boulevard, and up to 1 percent would use 108th Street. Overall, destination retail and movie theater taxi trips were assigned with approximately 55 to 60 percent on the highways and the remaining 40 to 45 percent on local streets through the study area, following similar routes as auto trips.

### *CONVENTION CENTER TRIPS*

It is expected that a convention center at Willets Point would have regional attractiveness, with trips predominantly on the highway network to the study area. For the convention center, approximately 12 to 18 percent of the trips would be on each of the major highways to the study area, including the eastbound and westbound Grand Central Parkway, the eastbound and westbound LIE, the northbound Van Wyck Expressway, and the southbound Whitestone Expressway. Use of the local streets, including Northern Boulevard, Roosevelt Avenue, and College Point Boulevard, would range from 1 to 6 percent. Convention center taxi trips were assigned with approximately 90 percent on the highways and the remaining 10 percent on local streets through the study area, following similar routes as auto trips.

### *HOTEL TRIPS*

Regional distributions for hotel trips are expected to be generally similar to those of the convention center, but with a somewhat higher use of the local street network through the study area. It is expected that hotel trip distributions on the highway network would be about 10 to 18 percent on each highway to the District, and local street use would range from 1 to 8 percent each on Astoria Boulevard, Northern Boulevard, Roosevelt Avenue, Sanford Avenue, and College Point Boulevard. Hotel taxi trips were assigned with approximately 75 percent on the highways and the remaining 25 percent on local streets through the study area, following similar routes as auto trips.



## **Willets Point Development Plan**

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### *SCHOOL TRIPS*

Student drop-off trips were assigned to the District from local streets and arterials serving surrounding neighborhoods. School “in” trips for the weekday AM peak hour were assigned as follows: about 10 to 18 percent each on eastbound Astoria Boulevard, eastbound and westbound Northern Boulevard, and eastbound Roosevelt Avenue; and about 2 to 8 percent each on westbound Roosevelt Avenue, westbound Sanford Avenue, Parsons Boulevard in both directions, southbound Union Street, Kissena Boulevard/Main Street, College Point Boulevard in both directions, and 34th Avenue. The small number of faculty trips to the school were assumed to follow similar routes as the weekday AM “in” distributions.

It was assumed that many of the drop-off trips would proceed to places to work; therefore, school “out” trips for the weekday AM peak hour were partly assigned according to morning commuter patterns (weekday AM peak hour residential “out” trip assignments). Weekday PM pick-up “in” trips would arrive along the reverse of the weekday AM “out” trips, and the pick-up “out” trips would route back to the origins of the weekday AM drop-off “in” trips.

### *COMMUNITY FACILITY*

The community center is expected to serve surrounding neighborhoods, and therefore trips were assigned to the District from local streets and arterials similar to the weekday AM “in”/weekday PM “out” school trips. The very small number of expected community center taxi trips were assigned to Northern Boulevard.

### *DELIVERIES*

Trucks were assigned along NYCDOT designated truck routes, including the Van Wyck and the Whitestone Expressways, the LIE, Northern Boulevard, Astoria Boulevard, Roosevelt Avenue, and College Point Boulevard. (Trucks are not allowed on the Grand Central Parkway.) Overall on the highways, approximately 10 to 15 percent of all truck trips were assigned to the Van Wyck Expressway (south of the LIE), approximately 10 to 15 percent were assigned to the Whitestone Expressway, and approximately 20 to 25 percent were assigned to each the eastbound and westbound LIE (these trucks would access the project area along the Van Wyck Expressway). For local streets, about 10 to 15 percent were assigned to Astoria Boulevard, about 2 to 10 percent were assigned to each eastbound and westbound Northern Boulevard, and about 1 to 5 percent were assigned to Roosevelt Avenue and College Point Boulevard.

## **GENERATED TRAFFIC VOLUMES**

The above trip generation-modal split-trip distribution process produced specific roadway-by-roadway and intersection-by-intersection traffic volume projections within the study area, an overview of which is provided below. Specific block-by-block generated volume projections are provided in detail in the technical appendices.

In 2017, the proposed Plan and Lot B traffic volume increments would make up approximately 6 percent of the overall traffic volumes in the AM peak hour, 8 percent in the midday peak hour, 8 percent in the PM peak hour, and 9 percent in the Saturday midday peak hour, without a Mets game, when comparing these volume increments to overall 2017 Build traffic volumes entering and exiting the traffic study area’s local street network. For peak hours with a Mets game, the proposed Plan and Lot B traffic increments would make up about 7 percent and 8 percent of the

overall traffic volumes during the weekday PM and Saturday midday pre-game peak hours, and about 7 percent during the Saturday PM post-game peak hour.

Northern Boulevard volumes can be expected to increase by about 90 to 230 vph per direction during the seven peak hours through Downtown Flushing between Parsons Boulevard and College Point Boulevard. Adjacent to the Willets Point Development District and Citi Field, Northern Boulevard volumes can be expected to increase by approximately 110 to 475 vph per direction during all of the peak hours, with the increase in traffic along this section of the roadway primarily due to traffic from the ramp from the southbound Whitestone Expressway onto westbound Northern Boulevard. Northern Boulevard volumes in the vicinity of 108th and 114th Street can be expected to increase by about 130 to 270 vph per direction during the seven peak hours.

Roosevelt Avenue volumes can be expected to increase by about 25 to 85 vph per direction during the non game and game peak hours through Downtown Flushing between Parsons Boulevard and College Point Boulevard. Adjacent to the Willets Point Development District and the Lot B and Lot D developments, Roosevelt Avenue volumes can be expected to increase by approximately 40 to 630 vph per direction during the peak hours without a Mets game – with the highest increment due to combined outbound office and retail trips during the weekday PM peak hour, and by about 100 to 360 vph per direction during the peak hours with a Mets game. The Roosevelt Avenue volumes would be generally higher under conditions with a Mets game, except for westbound Roosevelt Avenue during the weekday PM peak hour, due to a portion of inbound traffic on the southbound Whitestone Expressway that can be expected to exit toward College Point Boulevard to Roosevelt Avenue, instead of exiting closer to the District, at westbound Northern Boulevard, which is typically very congested during game peak hours. Furthermore, during game-day peak hours, inbound traffic from westbound Northern Boulevard can be expected to use College Point Boulevard instead of proceeding past the District to the ramp to Boat Basin Road and back along Stadium Road – also very congested during game peak hours. Roosevelt Avenue volumes in the vicinity of 108th, 111th, and 114th Streets can be expected to increase by about 60 to 475 vph per direction during the seven peak hours.

Sanford Avenue volumes through Downtown Flushing between Parsons Boulevard and College Point Boulevard can be expected to increase by about 15 to 65 vph per direction during all of the peak hours.

Astoria Boulevard volumes in the vicinity of 108th and 114th Streets can be expected to increase by about 60 to 165 vph per direction during the seven peak hours.

Volumes on 34th Avenue from the Willets Point Development District at the intersection with 126th Street are expected to increase by about 290 to 625 vph per direction during the seven peak hours. Furthermore, volumes along West Park Loop/Stadium Road at the intersection with 126th Street can be expected to increase by approximately 420 to 605 vph per direction during the peak hours without a Mets game, and by 145 to 180 vph per direction during the peak hours with a Mets game.

Volumes along 126th Street in the vicinity of 34th Avenue can be expected to increase by approximately 120 to 840 vph per direction during the seven peak hours. In the vicinity of the intersections with Roosevelt Avenue and the new Willets Point Boulevard, 126th Street volumes can be expected to increase by about 90 to 595 vph per direction during all of the peak hours.

College Point Boulevard volumes can be expected to increase by about 5 to 180 vph per direction during the peak hours without a Mets game, and by approximately 25 to 360 vph per direction during the peak hours with a Mets game. The increased increment under the game-day conditions would be due to the exiting traffic from the southbound Whitestone Expressway and westbound Northern Boulevard, as previously discussed for the Roosevelt Avenue game-day increments.

## **Willetts Point Development Plan**

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Volumes along 114th Street in the vicinity of Roosevelt Avenue can be expected to increase by approximately 5 to 345 vph during the seven peak hours. Projected volume increments on the other north-south streets, including 108th Street, Main Street, Union Street, and Parsons Boulevard can be expected to range from about 5 to 35 vph during all of the peak hours.

### **GAME DAY CIRCULATION CHANGES**

It is expected that the new ramp connecting the northbound and southbound Van Wyck Expressway to the Willetts Point Development District as part of the proposed Plan would also be used as an alternate route for stadium traffic to Citi Field on game days. Citi Field traffic using the ramp would route through the District, either along the new 34th Avenue or Willetts Point Boulevard connector streets to 126th Street to enter the stadium lots.

Furthermore, it is expected that the traffic using the new ramp would comprise a portion of the stadium trips generated to the east and south of Citi Field, approaching along the westbound LIE, the northbound Van Wyck Expressway (from south of the LIE), northbound College Point Boulevard, and some traffic on the westbound Grand Central Parkway. Based on the Shea Stadium Redevelopment Study FEIS, approach distributions from the east and south along those routes total approximately 50 percent of the total game trips. For future conditions with the proposed Plan, an estimated 20 to 25 percent of that inbound traffic is expected to use the new ramp, which would equal approximately 300 to 450 trips in the weekday PM and weekend midday pre-game peak hours. This traffic is expected to proceed west along 34th Avenue to Stadium Road to access the Citi Field main lot entrance at Boat Basin Road. The rest of the stadium-bound traffic is expected to use the new Willetts Point Boulevard to 126th Street and enter the Citi Field lots from Roosevelt Avenue and the internal roadway around the proposed Lot B development.

For the post-game peak hour, it is expected that approximately 150 to 200 trips would route through the District to access the new ramp to the southbound Van Wyck Expressway. The volume of such trips is expected to be about one half of the game traffic entering the southbound Van Wyck Expressway along the ramp from the northbound Whitestone Expressway immediately north of the District.

Furthermore, it is expected that during game-day peak hours, some trips generated by the proposed Plan along certain routes would make path modifications to avoid game-related traffic issues. Specifically, a portion (about 50 percent) of the trips along the southbound Whitestone Expressway, which on typical non-game days would exit onto westbound Northern Boulevard at 126th and circle back to the District along World's Fair Marina/Boat Basin Road and Stadium Road, would instead exit toward College Point Boulevard and travel south to Roosevelt Avenue and west to the District (some outbound trips would follow the reverse path). The other path modification would be for trips traveling westbound along Northern Boulevard, which on typical non-game days are expected to use two routes to the District. On game days, it is expected that they would predominantly use the route that includes the Northern Boulevard service road to College Point Boulevard, to Roosevelt Avenue and west to the District.

### **TRAFFIC LEVELS OF SERVICE AND IMPACTS**

The assessment of potential significant traffic impacts of the Proposed Actions is based on significant impact criteria defined in the *CEQR Technical Manual*. No Build LOS A, B, or C conditions that deteriorate to unacceptable LOS D, E, or F in the future Build conditions are considered a significant traffic impact. For future No Build LOS A, B, or C conditions that deteriorate to unacceptable LOS D, mitigation to mid-LOS D (45.0 seconds of delay for

signalized intersections and 30.0 seconds of delay for unsignalized intersections) needs to be considered to fully mitigate the impact.

For a No Build LOS D, an increase of delay by 5 or more seconds in the Build condition is considered a significant impact if the Build delay exceeds 45.0 seconds. For a No Build LOS E, the threshold is a 4-second increase in Build delay; for a No Build LOS F, a 3-second increase in delay in the Build condition is significant. However, if a No Build LOS F condition already has delays in excess of 120 seconds, an increase in delay of more than 1 second is considered significant, unless the proposed Plan would generate fewer than 5 vehicles through that intersection in the peak hour (signalized intersections) or fewer than 5 passenger-car-equivalents (PCEs) in the peak hour along the critical approach (unsignalized intersections). In addition, for unsignalized intersections, for the minor street to generate a significant impact, 90 PCEs must be identified in the Build condition in any peak hour.

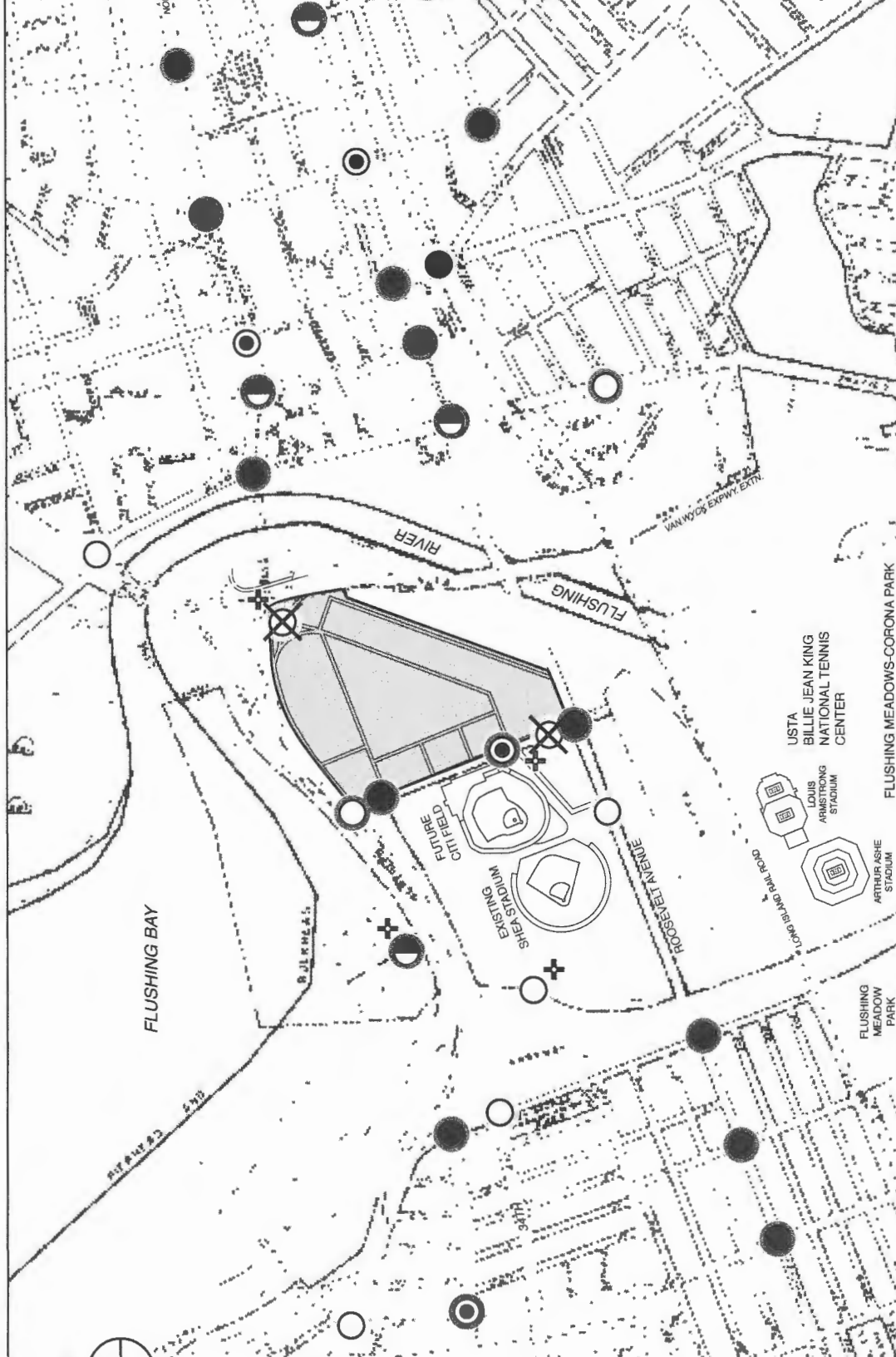
The remainder of this section provides an overview of significant traffic impacts that would be generated under the Build conditions, primarily through the use of figures indicating overall levels of service intersection-by-intersection and significantly impacted locations. Detailed volume-to-capacity (v/c) ratios, average vehicle delay, and levels of service movement-by-movement at each intersection under the 2017 Build condition, along with generated-traffic volume increment maps and total Build volume maps, are provided within the technical traffic appendices.

Using the previously discussed volume increases, the levels of service for the 2017 Build condition were determined for 27 of the 29 intersections (both signalized and unsignalized) analyzed under the No Build condition, and for two new signalized intersections (126th Street and New Willets Point Boulevard, and Citi Field/Lot B and Roosevelt Avenue) that would be constructed as part of the proposed Plan. Two unsignalized intersections, Willets Point Boulevard at 126th Street and Willets Point Boulevard at Northern Boulevard, analyzed under the No Build condition, would be eliminated due to street demapping in the proposed Plan. Future traffic levels of service under the Build condition are shown in Figures 17-19 through 17-25 and in Tables 17-24 through 17-27.

**Table 17-24  
Overall Intersection Level of Service Summary Comparison  
2017 No Build vs. 2017 Build Conditions – Non-Game Day**

Signalized Intersections	2017 No Build Condition				2017 Build Condition			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
	25 Signalized Intersections				27 Signalized Intersections <sup>(1)</sup>			
Overall Intersection LOS A/B/C	7	8	6	6	6	7	3	4
Overall Intersection LOS D	3	5	2	0	4	4	3	2
Overall Intersection LOS E	4	5	7	3	3	5	3	3
Overall Intersection LOS F	11	7	10	16	14	11	18	18
No. of Locations with Significant Impacts	--	--	--	--	21	17	23	21

**Notes:**  
1. The 2017 Build analysis includes the new signalized intersections of 126th Street and New Willets Point Boulevard, and Citi Field/Lot B and Roosevelt Avenue.  
During the non game peak hours in the 2017 Build condition, the Grand Central Parkway ramp at West Park Loop/Stadium Road would operate at LOS A or B, and Boat Basin Road at World Fair Marina would operate at LOS E or F. One of the two unsignalized intersections would be significantly impacted in all non-game-day peak hours.



**NOTE:** Overall intersection LOS is shown

- LOS A, B, or C
- ◐ LOS D
- ◑ LOS E
- LOS F
- ✕ Removed under Build Condition

Willels Point Development District

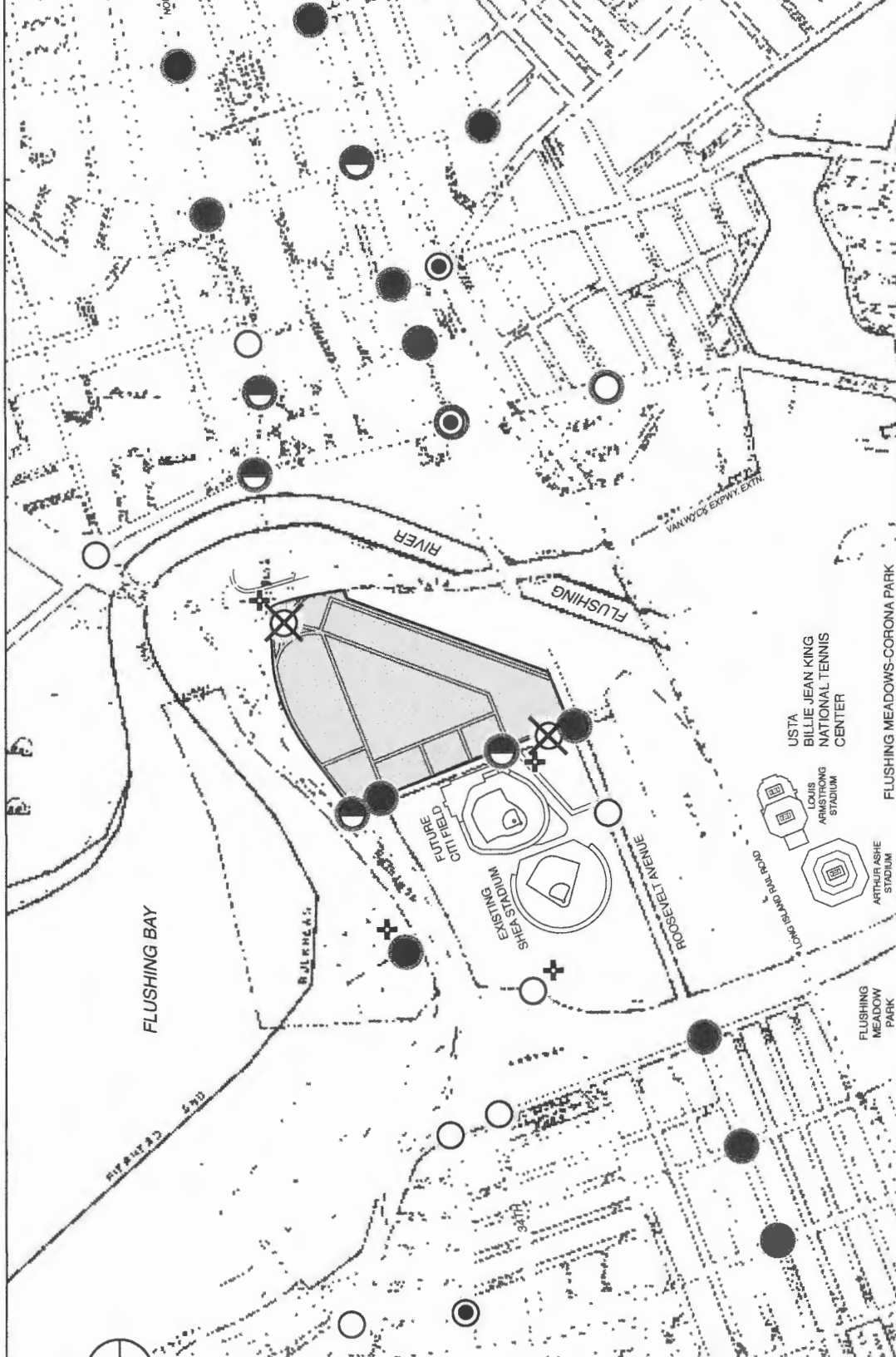
Unsignalized Intersection

Significant Impacts

This figure has been updated since

**Build Traffic Levels of Weekday Non-Game AM Peak**

MINI DEVELOPMENT PLAN



Willets Point Development District

- Unsignalized Intersection
- ◐ Significant Impacts

LOS A, B, or C

- ◐ LOS D
- ◑ LOS E
- LOS F

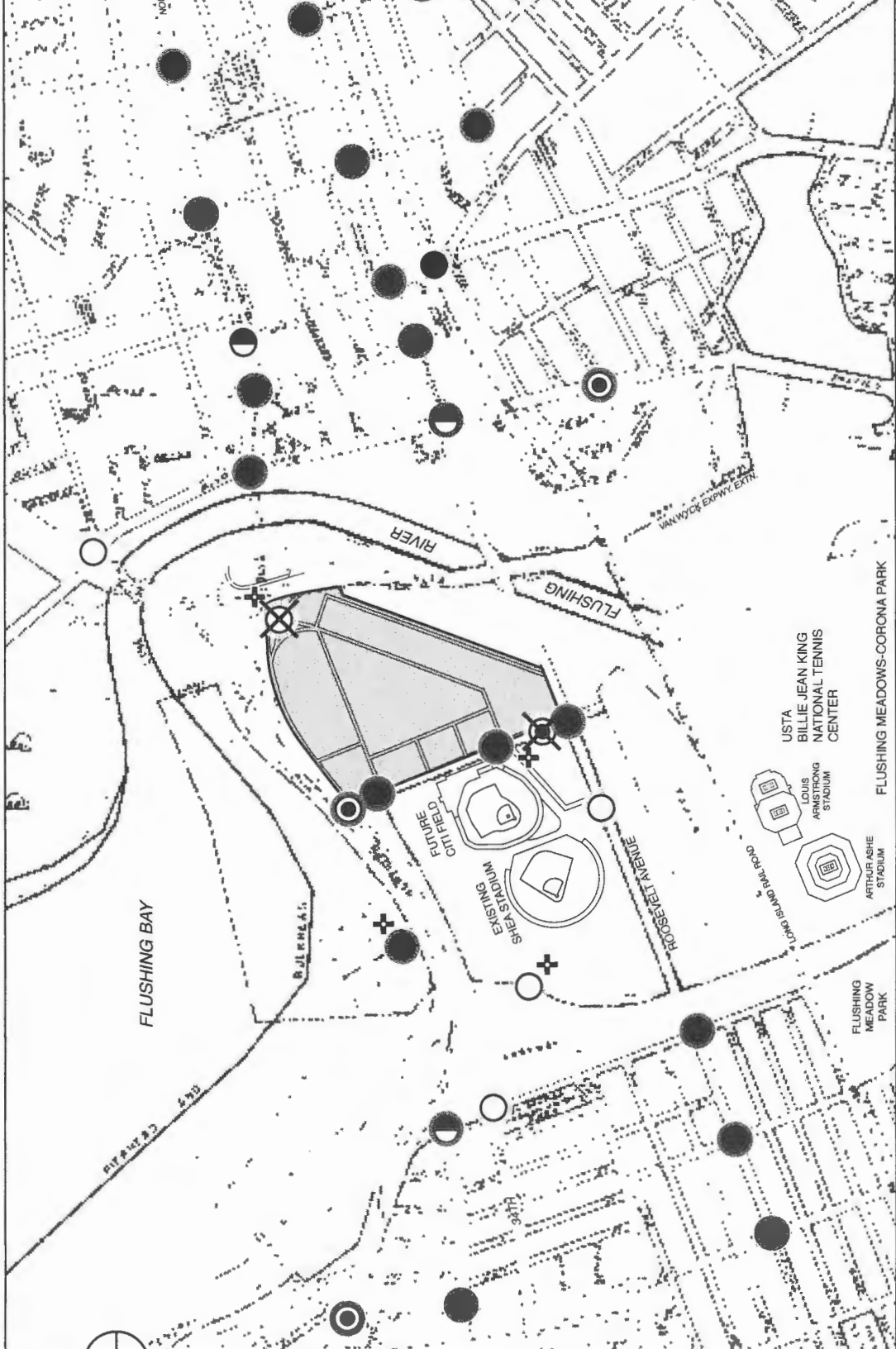
NOTE: Overall intersection LOS is shown

- ⊗ Removed under Build Condition

SCALE



This figure has been updated since  
**Build Traffic Levels of  
 Weekday Non-Game Midday Peak**



Williets Point Development District

Unsignalized Intersection

Significant Impacts

○ LOS A, B, or C

◐ LOS D

◑ LOS E

● LOS F

✕ Removed under Build Condition

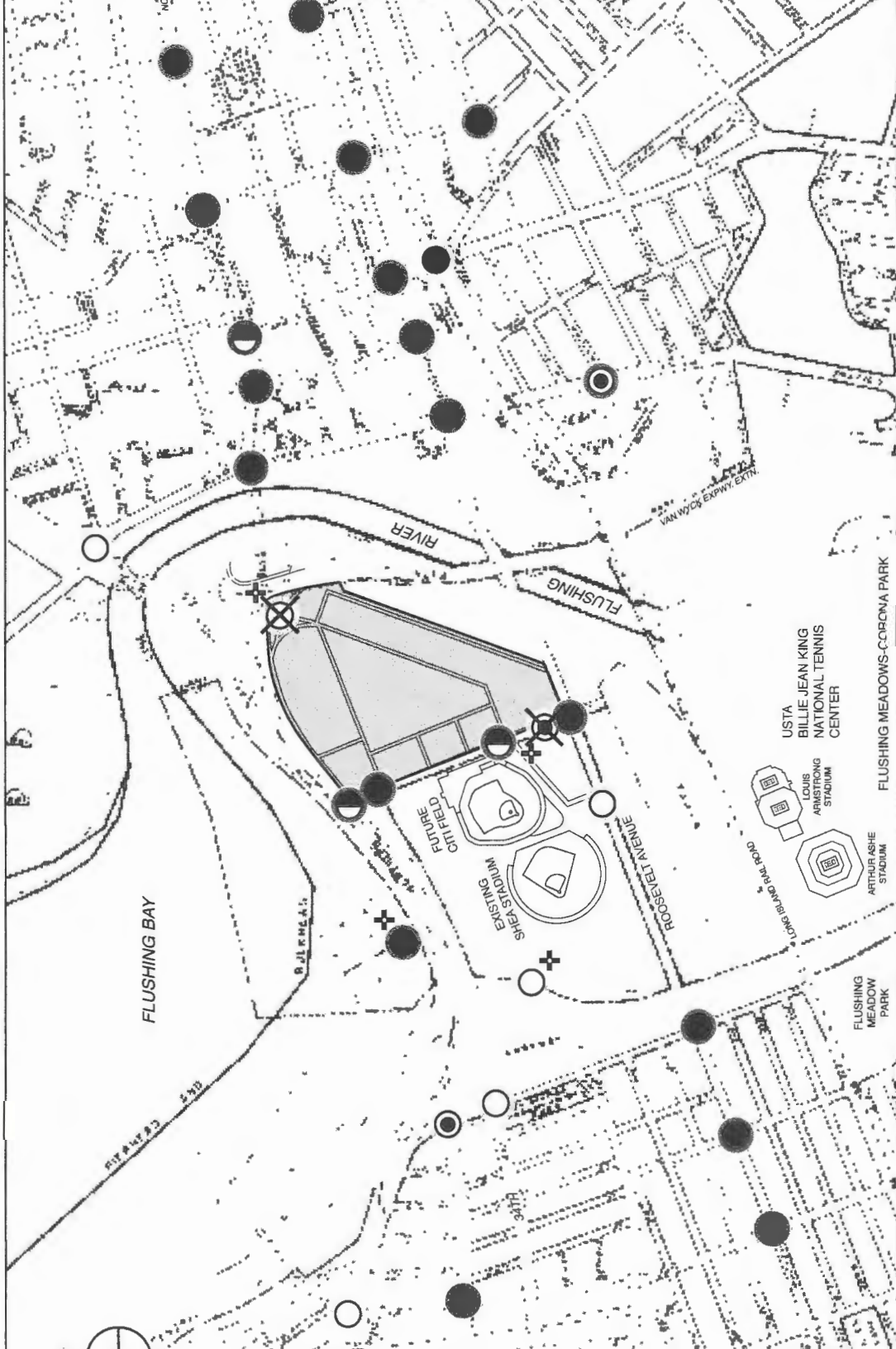
**NOTE:** Overall intersection LOS is shown

SCALE

0 1000

This figure has been updated since

Figure  
**Build Traffic Levels of  
 Weekday Non-Game PM Peak**



Willets Point Development District

Unsignalized Intersection

Significant Impacts

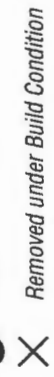


LOS A, B, or C

LOS D

LOS E

LOS F



Removed under Build Condition

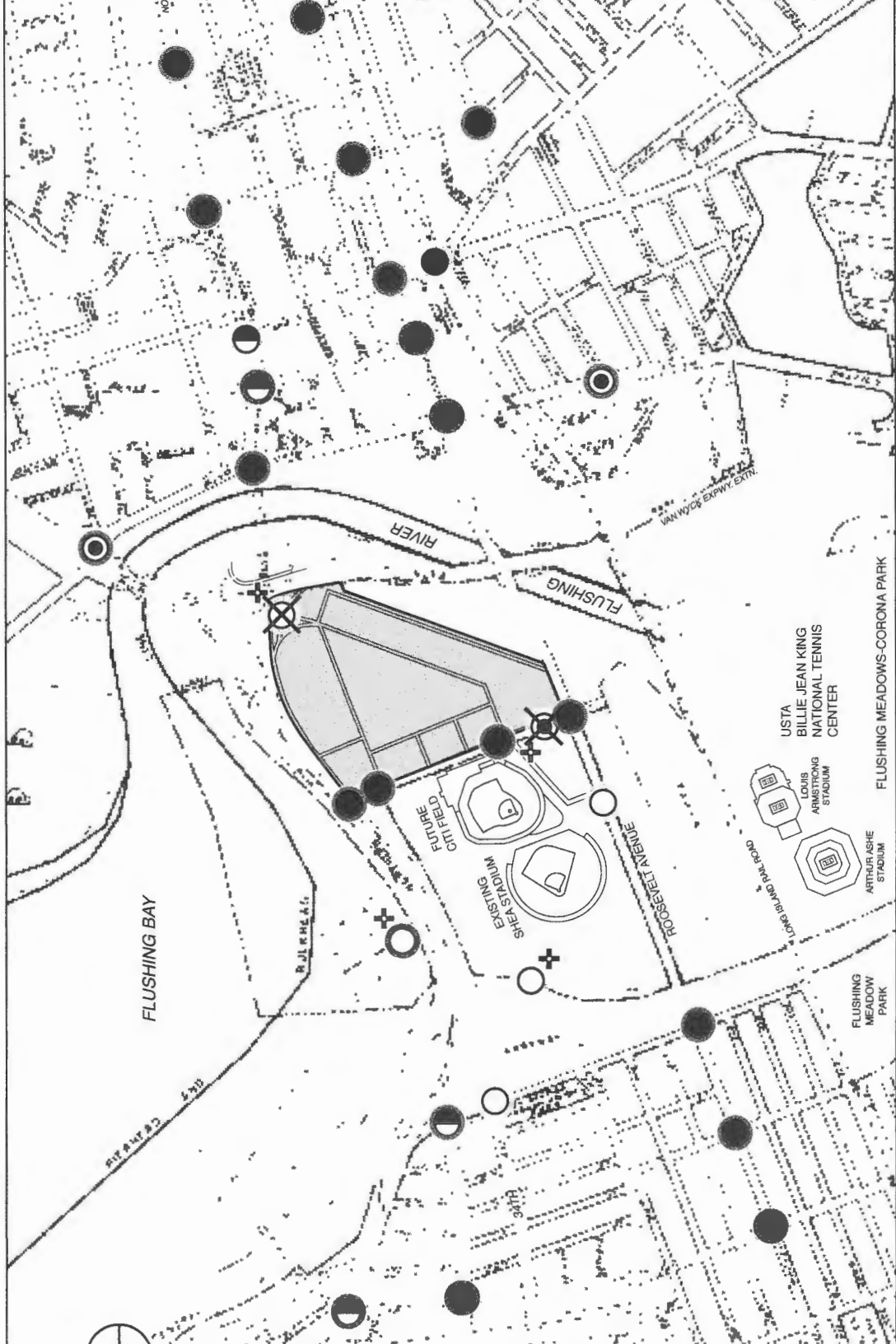
**NOTE:** Overall intersection LOS is shown

SCALE

This figure has been updated since

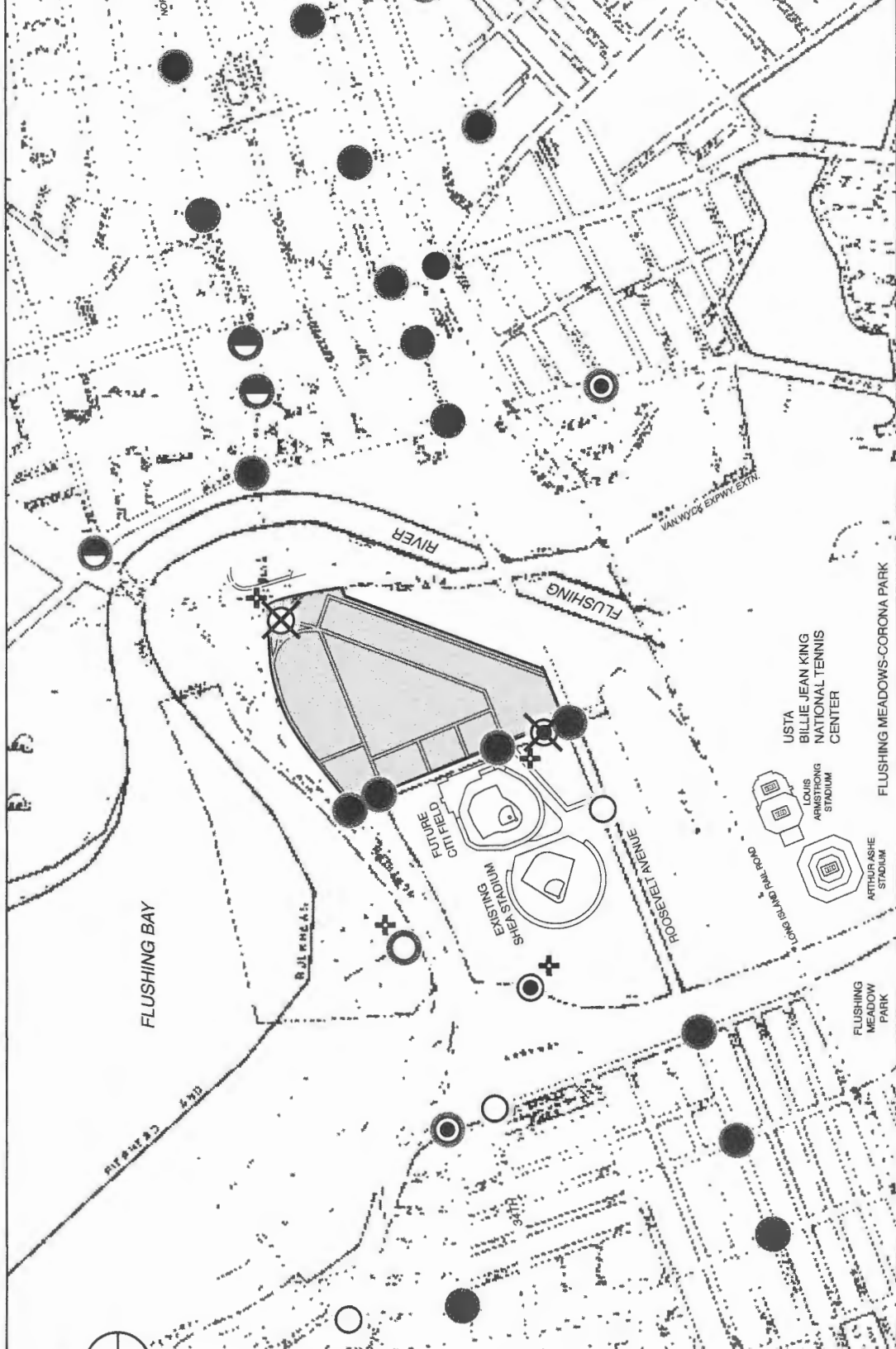
Figure  
**Build Traffic Levels of  
 Saturday Non-Game Midday Period**





- Williets Point Development District
- LOS A, B, or C
- LOS D
- ◐ Unsignalized Intersection
- ◑ Significant Impacts
- LOS E
- LOS F
- ✕ Removed under Build Condition
- NOTE: Overall intersection LOS is shown

This figure has been updated since  
**Figure**  
**Build Traffic Levels of**  
**Weekday Pre-Game Peak**



- Willlets Point Development District
- ◐ Unsignalized Intersection
- ◑ Significant Impacts
- LOS A, B, or C
- ◐ LOS D
- ◑ LOS E
- ◒ LOS F
- ✕ Removed under Build Condition

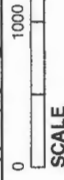
**NOTE:** Overall intersection LOS is shown

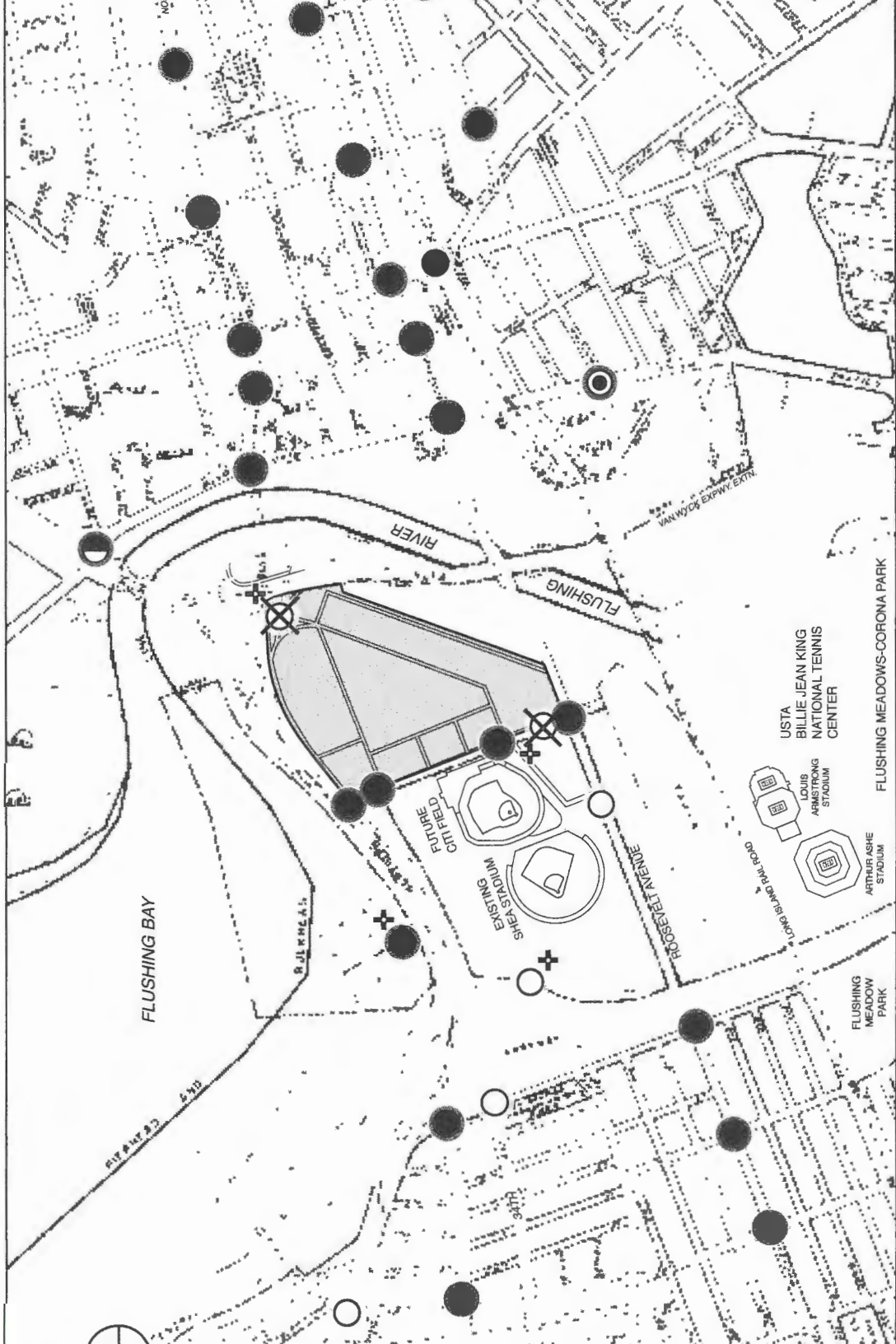
Willels Point Development District  
 Unsignalized Intersection  
 Significant Impacts

This figure has been updated since

INT DEVELOPMENT PLAN

Figure  
**Build Traffic Levels of  
 Saturday Pre-Game Peak**





Willets Point Development District

Unsignalized Intersection

Significant Impacts

- LOS A, B, or C
- ◐ LOS D
- ◑ LOS E
- LOS F
- ✕ Removed under Build Condition

**NOTE:** Overall intersection LOS is shown

SCALE

This figure has been updated since

MINI DEVELOPMENT PLAN

Flushing Meadows-Corona Park

**Build Traffic Levels of Saturday Post-Game Peak**

MINI DEVELOPMENT PLAN

**Table 17-25**

**Traffic Lane Group Level of Service Summary Comparison  
2017 No Build vs. 2017 Build Conditions – Non-Game Day**

Signalized Movements	2017 No Build Condition				2017 Build Condition			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
	25 Signalized Intersections <sup>[1]</sup>				27 Signalized Intersections <sup>[1]</sup>			
No. of Lane Groups at LOS A/B/C	53	60	33	42	54	58	30	37
No. of Lane Groups at LOS D	25	27	41	26	23	24	29	22
No. of Lane Groups at LOS E	15	8	10	8	16	10	19	9
No. of Lane Groups at LOS F	34	31	42	52	44	46	59	70

**Notes:**  
 1. The 2017 Build analysis includes the new signalized intersections of 126th Street and New Willets Point Boulevard, and Citi Field/Lot B and Roosevelt Avenue.  
 During the non game peak hours in the 2017 Build conditions, all unsignalized lane groups would operate at LOS A or B, except for the northbound left turn from Boat Basin Road onto World Fair Marina which would operate at LOS F.

**Table 17-26**

**Overall Intersection Level of Service Summary Comparison  
2017 No Build vs. 2017 Build Conditions – Game Day**

Signalized Intersections	2017 No Build Condition			2017 Build Condition		
	Weekday Pre-game	Weekend Pre-game	Weekend Post-game	Weekday Pre-game	Saturday Pre-game	Saturday Post-game
	25 Signalized Intersections			27 Signalized Intersections <sup>[1]</sup>		
Overall Intersection LOS A/B/C	3	5	2	2	3	3
Overall Intersection LOS D	3	1	4	2	2	1
Overall Intersection LOS E	3	3	5	4	3	2
Overall Intersection LOS F	16	16	14	19	19	21
No. of Locations with Significant Impacts	--	--	--	24	23	23

**Notes:**  
 1. The 2017 Build analysis includes the new signalized intersections of 126th Street and New Willets Point Boulevard, and Citi Field/Lot B and Roosevelt Avenue.  
 In the 2017 Build condition, during the pre-game peak hours, both unsignalized intersections would operate at overall LOS C or D; during the weekend post-game peak period, the Grand Central Parkway ramp at West Park Loop/Stadium Road would operate at LOS B, and Boat Basin Road at World's Fair Marina would operate at overall LOS F. One of the two unsignalized intersections would be significantly impacted in all game-day peak hours.

**Table 17-27**

**Traffic Lane Group Level of Service Summary Comparison  
2017 No Build vs. 2017 Build Conditions – Game Day**

Signalized Movements	2017 No Build Condition			2017 Build Condition		
	Weekday Pre-game	Weekend Pre-game	Weekend Post-game	Weekday Pre-game	Saturday Pre-game	Saturday Post-game
	25 Signalized Intersections			27 Signalized Intersections <sup>[1]</sup>		
No. of Lane Groups at LOS A/B/C	32	44	43	30	38	42
No. of Lane Groups at LOS D	23	26	24	22	23	22
No. of Lane Groups at LOS E	19	6	10	15	9	6
No. of Lane Groups at LOS F	54	52	52	71	68	67

**Notes:**  
 1. The 2017 Build analysis includes the new signalized intersections of 126th Street and New Willets Point Boulevard, and Citi Field/Lot B and Roosevelt Avenue.  
 In the 2017 Build condition, the northbound left turn from Boat Basin Road onto World Fair Marina would operate at LOS F during all game peak hours; the eastbound left turn from the Grand Central Parkway ramp onto West Park Loop/Stadium Road would operate at LOS E during the weekend pre-game peak hour. All other lane groups would operate at LOS D or better.

At many traffic study area intersections, the addition of the proposed Plan and Lot B's projected traffic to the already poor future baseline (No Build) conditions—with many movements operating at unacceptable levels of service—would cause these sensitive locations to be significantly impacted. As a result, the proposed Plan would have significant traffic impacts at 21 of the 27 signalized intersections analyzed in the weekday AM peak hour, 17 of 27 in the weekday midday peak hour, 23 of 27 in the weekday PM peak hour, and 21 of 27 in the non-game Saturday midday peak hour. During the PM pre-game weekday peak hour, 24 of 27 signalized intersections analyzed would have significant traffic impacts, and during the Saturday pre-game and post-game peak hours 23 of 27 signalized intersections analyzed would have significant impacts. Of the two unsignalized intersections analyzed, one (World's Fair Marina at Boat Basin Road) would be significantly impacted in each of the seven peak hours.

The summary overview of the 2017 Build condition without a Mets game indicates that:

- In the weekday AM peak hour, 17 of the 27 analyzed signalized intersections are projected to operate at overall LOS E or F, which is two more than under the No Build condition. Twenty-one signalized intersections would be significantly impacted. The number of traffic lane groups that are expected to operate at LOS E or F would increase from 49 to 60. Figure 17-19 shows the overall levels of service.
- In the weekday midday peak hour, the number of signalized intersections that would operate at overall LOS E or F would increase from 12 under the No Build condition to 16 under the Build condition, and there would be significant impacts at 17 of the 27 signalized intersections. The number of individual lane groups that would operate at LOS E or F would increase from 39 to 56. Figure 17-20 shows the overall levels of service.
- In the weekday PM peak hour, the number of intersections that are projected to operate at overall LOS E or F would increase from 17 to 21 under the Build condition, with 23 signalized intersections significantly impacted. The number of individual lane groups that would operate at LOS E or F would increase from 52 to 78. Figure 17-21 shows the overall levels of service.
- In the Saturday midday peak hour, the number of signalized intersections projected to operate at LOS E or F would increase from 19 under the No Build condition to 21 under the Build condition. Twenty-one signalized intersections would be significantly impacted. The number of lane groups at LOS E or F would increase from 60 to 79. Figure 17-22 shows the overall levels of service.
- One of the two unsignalized intersections, World's Fair Marina at Boat Basin Road, would consistently have a traffic lane group operate at LOS F during the weekday AM, midday, PM, and Saturday midday non-game peak hours, and as a result, would be significantly impacted in all non-game-day peak hours. The other unsignalized intersection, Stadium Road at the Grand Central Parkway, would operate at acceptable levels of service.

The summary overview of the 2017 Build condition with a Mets game indicates that:

- In the weekday PM pre-game peak hour, 23 out of 27 signalized intersections would operate at LOS E or F under the Build condition, which is an increase from 19 signalized intersections at LOS E or F under the No Build condition. There would be significant impacts at 24 of the 27 signalized intersections. The number of lane groups that would operate at LOS E or F would increase from 73 to 86. Figure 17-23 shows the overall levels of service.

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- During the Saturday midday pre-game peak hour, the number of intersections that are expected to operate at LOS E or F would increase from 19 to 22 under the Build condition, with 23 signalized intersections significantly impacted. The number of lane groups at LOS E or F would increase from 58 to 77. Figure 17-24 shows the overall intersection levels of service.
- In the Saturday PM post-game peak hour, the number of locations that would operate at LOS E or F would increase from 19 to 23 under the Build condition. Twenty-three signalized intersections would be significantly impacted. The number of lane groups that would operate at LOS E or F would increase from 62 to 73. Figure 17-25 shows the overall levels of service for this peak hour.
- One of the two unsignalized intersections, World's Fair Marina at Boat Basin Road, would consistently have a lane group operate at LOS F during the weekday PM and Saturday midday pre-game peak hours and the Saturday PM post-game peak hour, and as a result, would be significantly impacted in all game-day peak hours. The other unsignalized intersection, Stadium Road at the Grand Central Parkway, would operate at acceptable levels of service.

Table 17-28 shows the locations and time periods where significant impacts would occur in the 2017 Build condition. Mitigation measures for significantly impacted locations are discussed in Chapter 23.

### PARKING

The proposed Plan would provide approximately 6,700 off-street accessory parking spaces to satisfy the projected parking demand due to the proposed Plan. The existing roadway network within the District would also be reconfigured under the proposed Plan, and any associated existing on-street parking spaces removed or replaced with new on-street spaces as part of the new street network. The projected parking demand is anticipated to be satisfied entirely within the District and is not expected to affect other nearby Citi Field, commuter, municipal, and other public on-street or off-street parking areas.

New parking areas would consist primarily of off-street parking facilities contained within the Willets Point Development District and limited on-street parking opportunities. As detailed street configurations and curbside parking regulations have not yet been defined within the District, it is expected that some level of on-street parking would be available. The proposed regulations would be designed to satisfy the needs of adjacent land uses; metered parking would likely be installed adjacent to retail uses or other commercial buildings, alternate side regulations would likely be installed near residential uses, and curbside parking restrictions would likely be imposed near the convention center, hotel, community facilities, or along primary delivery routes.

Table 17-28  
2017 Build Condition Significant Impact Summary

Intersections	Without a Mets Game				With a Mets Game		
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Pre-game Weekday PM	Pre-game Saturday Midday	Post-game Saturday PM
Astoria Boulevard at 108th Street			x		x		
Northern Boulevard at 108th Street	x		x	x	x	x	x
Northern Boulevard at 114th Street	x		x		x	x	x
Northern Boulevard at 126th Street	x	x	x	x	x	x	x
Northern Boulevard at Prince Street	x	x	x	x	x	x	x
Northern Boulevard at Main Street	x		x	x	x	x	x
Northern Boulevard at Union Street	x	x	x	x	x	x	x
Northern Boulevard at Parsons Boulevard	x	x	x	x	x	x	x
34th Avenue at 114th Street							
34th Avenue at 126th Street	x	x	x	x	x	x	x
Roosevelt Avenue at 108th Street	x	x	x	x	x	x	x
Roosevelt Avenue at 111th Street	x	x	x	x	x	x	x
Roosevelt Avenue at 114th Street	x	x	x	x	x	x	x
Roosevelt Avenue at 126th Street	x	x	x	x	x	x	x
Roosevelt Avenue at College Point Boulevard	x	x	x	x	x	x	x
Roosevelt Avenue at Prince Street	x	x	x	x	x	x	x
Roosevelt Avenue at Main Street	x	x	x	x	x	x	x
Roosevelt Avenue at Union Street			x	x	x	x	x
Roosevelt Avenue at Parsons Boulevard	x	x	x	x	x	x	x
Kissena Boulevard at Main Street							
Sanford Avenue at College Point Boulevard	x		x	x	x	x	x
Sanford Avenue at Union Street	x	x	x	x	x	x	x
Sanford Avenue at Parsons Boulevard	x	x	x	x	x	x	x
32nd Avenue at College Point Boulevard					x	x	x
World's Fair Marina at Boat Basin Road	x	x	x	x	x	x	x
Northern Boulevard at College Point Boulevard	x	x	x	x	x	x	x
Stadium Road at Grand Central Parkway							
New Willets Point Boulevard at 126th Street	x	x	x	x	x	x	x
Roosevelt Avenue at New Citi Field Internal Street							

**Notes:** x means the intersection would be significantly impacted.

Parking demand for the proposed residential component would be satisfied through on-street and off-street parking opportunities. It is assumed that approximately 10 percent of residents would use available on-street parking opportunities, which would reduce the need for off-street parking demand by about 200 spaces. Given the anticipated residential demand of 2,700 spaces, approximately 2,500 off-street residential parking spaces would need to be provided. Residential parking demand is typically lowest during the daytime hours when office, community uses, and primary school parking demands are at a maximum. Therefore, shared parking strategies would be implemented and where possible, office, community, and primary school parking demands would use parking spaces vacated by residents during the daytime hours. This would maximize usage of vacant residential parking spaces during daytime hours and minimize the need for additional dedicated parking spaces for office, community, and primary school uses.

It is expected that the remaining land uses, retail, hotel, and the convention center, could also share common parking areas. However, because peaking patterns among these uses are similar to each other, there would be minimal savings in the number of required parking spaces. Hence, the projected weekday and Saturday parking demands for these uses are based on the sum of the

## **Willets Point Development Plan**

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individual peak demands, or approximately 3,700 spaces and 4,200 spaces, respectively. The parking supply within in the District would be provided to accommodate the highest demand, 4,200 spaces, which would be expected to occur on a Saturday. Since parking areas designated for the retail, hotel, and convention center would likely be underutilized during the weekday, shared parking strategies could again be implemented and these parking facilities also used to accommodate office, community, and primary school parking demands.

Table 17-29 and Table 17-30 show the Willets Point Development District's projected parking accumulation by hour on a weekday and Saturday, respectively. Since it is assumed that the proposed parking would not be utilized by Citi Field traffic on game days, the accumulations of proposed parking would be the same for non-game days and game days.

The Citi Field Lot B development project would displace 660 existing parking spaces for game-day stadium traffic. These spaces would be replaced within a new parking structure on Lot D, located on the south side of Roosevelt Avenue to the east of the South Lot. Within the footprint of the new structure, a total of 1,543 spaces would be constructed, 573 of which would replace the existing Lot D surface spaces lost to the new structure. The remaining 970 spaces would accommodate Mets game day traffic and the Lot B development. On a typical weekday, the Lot B demand, primarily from the office use, is expected to peak at 662 spaces. This demand would diminish to approximately 200 by 6 PM, leaving 770 spaces available for Mets patrons on a typical weekday 7 PM game. On a typical Saturday, the office parking demand would be negligible, while the retail demand would peak at approximately 310 parking spaces, leaving the remaining 660 spaces available for Mets game-day parking. Table 17-31 shows the projected parking accumulation by hour for the proposed Lot B development on a weekday and on a Saturday.

The new parking structure on Lot D would have designated internal areas for parking currently accommodated on Lot D, parking associated with the new Lot B development, and Mets game day patrons. Access to the parking garage would be provided via a connection to the South Lot immediately west of Lot D, and a new driveway entrance on the west side of 126th Street. Motorists currently accommodated on Lot D would enter/exit via the South Lot connection to the garage, while Mets game day and Lot B development vehicles would enter/exit the garage from the driveway on 126th Street.

### **DUAL EVENT CONDITION**

Since the proposed Plan would add significant traffic volumes to the surrounding highway network and key local roadways, such as Northern Boulevard and Roosevelt Avenue, the Dual Event Condition would experience worsened delays and additional queuing compared with the No Build condition. The proposed Plan would not affect the access and egress routings for the USTA National Tennis Center; however, the circulation of Citi Field traffic predominantly to the parking areas only north of the LIRR during the tennis event—since the areas south of the LIRR provide parking for tennis attendees during the Dual Event Condition—would cause additional traffic congestion when combined with the traffic generated by the proposed Plan and Lot B, especially along Northern Boulevard, Roosevelt Avenue, 126th Street, Stadium Road, and the highway ramps to the key intersections along those roadways. More rigorous management of traffic operations at locations where control is already maintained during the Dual Event Condition would likely be necessary with the proposed Plan. Again, this condition would represent an infrequent special case with the overlap of two concurrent events in combination with the expected traffic activity of the proposed Plan.



Table 17-29  
Proposed Plan Weekday Parking Accumulation

Time Begin	Residential			Office			Destination Retail			Local Retail			Convention/Expo			Total
	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	
Mid.	91	92	2,750	0	0	0	0	0	0	0	0	0	0	0	0	0
1 AM	38	37	2,751	0	0	0	0	0	0	0	0	0	0	0	0	0
2 AM	22	21	2,752	0	0	0	0	0	0	0	0	0	0	0	0	0
3 AM	16	16	2,752	0	0	0	0	0	0	0	0	0	0	0	0	0
4 AM	16	16	2,752	0	0	0	0	0	0	0	0	0	0	0	0	0
5 AM	16	16	2,752	0	0	0	0	0	0	0	0	0	0	0	0	0
6 AM	31	34	2,749	0	0	0	0	0	0	0	0	0	27	0	27	0
7 AM	42	378	2,413	52	0	52	86	86	0	13	1	12	191	0	218	0
8 AM	196	784	1,825	456	18	490	419	268	151	31	31	12	300	0	518	0
9 AM	142	568	1,399	359	15	834	426	175	402	12	8	16	696	14	1,200	0
10 AM	135	403	1,131	89	54	869	565	265	702	12	8	20	418	74	1,544	0
11 AM	189	285	1,035	35	91	813	837	622	917	29	30	19	350	87	1,807	0
Noon	258	248	1,045	145	157	801	1,369	1,120	1,166	186	186	19	283	105	1,985	0
1 PM	248	247	1,046	164	84	881	2,210	2,167	1,209	147	147	19	264	310	1,939	0
2 PM	226	226	1,046	99	46	934	1,413	1,562	1,060	78	79	18	44	147	1,836	0
3 PM	296	285	1,057	34	36	932	1,319	1,170	1,209	78	79	17	68	309	1,595	0
4 PM	465	310	1,212	52	393	591	1,201	1,317	1,093	79	79	17	61	349	1,307	0
5 PM	748	403	1,557	28	524	95	1,197	1,350	940	94	94	17	21	673	655	0
6 PM	658	354	1,861	18	91	22	1,259	1,460	739	89	88	18	7	633	29	0
7 PM	626	268	2,219	7	29	0	1,116	1,116	739	75	75	18	0	29	0	0
8 PM	271	116	2,374	0	0	0	640	762	617	44	54	8	0	0	0	0
9 PM	218	94	2,498	0	0	0	246	863	0	14	22	0	0	0	0	0
10 PM	249	106	2,641	0	0	0	0	0	0	0	0	0	0	0	0	0
11 PM	184	74	2,751	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>5,381</b>	<b>5,381</b>		<b>1,538</b>	<b>1,538</b>		<b>14,303</b>	<b>14,303</b>		<b>981</b>	<b>981</b>		<b>2,730</b>	<b>2,730</b>		
Time Begin	Movie Theater			Hotel			Community Facility			School – Students			School – Staff			Total
	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	
Mid.	0	10	10	8	1	234	0	0	0	0	0	0	0	0	0	2,994
1 AM	0	10	0	8	1	241	0	0	0	0	0	0	0	0	0	2,992
2 AM	0	0	0	0	0	241	0	0	0	0	0	0	0	0	0	2,993
3 AM	0	0	0	0	0	241	0	0	0	0	0	0	0	0	0	2,993
4 AM	0	0	0	0	0	241	0	0	0	0	0	0	0	0	0	2,993
5 AM	0	0	0	0	0	241	0	0	0	0	0	0	0	0	0	2,993
6 AM	0	0	0	0	0	241	0	0	0	0	0	0	0	0	0	3,017
7 AM	10	0	10	9	12	238	21	1	20	5	5	0	3	0	3	2,966
8 AM	19	1	28	48	69	217	37	3	54	94	94	0	28	0	31	3,326
9 AM	22	4	46	48	69	196	27	11	70	5	5	0	0	0	31	4,194
10 AM	39	10	75	66	58	204	23	15	78	0	0	0	0	0	31	4,654
11 AM	37	16	96	69	57	216	17	20	75	0	0	0	0	0	31	5,009
Noon	37	22	111	101	48	269	17	21	71	0	0	0	0	0	31	5,498
1 PM	47	32	126	38	70	237	13	19	65	0	0	0	0	0	31	5,553
2 PM	68	50	144	29	61	205	11	16	60	0	0	0	0	0	31	5,334
3 PM	77	61	160	40	86	159	18	25	53	78	78	0	0	25	6	5,188
4 PM	97	80	177	56	104	111	21	28	46	10	10	0	0	3	3	4,557
5 PM	85	72	190	81	56	136	19	26	39	15	15	0	0	3	0	3,629
6 PM	127	109	208	89	89	136	23	31	31	0	0	0	0	0	0	3,044
7 PM	135	119	224	71	48	159	17	17	31	0	0	0	0	0	0	3,390
8 PM	121	174	171	53	36	176	5	21	15	0	0	0	0	0	0	3,361
9 PM	40	98	113	37	16	197	2	17	0	0	0	0	0	0	0	2,808
10 PM	16	63	66	27	9	215	0	0	0	0	0	0	0	0	0	2,922
11 PM	6	53	19	14	2	227	0	0	0	0	0	0	0	0	0	2,997
<b>Total</b>	<b>983</b>	<b>984</b>		<b>892</b>	<b>892</b>		<b>271</b>	<b>271</b>		<b>207</b>	<b>207</b>		<b>31</b>	<b>31</b>		

Note: Acc. = Accumulation  
Source: Based on travel demand estimates

Table 17-30

Proposed Plan Saturday Parking Accumulation

Time Begin	Residential			Office			Destination Retail			Local Retail			Convention/Expo			Total
	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	
Mid.	40	40	2,750	0	0	0	0	0	0	0	0	0	0	0	0	
1 AM	40	40	2,750	0	0	0	0	0	0	0	0	0	0	0	0	
2 AM	0	0	2,750	0	0	0	0	0	0	0	0	0	0	0	0	
3 AM	0	0	2,750	0	0	0	0	0	0	0	0	0	0	0	0	
4 AM	0	0	2,750	0	0	0	0	0	0	0	0	0	0	0	0	
5 AM	80	80	2,750	0	0	0	0	0	0	0	0	0	0	0	0	
6 AM	40	120	2,670	0	0	0	11	0	11	0	0	0	0	0	0	
7 AM	128	382	2,416	3	1	2	139	0	150	0	0	0	0	0	0	
8 AM	160	478	2,098	6	3	5	265	14	401	9	1	8	0	0	0	
9 AM	199	599	1,698	8	6	7	251	28	624	18	2	24	129	0	129	
10 AM	239	718	1,219	16	10	13	446	112	958	79	19	84	468	29	568	
11 AM	259	778	700	26	18	21	1,756	753	1,961	93	94	83	522	174	916	
Noon	279	838	141	32	21	32	1,195	1,035	2,121	103	84	102	348	348	916	
1 PM	727	549	319	32	21	43	1,635	1,571	2,185	103	84	121	358	358	916	
2 PM	678	470	527	24	29	38	1,450	1,338	2,297	103	84	140	348	348	916	
3 PM	679	453	753	15	29	24	1,450	1,338	2,409	103	84	159	174	522	568	
4 PM	670	447	976	8	18	14	795	878	2,326	84	103	140	124	373	319	
5 PM	670	447	1,199	4	10	8	1,255	1,254	2,327	79	78	141	12	237	94	
6 PM	726	391	1,534	2	7	3	1,129	1,380	2,076	71	86	126	2	96	0	
7 PM	782	335	1,981	1	4	0	878	1,631	1,323	66	82	110	0	0	0	
8 PM	670	287	2,364	0	0	0	781	1,449	655	51	87	74	0	0	0	
9 PM	591	207	2,748	0	0	0	502	1,157	0	24	92	6	0	0	0	
10 PM	241	238	2,751	0	0	0	0	0	0	0	6	0	0	0	0	
11 PM	80	80	2,751	0	0	0	0	0	0	0	0	0	0	0	0	
Total	7,978	7,977		177	177		13,938	13,938		986	986		2,485	2,485		
Time Begin	Movie Theater			Hotel			Community Facility			School – Students			School – Staff			Total
	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	
Mid.	0	19	19	11	2	234	0	0	0	0	0	0	0	0	0	3,003
1 AM	0	19	0	12	1	245	0	0	0	0	0	0	0	0	0	2,995
2 AM	0	0	0	0	0	245	0	0	0	0	0	0	0	0	0	2,995
3 AM	0	0	0	0	0	245	0	0	0	0	0	0	0	0	0	2,995
4 AM	0	0	0	0	0	245	0	0	0	0	0	0	0	0	0	2,995
5 AM	0	0	0	0	0	245	0	0	0	0	0	0	0	0	0	2,995
6 AM	0	0	0	0	0	245	0	0	0	0	0	0	0	0	0	2,926
7 AM	19	0	19	22	31	236	0	0	0	0	0	0	0	0	0	2,823
8 AM	36	1	54	71	103	204	0	0	0	0	0	0	0	0	0	2,770
9 AM	64	11	107	71	103	172	22	5	17	0	0	0	0	0	0	2,778
10 AM	75	19	163	96	89	179	22	5	34	0	0	0	0	0	0	3,218
11 AM	73	39	197	96	89	186	13	14	33	0	0	0	0	0	0	4,097
Noon	116	71	242	103	95	194	37	39	31	0	0	0	0	0	0	3,779
1 PM	116	71	287	111	87	218	37	39	29	0	0	0	0	0	0	4,118
2 PM	123	101	309	40	92	166	37	38	28	0	0	0	0	0	0	4,421
3 PM	144	118	335	55	130	91	37	38	27	0	0	0	0	0	0	4,366
4 PM	103	84	354	99	99	91	36	40	23	0	0	0	0	0	0	4,243
5 PM	162	137	379	102	101	92	12	14	21	0	0	0	0	0	0	4,261
6 PM	242	207	414	132	132	92	9	17	13	0	0	0	0	0	0	4,258
7 PM	253	233	434	105	69	128	8	18	3	0	0	0	0	0	0	3,979
8 PM	230	331	333	79	53	154	0	3	0	0	0	0	0	0	0	3,580
9 PM	76	186	223	55	24	185	0	0	0	0	0	0	0	0	0	3,162
10 PM	30	120	133	40	13	212	0	0	0	0	0	0	0	0	0	3,096
11 PM	11	106	38	21	8	225	0	0	0	0	0	0	0	0	0	3,014
Total	1,873	1,873		1,321	1,321		270	270		0	0		0	0		

Note: Acc. = Accumulation  
Source: Based on travel demand estimates

**Table 17-31  
Lot B Weekday and Saturday Parking Accumulation**

Time Begin	Weekday							Saturday						
	Office			Destination Retail			Total	Office			Destination Retail			Total
	In	Out	Acc.	In	Out	Acc.		In	Out	Acc.	In	Out	Acc.	
Mid.	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0	0	0	11	0	11	11
7 AM	29	0	29	11	10	1	30	2	0	2	17	0	28	30
8 AM	255	11	273	52	33	20	293	3	2	3	33	1	60	63
9 AM	202	8	467	53	21	52	519	5	3	5	31	3	88	93
10 AM	50	36	481	70	32	90	571	9	6	8	55	14	129	137
11 AM	20	54	447	103	77	116	563	15	10	13	217	93	253	266
Noon	82	88	441	169	138	147	588	18	12	19	148	127	274	293
1 PM	92	50	483	273	267	153	636	18	12	25	202	194	282	307
2 PM	55	27	511	174	193	134	645	14	16	23	179	165	296	319
3 PM	19	21	509	163	144	153	662	9	16	16	179	165	310	326
4 PM	29	207	331	148	163	138	469	5	10	11	98	109	299	310
5 PM	16	294	53	148	166	120	173	2	6	7	155	155	299	306
6 PM	10	51	12	155	180	95	107	1	4	4	139	171	267	271
7 PM	4	16	0	138	138	95	95	0	4	0	108	202	173	173
8 PM	0	0	0	78	95	78	78	0	0	0	96	179	90	90
9 PM	0	0	0	30	108	0	0	0	0	0	62	152	0	0
10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	863	863		1,765	1,765			101	101		1,730	1,730		
Note:	Acc. = Accumulation													
Source:	Based on travel demand estimates.													

**NO CONVENTION CENTER SCENARIO**

The No Convention Center Scenario, which is addressed qualitatively in this document, would be an altered development program in which the 400,000-square-foot convention center is replaced with 350,000 square feet (sf) of residential use (about 350 more dwelling units) and 50,000 sf of ground floor retail use. Generally, this scenario would have approximately 6 percent more residential development and approximately 3 percent more retail development than the cumulative development program analyzed. The No Convention Center Scenario would result in an overall reduction equal to approximately 7 to 14 percent of the total number of generated trips during each of the peak hours. In terms of numbers of trips, the reduction would be about 270 to 730 vph in each peak hour. The greatest trip reductions would be in the weekday PM peak hour, the weekday evening pre-game peak hour, and the Saturday afternoon post-game peak hour.

Since the assignment of convention center trips assumes predominant use of the highway routes to and from the Willets Point Development District, it is expected that the No Convention Center Scenario would show some improvement in highway levels of service, especially on the Van Wyck Expressway and the new access ramps to the District. However, the lessened severity of such impacts could result in more successful mitigation options. There would also be levels of service improvements at highway ramp approaches to the intersections on 126th Street at 34th Avenue and at Northern Boulevard due to the reduction in convention center traffic to and from the highway network.

## **G. HIGHWAY NETWORK ANALYSIS**

### **INTRODUCTION AND METHODOLOGY**

Because of the proximity of the Willets Point Development District to the regional highway network through north-central Queens, analyses were performed to assess the potential for significant adverse impacts on the Grand Central Parkway, the Van Wyck/Whitestone Expressway (both designated as I-678), and the ramps connecting the highways to the local street network. The highway analyses include the following locations:

- Grand Central Parkway mainline in both directions between the LIE and Roosevelt Avenue
- Van Wyck Expressway mainline in both directions between the LIE and Roosevelt Avenue
- Whitestone Expressway mainline in both directions between Northern Boulevard and Linden Place
- Ramp from World's Fair Marina/Boat Basin Road to the Grand Central Parkway
- Ramps from the northbound Van Wyck Expressway to eastbound and westbound Northern Boulevard
- Ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway
- Ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway
- Ramp from eastbound Astoria Boulevard and eastbound Northern Boulevard to the northbound Whitestone Expressway
- Ramps from the southbound Whitestone Expressway to the eastbound and westbound Grand Central Parkway
- Ramp from westbound Northern Boulevard and southbound Whitestone Expressway to westbound Astoria Boulevard
- Ramp from eastbound Astoria Boulevard and the Grand Central Parkway to the northbound Whitestone Expressway and eastbound Northern Boulevard
- Ramp from the eastbound Grand Central Parkway toward Stadium Road and the northbound Whitestone Expressway
- Ramp from the southbound Whitestone Expressway to westbound Northern Boulevard

The ramps from eastbound Northern Boulevard and the Grand Central Parkway to 126th Street as well as the combined ramp section from the northbound Van Wyck Expressway and southbound Whitestone Expressway to westbound Northern Boulevard at 126th Street are signalized approaches and, as such, are included in the intersection analyses instead of the highway analyses.

It is beyond the scope of the *2000 HCM* to analyze a highway section that is operating at low speeds or over-saturated conditions. Therefore, a simulation of the highway network using the CORSIM model was used instead (as has been done on numerous recent EISs in New York City), because it better replicates existing and projected future conditions in the study area. The ability to account for traffic conditions that influence the immediate study area is critical when modeling traffic conditions on typical weekdays and, even more importantly, before and after Mets home games at Shea Stadium.

The CORSIM model reports the density and an average speed for the highway section being analyzed, but does not readily report the levels of service. Levels of service are necessary to assess potential impacts of the proposed development on the highway as per *CEQR Technical Manual* guidelines. The 2000 HCM defines levels of service thresholds for merge and diverge areas using density in passenger cars per mile per lane (pc/mi/ln), and these thresholds have been applied to the results of the CORSIM model. The levels of service thresholds for each density range are as follows:

- LOS A describes operations with very low densities (i.e., less than or equal to 10 pc/mi/ln) and high free flow speeds.
- LOS B describes operations with fairly low densities (i.e., greater than 10 to 20 pc/mi/ln) and moderate to high free flow speeds.
- LOS C describes operations with moderate densities (i.e., greater than 20 to 28 pc/mi/ln) and moderate free flow speeds.
- LOS D describes operations with moderate to high densities (i.e., greater than 28 to 35 pc/mi/ln) and moderate to low free flow speeds. A mid-LOS D density of 31.5 pc/mi/ln is considered the high range of acceptable density. Densities greater than 31.5 pc/mi/ln are unacceptable but are commonplace on highways in New York City.
- LOS E describes operations with high densities (i.e., greater than 35 pc/mi/ln) and low free flow speeds. 45 pc/mi/ln is considered the maximum density for sustained flows at capacity on a typical freeway. Queuing can begin at densities higher than this.
- LOS F describes operations with very high densities and very low free flow speeds. Queuing is common within LOS F, which leads to failure conditions and congestion.

According to the *CEQR Technical Manual*, for highway or ramp sections being analyzed—including mainline capacity sections, weaving areas, and ramp junctions—a significant adverse impact occurs when conditions deteriorate by more than half an LOS between No Build and Build conditions when No Build LOS is in the D, E, or F range. The following significant impact criteria are used in the Build analyses to assess potential impacts of the proposed development on the highway network:

- For No Build LOS D to Build LOS D: Since the starting value of LOS E is 28 pc/mi/ln and the highest value of LOS E is 35 pc/mi/ln, one half of the difference between these two is 3.5 pc/mi/ln. Hence, an increase in the projected density of 4 pc/mi/ln or more as a result of traffic volume added between the No Build and Build conditions is considered a significant impact.
- For No Build LOS D to Build LOS E: Since the value of mid-LOS D is 31.5 pc/mi/ln and the starting value of LOS E is 35 pc/mi/ln, one half of the difference between these two is 1.75 pc/mi/ln. Therefore, an increase in the projected density of 2 pc/mi/ln or more between No Build and Build is considered a significant impact.
- For No Build LOS E to Build LOS F: The same criteria as No Build LOS D to Build LOS E applies.

## **EXISTING CONDITIONS**

### *GRAND CENTRAL PARKWAY VOLUMES*

Traffic volumes on the eastbound Grand Central Parkway mainline approaching the diverge to the Whitestone Expressway and eastbound Northern Boulevard (designated as eastbound Exit 9E), range from 5,100–7,200 vph during typical non-game weekday AM, midday, PM and Saturday midday peak hours, and from 5,800–7,200 vph during game conditions. The ramp from the eastbound Grand Central Parkway to the Whitestone Expressway and eastbound Northern Boulevard, which is a major split toward the Willets Point Development District from the eastbound mainline, carries approximately 2,050–3,250 vph during the non-game analysis periods and 2,100–3,300 vph during game periods. South of the diverge, the Grand Central Parkway receives approximately 350–850 vph from the ramp from the Whitestone Expressway and westbound Northern Boulevard during the non-game periods and 350–550 vph during the game periods. The next merge onto the eastbound mainline (from the 34th Avenue/114th Street intersection and from Astoria Boulevard) adds approximately 1,200–1,850 vph during the various analysis peak hours. Farther south along the eastbound Grand Central Parkway, between the Roosevelt Avenue overpass and the LIE, traffic volumes range from 4,850–6,400 vph during the non-game analysis time periods, and from 5,250–6,250 vph for game conditions.

Traffic volumes on the Grand Central Parkway westbound mainline just north of the ramps from the LIE range from 4,350–6,000 vph during typical non-game weekday AM, midday, PM and Saturday midday peak hours, and from 5,550–5,750 vph during game conditions. Farther north, the westbound mainline divides: traffic destined for the ramp to the Whitestone Expressway and eastbound Northern Boulevard (designated as westbound Exit 9E) as well as a portion of traffic that continues on the mainline through the study area take the east side of the highway; and traffic destined for the ramp to westbound Northern Boulevard (designated as westbound Exit 9W) as well as the remaining traffic that continues on the mainline through the study area take the west side of the highway. The east half of the mainline carries approximately 1,750–2,400 vph and 2,500–2,700 vph during the non-game and game peak hours, respectively. The west half of the mainline carries approximately 2,600–3,600 vph and 3,000–3,050 vph during the non-game and game peak hours, respectively. The ramp to the Whitestone Expressway and eastbound Northern Boulevard (Exit 9E), which provides access to the vicinity of Shea Stadium and the Willets Point Development District from the westbound mainline, carries approximately 250–400 vph during the non-game analysis periods and 450–1,100 vph during game periods. The ramp to westbound Northern Boulevard (Exit 9W) carries approximately 750–1,250 vph during the non-game analysis periods and 1,000–1,050 vph during game periods. Farther north just prior to the point where the two segments of the westbound mainline rejoin, traffic entering the east half of the mainline from the combined ramp from the Whitestone Expressway and westbound Northern Boulevard as well as the World's Fair Marina/Boat Basin Road ranges from 1,550–2,300 vph and 1,450–2,450 vph during the non-game and game peak hours, respectively.

### *THE VAN WYCK / WHITESTONE EXPRESSWAY VOLUMES*

The Van Wyck Expressway (I-678) northbound mainline, north of the LIE and the on-ramp from College Point Boulevard, is traveled by approximately 3,050–4,400 vph during typical non-game weekday AM, midday, PM and Saturday midday peak hours, and from 3,150–3,750 vph during game conditions. The northbound diverge toward Northern Boulevard (Exit 13) carries approximately 950–1,400 vph and 850–1,200 vph during the non-game and game analysis periods, respectively. Of the total volumes during all of the analysis peak hours, approximately

550–700 vph take Exit 13E toward Downtown Flushing, while 250–750 vph take Exit 13W toward westbound Northern Boulevard, the Grand Central Parkway and access to Shea Stadium. North of the Willets Point Development District, the continuation of I-678 northbound, the Whitestone Expressway, is traveled by approximately 4,150–6,800 vph and 4,250–6,350 vph during non-game and game analysis periods, respectively.

North of the Willets Point Development District, the Whitestone Expressway southbound mainline splits, with one section of the highway continuing south as the Van Wyck Expressway and the other turning west toward the Grand Central Parkway. Upstream of this split, the Whitestone Expressway is traveled by approximately 3,900–6,450 vph and 4,000–5,800 vph during non-game and game analysis periods, respectively. In the vicinity of Northern Boulevard, the southbound mainline (now the Van Wyck Expressway) receives traffic from two ramps: the merge from westbound Northern Boulevard, which adds approximately 500–700 vph during the seven analysis peak hours; and the merge with the ramp from the northbound Whitestone Expressway (with the combined traffic entering from the Grand Central Parkway, eastbound Northern Boulevard, and Astoria Boulevard), which totals approximately 450–850 vph during all of the peak hours. The Van Wyck Expressway southbound mainline, north of the exit to College Point Boulevard (Exit 12A), carries approximately 3,050–4,500 vph during typical non-game weekday AM, midday, PM and Saturday midday peak hours, and from 3,350–4,300 vph during game conditions.

#### **EXISTING LEVELS OF SERVICE**

Table 17-32 presents existing speeds, densities, and levels of service for 19 segments of the mainlines or ramps of the highway network analyzed for typical non-game-day peak hours. Average travel speeds on the highway mainlines are generally between 40 and 55 miles per hour (mph) during the AM peak hour, except for the southbound Whitestone Expressway, which has an average travel speed of approximately 29 mph. Average travel speeds on the highway mainlines during the weekday midday, PM, and Saturday midday peak hours generally range from 35 to 50 mph.

For the highway mainline sections, unacceptable LOS E or F conditions generally occur along the westbound Grand Central Parkway and southbound Whitestone Expressway during the AM peak hour, and along the eastbound Grand Central Parkway, southbound Van Wyck Expressway, and the northbound Whitestone Expressway during the PM peak hour. The other mainline sections generally operate at LOS B, C, and D during the weekday AM and PM peak hours. During the weekday midday and Saturday midday peak hours, all of the analyzed highway mainlines generally operate at acceptable LOS B and C and marginally unacceptable LOS D. Because of significant westbound volumes in the AM peak hour, the combined ramp to Astoria Boulevard from westbound Northern Boulevard and the southbound Whitestone Expressway operates at unacceptable LOS E. The other ramps are generally at acceptable levels of service during the non-game day peak hours; the ramp from the northbound Van Wyck Expressway to westbound Northern Boulevard operates at marginally acceptable LOS D during the AM peak hour, as does the ramp from the northbound Van Wyck Expressway to eastbound Northern Boulevard and the ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway during the PM peak hour.

Table 17-32

Existing Highway Levels of Service Summary – Non-Game Day

Mainlines	Weekday AM				Weekday midday				Weekday PM				Saturday midday			
	Observed speed	Speed (mph)	Density (pc/mi/ln)	LOS	Observed speed	Speed (mph)	Density (pc/mi/ln)	LOS	Observed speed	Speed (mph)	Density (pc/mi/ln)	LOS	Observed speed	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (Between Roosevelt Ave & Long Island Expwy)	50.0	49.1	26.3	C	50.0	49.2	23.6	C	42.5	41.4	36.6	E	46.1	45.9	30.5	D
Grand Central Parkway WB Mainline (East Side) (Between Roosevelt Ave & Long Island Expwy)	51.2	51.4	19.3	B	50.0	49.4	14.3	B	49.1	50.0	19.4	B	50.6	48.8	18.9	B
Grand Central Parkway WB Mainline (West Side) (Between Roosevelt Ave & Long Island Expwy)	n/a	41.4	39.2	E	n/a	45.9	26.7	C	n/a	49.7	26.3	C	n/a	44.9	33.9	D
Van Wyck Expressway NB Mainline (Between Roosevelt Ave & Long Island Expwy)	39.0	40.1	33.9	D	36.2	36.5	26.1	C	40.5	39.9	29.6	D	40.6	41.0	26.4	C
Van Wyck Expressway SB Mainline (Between Roosevelt Ave & Long Island Expwy)	41.1	40.6	27.9	C	39.2	39.3	24.8	C	42.6	40.7	36.6	E	46.6	46.5	25.9	C
Whitestone Expressway NB Mainline (Between Northern Boulevard & Linden Place)	46.6	47.5	23.8	C	46.2	46.4	18.1	B	35.9	36.4	37.1	E	44.2	44.0	22.9	C
Whitestone Expressway SB Mainline (Between Northern Boulevard & Linden Place)	29.3	29.1	45.2	F	36.0	36.9	21.7	C	39.6	40.0	27.2	C	37.5	38.4	25.2	C
<b>Ramps</b>																
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	n/a	36.3	15.2	B	n/a	36.4	12.8	B	n/a	36.9	12.7	B	n/a	36.6	13.2	B
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	n/a	24.2	25.8	C	n/a	23.8	27.3	C	n/a	23.9	30.2	D	n/a	23.7	27.9	C
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	22.1	22.4	31.2	D	22.7	23.6	18.3	B	25.2	26.0	15.8	B	n/a	25.5	10.7	B
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	n/a	34.0	16.8	B	n/a	34.0	16.5	B	n/a	32.0	30.2	D	n/a	34.0	14.3	B
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	n/a	28.9	21.5	C	n/a	29.2	20.7	C	n/a	29.0	20.6	C	n/a	28.9	25.1	C
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	n/a	41.0	10.3	B	n/a	41.1	8.5	A	n/a	39.9	18.6	B	n/a	42.2	9.7	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	n/a	44.0	23.0	C	n/a	44.0	18.5	B	n/a	44.3	16.4	B	n/a	44.3	17.8	B
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	41.2	41.4	10.3	B	38.3	39.7	5.2	A	39.5	39.9	8.2	A	n/a	38.9	6.1	A
Ramp from Northern Boulevard WB & Whitestone Expressway SB to Astoria Boulevard WB	25.1	26.6	36.2	E	n/a	29.4	10.8	B	39.6	39.9	10.2	B	n/a	23.3	12.9	B
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	38.8	37.1	19.0	B	n/a	39.8	16.0	B	n/a	39.2	26.2	C	n/a	41.9	16.4	B
Ramp from Grand Central Parkway WB toward Stadium Road & Whitestone Expressway NB	47.5	47.0	6.4	A	45	44.0	5.9	A	n/a	46.6	6.2	A	46.6	45.4	7.2	A
Ramp from Whitestone Expressway SB to Northern Boulevard WB	n/a	25.6	26.6	C	n/a	28.1	25.5	C	n/a	28.6	24.7	C	n/a	28.3	25.8	C

Note: n/a-signifies not available

Table 17-33 presents existing speeds, densities, and levels of service for the 19 sections or ramps of the highway network during the game-day peak hours, respectively. Pre-game traffic to Shea Stadium on the highways primarily uses the southbound Whitestone Expressway, taking the exit to westbound Northern Boulevard; the eastbound Grand Central Parkway, taking the exit to 126th Street; and the westbound Grand Central Parkway, taking the exit to Stadium Road and the exit to 126th Street. These exit ramps frequently spill back onto the highway mainlines during the pre-game peak hours, causing additional slowdown for through (non-exiting) traffic. Departing traffic during the post-game peak hour accesses the northbound Whitestone Expressway and the westbound Grand Central Parkway from the entrance ramps from Stadium Road; exiting game traffic also accesses the westbound Grand Central Parkway via the entrance ramp from World's Fair Marina/Boat Basin Road. Exiting game traffic to the eastbound Grand Central Parkway uses the entrance ramp from 114th Street and the entrance ramp farther south, from the park roads (United Nations Avenue and Avenue of Science).



Table 17-33  
Existing Highway Levels of Service Summary – Game Day

Mainlines	Weekday AM				Weekday Midday				Weekday PM				Saturday Midday			
	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS	Speed (mph)	LOS		
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	50.0	49.1	26.3	C	50.0	49.2	23.6	C	42.5	41.4	36.6	E	46.1	45.9	30.5	D
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	51.2	51.4	19.3	B	50.0	49.4	14.3	B	49.1	50.0	19.4	B	50.6	48.8	18.9	B
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	n/a	41.4	39.2	E	n/a	45.9	26.7	C	n/a	49.7	26.3	C	n/a	44.9	33.9	D
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	39.0	40.1	33.9	D	36.2	36.5	26.1	C	40.5	39.9	29.6	D	40.6	41.0	26.4	C
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	41.1	40.6	27.9	C	39.2	39.3	24.8	C	42.6	40.7	36.6	E	46.6	46.5	25.9	C
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	46.6	47.5	23.8	C	46.2	46.4	18.1	B	35.9	36.4	37.1	E	44.2	44.0	22.9	C
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	29.3	29.1	45.2	F	36.0	36.9	21.7	C	39.6	40.0	27.2	C	37.5	38.4	25.2	C
Ramps																
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	n/a	36.3	15.2	B	n/a	36.4	12.8	B	n/a	36.9	12.7	B	n/a	36.6	13.2	B
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	n/a	24.2	25.8	C	n/a	23.8	27.3	C	n/a	23.9	30.2	D	n/a	23.7	27.9	C
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	22.1	22.4	31.2	D	22.7	23.6	18.3	B	25.2	26.0	15.8	B	n/a	25.5	10.7	B
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	n/a	34.0	16.8	B	n/a	34.0	16.5	B	n/a	32.0	30.2	D	n/a	34.0	14.3	B
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	n/a	28.9	21.5	C	n/a	29.2	20.7	C	n/a	29.0	20.6	C	n/a	28.9	25.1	C
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	n/a	41.0	10.3	B	n/a	41.1	8.5	A	n/a	39.9	18.6	B	n/a	42.2	9.7	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	n/a	44.0	23.0	C	n/a	44.0	18.5	B	n/a	44.3	16.4	B	n/a	44.3	17.8	B
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	41.2	41.4	10.3	B	38.3	39.7	5.2	A	39.5	39.9	8.2	A	n/a	38.9	6.1	A
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	25.1	26.6	36.2	E	n/a	29.4	10.8	B	39.6	39.9	10.2	B	n/a	23.3	12.9	B
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	38.8	37.1	19.0	B	n/a	39.8	16.0	B	n/a	39.2	26.2	C	n/a	41.9	16.4	B
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	47.5	47.0	6.4	A	45	44.0	5.9	A	n/a	46.6	6.2	A	46.6	45.4	7.2	A
Ramp from Whitestone Expressway SB to Northern Boulevard WB	n/a	25.6	26.6	C	n/a	28.1	25.5	C	n/a	28.6	24.7	C	n/a	28.3	25.8	C

Note: n/a signifies not available.

Weekday PM and Saturday midday pre-game average travel speeds on the highway mainlines generally range between 30 and 55 mph; the southbound Whitestone Expressway travel speeds are approximately 21 mph and 32 mph for those two peak hours, respectively, due to spillback from the exit ramp to westbound Northern Boulevard. That ramp operates with a travel speed of about 8 mph during the pre-game peak hours.

Pre-game highway traffic toward Shea Stadium and its surrounding lots causes unacceptable LOS E or F conditions on the southbound Whitestone Expressway mainline during the weekday pre-game peak hour and on the westbound Grand Central Parkway. The other highway mainlines generally operate at LOS C and D during the pre-game peak hours, except for the northbound Whitestone Expressway, which is acceptable LOS B during the Saturday midday pre-game peak hour. The ramp from the southbound Whitestone Expressway to westbound Northern Boulevard and the combined ramp from the Grand Central Parkway and Astoria Boulevard toward eastbound Northern Boulevard and northbound Whitestone Expressway also experience LOS E/F conditions during the weekday and Saturday pre-game periods. During the Saturday midday pre-game, the westbound Grand Central Parkway ramp to West Park

Loop/Stadium Road operates at LOS F due to spillback from the roadway leading to the traffic circle and nearby parking lot entrances. The other ramps operate at acceptable levels of service during the pre-game peak hours.

The Saturday post-game highway conditions are the most congested of all the time periods due to the surge of game traffic from the parking lots onto the adjacent streets and onto the connected ramps and highway mainlines. As a result, post-game peak hour average travel speeds generally range between 25 and 45 mph, but the northbound Whitestone Expressway average travel speed is only around 8 mph. Both directions of the Grand Central Parkway as well as the northbound Whitestone Expressway experience unacceptable LOS E or F conditions. Both directions on the Van Wyck Expressway and the southbound Whitestone Expressway operate at LOS C and D. Also experiencing LOS E or F conditions are the ramp from the World's Fair Marina/Boat Basin Road to the westbound Grand Central Parkway, the ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway, the combined ramp from the Grand Central Parkway and Astoria Boulevard toward eastbound Northern Boulevard and the northbound Whitestone Expressway, the ramp from the westbound Grand Central Parkway to West Park Loop/Stadium Road (not due to the volume of exiting traffic but due to the amount of traffic entering downstream), and the ramp from the southbound Whitestone Expressway to westbound Northern Boulevard, due to NYPD control of the traffic signal at 126th Street. The other ramps operate at acceptable levels of service during the post-game peak hour.

### FUTURE WITHOUT THE PROPOSED PLAN

Traffic volumes on the analyzed sections of the highway network are expected to increase by a background growth rate of 1 percent per year between 2006 and 2017, plus traffic expected to be generated by other projected No Build development projects as described for the intersection analyses in Section E, "The Future Without the Proposed Plan." In the No Build condition, traffic volumes along the Grand Central Parkway eastbound mainline would increase by about 610 to 820 vph. In the westbound direction along the Grand Central Parkway, volumes would increase by approximately 200 to 360 vph on the east side split and by 350 to 450 vph on the west side split. Traffic volumes along the northbound mainline of the Van Wyck Expressway would increase by 380 to 520 vph, and by 375 to 540 vph along the southbound mainline. Traffic volumes along the Whitestone Expressway would increase by 495 to 790 vph in the northbound direction and by 460 to 1,340 in the southbound direction.

Table 17-34 presents the projected No Build levels of service, speeds, and densities for the 19 sections of the highway network analyzed during the non-game day peak hours. During the weekday AM peak hour, the eastbound Grand Central Parkway and northbound Van Wyck Expressway mainlines would deteriorate from acceptable LOS C and marginally unacceptable LOS D, respectively, to unacceptable LOS E. The west side of the westbound Grand Central Parkway mainline split would deteriorate from unacceptable LOS E and marginally unacceptable LOS D during the weekday AM and Saturday midday peak hours, respectively, to unacceptable LOS F and LOS E, respectively. The west side split of the westbound Grand Central Parkway would also experience a corresponding drop in average speed from approximately 41 mph to 17 mph and 45 mph to 44 mph during the weekday AM and Saturday midday peak hours, respectively. During the weekday AM, midday, and Saturday midday peak hours, the southbound Van Wyck Expressway mainline would deteriorate from acceptable LOS C to marginally unacceptable LOS D, as would the northbound Van Wyck Expressway mainline during the weekday midday and Saturday midday peak hours. During the weekday PM and

Saturday midday peak hours, the southbound Whitestone Expressway mainline would deteriorate from acceptable LOS C to marginally unacceptable LOS D. The following ramp sections would deteriorate to a marginally unacceptable LOS D under the No Build condition: the ramp from the southbound Whitestone Expressway to westbound Northern Boulevard during the weekday PM and Saturday midday peak hours, the ramp from the northbound Van Wyck Expressway to eastbound Northern Boulevard during the weekday AM, weekday midday, and Saturday midday peak hours, and the ramp from Astoria Boulevard eastbound to Whitestone Expressway northbound during the weekday PM peak hour.

**Table 17-34  
No Build Highway Levels of Service Summary – Non-Game Day**

Mainlines	Weekday AM			Weekday Midday			Weekday PM			Saturday Midday		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	39.5	36.9	F	48.9	26.8	C	40.1	43.0	F	45.6	33.3	D
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	50.9	22.7	C	49.4	16.3	B	49.8	21.8	C	48.5	21.0	C
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	16.5	103.3	F	45.6	30.2	D	49.4	29.7	D	44.0	39.6	F
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	39.1	38.9	F	36.3	29.4	D	39.5	33.4	D	40.7	29.8	D
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	40.2	32.4	D	38.7	29.3	D	40.5	39.8	F	46.1	29.4	D
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	47.1	26.6	C	46.2	20.5	C	36.1	41.4	F	44.0	26.0	C
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	28.4	51.6	F	36.5	24.5	C	39.2	30.9	D	38.2	28.4	D
<b>Ramps</b>												
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	36.5	18.5	B	36.4	14.7	B	36.7	14.5	B	36.5	15.5	B
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	24.0	30.0	D	23.7	28.6	D	23.7	32.1	D	23.7	31.7	D
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	22.5	34.8	D	23.5	20.0	B	25.8	18.1	B	25.5	11.6	B
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	33.6	17.7	B	34.0	19.7	B	32.3	30.6	D	34.0	15.9	B
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.9	24.6	C	29.0	24.5	C	28.9	24.0	C	28.8	30.2	D
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	40.8	11.6	B	41.1	9.1	A	39.4	20.7	C	41.9	10.8	B
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	43.6	28.3	D	43.6	20.9	C	43.6	19.0	B	44.6	21.0	C
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	41.2	12.4	B	39.4	6.1	A	39.4	9.1	A	38.1	6.6	A
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	26.6	35.8	F	29.5	11.4	B	39.6	11.4	B	23.3	14.4	B
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	37.1	21.4	C	39.2	18.5	B	38.9	28.9	D	41.6	19.7	B
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	46.2	7.3	A	44.0	6.5	A	46.2	7.4	A	45.1	8.0	A
Ramp from Whitestone Expressway SB to Northern Boulevard WB	27.1	26.4	C	28.3	25.4	C	27.4	32.3	D	28.3	29.2	D

## Willetts Point Development Plan

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The No Build levels of service, speeds, and densities for the analyzed sections during the game-day peak hours are shown in Table 17-35. Under No Build conditions, increased vehicular volumes would result in higher densities and lower speeds on several ramps and highway sections leading to Citi Field. The southbound Whitestone Expressway would continue to operate at unacceptable LOS F during the weekday pre-game peak hour, similar to the existing conditions, but with a higher traffic density and a drop in average travel speed from about 21 mph to 14 mph. During the Saturday pre-game peak hour, the southbound Whitestone Expressway mainline would deteriorate from marginally unacceptable LOS D to unacceptable LOS F, with a drop in average travel speed from approximately 32 mph to 11 mph. The eastbound Grand Central Parkway would deteriorate from marginally unacceptable LOS D to unacceptable LOS E during the weekday pre-game peak hours, and from unacceptable LOS E to LOS F during the Saturday post-game peak hour, with a drop in average speed from about 36 mph to 16 mph. During the weekday pre-game peak hour the southbound Van Wyck Expressway would deteriorate from marginally unacceptable LOS D to unacceptable LOS E with a drop in average speed from about 46 mph to 45 mph. The westbound Grand Central Parkway (east side) would deteriorate from unacceptable LOS E to unacceptable LOS F during the Saturday pre-game peak hour with a drop in average speed from about 30 mph to 29 mph. The majority of ramp locations would continue to operate similar to existing conditions, except for the ramp from the westbound Grand Central Parkway toward Stadium Road and northbound Whitestone Expressway, which would deteriorate from acceptable LOS B to unacceptable LOS E, with a drop in average travel speed from about 41 mph to 11 mph, during the weekday pre-game peak hour.

During the Saturday post-game peak hour, both directions of the Grand Central Parkway and the northbound Whitestone Expressway would continue to operate at unacceptable LOS E or F, with corresponding slowing of average travel speeds, while the northbound Van Wyck Expressway would deteriorate from marginally unacceptable LOS D to unacceptable LOS F, with a drop in average travel speed from approximately 30 mph to 7 mph. This would be due to spillback from the northbound Whitestone Expressway over the Flushing River. The four ramps that experience unacceptable LOS F conditions during the Saturday post-game peak hour under existing conditions would continue to operate as such under the No Build condition, with one of them, the ramp from eastbound Astoria Boulevard and the Grand Central Parkway to the northbound Whitestone Expressway and eastbound Northern Boulevard, experiencing a drop in average speed from about 21 mph to 7 mph. In addition, the ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway would deteriorate from LOS E under existing conditions to LOS F under the No Build condition during the Saturday post-game peak period, and its average travel speed would remain similar at about 24 mph.

### PROBABLE IMPACTS OF THE PROPOSED PLAN

The proposed Plan would generate a significant number of trips during all analyzed peak hours on both directions of the Van Wyck Expressway and the Whitestone Expressway. The eastbound Grand Central Parkway mainline and the east side of the westbound Grand Central Parkway mainline split would also experience a higher volume during the peak hours.

**Table 17-35**  
**No Build Highway Levels of Service Summary – Game Day**

Mainlines	Weekday Pregame			Saturday Pregame			Saturday Postgame		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	42.2	39.1	F	48.8	29.0	D	16.2	92.0	F
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	48.2	26.1	C	29.2	46.0	F	27.1	44.6	F
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	41.6	42.9	F	41.7	41.2	F	26.8	60.3	F
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	38.5	33.6	D	36.7	30.6	D	7.1	128.0	F
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	45.2	36.6	F	46.0	30.4	D	44.6	34.1	D
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	43.3	34.3	D	53.0	18.8	B	7.5	145.8	F
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	14.1	96.6	F	11.2	96.7	F	35.0	26.2	C
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	36.7	12.3	B	36.7	11.5	B	24.8	54.6	F
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	23.7	33.8	D	23.9	29.1	D	23.3	20.6	C
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	23.6	22.8	C	33.0	11.6	B	32.4	6.6	A
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	32.6	27.4	C	33.3	19.1	B	23.6	48.4	F
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.9	23.0	C	29.0	20.1	C	28.8	25.1	C
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	38.3	23.9	C	41.7	11.5	B	28.1	28.7	D
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	43.6	16.3	B	45.7	15.4	B	45.7	16.9	B
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	34.8	10.1	B	25.9	8.2	A	21.0	17.1	B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	30.4	22.1	C	23.7	12.5	B	22.9	18.3	B
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	13.1	101.1	F	11.1	91.3	F	6.6	144.4	F
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	11.1	60.2	F	8.0	101.1	F	7.6	102.3	F
Ramp from Whitestone Expressway SB to Northern Boulevard WB	7.8	159.7	F	6.8	168.7	F	1.6	220.9	F

The Build volumes on the eastbound mainline of the Grand Central Parkway would increase by approximately 300 to 600 vehicles during the peak hour, a roughly 4 to 8 percent increase compared with No Build; the east side of the westbound Grand Central Parkway split would increase by 310 to 500 vph, also approximately a 4 to 8 percent increase. The Whitestone Expressway would experience volume increases of approximately 140 to 480 vph and 130 to 390 vph in the northbound and southbound directions, respectively, roughly a 2 to 7 percent increase per direction compared with the No Build volumes. The Van Wyck Expressway volumes would increase by about 710 to 1,360 vph in the northbound direction and by 570 to 1,370 vph in the southbound direction, approximately a 12 to 25 percent increase per direction compared with the No Build volumes. The substantial increases on the Van Wyck Expressway in both directions would be due to traffic entering from and exiting to the new access ramps

## Willetts Point Development Plan

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connecting the highway to the Willetts Point Development District. Furthermore, as described for the game-day circulation changes in Section F, “Probable Impacts of the Proposed Plan,” it is expected that a portion of Citi Field traffic on the highway network would use the new access ramps to and from the Van Wyck Expressway under the proposed Plan.

Table 17-36 shows the Build levels of service, speeds and densities for the highway sections and ramps analyzed during the non-game-day peak hours. Because of the substantial increase in volume on the Van Wyck Expressway, the mainline would experience high densities and low speeds and operate at LOS E or F in both directions during all of the non-game day peak hours. While average No Build travel speeds on the northbound Van Wyck Expressway mainline would range between 30 and 40 mph during the non-game-day peak hours, the average Build travel speeds would deteriorate to a range of 10 to 25 mph. The congestion on the Van Wyck Expressway would in turn worsen levels of service on the ramps that provide access to and from the mainline. The entrance ramp providing access to the southbound Van Wyck Expressway mainline from the northbound Whitestone Expressway would be slow-moving during the PM and Saturday midday peak hours; similarly, the entrance ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway would also be slow-moving during the midday, PM, and Saturday midday peak hours. The congestion is attributed to entering traffic joining merging traffic from the new access ramp onto to the elevated one lane ramp leading to the southbound mainline. The average travel speeds on those two ramps would drop significantly, from a range of 30 to 35 mph to about 3 mph for the ramp from the northbound Whitestone Expressway, and from a range of 25 to 30 mph to about 1 to 3 mph for the ramp from westbound Northern Boulevard.

The ramp from the northbound Van Wyck Expressway to westbound Northern Boulevard would deteriorate from marginally unacceptable LOS D to unacceptable LOS E during the non-game weekday AM peak hour, and the ramp from the northbound Van Wyck Expressway mainline to eastbound Northern Boulevard would deteriorate from marginally unacceptable LOS D to unacceptable LOS E during the weekday midday, PM, and Saturday midday peak hours. During all four non-game peak hours, the ramp from the southbound Whitestone Expressway to westbound Northern Boulevard, which would operate at acceptable LOS C and marginally acceptable LOS D under the No Build condition, would consistently operate at unacceptable LOS F.

Similarly, the ramp from eastbound Astoria Boulevard and Grand Central Parkway to northbound Whitestone Expressway and eastbound Northern Boulevard would deteriorate from an acceptable LOS B and marginally acceptable LOS D range to unacceptable LOS F during all four non-game peak hours.

For the non-game peak hours, the eastbound Grand Central Parkway mainline would be significantly impacted during the weekday AM peak hour, due to an increase in density of 18.6 pc/mi/ln, which is above the deterioration threshold of 2 pc/mi/ln that defines a significant adverse traffic impact. Also during the weekday AM peak hour, the southbound Whitestone Expressway mainline would be significantly impacted (with density increases of 8.4 pc/mi/ln), and the west side of the westbound Grand Central Parkway mainline would be significantly impacted during the AM and Saturday midday peak hours (with a density increase of 8.5 and 20 pc/mi/ln, respectively). Both the northbound and southbound Van Wyck Expressway mainlines would be significantly impacted in all four non-game peak hours, with density increases ranging from approximately 33 to 75 pc/mi/ln in the northbound direction (due to the proposed Plan’s generated traffic to the new exit ramp), and about 5 to 15 pc/mi/ln in the southbound direction.

**Table 17-36**  
**Build Highway Levels of Service Summary – Non-Game Day**

Mainlines	Weekday AM			Weekday Midday			Weekday PM			Saturday Midday		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	25.2	55.5	F	48.8	28.0	D	36.2	44.6	F	45.7	33.0	D
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	50.5	24.9	C	48.3	18.8	B	49.7	25.0	C	47.6	24.8	C
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	14.8	111.8	F	45.5	31.5	D	48.8	30.1	D	34.5	53.7	F
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	24.6	69.9	F	11.6	105.3	F	16.7	85.4	F	13.3	100.8	F
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	39.4	37.8	E	37.3	36.6	E	31.0	55.7	F	45.0	35.0	E
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	46.9	28.1	D	46.4	22.6	C	36.5	38.6	E	44.0	27.4	C
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	25.2	60.0	F	36.4	26.5	C	39.0	32.6	D	37.6	30.9	D
<b>Ramps</b>												
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	36.3	19.6	B	36.6	17.4	B	36.5	17.6	B	36.4	18.3	B
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	23.9	31.5	D	23.7	36.7	E	23.6	38.2	F	23.7	37.9	E
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	22.3	38.0	F	23.4	23.9	C	25.3	30.7	D	24.6	24.4	C
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	34.0	20.4	C	31.4	22.5	C	2.8	218.7	F	3.7	174.1	F
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.9	24.1	C	2.8	169.9	F	1.4	248.9	F	1.5	237.7	F
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	40.8	11.6	B	41.1	9.1	A	36.1	23.1	C	42.1	10.7	B
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	43.3	29.6	D	43.6	21.8	C	43.6	20.4	C	44.3	23	C
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	41.1	12.9	B	39.0	8.2	A	39.4	12.8	B	38.1	9.4	A
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	26.6	35.9	E	29.4	11.8	B	39.9	11.4	B	23.3	16.0	B
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	13.7	73.8	F	13.0	83.9	F	7.0	144.3	F	13.3	88.5	F
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	46.2	11.3	B	43.3	13	B	45.1	14.7	B	44.7	15.2	B
Ramp from Whitestone Expressway SB to Northern Boulevard WB	5.7	163.9	F	6.5	162.9	F	11.1	99.5	F	7.7	148.5	F

The levels of service, speeds and densities during the game-day peak hours are shown in Table 17-37. On several highway and ramp sections, the high Build demand volume would exceed the capacity, especially during the game-day peak hours, and the highway network would be unable to process the projected volumes within the duration of the peak hour. Both directions of the Van Wyck Expressway mainline would experience similar traffic congestion during the game-day peak hours as in the non-game day peak hours; both directions would consistently operate at unacceptable LOS F. On the Grand Central Parkway, the eastbound mainline and the west side of the westbound split would operate at unacceptable LOS F during the Saturday post-game peak hour. The westbound Grand Central Parkway mainline and on the east side of the mainline

**Table 17-37**

**Build Highway Level of Service Summary – Game Day**

Mainlines	Weekday Pregame			Saturday Pregame			Saturday Postgame		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	40.2	44.5	F	48.7	28.4	D	13.1	111.5	F
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	6.3	155.4	F	8.1	138.7	F	18.1	73.6	F
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	41.6	44.5	F	39.0	43.8	F	18.2	82.3	F
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	16.4	86.4	F	11.8	106.9	F	13.5	97.1	F
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	29.3	60.8	F	17.1	92.1	F	15.1	95.5	F
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	43.7	33.8	D	53.3	20.4	C	7.6	141.7	F
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	12.4	114.8	F	9.5	123.4	F	29.4	31.3	D
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	35.3	13.0	B	36.5	12.2	B	16.2	85.0	F
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	23.6	38.4	E	23.6	38.9	E	23.6	37.3	E
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	23.0	35.0	D	32.0	18.5	B	31.1	22.1	C
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	3.6	204.1	F	13.0	49.5	F	2.6	212.9	F
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	1.4	255.0	F	5.3	98.9	F	1.5	249.1	F
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	36.4	25.9	C	41.7	11.2	B	37.9	15.6	B
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	43.3	18.6	B	45.0	16.4	B	34.1	29.4	D
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	34.5	10.9	B	25.8	11.9	B	20.4	23.6	C
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	30.4	19.3	B	23.6	12.8	B	22.9	19.4	B
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	6.3	171.4	F	6.3	158.0	F	4.3	191.1	F
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	2.0	228.0	F	2.0	222.2	F	1.5	220.7	F
Ramp from Whitestone Expressway SB to Northern Boulevard WB	8.7	150.6	F	7.8	158.8	F	1.2	236.6	F

split would operate at LOS F during all game day peak hours. The southbound Whitestone Expressway mainline would operate at unacceptable LOS F during the weekday and Saturday pre-game peak hours.

The ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway and the ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway would operate at an acceptable LOS F, and the northbound Van Wyck Expressway ramp to eastbound Northern Boulevard would operate at unacceptable LOS E conditions during all game day peak hours. The ramp from World's Fair Marina and Boat Basin Road to the westbound Grand Central Parkway would operate at unacceptable LOS F during the Saturday post-game peak hour only.

The volume of traffic on the ramp from eastbound Astoria Boulevard and the Grand Central Parkway to the northbound Whitestone Expressway and eastbound Northern Boulevard, the ramp from the westbound Grand Central Parkway toward Stadium Road, and the ramp from the



southbound Whitestone Expressway to westbound Northern Boulevard would cause substantially high densities, with LOS F conditions and average travel speeds between about 1 and 10 mph, during the three game-day peak hours.

For the game peak hours, the eastbound Grand Central Parkway mainline would be significantly impacted during the Saturday post-game peak hour, due to a density increase of 19.5 pc/mi/ln. The east side of the westbound Grand Central Parkway mainline would be significantly impacted in all three game day peak hours, with density increases ranging from approximately 30 to 130 pc/mi/ln (due to the addition of the proposed Plan and Lot B's traffic onto the queues of Citi Field traffic), and the west side of that mainline would be significantly impacted during the Saturday post-game peak hour (with a density increase of 22 pc/mi/ln). The southbound Whitestone Expressway mainline would also be significantly impacted during weekday and Saturday pre-game peak hours, with density increases ranging from about 18 to 26 pc/mi/ln. The northbound Van Wyck Expressway would experience significant impacts during the weeknight and Saturday pre-game peak hours (with density increases ranging from approximately 53 to 76 pc/mi/ln), while the southbound direction would be significantly impacted during all three game day peak hours (with density increases of 24.2 pc/mi/ln and 61.7 pc/mi/ln in the weeknight and Saturday pre-game peak hours, respectively, and 61.4 pc/mi/ln in the post-game peak hour).

## H. TRAFFIC AND SAFETY

Accident data for the study area intersections were obtained from the New York State Department of Transportation (NYSDOT) for the time period between July 1, 2004 and June 30, 2007. The data obtained quantify the total number of reportable accidents (involving fatality, injury, or more than \$1,000 in property damage), fatalities, and injuries during the study period, as well as a yearly breakdown of pedestrian- and bicycle-related accidents at each location. According to the *CEQR Technical Manual*, a high pedestrian accident location is one where there were five or more pedestrian-related accidents in any year of the most recent three-year period for which data are available.

During this period, a total of 417 reportable accidents, two fatalities, 426 injuries, and 92 pedestrian-related accidents occurred at the study area intersections. A rolling total of accident data identifies three study area intersections as high pedestrian accident locations in the 2004 to 2007 period. These intersections are: Main Street at Roosevelt Avenue; Union Street at Northern Boulevard; and Parsons Boulevard at Northern Boulevard. Table 17-38 depicts total accident characteristics by intersection during the study period, as well as, a breakdown of pedestrian and bicycle accidents by year and location.

All three high vehicular-pedestrian accident intersections are located within the secondary traffic study area where project-generated vehicle trips would all be through trips and there would not be any project-generated pedestrian trips. A review of the accident histories at these locations indicates that the majority of the pedestrian-related accidents were caused by pedestrian inattentiveness and driver failure to yield the right of way. Since these accidents occurred primarily during vehicles making left and right turning movements, the through vehicle trips generated by the proposed Plan and Lot B at these locations would not result in additional conflicts with normal pedestrian flow or further adversely affect pedestrian safety conditions at the respective intersections. Nonetheless, a field reconnaissance of conditions at these intersections was conducted to identify specific geometric and operational issues and determine whether measures could be recommended to improve pedestrian safety.

Table 17-38  
Accident Data

Intersection		Study Period			Accidents by Year								
North-South Roadway	East-West Roadway	Reportable Accidents	Total Fatalities	Total Injuries	Pedestrian				Bicycle				
					2004	2005	2006	2007	2004	2005	2006	2007	
108th Street	Astoria Blvd.	12	1	13	0	0	0	0	0	0	0	0	0
108th Street	Northern Blvd.	14	0	16	1	0	1	0	0	0	0	0	0
108th Street	Roosevelt Ave.	12	0	14	0	0	2	0	0	1	0	0	0
111th Street	Roosevelt Ave.	15	0	12	0	3	2	0	0	0	0	0	0
114th Street	Northern Blvd.	6	0	9	0	1	0	0	0	0	0	0	0
114th Street	34th Avenue	1	0	2	0	0	0	0	0	0	0	0	0
114th Street	Roosevelt Ave.	1	0	2	0	0	0	0	0	0	0	0	0
126th Street	Northern Blvd.	52	0	67	0	0	0	0	0	0	0	0	0
126th Street	34th Avenue	6	0	9	0	0	0	0	0	1	0	0	0
126th Street	Roosevelt Ave.	1	0	1	0	0	0	0	0	0	0	0	0
Willetts Point Blvd.	Northern Blvd.	2	0	1	0	0	0	0	0	0	0	0	0
College Point Blvd.	32nd Avenue	10	0	9	0	0	0	0	0	0	0	0	0
College Point Blvd.	Northern Blvd.	1	0	1	0	0	0	0	0	0	0	0	0
College Point Blvd.	Roosevelt Ave.	25	0	26	0	0	0	0	0	0	0	0	0
College Point Blvd.	Sanford Ave.	4	0	3	0	0	0	0	0	0	0	0	0
Prince Street	Northern Blvd.	34	1	33	0	0	1	0	0	1	0	0	0
Prince Street	Roosevelt Ave.	9	0	6	1	1	1	1	0	0	0	0	0
Main Street	Northern Blvd.	30	0	15	2	0	3	0	0	0	0	0	0
<b>Main Street</b>	<b>Roosevelt Ave.</b>	23	0	19	1	<b>6*</b>	<b>5*</b>	2	0	0	0	0	0
Main Street	41st Ave.	13	0	8	2	0	2	1	0	0	0	0	0
<b>Union Street</b>	<b>Northern Blvd.</b>	70	0	73	<b>6*</b>	<b>8*</b>	<b>12*</b>	2	0	0	0	0	2
Union Street	Roosevelt Ave.	17	0	17	2	2	1	2	1	0	0	0	0
Union Street	Sanford Ave.	8	0	9	0	0	2	2	0	0	0	0	0
<b>Parsons Blvd.</b>	<b>Northern Blvd.</b>	38	0	46	1	3	<b>5*</b>	1	0	0	0	0	0
Parsons Blvd.	Roosevelt Ave.	5	0	4	0	1	1	0	0	0	0	0	0
Parsons Blvd.	Sanford Ave.	8	0	11	0	2	0	0	0	0	0	0	0

**Note:** \* High vehicular-pedestrian accident location.  
**Source:** NYSDOT July 1, 2004 to June 30, 2007 accident data.

The field inspection indicates that there are no high-visibility crosswalks or warning signs for motorists at Northern and Parsons Boulevards. Safety here could be enhanced by the installation of high visibility crosswalks, and signs warning motorists of pedestrian crossing locations. In addition, due to lagging eastbound and westbound protected left-turn signals, pedestrians tend to begin their crossing as soon as the main signal for Northern Boulevard turns red. The installation of “Wait for Walk Signal” signs would help to alert pedestrians of the intersection’s signal operation.

The Northern Boulevard and Union Street intersection already has high visibility crosswalks across its northern and western legs and standard pedestrian warning signs on all approaches. At this location where 62 percent of the pedestrian-related accidents involved turning vehicles, safety could be improved by replacing or amending the standard pedestrian signs with “Turning Vehicles/Yield to Pedestrians” signs at all approaches, and by installing high visibility crosswalks on the eastern and southern legs of the intersection. Extending the raised median on Northern Boulevard into the crosswalk on the western leg of the intersection would provide pedestrians a more protected refuge while waiting for another “walk” phase to complete their crossing.

At Roosevelt Avenue and Main Street, where the No. 7 Flushing subway line and numerous bus routes terminate, pedestrian volumes are substantial on all crosswalks. No turns are permitted at this intersection from 7 AM to 7 PM except for buses, all approaches have high visibility crosswalks, and all have signs warning motorists of pedestrians crossing. Most of the pedestrian

accidents involved vehicles proceeding straight through the intersection, and field inspection indicates that corner reservoirs are crowded during peak hours; many pedestrians stand off the corners waiting for a walk signal. Safety at this location could be improved by the installation of bulb-outs at all corners to provide additional waiting and circulation space for pedestrians. A raised speed table across the entire intersection, including crosswalks, with a distinctive pavement surface would also serve to slow passing motorists.

It should be noted that under the one-way pair plan in Downtown Flushing, which is expected to be implemented independent of the proposed Plan, Main Street would be converted to a northbound-only street between Sanford Avenue and Northern Boulevard, with a potential contra-flow bus lane. The elimination of two-way auto and truck traffic on Main Street would reduce conflicting movements and simplify pedestrian crossings at intersections along Main Street, including its intersection at Roosevelt Avenue. Numerous other geometric and signal control improvements along Main Street would also be incorporated as part this planning alternative. At the same time, Union Street between Sanford Avenue and Northern Boulevard would be converted to one-way southbound operation with a potential contra-flow bus lane between Roosevelt Avenue and Northern Boulevard. The related geometric and signal control improvements along Union Street would similarly reduce some of the existing intersection pedestrian conflicts. While the safety improvement recommendations described above are relevant to the existing roadway conditions, many elements of the one-way pair plan either would have incorporated some of these improvement elements or could be combined with them to further improve overall pedestrian safety at the high vehicular-pedestrian accident locations. \*

TABLE 17-39  
WILLETTS POINT DEVELOPMENT DISTRICT FGEIS  
2006 EXISTING TRAFFIC LEVELS OF SERVICE - NON GAME DAY

INTERSECTION & APPROACH	Weekday AM (7:45-8:45 AM)				Weekday Midday (1:00-2:00 PM)				Weekday PM (5:15-6:15 PM)				Saturday Midday (1:00-2:00 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>SIGNALIZED INTERSECTIONS</b>																	
<b>ASTORIA BOULEVARD</b>																	
<b>108th Street at Astoria Boulevard</b>																	
108th Street	NB	DefL	0.59	50.8	D	DefL	0.42	33.6	C	DefL	0.74	63.0	E	DefL	0.53	36.0	D
	T		0.21	41.1	D	T	0.13	28.6	C	T	0.19	41.0	D	T	0.30	30.6	C
	SB	LTR	0.24	41.7	D	LTR	0.16	28.9	C	LTR	0.48	46.0	D	LTR	0.20	29.4	C
Astoria Boulevard	EB	LTR	0.49	19.9	B	LTR	0.40	14.4	B	LTR	0.85	21.9	C	LTR	0.36	14.0	B
	WB	L	0.62	11.9	B	L	0.42	8.3	A	L	0.67	37.8	D	L	0.45	8.4	A
	TR		0.85	14.8	B	TR	0.27	6.3	A	TR	0.32	6.5	A	TR	0.23	6.0	A
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>17.9</b>	<b>B</b>	-	<b>0.48</b>	<b>12.8</b>	<b>B</b>	-	<b>0.82</b>	<b>21.4</b>	<b>C</b>	-	<b>0.49</b>	<b>13.8</b>	<b>B</b>
<b>NORTHERN BOULEVARD</b>																	
<b>108th Street at Northern Boulevard (RT. 25A)</b>																	
108th Street	NB	LTR	1.03	76.0	E	LTR	1.05	84.0	F	LTR	1.05	75.5	E	LTR	1.05	77.2	E
	SB	LTR	0.83	40.6	D	LTR	0.70	31.3	C	LTR	1.05	66.4	E	LTR	0.88	38.6	D
Northern Boulevard (RT. 25A)	EB	L	0.17	19.5	D	L	0.08	12.3	B	L	0.18	25.8	C	L	0.06	27.0	C
	TR		0.46	14.0	B	TR	0.44	13.8	B	TR	0.81	13.1	B	TR	0.78	20.6	C
	WB	L	0.42	14.6	B	L	0.31	11.7	B	L	0.52	35.6	D	L	0.41	23.9	C
	TR		0.89	15.6	B	TR	0.64	17.1	B	TR	0.97	34.4	C	TR	0.96	31.8	C
	-	-	-	-	-	R	0.13	11.0	B	-	-	-	-	R	0.23	11.9	B
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>21.1</b>	<b>C</b>	-	<b>0.65</b>	<b>22.9</b>	<b>C</b>	-	<b>0.93</b>	<b>30.1</b>	<b>C</b>	-	<b>0.86</b>	<b>32.0</b>	<b>C</b>
<b>114th Street at Northern Boulevard (RT. 25A)</b>																	
114th Street	SB	LTR	0.47	49.7	D	LTR	0.46	49.9	D	LTR	0.63	38.1	D	LTR	0.54	51.4	D
Northern Boulevard (RT. 25A)	EB	T	0.68	30.5	C	T	0.44	15.0	B	T	0.82	23.4	C	T	0.48	15.7	B
	R		0.71	24.3	C	R	0.44	15.7	B	R	0.65	20.3	C	R	0.57	18.1	B
	WB	-	-	-	-	-	-	-	-	DefL	0.67	27.6	C	DefL	0.79	20.8	C
	LT		1.04	40.0	D	LT	0.90	16.8	B	T	0.90	16.0	B	T	0.86	13.4	B
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>37.9</b>	<b>D</b>	-	<b>0.82</b>	<b>17.6</b>	<b>B</b>	-	<b>1.20+</b>	<b>28.5</b>	<b>C</b>	-	<b>1.18</b>	<b>16.8</b>	<b>B</b>
<b>126th Street at Northern Boulevard (RT. 25A)</b>																	
126th Street	NB	L	0.36	42.7	D	L	0.60	46.9	D	L	0.44	43.8	D	L	0.55	45.5	D
	R		0.37	43.6	D	R	0.43	44.5	D	R	0.33	42.7	D	R	0.41	43.9	D
Northern Boulevard	ED	T	0.16	6.3	A	T	0.17	6.3	A	T	0.33	7.4	A	T	0.18	6.3	A
	WB	T	0.77	14.4	B	T	0.36	7.8	A	T	0.32	7.3	A	T	0.29	7.1	A
Grand Central Parkway Ramp	ED	T	0.34	7.5	A	T	0.36	7.7	A	T	0.39	8.0	A	T	0.34	7.5	A
Van Wyck & Whitestone Expressway Ramp	WB	T	0.79	16.6	B	T	0.76	15.5	B	T	0.75	15.3	B	T	0.73	14.4	B
<b>Overall Intersection</b>	-		<b>0.70</b>	<b>15.3</b>	<b>B</b>	-	<b>0.72</b>	<b>15.5</b>	<b>B</b>	-	<b>0.68</b>	<b>13.5</b>	<b>B</b>	-	<b>0.69</b>	<b>15.2</b>	<b>B</b>
<b>Prince Street at Northern Boulevard (RT. 25A)</b>																	
Prince Street	NB	LTR	0.92	82.3	F	LTR	0.89	71.7	E	LTR	0.82	62.3	E	LTR	1.01	95.8	F
	SB	LTR	0.89	67.1	E	LTR	0.68	48.0	D	LTR	0.63	45.5	D	LTR	0.61	44.9	D
Northern Boulevard	EB	L	0.98	56.8	E	L	0.94	64.1	E	L	0.91	57.5	E	L	0.65	39.5	D
	T		0.47	7.2	A	T	0.49	15.8	B	T	0.82	23.7	C	T	0.98	56.0	E
	WB	L	0.40	63.6	E	L	0.72	79.2	E	L	0.75	81.8	F	L	0.88	89.6	F
	T		0.98	13.9	B	T	0.74	24.2	C	T	0.81	34.1	C	T	0.84	26.6	C
Northern Boulevard Service Rd.	EB	TR	0.41	13.5	B	TR	0.55	19.3	B	TR	0.47	17.2	B	TR	0.85	52.5	D
	WB	TR	0.53	18.5	B	TR	0.51	25.0	C	TR	0.54	29.5	C	TR	0.66	28.5	C
<b>Overall Intersection</b>	-		<b>0.94</b>	<b>22.9</b>	<b>C</b>	-	<b>0.85</b>	<b>30.5</b>	<b>C</b>	-	<b>0.86</b>	<b>33.6</b>	<b>C</b>	-	<b>0.88</b>	<b>45.6</b>	<b>D</b>
<b>Main Street at Northern Boulevard (RT. 25A)</b>																	
Main Street	NB	L	0.92	78.2	E	L	0.78	53.5	D	L	0.94	79.1	E	L	0.90	63.6	E
	R		0.87	61.1	E	R	0.75	37.9	D	R	0.94	76.5	E	R	0.77	38.9	D
Northern Boulevard	EB	T	0.60	20.0	B	T	0.71	29.1	C	T	0.98	18.5	B	TR	1.03	60.0	E
	R		0.77	27.8	C	R	0.83	39.0	D	R	0.93	21.1	C	R	1.03	78.8	E
	WB	L	0.62	37.0	D	L	0.87	57.6	E	L	0.91	66.1	E	L	0.88	58.6	E
	T		0.87	4.6	A	T	0.65	11.7	B	T	0.85	19.2	B	T	0.87	24.6	C
<b>Overall Intersection</b>	-		<b>0.89</b>	<b>20.3</b>	<b>C</b>	-	<b>0.78</b>	<b>28.2</b>	<b>C</b>	-	<b>0.98</b>	<b>26.8</b>	<b>C</b>	-	<b>0.89</b>	<b>47.1</b>	<b>D</b>
<b>Union Street at Northern Boulevard (RT. 25A)</b>																	
Union Street	NB	DefL	0.93	78.4	E	DefL	0.78	53.3	D	DefL	0.92	74.3	E	DefL	1.00	90.5	F
	TR		0.97	73.6	E	TR	0.78	45.2	D	TR	0.96	68.7	E	TR	1.00	79.3	E
Northern Boulevard	SB	LTR	1.00	76.3	E	LTR	0.95	65.7	E	LTR	0.97	70.2	E	LTR	0.96	68.8	E
	EB	L	0.99	64.9	E	L	0.70	30.4	C	L	0.76	33.6	C	L	0.71	36.0	D
	TR		0.97	47.2	D	TR	0.90	41.2	D	TR	1.05	82.9	F	TR	1.05	71.4	E
	L		0.72	31.4	C	L	0.65	26.7	C	L	0.87	55.1	E	L	0.80	45.4	D
	T		1.05	80.2	F	TR	0.81	36.6	D	TR	0.84	37.9	D	TR	0.96	46.2	D
	R		0.41	27.8	C	-	-	-	-	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	-		<b>1.05</b>	<b>66.7</b>	<b>E</b>	-	<b>0.96</b>	<b>44.0</b>	<b>D</b>	-	<b>1.03</b>	<b>64.6</b>	<b>E</b>	-	<b>1.05</b>	<b>63.0</b>	<b>E</b>
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>																	
Parsons Boulevard	NB	LTR	1.01	90.6	F	LTR	0.95	76.9	E	LTR	0.93	72.3	E	LTR	1.05	102.1	F
	SB	LTR	1.01	90.5	F	LTR	1.00	90.2	F	LTR	1.03	96.6	F	LTR	0.97	82.4	F
Northern Boulevard	EB	L	0.49	43.0	D	L	0.37	30.9	C	L	0.38	23.5	C	L	0.46	35.7	D
	TR		0.80	26.2	C	TR	0.80	19.6	B	TR	0.73	17.1	B	TR	0.90	24.0	C
	WB	L	0.50	29.8	C	L	0.24	18.4	B	L	0.39	26.4	C	L	0.39	27.7	C
	TR		0.94	25.5	C	TR	0.93	33.5	C	TR	0.84	21.1	C	TR	1.00	37.0	D
<b>Overall Intersection</b>	-		<b>1.05</b>	<b>39.5</b>	<b>D</b>	-	<b>0.85</b>	<b>39.8</b>	<b>D</b>	-	<b>0.89</b>	<b>33.1</b>	<b>C</b>	-	<b>0.92</b>	<b>44.0</b>	<b>D</b>
<b>34TH AVENUE</b>																	
<b>114th Street at 34th Avenue</b>																	
114th Street	SB	L	0.42	16.3	B	L	0.48	18.9	B	L	0.62	18.5	B	L	0.63	21.8	C
	T		0.26	14.6	B	T	0.23	16.0	B	T	0.28	13.7	B	T	0.31	16.9	B
34th Avenue	EB	TR	0.55	22.0	C	TR	0.45	18.5	B	TR	0.78	29.9	C	TR	0.59	20.7	C
<b>Overall Intersection</b>	-		<b>0.48</b>	<b>18.5</b>	<b>B</b>	-	<b>0.46</b>	<b>18.3</b>	<b>B</b>	-	<b>0.69</b>	<b>22.5</b>	<b>C</b>	-	<b>0.61</b>	<b>20.5</b>	<b>C</b>

TABLE 17-39  
WILLETTS POINT DEVELOPMENT DISTRICT FGEIS  
2006 EXISTING TRAFFIC LEVELS OF SERVICE - NON GAME DAY

INTERSECTION & APPROACH	Weekday AM (7:45-8:45 AM)				Weekday Midday (1:00-2:00 PM)				Weekday PM (5:15-6:15 PM)				Saturday Midday (1:00-2:00 PM)							
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS				
<b>126th Street/GCP Ramp at 34th Avenue</b>																				
126th Street	NB	LTR	0.28	21.3	C	LTR	0.46	23.9	C	LTR	0.71	31.3	C	LTR	0.75	33.1	C			
Northern Boulevard Ramp	SB	LTR	0.23	20.8	C	LTR	0.38	24.1	C	LTR	0.45	25.2	C	LTR	0.51	26.8	C			
GCP Ramp	SB	LTR	0.52	48.6	D	LTR	0.63	52.8	D	LTR	0.71	56.6	E	LTR	0.68	54.9	D			
34th Avenue	EB	LTR	0.59	49.7	D	LTR	0.60	50.2	D	LTR	0.27	42.0	D	LTR	0.52	47.3	D			
Stadium Road	WB	LTR	0.62	58.9	E	LTR	0.81	76.5	E	LTR	0.80	69.5	E	LTR	0.86	77.0	E			
<b>Overall Intersection</b>	-	-	<b>0.41</b>	<b>37.9</b>	<b>D</b>	-	-	<b>0.59</b>	<b>40.8</b>	<b>D</b>	-	-	<b>0.73</b>	<b>42.9</b>	<b>D</b>	-	-	<b>0.76</b>	<b>45.8</b>	<b>D</b>
<b>ROOSEVELT AVENUE</b>																				
<b>108th Street at Roosevelt Avenue</b>																				
108th Street	NB	LTR	0.70	47.4	D	LTR	0.91	65.5	E	LTR	0.82	53.6	D	LTR	0.99	81.9	F			
	SB	LTR	0.83	56.5	E	LTR	0.94	70.2	E	LTR	0.98	78.9	E	LTR	0.99	78.1	E			
Roosevelt Avenue	EB	LTR	0.67	14.9	B	LTR	0.72	16.1	B	LTR	0.88	26.5	C	LTR	0.88	27.0	C			
	WB	LTR	0.94	31.3	C	LTR	0.62	13.6	B	LTR	0.72	17.0	B	LTR	0.85	22.8	C			
<b>Overall Intersection</b>	-	-	<b>0.91</b>	<b>34.5</b>	<b>C</b>	-	-	<b>0.78</b>	<b>36.9</b>	<b>D</b>	-	-	<b>0.91</b>	<b>41.9</b>	<b>D</b>	-	-	<b>0.91</b>	<b>49.1</b>	<b>D</b>
<b>111th Street at Roosevelt Avenue</b>																				
111th Street	NB	LTR	0.75	49.6	D	LTR	0.68	47.6	D	LTR	0.74	49.2	D	LTR	0.75	49.4	D			
Roosevelt Avenue	EB	LTR	0.83	22.8	C	LTR	0.80	20.9	C	LTR	0.80	20.5	C	LTR	0.82	22.1	C			
	WB	LTR	0.94	30.4	C	LTR	0.84	22.7	C	LTR	0.85	22.0	C	LTR	0.88	24.5	C			
<b>Overall Intersection</b>	-	-	<b>0.89</b>	<b>32.2</b>	<b>C</b>	-	-	<b>0.79</b>	<b>27.3</b>	<b>C</b>	-	-	<b>0.82</b>	<b>27.6</b>	<b>C</b>	-	-	<b>0.85</b>	<b>29.4</b>	<b>C</b>
<b>114th Street at Roosevelt Avenue</b>																				
114th Street	NB	LTR	0.96	73.0	E	LTR	0.70	49.1	D	LTR	1.03	77.6	E	LTR	0.99	81.5	F			
	SB	DefL	0.87	83.4	F	DefL	0.65	51.8	D	DefL	0.67	52.0	D	DefL	0.98	95.5	F			
	TR	TR	0.74	58.2	E	TR	0.26	37.4	D	TR	0.42	40.3	D	TR	0.80	62.7	E			
Roosevelt Avenue	EB	LTR	0.77	18.9	B	LTR	0.63	13.9	B	LTR	0.69	15.3	B	LTR	0.78	19.4	B			
	WB	DefL	0.84	28.4	C	-	-	-	-	-	-	-	-	-	-	-	-			
	TR	TR	0.97	40.8	D	LTR	0.86	23.0	C	LTR	1.00	50.9	D	LTR	0.89	24.5	C			
<b>Overall Intersection</b>	-	-	<b>0.97</b>	<b>43.1</b>	<b>D</b>	-	-	<b>0.81</b>	<b>27.4</b>	<b>C</b>	-	-	<b>1.01</b>	<b>48.2</b>	<b>D</b>	-	-	<b>0.92</b>	<b>41.7</b>	<b>D</b>
<b>126th Street at Roosevelt Avenue</b>																				
126th Street	NB	LTR	0.31	39.1	D	LTR	0.78	60.7	E	LTR	0.34	40.1	D	LTR	0.29	39.0	D			
	SB	-	-	-	-	DefL	0.74	54.6	D	DefL	0.79	54.4	D	DefL	0.68	48.5	D			
	TR	TR	0.64	43.7	D	TR	0.67	47.0	D	TR	0.67	46.8	D	TR	0.66	46.4	D			
Roosevelt Avenue	EB	LTR	0.53	11.5	B	LTR	0.52	11.5	B	LTR	0.66	13.9	B	LTR	0.69	15.1	B			
	WB	LTR	0.60	12.2	B	LTR	0.51	11.1	B	LTR	0.57	12.0	B	LTR	0.65	13.9	B			
<b>Overall Intersection</b>	-	-	<b>0.61</b>	<b>19.0</b>	<b>B</b>	-	-	<b>0.59</b>	<b>26.3</b>	<b>C</b>	-	-	<b>0.69</b>	<b>23.7</b>	<b>C</b>	-	-	<b>0.69</b>	<b>23.8</b>	<b>C</b>
<b>College Point Boulevard at Roosevelt Avenue</b>																				
College Point Boulevard	NB	L	1.04	88.4	F	L	0.76	29.6	C	L	0.91	52.4	D	L	0.68	41.0	D			
	TR	TR	0.73	30.9	C	TR	0.75	26.1	C	TR	0.76	31.9	C	TR	0.95	36.3	D			
	SB	T	0.72	47.9	D	T	0.80	39.9	D	T	0.91	49.1	D	T	1.00	62.7	E			
	R	R	0.34	38.5	D	R	0.26	28.2	C	R	0.24	36.4	D	R	0.35	29.4	C			
Roosevelt Avenue	EB	LTR	0.44	26.2	C	LTR	0.49	20.9	C	LTR	0.61	29.3	C	LTR	0.49	20.0	B			
	WB	LTR	0.29	36.5	D	LTR	0.25	28.3	C	LTR	0.24	38.5	D	LTR	0.39	28.1	C			
<b>Overall Intersection</b>	-	-	<b>0.72</b>	<b>42.9</b>	<b>D</b>	-	-	<b>0.67</b>	<b>28.6</b>	<b>C</b>	-	-	<b>0.83</b>	<b>38.0</b>	<b>D</b>	-	-	<b>0.70</b>	<b>38.5</b>	<b>D</b>
<b>Princes Street at Roosevelt Avenue</b>																				
Princes Street	SB	LTR	0.60	35.6	D	LTR	0.75	38.4	D	LTR	0.74	41.2	D	LTR	0.95	61.7	E			
Roosevelt Avenue	EB	-	-	-	-	-	-	-	-	-	-	-	-	DefL	0.99	56.5	E			
	LTR	LTR	0.50	17.6	B	LTR	0.72	15.8	B	LTR	0.87	32.5	C	TR	0.90	49.9	D			
	WB	LTR	0.88	35.5	D	LTR	0.69	16.5	B	LTR	0.84	33.4	C	LTR	0.95	41.4	D			
<b>Overall Intersection</b>	-	-	<b>0.77</b>	<b>29.0</b>	<b>C</b>	-	-	<b>0.73</b>	<b>21.0</b>	<b>C</b>	-	-	<b>0.82</b>	<b>34.8</b>	<b>C</b>	-	-	<b>0.98</b>	<b>51.2</b>	<b>D</b>
<b>Main Street at Roosevelt Avenue</b>																				
Main Street	NB	LTR	0.80	26.7	C	LTR	0.98	45.8	D	LTR	0.95	39.6	D	LTR	0.98	44.6	D			
	SB	LTR	0.72	30.0	C	LTR	0.56	22.1	C	LTR	0.87	39.9	D	LTR	0.99	55.4	E			
Roosevelt Avenue	EB	LTR	0.76	35.8	D	LTR	0.89	39.2	D	LTR	0.97	63.5	E	LTR	1.00	59.0	E			
	WB	LTR	0.99	61.9	E	LTR	0.84	35.8	D	LTR	0.98	67.3	E	LTR	1.00	61.5	E			
<b>Overall Intersection</b>	-	-	<b>0.90</b>	<b>37.4</b>	<b>D</b>	-	-	<b>0.93</b>	<b>36.7</b>	<b>D</b>	-	-	<b>0.96</b>	<b>48.4</b>	<b>D</b>	-	-	<b>1.00</b>	<b>53.2</b>	<b>D</b>
<b>Union Street at Roosevelt Avenue</b>																				
Union Street	NB	TR	0.85	42.8	D	TR	0.52	19.8	B	TR	0.59	34.0	C	TR	0.58	20.7	C			
	SB	LT	0.77	42.0	D	LT	0.76	27.3	C	LT	0.97	54.1	D	LT	0.97	48.0	D			
	R	R	0.66	42.4	D	R	0.62	28.9	C	R	0.64	34.0	C	R	0.83	45.2	D			
Roosevelt Avenue	EB	LTR	0.95	49.0	D	LTR	0.98	54.2	D	LTR	0.76	27.2	C	LTR	0.96	51.9	D			
	WB	LTR	0.93	42.1	D	LTR	0.82	33.1	C	LTR	0.95	50.3	D	LTR	0.92	43.0	D			
<b>Overall Intersection</b>	-	-	<b>0.91</b>	<b>43.7</b>	<b>D</b>	-	-	<b>0.87</b>	<b>32.7</b>	<b>C</b>	-	-	<b>0.96</b>	<b>42.1</b>	<b>D</b>	-	-	<b>0.97</b>	<b>41.3</b>	<b>D</b>
<b>Parsons Boulevard at Roosevelt Avenue</b>																				
Parsons Boulevard	NB	LTR	0.84	40.3	D	LTR	0.59	21.8	C	LTR	0.77	34.3	C	LTR	0.77	28.0	C			
	SB	LTR	0.76	33.1	C	LTR	0.65	23.1	C	LTR	0.77	33.3	C	LTR	0.77	27.3	C			
Roosevelt Avenue	EB	LTR	0.50	25.1	C	LTR	0.51	20.4	C	LTR	0.45	24.0	C	LTR	0.53	20.9	C			
	WB	LTR	0.80	35.9	D	LTR	0.56	21.4	C	LTR	0.56	26.2	C	LTR	0.47	28.8	C			
<b>Overall Intersection</b>	-	-	<b>0.82</b>	<b>34.4</b>	<b>C</b>	-	-	<b>0.61</b>	<b>21.8</b>	<b>C</b>	-	-	<b>0.66</b>	<b>30.3</b>	<b>C</b>	-	-	<b>0.65</b>	<b>26.6</b>	<b>C</b>

TABLE 17-39  
WILLETTS POINT DEVELOPMENT DISTRICT FGEIS  
2006 EXISTING TRAFFIC LEVELS OF SERVICE - NON GAME DAY

INTERSECTION & APPROACH	Weekday AM (7:45-8:45 AM)				Weekday Midday (1:00-2:00 PM)				Weekday PM (5:15-6:15 PM)				Saturday Midday (1:00-2:00 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>KISSENA BOULEVARD</b>																	
Main Street at Kissena Boulevard																	
Main Street	NB	L	0.87	47.3	D	L	0.68	28.0	C	L	0.98	71.8	E	L	1.00	75.6	E
	TR		0.86	35.8	D	TR	0.64	20.1	C	TR	0.90	40.1	D	TR	0.96	41.4	D
	SB	L	0.75	40.4	D	L	0.50	22.9	C	L	0.95	60.5	E	L	0.95	57.0	E
	TR		0.85	35.5	D	TR	0.85	30.7	C	TR	0.93	44.2	D	TR	0.98	49.1	D
Kissena Boulevard	WB	TR	1.00	81.2	F	TR	0.72	34.3	C	TR	1.02	83.2	F	TR	1.05	84.8	F
<b>Overall Intersection</b>	-	-	<b>0.92</b>	<b>49.0</b>	<b>D</b>	-	<b>0.76</b>	<b>27.6</b>	<b>C</b>	-	<b>0.98</b>	<b>58.2</b>	<b>E</b>	-	<b>0.98</b>	<b>58.5</b>	<b>E</b>
<b>SANFORD AVENUE</b>																	
College Point Boulevard at Sanford Avenue																	
College Point Boulevard	NB	L	0.23	10.0	A	L	0.25	10.8	B	L	0.36	13.3	B	L	0.41	14.0	B
	T		0.45	10.8	B	T	0.41	10.5	B	T	0.39	10.2	B	T	0.50	11.3	B
	SB	TR	0.52	11.8	B	TR	0.63	13.4	B	TR	0.64	13.4	B	TR	0.62	13.0	B
Sanford Avenue	WB	LTR	0.86	42.5	D	LTR	0.69	33.8	C	LTR	0.74	35.8	D	LTR	0.83	40.5	D
<b>Overall Intersection</b>	-	-	<b>0.63</b>	<b>20.0</b>	<b>B</b>	-	<b>0.65</b>	<b>16.7</b>	<b>B</b>	-	<b>0.67</b>	<b>17.3</b>	<b>B</b>	-	<b>0.69</b>	<b>18.7</b>	<b>B</b>
Union Street at Sanford Avenue																	
Union Street	NB	LTR	0.65	24.7	C	LTR	0.36	17.3	B	LTR	0.69	29.4	C	LTR	0.41	18.6	B
	SB	LTR	0.48	17.9	B	LTR	0.58	19.6	B	LTR	0.93	39.8	D	LTR	0.93	38.3	D
Sanford Avenue	EB	LTR	0.36	12.3	B	LTR	0.42	13.0	B	LTR	0.43	10.8	B	LTR	0.54	12.9	B
	WB	LTR	0.70	19.1	B	LTR	0.52	14.3	B	LTR	0.62	13.8	B	LTR	0.72	16.7	B
<b>Overall Intersection</b>	-	-	<b>0.68</b>	<b>18.9</b>	<b>B</b>	-	<b>0.54</b>	<b>16.5</b>	<b>B</b>	-	<b>0.74</b>	<b>26.5</b>	<b>C</b>	-	<b>0.80</b>	<b>25.3</b>	<b>C</b>
Parsons Boulevard at Sanford Avenue																	
Parsons Boulevard	NB	LTR	0.96	41.1	D	LTR	0.72	19.5	B	LTR	0.80	23.4	C	LTR	1.00	50.1	D
	SB	LTR	0.69	17.4	B	LTR	0.52	14.4	B	LTR	0.83	24.0	C	LTR	0.88	27.5	C
Sanford Avenue	EB	LTR	0.88	28.0	C	LTR	0.50	14.4	B	LTR	0.71	19.3	B	LTR	0.51	14.4	B
	WB	LTR	0.97	38.3	D	LTR	0.60	16.3	B	LTR	0.65	17.2	B	LTR	0.89	29.7	C
<b>Overall Intersection</b>	-	-	<b>0.96</b>	<b>31.7</b>	<b>C</b>	-	<b>0.66</b>	<b>16.3</b>	<b>B</b>	-	<b>0.77</b>	<b>21.3</b>	<b>C</b>	-	<b>0.94</b>	<b>32.0</b>	<b>C</b>
<b>WHITESTONE EXPRESSWAY/32ND AVENUE</b>																	
College Point Boulevard at 32nd Avenue																	
College Point Boulevard	NB	T	0.74	23.5	C	T	0.74	24.3	C	T	0.70	22.5	C	T	0.62	20.5	C
	TR		0.69	24.1	C	TR	0.62	21.9	C	TR	0.62	21.5	C	TR	0.75	24.9	C
	SB	L	0.37	22.3	C	L	0.61	32.3	C	L	0.53	26.5	C	L	0.46	23.0	C
	T		0.51	9.9	A	T	0.48	9.7	A	T	0.48	9.6	A	T	0.40	8.9	A
32nd Avenue	WB	LTR	0.70	28.5	C	LTR	0.71	28.7	C	LTR	0.55	22.3	C	LTR	0.61	24.1	C
<b>Overall Intersection</b>	-	-	<b>0.70</b>	<b>19.1</b>	<b>B</b>	-	<b>0.77</b>	<b>20.9</b>	<b>C</b>	-	<b>0.69</b>	<b>18.2</b>	<b>B</b>	-	<b>0.66</b>	<b>18.4</b>	<b>B</b>
<b>UNSIGNALIZED INTERSECTIONS</b>																	
Willetts Point Boulevard at 126th Street																	
126th Street	SB	LT	-	8.0	A	LT	-	8.2	A	LT	-	8.1	A	LT	-	8.2	A
Willetts Point Boulevard	WB	LR	-	12.5	B	LR	-	13.2	B	LR	-	14.2	B	LR	-	14.0	B
<b>Overall Intersection</b>	-	-	-	<b>11.1</b>	<b>B</b>	-	-	<b>11.7</b>	<b>B</b>	-	-	<b>13.2</b>	<b>B</b>	-	-	<b>12.8</b>	<b>B</b>
Boat Basin Road at Worlds Fair Marina																	
Boat Basin Road	NB	L	-	19.1	C	L	-	16.9	C	L	-	12.2	B	L	-	13.4	B
	R		-	8.6	A	R	-	8.4	A	R	-	8.7	A	R	-	8.5	A
Worlds Fair Marina	WB	LT	-	8.3	A	LT	-	8.3	A	LT	-	8.0	A	LT	-	7.7	A
<b>Overall Intersection</b>	-	-	-	<b>8.9</b>	<b>A</b>	-	-	<b>9.1</b>	<b>A</b>	-	-	<b>8.4</b>	<b>A</b>	-	-	<b>8.5</b>	<b>A</b>
Willetts Point Boulevard at Northern Boulevard																	
Willetts Point Boulevard	NB	T	-	10.2	B	T	-	10.3	B	T	-	9.6	A	T	-	9.7	A
<b>Overall Intersection</b>	-	-	-	<b>10.2</b>	<b>B</b>	-	-	<b>10.3</b>	<b>B</b>	-	-	<b>9.6</b>	<b>A</b>	-	-	<b>9.7</b>	<b>A</b>
College Point Boulevard at Northern Boulevard Service Road																	
College Point Boulevard	SB	LT	-	11.4	B	LT	-	10.5	B	LT	-	11.2	B	LT	-	10.8	B
Northern Blvd Service Rd	WB	LR	-	14.7	B	LR	-	13.7	B	LR	-	14.9	B	LR	-	14.9	B
<b>Overall Intersection</b>	-	-	-	<b>13.3</b>	<b>B</b>	-	-	<b>12.9</b>	<b>B</b>	-	-	<b>13.7</b>	<b>B</b>	-	-	<b>14.0</b>	<b>B</b>
Grand Central Parkway Ramp at West Park Loop/Stadium Road																	
Grand Central Parkway Ramp	EB	L	-	10.4	B	L	-	9.7	A	L	-	9.7	A	L	-	9.8	A
	R		-	9.0	A	R	-	8.7	A	R	-	8.8	A	R	-	8.8	A
<b>Overall Intersection</b>	-	-	-	<b>9.9</b>	<b>A</b>	-	-	<b>9.4</b>	<b>A</b>	-	-	<b>9.1</b>	<b>A</b>	-	-	<b>9.3</b>	<b>A</b>

(1) Control delay is measured in seconds per vehicle.  
(2) Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual – TRB.  
(3) Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual – TRB.  
(4) Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

TABLE 17-40  
 WILLETS POINT DEVELOPMENT DISTRICT FGELS  
 2006 EXISTING TRAFFIC LEVELS OF SERVICE - GAME DAY

INTERSECTION & APPROACH	Weekday Pre Game (6:00-7:00 PM)				Saturday Pre Game (12:00-1:00 PM)				Saturday Post Game (3:45-4:45 PM)				
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS	
<b>SIGNALIZED INTERSECTIONS</b>													
<b>ASTORIA BOULEVARD</b>													
<b>108th Street at Astoria Boulevard</b>													
108th Street	NB	DefL	0.70	59.2	E	DefL	0.59	38.0	D	DefL	0.51	35.5	D
		T	0.62	50.3	D	T	0.23	29.8	C	T	0.18	29.1	C
	SB	LTR	0.43	44.9	D	LTR	0.22	29.7	C	LTR	0.21	29.5	C
Astoria Boulevard	EB	LTR	0.93	25.9	C	LTR	0.36	14.0	B	LTR	0.42	14.6	B
	WB	L	0.99	78.1	E	L	0.41	8.0	A	L	0.61	11.5	B
	TR		0.32	6.5	A	TR	0.21	2.3	A	TR	0.31	2.6	A
<b>Overall Intersection</b>	-	-	<b>0.98</b>	<b>27.9</b>	<b>C</b>	-	<b>0.50</b>	<b>12.9</b>	<b>B</b>	-	<b>0.52</b>	<b>11.9</b>	<b>B</b>
<b>NORTHERN BOLLEVARD</b>													
<b>108th Street at Northern Boulevard (RT. 25A)</b>													
108th Street	NB	LTR	1.05	101.8	F	LTR	1.05	76.5	E	LTR	1.05	82.7	F
	SB	LTR	1.05	98.4	F	LTR	0.93	45.7	D	LTR	1.05	81.4	F
Northern Boulevard (Rt. 25A)	EB	L	0.20	26.1	C	L	0.02	29.2	C	L	0.05	26.7	C
	TR		0.88	14.9	B	TR	0.79	20.7	C	T	0.71	18.4	B
			-	-	-		-	-	-	R	0.10	10.8	B
	WB	L	0.71	49.6	D	L	0.46	26.5	C	L	0.40	22.9	C
	TR		0.96	33.0	C	T	1.62	45.4	D	T	0.97	32.9	C
			-	-	-	R	0.18	11.5	B	R	0.17	11.4	B
<b>Overall Intersection</b>	-	-	<b>1.01</b>	<b>36.2</b>	<b>D</b>	-	<b>0.90</b>	<b>38.7</b>	<b>D</b>	-	<b>0.86</b>	<b>35.4</b>	<b>D</b>
<b>114th Street at Northern Boulevard (RT. 25A) <sup>[H]</sup></b>													
114th Street	SB	LTR	0.64	54.1	D	LTR	0.68	37.1	D	LTR	0.99	90.8	F
Northern Boulevard (Rt. 25A)	EB	T	0.96	25.1	C	T	0.54	16.5	B	T	0.96	53.1	D
	R		0.72	22.4	C	R	0.47	15.3	B	R	0.66	30.2	F
	WB	DefL	0.88	47.8	D	DefL	0.77	21.4	C	DefL	1.01	120.0+	F*
	T		0.93	18.5	B	T	0.87	13.6	B	T	1.01	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>24.8</b>	<b>C</b>	-	<b>1.20+</b>	<b>16.4</b>	<b>B</b>	-	<b>1.20+</b>	<b>113.8</b>	<b>F</b>
<b>126th Street at Northern Boulevard (RT. 25A) <sup>[H]</sup></b>													
126th Street	NB	L	0.94	75.5	E	L	0.67	49.9	D	L	1.00	99.4	F
	R		0.45	45.4	D	R	0.59	49.2	D	R	0.50	20.5	C
Northern Boulevard	EB	T	0.35	10.5	B	T	0.19	9.2	A	T	0.41	28.6	C
	WB	T	0.81	22.0	C	T	0.49	12.0	B	T	0.95	80.7	F
Grand Central Parkway Rcmp	EB	T	0.49	11.9	B	T	0.75	17.0	B	T	1.03	102.4	F
Van Wyck & Whitestone Expressway Ramp	WB	T	1.04	99.0	F	T	1.00	94.8	F	T	1.02	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.03</b>	<b>54.2</b>	<b>D</b>	-	<b>0.95</b>	<b>48.7</b>	<b>D</b>	-	<b>1.01</b>	<b>92.0</b>	<b>F</b>
<b>Prince Street at Northern Boulevard (RT. 25A)</b>													
Prince Street	NB	LTR	0.88	69.0	E	LTR	0.95	82.7	F	LTR	1.00	91.9	F
	SB	LTR	0.65	46.5	D	LTR	0.53	42.9	D	LTR	0.45	41.1	D
Northern Boulevard	EB	L	0.75	43.7	D	L	0.75	43.8	D	L	1.05	95.9	F
	T		0.80	22.8	C	T	0.95	48.7	D	T	0.81	23.8	C
	WB	L	0.72	77.6	E	L	0.74	80.6	F	L	0.64	71.5	E
	T		0.84	34.9	C	T	0.79	25.1	C	T	0.79	25.3	C
Northern Boulevard Service Rd.	EB	TR	0.56	20.2	C	TR	0.91	59.9	E	TR	0.64	22.0	C
	WB	TR	0.48	28.3	C	TR	0.67	28.9	C	TR	0.58	22.5	C
<b>Overall Intersection</b>	-	-	<b>0.86</b>	<b>33.2</b>	<b>C</b>	-	<b>0.86</b>	<b>42.3</b>	<b>D</b>	-	<b>1.15</b>	<b>36.2</b>	<b>D</b>
<b>Main Street at Northern Boulevard (RT. 25A)</b>													
Main Street	NB	L	0.94	78.5	F	L	0.82	55.5	E	L	0.85	57.1	E
	R		0.96	79.1	E	R	0.72	35.7	D	R	0.62	30.3	C
Northern Boulevard	EB	T	0.97	15.4	B	TR	1.01	55.9	E	T	0.92	39.8	D
	R		0.93	22.0	C	R	0.96	63.0	E	R	1.05	80.2	F
	WB	L	1.05	80.4	F	L	0.89	57.7	E	L	0.87	55.4	E
	T		0.91	22.9	C	T	0.91	27.2	C	T	0.88	25.6	C
<b>Overall Intersection</b>	-	-	<b>0.96</b>	<b>33.5</b>	<b>C</b>	-	<b>0.87</b>	<b>44.7</b>	<b>D</b>	-	<b>0.93</b>	<b>40.7</b>	<b>D</b>
<b>Union Street at Northern Boulevard (RT. 25A)</b>													
Union Street	NB	DefL	0.82	59.5	E	DefL	0.86	61.7	E	DefL	0.88	65.2	E
	TR		0.92	59.3	E	TR	0.87	52.7	D	TR	0.82	46.6	D
	SB	LTR	0.99	74.9	F	LTR	0.91	59.3	E	LTR	0.82	50.9	D
Northern Boulevard	EB	L	0.78	43.8	F	L	0.60	28.5	C	L	0.69	31.9	C
	TR		1.05	68.0	E	TR	1.02	61.1	E	TR	1.04	64.5	E
	WB	L	0.84	50.3	D	L	0.84	50.9	D	L	0.73	39.8	D
	TR		0.91	41.9	D	TR	0.92	41.6	D	TR	0.83	37.5	D
<b>Overall Intersection</b>	-	-	<b>0.98</b>	<b>58.9</b>	<b>E</b>	-	<b>0.96</b>	<b>52.7</b>	<b>D</b>	-	<b>0.96</b>	<b>51.5</b>	<b>D</b>
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>													
Parsons Boulevard	NB	LTR	0.99	86.6	F	LTR	0.99	85.5	F	LTR	0.94	73.6	E
	SB	LTR	0.97	79.3	E	LTR	0.88	65.6	E	LTR	0.94	76.2	E
Northern Boulevard	EB	L	0.32	24.0	C	L	0.54	40.7	D	L	0.31	20.5	C
	TR		0.75	17.6	B	TR	0.91	24.4	C	TR	0.91	24.6	C
	WB	L	0.43	30.1	C	L	0.31	24.3	C	L	0.31	24.7	C
	TR		0.88	22.7	C	TR	1.05	52.3	D	TR	0.79	19.1	B
<b>Overall Intersection</b>	-	-	<b>0.89</b>	<b>33.1</b>	<b>C</b>	-	<b>0.94</b>	<b>46.5</b>	<b>D</b>	-	<b>0.82</b>	<b>33.9</b>	<b>C</b>
<b>34TH AVENUE</b>													
<b>114th Street at 34th Avenue <sup>[H]</sup></b>													
114th Street	SB	L	0.63	18.6	B	L	0.59	20.8	C	L	0.62	21.5	C
	T		0.32	14.2	B	T	0.34	17.3	B	T	0.21	15.8	B
34th Avenue	EB	TR	0.69	26.4	C	TR	0.57	20.4	C	TR	0.65	22.0	C
<b>Overall Intersection</b>	-	-	<b>0.65</b>	<b>20.8</b>	<b>C</b>	-	<b>0.58</b>	<b>20.0</b>	<b>B</b>	-	<b>0.63</b>	<b>21.0</b>	<b>C</b>

TABLE 17-40  
WILLETTS POINT DEVELOPMENT DISTRICT FGES  
2006 EXISTING TRAFFIC LEVELS OF SERVICE - GAME DAY

INTERSECTION & APPROACH	Weekday Pre Game (6:00-7:00 PM)				Saturday Pre Game (12:00-1:00 PM)				Saturday Post Game (3:45-4:45 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>126th Street/GCP Ramp at 34th Avenue <sup>(M)</sup></b>													
126th Street	NB	LTR	0.49	23.5	C	TR	0.36	21.8	C	LTR	1.05	120.0+	F*
Northern Boulevard Ramp	SB	LTR	0.33	12.1	B	TR	0.21	11.1	B	LTR	0.33	21.5	C
GCP Ramp	SB	LTR	1.01	66.8	E	LTR	1.02	67.5	E	LTR	0.23	40.5	D
34th Avenue	EB	-	-	-	-	-	-	-	-	DeL	0.75	75.5	E
	R	0.50	5.8	A	R	0.64	4.5	A	TR	0.19	47.0	D	
Stadium Road	WB	R	0.35	42.5	D	R	0.58	48.6	D	LTR	1.05	120.0+	F*
<b>Overall Intersection</b>	-	<b>0.70</b>	<b>40.2</b>	<b>D</b>	-	<b>0.73</b>	<b>40.6</b>	<b>D</b>	-	<b>0.88</b>	<b>120.0+</b>	<b>F*</b>	
<b>ROOSEVELT AVENUE</b>													
<b>108th Street at Roosevelt Avenue</b>													
108th Street	NB	LTR	0.93	67.2	E	LTR	0.94	70.0	E	LTR	1.01	85.7	F
	SB	LTR	1.02	85.4	F	LTR	0.99	84.1	F	LTR	1.01	86.6	F
Roosevelt Avenue	EB	LTR	0.93	30.4	C	LTR	0.86	23.6	C	LTR	0.79	19.3	B
	WB	LTR	0.80	19.8	B	LTR	0.87	24.3	C	LTR	0.92	29.8	C
<b>Overall Intersection</b>	-	<b>0.95</b>	<b>47.4</b>	<b>D</b>	-	<b>0.90</b>	<b>43.6</b>	<b>D</b>	-	<b>0.95</b>	<b>50.3</b>	<b>D</b>	
<b>111th Street at Roosevelt Avenue</b>													
111th Street	NB	LTR	0.96	61.5	E	LTR	0.97	77.6	E	LTR	0.88	60.6	E
Roosevelt Avenue	EB	LTR	0.91	27.2	C	LTR	0.82	20.5	C	LTR	0.59	12.6	B
	WB	LTR	0.92	29.0	C	LTR	0.94	31.3	C	LTR	0.94	31.5	C
<b>Overall Intersection</b>	-	<b>0.93</b>	<b>35.8</b>	<b>D</b>	-	<b>0.95</b>	<b>37.0</b>	<b>D</b>	-	<b>0.93</b>	<b>32.1</b>	<b>C</b>	
<b>114th Street at Roosevelt Avenue <sup>(H)</sup></b>													
114th Street	NB	LTR	1.05	96.6	F	LTR	1.01	84.9	F	LTR	1.03	98.2	F
	SB	DeL	1.00	94.5	F	DeL	0.93	81.4	F	DeL	0.93	79.2	E
	TR	0.74	37.4	E	TR	0.54	46.1	D	TR	0.90	73.6	E	
Roosevelt Avenue	EB	LTR	1.00	44.1	D	LTR	0.94	31.3	C	LTR	1.00	43.3	D
	WB	DeL	0.82	27.7	C	-	-	-	-	-	-	-	
	TR	0.98	41.5	D	LTR	0.86	22.1	C	LTR	0.99	38.5	D	
<b>Overall Intersection</b>	-	<b>1.01</b>	<b>55.0</b>	<b>E</b>	-	<b>0.96</b>	<b>42.1</b>	<b>D</b>	-	<b>1.00</b>	<b>54.9</b>	<b>D</b>	
<b>126th Street at Roosevelt Avenue <sup>(H)</sup></b>													
126th Street	NB	LTR	0.21	35.3	D	LTR	0.20	35.1	D	LTR	0.15	34.6	C
	SB	LT	0.88	60.5	E	LT	0.59	41.1	D	DeL	1.01	68.2	E
	R	1.00	78.5	E	R	1.00	79.5	E	TR	0.50	27.4	C	
Roosevelt Avenue	EB	DeL	1.03	70.7	E	DeL	1.02	65.6	E	-	-	-	
	TR	0.80	17.3	B	TR	0.61	11.5	B	LTR	0.82	27.0	C	
	WB	LTR	0.68	12.5	B	LTR	0.67	15.3	B	LTR	0.38	17.0	B
<b>Overall Intersection</b>	-	<b>1.02</b>	<b>35.3</b>	<b>D</b>	-	<b>1.01</b>	<b>33.7</b>	<b>C</b>	-	<b>0.90</b>	<b>36.2</b>	<b>D</b>	
<b>College Point Boulevard at Roosevelt Avenue <sup>(M)</sup></b>													
College Point Boulevard	NB	L	1.04	120.0+	F*	L	1.04	78.7	E	L	0.57	34.7	C
	TR	0.74	31.3	C	TR	0.96	40.6	D	TR	0.80	27.4	C	
	SB	T	0.93	62.4	E	T	0.84	41.1	D	T	0.76	37.3	D
	R	0.70	48.6	D	R	0.60	34.9	C	R	0.27	28.2	C	
Roosevelt Avenue	EB	LTR	0.67	30.5	C	LTR	0.44	19.3	B	LTR	0.75	28.8	C
	WB	LTR	0.31	37.2	D	LTR	0.46	31.7	C	LTR	0.32	28.2	C
<b>Overall Intersection</b>	-	<b>0.84</b>	<b>52.2</b>	<b>D</b>	-	<b>0.71</b>	<b>40.3</b>	<b>D</b>	-	<b>0.77</b>	<b>30.4</b>	<b>C</b>	
<b>Prince Street at Roosevelt Avenue</b>													
Prince Street	SB	LTR	0.91	60.5	E	LTR	0.99	71.5	E	LTR	0.90	54.4	D
Roosevelt Avenue	EB	DeL	1.00	73.0	E	DeL	0.91	41.2	D	-	-	-	
	TR	0.99	60.3	E	TR	0.94	39.3	D	LTR	0.74	16.6	B	
	WB	LTR	0.95	50.3	D	LTR	0.90	32.4	C	LTR	0.85	26.8	C
<b>Overall Intersection</b>	-	<b>0.96</b>	<b>59.8</b>	<b>E</b>	-	<b>0.96</b>	<b>44.9</b>	<b>D</b>	-	<b>0.87</b>	<b>28.2</b>	<b>C</b>	
<b>Main Street at Roosevelt Avenue</b>													
Main Street	NB	LTR	0.97	43.3	D	LTR	0.93	35.6	D	LTR	0.88	31.3	C
	SB	LTR	0.94	48.7	D	LTR	0.98	54.2	D	LTR	0.71	25.6	C
Roosevelt Avenue	EB	LTR	1.03	79.4	E	LTR	0.89	39.8	D	LTR	0.89	39.2	D
	WB	LTR	1.05	84.1	F	LTR	1.00	57.2	E	LTR	0.85	35.4	D
<b>Overall Intersection</b>	-	<b>1.01</b>	<b>58.7</b>	<b>E</b>	-	<b>0.99</b>	<b>45.4</b>	<b>D</b>	-	<b>0.89</b>	<b>31.8</b>	<b>C</b>	
<b>Union Street at Roosevelt Avenue</b>													
Union Street	NB	TR	0.60	34.2	C	TR	0.61	21.3	C	TR	0.52	19.6	B
	SB	LT	0.93	54.2	D	LT	0.86	32.5	C	LT	0.84	31.5	C
	R	0.50	34.2	C	R	0.86	52.2	D	R	0.77	40.5	D	
Roosevelt Avenue	EB	LTR	0.79	28.9	C	LTR	0.87	38.1	D	LTR	1.00	57.5	E
	WB	LTR	0.86	35.1	D	LTR	0.92	42.5	D	LTR	0.83	33.0	C
<b>Overall Intersection</b>	-	<b>0.89</b>	<b>39.0</b>	<b>D</b>	-	<b>0.89</b>	<b>34.6</b>	<b>C</b>	-	<b>0.92</b>	<b>36.2</b>	<b>D</b>	
<b>Parsons Boulevard at Roosevelt Avenue</b>													
Parsons Boulevard	NB	LTR	0.95	54.1	D	LTR	0.83	32.0	C	LTR	0.57	21.4	C
	SB	LTR	0.92	45.6	D	LTR	0.72	25.3	C	LTR	0.63	22.6	C
Roosevelt Avenue	EB	LTR	0.59	27.3	C	LTR	0.58	21.9	C	LTR	0.52	20.5	C
	WB	LTR	0.63	28.7	C	LTR	0.81	32.3	C	LTR	0.43	18.8	B
<b>Overall Intersection</b>	-	<b>0.79</b>	<b>41.3</b>	<b>D</b>	-	<b>0.82</b>	<b>28.2</b>	<b>C</b>	-	<b>0.58</b>	<b>21.1</b>	<b>C</b>	



TABLE 17-40  
WILLETS POINT DEVELOPMENT DISTRICT FGES  
2006 EXISTING TRAFFIC LEVELS OF SERVICE - GAME DAY

INTERSECTION & APPROACH	Weekday Pre Game (6:00-7:00 PM)				Saturday Pre Game (12:00-1:00 PM)				Saturday Post Game (3:45-4:45 PM)						
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>KISSENA BOULEVARD</b>															
Main Street at Kissena Boulevard															
Main Street	NB	L	0.94	59.4	E	L	0.99	69.7	E	L	0.78	37.3	D		
		TR	0.97	53.0	D	TR	0.84	27.4	C	TR	0.67	20.0	C		
	SB	L	0.95	67.9	E	L	0.70	31.2	C	L	0.67	28.5	C		
		TR	0.95	49.0	D	TR	0.92	36.8	D	TR	0.88	32.0	C		
Kissena Boulevard	WB	TR	1.02	81.8	F	TR	1.03	75.1	E	TR	1.00	66.5	E		
<b>Overall Intersection</b>	-	-	<b>0.97</b>	<b>62.1</b>	<b>E</b>	-	-	<b>1.02</b>	<b>46.5</b>	<b>D</b>	-	-	<b>0.94</b>	<b>37.8</b>	<b>D</b>
<b>SANFORD AVENUE</b>															
College Point Boulevard at Sanford Avenue															
College Point Boulevard	NB	L	0.23	10.8	B	L	0.33	12.3	B	L	0.29	12.2	B		
		T	0.51	11.5	B	T	0.57	12.2	B	T	0.41	10.4	B		
	SB	TR	0.68	14.2	B	TR	0.64	13.4	B	TR	0.71	14.8	B		
Sanford Avenue	WB	LTR	0.87	44.0	D	LTR	0.87	43.9	D	LTR	0.77	36.8	D		
<b>Overall Intersection</b>	-	-	<b>0.74</b>	<b>19.9</b>	<b>B</b>	-	-	<b>0.71</b>	<b>19.5</b>	<b>B</b>	-	-	<b>0.73</b>	<b>18.1</b>	<b>B</b>
Union Street at Sanford Avenue															
Union Street	NB	LTR	0.74	34.0	C	LTR	0.37	17.7	B	LTR	0.34	17.1	B		
	SB	LTR	0.91	35.8	D	LTR	0.85	30.7	C	LTR	0.77	25.7	C		
Sanford Avenue	EB	LTR	0.49	11.6	B	LTR	0.55	13.3	B	LTR	0.43	11.0	B		
	WB	LTR	0.63	14.1	B	LTR	0.79	19.7	B	LTR	0.66	14.7	B		
<b>Overall Intersection</b>	-	-	<b>0.74</b>	<b>25.5</b>	<b>C</b>	-	-	<b>0.81</b>	<b>22.4</b>	<b>C</b>	-	-	<b>0.70</b>	<b>18.7</b>	<b>B</b>
Parsons Boulevard at Sanford Avenue															
Parsons Boulevard	NB	LTR	0.98	43.1	D	LTR	0.95	37.0	D	LTR	0.74	20.1	C		
	SB	LTR	0.92	30.8	C	LTR	0.83	23.0	C	LTR	0.82	23.0	C		
Sanford Avenue	EB	LTR	0.91	32.5	C	LTR	0.59	14.1	B	LTR	0.61	14.3	B		
	WB	LTR	0.81	22.8	C	LTR	0.93	31.5	C	LTR	0.71	16.7	B		
<b>Overall Intersection</b>	-	-	<b>0.94</b>	<b>32.7</b>	<b>C</b>	-	-	<b>0.94</b>	<b>27.8</b>	<b>C</b>	-	-	<b>0.76</b>	<b>19.0</b>	<b>B</b>
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>															
College Point Boulevard at 32nd Avenue															
College Point Boulevard	NB	T	0.66	21.5	C	T	0.39	17.1	B	T	0.38	17.0	B		
		TR	0.66	22.5	C	TR	0.84	29.8	C	TR	0.95	40.7	D		
	SB	L	0.59	27.9	C	L	0.41	17.6	B	L	0.41	17.6	B		
		T	0.46	9.4	A	T	0.43	9.2	A	T	0.35	8.5	A		
32nd Avenue	WB	LTR	0.61	24.4	C	LTR	0.59	23.6	C	LTR	0.52	21.5	C		
<b>Overall Intersection</b>	-	-	<b>0.72</b>	<b>18.8</b>	<b>B</b>	-	-	<b>0.57</b>	<b>17.9</b>	<b>B</b>	-	-	<b>0.58</b>	<b>21.6</b>	<b>C</b>
<b>Game Day Notes for Signalized Intersections</b>															
[i] 114th Street at Northern Boulevard: During post game peak hours, NYPD closes the WB left, SB thru, and EB right movements onto southbound 114th Street for approximately 15 minutes.															
[ii] 126th Street at Northern Boulevard: During pre game peak hours, NYPD operates the WB lane from the Whitestone Expwy/Van Wyck Expwy ramps as free flow (its approach lane to 126th Street is channelized with cones), and the adjacent lane from Northern Boulevard is closed (traffic from Northern Boulevard).															
[iii] 114th Street at 34th Avenue: During post game peak hours, NYPD does not allow southbound traffic along 114th Street from Northern Boulevard or the 34th Avenue eastbound through movement, for approximately 15 minutes. During this time, the only traffic entering the eastbound Grand Central.															
[iv] 126th Street/GCP Ramp at 34th Avenue: During pre game peak hours, NYPD disables the signal and operates the SB ramps and EB approach as free flow with movement prohibitions. During post game peak hours, NYPD operates three NB lanes with turn prohibitions from the SB, EB, and WB approaches, and															
[v] 114th Street at Roosevelt Avenue: During the weekend post game peak hour, NYPD closes the EB through movement for approximately 15 minutes.															
[vi] 126th Street at Roosevelt Avenue: During pre and post game peak hours, NYPD manually adjusts the signal timing based on demand and lengthens/shortens effective green times of the EB left and SB movements.															
[vii] College Point Blvd. at Roosevelt Ave: During the weeknight pre-game peak hour, NYPD may place a TEA at the intersection to help process NB lefts.															
<b>UNSIGNALIZED INTERSECTIONS</b>															
Willels Point Boulevard at 126th Street															
126th Street	SB	LT	-	9.0	A	LT	-	8.8	A	LT	-	7.9	A		
Willels Point Boulevard	WB	LR	-	15.4	C	LR	-	17.2	C	LR	-	27.1	D		
<b>Overall Intersection</b>	-	-	-	<b>14.2</b>	<b>B</b>	-	-	<b>13.4</b>	<b>B</b>	-	-	<b>23.4</b>	<b>C</b>		
Boat Basin Road at Worlds Fair Marina															
Boat Basin Road	NB	L	-	31.7	D	L	-	31.7	D	L	-	105.6	F		
		R	-	8.5	A	R	-	8.5	A	R	-	8.9	A		
Worlds Fair Marina	WB	LT	-	9.2	A	LT	-	10.2	B	LT	-	7.9	A		
<b>Overall Intersection</b>	-	-	-	<b>10.4</b>	<b>B</b>	-	-	<b>11.4</b>	<b>B</b>	-	-	<b>61.2</b>	<b>F</b>		
Willels Point Boulevard at Northern Boulevard															
Willels Point Boulevard	NB	T	-	9.4	A	T	-	10.0	A	T	-	10.3	B		
<b>Overall Intersection</b>	-	-	-	<b>9.4</b>	<b>A</b>	-	-	<b>10.0</b>	<b>A</b>	-	-	<b>10.3</b>	<b>B</b>		
College Point Boulevard at Northern Boulevard Service Road															
College Point Boulevard	SB	LT	-	14.1	B	LT	-	10.6	B	LT	-	12.4	B		
Northern Blvd Service Rd	WB	LR	-	20.1	C	LR	-	27.2	D	LR	-	39.6	E		
<b>Overall Intersection</b>	-	-	-	<b>17.9</b>	<b>C</b>	-	-	<b>23.3</b>	<b>C</b>	-	-	<b>31.2</b>	<b>D</b>		
Grand Central Parkway Ramp at West Park Loop/Stadium Road															
Grand Central Parkway Ramp	EB	L	-	18.2	C	L	-	64.4	F	L	-	13.4	B		
		R	-	10.0	B	R	-	18.0	C	R	-	10.7	B		
<b>Overall Intersection</b>	-	-	-	<b>15.0</b>	<b>B</b>	-	-	<b>42.0</b>	<b>E</b>	-	-	<b>11.9</b>	<b>B</b>		

(1) Control delay is measured in seconds per vehicle.  
(2) Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual - TRB.  
(3) Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor approach as listed in the 2000 Highway Capacity Manual - TRB.  
(4) Overall intersection V/C ratio is the critical lane group V/C ratio, not the weighted average of all the movements.

TABLE 17-41  
WILLETS POINT DEVELOPMENT DISTRICT FGES  
2017 NO BUILD TRAFFIC LEVELS OF SERVICE - NON GAME DAY

INTERSECTION & APPROACH	Weekday AM (7:45-8:45 AM)				Weekday Midday (1:00-2:00 PM)				Weekday PM (5:15-6:15 PM)				Saturday Midday (1:00-2:00 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>SIGNALIZED INTERSECTIONS</b>																	
<b>ASTORIA BOULEVARD</b>																	
<b>108th Street at Astoria Boulevard</b>																	
108th Street	NB	DefL	0.71	57.4	E	DefL	0.48	35.1	D	DefL	0.93	91.8	F	DefL	0.60	38.3	D
	T		0.25	41.7	D	T	0.18	29.2	C	T	0.25	41.8	D	T	0.37	31.7	C
	SB	LTR	0.28	42.3	D	LTR	0.23	29.7	C	LTR	0.57	48.6	D	LTR	0.28	30.4	C
Astoria Boulevard	EB	LTR	0.57	21.1	C	LTR	0.47	15.2	B	LTR	0.98	31.9	C	LTR	0.43	14.7	B
	WB	L	0.74	20.8	C	L	0.53	10.4	B	L	0.76	44.3	D	L	0.58	10.9	B
	TR		0.96	23.2	C	TR	0.33	6.6	A	TR	0.38	6.9	A	TR	0.28	6.3	A
<b>Overall Intersection</b>	-		<b>0.91</b>	<b>24.2</b>	<b>C</b>	-	<b>0.54</b>	<b>13.7</b>	<b>B</b>	-	<b>0.96</b>	<b>28.8</b>	<b>C</b>	-	<b>0.55</b>	<b>14.7</b>	<b>B</b>
<b>NORTHERN BOULEVARD</b>																	
<b>108th Street at Northern Boulevard (RT. 25A)</b>																	
108th Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
	SB	LTR	0.99	66.2	E	LTR	0.88	45.4	D	LTR	1.20+	120.0+	F*	LTR	1.17	119.5	F
Northern Boulevard (Rt. 25A)	EB	L	0.19	26.9	C	L	0.12	18.5	B	L	0.22	42.2	D	L	0.08	44.3	D
	TR		0.54	15.2	B	TR	0.55	15.3	B	TR	0.96	19.9	B	TR	0.98	36.2	D
	WB	L	0.58	25.7	C	L	0.50	21.8	C	L	0.69	50.0	D	L	0.72	49.8	D
	TR		1.03	35.6	D	T	0.83	22.2	C	TR	1.20+	120.0+	F*	T	1.20+	120.0+	F*
	-		-	-	-	R	0.16	11.2	B	-	-	-	-	R	0.27	12.4	B
<b>Overall Intersection</b>	-		<b>0.97</b>	<b>48.3</b>	<b>D</b>	-	<b>0.95</b>	<b>35.7</b>	<b>D</b>	-	<b>1.15</b>	<b>78.5</b>	<b>E</b>	-	<b>1.15</b>	<b>92.0</b>	<b>F</b>
<b>114th Street at Northern Boulevard (RT. 25A)</b>																	
114th Street	SB	LTR	0.68	56.5	E	LTR	0.91	79.9	E	LTR	1.03	87.2	F	LTR	1.01	98.3	F
Northern Boulevard (Rt. 25A)	EB	T	0.82	35.2	D	T	0.56	16.9	B	T	0.97	35.7	D	T	0.62	17.9	B
	R		0.84	41.7	D	R	0.56	18.0	B	R	0.78	24.8	C	R	0.71	22.0	C
	WB	DefL	0.52	17.0	B	LT	0.93	18.1	B	DefL	0.89	60.7	E	DefL	0.89	35.7	D
	T		1.20+	120.0+	F*					T	0.96	20.8	C	T	0.93	17.4	B
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>104.9</b>	<b>F</b>	-	<b>0.92</b>	<b>21.5</b>	<b>C</b>	-	<b>1.20+</b>	<b>31.4</b>	<b>C</b>	-	<b>1.20+</b>	<b>24.2</b>	<b>C</b>
<b>126th Street at Northern Boulevard (RT. 25A)</b>																	
126th Street	NB	L	0.44	43.9	D	L	0.78	52.6	D	L	0.60	46.7	D	L	0.72	49.8	D
	R		0.41	44.4	D	R	0.48	45.6	D	R	0.37	43.3	D	R	0.47	44.8	D
Northern Boulevard	EB	T	0.21	6.6	A	T	0.24	6.8	A	T	0.41	8.2	A	T	0.26	6.9	A
	WB	T	0.89	20.6	C	T	0.49	9.1	A	T	0.65	8.6	A	T	0.42	8.3	A
Grand Central Parkway Ramp	EB	T	0.39	8.0	A	T	0.43	8.4	A	T	0.46	8.7	A	T	0.40	8.0	A
Van Wyck & Whitestone Expressway Ramp	WB	T	0.88	22.4	C	T	0.85	20.2	C	T	0.84	19.8	B	T	0.82	18.3	B
<b>Overall Intersection</b>	-		<b>0.79</b>	<b>19.4</b>	<b>B</b>	-	<b>0.83</b>	<b>17.8</b>	<b>B</b>	-	<b>0.79</b>	<b>15.5</b>	<b>B</b>	-	<b>0.80</b>	<b>16.9</b>	<b>B</b>
<b>Prince Street at Northern Boulevard (RT. 25A)</b>																	
Prince Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
	SB	LTR	0.99	86.4	F	LTR	0.75	51.5	D	LTR	0.70	48.0	D	LTR	0.68	47.2	D
Northern Boulevard	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	0.97	94.5	F
	T		0.55	8.0	A	T	0.61	17.8	B	T	0.97	37.6	D	T	0.83	24.5	C
	WB	L	1.17	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*
	T		1.10	59.3	E	T	0.92	30.8	C	T	1.02	55.6	E	T	1.05	58.7	E
Northern Boulevard Service Rd.	EB	TR	0.46	14.6	B	TR	0.70	24.5	C	TR	0.60	20.4	C	TR	0.74	27.0	C
	WB	TR	0.61	20.4	C	TR	0.58	26.6	C	TR	0.61	31.3	C	TR	0.74	31.4	C
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>72.7</b>	<b>E</b>	-	<b>1.13</b>	<b>68.0</b>	<b>E</b>	-	<b>1.16</b>	<b>72.4</b>	<b>E</b>	-	<b>1.11</b>	<b>75.2</b>	<b>E</b>
<b>Main Street at Northern Boulevard (RT. 25A)</b>																	
Main Street	NB	L	0.77	46.5	D	L	0.87	53.9	D	L	1.04	86.0	F	L	1.18	120.0+	F*
	R		0.68	29.7	C	R	0.81	35.2	D	R	0.87	44.0	D	R	0.88	40.0	D
Northern Boulevard	EB	TR	0.84	32.1	C	TR	0.88	33.7	C	TR	1.02	31.0	C	TR	1.02	55.2	E
	WB	L	0.10	34.0	C	L	0.05	44.8	D	L	0.10	58.8	E	L	0.03	44.3	C
	T		1.04	28.5	C	T	0.69	12.1	B	T	0.99	39.5	D	T	0.90	26.5	C
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>31.9</b>	<b>C</b>	-	<b>0.84</b>	<b>29.8</b>	<b>C</b>	-	<b>1.01</b>	<b>42.8</b>	<b>D</b>	-	<b>0.99</b>	<b>57.9</b>	<b>E</b>
<b>Union Street at Northern Boulevard (RT. 25A)</b>																	
Union Street	NB	LTR	0.12	31.1	C	LTR	0.08	30.5	C	LTR	0.16	32.3	C	LTR	0.17	32.5	C
	SB	LTR	1.17	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
Northern Boulevard	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*
	T		0.68	25.2	C	T	0.67	29.2	C	T	0.88	36.1	D	T	0.80	32.5	C
	R		1.20+	120.0+	F*	R	1.17	108.6	F	R	1.18	112.5	F	R	1.20+	120.0+	F*
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*
	TR		1.14	113.8	F	TR	0.73	30.8	C	TR	0.81	32.5	C	TR	0.86	34.8	C
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>118.3</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>																	
Parsons Boulevard	NB	L	1.03	120.0+	F*	L	0.77	64.5	E	L	0.78	69.8	E	L	0.95	100.0	F
	TR		0.72	47.0	D	TR	0.58	40.9	D	TR	0.67	44.4	D	TR	0.75	49.9	D
	SB	LTR	1.04	96.7	F	LTR	1.11	120.0+	F*	LTR	1.07	105.2	F	LTR	1.19	120.0+	F*
Northern Boulevard	EB	L	0.48	47.8	D	L	0.45	48.9	D	L	0.50	47.8	D	L	0.53	50.5	D
	TR		1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.13	93.5	F	TR	1.20+	120.0+	F*
	WB	L	0.67	49.4	D	L	0.34	38.0	D	L	0.43	43.1	D	L	0.48	48.6	D
	TR		1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-		<b>1.07</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.10</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.03</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.19</b>	<b>120.0+</b>	<b>F*</b>
<b>34TH AVENUE</b>																	
<b>114th Street at 34th Avenue</b>																	
114th Street	SB	L	0.50	17.4	B	L	0.60	21.1	C	L	0.73	21.2	C	L	0.78	26.2	C
	T		0.30	15.0	B	T	0.26	16.3	B	T	0.31	14.0	B	T	0.35	17.4	B
34th Avenue	EB	TR	0.62	23.3	C	TR	0.50	19.3	B	TR	0.88	35.5	D	TR	0.66	22.2	C
<b>Overall Intersection</b>	-		<b>0.55</b>	<b>19.5</b>	<b>B</b>	-	<b>0.55</b>	<b>19.7</b>	<b>B</b>	-	<b>0.80</b>	<b>26.0</b>	<b>C</b>	-	<b>0.72</b>	<b>23.2</b>	<b>C</b>

TABLE 17-41  
WILLETS POINT DEVELOPMENT DISTRICT FGIS  
2017 NO BUILD TRAFFIC LEVELS OF SERVICE - NON GAME DAY

INTERSECTION & APPROACH	Weekday AM (7:45-8:45 AM)				Weekday Midday (1:00-2:00 PM)				Weekday PM (5:15-6:15 PM)				Saturday Midday (1:00-2:00 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>126th Street/GCP Ramp at 34th Avenue</b>																	
126th Street	NB	LTR	0.33	21.9	C	LTR	0.56	25.8	C	LTR	0.92	46.8	D	LTR	0.94	50.1	D
Northern Boulevard Ramp	SB	LTR	0.30	21.8	C	LTR	0.57	29.0	C	LTR	0.60	29.1	C	LTR	0.70	33.8	C
GCP Ramp	SB	LTR	0.67	54.6	D	LTR	0.88	73.2	E	LTR	0.92	80.0	F	LTR	0.94	83.7	F
34th Avenue	EB	-	-	-	-	-	-	-	-	-	-	-	-	DefL	0.61	62.9	E
	LTR	0.67	53.1	D	LTR	0.68	53.7	D	LTR	0.31	42.7	D	TR	0.65	55.5	E	
Stadium Road	WB	LTR	0.70	65.3	E	LTR	0.98	111.0	F	LTR	0.90	83.1	F	LTR	0.95	94.7	F
<b>Overall Intersection</b>	-	<b>0.50</b>	<b>40.7</b>	<b>D</b>	-	<b>0.74</b>	<b>50.1</b>	<b>D</b>	-	<b>0.92</b>	<b>55.8</b>	<b>E</b>	-	<b>0.94</b>	<b>62.0</b>	<b>E</b>	
<b>ROOSEVELT AVENUE</b>																	
<b>108th Street at Roosevelt Avenue</b>																	
108th Street	NB	LTR	0.80	52.8	D	LTR	1.06	102.0	F	LTR	0.96	70.6	E	LTR	1.20	120.0+	F*
Roosevelt Avenue	SB	LTR	1.01	85.3	F	LTR	1.16	120.0+	F*	LTR	1.16	120.0+	F*	LTR	1.20+	120.0+	F*
	EB	LTR	0.94	32.6	C	LTR	1.20	118.8	F	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
	WB	LTR	1.15	96.0	F	LTR	0.90	27.2	C	LTR	1.11	81.2	F	LTR	1.18	110.8	F
<b>Overall Intersection</b>	-	<b>1.11</b>	<b>68.4</b>	<b>E</b>	-	<b>1.19</b>	<b>93.9</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	
<b>111th Street at Roosevelt Avenue</b>																	
111th Street	NB	LTR	0.84	55.5	E	LTR	0.77	52.1	D	LTR	0.83	54.4	D	LTR	0.83	54.7	D
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
	WB	LTR	1.16	101.6	F	LTR	1.20	118.4	F	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	<b>1.11</b>	<b>101.7</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.15</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	
<b>114th Street at Roosevelt Avenue</b>																	
114th Street	NB	LTR	1.07	103.3	F	LTR	0.78	54.5	D	LTR	1.15	118.4	F	LTR	1.11	117.1	F
Roosevelt Avenue	SB	DefL	0.97	103.6	F	DefL	0.73	57.0	E	DefL	0.76	57.7	E	DefL	1.09	120.0+	F*
	TR	0.83	67.8	E	TR	0.28	37.9	D	TR	0.47	41.4	D	TR	0.90	77.1	E	
	EB	LTR	1.09	74.8	E	LTR	1.06	61.8	E	LTR	1.06	61.4	E	LTR	1.20+	120.0+	F*
	WB	DefL	0.94	42.0	D	-	-	-	-	-	-	-	-	-	-	-	
	TR	1.15	99.9	F	LTR	1.17	103.6	F	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
<b>Overall Intersection</b>	-	<b>1.13</b>	<b>83.7</b>	<b>F</b>	-	<b>1.06</b>	<b>78.9</b>	<b>E</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	
<b>126th Street at Roosevelt Avenue</b>																	
126th Street	NB	LTR	0.34	39.9	D	LTR	0.87	71.1	E	LTR	0.39	41.5	D	LTR	0.35	40.6	D
Roosevelt Avenue	SB	DefL	0.81	58.8	E	DefL	1.20+	120.0+	F*	DefL	1.14	120.0+	F*	DefL	1.14	120.0+	F*
	TR	0.77	52.4	D	TR	0.75	50.8	D	TR	0.75	50.6	D	TR	0.74	49.8	D	
	EB	LTR	0.75	16.5	B	LTR	0.89	24.7	C	LTR	1.02	48.6	D	LTR	1.20	117.7	F
	WB	LTR	0.73	14.9	B	LTR	0.77	17.0	B	LTR	0.87	21.6	C	LTR	0.99	41.7	D
<b>Overall Intersection</b>	-	<b>0.77</b>	<b>24.0</b>	<b>C</b>	-	<b>1.01</b>	<b>51.3</b>	<b>D</b>	-	<b>1.05</b>	<b>49.4</b>	<b>D</b>	-	<b>1.19</b>	<b>83.3</b>	<b>F</b>	
<b>College Point Boulevard at Roosevelt Avenue</b>																	
College Point Boulevard	NB	L	1.20	120.0+	F*	L	0.86	39.1	D	L	0.86	46.4	D	L	0.66	40.3	D
Roosevelt Avenue	TR	0.86	37.1	D	TR	0.94	37.6	D	TR	0.93	42.6	D	TR	1.17	108.0	F	
	SB	T	0.85	54.4	D	T	0.99	61.2	E	T	1.17	120.0+	F*	T	1.20+	120.0+	F*
	R	0.54	43.2	D	R	0.43	31.1	C	R	0.34	38.2	D	R	0.50	32.6	C	
	EB	LTR	0.63	30.9	C	LTR	0.76	27.0	C	LTR	0.86	39.2	D	LTR	0.80	27.3	C
	WB	LTR	0.53	44.8	D	LTR	0.58	36.3	D	LTR	0.62	82.4	F	LTR	0.77	54.7	D
<b>Overall Intersection</b>	-	<b>0.69</b>	<b>55.3</b>	<b>E</b>	-	<b>0.90</b>	<b>39.2</b>	<b>D</b>	-	<b>0.96</b>	<b>69.1</b>	<b>E</b>	-	<b>0.97</b>	<b>81.0</b>	<b>F</b>	
<b>Prince Street at Roosevelt Avenue</b>																	
Prince Street	SB	LTR	0.79	45.4	D	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
Roosevelt Avenue	EB	DefL	0.69	29.3	C	DefL	1.10	93.2	F	DefL	1.09	103.2	F	DefL	1.20+	120.0+	F*
	TR	0.50	18.0	B	TR	0.78	19.0	B	TR	0.92	40.0	D	TR	1.20+	120.0+	F*	
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	<b>1.09</b>	<b>96.8</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	
<b>Main Street at Roosevelt Avenue</b>																	
Main Street	NB	LT	1.17	109.8	F	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*
Roosevelt Avenue	R	1.00	76.4	E	R	0.49	22.6	C	R	0.61	23.8	C	R	0.68	26.7	C	
	SB	LTR	0.23	20.5	C	LTR	0.07	16.3	B	LTR	0.15	19.4	B	LTR	0.13	17.1	B
	EB	LTR	1.02	73.9	E	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	
<b>Union Street at Roosevelt Avenue</b>																	
Union Street	NB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
Roosevelt Avenue	SB	LT	0.72	23.2	C	LT	1.01	49.1	D	LT	1.06	59.4	E	LT	1.18	109.3	F
	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	
	EB	LT	0.73	25.9	C	LT	0.83	24.8	C	LT	0.96	48.2	D	LT	0.95	45.3	D
	R	0.64	24.1	C	R	0.68	21.5	C	R	0.90	43.9	D	R	1.15	108.5	F	
	WB	LTR	0.78	26.7	C	LTR	0.65	21.9	C	LTR	1.17	119.2	F	LTR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	<b>0.99</b>	<b>40.4</b>	<b>D</b>	-	<b>1.20+</b>	<b>65.4</b>	<b>E</b>	-	<b>1.20+</b>	<b>79.4</b>	<b>E</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	
<b>Parsons Boulevard at Roosevelt Avenue</b>																	
Parsons Boulevard	NB	LTR	1.02	72.1	E	LTR	0.73	26.2	C	LTR	0.94	52.7	D	LTR	0.93	42.9	D
Roosevelt Avenue	SB	LTR	0.87	40.5	D	LTR	0.73	26.0	C	LTR	0.88	41.9	D	LTR	0.87	34.2	C
	EB	LTR	0.73	32.4	C	LTR	1.09	84.0	F	LTR	1.15	113.9	F	LTR	1.20+	120.0+	F*
	WB	LTR	1.04	76.3	E	LTR	1.10	86.8	F	LTR	0.96	53.3	D	LTR	1.02	74.7	E
<b>Overall Intersection</b>	-	<b>1.03</b>	<b>57.0</b>	<b>E</b>	-	<b>0.92</b>	<b>61.2</b>	<b>E</b>	-	<b>1.05</b>	<b>69.2</b>	<b>E</b>	-	<b>1.15</b>	<b>96.8</b>	<b>F</b>	

TABLE 17-41  
WILLETTS POINT DEVELOPMENT DISTRICT FGES  
2017 NO BUILD TRAFFIC LEVELS OF SERVICE - NON GAME DAY

INTERSECTION & APPROACH	Weekday AM (7:45-8:45 AM)				Weekday Midday (1:00-2:00 PM)				Weekday PM (5:15-6:15 PM)				Saturday Midday (1:00-2:00 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>KISSENA BOULEVARD</b>																	
<b>Main Street at Kissena Boulevard</b>																	
Main Street	NB	L	0.47	29.6	C	L	0.41	19.0	B	L	0.46	20.3	C	L	0.45	19.5	B
	TR		1.03	66.2	E	TR	0.94	40.1	D	TR	1.14	104.5	F	TR	1.20+	120.0+	F*
	SB	L	0.37	28.6	C	L	0.12	15.2	B	L	0.25	25.7	C	L	0.18	16.4	B
	TR		0.13	15.6	B	TR	0.10	15.0	B	TR	0.11	15.4	B	TR	0.09	14.8	B
Kissena Boulevard	NB	TR	1.20+	120.0+	F*	TR	1.00	55.0	D	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.18</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.97</b>	<b>44.7</b>	<b>D</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>SANFORD AVENUE</b>																	
<b>College Point Boulevard at Sanford Avenue</b>																	
College Point Boulevard	NB	L	0.44	15.4	B	L	0.66	37.1	D	L	0.90	73.8	E	L	1.17	120.0+	F*
	T		0.59	12.4	B	T	0.59	12.5	B	T	0.54	11.9	B	T	0.68	13.9	B
	SB	TR	0.77	16.6	B	TR	0.99	33.8	C	TR	1.02	42.1	D	TR	0.97	30.5	C
Sanford Avenue	WB	LTR	0.97	57.5	E	LTR	0.77	37.6	D	LTR	0.84	41.7	D	LTR	0.93	51.7	D
<b>Overall Intersection</b>	-	-	<b>0.84</b>	<b>24.9</b>	<b>C</b>	-	<b>0.92</b>	<b>27.3</b>	<b>C</b>	-	<b>1.07</b>	<b>33.3</b>	<b>C</b>	-	<b>1.18</b>	<b>31.4</b>	<b>C</b>
<b>Union Street at Sanford Avenue</b>																	
Union Street	NB	LR	1.20+	120.0+	F*	LR	0.71	37.9	D	LR	0.84	48.5	D	LR	0.84	55.1	E
	SB	LT	0.56	28.8	C	LT	0.64	29.0	C	LT	0.92	50.2	D	LT	0.91	50.3	D
	R		0.84	38.6	D	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*
Sanford Avenue	EB	TR	0.62	34.2	C	TR	0.75	42.5	D	TR	0.84	47.0	D	TR	0.75	38.9	D
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>105.4</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>Parsons Boulevard at Sanford Avenue</b>																	
Parsons Boulevard	NB	LTR	1.20+	120.0+	F*	LTR	1.00	59.0	E	LTR	1.14	104.8	F	LTR	1.20+	120.0+	F*
	SB	LTR	0.79	28.4	C	LTR	0.61	22.3	C	LTR	0.97	48.1	D	LTR	1.01	58.9	E
Sanford Avenue	EB	LTR	1.13	97.3	F	LTR	0.68	25.1	C	LTR	0.95	47.4	D	LTR	0.68	24.8	C
	WB	LTR	1.17	109.6	F	LTR	0.74	27.4	C	LTR	0.82	31.0	C	LTR	1.09	85.5	F
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>110.3</b>	<b>F</b>	-	<b>0.87</b>	<b>34.9</b>	<b>C</b>	-	<b>1.04</b>	<b>58.4</b>	<b>E</b>	-	<b>1.20+</b>	<b>116.5</b>	<b>F</b>
<b>WHITESTONE EXPRESSWAY (32ND AVENUE)</b>																	
<b>College Point Boulevard at 32nd Avenue</b>																	
College Point Boulevard	NB	T	0.74	22.7	C	T	0.74	23.3	C	T	0.70	21.7	C	T	0.62	20.0	B
	TR		0.83	30.5	C	TR	0.82	29.6	C	TR	0.86	31.8	C	TR	0.99	49.1	D
	SB	L	0.49	24.2	C	L	0.78	34.0	C	L	0.71	29.4	C	L	0.59	25.0	C
	T		0.62	11.2	B	T	0.61	11.2	B	T	0.60	10.8	D	T	0.53	10.0	B
32nd Avenue	WB	LTR	0.83	38.3	D	LTR	0.82	37.2	D	LTR	0.63	25.4	C	LTR	0.70	28.4	C
<b>Overall Intersection</b>	-	-	<b>0.79</b>	<b>21.7</b>	<b>C</b>	-	<b>0.92</b>	<b>23.3</b>	<b>C</b>	-	<b>0.93</b>	<b>20.8</b>	<b>C</b>	-	<b>0.80</b>	<b>24.5</b>	<b>C</b>
<b>SIGNALIZED INTERSECTIONS</b>																	
<b>Willetts Point Boulevard at 126th Street</b>																	
126th Street	SB	LT	-	8.2	A	LT	-	8.5	A	LT	-	8.4	A	LT	-	8.6	A
Willetts Point Boulevard	WB	LR	-	14.3	B	LR	-	16.6	C	LR	-	19.4	C	LR	-	19.3	C
<b>Overall Intersection</b>	-	-	-	<b>12.5</b>	<b>B</b>	-	-	<b>14.1</b>	<b>B</b>	-	-	<b>17.4</b>	<b>C</b>	-	-	<b>17.1</b>	<b>C</b>
<b>Boat Basin Road at Worlds Fair Marina</b>																	
Boat Basin Road	NB	L	-	22.1	C	L	-	18.9	C	L	-	12.8	B	L	-	14.3	B
	R		-	8.6	A	R	-	8.4	A	R	-	8.7	A	R	-	8.5	A
Worlds Fair Marina	WB	LT	-	8.5	A	LT	-	8.5	A	LT	-	8.0	A	LT	-	7.8	A
<b>Overall Intersection</b>	-	-	-	<b>9.2</b>	<b>A</b>	-	-	<b>9.5</b>	<b>A</b>	-	-	<b>8.5</b>	<b>A</b>	-	-	<b>8.7</b>	<b>A</b>
<b>Willetts Point Boulevard at Northern Boulevard</b>																	
Willetts Point Boulevard	NB	T	-	10.2	B	T	-	10.4	B	T	-	9.7	A	T	-	9.8	A
<b>Overall Intersection</b>	-	-	-	<b>10.2</b>	<b>B</b>	-	-	<b>10.4</b>	<b>B</b>	-	-	<b>9.7</b>	<b>A</b>	-	-	<b>9.8</b>	<b>A</b>
<b>College Point Boulevard at Northern Boulevard Service Road (SIGNALIZED IN 2007)</b>																	
College Point Boulevard	NB	TR	0.83	22.5	C	TR	0.82	22.6	C	TR	0.87	25.0	C	TR	1.00	42.9	D
	SB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*
Northern Blvd Service Rd	WB	L	0.35	13.7	B	L	0.31	13.1	B	L	0.28	12.6	B	L	0.39	14.0	B
	R		0.36	14.1	B	R	0.46	15.8	B	R	0.43	15.0	B	R	0.37	14.0	B
<b>Overall Intersection</b>	-	-	<b>0.97</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.86</b>	<b>69.5</b>	<b>E</b>	-	<b>1.01</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.90</b>	<b>101.5</b>	<b>F</b>
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>																	
Grand Central Parkway Ramp	EB	L	-	10.7	B	L	-	9.8	A	L	-	9.8	A	L	-	9.9	A
	R		-	9.1	A	R	-	8.7	A	R	-	8.9	A	R	-	8.9	A
<b>Overall Intersection</b>	-	-	-	<b>10.1</b>	<b>B</b>	-	-	<b>9.4</b>	<b>A</b>	-	-	<b>9.2</b>	<b>A</b>	-	-	<b>9.4</b>	<b>A</b>

(1) Control delay is measured in seconds per vehicle  
(2) Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual - TRB  
(3) Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor approach as listed in the 2000 Highway Capacity Manual - TRB  
(4) Overall intersection V/C ratio is the critical lane group V/C ratio, not the weighted average of all the movements

TABLE 17-42  
 WILLETS POINT DEVELOPMENT DISTRICT FGIS  
 2017 NO BUILD TRAFFIC LEVELS OF SERVICE - GAME DAY

INTERSECTION & APPROACH	Weekday Pre Game (6:00-7:00 PM)				Saturday Pre Game (12:00-1:00 PM)				Saturday Post Game (3:45-4:45 PM)				
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>SIGNALIZED INTERSECTIONS</b>													
<b>ASTORIA BOULEVARD</b>													
<b>108th Street at Astoria Boulevard</b>													
108th Street	NB	DefL	0.87	79.1	E	DefL	0.68	41.6	D	DefL	0.60	28.3	D
		T	0.71	54.6	D	T	0.30	30.8	C	T	0.23	29.8	C
	SB	LTR	0.51	46.8	D	LTR	0.29	30.6	C	LTR	0.29	30.5	C
Astoria Boulevard	EB	LTR	1.06	55.2	E	LTR	0.48	15.2	B	LTR	0.50	15.4	B
	WB	L	1.11	115.5	F	L	0.57	11.4	B	L	0.77	19.3	B
	TR		0.37	6.8	A	TR	0.25	2.5	A	TR	0.37	2.8	A
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>48.7</b>	<b>D</b>	-	<b>0.60</b>	<b>14.2</b>	<b>B</b>	-	<b>0.60</b>	<b>13.3</b>	<b>B</b>
<b>NORTHERN BOULEVARD</b>													
<b>108th Street at Northern Boulevard (RT. 25A)</b>													
108th Street	NB	LTR	1.20-	120.0+	F*	LTR	1.20+	120.0-	F*	LTR	1.20+	120.0-	F*
	SB	LTR	1.20-	120.0+	F*	LTR	1.20-	120.0+	F*	LTR	1.20+	120.0-	F*
Northern Boulevard (Rt. 25A)	EB	L	0.24	41.1	D	L	0.02	43.5	D	L	0.05	43.9	D
	TR		1.03	34.8	C	TR	0.99	37.5	D	TR	0.88	24.5	C
			-	-	-		-	-	-	R	0.12	11.0	B
	WB	L	0.87	64.7	E	L	0.78	54.2	D	L	0.68	46.8	D
	TR		1.19	112.7	F	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*
			-	-	-	R	0.22	11.8	B	R	0.21	11.8	B
<b>Overall Intersection</b>	-	-	<b>1.15</b>	<b>82.7</b>	<b>F</b>	-	<b>1.20+</b>	<b>108.3</b>	<b>F</b>	-	<b>1.15</b>	<b>93.5</b>	<b>F</b>
<b>114th Street at Northern Boulevard (RT. 25A)</b>													
114th Street	SB	LTR	0.87	69.3	E	LTR	1.11	106.3	F	LTR	1.20+	120.0+	F*
Northern Boulevard (Rt. 25A)	EB	T	1.12	77.4	E	T	0.68	19.2	B	T	1.18	120.0+	F*
		R	0.94	28.3	C	R	0.60	18.8	B	R	0.94	120.0+	F*
	WB	DefL	0.99	74.2	E	DefL	0.87	34.9	C	DefL	1.14	120.0+	F*
		T	0.94	18.5	B	T	0.97	22.7	C	T	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>46.1</b>	<b>D</b>	-	<b>1.20+</b>	<b>27.5</b>	<b>C</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>126th Street at Northern Boulevard (RT. 25A)</b>													
126th Street	NB	L	1.14	120.0+	F*	L	0.87	63.3	E	L	0.22	17.2	B
		R	0.51	46.1	D	R	0.68	54.0	D	R	0.58	22.4	C
Northern Boulevard	EB	T	0.43	11.2	B	T	0.28	9.8	A	T	0.58	31.3	C
	WB	T	1.09	77.8	E	T	0.76	19.1	B	T	1.20+	120.0+	F*
Grand Central Parkway Ramp	EB	T	0.56	13.0	B	T	0.87	22.8	C	T	1.20	120.0+	F*
Van Wyck & Whitestone Expressway Ramp	WB	T	1.20	120.0+	F*	T	1.16	120.0+	F*	T	1.16	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.19</b>	<b>96.2</b>	<b>F</b>	-	<b>1.11</b>	<b>74.9</b>	<b>E</b>	-	<b>0.89</b>	<b>120.0+</b>	<b>F*</b>
<b>Prince Street at Northern Boulevard (RT. 25A)</b>													
Prince Street	NB	LTR	1.20-	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0-	F*
	SB	LTR	0.73	49.5	D	LTR	0.58	44.3	D	LTR	0.50	42.2	D
Northern Boulevard	EB	L	1.01	96.3	F	L	1.11	120.0+	F*	L	1.20+	120.0+	F*
	T		0.94	32.1	C	T	0.80	23.0	C	T	0.99	42.1	D
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*
		T	1.03	58.7	E	T	1.00	40.8	D	T	0.99	40.3	D
Northern Boulevard Service Rd.	EB	TR	0.67	24.5	C	TR	0.79	30.2	C	TR	0.82	31.9	C
	WB	TR	0.55	29.7	C	TR	0.76	32.1	C	TR	0.66	24.3	C
<b>Overall Intersection</b>	-	-	<b>1.09</b>	<b>60.6</b>	<b>E</b>	-	<b>1.10</b>	<b>59.4</b>	<b>E</b>	-	<b>1.18</b>	<b>75.6</b>	<b>E</b>
<b>Main Street at Northern Boulevard (RT. 25A)</b>													
Main Street	NB	L	1.18	120.0+	F*	L	1.03	80.9	F	L	1.07	95.9	F
		R	0.89	45.4	D	R	0.79	33.5	C	R	0.72	29.9	C
Northern Boulevard	EB	TR	0.98	22.7	C	TR	1.02	55.5	E	TR	1.10	87.0	F
	WB	L	0.14	59.6	E	L	0.05	43.9	D	L	0.02	43.3	D
		T	1.06	60.6	E	T	0.95	30.9	C	T	0.91	27.1	C
<b>Overall Intersection</b>	-	-	<b>1.10</b>	<b>53.1</b>	<b>D</b>	-	<b>0.97</b>	<b>48.7</b>	<b>D</b>	-	<b>0.96</b>	<b>63.7</b>	<b>E</b>
<b>Union Street at Northern Boulevard (RT. 25A)</b>													
Union Street	NB	LTR	0.27	35.0	C	LTR	0.16	32.4	C	LTR	0.17	32.6	C
	SB	LTR	1.20+	120.0+	F*	LTR	1.15	120.0+	F*	LTR	1.06	91.6	F
Northern Boulevard	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*
		T	0.87	34.2	C	T	0.81	32.9	C	T	0.86	34.3	C
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*
		TR	0.88	35.3	D	TR	0.83	33.4	C	TR	0.75	31.3	C
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>119.7</b>	<b>F</b>
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>													
Parsons Boulevard	NB	L	0.94	99.0	F	L	1.04	120.0+	F*	L	0.87	80.2	F
		TR	0.67	44.4	D	TR	0.66	44.6	D	TR	0.67	45.1	D
	SB	LTR	1.00	86.8	F	LTR	1.08	116.0	F	LTR	1.14	120.0+	F*
Northern Boulevard	EB	L	0.40	44.3	D	L	0.60	52.2	D	L	0.45	46.2	D
		TR	1.14	96.6	F	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
	WB	L	0.94	44.2	D	L	0.39	46.0	D	L	0.38	45.9	D
		TR	0.67	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.01</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.05</b>	<b>120.0+</b>	<b>F*</b>
<b>34TH AVENUE</b>													
<b>114th Street at 34th Avenue</b>													
114th Street	SB	L	0.73	21.2	C	L	0.73	24.3	C	L	0.80	27.2	C
		T	0.36	14.6	B	T	0.39	17.8	B	T	0.23	16.0	B
34th Avenue	EB	TR	0.77	29.1	C	TR	0.64	21.9	C	TR	0.73	24.2	C
<b>Overall Intersection</b>	-	-	<b>0.75</b>	<b>23.0</b>	<b>C</b>	-	<b>0.68</b>	<b>22.1</b>	<b>C</b>	-	<b>0.77</b>	<b>24.6</b>	<b>C</b>

TABLE 17-42  
WILLETS POINT DEVELOPMENT DISTRICT FGES  
2017 NO BUILD TRAFFIC LEVELS OF SERVICE - GAME DAY

INTERSECTION & APPROACH	Weekday Pre Game (6:00-7:00 PM)				Saturday Pre Game (12:00-1:00 PM)				Saturday Post Game (3:45-4:45 PM)				
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>126th Street/GCP Ramp at 34th Avenue</b>													
126th Street	NB	LTR	0.59	25.1	C	LTR	0.45	23.0	C	LTR	0.70	64.6	E
Northern Boulevard Ramp	SB	LTR	0.44	13.3	B	LTR	0.31	11.9	B	LTR	0.58	25.4	C
GCP Ramp	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.87	66.8	E
34th Avenue	EB	-	-	-	-	-	-	-	-	DefL	0.83	92.5	F
	LTR	0.00	38.4	D	LTR	0.00	36.8	D	TR	0.22	47.4	D	
Stadium Road	WB	LTR	0.37	41.3	D	LTR	0.55	45.2	D	LTR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.03</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.03</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.81</b>	<b>68.8</b>	<b>E</b>
<b>ROOSEVELT AVENUE</b>													
<b>108th Street at Roosevelt Avenue</b>													
108th Street	NB	LTR	1.08	104.6	F	LTR	1.14	120.0+	F*	LTR	1.20+	120.0+	F*
	SB	LTR	1.18	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
	WB	LTR	1.10	80.0	E	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>111th Street at Roosevelt Avenue</b>													
111th Street	NB	LTR	1.07	90.5	F	LTR	1.08	107.7	F	LTR	0.99	79.9	E
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.02	49.2	D
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.17</b>	<b>93.9</b>	<b>F</b>
<b>114th Street at Roosevelt Avenue</b>													
114th Street	NB	LTR	1.17	120.0+	F*	LTR	1.13	120.0+	F*	LTR	1.15	120.0+	F*
	SB	DefL	1.12	120.0+	F*	DefL	1.04	107.9	F	DefL	1.03	104.3	F
	TR	0.84	67.2	E	TR	0.60	48.9	D	TR	1.01	99.0	F	
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
	WB	DefL	0.91	39.6	D	-	-	-	-	-	-	-	-
	TR	1.20+	120.0+	F*	LTR	1.17	105.9	F	LTR	1.20+	120.0+	F*	
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>126th Street at Roosevelt Avenue</b>													
126th Street	NB	LTR	0.30	36.6	D	LTR	0.29	36.5	D	LTR	0.42	53.5	D
	SB	LT	1.20+	120.0+	F*	LT	1.09	114.9	F	DefL	1.20+	120.0+	F*
	R	1.12	116.1	F	R	1.12	117.2	F	TR	0.30	50.9	D	
Roosevelt Avenue	EB	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*	-	-	-	-
	TR	1.06	62.8	E	TR	0.98	39.5	D	LTR	1.08	56.1	E	
	WB	LTR	0.93	24.3	C	LTR	0.97	34.0	C	LTR	0.43	3.2	A
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>98.1</b>	<b>F</b>	-	<b>1.20+</b>	<b>98.4</b>	<b>F</b>	-	<b>1.13</b>	<b>60.2</b>	<b>E</b>
<b>College Point Boulevard at Roosevelt Avenue</b>													
College Point Boulevard	NB	L	1.13	120.0+	F*	L	1.20	120.0+	F*	L	0.57	35.3	D
	TR	0.80	38.0	D	TR	1.18	114.4	F	TR	1.00	48.4	D	
	T	1.06	116.2	F	T	1.02	75.0	E	T	0.91	47.1	D	
	R	0.77	52.9	D	R	0.75	41.3	D	R	0.36	29.5	C	
Roosevelt Avenue	EB	LTR	0.91	43.2	D	LTR	0.73	24.9	C	LTR	1.07	74.8	E
	WB	LTR	0.72	61.6	E	LTR	0.93	74.4	E	LTR	0.75	37.9	D
<b>Overall Intersection</b>	-	-	<b>0.99</b>	<b>71.7</b>	<b>E</b>	-	<b>1.20+</b>	<b>79.8</b>	<b>E</b>	-	<b>1.04</b>	<b>54.1</b>	<b>D</b>
<b>Prince Street at Roosevelt Avenue</b>													
Prince Street	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
Roosevelt Avenue	EB	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*	DefL	1.09	92.5	F
	TR	1.15	113.2	F	TR	0.94	35.1	D	TR	1.01	50.8	D	
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>Main Street at Roosevelt Avenue</b>													
Main Street	NB	LT	1.19	117.3	F	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*
	R	0.60	24.4	C	R	0.58	23.8	C	R	0.68	26.9	C	
	SB	LTR	0.20	20.4	C	LTR	0.24	19.1	B	LTR	0.11	16.7	B
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>Union Street at Roosevelt Avenue</b>													
Union Street	NB	-	-	-	-	-	-	-	-	-	-	-	-
	SB	LT	0.99	42.0	D	LT	1.03	53.3	D	LT	1.00	43.5	D
	R	1.05	77.0	E	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	
Roosevelt Avenue	EB	LT	0.92	41.4	D	LT	0.89	36.1	D	LT	1.03	64.1	E
	R	0.93	48.7	D	R	0.87	37.6	D	R	1.08	83.1	F	
	WB	LTR	1.20+	120.0+	F*	LTR	0.99	52.1	D	LTR	1.07	77.5	E
<b>Overall Intersection</b>	-	-	<b>1.13</b>	<b>62.2</b>	<b>E</b>	-	<b>1.20+</b>	<b>113.6</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>Parsons Boulevard at Roosevelt Avenue</b>													
Parsons Boulevard	NB	LTR	1.08	89.2	F	LTR	0.94	44.5	D	LTR	0.68	24.5	C
	SB	LTR	1.04	71.0	E	LTR	0.82	30.0	C	LTR	0.72	25.3	C
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.16	109.2	F
	WB	LTR	1.11	100.6	F	LTR	1.20+	120.0+	F*	LTR	0.90	37.8	D
<b>Overall Intersection</b>	-	-	<b>1.19</b>	<b>110.9</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.94</b>	<b>56.0</b>	<b>E</b>

TABLE 17-42  
WILLETS POINT DEVELOPMENT DISTRICT FGIS  
2017 NO BUILD TRAFFIC LEVELS OF SERVICE - GAME DAY

INTERSECTION & APPROACH	Weekday Pre Game (6:00-7:00 PM)				Saturday Pre Game (12:00-1:00 PM)				Saturday Post Game (3:45-4:45 PM)				
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>KISSENA BOULEVARD</b>													
Main Street at Kissena Boulevard													
Main Street	NB	L	0.51	21.4	C	L	0.50	20.2	C	L	0.38	18.4	B
		TR	0.92	40.8	D	TR	1.20+	120.0+	F*	TR	0.99	48.2	D
	SB	L	0.37	29.3	C	L	0.17	16.2	B	L	0.14	15.6	B
		TR	0.07	14.8	B	TR	0.07	14.7	B	TR	0.06	14.5	B
Kissena Boulevard	NB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.17</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.13</b>	<b>103.2</b>	<b>F</b>
<b>SANFORD AVENUE</b>													
College Point Boulevard at Sanford Avenue													
College Point Boulevard	NB	L	0.55	27.7	C	L	0.95	85.8	F	L	0.61	32.5	C
		T	0.69	14.1	B	T	0.77	15.8	B	T	0.58	12.2	B
	SB	TR	1.01	38.2	D	TR	0.98	32.6	C	TR	1.08	62.7	E
Sanford Avenue	WB	LTR	0.98	61.7	E	LTR	0.98	60.3	E	LTR	0.87	43.4	D
<b>Overall Intersection</b>	-	-	<b>1.00</b>	<b>33.8</b>	<b>C</b>	-	<b>1.00</b>	<b>32.0</b>	<b>C</b>	-	<b>1.01</b>	<b>42.7</b>	<b>D</b>
Union Street at Sanford Avenue													
Union Street	NB	LR	1.20+	120.0+	F*	LR	0.89	60.3	E	LR	0.96	72.5	E
	SB	LT	1.01	70.8	E	LT	0.75	35.2	D	LT	0.71	32.9	C
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*
Sanford Avenue	EB	TR	0.79	42.0	D	TR	0.78	41.0	D	TR	0.65	34.5	C
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
Parsons Boulevard at Sanford Avenue													
Parsons Boulevard	NB	LTR	1.15	106.0	F	LTR	1.20+	120.0+	F*	LTR	1.09	89.2	F
	SB	LTR	1.10	86.7	F	LTR	0.95	44.9	D	LTR	0.95	44.3	D
Sanford Avenue	EB	LTR	1.16	112.5	F	LTR	0.79	26.5	C	LTR	0.80	27.2	C
	WB	LTR	1.03	64.7	E	LTR	1.13	93.9	F	LTR	0.88	32.5	C
<b>Overall Intersection</b>	-	-	<b>1.16</b>	<b>93.0</b>	<b>F</b>	-	<b>1.20+</b>	<b>109.9</b>	<b>F</b>	-	<b>0.98</b>	<b>48.8</b>	<b>D</b>
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>													
College Point Boulevard at 32nd Avenue													
College Point Boulevard	NB	T	0.66	20.9	C	T	0.48	18.0	B	T	0.48	17.9	B
		TR	0.83	29.7	C	TR	1.10	82.2	F	TR	1.18	112.1	F
	SB	L	0.75	31.7	C	L	0.51	20.0	C	L	0.50	20.9	C
		T	0.56	10.4	B	T	0.57	10.5	B	T	0.47	9.5	A
32nd Avenue	WB	LTR	0.70	28.6	C	LTR	0.68	27.7	C	LTR	0.60	24.0	C
<b>Overall Intersection</b>	-	-	<b>0.86</b>	<b>21.1</b>	<b>C</b>	-	<b>0.83</b>	<b>31.9</b>	<b>C</b>	-	<b>0.83</b>	<b>42.6</b>	<b>D</b>
<b>UNSIGNALED INTERSECTIONS</b>													
Willets Point Boulevard at 126th Street													
126th Street	SB	LT	-	9.4	A	LT	-	9.3	A	LT	-	8.1	A
Willets Point Boulevard	WB	LR	-	18.4	C	LR	-	24.7	C	LR	-	14.3	B
<b>Overall Intersection</b>	-	-	-	<b>16.8</b>	<b>C</b>	-	-	<b>17.9</b>	<b>C</b>	-	-	<b>13.2</b>	<b>B</b>
Boat Basin Road at Worlds Fair Marina													
Boat Basin Road	NB	L	-	65.3	F	L	-	73.6	F	L	-	120.0+	F*
		R	-	8.5	A	R	-	8.5	A	R	-	29.4	D
Worlds Fair Marina	WB	LT	-	10.2	B	LT	-	12.0	B	LT	-	7.9	A
<b>Overall Intersection</b>	-	-	-	<b>13.0</b>	<b>B</b>	-	-	<b>15.3</b>	<b>C</b>	-	-	<b>120.0+</b>	<b>F*</b>
Willets Point Boulevard at Northern Boulevard													
Willets Point Boulevard	NB	T	-	9.5	A	T	-	10.1	B	T	-	10.4	B
<b>Overall Intersection</b>	-	-	-	<b>9.5</b>	<b>A</b>	-	-	<b>10.1</b>	<b>B</b>	-	-	<b>10.4</b>	<b>B</b>
College Point Boulevard at Northern Boulevard Service Road (SIGNALIZED IN 2007)													
College Point Boulevard	NB	TR	1.13	85.2	F	TR	0.86	23.9	C	TR	1.04	55.7	E
	SB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*
Northern Blvd Service Rd	WB	L	0.24	12.3	B	L	0.38	13.9	B	L	0.33	13.2	B
		R	0.31	13.4	B	R	0.41	14.9	B	R	0.37	14.1	B
<b>Overall Intersection</b>	-	-	<b>1.13</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.95</b>	<b>115.1</b>	<b>F</b>	-	<b>0.90</b>	<b>106.5</b>	<b>F</b>
Grand Central Parkway Ramp at West Park Loop/Stadium Road													
Grand Central Parkway Ramp	EB	L	-	25.8	D	L	-	120.0+	F*	L	-	14.5	B
		R	-	10.1	B	R	-	18.9	C	R	-	11.1	B
<b>Overall Intersection</b>	-	-	-	<b>20.0</b>	<b>C</b>	-	-	<b>75.0</b>	<b>F</b>	-	-	<b>12.6</b>	<b>B</b>

(1) Control delay is measured in seconds per vehicle.  
(2) Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.  
(3) Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor approach as listed in the 2000 Highway Capacity Manual -- TRB.  
(4) On-ramp intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

TABLE 17-43  
WILLETS POINT DEVELOPMENT DISTRICT FCES  
2017 BUILD TRAFFIC LEVELS OF SERVICE - NON GAME DAY

INTERSECTION & APPROACH	Weekday AM (7:45-8:45 AM)				Weekday Midday (1:00-2:00 PM)				Weekday PM (5:15-6:15 PM)				Saturday Midday (1:00-2:00 PM)							
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS				
<b>SIGNALIZED INTERSECTIONS</b>																				
<b>ASTORIA BOULEVARD</b>																				
<b>108th Street at Astoria Boulevard</b>																				
108th Street	NB	DeL	0.71	57.4	E	DeL	0.48	35.1	D	DeL	0.93	91.8	F	DeL	0.60	38.3	D			
	T		0.25	41.7	D	T	0.18	29.2	C	T	0.25	41.8	D	T	0.37	31.7	C			
	SB	LTR	0.28	42.3	D	LTR	0.23	29.7	C	LTR	0.57	48.6	D	LTR	0.28	30.4	C			
Astoria Boulevard	EB	LTR	0.61	21.8	C	LTR	0.54	16.0	B	LTR	1.04	48.8	D	LTR	0.50	15.5	B			
	WB	L	0.77	26.2	C	L	0.59	12.2	B	L	0.76	44.7	D	L	0.65	13.5	B			
	TR		0.99	27.7	C	TR	0.38	7.0	A	TR	0.43	7.3	A	TR	0.34	6.7	A			
<b>Overall Intersection</b>	-	-	<b>0.93</b>	<b>27.4</b>	<b>C</b>	-	-	<b>0.58</b>	<b>14.0</b>	<b>B</b>	-	-	<b>1.00</b>	<b>38.1</b>	<b>D</b>	-	-	<b>0.59</b>	<b>14.9</b>	<b>B</b>
<b>NORTHERN BOULEVARD</b>																				
<b>108th Street at Northern Boulevard (RT. 25A)</b>																				
108th Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*			
	SB	LTR	0.99	66.2	E	LTR	0.88	45.4	D	LTR	1.20+	120.0+	F*	LTR	1.17	119.5	F			
Northern Boulevard (Rt. 25A)	EB	L	0.19	30.6	C	L	0.13	24.1	C	L	0.22	46.0	D	L	0.08	44.3	D			
	TR		0.61	16.2	B	TR	0.64	16.8	B	TR	1.05	45.0	D	TR	1.17	105.1	F			
	WB	L	0.64	33.1	C	L	0.58	32.3	C	L	0.69	51.7	D	L	0.76	58.4	E			
	TR		1.09	58.6	E	T	0.94	29.2	C	TR	1.20+	120.0+	F*	T	1.20+	120.0+	F*			
	-	-	-	-	-	R	0.16	11.2	B	-	-	-	-	R	0.27	12.4	B			
<b>Overall Intersection</b>	-	-	<b>1.03</b>	<b>52.3</b>	<b>D</b>	-	-	<b>0.98</b>	<b>37.8</b>	<b>D</b>	-	-	<b>1.20+</b>	<b>116.9</b>	<b>F</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>114th Street at Northern Boulevard (RT. 25A)</b>																				
114th Street	SB	LTR	0.72	58.3	E	LTR	0.92	81.4	F	LTR	1.04	88.2	F	LTR	1.02	99.3	F			
	EB	T	0.94	44.6	D	T	0.69	19.5	B	T	1.09	74.1	E	T	0.78	21.9	C			
Northern Boulevard (Rt. 25A)	R		0.86	43.9	D	R	0.58	18.5	B	R	0.79	25.5	C	R	0.73	22.7	C			
	WB	DeL	0.56	24.8	C	DeL	0.59	13.2	B	DeL	0.89	64.8	E	DeL	0.89	38.7	D			
	T		1.20+	120.0+	F*	T	0.83	11.9	B	T	1.07	53.1	D	T	1.03	38.9	D			
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	<b>1.20+</b>	<b>18.7</b>	<b>B</b>	-	-	<b>1.20+</b>	<b>59.2</b>	<b>E</b>	-	-	<b>1.20+</b>	<b>35.8</b>	<b>D</b>
<b>126th Street at Northern Boulevard (RT. 25A)</b>																				
126th Street	NB	L	0.84	56.4	E	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*			
	R		0.53	47.5	D	R	0.88	67.8	E	R	0.95	78.4	E	R	0.99	87.7	F			
Northern Boulevard	EB	T	0.24	6.8	A	T	0.26	6.9	A	T	0.45	8.6	A	T	0.30	7.1	A			
	WB	T	0.92	22.9	C	T	0.52	9.5	A	T	0.48	8.9	A	T	0.46	8.7	A			
Grand Central Parkway Ramp	EB	T	0.44	8.5	A	T	0.48	9.0	A	T	0.53	9.5	A	T	0.49	9.0	A			
Van Wyck & Whitestone Expressway Ramp	WB	T	1.08	66.6	E	T	1.12	81.1	F	T	1.06	59.7	E	T	1.11	80.1	F			
<b>Overall Intersection</b>	-	-	<b>1.03</b>	<b>34.8</b>	<b>C</b>	-	-	<b>1.17</b>	<b>65.2</b>	<b>E</b>	-	-	<b>1.10</b>	<b>48.0</b>	<b>D</b>	-	-	<b>1.19</b>	<b>72.7</b>	<b>E</b>
<b>Prince Street at Northern Boulevard (RT. 25A)</b>																				
Prince Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*			
	SB	LTR	0.99	86.4	F	LTR	0.75	51.5	D	LTR	0.70	48.0	D	LTR	0.68	47.2	D			
Northern Boulevard	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.02	107.8	F			
	T		0.59	8.4	A	T	0.67	19.2	B	T	1.07	65.8	E	T	0.93	31.5	C			
	WB	L	1.17	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*			
	T		1.12	68.1	E	T	0.95	33.6	C	T	1.05	67.1	E	T	1.10	76.0	E			
Northern Boulevard Service Rd.	EB	TR	0.46	14.6	B	TR	0.70	24.5	C	TR	0.60	20.4	C	TR	0.74	27.0	C			
	WB	TR	0.83	27.9	C	TR	0.78	33.1	C	TR	0.83	39.6	D	TR	1.01	60.7	E			
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>78.5</b>	<b>E</b>	-	-	<b>1.15</b>	<b>68.2</b>	<b>E</b>	-	-	<b>1.18</b>	<b>85.9</b>	<b>F</b>	-	-	<b>1.13</b>	<b>83.4</b>	<b>F</b>
<b>Main Street at Northern Boulevard (RT. 25A)</b>																				
Main Street	NB	L	0.77	46.5	D	L	0.87	53.9	D	L	1.04	86.0	F	L	1.18	120.0+	F*			
	R		0.68	29.7	C	R	0.81	35.2	D	R	0.87	44.0	D	R	0.88	40.0	D			
Northern Boulevard	EB	TR	0.88	33.8	C	TR	0.95	38.7	D	TR	1.10	63.2	E	TR	1.12	93.3	F			
	WB	L	0.10	34.0	C	L	0.05	44.8	D	L	0.10	58.8	E	L	0.03	44.3	D			
	T		1.10	55.3	E	T	0.77	13.5	B	T	1.11	81.4	F	T	1.03	48.0	D			
<b>Overall Intersection</b>	-	-	<b>0.99</b>	<b>44.6</b>	<b>D</b>	-	-	<b>0.88</b>	<b>31.7</b>	<b>C</b>	-	-	<b>1.09</b>	<b>68.7</b>	<b>E</b>	-	-	<b>1.08</b>	<b>78.4</b>	<b>E</b>
<b>Union Street at Northern Boulevard (RT. 25A)</b>																				
Union Street	NB	LTR	0.22	33.7	C	LTR	0.16	32.3	C	LTR	0.16	32.3	C	LTR	0.17	32.5	C			
	SB	LTR	1.18	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*			
Northern Boulevard	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*			
	T		0.74	26.5	C	T	0.75	31.3	C	T	0.99	56.2	E	T	0.92	38.2	D			
	R		1.20+	120.0+	F*	R	1.17	108.6	F	R	1.18	112.5	F	R	1.20+	120.0+	F*			
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*			
	TR		1.20+	120.0+	F*	TR	0.84	33.9	C	TR	0.91	37.1	D	TR	0.99	48.3	D			
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>																				
Parsons Boulevard	NB	L	1.06	120.0+	F*	L	0.79	67.1	E	L	0.80	73.4	E	L	0.97	107.0	F			
	TR		0.72	47.0	D	TR	0.58	40.9	D	TR	0.67	44.4	D	TR	0.75	49.9	D			
	SB	LTR	1.07	106.3	F	LTR	1.14	120.0+	F*	LTR	1.09	113.9	F	LTR	1.20+	120.0+	F*			
Northern Boulevard	EB	L	0.50	48.3	D	L	0.48	49.5	D	L	0.54	49.3	D	L	0.57	51.4	D			
	TR		1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*			
	WB	L	0.66	51.8	D	L	0.34	43.7	D	L	0.43	45.6	D	L	0.48	49.3	D			
	TR		1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*			
<b>Overall Intersection</b>	-	-	<b>1.12</b>	<b>120.0+</b>	<b>F*</b>	-	-	<b>1.20</b>	<b>120.0+</b>	<b>F*</b>	-	-	<b>1.11</b>	<b>120.0+</b>	<b>F*</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>34TH AVENUE</b>																				
<b>114th Street at 34th Avenue</b>																				
114th Street	SB	L	0.50	17.4	B	L	0.60	21.1	C	L	0.73	21.2	C	L	0.78	26.2	C			
	T		0.31	15.2	B	T	0.29	16.7	B	T	0.33	14.3	B	T	0.37	17.7	B			
34th Avenue	EB	TR	0.63	23.7	C	TR	0.50	19.3	B	TR	0.88	35.9	D	TR	0.66	22.3	C			
<b>Overall Intersection</b>	-	-	<b>0.56</b>	<b>19.7</b>	<b>B</b>	-	-	<b>0.55</b>	<b>19.7</b>	<b>B</b>	-	-	<b>0.80</b>	<b>26.1</b>	<b>C</b>	-	-	<b>0.72</b>	<b>23.2</b>	<b>C</b>



TABLE 17-43  
WILLETS POINT DEVELOPMENT DISTRICT FGIS  
2017 BUILD TRAFFIC LEVELS OF SERVICE - NON GAME DAY

INTERSECTION & APPROACH	Weekday AM (7:45-8:45 AM)				Weekday Midday (1:00-2:00 PM)				Weekday PM (5:15-6:15 PM)				Saturday Midday (1:00-2:00 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>126th Street/GCP Ramp at 34th Avenue</b>																	
126th Street	NB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	LTR	0.44	23.6	C	LTR	1.00	55.1	E	LTR	1.14	104.2	F	LTR	1.00	55.6	E	
Northern Boulevard Ramp	SB	LTR	0.42	23.9	C	LTR	1.00	71.7	E	LTR	0.92	51.7	D	LTR	1.20+	120.0+	F*
GCP Ramp	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
34th Avenue	EB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
Stadium Road	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	
<b>ROOSEVELT AVENUE</b>																	
<b>108th Street at Roosevelt Avenue</b>																	
108th Street	NB	LTR	0.82	54.2	D	LTR	1.12	120.0+	F*	LTR	0.98	75.6	E	LTR	1.20+	120.0+	F*
	SB	LTR	1.01	85.3	F	LTR	1.16	120.0+	F*	LTR	1.16	120.0+	F*	LTR	1.20+	120.0+	F*
Roosevelt Avenue	EB	LTR	1.05	61.0	E	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
	WB	LTR	1.20+	120.0+	F*	LTR	1.11	80.7	F	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	<b>1.19</b>	<b>95.0</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	
<b>111th Street at Roosevelt Avenue</b>																	
111th Street	NB	LTR	0.84	55.5	E	LTR	0.77	52.1	D	LTR	0.83	54.4	D	LTR	0.83	54.7	D
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	
<b>114th Street at Roosevelt Avenue</b>																	
114th Street	NB	LTR	1.07	103.3	F	LTR	0.78	54.5	D	LTR	1.15	118.4	F	LTR	1.11	117.1	F
	SB	DefL	1.16	120.0+	F*	DefL	0.81	64.4	E	DefL	0.81	62.4	E	DefL	1.18	120.0+	F*
	TR	0.83	67.8	E	TR	0.28	37.9	D	TR	0.47	41.4	D	TR	0.90	77.1	E	
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
	WB	DefL	0.94	42.0	D	-	-	-	-	-	-	-	-	-	-	-	
	TR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	
<b>126th Street at Roosevelt Avenue</b>																	
126th Street	NB	DefL	0.22	37.4	D	DefL	0.83	65.9	E	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*
	TR	0.29	39.1	D	TR	1.09	120.0+	F*	TR	1.04	104.3	F	TR	0.52	44.6	D	
	SB	-	-	-	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*	
	LTR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
Roosevelt Avenue	EB	DefL	1.20+	120.0+	F*	DefL	1.05	88.0	F	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*
	TR	0.80	18.7	B	TR	0.93	30.8	C	TR	0.97	36.8	D	TR	1.14	94.5	F	
	WB	LTR	0.94	27.9	C	LTR	1.13	86.4	F	LTR	1.14	89.2	F	LTR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	
<b>College Point Boulevard at Roosevelt Avenue</b>																	
College Point Boulevard	NB	L	1.20+	120.0+	F*	L	1.17	119.8	F	L	1.17	120.0+	F*	L	1.05	89.7	F
	TR	0.86	37.1	D	TR	0.94	37.6	D	TR	0.93	42.6	D	TR	1.17	108.0	F	
	SB	T	0.85	54.4	D	T	0.99	61.2	E	T	1.17	120.0+	F*	T	1.20+	120.0+	F*
	R	0.99	86.8	F	R	1.05	88.5	F	R	0.92	70.1	E	R	1.20+	120.0+	F*	
Roosevelt Avenue	EB	LTR	0.68	32.0	C	LTR	0.87	33.0	C	LTR	1.00	59.3	E	LTR	0.93	40.5	D
	WB	LTR	0.56	44.6	D	LTR	0.63	36.5	D	LTR	0.66	80.1	F	LTR	0.83	55.2	E
<b>Overall Intersection</b>	-	<b>0.95</b>	<b>70.3</b>	<b>E</b>	-	<b>1.04</b>	<b>51.3</b>	<b>D</b>	-	<b>1.10</b>	<b>79.6</b>	<b>E</b>	-	<b>1.04</b>	<b>90.2</b>	<b>F</b>	
<b>Prince Street at Roosevelt Avenue</b>																	
Prince Street	SB	LTR	0.79	45.4	D	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
Roosevelt Avenue	EB	DefL	0.72	31.5	C	DefL	1.18	120.0+	F*	DefL	1.16	120.0+	F*	DefL	1.20+	120.0+	F*
	TR	0.54	19.0	B	TR	0.88	26.1	C	TR	1.09	83.3	F	TR	1.20+	120.0+	F*	
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	<b>1.12</b>	<b>107.4</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	
<b>Main Street at Roosevelt Avenue</b>																	
Main Street	NB	LT	1.17	109.8	F	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*
	R	1.00	76.4	E	R	0.49	22.6	C	R	0.61	23.8	C	R	0.68	26.7	C	
	SB	LTR	0.23	20.5	C	LTR	0.07	16.3	B	LTR	0.15	19.4	B	LTR	0.13	17.1	B
Roosevelt Avenue	EB	LTR	1.10	99.5	F	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	
<b>Union Street at Roosevelt Avenue</b>																	
Union Street	NB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	SB	LT	0.72	23.2	C	LT	1.01	49.1	D	LT	1.06	59.4	E	LT	1.18	109.3	F
	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	
Roosevelt Avenue	EB	LT	0.79	28.7	C	LT	0.91	33.4	C	LT	1.13	98.5	F	LT	1.11	89.2	F
	R	0.64	24.1	C	R	0.68	21.5	C	R	0.90	43.9	D	R	1.15	108.5	F	
	WB	LTR	0.85	30.7	C	LTR	0.72	24.1	C	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	<b>1.02</b>	<b>41.3</b>	<b>D</b>	-	<b>1.20+</b>	<b>65.6</b>	<b>E</b>	-	<b>1.20+</b>	<b>105.1</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	
<b>Parsons Boulevard at Roosevelt Avenue</b>																	
Parsons Boulevard	NB	LTR	1.02	73.4	E	LTR	0.75	27.4	C	LTR	0.96	56.1	E	LTR	0.94	44.9	D
	SB	LTR	0.87	40.6	D	LTR	0.74	26.1	C	LTR	0.88	42.1	D	LTR	0.87	34.2	C
Roosevelt Avenue	EB	LTR	0.80	36.6	D	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
	WB	LTR	1.12	100.8	F	LTR	1.20	120.0+	F*	LTR	1.06	82.5	F	LTR	1.14	115.9	F
<b>Overall Intersection</b>	-	<b>1.07</b>	<b>65.7</b>	<b>E</b>	-	<b>1.00</b>	<b>93.2</b>	<b>F</b>	-	<b>1.16</b>	<b>108.6</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	

TABLE 17-43  
WILLETTS POINT DEVELOPMENT DISTRICT FGEIS  
2017 BUILD TRAFFIC LEVELS OF SERVICE - NON GAME DAY

INTERSECTION & APPROACH	Weekday AM (7:45-8:45 AM)				Weekday Midday (1:00-2:00 PM)				Weekday PM (5:15-6:15 PM)				Saturday Midday (1:00-2:00 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>KISSENA BOULEVARD</b>																	
<b>Main Street at Kissena Boulevard</b>																	
Main Street	NB	L	0.48	20.6	C	L	0.42	19.1	B	L	0.47	20.4	C	L	0.46	19.5	B
		TR	1.03	56.2	E	TR	0.94	40.1	D	TR	1.14	104.5	F	TR	1.20+	120.0+	F*
	SB	L	0.37	28.6	C	L	0.12	15.2	B	L	0.25	25.7	C	L	0.18	16.4	B
		TR	0.13	15.6	B	TR	0.10	15.0	B	TR	0.11	15.4	B	TR	0.09	14.8	B
Kissena Boulevard	NB	TR	1.20+	120.0+	F*	TR	1.00	55.0	E	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.18</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.97</b>	<b>44.7</b>	<b>D</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>SANFORD AVENUE</b>																	
<b>College Point Boulevard at Sanford Avenue</b>																	
College Point Boulevard	NB	L	0.47	16.4	B	L	0.66	37.1	D	L	0.90	73.8	E	L	1.17	120.0+	F*
		T	0.60	12.7	B	T	0.61	12.8	B	T	0.56	12.1	B	T	0.70	14.3	B
	SB	TR	0.80	17.3	B	TR	1.02	43.7	D	TR	1.07	56.9	E	TR	1.02	41.2	D
Sanford Avenue	WB	LTR	1.02	70.6	E	LTR	0.85	42.5	D	LTR	0.93	52.7	D	LTR	1.03	74.3	E
<b>Overall Intersection</b>	-	-	<b>0.87</b>	<b>28.6</b>	<b>C</b>	-	<b>0.97</b>	<b>33.0</b>	<b>C</b>	-	<b>1.10</b>	<b>42.8</b>	<b>D</b>	-	<b>1.20+</b>	<b>40.6</b>	<b>D</b>
<b>Union Street at Sanford Avenue</b>																	
Union Street	NB	LR	1.20+	120.0+	F*	LR	0.71	37.9	D	LR	0.84	48.5	D	LR	0.84	55.1	E
	SB	LT	0.56	28.8	C	LT	0.64	29.0	C	LT	0.92	50.2	D	LT	0.91	50.3	D
		R	0.84	38.6	D	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*
Sanford Avenue	EB	TR	0.62	34.2	C	TR	0.75	42.5	D	TR	0.84	47.0	D	TR	0.75	38.9	D
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>113.4</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>Parsons Boulevard at Sanford Avenue</b>																	
Parsons Boulevard	NB	LTR	1.20+	120.0+	F*	LTR	1.02	65.3	E	LTR	1.16	112.9	F	LTR	1.20+	120.0+	F*
	SB	LTR	0.86	33.0	C	LTR	0.69	25.0	C	LTR	1.19	120.0+	F*	LTR	1.20+	120.0+	F*
Sanford Avenue	EB	LTR	1.14	101.6	F	LTR	0.68	25.1	C	LTR	0.95	47.4	D	LTR	0.68	24.8	C
	WB	LTR	1.20	120.0+	F*	LTR	0.79	29.4	C	LTR	0.86	34.3	C	LTR	1.16	110.2	F
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>119.4</b>	<b>F</b>	-	<b>0.90</b>	<b>37.5</b>	<b>D</b>	-	<b>1.07</b>	<b>82.9</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>																	
<b>College Point Boulevard at 32nd Avenue</b>																	
College Point Boulevard	NB	T	0.74	22.5	C	T	0.74	23.1	C	T	0.70	21.5	C	T	0.62	19.9	B
		TR	0.83	30.5	C	TR	0.82	29.6	C	TR	0.85	31.8	C	TR	0.99	49.1	D
	SB	L	0.49	24.2	C	L	0.78	34.0	C	L	0.71	29.4	C	L	0.59	25.0	C
32nd Avenue	WB	T	0.63	11.4	B	T	0.63	11.4	B	T	0.62	11.1	B	T	0.55	10.2	B
		LTR	0.83	38.3	D	LTR	0.82	37.2	D	LTR	0.63	25.4	C	LTR	0.70	28.4	C
<b>Overall Intersection</b>	-	-	<b>0.86</b>	<b>21.7</b>	<b>C</b>	-	<b>0.92</b>	<b>23.2</b>	<b>C</b>	-	<b>0.85</b>	<b>20.7</b>	<b>C</b>	-	<b>0.88</b>	<b>24.3</b>	<b>C</b>
<b>SIGNALIZED INTERSECTIONS</b>																	
<b>Willetts Point Boulevard at 126th Street</b>																	
126th Street	SB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Willetts Point Boulevard	WB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Boat Basin Road at Worlds Fair Marina</b>																	
Boat Basin Road	NB	L	-	120.0+	F*	L	-	120.0+	F*	L	-	120.0+	F*	L	-	120.0+	F*
		R	-	8.6	A	R	-	8.4	A	R	-	8.7	A	R	-	8.5	A
Worlds Fair Marina	WB	LT	-	10.4	B	LT	-	11.4	B	LT	-	10.3	B	LT	-	10.7	B
<b>Overall Intersection</b>	-	-	-	<b>41.2</b>	<b>E</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	-	<b>120.0+</b>	<b>F*</b>
<b>Willetts Point Boulevard at Northern Boulevard</b>																	
Willetts Point Boulevard	NB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
<b>College Point Boulevard at Northern Boulevard Service Road (SIGNALIZED IN 2007)</b>																	
College Point Boulevard	NB	TR	0.83	22.8	C	TR	0.84	23.3	C	TR	0.88	25.9	C	TR	1.01	45.5	D
	SB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*
Northern Blvd Service Rd	WB	L	0.65	19.6	B	L	0.56	17.4	B	L	0.49	15.6	B	L	0.71	21.2	C
		R	0.41	14.8	B	R	0.48	16.2	B	R	0.45	15.4	B	R	0.40	14.4	B
<b>Overall Intersection</b>	-	-	<b>1.12</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.93</b>	<b>73.2</b>	<b>E</b>	-	<b>1.07</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.09</b>	<b>106.1</b>	<b>F</b>
<b>Grand Central Parkway Rump at West Park Loop/Stadium Road</b>																	
Grand Central Parkway Rump	EB	L	-	11.6	B	L	-	10.5	B	L	-	10.3	B	L	-	10.7	B
		R	-	9.1	A	R	-	8.7	A	R	-	8.9	A	R	-	8.9	A
<b>Overall Intersection</b>	-	-	-	<b>11.2</b>	<b>B</b>	-	-	<b>10.3</b>	<b>B</b>	-	-	<b>9.9</b>	<b>A</b>	-	-	<b>10.3</b>	<b>B</b>

TABLE 17-43  
 WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
 2017 BUILD TRAFFIC LEVELS OF SERVICE - NON GAME DAY

INTERSECTION & APPROACH	Weekday AM (7:45-8:45 AM)				Weekday Midday (1:00-2:00 PM)				Weekday PM (5:15-6:15 PM)				Saturday Midday (1:00-2:00 PM)					
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>NEW (BUILT) SIGNALIZED INTERSECTION</b>																		
<b>126th Street at New Willets Point Boulevard</b>																		
126th Street	NB	LTR	0.88	59.7	E	LTR	1.13	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.11	110.1	F	
	SB	DeL	0.96	53.2	D	DeL	0.97	61.3	E	DeL	0.93	67.3	E	DeL	1.00	70.9	E	
		TR	0.57	11.9	B	TR	0.60	12.7	B	TR	0.80	29.9	C	TR	0.74	18.8	B	
New Willets Point Boulevard	EB	LTR	0.04	35.0	D	LTR	0.06	36.1	D	LTR	0.02	23.7	C	LTR	0.04	32.8	C	
	WB	LT	1.04	120.0+	F*	LT	0.96	101.0	F	LT	0.72	44.8	D	LT	0.96	93.4	F	
		R	0.13	8.0	A	R	0.44	12.2	B	R	0.52	14.9	B	R	0.36	12.7	B	
	<b>Overall Intersection</b>		<b>-</b>	<b>0.94</b>	<b>46.4</b>	<b>D</b>	<b>-</b>	<b>1.07</b>	<b>61.3</b>	<b>E</b>	<b>-</b>	<b>1.20+</b>	<b>83.1</b>	<b>F</b>	<b>-</b>	<b>1.17</b>	<b>60.9</b>	<b>E</b>
<b>Clif Field/Lot B Internal Street at Roosevelt Avenue</b>																		
Clif Field/Lot B Internal Street	SB	LR	0.02	34.0	C	LR	0.03	34.2	C	LR	0.02	28.3	C	LR	0.04	34.3	C	
Roosevelt Avenue	EB	LT	0.51	11.1	B	LT	0.54	11.5	B	LT	0.70	18.8	B	LT	0.60	12.6	B	
	WB	TR	0.63	13.0	B	TR	0.63	13.0	B	TR	0.95	34.5	C	TR	0.70	14.6	B	
	<b>Overall Intersection</b>		<b>-</b>	<b>0.46</b>	<b>12.2</b>	<b>B</b>	<b>-</b>	<b>0.47</b>	<b>12.4</b>	<b>B</b>	<b>-</b>	<b>0.63</b>	<b>28.1</b>	<b>C</b>	<b>-</b>	<b>0.52</b>	<b>13.8</b>	<b>B</b>

(1) Control delay is measured in seconds per vehicle.

(2) Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.

(3) Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor approach as listed in the 2000 Highway Capacity Manual -- TRB.

(4) Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

TABLE 17-44  
WILLETS POINT DEVELOPMENT DISTRICT FGES  
2017 BUILD TRAFFIC LEVELS OF SERVICE - GAME DAY

INTERSECTION & APPROACH	Weekday Pre Game (6:00-7:00 PM)				Saturday Pre Game (12:00-1:00 PM)				Saturday Post Game (3:45-4:45 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>SIGNALIZED INTERSECTIONS</b>													
<b>ASTORIA BOULEVARD</b>													
<b>108th Street at Astoria Boulevard</b>													
108th Street	NB	DeLL	0.87	79.1	E	DeLL	0.68	41.6	D	DeLL	0.60	38.3	D
	T		0.71	54.6	D	T	0.30	30.8	C	T	0.23	29.8	C
	SB	LTR	0.51	46.8	D	LTR	0.29	30.6	C	LTR	0.29	30.5	C
Astoria Boulevard	EB	LTR	1.11	75.4	E	LTR	0.53	15.9	B	LTR	0.54	16.0	B
	WB	L	1.11	115.8	F	L	0.62	13.4	B	L	0.82	26.1	C
	TR		0.42	7.1	A	TR	0.30	2.6	A	TR	0.42	3.0	A
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>59.8</b>	<b>E</b>	-	<b>0.63</b>	<b>14.2</b>	<b>B</b>	-	<b>0.65</b>	<b>13.8</b>	<b>B</b>
<b>NORTHERN BOULEVARD</b>													
<b>108th Street at Northern Boulevard (RT. 25A)</b>													
108th Street	ND	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
Northern Boulevard (Rt. 25A)	EB	L	0.24	45.0	D	L	0.02	43.5	D	L	0.05	43.9	D
	TR		1.12	71.8	E	TR	1.14	91.5	F	T	1.00	40.5	D
	-	-	-	-	-	-	-	-	-	R	0.12	11.0	B
	WB	L	0.87	66.5	E	L	0.82	62.1	E	L	0.75	56.1	E
	TR		1.20+	120.0+	F*	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*
	-	-	-	-	-	R	0.22	11.8	B	R	0.21	11.8	B
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>116.5</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>114th Street at Northern Boulevard (RT. 25A)</b>													
114th Street	SB	LTR	0.88	70.5	E	LTR	1.12	113.0	F	LTR	1.20+	120.0+	F*
Northern Boulevard (Rt. 25A)	EB	T	1.20+	120.0+	F*	T	0.81	23.0	C	T	1.20+	120.0+	F*
	R		0.85	28.9	C	R	0.61	19.1	B	R	0.96	120.0+	F*
	WB	DeLL	0.99	76.2	E	DeLL	0.87	37.6	D	DeLL	1.14	120.0+	F*
	T		1.02	34.1	C	T	1.06	47.1	D	T	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>73.5</b>	<b>E</b>	-	<b>1.20+</b>	<b>41.1</b>	<b>D</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>126th Street at Northern Boulevard (RT. 25A)</b>													
126th Street	NB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	0.48	20.4	C
	R		1.08	120.0+	F*	R	1.20+	120.0+	F*	R	0.85	37.3	D
Northern Boulevard	EB	T	0.48	11.7	B	T	0.32	10.2	B	T	0.67	33.4	C
	WB	T	1.09	77.8	E	T	0.76	19.1	B	T	1.20+	120.0+	F*
Grand Central Parkway Ramp	EB	T	0.71	15.9	B	T	1.08	68.7	E	T	1.20+	120.0+	F*
Van Wyck & Whitestone Expressway Ramp	WB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.12</b>	<b>120.0+</b>	<b>F*</b>
<b>Prince Street at Northern Boulevard (RT. 25A)</b>													
Prince Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*
	SB	LTR	0.73	49.5	D	LTR	0.58	44.3	D	LTR	0.50	42.2	D
Northern Boulevard	EB	L	1.03	100.8	F	L	1.16	120.0+	F*	L	1.20+	120.0+	F*
	T		1.01	46.4	D	T	0.87	26.8	C	T	1.08	70.9	E
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*
	T		1.03	58.7	E	T	1.00	40.8	D	T	0.99	40.3	D
Northern Boulevard Service Rd.	EB	TR	0.67	24.5	C	TR	0.79	30.2	C	TR	0.82	31.9	C
	WB	TR	0.84	40.6	D	TR	1.08	84.1	F	TR	0.96	44.4	D
<b>Overall Intersection</b>	-	-	<b>1.11</b>	<b>65.4</b>	<b>E</b>	-	<b>1.11</b>	<b>65.3</b>	<b>E</b>	-	<b>1.19</b>	<b>86.4</b>	<b>F</b>
<b>Main Street at Northern Boulevard (RT. 25A)</b>													
Main Street	NB	L	1.18	120.0+	F*	L	1.03	80.9	F	L	1.07	95.9	F
	R		0.89	45.4	D	R	0.79	33.5	C	R	0.72	29.9	C
Northern Boulevard	EB	TR	1.05	41.1	D	TR	1.10	84.8	F	TR	1.20+	120.0+	F*
	WB	L	0.14	59.6	E	L	0.05	43.9	D	L	0.02	43.3	D
	T		1.17	107.4	F	T	1.06	61.2	E	T	1.01	42.6	D
<b>Overall Intersection</b>	-	-	<b>1.18</b>	<b>73.4</b>	<b>E</b>	-	<b>1.05</b>	<b>69.8</b>	<b>E</b>	-	<b>1.03</b>	<b>85.4</b>	<b>F</b>
<b>Union Street at Northern Boulevard (RT. 25A)</b>													
Union Street	NB	LTR	0.27	35.0	C	LTR	0.16	32.4	C	LTR	0.17	32.6	C
	SB	LTR	1.20+	120.0+	F*	LTR	1.15	120.0+	F*	LTR	1.06	92.0	F
Northern Boulevard	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*
	T		0.95	45.4	D	T	0.91	37.0	D	T	0.96	41.4	D
	R		1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*
	TR		0.97	44.3	D	TR	0.94	39.4	D	TR	0.84	34.1	C
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>118.3</b>	<b>F</b>
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>													
Parsons Boulevard	NB	L	0.97	106.0	F	L	1.06	120.0+	F*	L	0.88	83.5	F
	TR		0.67	44.4	D	TR	0.66	44.6	D	TR	0.67	45.1	D
	SB	LTR	1.03	94.5	F	LTR	1.13	120.0+	F*	LTR	1.18	120.0+	F*
Northern Boulevard	EB	L	0.44	46.8	D	L	0.63	53.2	D	L	0.51	47.5	D
	TR		1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
	WB	L	0.47	46.1	D	L	0.38	47.5	D	L	0.38	47.5	D
	TR		1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.09</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>
<b>34TH AVENUE</b>													
<b>114th Street at 34th Avenue</b>													
114th Street	SB	L	0.73	21.2	C	L	0.73	24.3	C	L	0.80	27.2	C
	T		0.37	14.7	B	T	0.40	18.0	B	T	0.25	16.1	B
34th Avenue	EB	TR	0.77	29.2	C	TR	0.64	21.9	C	TR	0.73	24.2	C
<b>Overall Intersection</b>	-	-	<b>0.75</b>	<b>23.0</b>	<b>C</b>	-	<b>0.68</b>	<b>22.1</b>	<b>C</b>	-	<b>0.77</b>	<b>24.6</b>	<b>C</b>

TABLE 17-44  
WILLETS POINT DEVELOPMENT DISTRICT FGES  
2017 BUILD TRAFFIC LEVELS OF SERVICE - GAME DAY

INTERSECTION & APPROACH	Weekday Pre Game (6:00-7:00 PM) Control				Saturday Pre Game (12:00-1:00 PM) Control				Saturday Post Game (3:45-4:45 PM) Control					
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS		
<b>126th Street/GCP Ramp at 34th Avenue</b>														
126th Street	NB	LTR	0.73	28.4	C	LTR	0.63	25.9	C	LTR	0.67	54.3	D	
	SB	LTR	0.59	15.7	B	LTR	0.45	13.4	B	LTR	0.45	23.1	C	
Northern Boulevard Ramp	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
GCP Ramp	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
34th Avenue	EB	-	-	-	-	-	-	-	-	-	-	-	-	
	WB	LTR	0.34	41.6	D	LTR	0.35	40.2	D	LTR	1.20+	120.0+	F*	
Stadium Road	WB	LTR	1.16	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.10</b>	<b>120.0+</b>	<b>F*</b>
<b>ROOSEVELT AVENUE</b>														
<b>108th Street at Roosevelt Avenue</b>														
108th Street	NB	LTR	1.11	114.6	F	LTR	1.18	120.0+	F*	LTR	1.20+	120.0+	F*	
	SB	LTR	1.18	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>111th Street at Roosevelt Avenue</b>														
111th Street	NB	LTR	1.07	90.5	F	LTR	1.08	107.7	F	LTR	0.99	79.9	E	
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.16	100.6	F	
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>114th Street at Roosevelt Avenue</b>														
114th Street	NB	LTR	1.17	120.0+	F*	LTR	1.13	120.0+	F*	LTR	1.15	120.0+	F*	
	SB	DeIL	1.16	120.0+	F*	DeIL	1.10	120.0+	F*	DeIL	1.12	120.0+	F*	
	TR	0.84	67.2	E	TR	0.60	48.9	D	TR	1.01	99.0	F		
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
	WB	DeIL	0.91	39.6	D	-	-	-	-	-	-	-	-	
	TR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*		
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>126th Street at Roosevelt Avenue</b>														
126th Street	NB	DeIL	1.20+	120.0+	F*	DeIL	1.20+	120.0+	F*	-	-	-	-	
	TR	0.48	38.9	D	TR	0.43	38.1	D	LTR	1.20+	120.0+	F*		
	SB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	DeIL	1.20+	120.0+	F*	
	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	TR	1.20+	120.0+	F*		
Roosevelt Avenue	EB	DeIL	1.20+	120.0+	F*	DeIL	1.20+	120.0+	F*	-	-	-	-	
	TR	1.17	105.2	F	TR	1.10	76.2	E	LTR	1.20+	120.0+	F*		
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.80	7.9	A	
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>College Point Boulevard at Roosevelt Avenue</b>														
College Point Boulevard	NB	L	1.16	120.0+	F*	L	1.20+	120.0+	F*	L	0.82	46.1	D	
	TR	0.89	38.9	D	TR	1.18	114.4	F	TR	1.00	48.4	D		
	SB	T	1.06	116.2	F	T	1.02	75.0	E	T	0.91	47.3	D	
	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*		
Roosevelt Avenue	EB	LTR	1.12	101.4	F	LTR	0.93	38.6	D	LTR	1.20+	120.0+	F*	
	WB	LTR	0.77	61.4	E	LTR	0.98	80.4	F	LTR	0.79	61.4	E	
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>112.6</b>	<b>F</b>
<b>Prince Street at Roosevelt Avenue</b>														
Prince Street	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
Roosevelt Avenue	EB	DeIL	1.20+	120.0+	F*	DeIL	1.20+	120.0+	F*	DeIL	1.14	109.7	F	
	TR	1.20+	120.0+	F*	TR	1.06	65.5	E	TR	1.17	104.9	F		
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>Main Street at Roosevelt Avenue</b>														
Main Street	NB	LT	1.19	117.3	F	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
	R	0.60	24.4	C	R	0.58	23.8	C	R	0.68	26.9	C		
	SB	LTR	0.20	20.4	C	LTR	0.24	19.1	B	LTR	0.11	16.7	B	
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>Union Street at Roosevelt Avenue</b>														
Union Street	NB	-	-	-	-	-	-	-	-	-	-	-	-	
	SB	LT	0.99	42.0	D	LT	1.03	53.3	D	LT	1.00	43.5	D	
	R	1.05	77.0	E	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*		
Roosevelt Avenue	EB	LT	1.04	68.8	E	LT	1.01	57.5	E	LT	1.17	114.3	F	
	R	0.93	48.7	D	R	0.87	37.6	D	R	1.08	83.1	F		
	WB	LTR	1.20+	120.0+	F*	LTR	1.15	105.5	F	LTR	1.20+	120.0+	F*	
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>82.4</b>	<b>F</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>Parsons Boulevard at Roosevelt Avenue</b>														
Parsons Boulevard	NB	LTR	1.08	90.7	F	LTR	0.95	45.5	D	LTR	0.69	25.0	C	
	SB	LTR	1.04	71.0	E	LTR	0.82	30.0	C	LTR	0.72	25.3	C	
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.98	49.7	D	
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.03</b>	<b>89.4</b>	<b>F</b>

TABLE 17-44  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
2017 BUILD TRAFFIC LEVELS OF SERVICE - GAME DAY

INTERSECTION & APPROACH	Weekday Pre Game (6:00-7:00 PM)				Saturday Pre Game (12:00-1:00 PM)				Saturday Post Game (3:45-4:45 PM)				
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b><u>KISSENA BOULEVARD</u></b>													
Main Street at Kissena Boulevard													
Main Street	NB	L	0.52	21.5	C	L	0.50	20.3	C	L	0.39	18.5	B
		TR	0.92	40.8	D	TR	1.20+	120.0+	F*	TR	0.99	48.2	D
	SB	L	0.37	29.3	C	L	0.17	16.2	B	L	0.14	15.6	B
		TR	0.07	14.8	B	TR	0.07	14.7	B	TR	0.06	14.5	B
Kissena Boulevard	NB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.17</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.13</b>	<b>103.1</b>	<b>F</b>
<b><u>SANFORD AVENUE</u></b>													
College Point Boulevard at Sanford Avenue													
College Point Boulevard	NB	L	0.55	27.7	C	L	0.95	85.8	F	L	0.61	32.5	C
		T	0.67	13.7	D	T	0.76	15.6	B	T	0.59	12.5	B
	SB	TR	1.04	48.5	D	TR	1.02	40.8	D	TR	1.12	78.1	E
Sanford Avenue	WB	LTR	1.06	82.4	F	LTR	1.07	85.7	F	LTR	0.93	51.3	D
<b>Overall Intersection</b>	-	-	<b>1.05</b>	<b>43.0</b>	<b>D</b>	-	<b>1.12</b>	<b>40.8</b>	<b>D</b>	-	<b>1.06</b>	<b>51.8</b>	<b>D</b>
Union Street at Sanford Avenue													
Union Street	NB	LR	1.20+	120.0+	F*	LR	0.89	60.3	E	LR	0.96	72.5	E
	SB	LT	1.01	70.8	E	LT	0.75	35.2	D	LT	0.71	32.0	C
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*
Sanford Avenue	EB	TR	0.79	42.0	D	TR	0.78	41.0	D	TR	0.65	34.5	C
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
Parsons Boulevard at Sanford Avenue													
Parsons Boulevard	NB	LTR	1.15	107.4	F	LTR	1.20+	120.0+	F*	LTR	1.11	95.8	F
	SB	LTR	1.20+	120.0+	F*	LTR	1.11	91.7	F	LTR	1.14	101.8	F
Sanford Avenue	EB	LTR	1.17	116.5	F	LTR	0.79	26.7	C	LTR	0.81	27.5	C
	WB	LTR	1.08	81.1	F	LTR	1.18	114.9	F	LTR	0.91	36.7	D
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.02</b>	<b>68.7</b>	<b>E</b>
<b><u>WHITESTONE EXPRESSWAY / 32ND AVENUE</u></b>													
College Point Boulevard at 32nd Avenue													
College Point Boulevard	NB	T	0.66	20.8	C	T	0.51	18.3	B	T	0.50	18.2	B
		TR	1.15	102.6	F	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*
	SB	L	0.75	31.7	C	L	0.52	21.5	C	L	0.51	21.5	C
		T	0.67	11.8	B	T	0.69	12.2	B	T	0.56	10.4	B
32nd Avenue	WB	LTR	0.70	28.6	C	LTR	0.68	27.7	C	LTR	0.60	24.0	C
<b>Overall Intersection</b>	-	-	<b>0.93</b>	<b>36.3</b>	<b>D</b>	-	<b>1.02</b>	<b>66.5</b>	<b>E</b>	-	<b>1.00</b>	<b>77.0</b>	<b>E</b>
<b><u>UN SIGNALIZED INTERSECTIONS</u></b>													
Willets Point Boulevard at 126th Street													
126th Street	SB	-	-	-	-	-	-	-	-	-	-	-	-
Willets Point Boulevard	WB	-	-	-	-	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	-	-	-	-	-	-	-	-	-	-	-	-	-
Boat Basin Road at Worlds Fair Marina													
Boat Basin Road	NB	L	-	114.3	F	L	-	120.0+	F*	L	-	120.0+	F*
		R	-	8.5	A	R	-	8.5	A	R	-	29.4	D
Worlds Fair Marina	WB	LT	-	11.0	B	LT	-	13.6	B	LT	-	8.4	A
<b>Overall Intersection</b>	-	-	-	<b>15.8</b>	<b>C</b>	-	-	<b>20.3</b>	<b>C</b>	-	-	<b>120.0+</b>	<b>F*</b>
Willets Point Boulevard at Northern Boulevard													
Willets Point Boulevard	NB	-	-	-	-	-	-	-	-	-	-	-	-
<b>Overall Intersection</b>	-	-	-	-	-	-	-	-	-	-	-	-	-
College Point Boulevard at Northern Boulevard Service Road (SIGNALIZED IN 2007)													
College Point Boulevard	NB	TR	1.20+	120.0+	F*	TR	0.97	37.7	D	TR	1.17	103.8	F
	SB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*
Northern Blvd Service Rd	WB	L	0.50	16.0	B	L	0.81	26.3	C	L	0.61	18.1	B
		R	0.33	13.7	B	R	0.45	15.5	B	R	0.40	14.5	B
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.13</b>	<b>120.0+</b>	<b>F*</b>
Grand Central Parkway Ramp at West Park Loop/Stadium Road													
Grand Central Parkway Ramp	EB	L	-	18.7	C	L	-	42.6	E	L	-	14.9	B
		R	-	10.1	B	R	-	18.9	C	R	-	11.1	B
<b>Overall Intersection</b>	-	-	-	<b>15.1</b>	<b>C</b>	-	-	<b>30.2</b>	<b>D</b>	-	-	<b>12.9</b>	<b>B</b>

TABLE 17-44  
 WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
 2017 BUILD TRAFFIC LEVELS OF SERVICE - GAME DAY

INTERSECTION & APPROACH	Weekday Pre Game (6:00-7:00 PM)				Saturday Pre Game (12:00-1:00 PM)				Saturday Post Game (3:45-4:45 PM)					
	Mvt	V/C	Control Delay	LOS	Mvt	V/C	Control Delay	LOS	Mvt	V/C	Control Delay	LOS		
<b>NEW (BUILD) SIGNALIZED INTERSECTION</b>														
<b>126th Street at New Willets Point Boulevard</b>														
126th Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20-	120.0-	F**	LTR	1.20+	120.0+	F*	
	SB	DeFL	1.20+	120.0+	F*	DeFL	1.20-	120.0-	F**	DeFL	1.17	120.0+	F*	
		TR	1.20+	120.0-	F*	TR	1.02	59.6	E	TR	0.28	9.6	A	
New Willets Point Boulevard	EB	LTR	0.02	22.4	C	LTR	0.02	26.3	C	LTR	0.02	32.5	C	
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
	R		0.21	10.7	B	R	0.18	11.3	B	R	0.24	16.9	B	
	<b>Overall Intersection</b>		-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>
<b>Citi Field/Lot B Internal Street at Roosevelt Avenue</b>														
Citi Field/Lot B Internal Street	SB	LR	0.02	34.0	C	LR	0.03	34.1	C	LR	0.02	34.0	C	
Roosevelt Avenue	EB	LT	0.73	15.5	B	LT	0.68	14.1	B	LT	0.79	17.4	B	
	WB	TR	0.90	23.1	C	TR	0.93	27.0	C	TR	0.41	9.8	A	
	<b>Overall Intersection</b>		-	<b>0.66</b>	<b>19.8</b>	<b>B</b>	-	<b>0.69</b>	<b>21.8</b>	<b>C</b>	-	<b>0.58</b>	<b>14.8</b>	<b>B</b>

(1) Control delay is measured in seconds per vehicle  
 (2) Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (seconds) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB  
 (3) Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (seconds) for each minor approach as listed in the 2000 Highway Capacity Manual -- TRB  
 (4) Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

Attachment F  
to comments of Robert LoScalzo

Willetts Point Development  
Final Generic Environmental Impact Statement  
Chapter 18: Transit and Pedestrians



## **A. INTRODUCTION**

This chapter addresses the potential impacts on transit and pedestrians from the proposed Willets Point Development Plan. In accordance with the approach outlined in Chapter 2, “Procedural and Analytical Framework,” this chapter analyzes the cumulative impact of both the Willets Point Development Plan and the anticipated development on Lots B and D.

Possible impacts resulting from the proposed Plan and Lots B and D on transit and pedestrian facilities in the vicinity of the Willets Point Development District were evaluated. This chapter includes a description of the existing and future operating conditions of these facilities and identification of potential significant adverse impacts that would require mitigation.

## **PRINCIPAL CONCLUSIONS**

Significant adverse transit impacts were identified for the street-level stairway on the north side of Roosevelt Avenue at the Willets Point-Shea Stadium subway station, and for the Q48 and Q66 bus routes. Significant pedestrian impacts were identified for the east crosswalk at the intersection of Northern Boulevard and 126th Street, for the north, east, and west crosswalks at the intersection of Roosevelt Avenue and 126th Street, and for the north crosswalk at the newly signalized intersection of Roosevelt Avenue and the Lot B driveway.

Potential measures to mitigate these projected significant adverse impacts are described in Chapter 23, “Mitigation.”

## **B. METHODOLOGY**

As described in Chapter 17, “Traffic and Parking,” a travel demand projection was developed to identify the transportation elements likely to be affected by the proposed Plan. Because the number of peak hour transit and pedestrian trips generated by the proposed Plan would exceed the 200 trip per hour threshold specified in the 2001 *City Environmental Quality Review (CEQR) Technical Manual*, quantified transit and pedestrian analyses are required.

## **TRANSIT AND PEDESTRIAN STUDY AREAS**

Mass transit options serving the District include the New York City Transit (NYCT) No. 7 subway line, which operates above Roosevelt Avenue with a stop at the Willets Point-Shea Stadium subway station; the Q19, Q48, and Q66 bus routes, which travel along the northern and southern boundaries of the District; and the Metropolitan Transportation Authority (MTA) Long Island Rail Road (LIRR) at the Shea Stadium LIRR station (game-day service only), which is accessible just south of the District (see Figure 18-1). The transit analyses include a quantified assessment of control areas and circulation elements at the No. 7 Willets Point-Shea Stadium subway station, a ridership and peak period train loading analysis for the No. 7 subway line, and a line-haul analysis for the Q19, Q48, and Q66 bus routes, which includes assessments of



**Willetts Point Development Plan**

conditions at peak load points and at nearby bus stops. Because LIRR service is currently available only on game days at Shea Stadium and at the USTA National Tennis Center during the US Open, no quantified impact analysis was conducted for this transportation mode. Nonetheless, the City is consulting with MTA on extending regular LIRR service to this station when the actual demand shows that such service improvement is warranted. The evaluation of pedestrian flow includes an analysis of the sidewalks, corner reservoirs, and crosswalks adjacent to the District, along 126th Street, Northern Boulevard, and Roosevelt Avenue (see Figure 18-2).

*SUBWAY SERVICE*

*No. 7 Subway Line*

The No. 7 train operates primarily along Roosevelt Avenue between Flushing, Queens, and midtown Manhattan. Local service is available 24 hours a day, and express service is available during the weekday AM peak period for travel to Manhattan and during the weekday PM peak period for travel to Flushing. Unscheduled express service is also supplemented during game days at Shea Stadium and during the US Open. From 6:30 AM to 12:00 noon, the No. 7 train operates express service every 2 to 4 minutes and local service every 4 to 6 minutes to Manhattan. Flushing-bound, it operates local every 3 to 5 minutes from 7:20 to 9:40 AM, every 2 to 4 minutes until 10:20 AM, and every 5 minutes until 12:00 noon. In the afternoon, the No. 7 train operates local service to Manhattan every 2 to 5 minutes until 8:15 PM. Flushing-bound, it operates express service every 4 to 5 minutes and local service every 10 minutes from 12:00 noon to 4:20 PM. Between 4:20 and 8:15 PM, the Flushing-bound No. 7 train operates express service every 3 to 5 minutes and local service every 5 to 8 minutes. When games occur on weekday evenings, there is express service to Manhattan for an hour after the end of the game. On Saturdays, there is local service every 4 to 6 minutes in both directions. On Sundays, the No. 7 train operates every 8 minutes during the morning and every 6 minutes during the afternoon in both directions.

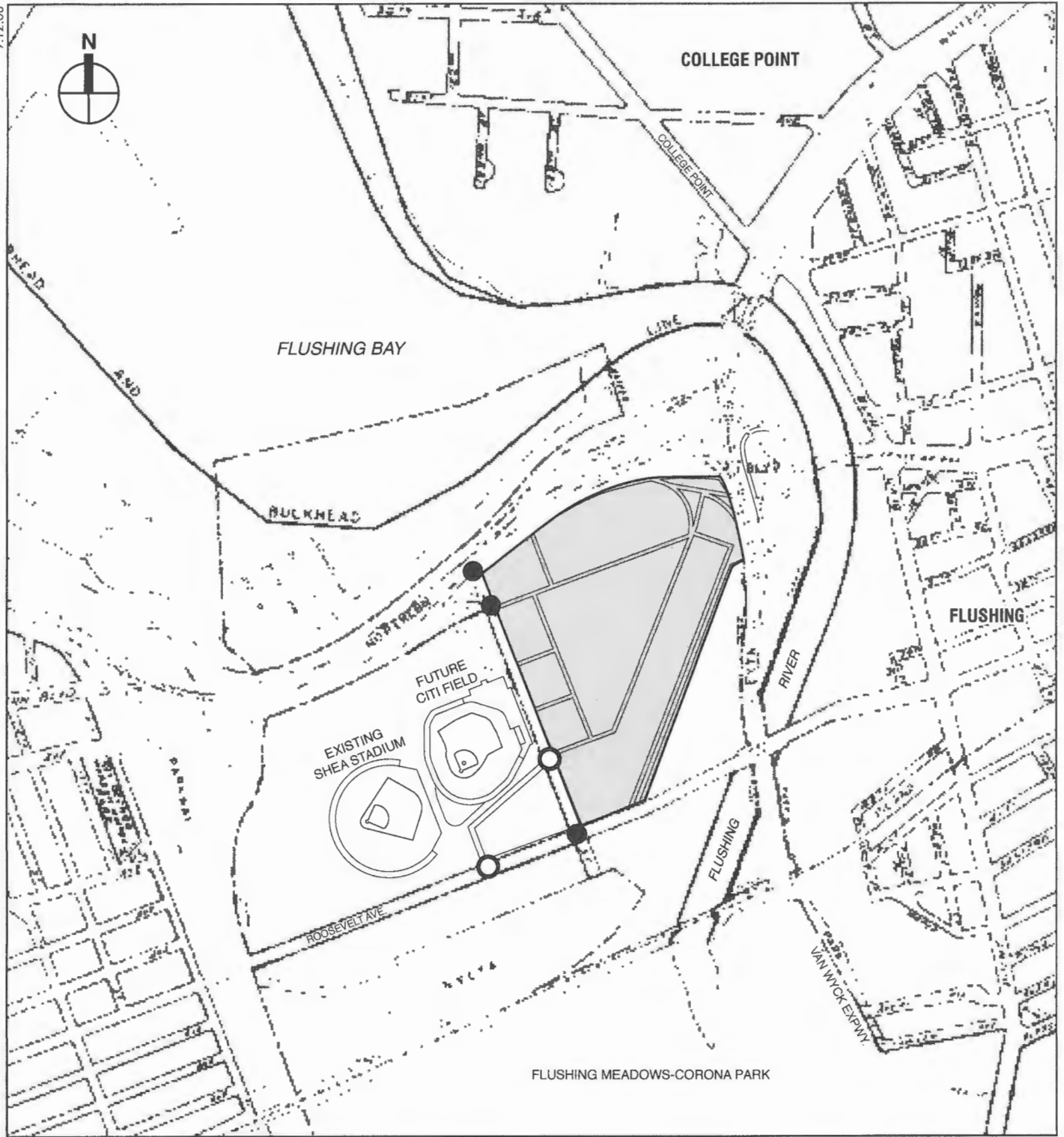
*BUS SERVICE*

There are three study area bus routes, Q48 operated by NYCT, and Q19 and Q66 operated by the MTA Bus Company. The Q48 operates between Flushing and LaGuardia Airport and stops within the study area along Roosevelt Avenue in both directions just west of 126th Street. The Q19 operates between Flushing and Astoria and the Q66 operates between Flushing and Queensboro Plaza in Long Island City. Within the study area, both the Q19 and Q66 routes make stops only eastbound along Northern Boulevard just east of 126th Street. Table 18-1 provides a summary of the weekday and Saturday service headways of these bus routes.

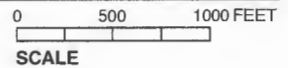
**Table 18-1  
Local Bus Routes Serving the Study Area**

Bus Route	Start Point	End Point	Routing	Frequency of Bus Service (Headway in Minutes)				
				AM	Midday	PM	Pre-game Saturday	Post-game Saturday
Q19	Flushing	Astoria	via Northern Boulevard/ Astoria Boulevard	20	20	20	30	30
Q48 Local	Flushing	LaGuardia Airport	via Roosevelt Avenue/ Ditmars Boulevard	13	20	14	20	20
Q66 Local	Flushing	Long Island City	via Northern Boulevard	12	12	17	12	10
Q66 Local	Flushing	Woodside	via Northern Boulevard	6	11	8	12	10

**Source:** New York City Transit, *Queens Bus Map* (2005); conversation with MTA Bus Company.



- Willets Point Development District
- Study Area Intersection Analyzed
- Intersection Added as Part of Proposed Plan



This figure has been updated since the DGEIS

Figure 18-2

**Pedestrian Study Area**

*LIRR SERVICE*

The Port Washington Branch of the LIRR operates regular weekday local and express service, and weekend local only service between Port Washington and Penn Station. On game days at Shea Stadium and during the US Open, it makes stops at the Shea Stadium LIRR station to accommodate event patrons.

*PEDESTRIAN ELEMENTS*

Numerous sidewalks, corner reservoirs, and crosswalks surrounding the District were identified for analysis. These pedestrian elements, representing locations where most of the project-generated trips would be anticipated, are situated primarily along 126th Street between Roosevelt Avenue and Northern Boulevard. Where appropriate, new pedestrian elements contemplated as part of the proposed Plan were assumed in the analysis of the probable impacts of the proposed Plan.

**OPERATIONAL ANALYSIS METHODOLOGY**

*SUBWAY STATION ELEMENTS*

Subway station operations were assessed according to methods and evaluation criteria presented in the *CEQR Technical Manual*. The methodology for assessing subway stairway, ramp, and control area (turnstiles, service gates, etc.) operations compares the user volume with the element’s design capacity, resulting in a volume-to-capacity (v/c) ratio.

For stairways, the design capacity considers the effective width of a tread, which accounts for railings or other obstructions, the friction between upward and downward patrons, and the average area required for circulation. For ramps, similar considerations are made. For control area elements, capacity is measured by the number and width of an element and the NYCT optimum capacity per element. In the analysis for each of these elements, volumes and capacities are presented for 15-minute intervals.

The estimated v/c ratio is compared with New York City Transit (NYCT) criteria to determine a level-of-service (LOS) for the operation of an element. This v/c ratio is also commonly referred to as V/SVCD, where SVCD is the service volume at LOS C/D. Table 18-2 shows the LOS and corresponding v/c ratios for subway station elements.

**Table 18-2  
Level of Service Criteria for Subway Station Elements**

LOS	V/C Ratio	
	Stairways/Ramps	Turnstiles/Gates
A	0.00 to 0.45	0.00 to 0.20
B	0.45 to 0.70	0.20 to 0.40
C	0.70 to 1.00	0.40 to 0.60
D	1.00 to 1.33	0.60 to 0.80
E	1.33 to 1.67	0.80 to 1.00
F	1.67 or Greater	Greater than 1.00
<b>Source:</b> New York City Mayor's Office of Environmental Coordination, <i>CEQR Technical Manual</i> (December 2001).		

For stairways and ramps, at LOS A and B, there is sufficient area to allow pedestrians to freely select their walking speed and bypass slower pedestrians. When cross and reverse flow movement exists, only minor conflicts may occur. At LOS C, movement is fluid although somewhat restricted. While there is sufficient room for standing without personal contact, circulation through queuing areas may require adjustments to walking speed. At LOS D, walking speed is restricted and reduced. Reverse and cross flow movement is severely restricted because of congestion and the difficult passage of slower moving pedestrians. At LOS E and F, walking speed is restricted. There is also insufficient area to bypass others, and opposing movement is difficult. Often, forward progress is achievable only through shuffling, with queues forming.

The determination of significant impacts for station elements varies based on their type and use. For stairways and ramps, impacts are considered significant based on the minimum amount of additional capacity, which would mitigate the location to its LOS under the future without the proposed action or LOS C/D operating conditions. For a stairway location with LOS D for the future with the proposed action, a widening of six inches or more needed to restore LOS to the same level as the future with the proposed action or LOS C/D conditions is considered significant; for a future with the proposed action LOS E condition, a widening of three inches or more is considered significant; and for a future with the proposed action LOS F condition, a widening of one inch or more is considered significant. For ramps, a similar sliding scale is used to determine significant impacts. For a location with LOS D for the future with the proposed action, a widening of 12 inches or more needed to restore LOS to the same level as the future without the proposed action or LOS C/D conditions is considered significant; for a future with the proposed action LOS E condition, a widening of six inches or more is considered significant; and for a future with the proposed action LOS F condition, a widening of three inches or more is considered significant. For control areas, impacts are considered significant if the NYCT optimum capacity is exceeded and the increase in v/c ratio between the future with and without the proposed action conditions exceeds 0.01.

### *SUBWAY AND BUS LINE HAUL CAPACITIES*

Per the *CEQR Technical Manual*, line-haul capacities are evaluated when a proposed action is anticipated to generate a perceptible number of passengers on particular subway and bus routes. For subways, if, on average, a subway car for a particular route is expected to incur five or more riders from a proposed action, a review of ridership level at its maximum load point and/or other project-specific load points would be required to determine if the route's practical capacity would be exceeded. NYCT operates three different types of subway cars with different seating and practical capacities. The practical capacity of a subway car, which ranges from 110 to 175 passengers, is compared with ridership levels to determine the acceptability of conditions. Projected increases from a future condition without the proposed action within practical capacity to a future condition with the proposed action that exceeds practical capacity may be considered a significant impact. Since there are constraints on what service improvements are available to NYCT, significant line-haul capacity impacts on subway routes are generally disclosed but would usually remain unmitigated.

Bus line-haul capacities are evaluated when a proposed action is anticipated to generate a perceptible increase in the number of passengers on a particular bus route. Typically, when numerous bus routes are available within the transit study area, projected trips would be dispersed and would not overburden one or more nearby bus routes. However, if a substantial number of new bus trips is anticipated for an already heavily-used bus route, its peak load point and its bus stops closest to the project site are evaluated to identify the potential for the buses to

exceed their practical capacities. NYCT and the MTA Bus Company operate two types of buses: standard and articulated. During peak hours, standard buses operate with up to 54 passengers per bus, while articulated buses operate with up to 93 passengers per bus. According to NYCT guidelines, an increase in bus load levels greater than the maximum capacity at any load point is defined as a significant adverse impact. While subject to operational and fiscal constraints, bus impacts can typically be mitigated by increasing service frequency. Therefore, mitigation of bus line-haul capacity impacts, where appropriate, would be recommended for NYCT's approval.

#### *PEDESTRIAN OPERATIONS*

Sidewalks, corner reservoirs, and crosswalks are the pedestrian facilities commonly analyzed for potential impacts from a proposed action. The adequacy of sidewalks and crosswalks in relation to the demand imposed on them is assessed using methodologies presented in the 2000 *Highway Capacity Manual (HCM)*. Sidewalks are analyzed in terms of pedestrian flow. The calculation of the average pedestrians per foot per minute (PFM) of effective walkway width is the basis for the LOS analysis. However, due to the tendency of pedestrians to move in congregated groups, a platoon factor (+4 PFM) is applied in the calculation of pedestrian flow to more accurately estimate the dynamics of walking. This procedure generally results in a LOS one level poorer than the average flow.

Crosswalks and street corners are not easily measured in terms of free pedestrian flow, as they are influenced by the effects of traffic signals. Street corners must be able to provide sufficient space for a mix of standing pedestrians (queued to cross a street) and circulating pedestrians (crossing the street or moving around the corner). The HCM methodologies apply a measure of time and space availability based on the area of the corner, the timing of the intersection signal, and the estimated space used by circulating pedestrians. The total "time-space" available for these activities, which is expressed in square feet per minute, is the net area of the corner (in square feet) multiplied by the cycle length. The analysis then determines the total circulation time for all pedestrian movements at the corner (expressed as pedestrians per minute). The ratio of net time-space divided by pedestrian circulation time provides the LOS measurement of square feet per pedestrian (SFP).

Crosswalk LOS is also a function of time and space. Crosswalk conditions are expressed as a measurement of the available area (the crosswalk width multiplied by the width of the street) and the permitted crossing time as determined by nearby traffic signals. This measure is expressed in square feet per minute. The average time required for a pedestrian to cross the street is calculated based on the width of the street and an assumed walking speed. The ratio of time-space available in the crosswalk to the average crossing time is the LOS measurement of available square feet per pedestrian. The LOS analysis also accounts for vehicular turning movements that traverse the crosswalk.

Table 18-3 shows the LOS standards for sidewalks, corner reservoirs, and crosswalks. The description of these LOS is similar to those described above for subway station elements. The *CEQR Technical Manual* specifies that a mid-LOS D condition or better is considered reasonable for sidewalks, corners, and crosswalks outside of the Manhattan Central Business District (CBD). For corners and crosswalks, a mid-LOS D condition requires a minimum of 20 SFP, while for sidewalks, a mid-LOS D condition requires a maximum of 13 PFM.

Table 18-3

Level of Service Criteria for Pedestrian Elements

LOS	Sidewalks	Corner Reservoirs and Crosswalks
A	5 PFM or less	60 SFP or More
B	5 to 7 PFM	40 to 60 SFP
C	7 to 10 PFM	24 to 40 SFP
D	10 to 15 PFM	15 to 24 SFP
E	15 to 23 PFM	8 to 15 SFP
F	More than 23 PFM	Less than 8 SFP

**Notes:** PFM = pedestrians per foot per minute; SFP = square feet per pedestrian  
**Source:** Transportation Research Board. *Highway Capacity Manual*, 2000.

Project-related sidewalk impacts are considered significant and require the examination of mitigation measures if there is an increase of 2 PFM more than a no action condition with pedestrian flow rates greater than 13 PFM (mid-LOS D). For corners and crosswalks, a decrease of 1 SFP under the action condition when the no action condition has an average occupancy of less than 20 SFP (mid-LOS D) is considered significant. In addition, a service deterioration from LOS A, B, or C to mid-LOS D or worse for sidewalks, corners, or crosswalks would be considered a significant adverse impact. However, if there is less than a 200-person increase at a location within the peak hour, any impact is not considered significant since such increases typically would not be perceptible.

**C. EXISTING CONDITIONS**

Existing pedestrian levels are based on field surveys conducted on August 20, September 13, September 17, and September 18, 2006. Existing conditions for the analysis of subway station elements are based upon field surveys conducted on August 20, September 13, and September 18, 2006, and September 12 and September 15, 2007. Bus ridership data for the Q19, Q48, and Q66 bus routes were obtained from NYCT and the MTA Bus Company, as well as field surveys conducted on September 13 and September 18, 2006. Subway ridership data were obtained from NYCT.

To determine peak conditions for subway stairwells and pedestrian facilities, weekday counts were conducted during the 7:00 to 9:30 AM, 11:00 AM to 1:00 PM, and 4:00 to 7:00 PM time periods. The evening counts were conducted on both a game day and a non-game day. Saturday pre-game and post-game counts were conducted during the 11:00 AM to 2:00 PM and 3:30 to 6:00 PM time periods, respectively. All counts were conducted at 15-minute intervals, and the highest 15-minute volumes were selected for analysis from each of these peak periods.

To determine peak conditions for bus line-haul, weekday counts were conducted during the 7:00 to 10:00 AM and 4:00 to 7:00 PM time periods. The evening counts were conducted on both a game day and a non-game day. Saturday game day counts were conducted from 11:00 AM to 6:00 PM. The highest hourly volumes for each route were selected for analysis.

**SUBWAY STATION OPERATIONS**

Since the Willetts Point-Shea Stadium subway station has multiple entrances, the quantified analysis was limited to the elements that would most likely be used by riders traveling to and



from the District and Lot B. Based on the travel demand estimates detailed in Chapter 17, it was determined that quantified analyses would be required for the street-level and mezzanine stairways and mezzanine ramps serving trips generated by the proposed Plan, as well as, control areas within the subway station.

Street-level stairways on the north and south sides of Roosevelt Avenue connect to the main control area across from the station agent's booth on the mezzanine level. Because all project-generated trips would be expected to use the street-level and street-mezzanine stairways on the north side of Roosevelt Avenue, those on the south side of Roosevelt Avenue were not analyzed. On the mezzanine level, the main control area, containing five turnstiles and one emergency exit gate, provides separation between the free and fare zones of the station. Within the fare zone, two ramps and two stairways provide access to the Manhattan-bound and Flushing-bound platforms, respectively.

On a typical day, access to and egress from the Willets Point-Shea Stadium subway station occur at the main control area. However, during several hours on game days, the main control area is disabled and the entire mezzanine level becomes a free zone to provide access to and from the LIRR station ramp to the south and the Stadium rotunda (the connection from the subway station to Shea Stadium) to the north. When this operation is in place, access to the No. 7 train is made through individual control areas, with six to seven turnstiles each, connecting to the four platform ramps and stairways. Hence, game-day station analysis considers the condition at these four locations instead of the main station control area.

In September 2006 and September 2007, surveys were conducted to determine 15-minute pedestrian volumes at the street level stairway, mezzanine stairways and ramps, and control areas within the station. Volumes collected in 2006 were adjusted to 2007 using a 1.0-percent growth rate. Typically, subway station elements would be evaluated for only the AM and PM commuter peak hours. However, to address worst-case game-day conditions at the Willets Point-Shea Stadium subway station, the weekday pre-game, and Saturday pre-game and post-game conditions were also included for analysis.

As shown in Table 18-4, the analyzed stairways and ramps currently operate at LOS A during both non-game peak hours. During the weekday pre-game peak period, the street-level and street-mezzanine stairways on the north side of Roosevelt Avenue operate at LOS C and LOS B, respectively, while all the other stairways and ramps operate at LOS A or LOS B. During the Saturday pre-game peak period, all stairways and ramps operate at LOS A or LOS B. During the Saturday post-game peak period, the northwest ramp to the Manhattan-bound platform operates at LOS C, while all the remaining stairways and ramps operate at LOS A.

As shown in Table 18-5, the main control area currently operates at LOS A during the weekday AM and PM peak periods. During the weekday and Saturday pre-game peak periods, the Manhattan-bound platform's two control areas operate at LOS A and the Flushing-bound platform's control areas operate at LOS B. During the post-game peak period, both Flushing-bound control areas operate at LOS A. At the Manhattan-bound platform, the northwest control area operates at LOS F while the northeast control area operates at LOS C.

Table 18-4

2007 Existing Conditions: Subway Station Vertical Circulation Analysis

Willets Point-Shea Stadium No. 7 Train Station Vertical Circulation Elements	Width (feet)	Effective Width (feet)	15-Minute Pedestrian Volumes		Friction Factor	15-Minute		
			Up	Down		SVCD Capacity	V/SVCD Ratio	LOS
<b>Weekday AM Non-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S2 Stairs	8.00	6.00	14	65	0.80	720	0.11	A
Roosevelt Avenue (North) M4A/4B Stairs	12.75	10.75	14	65	0.80	1290	0.06	A
<b>Mezzanine to Platform</b>								
Flushing-bound East P2/3/4/5 Stairs	20.00	16.00	7	9	0.90	2160	0.01	A
Flushing-bound West P10/11/12/13 Stairs	19.00	15.00	19	9	0.80	1800	0.02	A
Manhattan-bound East Ramp	19.50	17.50	27	71	0.80	3938	0.02	A
Manhattan-bound West Ramp	17.50	15.50	64	91	0.90	3488	0.04	A
<b>Weekday PM Non-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S2 Stairs	8.00	6.00	51	26	0.90	810	0.10	A
Roosevelt Avenue (North) M4A/4B Stairs	12.75	10.75	51	26	0.90	1451	0.05	A
<b>Mezzanine to Platform</b>								
Flushing-bound East P2/3/4/5 Stairs	20.00	16.00	19	12	0.90	2160	0.01	A
Flushing-bound West P10/11/12/13 Stairs	19.00	15.00	176	11	0.80	1800	0.10	A
Manhattan-bound East Ramp	19.50	17.50	12	103	0.80	3938	0.02	A
Manhattan-bound West Ramp	17.50	15.50	9	122	0.80	3488	0.03	A
<b>Weekday Pre-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S2 Stairs	8.00	6.00	51	543	0.80	720	0.83	C
Roosevelt Avenue (North) M4A/4B Stairs	12.75	10.75	51	543	0.80	1290	0.46	B
<b>Mezzanine to Platform</b>								
Flushing-bound East P2/3/4/5 Stairs	20.00	16.00	9	1117	0.80	1920	0.59	B
Flushing-bound West P10/11/12/13 Stairs	19.00	15.00	13	1130	0.80	1800	0.64	B
Manhattan-bound East Ramp	19.50	17.50	44	132	0.80	3938	0.04	A
Manhattan-bound West Ramp	17.50	15.50	118	180	0.90	3488	0.08	A
<b>Saturday Pre-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S2 Stairs	8.00	6.00	25	414	0.80	720	0.61	B
Roosevelt Avenue (North) M4A/4B Stairs	12.75	10.75	25	414	0.80	1290	0.34	A
<b>Mezzanine to Platform</b>								
Flushing-bound East P2/3/4/5 Stairs	20.00	16.00	8	915	0.80	1920	0.48	B
Flushing-bound West P10/11/12/13 Stairs	19.00	15.00	11	988	0.80	1800	0.56	B
Manhattan-bound East Ramp	19.50	17.50	39	26	0.90	3938	0.01	A
Manhattan-bound West Ramp	17.50	15.50	17	114	0.80	3488	0.03	A
<b>Saturday Post-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S2 Stairs	8.00	6.00	281	14	0.80	720	0.41	A
Roosevelt Avenue (North) M4A/4B Stairs	12.75	10.75	281	14	0.80	1290	0.23	A
<b>Mezzanine to Platform</b>								
Flushing-bound East P2/3/4/5 Stairs	20.00	16.00	106	131	0.90	2160	0.11	A
Flushing-bound West P10/11/12/13 Stairs	19.00	15.00	279	40	0.80	1800	0.18	A
Manhattan-bound East Ramp	19.50	17.50	1646	10	0.80	3938	0.34	A
Manhattan-bound West Ramp	17.50	15.50	4109	15	0.80	3488	0.95	C
<p><b>Note:</b> Capacities were calculated based on rates presented in the New York City Transit, <i>Station Planning and Design Guidelines</i> (January 2001), in accordance with the <i>CEQR Technical Manual</i>.</p>								

**Table 18-5**

**2007 Existing Conditions: Subway Station Control Area Analysis**

Wilets Point–Shea Stadium No. 7 Train Station Control Area Elements	Quantity	15-Minute Pedestrian Volumes		15-Minute		
		In	Out	SVCD Capacity	V/SVCD Ratio	LOS
<b>Weekday AM Non-Game</b>						
Main Control Area Turnstiles (R532)	5	86	125	2400	0.09	A
<b>Weekday PM Non-Game</b>						
Main Control Area Turnstiles (R532)	5	129	99	2400	0.10	A
<b>Weekday Pre-Game</b>						
Manhattan-bound West Ramp Turnstiles	6	118	180	3360	0.10	A
Manhattan-bound East Ramp Turnstiles	7	44	132	2880	0.05	A
Flushing-bound West Stair Turnstiles	6	13	1130	2880	0.40	B
Flushing-bound East Stair Turnstiles	6	9	1117	2880	0.39	B
<b>Saturday Pre-Game</b>						
Manhattan-bound West Ramp Turnstiles	6	17	114	3360	0.05	A
Manhattan-bound East Ramp Turnstiles	7	39	26	2880	0.02	A
Flushing-bound West Stair Turnstiles	6	11	988	2880	0.35	B
Flushing-bound East Stair Turnstiles	6	8	915	2880	0.32	B
<b>Saturday Post-Game</b>						
Manhattan-bound West Ramp Turnstiles	6	4109	15	3360	1.43	F
Manhattan-bound East Ramp Turnstiles	7	1646	10	2880	0.49	C
Flushing-bound West Stair Turnstiles	6	279	40	2880	0.11	A
Flushing-bound East Stair Turnstiles	6	106	131	2880	0.08	A

**Note:** Capacities were calculated based on rates presented in the New York City Transit, *Station Planning and Design Guidelines* (January 2001), in accordance with the *CEQR Technical Manual*.

## SUBWAY LINE HAUL LEVELS

A subway line-haul analysis typically considers the weekday commuter period leave load levels at the analysis routes' peak load points. Although some of the projected subway trips originating or terminating in the District are expected to transfer to the E/F/R/V lines, with most transferring at the Jackson Heights-Roosevelt Avenue subway station, it was determined that a quantified subway line-haul analysis for the E/F/R/V lines is not required, as discussed in Section E, "Probable Impacts of the Proposed Plan."

Because peak travel to and from the District is expected to be westbound in the morning and eastbound in the afternoon, a leave load analysis was conducted for the Manhattan-bound express trains at the Woodside-61st Street subway station and for the Manhattan-bound local trains at the 40th Street station for the AM peak period and for the Flushing-bound trains at the Queensboro Plaza subway station for the PM peak period.

The No. 7 subway line operates 11-car trains. The guideline capacity of these cars is 110 passengers each. However, crush loads could reach as many as 165 passengers per car. The 2006 leave load peak hour passenger volumes and the number of peak period trains were obtained from NYCT. A 0.5-percent growth factor was applied to the 2006 leave load counts to generate the existing 2007 leave load volumes. As described in more details in Section E, "Probable Impacts of the Proposed Plan," the 0.5-percent background growth factor was used to account for regional subway travel between Queens and Manhattan. As shown in Table 18-6, the No. 7 train currently operates below guideline capacity during the weekday AM and PM commuter peak periods.

Table 18-6

2007 Existing Condition: Peak Hour Subway Line Haul

No. 7 Train Direction of Travel	Station	Trains /Hour	Volume	Leave Load		Available Capacity
				Guideline Capacity	V/C Ratio	
<b>AM Peak Period</b>						
Manhattan-bound Express	Woodside-61st Street	13	15,029	15,730	0.95	701
Manhattan-bound Local	40th Street	13	12,806	15,730	0.81	2,924
<b>PM Peak Period</b>						
Flushing-bound Express + Local	Queensboro Plaza	26	21,828	31,460	0.69	9,632
<b>Sources:</b> New York City Transit						

**BUS LINE HAUL LEVELS**

To assess the potential impacts on the study area bus routes, the most recent ridership data were acquired from NYCT, the MTA Bus Company, and field surveys of bus stops serving the District. The two-way average daily boarding count for the Q48 route was obtained from the “2006 Subway and Bus Ridership Report,” published by NYCT. Year 2003 maximum load point volumes for the Q48 bus were also obtained. During both the AM and the PM peak periods, the maximum load point for both the eastbound and westbound directions alternates between Roosevelt Avenue/108th Street and Roosevelt Avenue/Main Street, which are on either side of the District. To determine passenger volumes at the bus stops along Roosevelt Avenue just west of 126th Street, a survey was conducted in September 2006 to capture arrival loads and boarding/alighting volumes.

Maximum load point data are unavailable for the Q19 and Q66 bus routes. Therefore, the numbers of peak period riders were estimated by applying the hourly ridership distribution from the Q48 bus route to the 2006 bi-directional daily boardings for the Q19 and Q66 bus routes, obtained from the MTA Bus Company. Both the 2003 and 2006 passenger volumes were projected to 2007 levels by applying a 1.0-percent annual growth rate and averaged among the scheduled numbers of buses along each route during peak periods. As shown in Table 18-7, the Q19 and Q48 bus routes presently operate within guideline capacities (54 passengers per bus) at their respective maximum load points, as does the Q66 during the PM peak period. During the AM peak period, the Q66 exceeds its guideline capacity.

Table 18-7

2007 Existing Conditions: Bus Line Haul at NYCT Maximum Load Points

Route	Peak Period	Buses Per Hour	Eastbound		Buses Per Hour	Westbound	
			Max Load Point	AP		Max Load Point	AP
Q19	AM	3	unknown	18	--	Not analyzed	--
	PM	3	unknown	9	--	Not analyzed	--
Q48	AM	6	Roosevelt at 108th/Main	43	5	Roosevelt at 108th/Main	14
	PM	4	Roosevelt at 108th/Main	33	5	Roosevelt at 108th/Main	40
Q66 (to Woodside and LIC)	AM	15	unknown	(73)	--	Not analyzed	--
	PM	11	unknown	51	--	Not analyzed	--
<b>Note:</b> AP = average passengers per bus; (#) = exceeds NYCT guideline capacity							
<b>Source:</b> Q48 ridership data provided by NYCT; Q19 and Q66 ridership data provided by the MTA Bus Company							

Existing load levels for the Q48 route at the bus stops nearest to the District were also examined, as shown in Table 18-8. Because existing passenger volumes per bus at these bus stops are

similar to the passenger volumes per bus at the maximum load points during peak hours, the incremental bus passenger volumes generated by the proposed Plan are likely to shift the route’s maximum load points to these bus stops. Hence, while existing passenger volumes are presented for the NYCT maximum and District load points, the future conditions analyses would consider changes only at the bus stops serving the District.

**Table 18-8  
2007 Existing Conditions: Bus Line Haul at District Load Points**

Route	Peak Period	Buses Per Hour	Eastbound		Buses Per Hour	Westbound	
			Load Point	AP		Load Point	AP
Q48	AM	6	Roosevelt at 126th	46	5	Roosevelt at 126th	7
	PM	4	Roosevelt at 126th	19	4	Roosevelt at 126th	40
Note: AP = average passengers per bus; (#) = exceeds NYCT guideline capacity Source: AKRF survey, September 2006							

**STREET-LEVEL PEDESTRIAN OPERATIONS**

The study area sidewalks, corner reservoirs, and crosswalks were assessed for the weekday AM, midday, PM, and pre-game peak periods, as well as, the Saturday midday non-game, pre-game, and post-game peak periods. Existing peak 15-minute pedestrian volumes were developed from the 2006 survey data and prorated to 2007 levels by applying a 1.0-percent background growth.

As shown in Tables 18-9 through 18-13, all analyzed pedestrian elements currently operate at acceptable levels (13 PFM for sidewalks; 20 SFP for corners and crosswalks) during the analysis peak periods.

**D. THE FUTURE WITHOUT THE PROPOSED PLAN**

Transit and pedestrian conditions in the future without the proposed Plan were assessed to establish baseline 2017 conditions or the “No Build” condition against which to evaluate the potential project impacts. The No Build analyses incorporate background growth, new trips associated with nearby developments, and changes in the transportation environment that would affect transit service and pedestrian movements in the study area.

**TRANSIT AND PEDESTRIAN VOLUME PROJECTIONS**

Estimates of peak hour transit and pedestrian volumes in the No Build condition were developed by applying the CEQR-recommended 1.0-percent annual background growth rate (except for the subway line-haul analysis, which uses a 0.5 percent annual background growth rate based on typical annual growth of regional subway travel between Queens and Manhattan) onto existing transit and pedestrian volumes 10 years into the future and by adding the estimated transit and pedestrian volumes generated by projects within and near the study area that would be completed independent of the proposed Plan.

Table 18-9

2007 Existing Conditions: Weekday Pedestrian LOS Analysis for Sidewalks

Location	Sidewalk	Effective Width (feet)	15-Minute Two-Way Volume	Average		Platoon	
				PFM	LOS	PFM	LOS
<b>Weekday AM Non-Game</b>							
126th St between Northern Blvd and 34th Ave	East	9.0	6	0.0	A	4.0	A
126th St between 34th Ave and Roosevelt Ave	West	11.0	32	0.2	A	4.2	A
	East	7.5	8	0.1	A	4.1	A
Northern Blvd between 126th Street and 126th Place	South	7.0	0	0.0	A	4.0	A
34th Ave between 126th St and 126th Pl	North	10.0	1	0.0	A	4.0	A
	South	5.0	5	0.1	A	4.1	A
Roosevelt Ave between 126th St and the Van Wyck Expressway	North	14.0	13	0.1	A	4.1	A
	South	5.0	2	0.0	A	4.0	A
Roosevelt Ave between 126th St and the Grand Central Parkway	North	14.5	65	0.3	A	4.3	A
	South	13.5	3	0.0	A	4.0	A
<b>Weekday MD Non-Game</b>							
126th St between Northern Blvd and 34th Ave	East	9.0	13	0.1	A	4.1	A
126th St between 34th Ave and Roosevelt Ave	West	11.0	10	0.1	A	4.1	A
	East	7.5	8	0.1	A	4.1	A
Northern Blvd between 126th St and 126th Pl	South	7.0	0	0.0	A	4.0	A
34th Ave between 126th St and 126th Pl	North	10.0	2	0.0	A	4.0	A
	South	5.0	4	0.1	A	4.1	A
Roosevelt Ave between 126th St and the Van Wyck Expressway	North	14.0	13	0.1	A	4.1	A
	South	5.0	4	0.1	A	4.1	A
Roosevelt Ave between 126th St and the Grand Central Parkway	North	14.5	18	0.1	A	4.1	A
	South	13.5	2	0.0	A	4.0	A
<b>Weekday PM Non-Game</b>							
126th St between Northern Blvd and 34th Ave	East	9.0	41	0.3	A	4.3	A
126th St between 34th Ave and Roosevelt Ave	West	11.0	51	0.3	A	4.3	A
	East	7.5	36	0.3	A	4.3	A
Northern Blvd between 126th St and 126th Pl	South	7.0	0	0.0	A	4.0	A
34th Ave between 126th St and 126th Pl	North	10.0	2	0.0	A	4.0	A
	South	5.0	5	0.1	A	4.1	A
Roosevelt Ave between 126th St and the Van Wyck Expressway	North	14.0	5	0.0	A	4.0	A
	South	5.0	4	0.1	A	4.1	A
Roosevelt Ave between 126th St and the Grand Central Parkway	North	14.5	29	0.1	A	4.1	A
	South	13.5	26	0.1	A	4.1	A
<b>Weekday Pre-Game</b>							
126th St between Northern Blvd and 34th Ave	East	9.0	98	0.7	A	4.7	A
126th St between 34th Ave and Roosevelt Ave	West	11.0	10	0.1	A	4.1	A
	East	7.5	12	0.1	A	4.1	A
Northern Blvd between 126th St and 126th Pl	South	7.0	0	0.0	A	4.0	A
34th Ave between 126th St and 126th Pl	North	10.0	1	0.0	A	4.0	A
	South	5.0	11	0.1	A	4.1	A
Roosevelt Ave between 126th St and the Van Wyck Expressway	North	14.0	27	0.1	A	4.1	A
	South	5.0	20	0.3	A	4.3	A
Roosevelt Ave between 126th St and the Grand Central Parkway	North	14.5	6	0.0	A	4.0	A
	South	13.5	60	0.3	A	4.3	A

Note: PFM = pedestrians per foot per minute.

**Table 18-10**  
**2007 Existing Conditions: Saturday Pedestrian LOS Analysis for Sidewalks**

Location	Sidewalk	Effective Width (feet)	15-Minute Two-Way Volume	Average		Platoon	
				PFM	LOS	PFM	LOS
<b>Saturday MD Non-game</b>							
126th St between Northern Blvd and 34th Ave	East	9.0	3	0.0	A	4.0	A
126th St between 34th Ave and Roosevelt Ave	West	11.0	5	0.0	A	4.0	A
	East	7.5	4	0.0	A	4.0	A
Northern Blvd between 126th St and 126th Pl	South	7.0	0	0.0	A	4.0	A
34th Ave between 126th St and 126th Pl	North	10.0	2	0.0	A	4.0	A
	South	5.0	4	0.1	A	4.1	A
Roosevelt Ave between 126th St and the Van Wyck Expressway	North	14.0	4	0.0	A	4.0	A
	South	5.0	13	0.2	A	4.2	A
Roosevelt Ave between 126th St and the Grand Central Parkway	North	14.5	5	0.0	A	4.0	A
	South	13.5	20	0.1	A	4.1	A
<b>Saturday Pre- Game</b>							
126th St between Northern Blvd and 34th Ave	East	9.0	118	0.9	A	4.9	A
126th St between 34th Ave and Roosevelt Ave	West	11.0	7	0.0	A	4.0	A
	East	7.5	7	0.1	A	4.1	A
Northern Blvd between 126th St and 126th Pl	South	7.0	0	0.0	A	4.0	A
34th Ave between 126th St and 126th Pl	North	10.0	3	0.0	A	4.0	A
	South	5.0	17	0.2	A	4.2	A
Roosevelt Ave between 126th St and the Van Wyck Expressway	North	14.0	17	0.1	A	4.1	A
	South	5.0	3	0.0	A	4.0	A
Roosevelt Ave between 126th St and the Grand Central Parkway	North	14.5	47	0.2	A	4.2	A
	South	13.5	35	0.2	A	4.2	A
<b>Saturday Post- Game</b>							
126th St between Northern Blvd and 34th Ave	East	9.0	43	0.3	A	4.3	A
126th St between 34th Ave and Roosevelt Ave	West	9.0	79	0.5	A	4.5	A
	East	11.0	9	0.1	A	4.1	A
Northern Blvd between 126th St and 126th Pl	South	7.5	0	0.0	A	4.0	A
34th Ave between 126th St and 126th Pl	North	7.0	2	0.0	A	4.0	A
	South	10.0	2	0.0	A	4.0	A
Roosevelt Ave between 126th St and the Van Wyck Expressway	North	5.0	42	0.2	A	4.2	A
	South	14.0	11	0.1	A	4.1	A
Roosevelt Ave between 126th St and the Grand Central Parkway	North	5.0	26	0.1	A	4.1	A
	South	14.5	584	2.9	A	6.9	B

**Note:** PFM = pedestrians per foot per minute.

**Table 18-11**  
**2007 Existing Conditions: Pedestrian LOS Analysis for Corners**

Location	Corner	Weekday								Saturday							
		AM		MD		PM		Pre-Game		MD Non-Game		Pre-Game		Post-Game			
		SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS		
Roosevelt Avenue and 126th Street	Northeast	419.8	A	1089.4	A	1638.0	A	367.7	A	1023.3	A	603.5	A	240.4	A		
	Northwest	2109.9	A	6038.1	A	2416.1	A	1760.8	A	5282.9	A	2561.4	A	1030.3	A		

**Note:** SFP = square feet per pedestrian.

Table 18-12

2007 Existing Conditions: Weekday Pedestrian LOS Analysis for Crosswalks

Location	Crosswalk	Street Width (feet)	Cross-walk Width (feet)	With Conflicting Vehicles							
				Weekday AM		Weekday MD		Weekday PM		Weekday Pre-Game	
				SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS
Northern Blvd and 126th St	East	118.5	14.5	4320.9	A	1401.8	A	621.3	A	112.3	A
	South	57.0	20.0	7825.0	A	19557.0	A	19557.0	A	540.5	A
34th Ave and 126th St	North	87.0	10.5	4103.9	A	2001.4	A	2030.8	A	83.9	A
	East	28.5	14.5	11683.9	A	5813.9	A	726.0	A	372.5	A
	South	69.0	20.5	8068.7	A	4101.8	A	4362.3	A	92.1	A
	West	47.0	12.5	22440.7	A	11230.6	A	11176.3	A	126.0	A
Roosevelt Ave and 126th St	North	52.5	17.0	860.5	A	4083.9	A	9582.6	A	716.7	A
	East	41.0	11.5	6020.7	A	1884.0	A	2651.0	A	2826.0	A
	South	42.5	15.5	13661.5	A	6734.8	A	13700.7	A	2473.9	A
	West	43.0	16.0	4134.2	A	3940.4	A	295.7	A	1009.9	A

Note: SFP = square feet per pedestrian.

Table 18-13

2007 Existing Conditions: Saturday Pedestrian LOS Analysis for Crosswalks

Location	Crosswalk	Street Width (feet)	Crosswalk Width (feet)	With Conflicting Vehicles					
				Saturday MD Non-Game		Saturday Pre-Game		Saturday Post-Game	
				SFP	LOS	SFP	LOS	SFP	LOS
Northern Blvd and 126th St	East	118.5	14.5	2062.1	A	36.2	C	22.8	D
	South	57.0	20.0	19557.0	A	312.7	A	464.7	A
34th Ave and 126th St	North	87.0	10.5	1885.8	A	26.2	C	56.7	B
	East	28.5	14.5	11531.0	A	1080.8	A	201.8	A
	South	69.0	20.5	4161.9	A	263.2	A	87.4	A
	West	47.0	12.5	11092.7	A	105.3	A	82.1	A
Roosevelt Ave and 126th St	North	52.5	17.0	3155.5	A	1370.6	A	537.9	A
	East	41.0	11.5	2808.9	A	3030.9	A	433.6	A
	South	42.5	15.5	5493.1	A	13695.1	A	2285.1	A
	West	43.0	16.0	3923.2	A	763.1	A	351.3	A

Note: SFP = square feet per pedestrian.

As discussed in Chapter 2, numerous projects located near the District are expected to be completed by 2017 independent of the proposed Plan. The transit and pedestrian analysis considers projects expected to be developed in the future without the proposed Plan, as shown in Figure 17-11. However, because the District is geographically separated from these No Build projects by the adjacent highway network, new trips associated with these projects would have limited effects on most of the study area transit and pedestrian elements. Therefore, as detailed further below, these trips are accounted for differently in each of the specific analyses.

**CHANGES IN THE PEDESTRIAN ENVIRONMENT**

Across 126th Street from the District, the future Citi Field would replace Shea Stadium as the new home for the New York Mets in 2009. Although there is likely to be very little difference in the trip-making of game-day patrons as a result of the new stadium, several transportation-related modifications surrounding it are anticipated. Specifically, those changes to the eastern boundary of the stadium proper or the west side of 126th Street would affect the future No Build pedestrian operations. Although the detailed design effort of Citi Field is still on-going, some changes in the pedestrian environment were assumed for analysis based on schematic diagrams and narratives available to date. These changes include:



- Formalizing the west leg of 34th Avenue, thereby creating an approximately 50-foot wide street extending west from 126th Street;
- Formalizing the west curb-line of 126th Street as part of the Citi Field project; and,
- Incorporating reconfigured pedestrian circulation areas that front the new Citi Field on the west side of 126th Street between Roosevelt Avenue and Northern Boulevard.

### **SUBWAY STATION OPERATIONS**

The same station elements previously analyzed for existing conditions were analyzed under the No Build condition. Pedestrian volumes were adjusted to 2017 levels using a 1.0-percent annual background growth rate. Because all No Build projects—with the exception of Citi Field, which would not generate additional transit trips compared with those associated with Shea Stadium—are not in the immediate vicinity of the District, they are not expected to generate trips within the District or using the Willets Point-Shea Stadium subway station. The Citi Field project includes the demolition and reconstruction of the existing rotunda. The new rotunda would connect to a new pedestrian plaza on the Citi Field site. Because this new and improved connection would provide greater capacity for future patron arrivals and departures, as per discussion with NYCT, those Mets patrons who currently use the street-level S2 stairway during the weekday and Saturday pre-game and post-game analysis periods were reassigned to the new rotunda connection. Table 18-14 details the operating conditions for stairways and ramps while Table 18-15 details operating conditions at control areas within the station in the future No Build condition.

As shown in Table 18-14, the analyzed stairways and ramps would continue to operate at LOS A during both non-game peak hours. During the weekday and Saturday pre-game peak periods, all stairways and ramps would operate at LOS C or better. During the Saturday post-game peak period, the northwest ramp to the Manhattan-bound platform would operate at LOS D while the remaining stairways and ramps would operate at LOS A.

As shown in Table 18-15, the main control area would operate at LOS A during the weekday AM and PM peak periods. During the weekday and Saturday pre-game peak periods, the Manhattan-bound platform's two control areas would operate at LOS A while the Flushing-bound platform's control areas would operate at LOS C during the weekday pre-game peak period and LOS B during the Saturday pre-game peak period. During the post-game peak period, both Flushing-bound control areas would operate at LOS A. For the Manhattan-bound platform, the northwest control area would operate at LOS F and the northeast control area would operate at LOS C.

### **SUBWAY LINE HAUL LEVELS**

A 0.5-percent annual growth rate was applied to the existing line-haul volumes to determine the 2017 background line-haul volumes. Although background growth for the other transit and pedestrian analyses account for the CEQR-recommended 1.0-percent per year growth rate, the reduced growth rate used for the subway line-haul analysis reflects the more regional nature of overall subway ridership levels and the typical growth experienced at the East River portal between Queens and Manhattan. Furthermore, trips associated with major new developments along the No. 7 subway line were superimposed onto the 2017 background line-haul volumes to generate No Build peak period volumes for the subway line-haul analysis.

Table 18-14

2017 No Build Condition: Subway Station Vertical Circulation Analysis

Willets Point–Shea Stadium No. 7 Train Station Vertical Circulation Elements	Width (feet)	Effective Width (feet)	15-Minute Pedestrian Volumes		Friction Factor	15-Minute			
			Up	Down		SVCD Capacity	V/SVCD Ratio	LOS	
<b>Weekday AM Non-Game</b>									
<b>Street to Mezzanine</b>									
Roosevelt Avenue (North) S2 Stairs	8.00	6.00	15	72	0.80	720	0.12	A	
Roosevelt Avenue (North) M4A/4B Stairs	12.75	10.75	15	72	0.80	1290	0.07	A	
<b>Mezzanine to Platform</b>									
Flushing-bound East P2/3/4/5 Stairs	20.00	16.00	8	10	0.90	2160	0.01	A	
Flushing-bound West P10/11/12/13 Stairs	19.00	15.00	21	10	0.80	1800	0.02	A	
Manhattan-bound East Ramp	19.50	17.50	30	78	0.80	3938	0.02	A	
Manhattan-bound West Ramp	17.50	15.50	71	101	0.90	3488	0.04	A	
<b>Weekday PM Non-Game</b>									
<b>Street to Mezzanine</b>									
Roosevelt Avenue (North) S2 Stairs	8.00	6.00	56	29	0.90	810	0.10	A	
Roosevelt Avenue (North) M4A/4B Stairs	12.75	10.75	56	29	0.90	1451	0.06	A	
<b>Mezzanine to Platform</b>									
Flushing-bound East P2/3/4/5 Stairs	20.00	16.00	21	13	0.90	2160	0.02	A	
Flushing-bound West P10/11/12/13 Stairs	19.00	15.00	194	12	0.80	1800	0.11	A	
Manhattan-bound East Ramp	19.50	17.50	13	114	0.80	3938	0.03	A	
Manhattan-bound West Ramp	17.50	15.50	10	135	0.80	3488	0.03	A	
<b>Weekday Pre-Game</b>									
<b>Street to Mezzanine</b>									
Roosevelt Avenue (North) S2 Stairs	8.00	6.00	56	29	0.80	720	0.12	A	
Roosevelt Avenue (North) M4A/4B Stairs	12.75	10.75	56	29	0.80	1290	0.07	A	
<b>Mezzanine to Platform</b>									
Flushing-bound East P2/3/4/5 Stairs	20.00	16.00	10	1234	0.80	1920	0.65	B	
Flushing-bound West P10/11/12/13 Stairs	19.00	15.00	14	1248	0.80	1800	0.70	C	
Manhattan-bound East Ramp	19.50	17.50	49	146	0.80	3938	0.04	A	
Manhattan-bound West Ramp	17.50	15.50	130	199	0.90	3488	0.08	A	
<b>Saturday Pre-Game</b>									
<b>Street to Mezzanine</b>									
Roosevelt Avenue (North) S2 Stairs	8.00	6.00	28	23	0.80	720	0.07	A	
Roosevelt Avenue (North) M4A/4B Stairs	12.75	10.75	28	23	0.80	1290	0.04	A	
<b>Mezzanine to Platform</b>									
Flushing-bound East P2/3/4/5 Stairs	20.00	16.00	9	1011	0.80	1920	0.53	B	
Flushing-bound West P10/11/12/13 Stairs	19.00	15.00	12	1091	0.80	1800	0.61	B	
Manhattan-bound East Ramp	19.50	17.50	43	29	0.90	3938	0.02	A	
Manhattan-bound West Ramp	17.50	15.50	19	126	0.80	3488	0.03	A	
<b>Saturday Post-Game</b>									
<b>Street to Mezzanine</b>									
Roosevelt Avenue (North) S2 Stairs	8.00	6.00	15	15	0.80	720	0.04	A	
Roosevelt Avenue (North) M4A/4B Stairs	12.75	10.75	15	15	0.80	1290	0.02	A	
<b>Mezzanine to Platform</b>									
Flushing-bound East P2/3/4/5 Stairs	20.00	16.00	117	145	0.90	2160	0.12	A	
Flushing-bound West P10/11/12/13 Stairs	19.00	15.00	308	44	0.80	1800	0.20	A	
Manhattan-bound East Ramp	19.50	17.50	1818	11	0.80	3938	0.37	A	
Manhattan-bound West Ramp	17.50	15.50	4539	17	0.80	3488	1.05	D	
<b>Note:</b> Capacities were calculated based on rates presented in the New York City Transit, <i>Station Planning and Design Guidelines</i> (January 2001), in accordance with the <i>CEQR Technical Manual</i> .									

**Table 18-15**

**2017 No Build Condition: Subway Station Control Area Analysis**

Wilets Point–Shea Stadium No. 7 Train Station Control Area Elements	Quantity	15-Minute Pedestrian Volumes		15-Minute		
		In	Out	SVCD Capacity	V/SVCD Ratio	LOS
<b>Weekday AM Non-Game</b>						
Main Control Area Turnstiles (R532)	5	95	138	2400	0.10	A
<b>Weekday PM Non-Game</b>						
Main Control Area Turnstiles (R532)	5	142	109	2400	0.10	A
<b>Weekday Pre-Game</b>						
Manhattan-bound West Ramp Turnstiles	6	130	199	3360	0.11	A
Manhattan-bound East Ramp Turnstiles	7	49	146	2880	0.06	A
Flushing-bound West Stair Turnstiles	6	14	1248	2880	0.44	C
Flushing-bound East Stair Turnstiles	6	10	1234	2880	0.43	C
<b>Saturday Pre-Game</b>						
Manhattan-bound West Ramp Turnstiles	6	19	126	3360	0.05	A
Manhattan-bound East Ramp Turnstiles	7	43	29	2880	0.02	A
Flushing-bound West Stair Turnstiles	6	12	1091	2880	0.38	B
Flushing-bound East Stair Turnstiles	6	9	1011	2880	0.35	B
<b>Saturday Post-Game</b>						
Manhattan-bound West Ramp Turnstiles	6	4539	17	3360	1.58	F
Manhattan-bound East Ramp Turnstiles	7	1818	11	2880	0.54	C
Flushing-bound West Stair Turnstiles	6	308	44	2880	0.12	A
Flushing-bound East Stair Turnstiles	6	117	145	2880	0.09	A
<b>Note:</b> Capacities were calculated based on rates presented in the New York City Transit, <i>Station Planning and Design Guidelines</i> (January 2001), in accordance with the <i>CEQR Technical Manual</i> .						

Subway trips generated by No Build projects in Corona and Flushing were distributed directionally in a similar manner as subway trips generated by the proposed Plan, as detailed in Section E, “Probable Impacts of the Proposed Plan,” due to the proximity of these neighborhoods to the District. Because the Flushing-Main Street subway station is the No. 7 subway line’s eastern terminus, all trips generated by No Build projects in that area were assigned to the Manhattan-bound direction in the AM peak period and the Flushing-bound direction in the PM peak period. These trips include several large and small projects planned for the Flushing area. Although a small number of trips from the No Build projects in Corona could travel in the off-peak direction, to/from Flushing, it was conservatively assumed that all of these trips would also travel in the peak direction during both the AM and PM peak periods.

In anticipation of major development projects in Long Island City, including the proposed Hunter’s Point South development, which is expected to have the same build year as the proposed Plan, projected subway trips from these projects were also added to the No. 7 subway line for the No Build line-haul analysis. Subway trips from other projects in the area were similarly distributed to these and other nearby subway lines. In addition, NYCT plans to add two trains to the peak direction for both the AM and PM peak periods.

Compared with the 2007 existing conditions, the 2017 No Build subway line-haul volumes are expected to increase by approximately 8 percent in the Manhattan-bound direction during the AM peak hour and 9 percent in the Flushing-bound direction during the PM peak hour. As shown in Table 18-16, assuming that planned service improvements are implemented, the No. 7 train would continue to operate within guideline capacity during both the AM and PM peak periods under the No Build condition.

Table 18-16

2017 No Build Condition: Peak Hour Subway Line Haul

No. 7 Train Direction of Travel	Station	Trains /Hour	Volume	Leave Load		Available Capacity
				Guideline Capacity	V/C Ratio	
<b>AM Peak Period</b>						
Manhattan-bound Express	Woodside–61st Street	14	<u>16,205</u>	16,940	0.96	<u>735</u>
Manhattan-bound Local	40th Street	14	<u>13,795</u>	16,940	0.81	<u>3,145</u>
<b>PM Peak Period</b>						
Flushing-bound Express + Local	Queensboro Plaza	28	<u>23,732</u>	33,880	0.70	<u>10,148</u>
Sources: New York City Transit						

**BUS LINE HAUL LEVELS**

The 2017 No Build condition analysis of bus line-haul levels incorporates a 1.0-percent annual growth rate on the three study area bus routes. Since there is an abundance of bus routes serving the many development projects planned for the Flushing area, the incorporation of only the background growth is expected to be adequate in accounting for potential increases in ridership on the three study area bus routes absent the proposed Plan. The No Build analysis results are presented in Table 18-17. Under the No Build condition, the eastbound Q66 would operate above guideline capacity during the AM and PM peak periods.

Table 18-17

2017 No Build Condition: Bus Line Haul at NYCT Maximum and District Load Points

Route	Peak Period	Buses Per Hour	Eastbound		Buses Per Hour	Westbound	
			Load Point	AP		Load Point	AP
Q19	AM	3	unknown	20	--	Not analyzed	--
	PM	3	unknown	10	--	Not analyzed	--
Q48	AM	6	Roosevelt at 126th	52	5	Roosevelt at 126th	8
	PM	4	Roosevelt at 126th	21	4	Roosevelt at 126th	45
Q66 (to Woodside and LIC)	AM	15	unknown	(81)	--	Not analyzed	--
	PM	11	unknown	(56)	--	Not analyzed	--
Note: AP = average passengers per bus; (#) = exceeds NYCT guideline capacity							
Source: Q48 ridership data provided by NYCT; Q19 and Q66 ridership data provided by the MTA Bus Company							

**STREET-LEVEL PEDESTRIAN OPERATIONS**

Since new trips associated with the No Build projects are not expected to traverse the study area analysis locations, the 2017 No Build pedestrian volumes incorporate only a 1.0-percent annual background growth. As described above, certain changes to the pedestrian environment are anticipated to result from the completion of Citi Field in 2009. These changes are reflected in the analysis for conditions at the 126th Street and 34th Avenue intersection and along the west side of 126th Street. As shown in Tables 18-18 through 18-22, all analyzed pedestrian elements would continue to operate at acceptable levels (13 PFM for sidewalks; 20 SFP for corners and crosswalks) during all analysis time periods under the No Build condition, except for the east crosswalk of Northern Boulevard and 126th Street, where it would operate at LOS D (19.5 SFP) during the Saturday post-game peak period.

**Table 18-18**  
**2017 No Build Condition: Weekday Pedestrian LOS Analysis for Sidewalks**

Location	Sidewalk	Effective Width (feet)	15-Minute Two-Way Volume	Average		Platoon	
				PFM	LOS	PFM	LOS
<b>Weekday AM Non-Game</b>							
126th St between Northern Blvd and 34th Ave	East	9.0	7	0.0	A	4.0	A
126th St between 34th Ave and Roosevelt Ave	West	10.0	35	0.2	A	4.2	A
	East	7.5	9	0.1	A	4.1	A
Northern Blvd between 126th St and 126th Pl	South	7.0	0	0.0	A	4.0	A
34th Ave between 126th St and 126th Pl	North	10.0	1	0.0	A	4.0	A
	South	5.0	6	0.1	A	4.1	A
Roosevelt Ave between 126th St and the Van Wyck Expressway	North	14.0	14	0.1	A	4.1	A
	South	5.0	2	0.0	A	4.0	A
Roosevelt Ave between 126th St and the Grand Central Parkway	North	14.5	72	0.3	A	4.3	A
	South	13.5	3	0.0	A	4.0	A
<b>Weekday MD Non-Game</b>							
126th St between Northern Blvd and 34th Ave	East	9.0	14	0.1	A	4.1	A
126th St between 34th Ave and Roosevelt Ave	West	10.0	11	0.1	A	4.1	A
	East	7.5	9	0.1	A	4.1	A
Northern Blvd between 126th St and 126th Pl	South	7.0	0	0.0	A	4.0	A
34th Ave between 126th St and 126th Pl	North	10.0	2	0.0	A	4.0	A
	South	5.0	4	0.1	A	4.1	A
Roosevelt Ave between 126th St and the Van Wyck Expressway	North	14.0	14	0.1	A	4.1	A
	South	5.0	4	0.1	A	4.1	A
Roosevelt Ave between 126th St and the Grand Central Parkway	North	14.5	20	0.1	A	4.1	A
	South	13.5	2	0.0	A	4.0	A
<b>Weekday PM Non-Game</b>							
126th St between Northern Blvd and 34th Ave	East	9.0	45	0.3	A	4.3	A
126th St between 34th Ave and Roosevelt Ave	West	10.0	56	0.4	A	4.4	A
	East	7.5	40	0.4	A	4.4	A
Northern Blvd between 126th St and 126th Pl	South	7.0	0	0.0	A	4.0	A
34th Ave between 126th St and 126th Pl	North	10.0	2	0.0	A	4.0	A
	South	5.0	6	0.1	A	4.1	A
Roosevelt Ave between 126th St and the Van Wyck Expressway	North	14.0	6	0.0	A	4.0	A
	South	5.0	4	0.1	A	4.1	A
Roosevelt Ave between 126th St and the Grand Central Parkway	North	14.5	32	0.1	A	4.1	A
	South	13.5	29	0.1	A	4.1	A
<b>Weekday Pre-Game</b>							
126th St between Northern Blvd and 34th Ave	East	9.0	108	0.8	A	4.8	A
126th St between 34th Ave and Roosevelt Ave	West	10.0	11	0.1	A	4.1	A
	East	7.5	13	0.1	A	4.1	A
Northern Blvd between 126th St and 126th Pl	South	7.0	0	0.0	A	4.0	A
34th Ave between 126th St and 126th Pl	North	10.0	1	0.0	A	4.0	A
	South	5.0	12	0.2	A	4.2	A
Roosevelt Ave between 126th St and the Van Wyck Expressway	North	14.0	30	0.1	A	4.1	A
	South	5.0	22	0.3	A	4.3	A
Roosevelt Ave between 126th St and the Grand Central Parkway	North	14.5	7	0.0	A	4.0	A
	South	13.5	66	0.3	A	4.3	A

**Note:** PFM = pedestrians per foot per minute.

Table 18-19

2017 No Build Condition: Saturday Pedestrian LOS Analysis for Sidewalks

Location	Sidewalk	Effective Width (feet)	15-Minute Two-Way Volume	Average		Platoon	
				PFM	LOS	PFM	LOS
<b>Saturday MD Non-Game</b>							
126th St between Northern Blvd and 34th Ave	East	9.0	3	0.0	A	4.0	A
126th St between 34th Ave and Roosevelt Ave	West	10.0	6	0.0	A	4.0	A
	East	7.5	4	0.0	A	4.0	A
Northern Blvd between 126th St and 126th Pl	South	7.0	0	0.0	A	4.0	A
34th Ave between 126th St and 126th Pl	North	10.0	2	0.0	A	4.0	A
	South	5.0	4	0.1	A	4.1	A
Roosevelt Ave between 126th St and the Van Wyck Expressway	North	14.0	4	0.0	A	4.0	A
	South	5.0	14	0.2	A	4.2	A
Roosevelt Ave between 126th St and the Grand Central Parkway	North	14.5	6	0.0	A	4.0	A
	South	13.5	22	0.1	A	4.1	A
<b>Saturday Pre-Game</b>							
126th St between Northern Blvd and 34th Ave	East	9.0	130	1.0	A	5.0	A
126th St between 34th Ave and Roosevelt Ave	West	10.0	8	0.1	A	4.1	A
	East	7.5	8	0.1	A	4.1	A
Northern Blvd between 126th St and 126th Pl	South	7.0	0	0.0	A	4.0	A
34th Ave between 126th St and 126th Pl	North	10.0	3	0.0	A	4.0	A
	South	5.0	19	0.3	A	4.3	A
Roosevelt Ave between 126th St and the Van Wyck Expressway	North	14.0	19	0.1	A	4.1	A
	South	5.0	3	0.0	A	4.0	A
Roosevelt Ave between 126th St and the Grand Central Parkway	North	14.5	52	0.2	A	4.2	A
	South	13.5	39	0.2	A	4.2	A
<b>Saturday Post-Game</b>							
126th St between Northern Blvd and 34th Ave	East	9.0	47	0.4	A	4.4	A
126th St between 34th Ave and Roosevelt Ave	West	10.0	87	0.6	A	4.6	A
	East	7.5	10	0.1	A	4.1	A
Northern Blvd between 126th St and 126th Pl	South	7.0	0	0.0	A	4.0	A
34th Ave between 126th St and 126th Pl	North	10.0	2	0.0	A	4.0	A
	South	5.0	2	0.0	A	4.0	A
Roosevelt Ave between 126th St and the Van Wyck Expressway	North	14.0	46	0.2	A	4.2	A
	South	5.0	12	0.2	A	4.2	A
Roosevelt Ave between 126th St and the Grand Central Parkway	North	14.5	29	0.1	A	4.1	A
	South	13.5	645	3.2	A	7.2	C

Note: PFM = pedestrians per foot per minute.

Table 18-20

2017 No Build Condition: Pedestrian LOS Analysis for Corners

Location	Corner	Weekday								Saturday					
		AM		MD		PM		Pre-Game		MD Non-Game		Pre-Game		Post-Game	
		SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS
Roosevelt Avenue and 126th Street	Northeast	379.9	A	985.6	A	1482.4	A	332.4	A	926.0	A	545.9	A	217.1	A
	Northwest	1909.45	A	5465.7	A	2187.1	A	1593.9	A	4782.1	A	2318.6	A	931.4	A

Note: SFP = square feet per pedestrian.

**Table 18-21  
2017 No Build Condition: Weekday Pedestrian LOS Analysis for Crosswalks**

Location	Crosswalk	Street Width (feet)	Cross-walk Width (feet)	With Conflicting Vehicles							
				Weekday AM		Weekday MD		Weekday PM		Weekday Pre-Game	
				SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS
Northern Blvd and 126th St	East	118.5	14.5	3863.7	A	1248.9	A	556.2	A	100.3	A
	South	57.0	20.0	7083.9	A	17704.1	A	17704.1	A	488.3	A
34th Ave and 126th St	North	62.0	10.5	4112.9	A	1987.3	A	2030.4	A	84.8	A
	East	28.5	14.5	10531.3	A	5240.3	A	654.2	A	336.7	A
	South	50.0	20.5	7271.2	A	3726.6	A	4069.0	A	135.8	A
	West	50.0	12.5	20460.0	A	10238.2	A	10184.1	A	83.1	A
Roosevelt Ave and 126th St	North	50.0	17.0	756.3	A	3548.9	A	8305.8	A	616.1	A
	East	41.0	11.5	5047.9	A	1416.8	A	2024.8	A	2245.0	A
	South	42.5	15.5	12346.6	A	6076.0	A	12382.1	A	2234.0	A
	West	43.0	16.0	3638.8	A	3442.3	A	258.8	A	841.5	A

Note: SFP = square feet per pedestrian.

**Table 18-22  
2017 No Build Condition: Saturday Pedestrian LOS Analysis for Crosswalks**

Location	Crosswalk	Street Width (feet)	Crosswalk Width (feet)	With Conflicting Vehicles					
				Saturday MD Non-Game		Saturday Pre-Game		Saturday Post-Game	
				SFP	LOS	SFP	LOS	SFP	LOS
Northern Blvd and 126th St	East	118.5	14.5	1832.7	A	32.3	C	19.5	D
	South	57.0	20.0	17704.1	A	282.1	A	420.6	A
34th Ave and 126th St	North	62.0	10.5	1832.5	A	26.3	C	55.3	B
	East	28.5	14.5	10387.2	A	976.6	A	181.4	A
	South	50.0	20.5	3803.3	A	375.0	A	83.8	A
	West	50.0	12.5	10104.9	A	70.8	A	74.8	A
Roosevelt Ave and 126th St	North	50.0	17.0	2729.7	A	1177.5	A	467.2	A
	East	41.0	11.5	2051.8	A	2291.4	A	602.8	A
	South	42.5	15.5	4966.2	A	12377.0	A	2065.0	A
	West	43.0	16.0	3426.7	A	637.6	A	381.5	A

Note: SFP = square feet per pedestrian.

**E. PROBABLE IMPACTS OF THE PROPOSED PLAN**

The future with the proposed Plan (the Build condition) would result in increased transit and pedestrian volumes within the study area. Since the completion of the Draft Generic Environmental Impact Statement (DGEIS), assumptions related to the development of the Lot B parking lot at the northwest corner of Roosevelt Avenue and 126th Street have changed. For the Final GEIS (FGEIS), the parking garage previously assumed in the DGEIS to be built within the Lot B development would instead be constructed on the south side of Roosevelt Avenue within the existing Lot D. Additional spaces would be provided within this garage to replace the spaces lost from the surface parking currently available on Lot D. Because of its new location, all motorists who park at this garage and are destined for Citi Field or the Lot B development would, with this modification, have to cross Roosevelt Avenue. Therefore, for the FGEIS, the pedestrian assignments for Lot B trips were revised to reflect the new garage location.

This section describes the projected travel patterns of the site-related trips and assesses their potential impacts on nearby transit and pedestrian facilities. Where significant adverse impacts are identified, measures to mitigate the impacts are described in Chapter 23.

## **TRIP DISTRIBUTION AND ASSIGNMENT**

Transit and pedestrian volumes for the Build condition were estimated by overlaying peak 15-minute volumes derived from the trip generation estimates presented in Chapter 17 onto the No Build analysis networks. These volumes were then assigned to the transit and pedestrian analysis locations based on the following assumptions.

- Automobile and taxi person trips are likely to have a negligible effect on the pedestrian network, since both would be dispersed throughout the District east of 126th Street, and the associated pedestrian trips, which would mostly occur in the District itself, would traverse a limited number of the pedestrian elements included for analysis.
- Subway trips were assigned to the Willetts Point-Shea Stadium subway station. The assignments to specific stairways were based on logical patterns of travel to/from the subway station and the District.
- Based on existing ridership patterns, bus trips were assigned to the study area bus routes as follows: 5 percent to the Q19, 5 percent to the Q66, and 90 percent to the Q48 bus routes. Assignments on these bus routes were made with logical origins and destinations.
- Walk-only trips, primarily within the District, were evenly distributed to the surrounding street network.

## **CHANGES IN THE PEDESTRIAN ENVIRONMENT**

The Build condition pedestrian analysis reflects crosswalk lengths, sidewalk widths, and corner dimensions outlined in the District's current transportation network design. Specific geometric changes affecting the analysis elements include:

- Providing a new connection for Willetts Point Boulevard from its existing location intersecting Roosevelt Avenue and 126th Street to a new location farther north within the District, resulting in a new intersection along 126th Street and the reconstruction of the Roosevelt Avenue and 126th Street intersection's northeast corner;
- Modifying 126th Street to serve as the main entryway to the District, resulting in an altered street width<sup>1</sup> and enlarged pedestrian circulation areas on sidewalks on the east side of the street;
- Constructing new streets within the District, resulting in different crossing distances and sidewalk widths from the No Build condition;
- Reconstructing both sidewalks along the north side of Roosevelt Avenue to achieve wider pedestrian circulation areas fronting new development parcels and to incorporate a planned bicycle path;
- Reconstructing the south sidewalk of Roosevelt Avenue west of 126th Street to incorporate a planned bicycle path; and
- Creating a new intersection along Roosevelt Avenue west of 126th Street. This intersection, Roosevelt Avenue and the driveway next to the new Lot B development, would have three crosswalks; two 20-foot-wide crosswalks across Roosevelt Avenue and a 24-foot-wide

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<sup>1</sup> The modified width of 126th Street was assumed to be in place under the No Build condition after the completion of Citi Field and its associated changes to the pedestrian environment.



crosswalk across the new driveway along the north side of Roosevelt Avenue were assumed for analysis. Currently, absent a controlled crossing at this location, New York City Police Department (NYPD) traffic control officers manage vehicle flow along Roosevelt Avenue during the Saturday post-game peak period to facilitate the crossing of departing Mets patrons. Assuming that NYPD would continue this practice under the Build condition, the width of the entire intersection, rather than merely the striped crosswalks, would be available for pedestrian flow across Roosevelt Avenue.

New bicycle lanes would be required on the connector streets as part of the proposed Plan. In addition, the City is currently pursuing additional bikeway and greenway connections between the Flushing Bay Promenade to the north and Flushing Meadows-Corona Park, as well as other areas surrounding the District.

### **SUBWAY STATION OPERATIONS**

The same station elements previously analyzed for the existing and No Build conditions were analyzed under the Build condition. Project-generated subway trips were added to the 2017 No Build volumes to generate the 2017 Build volumes for the analysis of station operations. It was assumed that all incremental subway trips would access the Willets Point-Shea Stadium subway station via the street-level and street-mezzanine stairways on the north side of Roosevelt Avenue. Once inside the station, these trips were distributed to the Manhattan-bound and Flushing-bound platforms using the directional split developed for the subway line-haul analysis, as detailed in the next sub-section. Passenger movements between the mezzanine and platform levels were distributed based on existing flow patterns during the various analysis time periods.

As shown in Table 18-23, operating conditions at the street-level stairway (S2) connecting to the north side of Roosevelt Avenue would experience a decline in level of service for all analysis time periods, from LOS A, B, or C under the No Build condition to LOS D, E, or F under the Build condition. As described in Section B, “Methodology,” station stairway impacts are considered significant when the minimum amount of additional capacity required to mitigate a stairway location to its No Build condition or LOS C/D is greater than the minimum widening recommended by the *CEQR Technical Manual*. Since this stairway would require up to several feet of widening, the projected deterioration in service levels constitutes a significant adverse subway station impact.

During the Saturday post-game peak period, the Manhattan-bound platform’s already near-capacity northwest ramp would become more congested due to the addition of project-generated subway trips. If passenger flows were to resemble existing conditions, the projected passenger volumes at this ramp would exceed its capacity. However, because the northeast ramp would still have an abundance of capacity, some passengers are expected to use the less congested platform access. Applying this passenger redistribution to the projected incremental trips would yield acceptable service levels at both ramps at all analysis time periods. The other remaining mezzanine-platform stairways and ramps would continue to operate at acceptable LOS C or better for all analysis time periods.

As shown in Table 18-24, the main control area would operate at LOS C during the weekday AM and PM peak periods under the Build condition. During the weekday pre-game peak period, operations at the Manhattan-bound platform’s northeast control area would decline from LOS C to LOS D. During the Saturday post-game peak period, the northwest control area to the

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Manhattan-bound platform would continue to operate at LOS F, while the northeast control area would continue to operate at LOS C.

**Table 18-23**  
**2017 Build Condition: Subway Station Vertical Circulation Analysis**

Willets Point–Shea Stadium No. 7 Train Station Vertical Circulation Elements	Width (feet)	Effective Width (feet)	15-Minute Pedestrian Volumes		Friction Factor	15-Minute		LOS
			Up	Down		SVCD Capacity	V/SVCD Ratio	
			<b>Weekday AM Non-Game</b>					
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S2 Stairs	8.00	6.00	518	425	0.90	810	1.16	D+
Roosevelt Avenue (North) M4A/4B Stairs	12.75	10.75	518	425	0.90	1451	0.65	B
<b>Mezzanine to Platform</b>								
Flushing-bound East P2/3/4/5 Stairs	20.00	16.00	15	19	0.90	2160	0.02	A
Flushing-bound West P10/11/12/13 Stairs	19.00	15.00	39	19	0.80	1800	0.03	A
Manhattan-bound East Ramp	19.50	17.50	172	225	0.90	3938	0.09	A
Manhattan-bound West Ramp	17.50	15.50	407	289	0.90	3488	0.18	A
<b>Weekday PM Non-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S2 Stairs	8.00	6.00	703	681	0.90	810	1.71	F+
Roosevelt Avenue (North) M4A/4B Stairs	12.75	10.75	703	681	0.90	1451	0.95	C
<b>Mezzanine to Platform</b>								
Flushing-bound East P2/3/4/5 Stairs	20.00	16.00	24	30	0.90	2160	0.03	A
Flushing-bound West P10/11/12/13 Stairs	19.00	15.00	223	28	0.80	1800	0.14	A
Manhattan-bound East Ramp	19.50	17.50	364	398	0.90	3938	0.17	A
Manhattan-bound West Ramp	17.50	15.50	273	471	0.80	3488	0.19	A
<b>Weekday Pre-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S2 Stairs	8.00	6.00	507	599	0.90	810	1.37	E+
Roosevelt Avenue (North) M4A/4B Stairs	12.75	10.75	507	599	0.90	1451	0.76	C
<b>Mezzanine to Platform</b>								
Flushing-bound East P2/3/4/5 Stairs	20.00	16.00	19	1248	0.80	1920	0.66	B
Flushing-bound West P10/11/12/13 Stairs	19.00	15.00	27	1262	0.80	1800	0.72	C
Manhattan-bound East Ramp	19.50	17.50	165	375	0.80	3938	0.11	A
Manhattan-bound West Ramp	17.50	15.50	443	511	0.90	3488	0.25	A
<b>Saturday Pre-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S2 Stairs	8.00	6.00	430	481	0.90	810	1.12	D+
Roosevelt Avenue (North) M4A/4B Stairs	12.75	10.75	430	481	0.90	1451	0.63	B
<b>Mezzanine to Platform</b>								
Flushing-bound East P2/3/4/5 Stairs	20.00	16.00	17	1022	0.80	1920	0.54	B
Flushing-bound West P10/11/12/13 Stairs	19.00	15.00	24	1103	0.80	1800	0.63	B
Manhattan-bound East Ramp	19.50	17.50	309	110	0.90	3938	0.09	A
Manhattan-bound West Ramp	17.50	15.50	135	480	0.80	3488	0.14	A
<b>Saturday Post-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S2 Stairs	8.00	6.00	443	395	0.90	810	1.03	D+
Roosevelt Avenue (North) M4A/4B Stairs	12.75	10.75	443	395	0.90	1451	0.58	B
<b>Mezzanine to Platform</b>								
Flushing-bound East P2/3/4/5 Stairs	20.00	16.00	123	159	0.90	2160	0.13	A
Flushing-bound West P10/11/12/13 Stairs	19.00	15.00	324	48	0.80	1800	0.21	A
Manhattan-bound East Ramp	19.50	17.50	2744	155	0.80	3938	0.59	B
Manhattan-bound West Ramp	17.50	15.50	4020	233	0.80	3488	0.98	C
<b>Note:</b> Capacities were calculated based on rates presented in the New York City Transit, <i>Station Planning and Design Guidelines</i> (January 2001), in accordance with the <i>CEQR Technical Manual</i> . + = Significant adverse impact.								

**Table 18-24**  
**2017 Build Condition: Subway Station Control Area Analysis**

Willets Point–Shea Stadium No. 7 Train Station Control Area Elements	Quantity	15-Minute Pedestrian Volumes		15-Minute		
		In	Out	SVCD Capacity	V/SVCD Ratio	LOS
<b>Weekday AM Non-Game</b>						
Main Control Area Turnstiles (R532)	5	574	393	2400	0.40	C
<b>Weekday PM Non-Game</b>						
Main Control Area Turnstiles (R532)	5	781	609	2400	0.58	C
<b>Weekday Pre-Game</b>						
Manhattan-bound West Ramp Turnstiles	6	139	213	3360	0.12	A
Manhattan-bound East Ramp Turnstiles	7	62	160	2880	0.07	A
Flushing-bound West Stair Turnstiles	6	130	1477	2880	0.56	C
Flushing-bound East Stair Turnstiles	6	323	1546	2880	0.65	D
<b>Saturday Pre-Game</b>						
Manhattan-bound West Ramp Turnstiles	6	27	137	3360	0.06	A
Manhattan-bound East Ramp Turnstiles	7	55	41	2880	0.03	A
Flushing-bound West Stair Turnstiles	6	278	1172	2880	0.50	C
Flushing-bound East Stair Turnstiles	6	125	1365	2880	0.52	C
<b>Saturday Post-Game</b>						
Manhattan-bound West Ramp Turnstiles	6	4545	31	3360	1.59	F
Manhattan-bound East Ramp Turnstiles	7	1834	15	2880	0.55	C
Flushing-bound West Stair Turnstiles	6	424	188	2880	0.21	B
Flushing-bound East Stair Turnstiles	6	408	361	2880	0.27	B
<b>Note:</b> Capacities were calculated based on rates presented in the New York City Transit, <i>Station Planning and Design Guidelines</i> (January 2001), in accordance with the <i>CEQR Technical Manual</i> .						

For control areas, impacts are considered significant if the NYCT optimum capacity is exceeded and the increase in v/c ratio between the future with and without the proposed action conditions exceeds 0.01. During the Saturday post-game peak period, control area volumes at the Manhattan-bound platform’s northwest ramp would exceed capacity under both the No build and Build conditions. The associated increase in v/c ratio, from 1.43 to 1.59, exceeds the impact threshold under *CEQR Technical Manual* guidelines. However, because this condition exists today and would exist in the future for very short durations (single 15-minute post-game surge) and for a limited number of Saturdays a year, the projected deterioration in service levels would not be considered a significant adverse subway station impact.

**SUBWAY LINE HAUL LEVELS**

Trips associated with the proposed Plan were superimposed onto the No Build line-haul volumes to generate the Build peak period volumes for the subway line-haul analysis. The Part 3 Worker Flow Tables from the 2000 U.S. Census Transportation Planning Package were examined for the 36 census tracts in the vicinity of the Shea Stadium-Willets Point and Flushing-Main Street stations to establish ratios and trip distribution patterns of current subway trips originating in the area near the District. These data, as summarized in Table 18-25, were used to develop trip distribution patterns for subway trips generated by the proposed Plan.

**Table 18-25**  
**Distribution of District Subway Trips**

No. 7 Train Load	Percent of Total Trips
<b>Out Bound Trips (from District)</b>	
Arriving at Roosevelt Avenue/Jackson Heights	95%
Leaving Roosevelt Avenue/Jackson Heights	67%
Entering Manhattan from Queens	47%
<b>In Bound Trips (to District)</b>	
Entering Queens from Manhattan	47%
Arriving at Roosevelt Avenue/Jackson Heights	67%
Leaving Roosevelt Avenue/Jackson Heights	95%
<b>Sources:</b> U.S. Census 2000, Journey to Work Data	

Although there are various uses planned for the District, subway trip-making patterns during the commuter peak hours are likely to be similar for all uses. Hence, the above trip distribution was used for assigning all AM and PM peak hour project-generated subway trips to different segments of the No. 7 subway line.

Based on the census data, it was also estimated that approximately 25 percent of the project-generated subway trips would transfer to the Manhattan-bound E/F/R/V trains at the Roosevelt Avenue-Jackson Heights subway station during the AM peak period. Similarly, during the PM peak period, 25 percent of the project-generated subway trips would transfer from the Queens-bound E/F/R/V trains to the No. 7 train at this station. Applying this ratio to the highest hourly (PM peak hour) projected subway trip generation of 2,347 trips would yield 587 transfer trips for the E/F/R/V lines. During the PM peak hour, the E/V line runs 14 Queens-bound trains (132 cars), the F train runs 15 Queens-bound trains (126 cars), and the R line runs 10 Queens-bound trains (80). Assuming that the 587 transfer trips are evenly distributed across the combined 338 cars available during the PM peak hour, there would be fewer than 2 additional passengers per subway car. As this number is less than the five riders per car threshold outlined in the *CEQR Technical Manual*, a quantified subway line-haul analysis for the E/F/R/V lines is not required.

With regard to the No. 7 subway line, the projected peak hour subway trip increments at the peak load points were superimposed onto the No Build line-haul volumes. As shown in Table 18-26, with the overlay of these project-generated trips, the No. 7 subway line would continue to operate within guideline capacity during both the AM and PM peak periods under the Build condition.

**Table 18-26**  
**2017 Build Condition: Peak Hour Subway Line Haul**

No. 7 Train Direction of Travel	Station	Trains /Hour	Volume	Leave Load		Available Capacity
				Guideline Capacity	V/C Ratio	
<b>AM Peak Period</b>						
Manhattan-bound Express	Woodside-61st Street	14	<u>16,871</u>	16,940	1.00	<u>69</u>
Manhattan-bound Local	40th Street	14	<u>14,341</u>	16,940	0.85	<u>2,599</u>
<b>PM Peak Period</b>						
Flushing-bound Express + Local	Queensboro Plaza	28	<u>25,305</u>	33,880	0.75	<u>8,575</u>
<b>Sources:</b> New York City Transit						

**BUS LINE HAUL LEVELS**

Peak hour bus ridership levels were estimated by adding the incremental trips associated with the proposed Plan to bus stop locations along Roosevelt Avenue at 126th Street for the Q48 route and to maximum load points along the Q19 and Q66 routes.

As described in Section B, “Methodology,” impacts to bus line-haul levels would be considered significant if a proposed action would result in operating conditions above guideline capacities. As shown in Table 18-27, the Q19 route would continue to operate within guideline capacity during the AM peak period. During the PM peak period, the route would operate at capacity. However, incremental trips generated by the proposed Plan would cause the eastbound and westbound Q48 routes to operate far above guideline capacity during both the AM and PM peak periods. The eastbound Q66 route would continue to operate above guideline capacity during both the AM and PM peak periods. All these projected increases in bus ridership beyond guideline capacities constitute significant adverse bus line-haul impacts.

**Table 18-27**

**2017 Build Condition: Bus Line Haul at NYCT Maximum and District Load Points**

Route	Peak Period	Buses Per Hour	Eastbound		Buses Per Hour	Westbound	
			Load Point	AP		Load Point	AP
Q19	AM	3	unknown	40	--	Not analyzed	--
	PM	3	unknown	54	--	Not analyzed	--
Q48	AM	6	Roosevelt at 126th	(177)	5	Roosevelt at 126th	(133)
	PM	4	Roosevelt at 126th	(417)	4	Roosevelt at 126th	(374)
Q66 (to Woodside and LIC)	AM	15	unknown	(85)	--	Not analyzed	--
	PM	11	unknown	(68)	--	Not analyzed	--

Note: AP = average passengers per bus; (#) = exceeds NYCT guideline capacity  
 Source: Q48 ridership data provided by NYCT; Q19 and Q66 ridership data provided by the MTA Bus Company

**STREET-LEVEL PEDESTRIAN OPERATIONS**

The study area sidewalks, corner reservoirs, and crosswalks were assessed for the weekday AM, midday, PM, and pre-game peak periods, as well as, the Saturday midday non-game, pre-game, and post-game peak periods by superimposing project-generated trips onto the No Build pedestrian analysis networks. As shown in Tables 18-28 through 18-30, all sidewalks and corner reservoirs would operate at acceptable levels (13 PFM for sidewalks; 20 SFP for corners) during the analysis peak periods under Build condition. However, as shown in Tables 18-31 and 18-32, several study area crosswalks would operate beyond mid-LOS D (less than 20 SFP). These significant adverse pedestrian impacts are expected to occur at the following locations:

*NORTHERN BOULEVARD AND 126TH STREET*

- The east crosswalk would deteriorate to LOS D (19.9 SFP) during the Saturday pre-game peak period and to LOS E (13.0 SFP) during the Saturday post-game peak period.

*ROOSEVELT AVENUE AND 126TH STREET*

- The north crosswalk would deteriorate to LOS D (16.2 SFP) during the weekday midday peak period, LOS E (11.9 SFP) during the weekday PM peak period, LOS E (13.1 SFP) during the weekday pre-game peak period, LOS E (12.5 SFP) during the Saturday non-game peak period, LOS E (14.8 SFP) during the Saturday pre-game peak period, and LOS D (18.1 SFP) during the Saturday post-game peak period.

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- The east crosswalk would deteriorate to LOS D (19.1 SFP) during the weekday midday peak period, LOS D (16.5 SFP) during the weekday PM peak period, LOS D (17.8 SFP) during the weekday pre-game peak period, LOS E (13.9 SFP) during the Saturday non-game peak period, and LOS D (17.8 SFP) during the Saturday pre-game peak period.
- The west crosswalk would deteriorate to LOS E (13.3 SFP) during the weekday midday, LOS F (6.6 SFP) during the weekday PM peak period, LOS F (6.0 SFP) during the weekday pre-game peak period, LOS E (9.5 SFP) during the Saturday non-game peak period, LOS F (6.0 SFP) during the Saturday pre-game peak period, and LOS E (10.3 SFP) during the Saturday post game peak.

**Table 18-28**

**2017 Build Condition: Weekday Pedestrian LOS Analysis for Sidewalks**

Location	Sidewalk	Effective Width (feet)	15-Minute Two-Way Volume	Average		Platoon	
				PFM	LOS	PFM	LOS
<b>Weekday AM Non-Game</b>							
126th St between Northern Blvd and 34th Ave	East	10.0	42	0.3	A	4.3	A
126th St between 34th Ave and Roosevelt Ave	West	10.0	189	1.3	A	5.3	B
	East	10.0	37	0.2	A	4.2	A
Northern Blvd between 126th St and 126th Pl	South	7.0	0	0.0	A	4.0	A
34th Ave between 126th St and 126th Pl	North	10.0	19	0.1	A	4.1	A
	South	10.0	8	0.1	A	4.1	A
Roosevelt Ave between 126th St and the Van Wyck Expressway	North	14.0	268	1.3	A	5.3	B
	South	5.0	2	0.0	A	4.0	A
Roosevelt Ave between 126th St and the Grand Central Parkway	North	15.0	1148	5.1	B	9.1	C
	South	15.0	222	1.0	A	5.0	A
<b>Weekday MD Non-Game</b>							
126th St between Northern Blvd and 34th Ave	East	10.0	82	0.5	A	4.5	A
126th St between 34th Ave and Roosevelt Ave	West	10.0	334	2.2	A	6.2	B
	East	10.0	115	0.8	A	4.8	A
Northern Blvd between 126th St and 126th Pl	South	7.0	0	0.0	A	4.0	A
34th Ave between 126th St and 126th Pl	North	10.0	37	0.2	A	4.2	A
	South	10.0	20	0.1	A	4.1	A
Roosevelt Ave between 126th St and the Van Wyck Expressway	North	14.0	397	1.9	A	5.9	B
	South	5.0	4	0.1	A	4.1	A
Roosevelt Ave between 126th St and the Grand Central Parkway	North	15.0	1320	45.9	B	49.9	C
	South	15.0	425	1.9	A	5.9	B
<b>Weekday PM Non-Game</b>							
126th St between Northern Blvd and 34th Ave	East	10.0	119	0.8	A	4.8	A
126th St between 34th Ave and Roosevelt Ave	West	10.0	336	2.2	A	6.2	B
	East	10.0	113	0.8	A	4.8	A
Northern Blvd between 126th St and 126th Pl	South	7.0	0	0.0	A	4.0	A
34th Ave between 126th St and 126th Pl	North	10.0	37	0.2	A	4.2	A
	South	10.0	14	0.1	A	4.1	A
Roosevelt Ave between 126th St and the Van Wyck Expressway	North	14.0	441	2.1	A	6.1	B
	South	5.0	4	0.1	A	4.1	A
Roosevelt Ave between 126th St and the Grand Central Parkway	North	15.0	1787	7.9	C	11.9	D
	South	15.0	496	2.2	A	6.2	B
<b>Weekday Pre-Game</b>							
126th St between Northern Blvd and 34th Ave	East	10.0	166	1.1	A	5.1	B
126th St between 34th Ave and Roosevelt Ave	West	10.0	245	1.6	A	5.6	B
	East	10.0	72	0.5	A	4.5	A
Northern Blvd between 126th St and 126th Pl	South	7.0	0	0.0	A	4.0	A
34th Ave between 126th St and 126th Pl	North	10.0	34	0.2	A	4.2	A
	South	10.0	18	0.1	A	4.1	A
Roosevelt Ave between 126th St and the Van Wyck Expressway	North	14.0	369	1.8	A	5.8	B
	South	5.0	22	0.3	A	4.3	A
Roosevelt Ave between 126th St and the Grand Central Parkway	North	15.0	1483	6.6	B	10.6	D
	South	15.0	433	1.9	A	5.9	B

Note: PFM = pedestrians per foot per minute.

**Table 18-29**  
**2017 Build Condition: Saturday Pedestrian LOS Analysis for Sidewalks**

Location	Sidewalk	Effective Width (feet)	15-Minute Two-Way Volume	Average		Platoon	
				PFM	LOS	PFM	LOS
<b>Saturday MD Non-game</b>							
126th St between Northern Blvd and 34th Ave	East	10.0	92	0.6	A	4.6	A
126th St between 34th Ave and Roosevelt Ave	West	10.0	263	1.8	A	5.8	B
	East	10.0	82	0.5	A	4.5	A
Northern Blvd between 126th St and 126th Pl	South	7.0	0	0.0	A	4.0	A
34th Ave between 126th St and 126th Pl	North	10.0	45	0.3	A	4.3	A
	South	10.0	12	0.1	A	4.1	A
Roosevelt Ave between 126th St and the Van Wyck Expressway	North	14.0	418	2.0	A	6.0	B
	South	5.0	14	0.2	A	4.2	A
Roosevelt Ave between 126th St and the Grand Central Parkway	North	15.0	1608	7.1	C	11.1	D
	South	15.0	571	2.5	A	6.5	B
<b>Saturday Pre-game</b>							
126th St between Northern Blvd and 34th Ave	East	10.0	196	1.3	A	5.3	B
126th St between 34th Ave and Roosevelt Ave	West	10.0	222	1.5	A	5.5	B
	East	10.0	75	0.5	A	4.5	A
Northern Blvd between 126th St and 126th Pl	South	7.0	0	0.0	A	4.0	A
34th Ave between 126th St and 126th Pl	North	10.0	36	0.2	A	4.2	A
	South	10.0	27	0.2	A	4.2	A
Roosevelt Ave between 126th St and the Van Wyck Expressway	North	14.0	344	1.6	A	5.6	B
	South	5.0	3	0.0	A	4.0	A
Roosevelt Ave between 126th St and the Grand Central Parkway	North	15.0	1346	6.0	B	10.0	C
	South	15.0	445	2.0	A	6.0	B
<b>Saturday Post-game</b>							
126th St between Northern Blvd and 34th Ave	East	10.0	104	0.7	A	4.7	A
126th St between 34th Ave and Roosevelt Ave	West	10.0	325	2.2	A	6.2	B
	East	10.0	71	0.5	A	4.5	A
Northern Blvd between 126th St and 126th Pl	South	7.0	0	0.0	A	4.0	A
34th Ave between 126th St and 126th Pl	North	10.0	29	0.2	A	4.2	A
	South	10.0	10	0.1	A	4.1	A
Roosevelt Ave between 126th St and the Van Wyck Expressway	North	14.0	341	1.6	A	5.6	B
	South	5.0	12	0.2	A	4.2	A
Roosevelt Ave between 126th St and the Grand Central Parkway	North	15.0	1320	5.9	B	9.9	C
	South	15.0	984	4.4	A	8.4	C

Note: PFM = pedestrians per foot per minute.

**Table 18-30**  
**2017 Build Condition: Pedestrian LOS Analysis for Corners**

Location	Corner	Weekday								Saturday					
		AM		MD		PM		Pre-Game		MD Non-Game		Pre-Game		Post-Game	
		SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS
Roosevelt Avenue and 126th Street	Northeast	47.0	B	35.3	C	26.9	C	34.4	C	28.1	C	37.6	C	39.9	C
	Northwest	<u>58.0</u>	<u>B</u>	<u>40.0</u>	B	<u>30.1</u>	C	36.5	<u>C</u>	<u>32.1</u>	C	<u>41.1</u>	B	33.9	<u>C</u>

Note: SFP = square feet per pedestrian.

Table 18-31

2017 Build Condition: Weekday Pedestrian LOS Analysis for Crosswalks

Location	Crosswalk	Street Width (feet)	Cross-walk Width (feet)	With Conflicting Vehicles							
				Weekday AM		Weekday MD		Weekday PM		Weekday Pre-Game	
				SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS
Northern Blvd and 126th St	East	118.5	14.5	117.8	A	53.6	B	46.4	B	38.0	C
	South	57.0	20.0	5996.2	A	17704.1	A	9289.5	A	482.2	A
34th Ave and 126th St	North	62.0	10.5	3350.4	A	1685.3	A	1632.0	A	72.4	A
	East	43.0	14.5	1182.9	A	536.0	A	293.6	A	245.4	A
	South	50.0	20.5	4091.4	A	2238.6	A	3083.0	A	125.3	A
126th St and New Willetts Point Blvd	West	50.0	12.5	20164.4	A	9665.5	A	9272.9	A	84.8	A
	North	50.0	15.0	517.5	A	172.1	A	267.0	A	341.9	A
	South	50.0	15.0	76.3	A	59.8	B	91.1	A	113.8	A
Roosevelt Ave and 126th St	North	50.0	17.0	21.6	D	16.2	D+	11.9	E+	13.1	E+
	East	41.0	11.5	47.8	B	19.1	D+	16.5	D+	17.8	D+
	South	42.5	15.5	254.0	A	125.7	A	120.8	A	141.5	A
Roosevelt Avenue and Lot B Driveway	West	43.0	16.0	35.0	C	13.3	E+	6.6	F+	6.0	F+
	North	30.0	24.0	28.9	C	23.9	D	14.1	E+	22.6	D
	East	43.0	20.0	364.3	A	213.1	A	228.6	A	27.9	C
	West	43.0	20.0	370.5	A	212.5	A	222.9	A	35.3	C

Note: SFP = square feet per pedestrian; + = significant adverse impact.

Table 18-32

2017 Build Condition: Saturday Pedestrian LOS Analysis for Crosswalks

Location	Crosswalk	Street Width (feet)	Crosswalk Width (feet)	With Conflicting Vehicles					
				Saturday MD Non-Game		Saturday Pre-Game		Saturday Post-Game	
				SFP	LOS	SFP	LOS	SFP	LOS
Northern Blvd and 126th St	East	118.5	14.5	40.6	B	19.9	D+	13.0	E+
	South	57.0	20.0	6295.5	A	273.8	A	403.0	A
34th Ave and 126th St	North	62.0	10.5	1355.4	A	21.0	D	43.5	B
	East	43.0	14.5	431.0	A	443.6	A	162.1	A
	South	50.0	20.5	2433.5	A	344.1	A	76.5	A
126th St and New Willetts Point Blvd	West	50.0	12.5	9471.0	A	76.6	A	74.8	A
	North	50.0	15.0	1086.1	A	581.2	A	170.5	A
	South	50.0	15.0	78.4	A	86.5	A	62.8	A
Roosevelt Ave and 126th St	North	50.0	17.0	12.5	E+	14.8	E+	18.1	D+
	East	41.0	11.5	13.9	E+	17.8	D+	20.1	D
	South	42.5	15.5	100.8	A	139.8	A	155.1	A
Roosevelt Avenue and Lot B Driveway	West	43.0	16.0	9.5	E+	6.0	F+	10.3	E+
	North	30.0	24.0	18.2	D+	24.5	C	28.7	C
	East	43.0	20.0*	160.5	A	32.5	C	42.5	B
	West	43.0	20.0*	159.6	A	40.0	C	33.4	C

Note:

SFP = square feet per pedestrian; + = significant adverse impact.

\* During the Saturday post game analysis period, traffic control officers would manage pedestrian flow at the intersection, effectively making the entire approximately 70-foot-wide intersection box available to pedestrians crossing Roosevelt Avenue.

**ROOSEVELT AVENUE AND THE LOT B DRIVEWAY**

Pedestrian operations would be below acceptable levels during two analysis time periods.

- The north crosswalk would operate at LOS E (14.1 SFP) during the weekday PM peak period and at LOS D (18.2 SFP) during the Saturday non-game peak period.

**THE NO CONVENTION CENTER SCENARIO**

As discussed in Chapter 17, the No Convention Center Scenario would result in an overall reduction in projected trips. The total person-trip increments generated by the No Convention



Center Scenario, ranging from approximately 11,000 to 22,800 peak hour person trips, would be 88 to 96 percent during analysis peak hours of those generated by the proposed Plan. For transit only (subway and bus) trips, the No Convention Center Scenario would also yield lower trip generation (95 to 100 percent) during analysis peak hours, except for the weekday AM peak hour, during which higher commuter trips generated by the additional residential development replacing lower morning activities from the convention center would result in a one-percent higher transit trip generation. Total peak hour subway and bus trips generated by this development scenario would be approximately 2,500 to 4,300 and 1,200 to 3,000, respectively. These differences in peak hour project-generated trips distributed among the many subway, bus, and pedestrian elements analyzed for peak hour and peak 15-minute conditions above are not expected to yield materially different analysis results. Therefore, the impact findings for transit and pedestrian conditions discussed above for the proposed Plan would also apply to the No Convention Center Scenario. \*

Attachment G  
to comments of Robert LoScalzo

Willetts Point Development  
Final Generic Environmental Impact Statement  
Chapter 23: Mitigation

**A. INTRODUCTION**

The preceding chapters of this Final Generic Environmental Impact Statement (E<sub>GIS</sub>) discuss the potential for significant adverse environmental impacts to result from the proposed Willets Point Development Plan and anticipated development on Lot B. Such potential impacts were identified in the areas of historic resources, traffic, subway stations, bus line haul, pedestrian facilities, and noise. Measures have been examined to minimize or eliminate these anticipated impacts. These mitigation measures are discussed below.

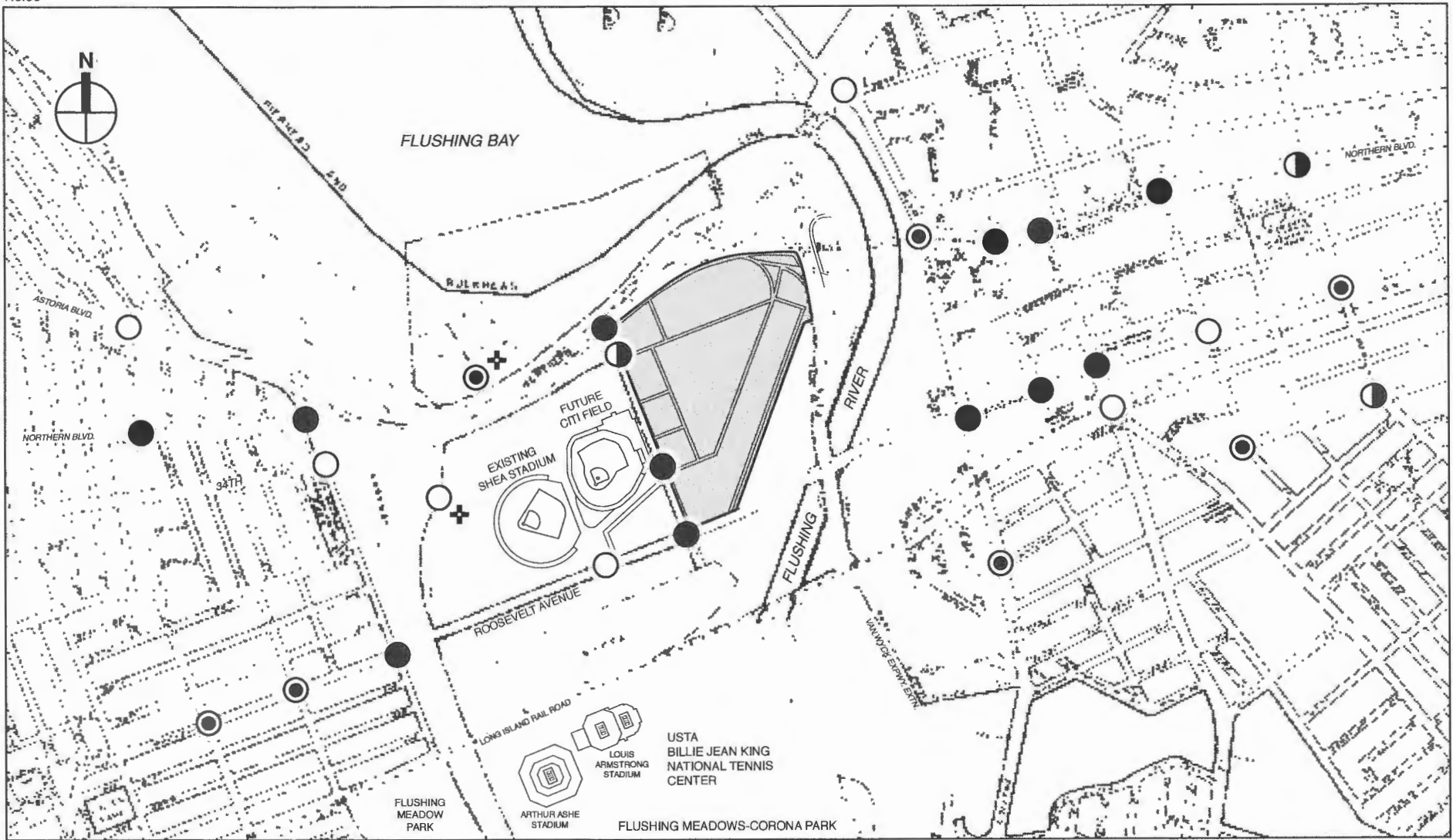
**B. HISTORIC RESOURCES**

As discussed in Chapter 8, “Historic Resources,” there are substantial challenges inherent in retaining the historic building located in the District—the Former Empire Millwork Corporation Building—and the proposed Plan contemplates demolition of this building. Nonetheless, the New York City Economic Development Corporation (NYCEDC) would encourage future developers to retain part or all of the building as part of their formal request for proposals (RFP) process.

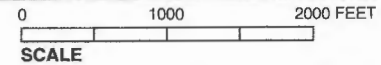
Demolition of the Former Empire Millwork Corporation Building would constitute a significant adverse impact on historic resources. Measures to mitigate this impact would be developed in consultation with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP). The mitigation measures could include recording the building through a Historic American Buildings Survey (HABS)-level photographic documentation and accompanying narrative.

**C. TRAFFIC AND PARKING**

As discussed in Chapter 17, “Traffic and Parking,” the proposed Plan and anticipated development on Lot B would result in significant adverse traffic impacts at a number of locations within the study area. The sections below identify the mitigation needed at each location, while Figures 23-1 through 23-7 present graphic overviews of the ability of the standard traffic engineering and operational improvements identified to mitigate significant traffic impacts. Table 23-1 presents a summary of significant adverse traffic impacts and their ability to be mitigated, and Table 23-2 summarizes the unmitigated traffic study area locations by time period. Details of the intersection capacity results and relevant traffic mitigation measures are provided in Tables 23-3 and 23-4 and in Tables 23-8 through 23-14 at the end of this chapter.

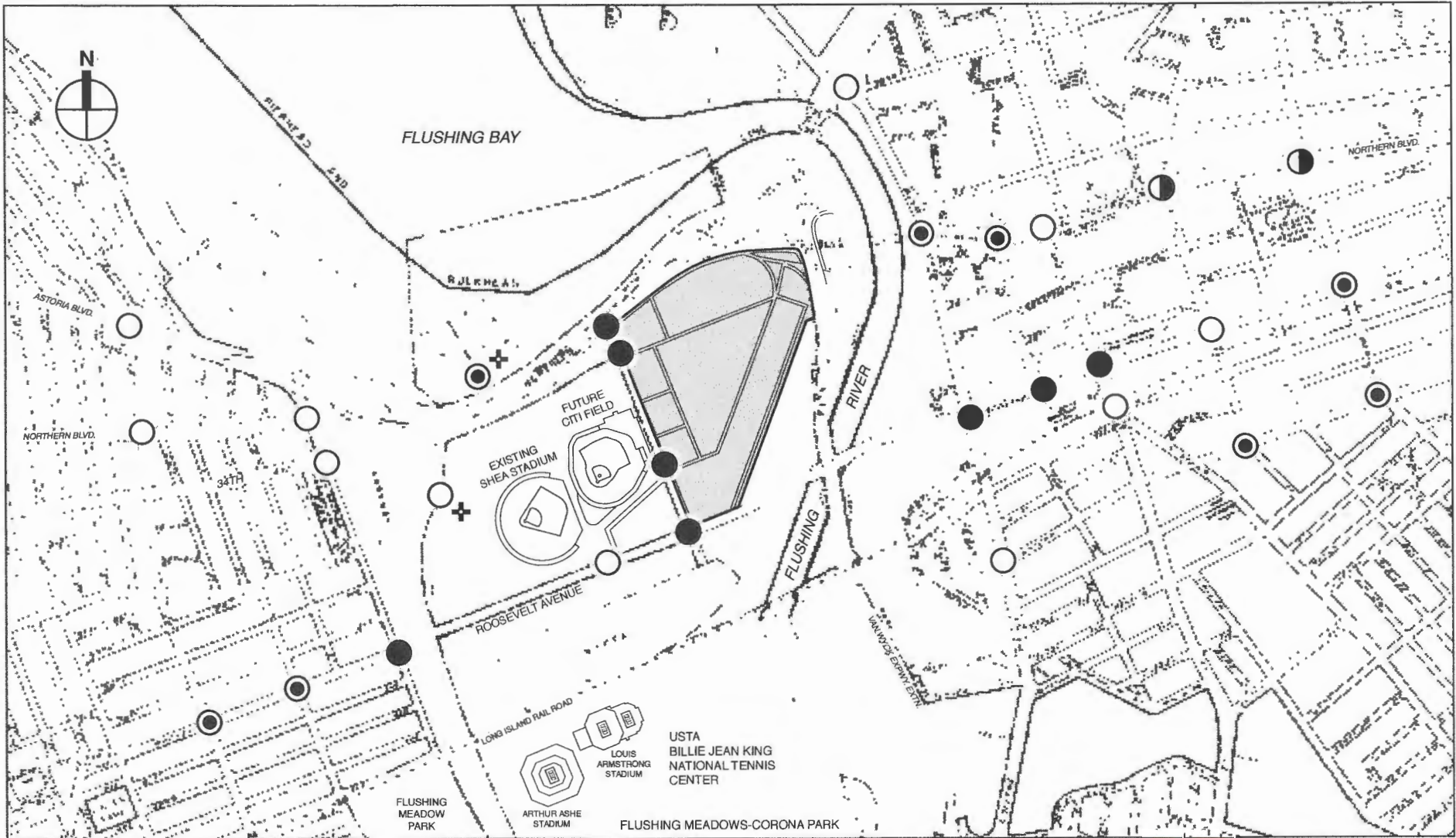


- Willets Point Development District
- No Significant Impact
- + Unsignalized Intersection
- Mitigated Impact
- Partially Mitigated Impact
- Unmitigated Impact

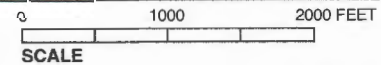


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Figure 23-1  
**Traffic Mitigation Overview**  
**Weekday Non-Game AM Peak Hour**



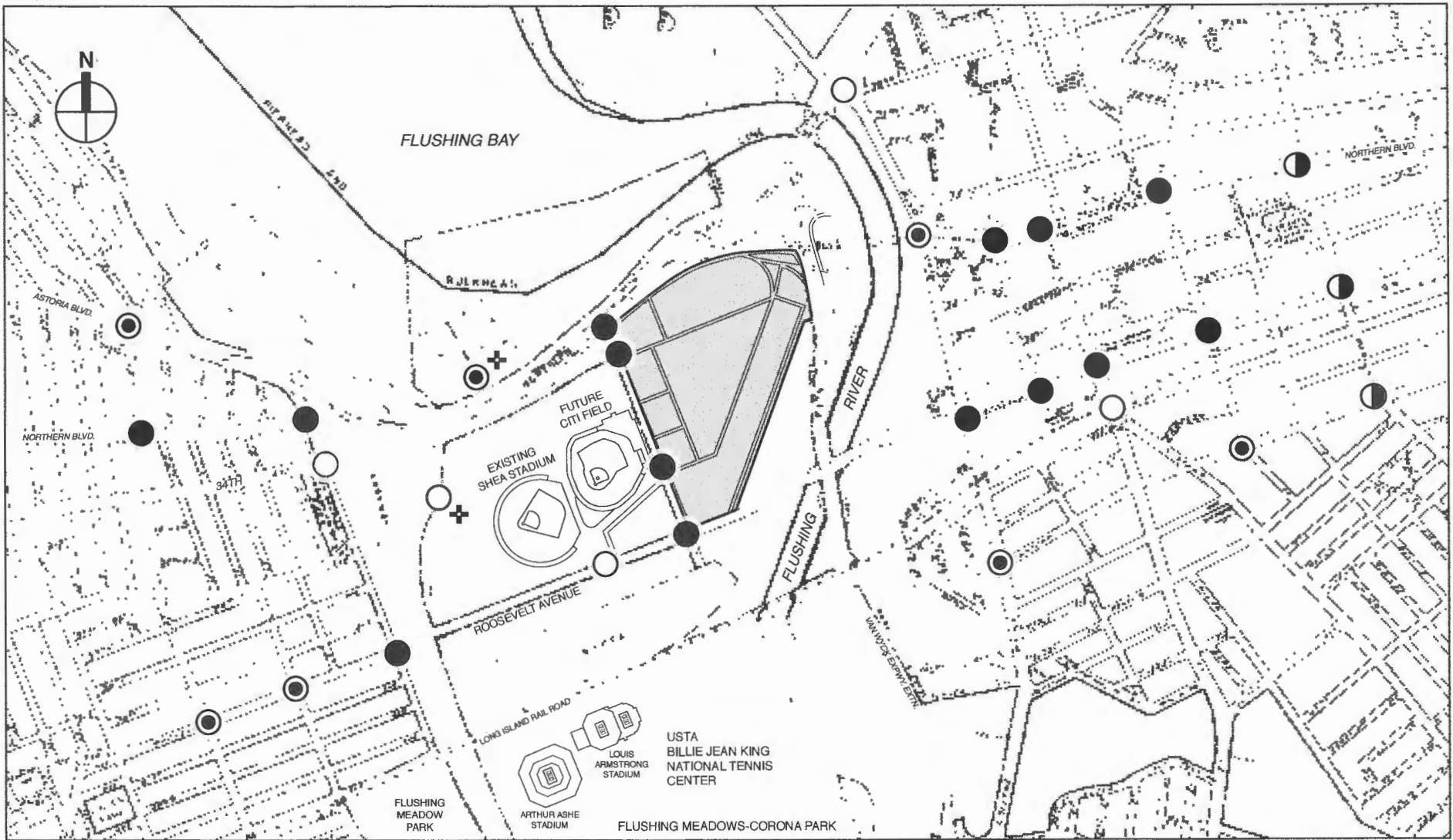
-  Willets Point Development District
-  Unsignalized Intersection
-  No Significant Impact
-  Mitigated Impact
-  Partially Mitigated Impact
-  Unmitigated Impact



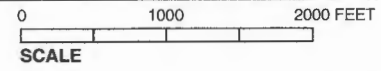
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Figure 23-2

### Traffic Mitigation Overview Weekday Non-Game Midday Peak Hour

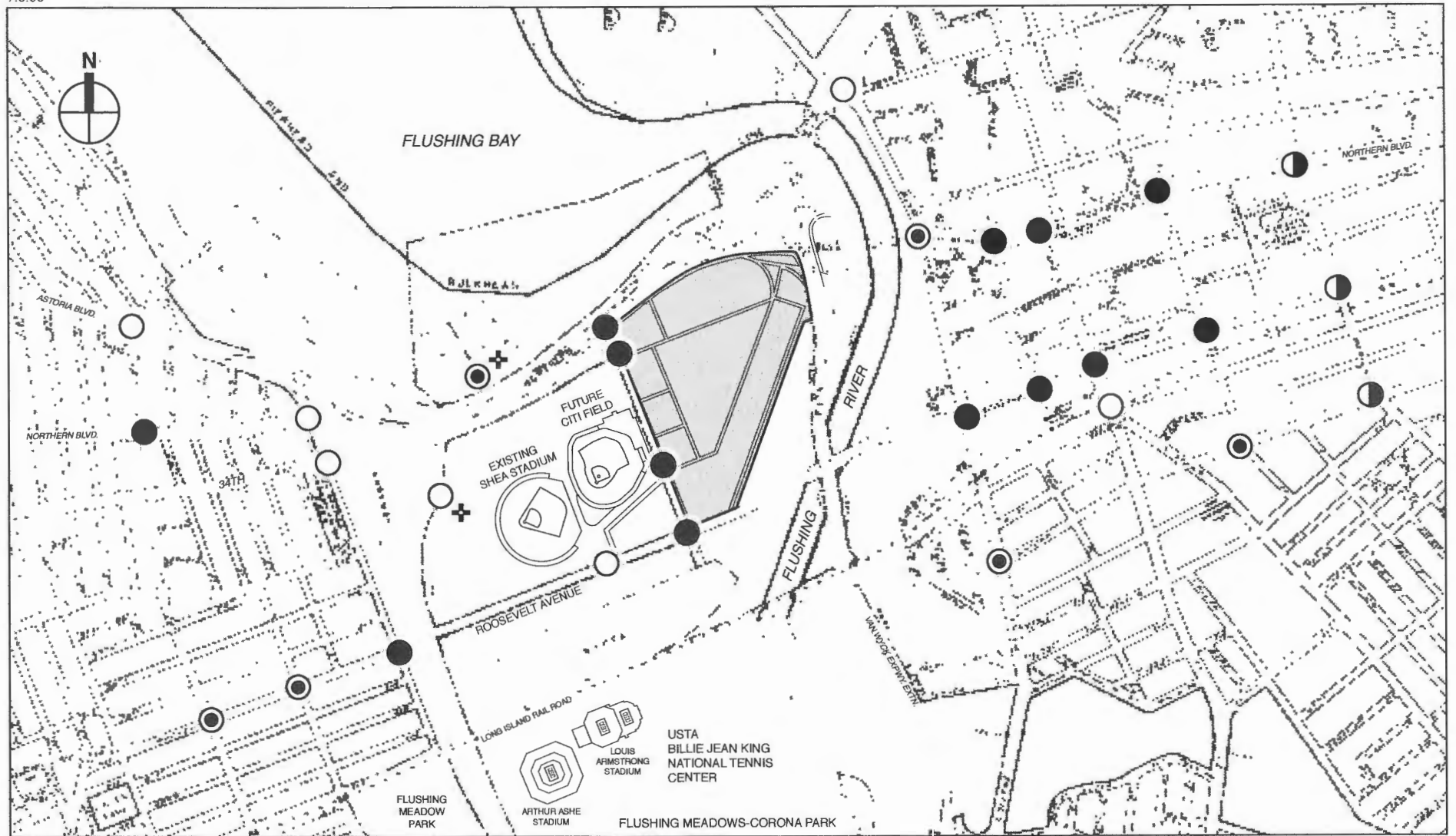


- Willets Point Development District
- No Significant Impact
- Mitigated Impact
- Partially Mitigated Impact
- Unmitigated Impact
- Unsignalized Intersection

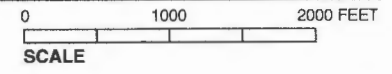


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Figure 23-3  
**Traffic Mitigation Overview**  
**Weekday Non-Game PM Peak Hour**

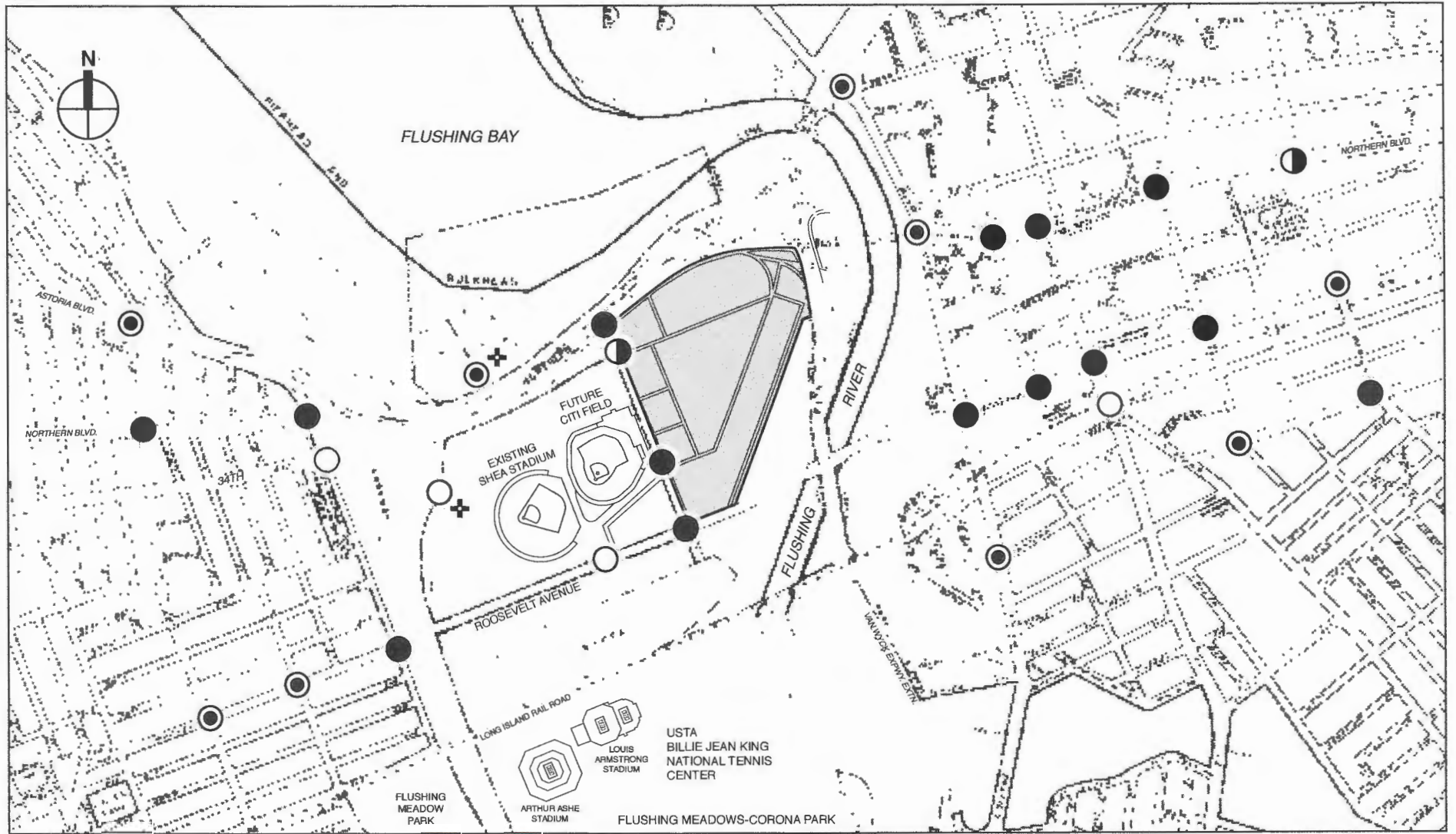


- Willets Point Development District
- No Significant Impact
- Unsignalized Intersection
- Mitigated Impact
- Partially Mitigated Impact
- Unmitigated Impact

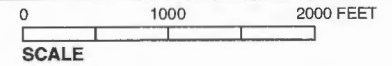


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Figure 23-4  
**Traffic Mitigation Overview**  
**Saturday Non-Game Midday Peak Hour**



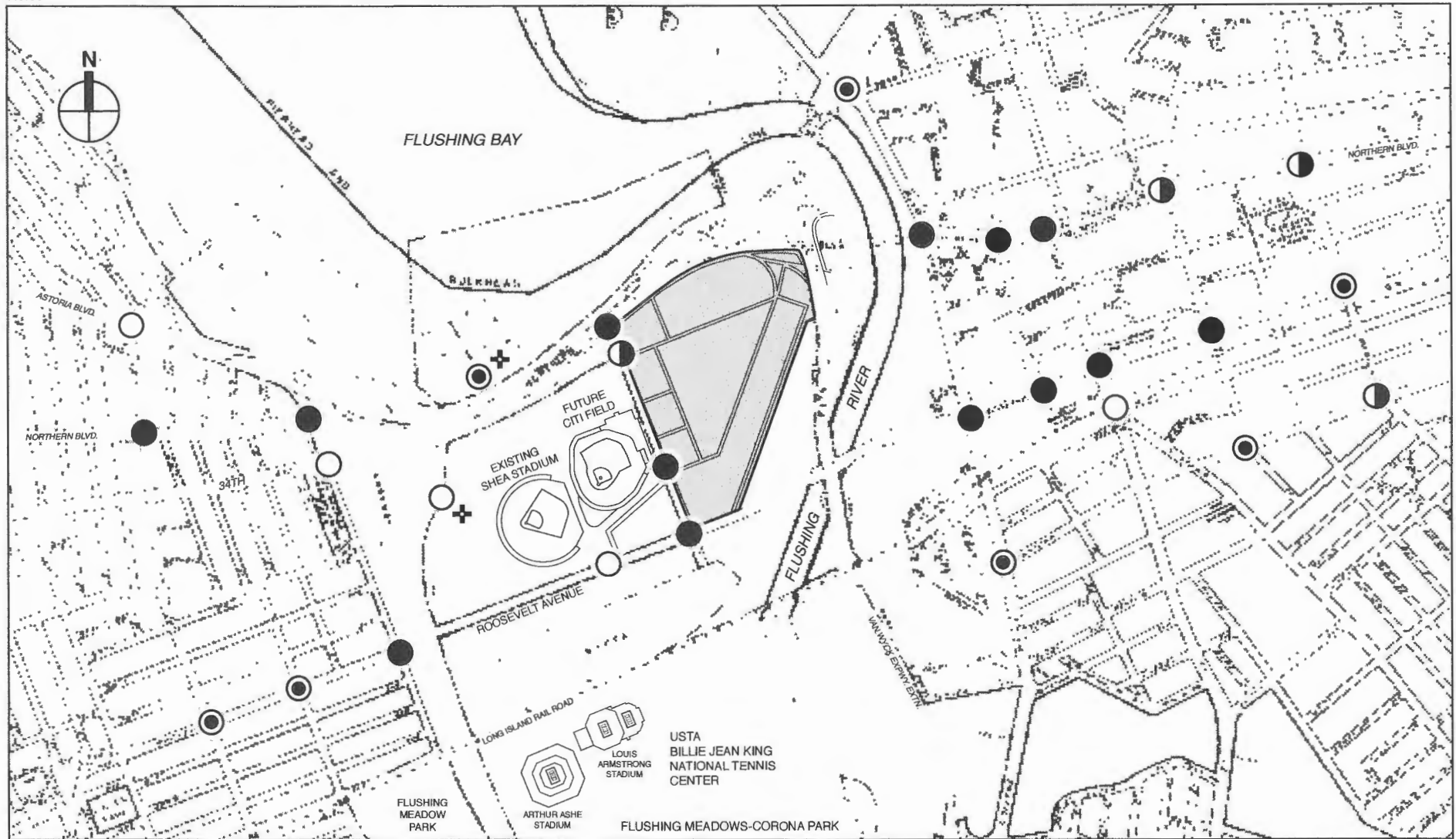
-  Willets Point Development District
-  Unsignalized Intersection
-  No Significant Impact
-  Partially Mitigated Impact
-  Unmitigated Impact



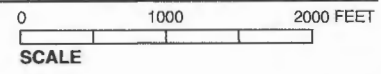
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Figure 23-5  
**Traffic Mitigation Overview**  
**Weekday Pre-Game Peak Hour**



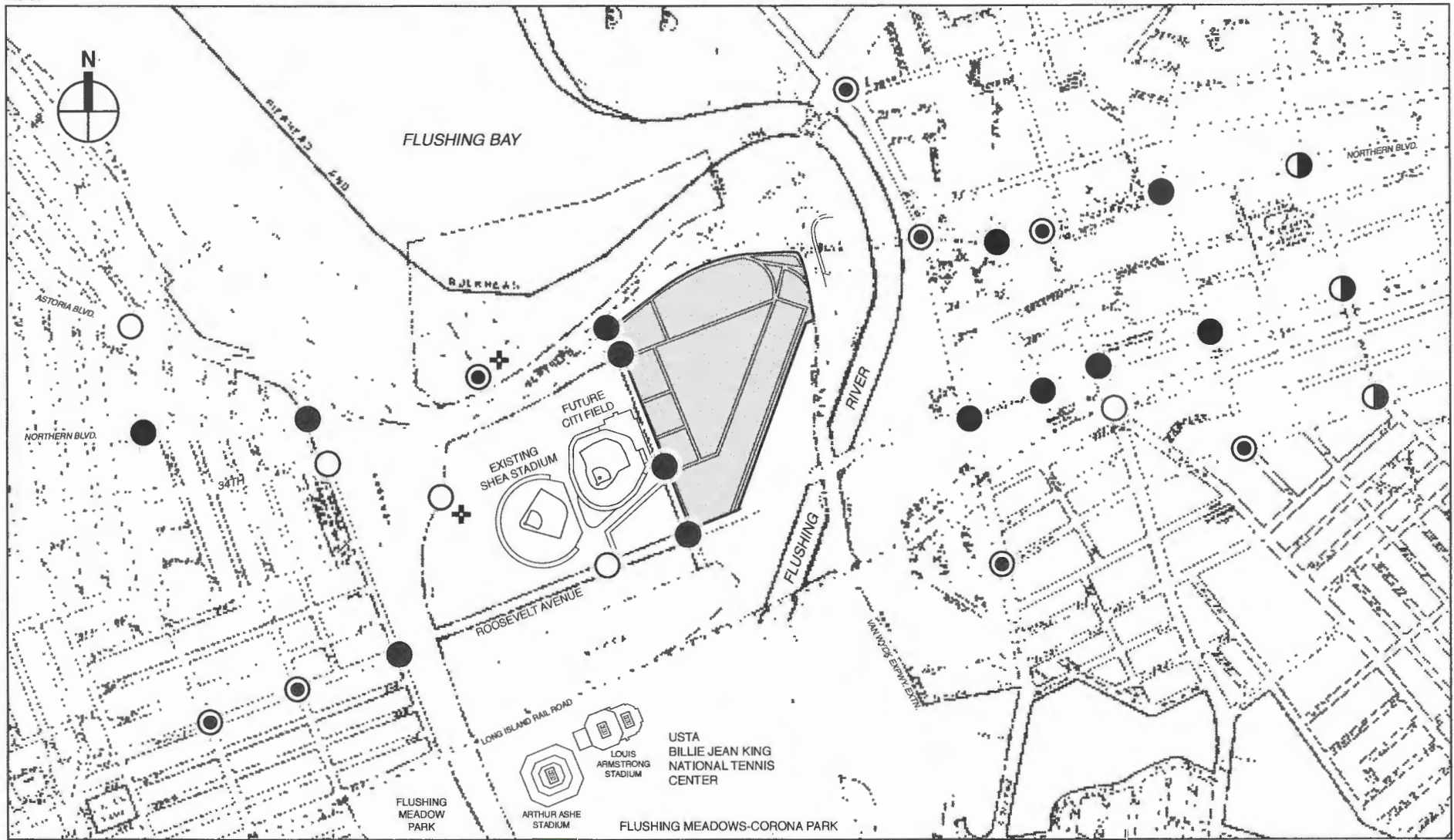


- Willets Point Development District
- Unsignalized Intersection
- No Significant Impact
- Mitigated Impact
- Partially Mitigated Impact
- Unmitigated Impact

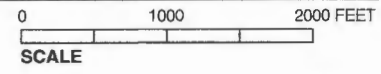


This figure has been updated since the DGEIS

Figure 23-6  
**Traffic Mitigation Overview**  
**Saturday Pre-Game Peak Hour**



- Willets Point Development District
- No Significant Impact
- Mitigated Impact
- Partially Mitigated Impact
- Unmitigated Impact
- Unsignalized Intersection



This figure has been updated since the DGEIS

Figure 23-7  
**Traffic Mitigation Overview**  
**Saturday Post-Game Peak Hour**

Table 23-1  
Traffic Impact Mitigation Summary—Year 2017

Study Intersections	Without a Mets Game				With a Mets Game		
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday PM Pre-game	Saturday Midday Pre-game	Saturday PM Post-game
No Significant Impact	7	11	5	7	4	5	5
Fully Mitigated Impact	7	8	7	6	9	7	8
Partially Mitigated Impact	3	2	3	3	2	4	3
Unmitigated Impact	12	8	14	13	14	13	13

Table 23-2  
Summary of Unmitigated Intersections

Intersections	Without a Mets Game				With a Mets Game		
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Pre-game Weekday PM	Pre-game Saturday Midday	Post-game Saturday PM
Astoria Boulevard at 108th Street							
Northern Boulevard at 108th Street	x		x	x	x	x	x
Northern Boulevard at 114th Street	x		x		x	x	x
Northern Boulevard at 126th Street	x	x	x	x	x	x	x
Northern Boulevard at Prince Street	x		x	x	x	x	x
Northern Boulevard at Main Street	x		x	x	x	x	
Northern Boulevard at Union Street	x		x	x	x		x
Northern Boulevard at Parsons Boulevard							
34th Avenue at 114th Street							
34th Avenue at 126th Street		x	x	x			x
Roosevelt Avenue at 108th Street							
Roosevelt Avenue at 111th Street							
Roosevelt Avenue at 114th Street	x	x	x	x	x	x	x
Roosevelt Avenue at 126th Street	x	x	x	x	x	x	x
Roosevelt Avenue at College Point Boulevard	x	x	x	x	x	x	x
Roosevelt Avenue at Prince Street	x	x	x	x	x	x	x
Roosevelt Avenue at Main Street	x	x	x	x	x	x	x
Roosevelt Avenue at Union Street			x	x	x	x	x
Roosevelt Avenue at Parsons Boulevard							
Kissena Boulevard at Main Street							
Sanford Avenue at College Point Boulevard							
Sanford Avenue at Union Street							
Sanford Avenue at Parsons Boulevard					x		
32nd Avenue at College Point Boulevard							
World's Fair Marina at Boat Basin Road							
Northern Boulevard at College Point Boulevard						x	
Stadium Road at Grand Central Parkway							
New Willets Point Boulevard at 126th Street	x	x	x	x	x	x	x
Roosevelt Avenue at New Citi Field Internal Street							

**Notes:** x means the intersection would be unmitigated in the corresponding peak hour.

The overall finding of the traffic mitigation analysis is that the majority of locations analyzed under the proposed Plan would be significantly impacted, and that the need for a broad range of mitigation measures would be substantial. Approximately one-half, or less, depending on the peak hour, of the significantly impacted locations could be fully or partially mitigated with

traffic signal operation changes, such as signal phasing and/or timing changes, or the signalization of an unsignalized intersection, and limited parking prohibitions, while an additional location could be fully mitigated with a turn prohibition. Using signal timing modification measures, installation of new traffic signal equipment, limited parking prohibitions, and a minor turn prohibition, significant impacts occurring in one or more of the analysis peak hours could be fully or partially mitigated at the following traffic study area locations:

- Astoria Boulevard at 108th Street;
- Northern Boulevard at Prince Street;
- Northern Boulevard at Main Street;
- Northern Boulevard at Union Street;
- Northern Boulevard at Parsons Boulevard;
- 34th Avenue at 126th Street;
- Roosevelt Avenue at 108th Street;
- Roosevelt Avenue at 111th Street;
- Roosevelt Avenue at Parsons Boulevard;
- Sanford Avenue at College Point Boulevard;
- Sanford Avenue at Union Street;
- Sanford Avenue at Parsons Boulevard;
- College Point Boulevard at 32nd Avenue;
- Northern Boulevard service road at College Point Boulevard; and
- Boat Basin Road at World’s Fair Marina.

The following intersections could only be partially mitigated or not mitigated at all; during the following time periods:

- In the weekday non-game AM peak hour, there would be three partially mitigated intersections—Northern Boulevard at Parsons Boulevard, 34th Avenue at 126th Street, and Sanford Avenue at Parsons Boulevard—and 12 unmitigatable intersections, including: Northern Boulevard at 108th, 114th, 126th, Prince, Main, and Union Streets; Roosevelt Avenue at 114th, 126th, Prince, and Main Streets, and at College Point Boulevard; and 126th Street at the new Willets Point Boulevard.
- In the non-game weekday midday peak hour, the Northern Boulevard intersections at Union Street and at Parsons Boulevard would be partially mitigated, and 8 intersections could not be mitigated, including: Northern Boulevard at 126th Street; 34th Avenue at 126th Street; Roosevelt Avenue at 114th, 126th, Prince, and Main Streets, and at College Point Boulevard; and 126th Street at the new Willets Point Boulevard.
- In the non-game weekday PM peak hour, the Parsons Boulevard intersections at Northern Boulevard, Roosevelt Avenue, and Sanford Avenue would be partially mitigated, and 14 intersections would not be mitigated, including: Northern Boulevard at 108th, 114th, 126th, Prince, Main, and Union Streets; 34th Avenue at 126th Street; Roosevelt Avenue at 114th, 126th, Prince, Main, and Union Streets, and at College Point Boulevard; and 126th Street at the new Willets Point Boulevard.

## **Willetts Point Development Plan**

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- In the non-game Saturday midday peak hour, there would be three partially mitigated intersections—Parsons Boulevard at Northern Boulevard, Roosevelt Avenue, and Sanford Avenue—and 13 unmitigatable intersections, including: Northern Boulevard at 108th, 126th, Main, Prince, and Union Streets; 34th Avenue at 126th Street; Roosevelt Avenue at 114th, 126th, Prince, Main, and Union Streets, and at College Point Boulevard; and 126th Street at the new Willetts Point Boulevard.
- In the weeknight pre-game peak hour, Northern Boulevard at Parsons Boulevard and 34th Avenue at 126th Street could only be partially mitigated, and 14 intersections could not be mitigated, including: Northern Boulevard at 108th, 114th, 126th, Prince, Main, and Union Streets; Roosevelt Avenue at 114th, 126th, Prince, Main, and Union Streets, and at College Point Boulevard; Sanford Avenue at Parsons Boulevard; and 126th Street at the new Willetts Point Boulevard.
- In the Saturday pre-game peak hour, Northern Boulevard at Union Street and at Parsons Boulevard, Sanford Avenue at Parsons Boulevard, and 34th Avenue at 126th Street would be partially mitigated, while 13 intersections could not be mitigated at all, including: Northern Boulevard at 108th, 114th, 126th, Prince, and Main Streets; Roosevelt Avenue at 114th, 126th, Prince, Main, and Union Streets, and at College Point Boulevard; College Point Boulevard at the Northern Boulevard service road; and 126th Street at the new Willetts Point Boulevard.
- In the Saturday post-game peak hour, there would be three partially mitigated intersections—Northern Boulevard at Parsons Boulevard, Roosevelt Avenue at Parsons Boulevard, and Sanford Avenue at Parsons Boulevard—and 13 intersections could not be mitigated, including: Northern Boulevard at 108th, 114th, 126th, Prince, and Union Streets; 34th Avenue at 126th Street; Roosevelt Avenue at 114th, 126th, Prince, Main, and Union Streets, and at College Point Boulevard; and 126th Street at the new Willetts Point Boulevard.

A summary of the traffic mitigation findings for each analysis location, including the proposed mitigation measures, where applicable, is provided below.

### **ASTORIA BOULEVARD**

The analyzed intersection at 108th Street would be significantly impacted during the weekday PM non-game and weeknight pre-game peak hours. The impacts on the eastbound Astoria Boulevard approach could be fully mitigated by prohibiting the eastbound left turns onto 108th Street at all times. The prohibited left turns could instead use the eastbound exclusive left-turn lane at the intersection immediately upstream, Astoria Boulevard at 31st Street. The prohibited left turn volume would range between 5 vehicles per hour (vph) and 20 vph during the seven peak hours.

### **NORTHERN BOULEVARD**

Six of the seven intersections analyzed along Northern Boulevard would be significantly impacted on non-game days during each of the AM and PM peak hours, and five would be significantly impacted during the Saturday midday peak hour. For the game day peak hours, six of the Northern Boulevard intersections would be significantly impacted in the weeknight pre-game peak hour, and five would be significantly impacted in the Saturday pre- and post-game peak hours.

*NORTHERN BOULEVARD AT 108TH STREET*

Six of the seven peak hours would be significantly impacted—weekday midday being the exception—and none could be mitigated. With significant impacts typical on the Northern Boulevard approaches, signal timing modifications at this intersection would not be possible without creating new significant impacts on the congested cross street, and geometric modifications to improve capacity would not be feasible.

*NORTHERN BOULEVARD AT 114TH STREET*

Mitigation would not be necessary during the weekday midday and Saturday midday peak hours on non-game days, and the significant adverse impacts during the other peak hours would be unmitigatable. Similar to Northern Boulevard at 108th Street, mitigation options—including signal timing modifications and geometric capacity improvements—would not be feasible.

*NORTHERN BOULEVARD AT 126TH STREET*

None of the significant impacts expected during all seven analysis peak hours could be mitigated. Because this intersection is the convergence point of Northern Boulevard, 126th Street, and two highway exit ramps, it would carry significant project-generated traffic volumes, in addition to substantial No Build traffic. The geometric characteristics of the intersection and the fact that significant impacts would occur on all approaches eliminate the possibility of full or partial mitigation.

*NORTHERN BOULEVARD AT PRINCE STREET*

None of the significant impacts expected during six analysis peak hours could be mitigated. With impacts occurring on the Northern Boulevard approaches, the geometric complexity and signal timing characteristics of this intersection, and the cross-street congestion provide limited opportunity for mitigation, with the exception of the non-game weekday midday peak hour, which could be fully mitigated with a signal timing change.

*NORTHERN BOULEVARD AT MAIN STREET*

Mitigation would not be required during the weekday non-game midday peak hour, and signal timing modifications could fully mitigate the significant impacts during the Saturday post-game peak hour. The significant impacts during the other five peak hours could not be mitigated.

*NORTHERN BOULEVARD AT UNION STREET*

Signal timing modifications could partially mitigate the significant impacts during the non-game midday and Saturday pre-game peak hours. Significant impacts during the other five peak hours could not be mitigated.

*NORTHERN BOULEVARD AT PARSONS BOULEVARD*

Prohibiting parking between 7:00 AM and 7:00 PM (except Sunday) along the west side of southbound Parsons Boulevard (currently metered) to provide a daylighted right-turn lane and signal timing adjustments could partially mitigate significant impacts in all seven time periods.

### **34TH AVENUE**

One of the two study locations along 34th Avenue, the intersection at 126th Street (and the Grand Central Parkway and eastbound Northern Boulevard ramps), would be significantly impacted during all seven peak hours, since the intersection would be a key gateway to the District. The other intersection, 34th Avenue at 114th Street, would not be significantly impacted during any peak hour.

#### *34TH AVENUE AT 126TH STREET*

Significant impacts are expected during four analysis peak hours and could be mitigated. As a key entrance point to the District, this intersection would carry significant volumes of project-generated traffic. Its geometric complexity, with approaches from two exit ramps in addition to the 126th Street northbound and 34th Avenue eastbound and westbound approaches, limits the capacity improvement options. However, installation of a computerized signal controller would improve conditions at this intersection during the non-game AM, weekday pre-game, and Saturday pre-game peak hours.

### **ROOSEVELT AVENUE**

Six intersections would be significantly impacted during the seven analysis peak hours, except for the intersection of Roosevelt Avenue at Union Street during the AM and midday peak hours. In each time period, six unmitigatable intersections would consistently be Roosevelt Avenue at College Point Boulevard, Roosevelt Avenue at Prince Street, Roosevelt Avenue at Main Street, Roosevelt Avenue at Union Street (except during the weekday AM and midday, when it would not be significantly impacted), Roosevelt Avenue at 114th Street, and Roosevelt Avenue at 126th Street. Although the number of project-generated trips expected along Roosevelt Avenue through these six intersections would not be particularly large, very limited mitigation options for the corridor in Downtown Flushing would be possible. This is due in part to narrow space for travel lanes and critical curbside activities, including bus stops, bus layover, and truck loading/unloading.

#### *ROOSEVELT AVENUE AT 108TH STREET*

Significant impacts would occur in all seven peak hours and could be fully mitigated by providing “No Standing Anytime” parking regulations within 100 feet of the intersection on the north side and south side of the westbound and eastbound Roosevelt Avenue approaches, respectively, to allow for two moving lanes at each approach; shifting the Q48 bus stop on the far side of the eastbound approach 25 feet farther downstream (to the east) to allow a transition back to one moving lane in the eastbound direction; providing “No Standing Anytime” regulations between the intersection and the relocated bus stop, and along the length of the bus stop; and prohibiting parking for 50 feet on the far side of the westbound approach to allow a transition back to one moving lane in the westbound direction. In addition, all of the impacted peak hours, except for weekday AM, would also require signal timing modifications to achieve full mitigation.

#### *ROOSEVELT AVENUE AT 111TH STREET*

Similar to the intersection at 108th Street, significant impacts would occur in all seven peak hours and could be fully mitigated by providing “No Standing Anytime” parking regulations within 100 feet of the intersection on the north side and south side of the westbound and

eastbound approaches, respectively, to allow for a transition to two moving lanes at each approach; shifting the Q48 bus stop on the far side of the westbound approach and the eastbound approach 25 feet farther downstream to allow a transition back to one moving lane in the each direction; and providing “No Standing Anytime” regulations between the intersection and each relocated bus stop, and along the length of each bus stop.

*ROOSEVELT AVENUE AT 114TH STREET*

None of the significant impacts expected during all seven analysis peak hours could be mitigated. The combination of significant additional project-generated traffic volumes and limited capacity improvement options—due primarily to geometric constraints—at this intersection eliminates the ability for full or partial mitigation.

*ROOSEVELT AVENUE AT 126TH STREET*

None of the significant impacts expected during all seven analysis peak hours could be mitigated. Similar to Roosevelt Avenue at 114th Street, mitigation options at this intersection, which would experience substantial traffic and pedestrian volumes at the southern end of the District, are also limited by geometric constraints. Further, significant impacts on all approaches to this intersection would make signal timing modifications ineffective.

*ROOSEVELT AVENUE AT COLLEGE POINT BOULEVARD*

None of the significant impacts expected during all seven analysis peak hours could be mitigated.

*ROOSEVELT AVENUE AT PRINCE STREET*

None of the significant impacts expected during all seven analysis peak hours could be mitigated.

*ROOSEVELT AVENUE AT MAIN STREET*

None of the significant impacts expected during all seven analysis peak hours could be mitigated.

*ROOSEVELT AVENUE AT UNION STREET*

Five out of the seven peak hours would be significantly impacted—weekday AM and midday being the exception—and none could be mitigated.

*ROOSEVELT AVENUE AT PARSONS BOULEVARD:*

By prohibiting parking between 7:00 AM and 7:00 PM (except Sunday) along the north side and south side of westbound and eastbound Roosevelt Avenue, respectively, significant impacts in four peak hours would be fully mitigated and in the remaining three peak hours would be partially mitigated.



**SANFORD AVENUE**

Two of the three intersections analyzed along Sanford Avenue would be significantly impacted during the weekday midday peak hour, while all three intersections would be significantly impacted during the other six peak hours.

*SANFORD AVENUE AT COLLEGE POINT BOULEVARD*

Significant impacts expected in six out of seven peak hours—weekday midday non-game being the exception—could be fully mitigated by providing “No Standing” parking regulations between 7:00 AM and 7:00 PM (except Sunday) on the north side of the westbound Sanford Avenue approach for a distance of 50 feet from the intersection; and by prohibiting parking from 10:00 AM to 7:00 PM (except Sunday) along the west side of the southbound College Point Boulevard approach to provide a daylighted right-turn lane, and signal timing modifications. Additionally, installation of a computerized controller would be needed to accommodate different timing plans for different peak hours.

*SANFORD AVENUE AT UNION STREET*

By prohibiting parking between 7:00 AM and 7:00 PM (except Sunday) along the north side of westbound Roosevelt Avenue, significant impacts in all seven peak hours could be fully mitigated.

*SANFORD AVENUE AT PARSONS BOULEVARD*

Significant impacts are expected in all seven peak hours. The weeknight pre-game peak hour could not be mitigated, but the other impacted peak hours could be fully or partially mitigated with the following parking prohibitions: from 7:00 AM to 7:00 PM (except Sunday) along the east side of northbound Parsons Boulevard; and from 10:00 AM to 3:00 PM (except Sunday) along the north side of westbound Sanford Avenue to provide a daylighted right-turn lane.

**OTHER STUDY AREA LOCATIONS**

*KISSENA BOULEVARD AT MAIN STREET*

No significant impacts are expected during any of the analysis peak hours.

*32ND AVENUE AT COLLEGE POINT BOULEVARD*

The three significantly impacted game day peak hours could be fully mitigated by upgrading the signal controller type (from mechanical to computerized) and modifying the signal timing, including increasing the signal cycle length from 60 seconds to 90 seconds. Since the installation of a new signal controller would be a permanent change to the intersection, the signal timing modifications were applied to the non-game peak hours as well, even though they would not be significantly impacted.

*WORLD'S FAIR MARINA AT BOAT BASIN ROAD*

Significant impacts at this currently unsignalized intersection could be fully mitigated with the installation of a traffic signal, operating with a 90-second cycle, to provide sufficient gaps for northbound Boat Basin Road left-turn traffic toward the entrance ramp to the westbound Grand Central Parkway. During game day conditions, NYPD should optimize traffic signal operations.

*NORTHERN BOULEVARD SERVICE ROAD AT COLLEGE POINT BOULEVARD*

Modifying signal timings would fully mitigate the significant impacts in six of the seven peak hours; the Saturday pre-game peak hour would be unmitigated.

*STADIUM ROAD AT THE GRAND CENTRAL PARKWAY RAMP*

No significant impacts are expected during any of the analysis peak hours.

*126TH STREET AT THE NEW WILLETS POINT BOULEVARD*

Because this intersection would be newly built as part of the proposed Plan, any marginally unacceptable or unacceptable delays would be considered significant adverse traffic impacts. As a result, in the non-game peak hours, the intersection would be unmitigatable despite it operating at overall marginally acceptable LOS D and the impacted lane groups operating at either marginally unacceptable LOS D or unacceptable LOS E. Impacts expected in the three game-day peak hours would also be unmitigatable.

*CITI FIELD INTERNAL STREET AT ROOSEVELT AVENUE*

No significant impacts are expected at this proposed signalized intersection during any of the analysis peak hours.

**IMPLEMENTATION**

Each of the traffic capacity improvements described above require the approval of the New York City Department of Transportation (NYCDOT). Overall, these traffic improvements—including signal phasing and timing changes, traffic signal installations, and parking prohibitions—fall within the range of typical measures employed by NYCDOT in improving traffic conditions in New York City. New York City Transit (NYCT) would need to agree to the proposed movement of the Q48 bus stops on Roosevelt Avenue near 108th and 111th Streets.

With the implementation of the traffic mitigation measures described above, new parking prohibitions would result in the removal of approximately 40 to 50 parking or “standing” spaces during various times of the day and days of the week, including approximately 17 parking meters. Roosevelt Avenue would lose about 20 to 25 spaces (including about 14 meters) in the vicinity of 108th and 111th Streets, and Parsons Boulevard; Sanford Avenue would lose about 10 to 15 spaces near College Point and Parsons Boulevards and Union Street; Parsons Boulevard would lose approximately 5 spaces (including three meters) near Northern Boulevard and Sanford Avenue; and College Point Boulevard would lose approximately three spaces in the vicinity of Sanford Avenue. No designated truck loading/unloading or commercial vehicle zones or bus layover space would be affected by the parking modifications proposed for mitigation.

Of the traffic mitigation measures discussed above, one new traffic signal is proposed at a currently unsignalized intersection, Boat Basin Road at World’s Fair Marina. Also, it is expected that the intersections of College Point Boulevard at 32nd Avenue and 126th Street at 34th Avenue would require traffic signal equipment upgrades from the current mechanical systems to computerized in order to accommodate variable signal phase green times among the seven analysis time periods. This signal improvement would be similar to NYCDOT’s planned upgrade program for various signalized intersections throughout the City.

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The analyzed proposed Plan includes a cumulative development plan, which represents the maximum envelope of development envisioned for the District. As a result, the mitigation identified in this chapter is what would be needed to address significant impacts due to the maximum development scenario established in the cumulative development plan. Were the eventual development plan scaled back from the maximum envelope and the number of projected vehicle trips were lessened, it is possible that the extent of the mitigation presented in this chapter would be beyond what would ultimately be required.

In order to verify the need and effectiveness of the proposed mitigation measures identified in the FGEIS, the lead agency would develop and conduct a detailed traffic monitoring plan at full buildout of the proposed Plan. The lead agency would inform NYCDOT of the progress of the Plan's development and submit for NYCDOT's review and approval a scope of work that would include all locations where significant traffic impacts have been identified in the FGEIS and any locations analyzed in the FGEIS where NYCDOT believes improvement measures may be warranted. Data collection conducted for the monitoring plan would include 24-hour Automatic Traffic Recorder (ATR) machine counts, manual turning movement counts, vehicle classification counts, pedestrian counts, intersection geometry and field information, signal timing and signal progression and any relevant information necessary for conducting the traffic monitoring plan. In the areas where parking prohibitions would be needed to mitigate significant impacts, such as Downtown Flushing and Corona, curbside utilization surveys would be conducted to determine the number of vehicles that would be displaced and where the displaced vehicles would be accommodated. Additionally, the traffic monitoring program would include an origin-destination survey performed for the destination retail component of the project. The traffic monitoring program would also include intersection capacity, level of service analyses and signal progression analyses to determine whether actual future Build conditions have, in fact, resulted in significant traffic impacts and verify the need for mitigation measures identified in the FGEIS or similar measures identified through the traffic monitoring plan.

The lead agency would submit to NYCDOT design drawings for any mitigation measures as per American Association of State Highway and Transportation Officials (AASHTO) and NYCDOT specifications. NYCDOT would participate in the review process relating to all future modifications to geometric alignment, striping and signage during the preliminary and final design phases. In addition, the lead agency or future developer would be responsible for any cost associated with the monitoring effort. The City or future developer would be responsible for the cost of the design and construction of any or all improvement measures identified in the FGEIS or through the traffic monitoring plan as warranted due to project-generated traffic.

## **D. TRANSIT AND PEDESTRIANS**

### **OVERVIEW**

As discussed in Chapter 18, "Transit and Pedestrians," the proposed Plan would result in significant adverse impacts on subway station operations, bus line-haul, and street level pedestrian facilities. Potential measures to mitigate these impacts are described below.

### **SUBWAY STATION OPERATIONS**

The projected decline in service levels at the street-level stairway on the north side of Roosevelt Avenue at the Willets Point-Shea Stadium subway station from LOS C or better under the No Build condition to LOS D, E, or F under the Build condition would constitute significant adverse

subway station impacts. Because the worst service levels were identified for the weekday non-game PM peak period, the amount of stairway widening required would equal the amount needed to mitigate conditions during this analysis time period to LOS C/D or better. As shown in Table 23-3, the effective width necessary to achieve LOS C/D or better for the street-level stairway is 10.25 feet. For street-level stairway S2, this width represents a 4.25-foot widening from its existing effective width of 6 feet (actual tread width of 8 feet). To achieve the 10.25-foot effective stairway width, this stairway would need to be widened to an actual width of 12.25 feet.

**Table 23-3**  
**2017 Mitigated Build Condition: Subway Station Vertical Circulation Analysis**

Willels Point–Shea Stadium No. 7 Train Station Vertical Circulation Elements	Width (feet)	Effective Width (feet)	15-Minute Pedestrian Volumes		Friction Factor	15-Minute			
			Up	Down		SVCD Capacity	V/SVCD Ratio	LOS	
<b>Weekday AM Non-Game</b>									
<b>Street to Mezzanine</b>									
Roosevelt Avenue (North) S2 Stairs	12.25	10.25	518	425	0.90	1384	0.68	B	
<b>Weekday PM Non-Game</b>									
<b>Street to Mezzanine</b>									
Roosevelt Avenue (North) S2 Stairs	12.25	10.25	703	681	0.90	1384	1.00	D	
<b>Weekday Pre-Game</b>									
<b>Street to Mezzanine</b>									
Roosevelt Avenue (North) S2 Stairs	12.25	10.25	507	599	0.90	1384	0.80	C	
<b>Saturday Pre-Game</b>									
<b>Street to Mezzanine</b>									
Roosevelt Avenue (North) S2 Stairs	12.25	10.25	430	481	0.90	1384	0.66	B	
<b>Saturday Post-Game</b>									
<b>Street to Mezzanine</b>									
Roosevelt Avenue (North) S2 Stairs	12.25	10.25	443	395	0.90	1384	0.61	B	
<b>Note: Capacities were calculated based on rates presented in the New York City Transit, <i>Station Planning and Design Guidelines</i> (January 2001), in accordance with the <i>CEQR Technical Manual</i>.</b>									

The implementation of this mitigation measure would be coordinated with MTA/NYCT to allow enough time for design and specification approvals by MTA/NYCT and for the construction in order to address the increased demand that would result from development of the proposed Plan by 2017.

### BUS LINE HAUL LEVELS

The proposed Plan would result in significant adverse impacts on the eastbound and westbound Q48 routes during the AM and PM peak periods and on the eastbound Q66 during the AM and PM peak periods. More specifically, the Q48 route would experience the following increases in passengers per bus between No Build and Build conditions:

- eastbound line-haul increasing from 52 to 177 average passengers per bus in the AM peak period;
- westbound line-haul increasing from 8 to 133 average passengers per bus in the AM peak period;
- westbound line-haul increasing from 45 to 374 average passengers per bus in the PM peak period.

To mitigate these significant adverse impacts, 14 additional or 20 total eastbound buses and eight additional or 13 total westbound buses would be required during the AM peak period.

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During the PM peak period, 27 additional or 31 total eastbound buses and 24 additional or 28 total westbound buses would be required.

The Q66 route would experience the following increases in passengers per bus between the No Build and Build conditions:

- eastbound line-haul increasing from 81 to 85 average passengers per bus in the AM peak period; and,
- eastbound line-haul increasing from 56 to 68 average passengers per bus in the PM peak period.

To mitigate these significant adverse impacts and return loading on these buses to NYCT guideline levels, nine additional or 24 total eastbound buses would be required during the AM peak period and three additional or 14 total eastbound buses would be required during the PM peak period. Table 23-4 provides a comparison of the existing service and the numbers of buses required to fully mitigate the identified significant adverse line haul impacts along the Q48 and Q66 bus routes.

**Table 23-4**  
**2017 Mitigated Build Condition: Bus Line Haul Levels**

Route	Peak Period	Eastbound Buses per Hour		Westbound Buses per Hour	
		Existing	With Mitigation	Existing	With Mitigation
Q48	AM	6	20	5	13
	PM	4	31	4	28
Q66	AM	15	24	—	—
	PM	11	14	—	—

**Notes:** Both Q48 and Q66 operate standard buses with a guideline capacity of 54 passengers per bus.

The above mitigation measures consider potential service improvements to only the bus routes currently serving the immediate vicinity of the District. While MTA and NYCT routinely monitor changes in bus ridership and would make the necessary service adjustments where warranted, the projected service demand is significant in magnitude. These service adjustments are subject to the agencies’ fiscal and operational constraints and, if implemented, are expected to take place over time.

Recognizing that these improvements may not be operationally viable or adequate in accommodating the projected future demand from developments planned for the District, discussions were initiated with NYCT to explore opportunities to extend existing bus routes from adjacent neighborhoods (e.g., downtown Flushing) and/or creating new bus routes. Potential bus service improvements discussed include: 1) increasing service frequency on the Q19 and providing westbound stop/loop service to Willets Point; 2) extending some or all bus routes that currently terminate in downtown Flushing to Willets Point, including the Q12, Q13, Q14, Q15, Q16, Q17, Q26, Q27, and Q28; and 3) possibly extending the limited QBx1 along Roosevelt Avenue and rerouting the X51 through Willets Point. To accommodate these potential service improvements, new bus stops and layover areas would be needed in and around the District. The City will collaborate with MTA and NYCT during and after this environmental review process to establish development guidelines and provisions to ensure that adequate bus service improvements would be implemented.

## STREET LEVEL PEDESTRIAN OPERATIONS

Significant adverse pedestrian impacts were identified for the east crosswalk at the intersection of Northern Boulevard and 126th Street, for the north, east, and west crosswalks at the intersection of Roosevelt Avenue and 126th Street, and for the new crosswalk at the signalized intersection of Roosevelt Avenue and the Lot B driveway. Measures that could be implemented to mitigate these impacts are discussed below:

### *NORTHERN BOULEVARD AND 126TH STREET*

- The east crosswalk would deteriorate to LOS D (19.9 SFP) during the Saturday pre-game peak period and LOS E (13.0 SFP) during the Saturday post-game peak period. Restriping this crosswalk from 14.5 feet to 22.0 feet would be required to return operations to acceptable conditions (20 SFP) during the peak period with the worst operating conditions, the Saturday post-game peak period. Widening this crosswalk to 24.5 feet would return operations to No Build levels. Because this widening could be constrained by the physical median along Northern Boulevard, achieving such widening may not be feasible. However, conditions at this crosswalk were identified only for the Saturday pre-game and post-game peak periods. At these times, game-day traffic management measures—such as the stationing of traffic control officers at this location to facilitate traffic and pedestrian flows, which currently occurs on game days but was not accounted for in the pedestrian analysis—would be in place. These measures make it unlikely that the physical widening of the existing crosswalk would be needed.

### *ROOSEVELT AVENUE AND 126TH STREET*

- The north crosswalk would deteriorate to LOS D (16.2 SFP) during the weekday midday peak period, LOS E (11.9 SFP) during the weekday PM peak period, LOS E (13.1 SFP) during the weekday pre-game peak period, LOS E (12.5 SFP) during the Saturday non-game peak period, LOS E (14.8 SFP) during the Saturday pre-game peak period, and LOS D (18.1 SFP) during the Saturday post-game peak period. Restriping this crosswalk from 17.0 feet to 26.0 feet would mitigate these significant adverse impacts. The feasibility of this widening would be limited by the width of the adjoining sidewalks on the north side of Roosevelt Avenue. If such widening could not be achieved, the projected significant adverse impacts during certain time periods would remain unmitigated or partially mitigated.
- The east crosswalk would deteriorate to LOS D (19.1 SFP) during the weekday midday peak period, LOS D (16.5 SFP) during the weekday PM peak period, LOS D (17.8 SFP) during the weekday pre-game peak period, LOS E (13.9 SFP) during the Saturday non-game peak period, and LOS D (17.8 SFP) during the Saturday pre-game peak period. Restriping this crosswalk from 11.5 feet to 16.0 feet would mitigate these significant adverse impacts. The feasibility of this widening would be limited by the width of the adjoining sidewalks on the east side of 126th Street. If such widening could not be achieved, the projected significant adverse impacts during certain time periods would remain unmitigated or partially mitigated.
- The west crosswalk would deteriorate to LOS E (13.3 SFP) during the weekday midday, LOS F (6.6 SFP) during the weekday PM peak period, LOS F (6.0 SFP) during the weekday pre-game peak period, LOS E (9.5 SFP) during the Saturday non-game peak period, LOS F (6.0 SFP) during the Saturday pre-game peak period, and LOS E (10.3 SFP) during the Saturday post game peak. Restriping this crosswalk from 16.0 feet to 48.5 feet would mitigate these significant adverse impacts. Because the required widening would exceed the

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width of the adjoining sidewalks on 126th Street, only partial mitigation could be implemented, and the projected significant adverse impacts would remain unmitigated or partially mitigated.

### ROOSEVELT AVENUE AND LOT B DRIVEWAY

- Based on the assumed 24-foot crosswalk width, the new crosswalk would operate at LOS E (14.1 SFP) during the weekday PM peak period and at LOS D (18.2 SFP) during the Saturday non-game peak period. The crosswalk would need to be 32.0 feet wide to ensure acceptable operations during all analysis peak periods. The feasibility of constructing a crosswalk of this width would be limited by the width of the adjoining sidewalks along the north side of Roosevelt Avenue. If such a width could not be achieved, the projected significant adverse impacts during certain time periods would remain unmitigated.

### 34TH AVENUE AND 126TH STREET

- No significant adverse pedestrian impacts were identified at this intersection. An evaluation of the proposed signal timing changes as part of the traffic mitigation strategies shows that they would not adversely affect crosswalk operations during any of the analysis peak periods.

## **E. AIR QUALITY**

Chapter 19, "Air Quality," shows the maximum of the predicted 8-hour carbon monoxide (CO) concentrations for the proposed Plan and the anticipated development on Lot B, and concludes that it would not result in any significant adverse air quality impacts. Therefore, no air quality mitigation is required. This section considers the effects on air quality of the proposed Plan and the anticipated development on Lot B with implementation of the traffic mitigation measures discussed above.

Table 23-5 illustrates the effect of the proposed traffic mitigation measures (see the discussion above) on maximum predicted CO concentrations with the proposed Plan and the anticipated development on Lot B. The table shows that concentrations with the proposed traffic mitigation measures would be below the National Ambient Air Quality Standards (NAAQS), and would not result in any significant adverse air quality impacts.

**Table 23-5**  
**Future Maximum Predicted 8-Hour Average Carbon Monoxide**  
**With Proposed Traffic Mitigation**

<u>Receptor Site</u>	<u>Location</u>	<u>Time Period</u>	<u>8-Hour Concentration (ppm)</u>
2	126th Street and 34th Avenue	PM pre-game /MD pre-game	4.5
<b>Note:</b> 8-hour standard is 9 ppm.			

## **F. NOISE**

Future noise levels with the proposed Plan and the anticipated development on Lot B with the proposed traffic mitigation measures were calculated for receptor site 3 using the methodology

described in Chapter 20, “Noise,” for the 2017 analysis year. Receptor 3 was analyzed as it is nearby the proposed additional signal at the intersection of Boat Basin Road and World’s Fair Marina, which is the only mitigation measure that has the potential to substantially affect noise levels. No Build values presented in Chapter 20 were used to assess impacts. Build values for 2017 with the proposed traffic mitigation measures in place are shown in Table 23-6. Values that exceed *CEQR Technical Manual’s* impact criteria are shown in bold.

**Table 23-6**  
**2017 Build Noise Levels With Traffic Mitigation Measures (dBA)**

Site	Location	Day	Time Period	No Build $L_{eq}(1)$	Build $L_{eq}(1)$	Build Mitigation $L_{eq}(1)$	Mitigation—No Build Increase
3	World’s Fair Marina Park	Weekday	AM	69.8	71.1	71.3	1.5
		Weekday	MD	70.9	72.8	72.8	1.9
		Weekday	PM	72.2	73.9	74.2	2.0
		Saturday	MD	68.7	72.2	72.4	<b>3.7</b>
		Weekday	pre-game	71.9	72.2	72.2	0.3
		Saturday	pre-game	69.4	69.6	69.6	0.2
		Saturday	post-game	67.8	68.3	69.0	1.2

In 2017, when the proposed Plan would be completed,  $L_{eq}(1)$  noise levels due to project-generated traffic with the proposed traffic mitigation plan would exceed the *CEQR Technical Manual’s* impact criteria and result in significant adverse noise impacts during the non-game Saturday midday (MD) time period at noise receptor location 3. There would be no feasible or practicable measures to mitigate this impact. Noise barriers or berms are impractical at this location due to space constraints. As a result, this would be an unmitigatable significant adverse impact.

While this noise level increase does exceed the CEQR threshold for a significant impact, the resultant  $L_{eq}$  of 72.4 dBA is not an uncommon level for a park in New York City. Noise levels of this magnitude frequently occur at parks or portions of parks that are adjacent to heavily trafficked roadways.

The noise levels and the impacts predicted exclude noise from aircraft operations at LaGuardia Airport, which is adjacent to the District. Excluding aircraft noise results in lower baseline levels and therefore a more conservative analysis, as the project-generated noise causes a larger increase on a lower baseline level. If the noise from aircraft operations were included in the baseline noise levels, it is unlikely that the impact identified at the World’s Fair Marina Park would occur.

The impact would occur at the same location and time as would occur without the traffic mitigation measures. While the addition of a traffic signal at this location does increase noise levels, and increase the magnitude of the impact during the Saturday midday (MD) time period, the changes in noise levels are less than a decibel, and would have no perceptible effect.

## G. CONSTRUCTION

As discussed in Chapter 21, “Construction Impacts,” significant adverse traffic impacts could occur at some of the study area intersections through which construction-related traffic would travel, albeit expected at notably lower magnitudes than the operational impacts identified in Chapter 17. Where impacts during construction may occur, measures recommended to mitigate



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impacts associated with the proposed Plan could be implemented early to aide in alleviating congested traffic conditions. However, where unmitigatable operational impacts are identified, there is also the potential for such impacts to occur during construction. A more detailed analysis will be presented in the FGEIS to identify the specific anticipated significant adverse traffic impacts during construction and the likely measures necessary to mitigate these impacts. \*

Table 23-7

Summary of Non-Game Day Traffic Mitigation Measures

INTERSECTION	MITIGATION MEASURES			
	NON-GAMEDAY WEEKDAY AM PEAK HOUR	NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR	NON-GAMEDAY WEEKDAY PM PEAK HOUR	NON-GAMEDAY SATURDAY MIDDAY PEAK HOUR
<b>108th Street at Astoria Boulevard</b>	Prohibit eastbound Astoria Boulevard left-turn movements onto 108th Street at all times. Eastbound left-turn vehicles may use the exclusive left-turn at the Astoria Boulevard and 31st Street intersection located west of 108th Street. <b>[Measure reflects improvements needed for the non-game PM and weekday pre-game peak periods; otherwise mitigation is not needed.]</b>	Prohibit eastbound Astoria Boulevard left-turn movements onto 108th Street at all times. Eastbound left-turn vehicles may use the exclusive left-turn at the Astoria Boulevard and 31st Street intersection located west of 108th Street. <b>[Measure reflects improvements needed for the non-game PM and weekday pre-game peak periods; otherwise mitigation is not needed.]</b>	Prohibit eastbound Astoria Boulevard left-turn movements onto 108th Street at all times. Eastbound left-turn vehicles may use the exclusive left-turn at the Astoria Boulevard and 31st Street intersection located west of 108th Street.	Prohibit eastbound Astoria Boulevard left-turn movements onto 108th Street at all times. Eastbound left-turn vehicles may use the exclusive left-turn at the Astoria Boulevard and 31st Street intersection located west of 108th Street. <b>[Measure reflects improvements needed for the non-game PM and weekday pre-game peak periods; otherwise mitigation is not needed.]</b>
108th Street at Northern Boulevard (RT. 25A)	Unmitigatable Impact.	Mitigation not required.	Unmitigatable Impact.	Unmitigatable Impact.
114th Street at Northern Boulevard (RT. 25A)	Unmitigatable Impact.	Mitigation not required.	Unmitigatable Impact.	Mitigation not required.
126th Street at Northern Boulevard (RT. 25A)	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.
Prince Street at Northern Boulevard (RT. 25A)	Unmitigatable Impact.	Modify signal timing: shift 1 s green time from EB/WB phase to EB/WB-left only lead phase. [EB/WB green time shifts from 54 s to 53 s; EB/WB-left only lead green time shifts from 7 s to 8 s; EB-only lead green time remains 10 s; NB/SB green time remains 29 s.]	Unmitigatable Impact.	Unmitigatable Impact.
Main Street at Northern Boulevard (RT. 25A)	Unmitigatable Impact.	Mitigation not required.	Unmitigatable Impact.	Unmitigatable Impact.
Union Street at Northern Boulevard (RT. 25A)	Unmitigatable Impact.	<b>Partially Mitigated.</b> Modify signal timing: shift 2 s green time from EB/WB phase to EB-left/WB-right/WB-left lead phase. [EB/WB green time shifts from 50 s to 48 s; EB-left/WB-right/WB-left green time shifts from 18 s to 20 s; NB/SB green time remains 36 s.]	Unmitigatable Impact.	Unmitigatable Impact.
Parsons Boulevard at Northern Boulevard (RT. 25A)	<b>Partially Mitigated.</b> Provide "No Parking" regulations along the west side of the southbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 120 ft. from the intersection to prohibit parking and provide a daylighted right-turn lane for all peak hours.	<b>Partially Mitigated.</b> Provide "No Parking" regulations along the west side of the southbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 120 ft. from the intersection to prohibit parking and provide a daylighted right-turn lane for all peak hours. Modify signal timing: shift 1 s green time from EB-left/WB-left lag phase to NB/SB phase. [EB/WB green time remains 52 s; EB-left/WB-left lag green time shifts from 10 s to 9 s; NB/SB green time shifts from 36 s to 37 s; Lead Pedestrian Interval (LPI) remains 7 s.]	<b>Partially Mitigated.</b> Provide "No Parking" regulations along the west side of the southbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 120 ft. from the intersection to prohibit parking and provide a daylighted right-turn lane for all peak hours.	<b>Partially Mitigated.</b> Provide "No Parking" regulations along the west side of the southbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 120 ft. from the intersection to prohibit parking and provide a daylighted right-turn lane for all peak hours. Modify signal timing: shift 1 s green time from EB-left/WB-left lag phase to NB/SB phase. [EB/WB green time remains 52 s; EB-left/WB-left lag green time shifts from 10 s to 9 s; NB/SB green time shifts from 36 s to 37 s; Lead Pedestrian Interval (LPI) remains 7 s.]
114th Street at 34th Avenue	Mitigation not required.	Mitigation not required.	Mitigation not required.	Mitigation not required.
126th Street/GCP Ramp at 34th Avenue	<b>Partially Mitigated.</b> Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. Modify signal timing: shift 9 s green time from NB/SB to EB/WB; [NB/SB phase green time is 45 s; SB-only phase green time is 25 s; EB/WB phase green time is 35 s; each phase has a 3 s amber and 2 s all red.]  Note: This intersection is isolated and is not located along a coordinated signal corridor. Therefore, the recommended green time shift would not impact travel progression to/from adjacent intersections.	<b>Unmitigatable Impact.</b> Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. Modify signal timing: NB/SB phase green time is 55 s; SB-only phase green time is 25 s; EB/WB phase green time is 25 s; each phase has a 3 s amber and 2 s all red. Existing signal timing was rounded to whole numbers to account for the new computer controller.  Note: This intersection is isolated and is not located along a coordinated signal corridor. Therefore, the recommended green time shift would not impact travel progression to/from adjacent intersections.	<b>Unmitigatable Impact.</b> Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. Modify signal timing: NB/SB phase green time is 55 s; SB-only phase green time is 25 s; EB/WB phase green time is 25 s; each phase has a 3 s amber and 2 s all red. Existing signal timing was rounded to whole numbers to account for the new computer controller.  Note: This intersection is isolated and is not located along a coordinated signal corridor. Therefore, the recommended green time shift would not impact travel progression to/from adjacent intersections.	<b>Unmitigatable Impact.</b> Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. Modify signal timing: NB/SB phase green time is 55 s; SB-only phase green time is 25 s; EB/WB phase green time is 25 s; each phase has a 3 s amber and 2 s all red. Existing signal timing was rounded to whole numbers to account for the new computer controller.  Note: This intersection is isolated and is not located along a coordinated signal corridor. Therefore, the recommended green time shift would not impact travel progression to/from adjacent intersections.
108th Street at Roosevelt Avenue	Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Move the Q48 bus stop on the far side of the eastbound approach 25 feet further downstream (to the east) to allow a transition back to one moving lane in the eastbound direction, and provide "No Standing Anytime" regulations between the intersection and the bus stop along the length of the bus stop.  Provide "No Standing Anytime" regulations on the far side of the westbound approach for a distance of 50 ft. from the intersection to allow a transition back to one moving lane in the westbound direction.	Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Move the Q48 bus stop on the far side of the eastbound approach 25 feet further downstream (to the east) to allow a transition back to one moving lane in the eastbound direction, and provide "No Standing Anytime" regulations between the intersection and the bus stop along the length of the bus stop.  Provide "No Standing Anytime" regulations on the far side of the westbound approach for a distance of 50 ft. from the intersection to allow a transition back to one moving lane in the westbound direction.  Modify signal timing: shift 2 s green time from EB/WB phase to NB/SB phase. [EB/WB green time shifts from 80 s to 78 s; NB/SB green time shifts from 30 s to 32 s.]	Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Move the Q48 bus stop on the far side of the eastbound approach 25 feet further downstream (to the east) to allow a transition back to one moving lane in the eastbound direction, and provide "No Standing Anytime" regulations between the intersection and the bus stop along the length of the bus stop.  Provide "No Standing Anytime" regulations on the far side of the westbound approach for a distance of 50 ft. from the intersection to allow a transition back to one moving lane in the westbound direction.  Modify signal timing: shift 1 s green time from EB/WB phase to NB/SB phase. [EB/WB green time shifts from 80 s to 79 s; NB/SB green time shifts from 30 s to 31 s.]	Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Move the Q48 bus stop on the far side of the eastbound approach 25 feet further downstream (to the east) to allow a transition back to one moving lane in the eastbound direction, and provide "No Standing Anytime" regulations between the intersection and the bus stop along the length of the bus stop.  Provide "No Standing Anytime" regulations on the far side of the westbound approach for a distance of 50 ft. from the intersection to allow a transition back to one moving lane in the westbound direction.  Modify signal timing: shift 2 s green time from EB/WB phase to NB/SB phase. [EB/WB green time shifts from 80 s to 78 s; NB/SB green time shifts from 30 s to 32 s.]

Table 23-7

Summary of Non-Game Day Traffic Mitigation Measures

INTERSECTION	MITIGATION MEASURES			
	NON-GAMEDAY WEEKDAY AM PEAK HOUR	NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR	NON-GAMEDAY WEEKDAY PM PEAK HOUR	NON-GAMEDAY SATURDAY MIDDAY PEAK HOUR
<b>11th Street at Roosevelt Avenue</b>	Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Move the Q48 bus stop on the far side of the westbound approach and the far side of the eastbound approach 25 feet further downstream to allow a transition back to one moving lane in the each direction, and provide "No Standing Anytime" regulations between the intersection and each bus stop and along the length of each bus stop.	Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Move the Q48 bus stop on the far side of the westbound approach and the far side of the eastbound approach 25 feet further downstream to allow a transition back to one moving lane in the each direction, and provide "No Standing Anytime" regulations between the intersection and each bus stop and along the length of each bus stop.	Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Move the Q48 bus stop on the far side of the westbound approach and the far side of the eastbound approach 25 feet further downstream to allow a transition back to one moving lane in the each direction, and provide "No Standing Anytime" regulations between the intersection and each bus stop and along the length of each bus stop.	Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Move the Q48 bus stop on the far side of the westbound approach and the far side of the eastbound approach 25 feet further downstream to allow a transition back to one moving lane in the each direction, and provide "No Standing Anytime" regulations between the intersection and each bus stop and along the length of each bus stop.
<b>114th Street at Roosevelt Avenue</b>	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.
<b>126th Street at Roosevelt Avenue</b>	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.
<b>College Point Boulevard at Roosevelt Avenue</b>	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.
<b>Prince Street at Roosevelt Avenue</b>	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.
<b>Main Street at Roosevelt Avenue</b>	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.
<b>Union Street at Roosevelt Avenue</b>	Mitigation not required.	Mitigation not required.	Unmitigatable Impact.	Unmitigatable Impact.
<b>Parsons Boulevard at Roosevelt Avenue</b>	Provide "No Parking" regulations along the south side of the eastbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. Provide "No Parking" regulations along the north side of the westbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.	Provide "No Parking" regulations along the south side of the eastbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. Provide "No Parking" regulations along the north side of the westbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.	Partially Mitigated. Provide "No Parking" regulations along the south side of the eastbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. Provide "No Parking" regulations along the north side of the westbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.	Partially Mitigated. Provide "No Parking" regulations along the south side of the eastbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. Provide "No Parking" regulations along the north side of the westbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.
<b>Main Street at Kissena Boulevard</b>	Mitigation not required.	Mitigation not required.	Mitigation not required.	Mitigation not required.
<b>College Point Boulevard at Sanford Avenue</b>	Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. Modify signal timing: NB/SB phase green time is 52 s; EB/WB phase green time is 28 s; each phase has a 3 s amber and 2 s all red.	Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. Prohibit parking from 10A - 7P (Except Sunday) along the west side of the southbound College Point Blvd approach 120 ft. from the intersection to provide a daylighted right turn lane. Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. Modify signal timing: NB/SB phase green time is 53 s; EB/WB phase green time is 27 s; each phase has a 3 s amber and 2 s all red. <b>[Measures reflect improvements needed for the non-game AM, MD, PM, Saturday MD peak periods and the weekday pre-game, weekend pre-game, and weekend post-game peak periods; otherwise mitigation is not needed.]</b>	Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. Prohibit parking from 10A - 7P (Except Sunday) along the west side of the southbound College Point Blvd approach 120 ft. from the intersection to provide a daylighted right turn lane. Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. Modify signal timing: NB/SB phase green time is 52 s; EB/WB phase green time is 28 s; each phase has a 3 s amber and 2 s all red.	Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. Prohibit parking from 10A - 7P (Except Sunday) along the west side of the southbound College Point Blvd approach 120 ft. from the intersection to provide a daylighted right turn lane. Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. Modify signal timing: NB/SB phase green time is 52 s; EB/WB phase green time is 28 s; each phase has a 3 s amber and 2 s all red.
<b>Union Street at Sanford Avenue</b>	Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.	Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.	Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.	Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.
<b>Parsons Boulevard at Sanford Avenue</b>	Partially Mitigated. Provide "No Parking" regulations along the east side of the northbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.	Provide "No Parking" regulations along the east side of the northbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. Prohibit parking from 10A - 3P (Except Sunday) along the north side of the westbound Sanford Avenue approach 100 ft. from the intersection to provide a daylighted right turn lane. [Measure reflects improvements needed for the non-game Saturday midday peak period and the weekend pre-game peak period; otherwise this mitigation is not needed.]	Partially Mitigated. Provide "No Parking" regulations along the east side of the northbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.	Partially Mitigated. Provide "No Parking" regulations along the east side of the northbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. Prohibit parking from 10A - 3P (Except Sunday) along the north side of the westbound Sanford Avenue approach 100 ft. from the intersection to provide a daylighted right turn lane.

Table 23-7

Summary of Non-Game Day Traffic Mitigation Measures

INTERSECTION	MITIGATION MEASURES			
	NON-GAMEDAY WEEKDAY AM PEAK HOUR	NON-GAMEDAY WEEKDAY MIDDAY PEAK HOUR	NON-GAMEDAY WEEKDAY PM PEAK HOUR	NON-GAMEDAY SATURDAY MIDDAY PEAK HOUR
College Point Boulevard at 32nd Avenue	Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. Modify signal timing: Increase the existing 60 s cycle to a 90 s cycle with the following signal timing: WB green time is 31 s, NB/SB green time is 29 s, and SB-only lag green time is 15 s, each phase has 3 s amber and 2 s all red. [Measures reflect improvements needed for the weekday pre-game, weekend pre-game, and weekend post-game peak periods; otherwise mitigation is not needed.]	Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. Modify signal timing: Increase the existing 60 s cycle to a 90 s cycle with the following signal timing: WB green time is 31 s, NB/SB green time is 29 s, and SB-only lag green time is 15 s; each phase has 3 s amber and 2 s all red. [Measures reflect improvements needed for the weekday pre-game, weekend pre-game, and weekend post-game peak periods; otherwise mitigation is not needed.]	Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. Modify signal timing: Increase the existing 60 s cycle to a 90 s cycle with the following signal timing: WB green time is 28 s, NB/SB green time is 36 s, and SB-only lag green time is 11 s, each phase has 3 s amber and 2 s all red. [Measures reflect improvements needed for the weekday pre-game, weekend pre-game, and weekend post-game peak periods; otherwise mitigation is not needed.]	Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. Modify signal timing: Increase the existing 60 s cycle to a 90 s cycle with the following signal timing: WB green time is 28 s, NB/SB green time is 36 s, and SB-only lag green time is 11 s; each phase has 3 s amber and 2 s all red. [Measures reflect improvements needed for the weekday pre-game, weekend pre-game, and weekend post-game peak periods; otherwise mitigation is not needed.]
Willets Point Boulevard at 126th Street	Mitigation not required. [Intersection would be demapped as part of the proposed Plan.]	Mitigation not required. [Intersection would be demapped as part of the proposed Plan.]	Mitigation not required. [Intersection would be demapped as part of the proposed Plan.]	Mitigation not required. [Intersection would be demapped as part of the proposed Plan.]
Boat Basin Road at Worlds Fair Marina	Install a new computer-controlled traffic signal, with a 90-second cycle length and three phases. [EB/WB green time is 10 s; WB-only lag green time is 43 s; NB green time is 22 s; all phases have 3 s of amber and 2 s of all red time.]	Install a new computer-controlled traffic signal, with a 90-second cycle length and three phases. [EB/WB green time is 10 s; WB-only lag green time is 43 s; NB green time is 22 s; all phases have 3 s of amber and 2 s of all red time.]	Install a new computer-controlled traffic signal, with a 90-second cycle length and three phases. [EB/WB green time is 10 s; WB-only lag green time is 41 s; NB green time is 24 s; all phases have 3 s of amber and 2 s of all red time.]	Install a new computer-controlled traffic signal, with a 90-second cycle length and three phases. [EB/WB green time is 10 s; WB-only lag green time is 43 s; NB/SB green time is 22 s; all phases have 3 s of amber and 2 s of all red time.]
Willets Point Boulevard at Northern Boulevard	Mitigation not required. [Intersection would be demapped as part of the proposed Plan.]	Mitigation not required. [Intersection would be demapped as part of the proposed Plan.]	Mitigation not required. [Intersection would be demapped as part of the proposed Plan.]	Mitigation not required. [Intersection would be demapped as part of the proposed Plan.]
College Point Boulevard at Northern Boulevard Service Road	Modify signal timing: shift 1 s green time from WB phase to NB/SB phase. [WB green time shifts from 25 s to 24 s; NB/SB green time shifts from 25 s to 26 s.]	Modify signal timing: shift 1 s green time from WB phase to NB/SB phase. [WB green time shifts from 25 s to 24 s; NB/SB green time shifts from 25 s to 26 s.]	Modify signal timing: shift 1 s green time from WB phase to NB/SB phase. [WB green time shifts from 25 s to 24 s; NB/SB green time shifts from 25 s to 26 s.]	Modify signal timing: shift 1 s green time from WB phase to NB/SB phase. [WB green time shifts from 25 s to 24 s; NB/SB green time shifts from 25 s to 26 s.]
Grand Central Parkway Ramp at West Park Loop/Stadium Road	Mitigation not required.	Mitigation not required.	Mitigation not required.	Mitigation not required.
126th Street at New Willets Point Boulevard	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.
Citi Field/Lot B Internal Street at Roosevelt Avenue	Mitigation not required.	Mitigation not required.	Mitigation not required.	Mitigation not required.

Table 23-8

Summary of Game Day Traffic Mitigation Measures

INTERSECTION	MITIGATION MEASURES		
	WEEKDAY PRE-GAME PEAK HOUR	SATURDAY PRE-GAME PEAK HOUR	SATURDAY POST-GAME PEAK HOUR
108th Street at Astoria Boulevard	Prohibit eastbound Astoria Boulevard left-turn movements onto 108th Street at all times. Eastbound left-turn vehicles may use the exclusive left-turn at the Astoria Boulevard and 31st Street intersection located west of 108th Street.	Prohibit eastbound Astoria Boulevard left-turn movements onto 108th Street at all times. Eastbound left-turn vehicles may use the exclusive left-turn at the Astoria Boulevard and 31st Street intersection located west of 108th Street. [Measure reflects improvements needed for the non-game PM and weekday pre-game peak periods; otherwise mitigation is not needed.]	Prohibit eastbound Astoria Boulevard left-turn movements onto 108th Street at all times. Eastbound left-turn vehicles may use the exclusive left-turn at the Astoria Boulevard and 31st Street intersection located west of 108th Street. [Measure reflects improvements needed for the non-game PM and weekday pre-game peak periods; otherwise mitigation is not needed.]
108th Street at Northern Boulevard (RT. 25A)	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.
114th Street at Northern Boulevard (RT. 25A)	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.
126th Street at Northern Boulevard (RT. 25A)	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.
Prince Street at Northern Boulevard (RT. 25A)	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.
Main Street at Northern Boulevard (RT. 25A)	Unmitigatable Impact.	Unmitigatable Impact.	Modify signal timing: shift 4 s green time from WB-left/NB-right only lead phase to EB/WB phase. [WB-left/NB-right lead green time shifts from 17 s to 13 s; EB/WB green time shifts from 47 s to 51 s; NB green time remains 34 s; Lead Pedestrian Interval (LPI) remains 7 s.]
Union Street at Northern Boulevard (RT. 25A)	Unmitigatable Impact.	Partially Mitigated. Modify signal timing: shift 1 s from EB/WB phase to EB-left/EB-right/WB-left lead phase. [EB/WB green time shifts from 50 s to 49 s; EB-left/EB-right/WB-left green time shifts from 18 s to 19 s; NB/SB green time remains 36 s.]	Unmitigatable Impact.
Parsons Boulevard at Northern Boulevard (RT. 25A)	Partially Mitigated. Provide "No Parking" regulations along the west side of the southbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 120 ft. from the intersection to prohibit parking and provide a daylighted right-turn lane for all peak hours.	Partially Mitigated. Provide "No Parking" regulations along the west side of the southbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 120 ft. from the intersection to prohibit parking and provide a daylighted right-turn lane for all peak hours. Modify signal timing: shift 1 s green time from EB-left/WB-left lag phase to NB/SB phase. [EB/WB green time remains 52 s; EB-left/WB-left lag green time shifts from 10 s to 9 s; NB/SB green time shifts from 36 s to 37 s; Lead Pedestrian Interval (LPI) remains 7 s.]	Partially Mitigated. Provide "No Parking" regulations along the west side of the southbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 120 ft. from the intersection to prohibit parking and provide a daylighted right-turn lane for all peak hours. Modify signal timing: shift 1 s green time from EB-left/WB-left lag phase to NB/SB phase. [EB/WB green time remains 52 s; EB-left/WB-left lag green time shifts from 10 s to 9 s; NB/SB green time shifts from 36 s to 37 s; Lead Pedestrian Interval (LPI) remains 7 s.]
114th Street at 34th Avenue	Mitigation not required.	Mitigation not required.	Mitigation not required.
126th Street/GCP Ramp at 34th Avenue	Partially Mitigated. Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. NYPD should optimize traffic signal operations during the gameday peak period conditions.	Partially Mitigated. Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. NYPD should optimize traffic signal operations during the gameday peak period conditions.	Unmitigatable Impact. Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. NYPD should optimize traffic signal operations during the gameday peak period conditions.
108th Street at Roosevelt Avenue	Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Move the Q48 bus stop on the far side of the eastbound approach 25 feet further downstream (to the east) to allow a transition back to one moving lane in the eastbound direction, and provide "No Standing Anytime" regulations between the intersection and the bus stop and along the length of the bus stop. Provide "No Standing Anytime" regulations on the far side of the westbound approach for a distance of 50 ft. from the intersection to allow a transition back to one moving lane in the westbound direction. Modify signal timing: shift 1 s green time from EB/WB phase to NB/SB phase. [EB/WB green time shifts from 80 s to 79 s; NB/SB green time shifts from 30 s to 31 s.]	Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Move the Q48 bus stop on the far side of the eastbound approach 25 feet further downstream (to the east) to allow a transition back to one moving lane in the eastbound direction, and provide "No Standing Anytime" regulations between the intersection and the bus stop and along the length of the bus stop. Provide "No Standing Anytime" regulations on the far side of the westbound approach for a distance of 50 ft. from the intersection to allow a transition back to one moving lane in the westbound direction. Modify signal timing: shift 1 s green time from EB/WB phase to NB/SB phase. [EB/WB green time shifts from 80 s to 79 s; NB/SB green time shifts from 30 s to 31 s.]	Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Move the Q48 bus stop on the far side of the eastbound approach 25 feet further downstream (to the east) to allow a transition back to one moving lane in the eastbound direction, and provide "No Standing Anytime" regulations between the intersection and the bus stop and along the length of the bus stop. Provide "No Standing Anytime" regulations on the far side of the westbound approach for a distance of 50 ft. from the intersection to allow a transition back to one moving lane in the westbound direction. Modify signal timing: shift 1 s green time from EB/WB phase to NB/SB phase. [EB/WB green time shifts from 80 s to 79 s; NB/SB green time shifts from 30 s to 31 s.]
111th Street at Roosevelt Avenue	Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Move the Q48 bus stop on the far side of the westbound approach and the far side of the eastbound approach 25 feet further downstream to allow a transition back to one moving lane in the each direction, and provide "No Standing Anytime" regulations between the intersection and each bus stop and along the length of each bus stop.	Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Move the Q48 bus stop on the far side of the westbound approach and the far side of the eastbound approach 25 feet further downstream to allow a transition back to one moving lane in the each direction, and provide "No Standing Anytime" regulations between the intersection and each bus stop and along the length of each bus stop.	Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. Move the Q48 bus stop on the far side of the westbound approach and the far side of the eastbound approach 25 feet further downstream to allow a transition back to one moving lane in the each direction, and provide "No Standing Anytime" regulations between the intersection and each bus stop and along the length of each bus stop.

Table 23-8

## Summary of Game Day Traffic Mitigation Measures

INTERSECTION	MITIGATION MEASURES		
	WEEKDAY PRE-GAME PEAK HOUR	SATURDAY PRE-GAME PEAK HOUR	SATURDAY POST-GAME PEAK HOUR
114th Street at Roosevelt Avenue	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.
126th Street at Roosevelt Avenue	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.
College Point Boulevard at Roosevelt Avenue	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.
Prince Street at Roosevelt Avenue	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.
Main Street at Roosevelt Avenue	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.
Union Street at Roosevelt Avenue	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.
Parsons Boulevard at Roosevelt Avenue	Provide "No Parking" regulations along the south side of the eastbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. Provide "No Parking" regulations along the north side of the westbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.	Provide "No Parking" regulations along the south side of the eastbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. Provide "No Parking" regulations along the north side of the westbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.	Partially Mitigated. Provide "No Parking" regulations along the south side of the eastbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. Provide "No Parking" regulations along the north side of the westbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.
Main Street at Kissena Boulevard	Mitigation not required.	Mitigation not required.	Mitigation not required.
College Point Boulevard at Sanford Avenue	Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. Prohibit parking from 10A - 7P (Except Sunday) along the west side of the southbound College Point Blvd approach 120 ft. from the intersection to provide a daylighted right turn lane. Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. Modify signal timing: NB/SB phase green time is 52 s; EB/WB phase green time is 28 s; each phase has a 3 s amber and 2 s all red.	Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. Prohibit parking from 10A - 7P (Except Sunday) along the west side of the southbound College Point Blvd approach 120 ft. from the intersection to provide a daylighted right turn lane. Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. Modify signal timing: NB/SB phase green time is 52 s; EB/WB phase green time is 28 s; each phase has a 3 s amber and 2 s all red.	Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. Prohibit parking from 10A - 7P (Except Sunday) along the west side of the southbound College Point Blvd approach 120 ft. from the intersection to provide a daylighted right turn lane. Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. Modify signal timing: NB/SB phase green time is 53 s; EB/WB phase green time is 27 s; each phase has a 3 s amber and 2 s all red.
Union Street at Sanford Avenue	Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.	Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.	Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.
Parsons Boulevard at Sanford Avenue	Unmitigatable Impact. Provide "No Parking" regulations along the east side of the northbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.	Partially Mitigated. Provide "No Parking" regulations along the east side of the northbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. Prohibit parking from 10A - 3P (Except Sunday) along the north side of the westbound Sanford Avenue approach 100 ft. from the intersection to provide a daylighted right turn lane.	Partially Mitigated. Provide "No Parking" regulations along the east side of the northbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.
College Point Boulevard at 32nd Avenue	Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. Modify signal timing: Increase the existing 60 s cycle to a 90 s cycle with the following signal timing: WB green time is 28 s, NB/SB green time is 36 s, and SB-only lag green time is 11 s; each phase has 3 s amber and 2 s all red.	Replace the existing mechanical signal with a computerized signal to accommodate different timing plans for each peak period. Modify signal timing: Increase the existing 60 s cycle to a 90 s cycle with the following signal timing: WB green time is 28 s, NB/SB green time is 36 s, and SB-only lag green time is 11 s; each phase has 3 s amber and 2 s all red.	Replace the existing mechanical signal with a computerized signal to accommodate different timing plans for each peak period. Modify signal timing: Increase the existing 60 s cycle to a 90 s cycle with the following signal timing: WB green time is 28 s, NB/SB green time is 36 s, and SB-only lag green time is 11 s; each phase has 3 s amber and 2 s all red.
Willets Point Boulevard at 126th Street	Mitigation not required. [Intersection would be demapped as part of the proposed Plan.]	Mitigation not required. [Intersection would be demapped as part of the proposed Plan.]	Mitigation not required. [Intersection would be demapped as part of the proposed Plan.]
Boat Basin Road at Worlds Fair Marina	Install a new computer-controlled traffic signal, with a 90-second cycle length and three phases. NYPD should optimize traffic signal operations during the weekday pre-game peak period.	Install a new computer-controlled traffic signal, with a 90-second cycle length and three phases. NYPD should optimize traffic signal operations during the weekday pre-game peak period.	Install a new computer-controlled traffic signal, with a 90-second cycle length and three phases. NYPD should optimize traffic signal operations during the weekday pre-game peak period.
Willets Point Boulevard at Northern Boulevard	Mitigation not required. [Intersection would be demapped as part of the proposed Plan.]	Mitigation not required. [Intersection would be demapped as part of the proposed Plan.]	Mitigation not required. [Intersection would be demapped as part of the proposed Plan.]
College Point Boulevard at Northern Boulevard Service Road	Modify signal timing: shift 5 s green time from WB phase to NB/SB phase. [WB green time shifts from 25 s to 20 s; NB/SB green time shifts from 25 s to 30 s.]	Unmitigatable Impact.	Modify signal timing: shift 5 s green time from WB phase to NB/SB phase. [WB green time shifts from 25 s to 20 s; NB/SB green time shifts from 25 s to 30 s.]
Grand Central Parkway Ramp at West Park Loop/Stadium Road	Mitigation not required.	Mitigation not required.	Mitigation not required.
126th Street at New Willets Point Boulevard	Unmitigatable Impact.	Unmitigatable Impact.	Unmitigatable Impact.
Citi Field/Lot B Internal Street at Roosevelt Avenue	Mitigation not required.	Mitigation not required.	Mitigation not required.

**TABLE 23-9  
WILLETTS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY AM (NON GAME DAY)**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>SIGNALIZED INTERSECTIONS</b>															
<b>ASTORIA BOULEVARD</b>															
<b>108th Street at Astoria Boulevard</b>															
108th Street	NB	DefL	0.71	57.4	E	DefL	0.71	57.4	E	DefL	0.71	57.4	E	- Prohibit eastbound Astoria Boulevard eastbound left-turn movements onto 108th Street at all times. Eastbound left-turn vehicles may use the exclusive left-turn at the Astoria Boulevard and 31st Street intersection located west of 108th Street.  [Measure reflects improvements needed for the non-game PM and weekday pre-game peak periods; otherwise mitigation is not needed.]	
		T	0.25	41.7	D	T	0.25	41.7	D	T	0.25	41.7	D		
	SB	LTR	0.28	42.3	D	LTR	0.28	42.3	D	LTR	0.28	42.3	D		
Astoria Boulevard	EB	LTR	0.57	21.1	C	LTR	0.61	21.8	C	TR	0.51	20.0	B		
	WB	L	0.74	20.8	C	L	0.77	26.2	C	L	0.76	25.2	C		
		TR	0.96	23.2	C	TR	0.99	27.7	C	TR	0.99	27.7	C		
<b>Overall Intersection</b>	-	-	<b>0.91</b>	<b>24.2</b>	<b>C</b>	-	-	<b>0.93</b>	<b>27.4</b>	<b>C</b>	-	-	<b>0.93</b>		<b>26.8</b>
<b>NORTHERN BOULEVARD</b>															
<b>108th Street at Northern Boulevard (RT. 25A)</b>															
108th Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	-	-	-	-	- Unmitigatable Impact.	
		-	-	-	-	-	-	-	-	-	-	-	-		
	SB	LTR	0.99	66.2	E	LTR	0.99	66.2	E	-	-	-	-		
Northern Boulevard (Rt. 25A)	EB	L	0.19	26.9	C	L	0.19	30.6	C	-	-	-	-		
		TR	0.54	15.2	B	TR	0.61	16.2	B	-	-	-	-		
	WB	L	0.58	25.7	C	L	0.64	33.1	C	-	-	-	-		
		TR	1.03	35.6	D	TR	1.09	38.6	E	-	-	-	-		
<b>Overall Intersection</b>	-	-	<b>0.97</b>	<b>40.3</b>	<b>D</b>	-	-	<b>1.03</b>	<b>52.3</b>	<b>D</b>	-	-	-	<b>D</b>	
<b>114th Street at Northern Boulevard (RT. 25A)</b>															
114th Street	SB	LTR	0.68	56.5	E	LTR	0.72	58.3	E	-	-	-	-	- Unmitigatable Impact.	
Northern Boulevard (Rt. 25A)	EB	T	0.82	35.2	D	T	0.94	44.6	D	-	-	-	-		
		R	0.84	41.7	D	R	0.86	43.9	D	-	-	-	-		
	WB	DefL	0.52	17.0	B	DefL	0.56	24.8	C	-	-	-	-		
		T	1.20+	120.0+	F*	T	1.20+	120.0+	F*	-	-	-	-		
		-	-	-	-	-	-	-	-	-	-	-	-		
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>104.9</b>	<b>F</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	-		<b>F*</b>
<b>126th Street at Northern Boulevard (RT. 25A)</b>															
126th Street	NB	L	0.44	43.9	D	L	0.84	56.4	E	-	-	-	-	- Unmitigatable Impact.	
		R	0.41	44.4	D	R	0.53	47.5	D	-	-	-	-		
Northern Boulevard	EB	T	0.21	6.6	A	T	0.24	6.8	A	-	-	-	-		
	WB	T	0.89	20.6	C	T	0.92	22.9	C	-	-	-	-		
Grand Central Parkway Ramp	EB	T	0.39	8.0	A	T	0.44	8.5	A	-	-	-	-		
Van Wyck & Whitestone Expressway Ramp	WB	T	0.88	22.4	C	T	1.08	66.6	E	-	-	-	-		
<b>Overall Intersection</b>	-	-	<b>0.79</b>	<b>19.4</b>	<b>B</b>	-	-	<b>1.03</b>	<b>34.8</b>	<b>C</b>	-	-	-		<b>C</b>

**TABLE 23-9  
WILLETTS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY AM (NON GAME DAY)**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>Prince Street at Northern Boulevard (RT. 25A)</b>													- Unmitigatable Impact.	
Prince Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					
	SB	LTR	0.99	86.4	F	LTR	0.99	86.4	F					
Northern Boulevard	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
	T	0.55	8.0	A	T	0.59	8.4	A						
	WB	L	1.17	120.0+	F*	L	1.17	120.0+	F*					
	T	1.10	59.3	E	T	1.12	68.1	E						
Northern Boulevard Service Rd.	EB	TR	0.46	14.6	B	TR	0.46	14.6	B					
	WB	TR	0.61	20.4	C	TR	0.83	27.9	C					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>72.7</b>	<b>E</b>	-	<b>1.20+</b>	<b>78.5</b>	<b>E</b>					
<b>Main Street at Northern Boulevard (RT. 25A)</b>													- Unmitigatable Impact.	
Main Street	NB	L	0.77	46.5	D	L	0.77	46.5	D					
	R	0.68	29.7	C	R	0.68	29.7	C						
Northern Boulevard	EB	TR	0.84	32.1	C	TR	0.88	33.8	C					
	WB	L	0.10	34.0	C	L	0.10	34.0	C					
	T	1.04	28.5	C	T	1.10	55.3	E						
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>31.9</b>	<b>C</b>	-	<b>0.99</b>	<b>44.6</b>	<b>D</b>					
<b>Union Street at Northern Boulevard (RT. 25A)</b>													- Unmitigatable Impact.	
Union Street	NB	LTR	0.12	31.1	C	LTR	0.22	33.7	C					
	SB	LTR	1.17	120.0+	F*	LTR	1.18	120.0+	F*					
Northern Boulevard	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
	T	0.68	25.2	C	T	0.74	26.5	C						
	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*						
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
	TR	1.14	113.8	F	TR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>														Partially Mitigated. - Provide "No Parking" regulations along the west side of the southbound Parsons Boulevard approach from 7A - 7P (except Sunday) for a distance of 120 ft. from the intersection to prohibit parking and provide a daylighted right-turn lane for all peak hours.
Parsons Boulevard	NB	L	1.03	120.0+	F*	L	1.06	120.0+	F*	L	0.78	64.9	E	
	TR	0.72	47.0	D	TR	0.72	47.0	D	TR	0.72	47.0	D		
	SB	LTR	1.04	96.7	F	LTR	1.07	106.3	F	LT	0.66	44.4	D	
	-	-	-	-	-	-	-	-	R	0.55	42.0	D		
Northern Boulevard	EB	L	0.48	47.8	D	L	0.50	48.3	D	L	0.50	48.3	D	
	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F		
	WB	L	0.67	49.4	D	L	0.66	51.8	D	L	0.66	51.8	D	
	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F		
<b>Overall Intersection</b>	-		<b>1.07</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.12</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.02</b>	<b>120.0+</b>	<b>F*</b>	
<b>34TH AVENUE</b>														
<b>114th Street at 34th Avenue</b>													- Mitigation not required.	
114th Street	SB	L	0.50	17.4	B	L	0.50	17.4	B					
	T	0.30	15.0	B	T	0.31	15.2	B						
34th Avenue	EB	TR	0.62	23.3	C	TR	0.63	23.7	C					
<b>Overall Intersection</b>	-		<b>0.55</b>	<b>19.5</b>	<b>B</b>	-	<b>0.56</b>	<b>19.7</b>	<b>B</b>					



**TABLE 23-9  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY AM (NON GAME DAY)**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>126th Street/GCP Ramp at 34th Avenue</b>															
126th Street	NB	LTR	0.33	21.9	C	LTR	0.44	23.6	C	LTR	0.53	30.9	C	<p><b>Partially Mitigated.</b></p> <ul style="list-style-type: none"> <li>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods.</li> <li>- Modify signal timing: NB/SB phase green time is 45 s; SB-only phase green time is 25 s; EB/WB phase green time is 35 s; each phase has a 3 s amber and 2 s all red.</li> <li>- Note: This intersection is isolated and is not located along a coordinated signal corridor. Therefore, the recommended green time shift would not impact travel progression to/from adjacent intersections.</li> </ul>	
Northern Boulevard Ramp	SB	LTR	0.30	21.8	C	LTR	0.42	23.9	C	LTR	0.51	31.4	C		
GCP Ramp	SB	LTR	0.67	54.6	D	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*		
34th Avenue	EB														
	LTR	0.67	53.1	D	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*			
Stadium Road	WB														
	LTR	0.70	65.3	E	LTR	1.20+	120.0+	F*	LTR	0.91	63.8	E			
<b>Overall Intersection</b>			<b>0.50</b>	<b>40.7</b>	<b>D</b>		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>		<b>1.17</b>	<b>120.0+</b>	<b>F*</b>		
<b>ROOSEVELT AVENUE</b>															
<b>108th Street at Roosevelt Avenue</b>															
108th Street	NB	LTR	0.80	52.8	D	LTR	0.82	54.2	D	LTR	0.81	53.4	D	<ul style="list-style-type: none"> <li>- Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach.</li> <li>- Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach.</li> <li>- Move the Q48 bus stop on the far side of the eastbound approach 25 ft. further downstream (to the east) to allow a transition back to one moving lane in the eastbound direction, and provide "No Standing Anytime" regulations between the intersection and th</li> <li>- Provide "No Standing Anytime" regulations on the far side of the westbound approach for a distance of 50 ft. from the intersection to allow a transition back to one moving lane in the westbound direction.</li> </ul>	
	SB	LTR	1.01	85.3	F	LTR	1.01	85.3	F	LTR	0.99	81.5	F		
Roosevelt Avenue	EB	LTR	0.94	32.6	C	LTR	1.05	61.0	E	LTR	0.63	12.9	B		
	WB	LTR	1.15	96.0	F	LTR	1.20+	120.0+	F*	LTR	0.73	15.3	B		
<b>Overall Intersection</b>			<b>1.11</b>	<b>68.4</b>	<b>E</b>		<b>1.19</b>	<b>95.0</b>	<b>F</b>		<b>0.80</b>	<b>31.0</b>	<b>C</b>		
<b>111th Street at Roosevelt Avenue</b>															
111th Street	NB	LTR	0.84	55.5	E	LTR	0.84	55.5	E	LTR	0.84	55.5	E		<ul style="list-style-type: none"> <li>- Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach.</li> <li>- Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach.</li> <li>- Move the Q48 bus stop on the far side of the westbound approach and the far side of the eastbound approach 25 feet further downstream to allow a transition back to one moving lane in the each direction, and provide "No Standing Anytime" regulations between</li> </ul>
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.81	18.8	B		
	WB	LTR	1.16	101.6	F	LTR	1.20+	120.0+	F*	LTR	0.83	18.6	B		
<b>Overall Intersection</b>			<b>1.11</b>	<b>101.7</b>	<b>F</b>		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>		<b>0.83</b>	<b>25.0</b>	<b>C</b>		
<b>114th Street at Roosevelt Avenue</b>															
114th Street	NB	LTR	1.07	103.3	F	LTR	1.07	103.3	F					<ul style="list-style-type: none"> <li>- Unmitigatable Impact.</li> </ul>	
	SB	DeFL	0.97	103.6	F	DeFL	1.16	120.0+	F*						
		TR	0.83	67.8	E	TR	0.83	67.8	E						
Roosevelt Avenue	EB	LTR	1.09	74.8	E	LTR	1.20+	120.0+	F*						
	WB	DeFL	0.94	42.0	D	DeFL	0.94	42.0	D						
		TR	1.15	99.9	F	TR	1.20+	120.0+	F*						
<b>Overall Intersection</b>			<b>1.13</b>	<b>83.7</b>	<b>F</b>		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>126th Street at Roosevelt Avenue</b>															
126th Street	NB	LTR	0.34	39.9	D	DeFL	0.22	37.4	D					<ul style="list-style-type: none"> <li>- Unmitigatable Impact.</li> </ul>	
						TR	0.29	39.1	D						
	SB	DeFL	0.81	58.8	E										
		TR	0.77	52.4	D	LTR	1.20+	120.0+	F*						
Roosevelt Avenue	EB	LTR	0.75	16.5	B	DeFL	1.20+	120.0+	F*						
						TR	0.80	18.7	B						
	WB	LTR	0.73	14.9	B	LTR	0.94	27.9	C						
<b>Overall Intersection</b>			<b>0.77</b>	<b>24.0</b>	<b>C</b>		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						

**TABLE 23-9  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY AM (NON GAME DAY)**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>College Point Boulevard at Roosevelt Avenue</b>															
College Point Boulevard	NB	L	1.20	120.0+	F*	L	1.20+	120.0+	F*					- Unmitigatable Impact.	
	TR		0.86	37.1	D	TR	0.86	37.1	D						
	SB	T	0.85	54.4	D	T	0.85	54.4	D						
		R	0.54	43.2	D	R	0.99	86.8	F						
Roosevelt Avenue	EB	LTR	0.63	30.9	C	LTR	0.68	32.0	C						
	WB	LTR	0.53	44.8	D	LTR	0.56	44.6	D						
<b>Overall Intersection</b>			<b>0.69</b>	<b>55.3</b>	<b>E</b>		<b>0.95</b>	<b>70.3</b>	<b>E</b>						
<b>Prince Street at Roosevelt Avenue</b>															
Prince Street	SB	LTR	0.79	45.4	D	LTR	0.79	45.4	D						- Unmitigatable Impact.
Roosevelt Avenue	EB	DelL	0.69	29.3	C	DelL	0.72	31.5	C						
		TR	0.50	18.0	B	TR	0.54	19.0	B						
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
<b>Overall Intersection</b>			<b>1.09</b>	<b>96.8</b>	<b>F</b>		<b>1.12</b>	<b>107.4</b>	<b>F</b>						
<b>Main Street at Roosevelt Avenue</b>															
Main Street	NB	LT	1.17	109.8	F	LT	1.17	109.8	F					- Unmitigatable Impact.	
		R	1.00	76.4	E	R	1.00	76.4	E						
	SB	LTR	0.23	20.5	C	LTR	0.23	20.5	C						
Roosevelt Avenue	EB	LTR	1.02	73.9	E	LTR	1.10	96.5	F						
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
<b>Overall Intersection</b>			<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>Union Street at Roosevelt Avenue</b>															
Union Street	NB		-	-	-		-	-	-					- Mitigation not required.	
	SB	LT	0.72	23.2	C	LT	0.72	23.2	C						
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*						
Roosevelt Avenue	EB	LT	0.73	25.9	C	LT	0.79	28.7	C						
		R	0.64	24.1	C	R	0.64	24.1	C						
	WB	LTR	0.78	26.7	C	LTR	0.85	30.7	C						
<b>Overall Intersection</b>			<b>0.99</b>	<b>40.4</b>	<b>D</b>		<b>1.02</b>	<b>41.3</b>	<b>D</b>						
<b>Parsons Boulevard at Roosevelt Avenue</b>															
Parsons Boulevard	NB	LTR	1.02	72.1	E	LTR	1.02	73.4	E	LTR	1.02	73.4	E	- Provide "No Parking" regulations along the south side of the eastbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. - Provide "No Parking" regulations along the north side of the westbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.	
	SB	LTR	0.87	40.5	D	LTR	0.87	40.6	D	LTR	0.87	40.6	D		
Roosevelt Avenue	EB	LTR	0.73	32.4	C	LTR	0.80	36.6	D	LTR	0.72	31.7	C		
	WB	LTR	1.04	76.3	E	LTR	1.12	100.8	F	LTR	1.00	63.1	E		
<b>Overall Intersection</b>			<b>1.03</b>	<b>57.0</b>	<b>E</b>		<b>1.07</b>	<b>65.7</b>	<b>E</b>		<b>1.01</b>	<b>53.1</b>	<b>D</b>		
<b>KISSENA BOULEVARD</b>															
<b>Main Street at Kissena Boulevard</b>															
Main Street	NB	L	0.47	20.6	C	L	0.48	20.6	C					- Mitigation not required.	
		TR	1.03	66.2	E	TR	1.03	66.2	E						
	SB	L	0.37	28.6	C	L	0.37	28.6	C						
		TR	0.13	15.6	B	TR	0.13	15.6	B						
Kissena Boulevard	NB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*						
<b>Overall Intersection</b>			<b>1.18</b>	<b>120.0+</b>	<b>F*</b>		<b>1.18</b>	<b>120.0+</b>	<b>F*</b>						

**TABLE 23-9  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY AM (NON GAME DAY)**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SANFORD AVENUE</b>														
<b>College Point Boulevard at Sanford Avenue</b>														
College Point Boulevard	NB	L	0.44	15.4	B	L	0.47	16.4	B	L	0.49	18.0	B	- Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. - Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. - Modify signal timing: NB/SB phase green time is 52 s; EB-WB phase green time is 28 s; each phase has a 3 s amber and 2 s all red.
		T	0.59	12.4	B	T	0.60	12.7	B	T	0.61	13.4	B	
	SB	TR	0.77	16.6	B	TR	0.80	17.3	B	TR	0.81	18.6	B	
Sanford Avenue	WB	LTR	0.97	57.5	E	LTR	1.02	70.6	E	LTR	0.94	49.9	D	
<b>Overall Intersection</b>	-	-	<b>0.84</b>	<b>24.9</b>	<b>C</b>	-	<b>0.87</b>	<b>28.6</b>	<b>C</b>	-	<b>0.86</b>	<b>24.4</b>	<b>C</b>	
<b>Union Street at Sanford Avenue</b>														
Union Street	NB	LR	1.20+	120.0+	F*	LR	1.20+	120.0+	F*	LR	1.20+	120.0+	F*	- Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.
	SB	LT	0.56	28.8	C	LT	0.56	28.8	C	LT	0.56	28.8	C	
		R	0.84	38.6	D	R	0.84	38.6	D	R	0.84	38.6	D	
Sanford Avenue	EB	TR	0.62	34.2	C	TR	0.62	34.2	C	TR	0.62	34.2	C	
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.17	120.0+	F*	
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>105.4</b>	<b>F</b>	-	<b>1.20+</b>	<b>113.4</b>	<b>F</b>	-	<b>1.24</b>	<b>88.0</b>	<b>F</b>	
<b>Parsons Boulevard at Sanford Avenue</b>														
Parsons Boulevard	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	Partially Mitigated. - Provide "No Parking" regulations along the east side of the northbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.
	SB	LTR	0.79	28.4	C	LTR	0.86	33.0	C	LTR	0.86	33.0	C	
Sanford Avenue	EB	LTR	1.13	97.3	F	LTR	1.14	101.6	F	LTR	1.14	101.6	F	
	WB	LTR	1.17	109.6	F	LTR	1.20	120.0+	F*	LTR	1.20	120.0+	F*	
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>110.3</b>	<b>F</b>	-	<b>1.20+</b>	<b>119.4</b>	<b>F</b>	-	<b>1.20+</b>	<b>113.0</b>	<b>F</b>	
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>														
<b>College Point Boulevard at 32nd Avenue</b>														
College Point Boulevard	NB	T	0.74	22.7	C	T	0.74	22.5	C	T	0.71	30.2	C	- Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. - Modify signal timing: Increase the existing 60 s cycle to a 90 s cycle with the following signal timing: WB green time is 31 s; NB/SB green time is 29 s; and SB-only lag green time is 15 s; each phase has 3 s amber and 2 s all red. [Measures reflect improvements needed for the weekday pre-game, weekend pre-game, and weekend post-game peak periods; otherwise mitigation is not needed.]
		TR	0.83	30.5	C	TR	0.83	30.5	C	TR	0.80	26.9	D	
	SB	L	0.49	24.2	C	L	0.49	24.2	C	L	0.49	33.4	C	
32nd Avenue		T	0.62	11.2	B	T	0.63	11.4	B	T	0.62	15.4	B	
	WB	LTR	0.83	38.3	D	LTR	0.83	38.3	D	LTR	0.80	43.6	D	
<b>Overall Intersection</b>	-	-	<b>0.79</b>	<b>21.7</b>	<b>C</b>	-	<b>0.86</b>	<b>21.7</b>	<b>C</b>	-	<b>0.79</b>	<b>27.6</b>	<b>C</b>	
<b>UNSIGNALIZED INTERSECTIONS</b>														
<b>Willets Point Boulevard at 126th Street</b>														
126th Street	SB	LT	-	8.2	A									- Mitigation not required. [Intersection would be demapped as part of the proposed Plan.]
Willets Point Boulevard	WB	LR	-	14.3	B									
<b>Overall Intersection</b>	-	-	-	<b>12.5</b>	<b>B</b>									
<b>Boat Basin Road at Worlds Fair Marina</b>														
Boat Basin Road	NB	L	-	22.1	C	L	-	120.0+	F*	L	0.18	27.8	C	- Install a new computer-controlled traffic signal, with a 90-second cycle length and three phases. [EB-WB green time is 10 s; WB-only lag green time is 43 s; NB green time is 22 s; all phases have 3 s of amber and 2 s of all red time.]
		R	-	8.6	A	R	-	8.6	A	R	0.09	26.8	C	
Worlds Fair Marina	EB	-	-	-	-	-	-	-	-	TR	0.07	36.3	D	
	WB	LT	-	8.5	A	LT	-	10.4	B	DefL	0.86	24.0	C	
		-	-	-	-	-	-	-	-	T	0.08	6.2	A	
<b>Overall Intersection</b>	-	-	-	<b>9.2</b>	<b>A</b>	-	-	<b>41.2</b>	<b>E</b>	-	<b>0.68</b>	<b>23.2</b>	<b>C</b>	

**TABLE 23-9  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY AM (NON GAME DAY)**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Willets Point Boulevard at Northern Boulevard</b>														
Willets Point Boulevard	NB	T	-	10.2	B								- Mitigation not required. [Intersection would be demapped as part of the proposed Plan.]	
<b>Overall Intersection</b>	-	-	<b>10.2</b>	<b>B</b>										
<b>College Point Boulevard at Northern Boulevard Service Road (SIGNALIZED IN 2007)</b>														
College Point Boulevard	NB	TR	0.83	22.5	C	TR	0.83	22.8	C	TR	0.80	20.5	C	- Modify signal timing: shift 1 s green time from WB phase to NB/SB phase. [WB green time shifts from 25 s to 24 s; NB/SB green time shifts from 25 s to 26 s.]
	SB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
Northern Blvd Service Rd	WB	L	0.35	13.7	B	L	0.65	19.6	B	L	0.67	21.3	C	
		R	0.36	14.1	B	R	0.41	14.8	B	R	0.43	15.8	B	
<b>Overall Intersection</b>	-	<b>0.97</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.12</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.12</b>	<b>120.0+</b>	<b>F*</b>		
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>														
Grand Central Parkway Ramp	EB	L	-	10.7	B	L	-	11.6	B					- Mitigation not required.
		R	-	9.1	A	R	-	9.1	A					
<b>Overall Intersection</b>	-	-	<b>10.1</b>	<b>B</b>	-	-	<b>11.2</b>	<b>B</b>						
<b>NEW (BUILD) SIGNALIZED INTERSECTION</b>														
<b>126th Street at New Willets Point Boulevard</b>														
126th Street	NB					LTR	0.88	59.7	E					- Unmitigatable Impact.
	SB					DeFL	0.96	53.2	D					
						TR	0.57	11.9	B					
New Willets Point Boulevard	EB					LTR	0.64	35.9	D					
	WB					LT	1.04	120.0+	F*					
<b>Overall Intersection</b>						-	<b>0.94</b>	<b>46.4</b>	<b>D</b>					
<b>Citi Field/Lot B Internal Street at Roosevelt Avenue</b>														
Citi Field/Lot B Internal Street	SB					LR	0.02	34.0	C					- Mitigation not required.
Roosevelt Avenue	EB					LT	0.51	11.1	B					
	WB					TR	0.63	13.0	B					
<b>Overall Intersection</b>						-	<b>0.46</b>	<b>12.2</b>	<b>B</b>					

(1) Control delay is measured in seconds per vehicle.  
(2) Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.  
(3) Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual -- TRB.  
(4) Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.

**TABLE 23-10  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY MIDDAY (NON GAME DAY)**

INTERSECTION & APPROACH	Mvt.	No Build				Build				Build with Mitigation				Mitigation Measure
		V/C	Control		V/C	Control		V/C	Control		V/C	Control		
			Delay	LOS		Delay	LOS		Delay	LOS		Delay	LOS	
<b>SIGNALIZED INTERSECTIONS</b>														
<b>ASTORIA BOULEVARD</b>														
<b>108th Street at Astoria Boulevard</b>														
108th Street	NB	DefL	0.48	35.1	D	DefL	0.48	35.1	D	DefL	0.48	35.1	D	- Prohibit eastbound Astoria Boulevard eastbound left-turn movements onto 108th Street at all times. Eastbound left-turn vehicles may use the exclusive left-turn at the Astoria Boulevard and 31st Street intersection located west of 108th Street.  [Measure reflects improvements needed for the non-game PM and weekday pre-game peak periods; otherwise mitigation is not needed.]
	T		0.18	29.2	C	T	0.18	29.2	C	T	0.18	29.2	C	
	SB	LTR	0.23	29.7	C	LTR	0.23	29.7	C	LTR	0.23	29.7	C	
Astoria Boulevard	EB	LTR	0.47	15.2	B	LTR	0.54	16.0	B	TR	0.48	15.2	B	
	WB	L	0.53	10.4	B	L	0.59	12.2	B	L	0.58	11.9	B	
	TR		0.33	6.6	A	TR	0.38	7.0	A	TR	0.38	7.0	A	
<b>Overall Intersection</b>	-		<b>0.54</b>	<b>13.7</b>	<b>B</b>	-	<b>0.58</b>	<b>14.0</b>	<b>B</b>	-	<b>0.55</b>	<b>13.6</b>	<b>B</b>	
<b>NORTHERN BOULEVARD</b>														
<b>108th Street at Northern Boulevard (RT. 25A)</b>														
108th Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					
	SB	LTR	0.88	45.4	D	LTR	0.88	45.4	D					
Northern Boulevard (Rt. 25A)	EB	L	0.12	18.5	B	L	0.13	24.1	C					
	TR		0.55	15.3	B	TR	0.64	16.8	B					
	WB	L	0.50	21.8	C	L	0.58	32.3	C					
	T		0.83	22.2	C	T	0.94	29.2	C					
	R		0.16	11.2	B	R	0.16	11.2	B					
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>35.7</b>	<b>D</b>	-	<b>0.98</b>	<b>37.8</b>	<b>D</b>					
<b>114th Street at Northern Boulevard (RT. 25A)</b>														
114th Street	SB	LTR	0.91	79.9	E	LTR	0.92	81.4	F					- Mitigation not required.
Northern Boulevard (Rt. 25A)	EB	T	0.56	16.9	B	T	0.69	19.5	B					
	R		0.56	18.0	B	R	0.58	18.5	D					
	WB	L	0.93	18.1	B	DefL	0.59	13.2	B					
						T	0.83	11.9	B					
<b>Overall Intersection</b>	-		<b>0.92</b>	<b>21.5</b>	<b>C</b>	-	<b>1.20+</b>	<b>18.7</b>	<b>B</b>					
<b>126th Street at Northern Boulevard (RT. 25A)</b>														
126th Street	NB	L	0.78	52.6	D	L	1.20+	120.0+	F*					- Unmitigatable Impact.
	R		0.48	45.6	D	R	0.88	67.8	E					
Northern Boulevard	EB	T	0.24	6.8	A	T	0.26	6.9	A					
	WB	T	0.49	9.1	A	T	0.52	9.5	A					
Grand Central Parkway Ramp	EB	T	0.43	8.4	A	T	0.48	5.0	A					
Van Wyck & Whitestone Expressway Ramp	WB	T	0.85	20.2	C	T	1.12	81.1	F					
<b>Overall Intersection</b>	-		<b>0.83</b>	<b>17.8</b>	<b>B</b>	-	<b>1.17</b>	<b>65.2</b>	<b>E</b>					

**TABLE 23-10  
WILLETTS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY MIDDAY (NON GAME DAY)**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Prince Street at Northern Boulevard (RT. 25A)</b>														
Prince Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20-	120.0+	F*	LTR	1.20+	120.0+	F*	- Modify signal timing: shift 1 s green time from EB/WB phase to EB/WB-left only lead phase. [EB/WB green time shifts from 54 s to 53 s; EB/WB-left only lead green time shifts from 7 s to 8 s; EB-only lead green time remains 10 s; NB/SB green time remains 2 s]
	SB	LTR	0.75	51.5	D	LTR	0.75	51.5	D	LTR	0.75	51.5	D	
Northern Boulevard	EB	L	1.20+	120.0+	F*	L	1.20-	120.0+	F*	L	1.20+	120.0+	F*	
	T		0.61	17.8	B	T	0.67	19.2	B	T	0.68	20.0	B	
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	
	T		0.92	30.8	C	T	0.95	33.6	C	T	0.97	36.8	D	
Northern Boulevard Service Rd.	EB	TR	0.70	24.5	C	TR	0.70	24.5	C	TR	0.71	25.7	C	
	-	-	-	-	-	-	-	-	-	-	-	-	-	
	WB	TR	0.58	26.6	C	TR	0.78	33.1	C	TR	0.80	34.5	C	
	-	-	-	-	-	-	-	-	-	-	-	-	-	
	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Overall Intersection</b>	-	-	<b>1.13</b>	<b>68.0</b>	<b>E</b>	-	<b>1.15</b>	<b>68.2</b>	<b>E</b>	-	<b>1.15</b>	<b>65.3</b>	<b>E</b>	
<b>Main Street at Northern Boulevard (RT. 25A)</b>														
Main Street	NB	L	0.87	53.9	D	L	0.87	53.9	D					
	R		0.81	35.2	D	R	0.81	35.2	D					
Northern Boulevard	EB	TR	0.88	33.7	C	TR	0.95	38.7	D					
	WB	L	0.05	44.8	D	L	0.05	44.8	D					
	T		0.69	12.1	B	T	0.77	13.5	B					
<b>Overall Intersection</b>	-	-	<b>0.84</b>	<b>29.8</b>	<b>C</b>	-	<b>0.88</b>	<b>31.7</b>	<b>C</b>	-	-	-	-	
<b>Union Street at Northern Boulevard (RT. 25A)</b>														
Union Street	NB	LTR	0.08	30.5	C	LTR	0.16	32.3	C	LTR	0.16	32.3	C	- <b>Partially Mitigated.</b> - Modify signal timing: shift 2 s green time from EB/WB phase to EB-left/EB-right/WB-left lead phase. [EB/WB green time shifts from 30 s to 48 s; EB-left/EB-right/WB-left green time shifts from 18 s to 20 s; NB/SB green time remains 36 s.]
	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
Northern Boulevard	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	
	T		0.67	29.2	C	T	0.75	31.3	C	T	0.78	33.3	C	
	R		1.17	108.6	F	R	1.17	108.6	F	R	1.17	109.3	F	
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	
	TR		0.73	30.8	C	TR	0.84	33.9	C	TR	0.87	36.6	D	
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>118.3</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>														
Parsons Boulevard	NB	L	0.77	64.5	E	L	0.79	67.1	E	L	0.66	51.0	D	
	TR		0.58	40.9	D	TR	0.58	40.9	D	TR	0.56	39.6	D	
	SB	LTR	1.11	120.0+	F*	LTR	1.14	120.0+	F*	LT	0.61	41.7	D	
	-	-	-	-	-	-	-	-	-	R	0.47	38.5	D	
Northern Boulevard	EB	L	0.45	48.9	D	L	0.48	49.5	D	L	0.51	51.0	D	
	TR		1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
	WB	L	0.34	38.0	D	L	0.34	43.7	D	L	0.36	44.9	D	
	TR		1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
<b>Overall Intersection</b>	-	-	<b>1.10</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.05</b>	<b>120.0+</b>	<b>F*</b>	
<b>34TH AVENUE</b>														
<b>114th Street at 34th Avenue</b>														
114th Street	SB	L	0.60	21.1	C	L	0.60	21.1	C					- Mitigation not required.
	T		0.26	16.3	B	T	0.29	16.7	B					
34th Avenue	EB	TR	0.50	19.3	B	TR	0.50	19.3	B					
<b>Overall Intersection</b>	-	-	<b>0.55</b>	<b>19.7</b>	<b>B</b>	-	<b>0.55</b>	<b>19.7</b>	<b>B</b>	-	-	-	-	

**TABLE 23-10  
WILLETTS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY MIDDAY (NON GAME DAY)**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>126th Street/GCP Ramp at 34th Avenue</b>														
126th Street	NB	LTR	0.56	25.8	C	LTR	1.00	55.1	E	LTR	0.98	50.5	D	<ul style="list-style-type: none"> <li>- <b>Unmitigatable Impact.</b></li> <li>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods.</li> <li>- Modify signal timing: NB/SB phase green time is 55 s; SB-only phase green time is 25 s; EB/WB phase green time is 25 s; each phase has a 3 s amber and 2 s all red.</li> <li>- Note: This intersection is isolated and is not located along a coordinated signal corridor. Therefore, the recommended green time shift would not impact travel progression to/from adjacent intersections.</li> </ul>
Northern Boulevard Ramp	SB	LTR	0.57	29.0	C	LTR	1.00	71.7	F	LTR	0.98	65.6	E	
GCP Ramp	SB	LTR	0.88	73.2	E	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
34th Avenue	EB	-	-	-	-	-	-	-	-	-	-	-	-	
	LTR	0.68	53.7	D	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*		
	-	-	-	-	-	-	-	-	-	-	-	-	-	
Stadium Road	WB	-	-	-	-	-	-	-	-	-	-	-	-	
	LTR	0.98	111.0	F	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*		
	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Overall Intersection</b>	-	<b>0.74</b>	<b>50.1</b>	<b>D</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>		
<b>ROOSEVELT AVENUE</b>														
<b>108th Street at Roosevelt Avenue</b>														
108th Street	NB	LTR	1.06	102.0	F	LTR	1.12	120.0+	F*	LTR	1.04	91.6	F	<ul style="list-style-type: none"> <li>- Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach.</li> <li>- Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach.</li> <li>- Move the Q48 bus stop on the far side of the eastbound approach 25 feet further downstream (to the east) to allow a transition back to one moving lane in the eastbound direction, and provide "No Standing Anytime" regulations between the intersection and t</li> <li>- Provide "No Standing Anytime" regulations on the far side of the westbound approach for a distance of 50 ft. from the intersection to allow a transition back to one moving lane in the westbound direction.</li> <li>- Modify signal timing: shift 2 s green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 80 s to 78 s; NB/SB green time shifts from 30 s to 32 s.]</li> </ul>
	SB	LTR	1.16	120.0+	F*	LTR	1.16	120.0+	F*	LTR	1.07	101.1	F	
Roosevelt Avenue	EB	LTR	1.20	118.8	F	LTR	1.20+	120.0+	F*	LTR	0.85	20.5	C	
	WB	LTR	0.90	27.2	C	LTR	1.11	80.7	F	LTR	0.66	14.5	B	
<b>Overall Intersection</b>	-	<b>1.19</b>	<b>93.9</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.91</b>	<b>43.0</b>	<b>D</b>		
<b>111th Street at Roosevelt Avenue</b>														
111th Street	NB	LTR	0.77	52.1	D	LTR	0.77	52.1	D	LTR	0.74	50.4	D	<ul style="list-style-type: none"> <li>- Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach.</li> <li>- Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach.</li> <li>- Move the Q48 bus stop on the far side of the westbound approach and the far side of the eastbound approach 25 feet further downstream to allow a transition back to one moving lane in the each direction, and provide "No Standing Anytime" regulations between</li> </ul>
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.96	32.1	C	
	WB	LTR	1.20	118.4	F	LTR	1.20+	120.0+	F*	LTR	0.81	18.7	B	
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.90</b>	<b>29.3</b>	<b>C</b>		
<b>114th Street at Roosevelt Avenue</b>														
114th Street	NB	LTR	0.78	54.5	D	LTR	0.78	54.5	D	-	-	-	-	<ul style="list-style-type: none"> <li>- <b>Unmitigatable Impact.</b></li> </ul>
	SB	Defl.	0.73	57.0	E	Defl.	0.81	64.4	E	-	-	-	-	
	TR	0.28	37.9	D	TR	0.28	37.9	D	-	-	-	-		
Roosevelt Avenue	EB	LTR	1.06	61.8	E	LTR	1.20+	120.0+	F*	-	-	-	-	
	WB	-	-	-	-	-	-	-	-	-	-	-	-	
	LTR	1.17	103.6	F	LTR	1.20+	120.0+	F*	-	-	-	-	-	
<b>Overall Intersection</b>	-	<b>1.06</b>	<b>78.9</b>	<b>E</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	-	-		
<b>126th Street at Roosevelt Avenue</b>														
126th Street	NB	LTR	0.87	71.1	E	Defl.	0.83	65.9	E	-	-	-	-	<ul style="list-style-type: none"> <li>- <b>Unmitigatable Impact.</b></li> </ul>
	TR	-	-	-	-	TR	1.00	120.0+	F*	-	-	-	-	
	SB	Defl.	1.20+	120.0+	F*	Defl.	1.20+	120.0+	F*	-	-	-	-	
	TR	0.75	50.8	D	TR	1.20+	120.0+	F*	-	-	-	-	-	
Roosevelt Avenue	EB	LTR	0.89	24.7	C	Defl.	1.05	88.0	F	-	-	-	-	
	TR	-	-	-	-	TR	0.93	30.8	C	-	-	-	-	
	WB	LTR	0.77	17.0	B	LTR	1.13	86.4	F	-	-	-	-	
<b>Overall Intersection</b>	-	<b>1.01</b>	<b>51.3</b>	<b>D</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	-	-		

TABLE 23-10  
WILLETTS POINT DEVELOPMENT DISTRICT FGES  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY MIDDAY (NON GAME DAY)

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>College Point Boulevard at Roosevelt Avenue</b>															
College Point Boulevard	NB	L	0.86	39.1	D	L	1.17	119.8	F					- Unmitigatable Impact.	
	TR		0.94	37.6	D	TR	0.94	37.6	D						
	SB	T	0.99	61.2	E	T	0.99	61.2	E						
	R		0.43	31.1	C	R	1.05	88.5	F						
Roosevelt Avenue	EB	LTR	0.76	27.0	C	LTR	0.87	33.0	C						
	WB	LTR	0.58	36.3	D	LTR	0.63	36.5	D						
<b>Overall Intersection</b>	-		<b>0.90</b>	<b>39.2</b>	<b>D</b>	-	<b>1.04</b>	<b>51.3</b>	<b>D</b>						
<b>Prince Street at Roosevelt Avenue</b>															
Prince Street	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					- Unmitigatable Impact.	
Roosevelt Avenue	EB	De/L	1.10	93.2	F	De/L	1.18	120.0+	F*						
	TR		0.78	19.0	B	TR	0.88	26.1	C						
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>Main Street at Roosevelt Avenue</b>															
Main Street	NB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*					- Unmitigatable Impact.	
	R		0.49	22.6	C	R	0.49	22.6	C						
	SB	LTR	0.07	16.3	B	LTR	0.07	16.3	B						
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>Union Street at Roosevelt Avenue</b>															
Union Street	NB	-	-	-	-	-	-	-	-					- Mitigation not required.	
	SB	LT	1.01	49.1	D	LT	1.01	49.1	D						
	R		1.20+	120.0+	F*	R	1.20+	120.0+	F*						
Roosevelt Avenue	EB	LT	0.80	24.8	C	LT	0.91	33.4	C						
	R		0.68	21.5	C	R	0.68	21.5	C						
	WB	LTR	0.65	21.9	C	LTR	0.72	24.1	C						
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>65.4</b>	<b>E</b>	-	<b>1.20+</b>	<b>65.6</b>	<b>E</b>						
<b>Parsons Boulevard at Roosevelt Avenue</b>															
Parsons Boulevard	NB	LTR	0.73	26.2	C	LTR	0.75	27.4	C	LTR	0.75	27.4	C	- Provide "No Parking" regulations along the south side of the eastbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.	
	SB	LTR	0.73	26.0	C	LTR	0.74	26.1	C	LTR	0.74	26.1	C		
Roosevelt Avenue	EB	LTR	1.09	84.0	F	LTR	1.20+	120.0+	F*	LTR	1.08	80.5	F		- Provide "No Parking" regulations along the north side of the westbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.
	WB	LTR	1.10	86.8	F	LTR	1.20+	120.0+	F*	LTR	1.05	68.4	E		
<b>Overall Intersection</b>	-		<b>0.92</b>	<b>61.2</b>	<b>E</b>	-	<b>1.00</b>	<b>93.2</b>	<b>F</b>	-	<b>0.92</b>	<b>56.0</b>	<b>E</b>		
<b>KISSENA BOULEVARD</b>															
<b>Main Street at Kissena Boulevard</b>															
Main Street	NB	L	0.41	19.0	B	L	0.42	19.1	B					- Mitigation not required.	
	TR		0.94	40.1	D	TR	0.94	40.1	D						
	SB	L	0.12	15.2	B	L	0.12	15.2	B						
	TR		0.10	15.0	B	TR	0.10	15.0	B						
Kissena Boulevard	NB	TR	1.00	55.0	D	TR	1.00	55.0	E						
<b>Overall Intersection</b>	-		<b>0.97</b>	<b>44.7</b>	<b>D</b>	-	<b>0.97</b>	<b>44.7</b>	<b>D</b>						



**TABLE 23-10  
WILLETTS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY MIDDAY (NON GAME DAY)**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			LOS
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>SANFORD AVENUE</b>														
<b>College Point Boulevard at Sanford Avenue</b>														
College Point Boulevard	NB	L	0.66	37.1	D	L	0.66	37.1	D	L	0.65	35.1	D	- Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. - Prohibit parking from 10A - 7P (Except Sunday) along the west side of the southbound College Point Blvd approach 120 ft. from the intersection to provide a daylighted right turn lane. - Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. - Modify signal timing: NB/SB phase green time is 53 s; EB/WB phase green time is 27 s; each phase has a 3 s amber and 2 s all red. [Measures reflect improvements needed for the non-game AM, MD, PM, Saturday MD peak periods and the weekday pre-game, weekend pre-game, and weekend post-game peak periods; otherwise mitigation is not needed.]
		T	0.59	12.5	B	T	0.61	12.8	B	T	0.61	12.9	B	
	SB	TR	0.99	33.8	C	TR	1.02	43.7	D	T	0.92	23.7	C	
		-	-	-	-	-	-	-	-	R	0.14	7.7	A	
Sanford Avenue	WB	LTR	0.77	37.6	D	LTR	0.85	42.5	D	LTR	0.79	37.7	D	
	<b>Overall Intersection</b>	-	<b>0.92</b>	<b>27.3</b>	<b>C</b>	-	<b>0.97</b>	<b>33.0</b>	<b>C</b>	-	<b>0.88</b>	<b>22.3</b>	<b>C</b>	
<b>Union Street at Sanford Avenue</b>														
Union Street	NB	LR	0.71	37.9	D	LR	0.71	37.9	D	LR	0.71	37.9	D	- Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.
	SB	LT	0.64	29.0	C	LT	0.64	29.0	C	LT	0.64	29.0	C	
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	
Sanford Avenue	EB	TR	0.75	42.5	D	TR	0.75	42.5	D	TR	0.75	42.5	D	
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.12	112.8	F	
	<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>112.4</b>	<b>F</b>	
<b>Parsons Boulevard at Sanford Avenue</b>														
Parsons Boulevard	NB	LTR	1.00	59.0	E	LTR	1.02	65.3	E	LTR	0.89	38.3	D	- Provide "No Parking" regulations along the east side of the northbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. - Prohibit parking from 10A - 3P (Except Sunday) along the north side of the westbound Sanford Avenue approach 100 ft. from the intersection to provide a daylighted right turn lane. [Measure reflects improvements needed for the non-game Saturday midday peak period and the weekend pre-game peak period; otherwise this mitigation measure is not needed.]
	SB	LTR	0.61	22.3	C	LTR	0.69	25.0	C	LTR	0.69	25.0	C	
Sanford Avenue	EB	LTR	0.68	25.1	C	LTR	0.68	25.1	C	LTR	0.68	25.0	C	
	WB	LTR	0.74	27.4	C	LTR	0.79	29.4	C	LT	0.61	22.4	C	
		-	-	-	-	-	-	-	-	R	0.16	15.7	B	
	<b>Overall Intersection</b>	-	<b>0.87</b>	<b>34.9</b>	<b>C</b>	-	<b>0.90</b>	<b>37.5</b>	<b>D</b>	-	<b>0.78</b>	<b>27.8</b>	<b>C</b>	
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>														
<b>College Point Boulevard at 32nd Avenue</b>														
College Point Boulevard	NB	T	0.74	23.3	C	T	0.74	23.1	C	T	0.72	30.7	C	- Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. - Modify signal timing: Increase the existing 60 s cycle to a 90 s cycle with the following signal timing: WB green time is 31 s, NB/SB green time is 29 s, and SB-only lag green time is 15 s; each phase has a 3 s amber and 2 s all red. [Measures reflect improvements needed for the weekday pre-game, weekend pre-game, and weekend post-game peak periods; otherwise mitigation is not needed.]
		TR	0.82	29.6	C	TR	0.82	29.6	C	TR	0.78	36.2	D	
	SB	L	0.78	34.0	C	L	0.78	34.0	C	L	0.77	43.9	D	
		T	0.61	11.2	B	T	0.63	11.4	B	T	0.61	15.3	B	
32nd Avenue	WB	LTR	0.82	37.2	D	LTR	0.82	37.2	D	LTR	0.79	42.8	D	
	<b>Overall Intersection</b>	-	<b>0.92</b>	<b>23.3</b>	<b>C</b>	-	<b>0.92</b>	<b>23.2</b>	<b>C</b>	-	<b>0.89</b>	<b>29.5</b>	<b>C</b>	
<b>UNSIGNALED INTERSECTIONS</b>														
<b>Willetts Point Boulevard at 126th Street</b>														
126th Street	SB	LT	-	8.5	A									- Mitigation not required. [Intersection would be demapped as part of the proposed Plan.]
Willetts Point Boulevard	WB	LR	-	16.6	C									
	<b>Overall Intersection</b>	-	-	<b>14.1</b>	<b>B</b>									
<b>Boat Basin Road at Worlds Fair Marina</b>														
Boat Basin Road	NB	L	-	18.9	C	L	-	120.0+	F*	L	0.71	39.8	D	- Install a new computer-controlled traffic signal, with a 90-second cycle length and three phases. [EB/WB green time is 10 s; WB-only lag green time is 43 s; NB green time is 22 s; all phases have 3 s of amber and 2 s of all red time.]
		R	-	8.4	A	R	-	8.4	A	R	0.02	25.9	C	
Worlds Fair Marina	EB	-	-	-	-	-	-	-	-	TR	0.07	36.3	D	
	WB	LT	-	8.5	A	LT	-	11.4	B	Del	0.99	44.0	D	
		-	-	-	-	-	-	-	-	T	0.11	6.3	A	
	<b>Overall Intersection</b>	-	-	<b>9.5</b>	<b>A</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	<b>0.91</b>	<b>39.3</b>	<b>D</b>	

**TABLE 23-10  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY MIDDAY (NON GAME DAY)**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Willets Point Boulevard at Northern Boulevard</b>														
Willets Point Boulevard	NB	T	-	10.4	B									- Mitigation not required.
<b>Overall Intersection</b>	-	-	<b>10.4</b>	<b>B</b>										[Intersection would be demanped as part of the proposed Plan.]
<b>College Point Boulevard at Northern Boulevard Service Road (SIGNALIZED IN 2007)</b>														
College Point Boulevard	NB	TR	0.82	22.6	C	TR	0.84	23.3	C	TR	0.80	20.9	C	- Modify signal timing: shift 1 s green time from WB phase to NB/SB phase. [WB green time shifts from 25 s to 24 s; NB/SB green time shifts from 25 s to 26 s.]
	SB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
Northern Blvd Service Rd	WB	L	0.31	13.1	B	L	0.56	17.4	B	L	0.59	18.7	B	
	R	0.46	15.8	B	R	0.48	16.2	B	R	0.50	17.3	B		
<b>Overall Intersection</b>	-	<b>0.86</b>	<b>69.5</b>	<b>E</b>	-	<b>0.93</b>	<b>73.2</b>	<b>E</b>	-	<b>0.92</b>	<b>60.7</b>	<b>E</b>		
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>														
Grand Central Parkway Ramp	EB	L	-	9.8	A	L	-	10.5	B					- Mitigation not required.
	R	-	8.7	A	R	-	8.7	A						
<b>Overall Intersection</b>	-	-	<b>9.4</b>	<b>A</b>	-	-	<b>10.3</b>	<b>B</b>						
<b>NEW (or RE) SIGNALIZED INTERSECTION</b>														
<b>126th Street at New Willets Point Boulevard</b>														
126th Street	NB					LTR	1.13	120.0+	F*					- Unmitigatable Impact.
	SB					Del	0.97	61.3	E					
						TR	0.60	12.7	B					
New Willets Point Boulevard	EB					LTR	0.06	36.1	D					
	WB					LT	0.96	101.0	F					
<b>Overall Intersection</b>						-	<b>1.07</b>	<b>61.3</b>	<b>E</b>					
<b>City Field/Lot B Internal Street at Roosevelt Avenue</b>														
City Field/Lot B Internal Street	SB					L,R	0.03	34.2	C					- Mitigation not required.
Roosevelt Avenue	EB					L,T	0.54	11.5	B					
	WB					TR	0.63	13.0	B					
<b>Overall Intersection</b>						-	<b>0.47</b>	<b>12.4</b>	<b>B</b>					

(1) Control delay is measured in seconds per vehicle.  
(2) Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual - TRB.  
(3) Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor approach as listed in the 2000 Highway Capacity Manual - TRB.  
(4) Overall intersection V/C ratio is the critical lane group V/C ratio, not the weighted average of all the movements.

TABLE 23-11  
 WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
 NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY PM (NON GAME DAY)

INTERSECTION & APPROACH	Mvt.	No Build				Build				Build with Mitigation				Mitigation Measure
		V/C	Delay	LOS		Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>SIGNALIZED INTERSECTIONS</b>														
<b>ASTORIA BOULEVARD</b>														
<b>108th Street at Astoria Boulevard</b>														
108th Street	NB	Defl.	0.93	91.8	F	Defl.	0.93	91.8	F	Defl.	0.93	91.8	F	- Prohibit eastbound Astoria Boulevard eastbound left-turn movements onto 108th Street at all times. Eastbound left-turn vehicles may use the exclusive left-turn at the Astoria Boulevard and 31st Street intersection located west of 108th Street.
		T	0.25	41.8	D	T	0.25	41.8	D	T	0.25	41.8	D	
	SB	LTR	0.57	48.6	D	LTR	0.57	48.6	D	LTR	0.57	48.6	D	
Astoria Boulevard	EB	LTR	0.98	31.9	C	LTR	1.04	48.8	D	TR	0.92	25.0	C	
	WB	L	0.76	44.3	D	L	0.76	44.7	D	L	0.76	44.6	D	
	TR		0.38	6.9	A	TR	0.43	7.3	A	TR	0.43	7.3	A	
<b>Overall Intersection</b>	-	-	<b>0.96</b>	<b>28.8</b>	<b>C</b>	-	<b>1.00</b>	<b>38.1</b>	<b>D</b>	-	<b>0.93</b>	<b>24.3</b>	<b>C</b>	
<b>NORTHERN BOULEVARD</b>														
<b>108th Street at Northern Boulevard (RT. 25A)</b>														
108th Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					- Unmitigatable Impact.
	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					
Northern Boulevard (Rt. 25A)	EB	L	0.22	42.2	D	L	0.22	46.0	D					
	TR		0.96	19.9	B	TR	1.05	45.0	D					
	WB	L	0.69	50.0	D	L	0.69	51.7	D					
	TR		1.20+	120.0+	F*	TR	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-	-	<b>1.15</b>	<b>78.5</b>	<b>E</b>	-	<b>1.20+</b>	<b>116.9</b>	<b>F</b>					
<b>114th Street at Northern Boulevard (RT. 25A)</b>														
114th Street	SB	LTR	1.03	87.2	F	LTR	1.04	88.2	F					- Unmitigatable Impact.
Northern Boulevard (Rt. 25A)	EB	T	0.97	35.7	D	T	1.09	74.1	E					
	R		0.78	24.8	C	R	0.79	25.5	C					
	WB	Defl.	0.89	60.7	E	Defl.	0.89	64.8	E					
	T		0.96	20.8	C	T	1.07	53.1	D					
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>31.4</b>	<b>C</b>	-	<b>1.20+</b>	<b>59.2</b>	<b>E</b>					
<b>126th Street at Northern Boulevard (RT. 25A)</b>														
126th Street	NB	L	0.60	46.7	D	L	1.20+	120.0+	F*					- Unmitigatable Impact.
	R		0.37	43.3	D	R	0.95	78.4	E					
Northern Boulevard	EB	T	0.41	8.2	A	T	0.45	8.6	A					
	WB	T	0.45	8.6	A	T	0.48	8.9	A					
Grand Central Parkway Ramp	EB	T	0.46	8.7	A	T	0.53	9.5	A					
Van Wyck & Whitestone Expressway Ramp	WB	T	0.84	19.8	B	T	1.06	59.7	E					
<b>Overall Intersection</b>	-	-	<b>0.79</b>	<b>15.5</b>	<b>B</b>	-	<b>1.10</b>	<b>48.0</b>	<b>D</b>					

**TABLE 23-11  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY PM (NON GAME DAY)**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure	
	MvL	V/C	Control		MvL	V/C	Control		MvL	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>Prince Street at Northern Boulevard (RT. 25A)</b>														
Prince Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					- Unmitigatable Impact.
	SB	LTR	0.70	48.0	D	LTR	0.70	48.0	D					
Northern Boulevard	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
	T		0.97	37.6	D	T	1.07	65.8	E					
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
	T		1.02	55.6	E	T	1.05	67.1	E					
Northern Boulevard Service Rd.	EB	TR	0.60	20.4	C	TR	0.60	20.4	C					
	-	-	-	-	-	-	-	-	-					
	WB	TR	0.61	31.3	C	TR	0.83	39.6	D					
	-	-	-	-	-	-	-	-	-					
	-	-	-	-	-	-	-	-	-					
	<b>Overall Intersection</b>		<b>1.16</b>	<b>72.4</b>	<b>E</b>		<b>1.18</b>	<b>85.9</b>	<b>F</b>					
<b>Main Street at Northern Boulevard (RT. 25A)</b>														
Main Street	NB	L	1.04	86.0	F	L	1.04	86.0	F					- Unmitigatable Impact.
	R		0.87	44.0	D	R	0.87	44.0	D					
Northern Boulevard	EB	TR	1.02	31.0	C	TR	1.10	63.2	E					
	WB	L	0.10	58.8	E	L	0.10	58.8	E					
	T		0.99	39.5	D	T	1.11	81.4	F					
	-	-	-	-	-	-	-	-	-					
	<b>Overall Intersection</b>		<b>1.01</b>	<b>42.8</b>	<b>D</b>		<b>1.09</b>	<b>68.7</b>	<b>E</b>					
<b>Union Street at Northern Boulevard (RT. 25A)</b>														
Union Street	NB	LTR	0.16	32.3	C	LTR	0.16	32.3	C					- Unmitigatable Impact.
	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					
Northern Boulevard	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
	T		0.88	36.1	D	T	0.99	56.2	E					
	R		1.18	112.5	F	R	1.18	112.5	F					
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
	TR		0.81	32.5	C	TR	0.91	37.1	D					
	-	-	-	-	-	-	-	-	-					
	<b>Overall Intersection</b>		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>														
Parsons Boulevard	NB	L	0.78	69.8	E	L	0.80	73.4	E	L	0.71	59.2	E	Partially Mitigated.
	TR		0.67	44.4	D	TR	0.67	44.4	D	TR	0.67	44.4	D	- Provide "No Parking" regulations along the west side of the southbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 120 ft. from the intersection to prohibit parking and provide a daylighted right-turn lane for all peak hours.
	SB	LTR	1.07	105.2	F	LTR	1.09	113.9	F	LTR	0.66	43.4	D	
	-	-	-	-	-	-	-	-	-	R	0.46	39.0	D	
	-	-	-	-	-	-	-	-	-	L	0.54	49.3	D	
Northern Boulevard	EB	L	0.50	47.8	D	L	0.54	49.3	D	L	0.54	49.3	D	
	TR		1.13	93.5	F	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F	
	WB	L	0.43	43.1	D	L	0.43	45.6	D	L	0.43	45.6	D	
	TR		1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F	
	-	-	-	-	-	-	-	-	-	-	-	-	-	
	<b>Overall Intersection</b>		<b>1.03</b>	<b>120.0+</b>	<b>F*</b>		<b>1.11</b>	<b>120.0+</b>	<b>F*</b>		<b>0.99</b>	<b>120.0+</b>	<b>F*</b>	
<b>34TH AVENUE</b>														
<b>114th Street at 34th Avenue</b>														
114th Street	SB	L	0.73	21.2	C	L	0.73	21.2	C					- Mitigation not required.
	T		0.31	14.0	B	T	0.33	14.3	B					
34th Avenue	EB	TR	0.88	35.5	D	TR	0.88	35.9	D					
	-	-	-	-	-	-	-	-	-					
	<b>Overall Intersection</b>		<b>0.80</b>	<b>26.0</b>	<b>C</b>		<b>0.80</b>	<b>26.1</b>	<b>C</b>					

**TABLE 23-11  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY PM (NON GAME DAY)**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
<b>126th Street/GCP Ramp at 34th Avenue</b>															
126th Street	NB	LTR	0.92	46.8	D	LTR	1.14	104.2	F	LTR	1.12	95.6	F	<ul style="list-style-type: none"> <li>- <b>Unmitigatable Impact.</b></li> <li>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods.</li> <li>- Modify signal timing: NB/SB phase green time is 55 s; SB-only phase green time is 25 s; EB-WB phase green time is 25 s; each phase has a 3 s amber and 2 s all red.</li> <li>- Note: This intersection is isolated and is not located along a coordinated signal corridor. Therefore, the recommended green time shift would not impact travel progression to/from adjacent intersections.</li> </ul>	
Northern Boulevard Ramp	SB	LTR	0.60	29.1	C	LTR	0.92	51.7	D	LTR	0.90	48.6	D		
GCP Ramp	SB	LTR	0.92	80.0	E	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*		
34th Avenue	EB	-	-	-	-	-	-	-	-	-	-	-	-		
	LTR	0.31	42.7	D	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*			
Stadium Road	WB	-	-	-	-	-	-	-	-	-	-	-	-		
	LTR	0.90	83.1	F	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*			
	-	-	-	-	-	-	-	-	-	-	-	-	-		
<b>Overall Intersection</b>	-	<b>0.92</b>	<b>55.8</b>	<b>E</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>			
<b>ROOSEVELT AVENUE</b>															
<b>109th Street at Roosevelt Avenue</b>															
109th Street	NB	LTR	0.96	70.6	E	LTR	0.98	75.6	E	LTR	0.95	67.2	E	<ul style="list-style-type: none"> <li>- Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach.</li> <li>- Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach.</li> <li>- Move the Q48 bus stop on the far side of the eastbound approach 25 feet further downstream (to the east) to allow a transition back to one moving lane in the eastbound direction, and provide "No Standing Anytime" regulations between the intersection and 1</li> <li>- Provide "No Standing Anytime" regulations on the far side of the westbound approach for a distance of 50 ft. from the intersection to allow a transition back to one moving lane in the westbound direction.</li> <li>- Modify signal timing: shift 1 s green time from EB-WB phase to NB/SB phase. [EB/WB green time shifts from 80 s to 79 s; NB/SB green time shifts from 30 s to 31 s.]</li> <li>- Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach.</li> <li>- Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach.</li> <li>- Move the Q48 bus stop on the far side of the westbound approach and the far side of the eastbound approach 25 feet further downstream to allow a transition back to one moving lane in the each direction, and provide "No Standing Anytime" regulations between</li> </ul>	
Roosevelt Avenue	SB	LTR	1.16	120.0+	F*	LTR	1.16	120.0+	F*	LTR	1.11	116.8	F		
	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.95	30.5	C		
	WB	LTR	1.11	81.2	F	LTR	1.20+	120.0+	F*	LTR	0.83	20.1	C		
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.99</b>	<b>48.7</b>	<b>D</b>			
<b>111th Street at Roosevelt Avenue</b>															
111th Street	NB	LTR	0.83	54.4	D	LTR	0.83	54.4	D	LTR	0.83	54.4	D		<ul style="list-style-type: none"> <li>- <b>Unmitigatable Impact.</b></li> </ul>
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.89	23.2	C		
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.95	29.3	C		
<b>Overall Intersection</b>	-	<b>1.15</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.92</b>	<b>31.1</b>	<b>C</b>			
<b>114th Street at Roosevelt Avenue</b>															
114th Street	NB	LTR	1.15	118.4	F	LTR	1.15	118.4	F	-	-	-	-	<ul style="list-style-type: none"> <li>- <b>Unmitigatable Impact.</b></li> </ul>	
	SB	Defl.	0.76	57.7	E	Defl.	0.81	62.1	E	-	-	-	-		
	TR	0.47	41.4	D	TR	0.47	41.4	D	-	-	-	-			
Roosevelt Avenue	EB	LTR	1.06	61.4	E	LTR	1.20+	120.0+	F*	-	-	-	-		
	-	-	-	-	-	-	-	-	-	-	-	-	-		
	WB	-	-	-	-	-	-	-	-	-	-	-	-		
	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	-	-	-	-			
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	-	-			
<b>126th Street at Roosevelt Avenue</b>															
126th Street	NB	LTR	0.39	41.5	D	Defl.	1.20+	120.0+	F*	-	-	-	-		<ul style="list-style-type: none"> <li>- <b>Unmitigatable Impact.</b></li> </ul>
	-	-	-	-	-	TR	1.04	104.3	F	-	-	-	-		
	SB	Defl.	1.14	120.0+	F*	Defl.	1.20+	120.0+	F*	-	-	-	-		
	TR	0.75	50.6	D	TR	1.20+	120.0+	F*	-	-	-	-			
Roosevelt Avenue	EB	LTR	1.02	48.6	D	Defl.	1.20+	120.0+	F*	-	-	-	-		
	-	-	-	-	-	TR	0.97	36.8	D	-	-	-	-		
	WB	LTR	0.87	21.6	C	LTR	1.14	89.2	F	-	-	-	-		
<b>Overall Intersection</b>	-	<b>1.05</b>	<b>49.4</b>	<b>D</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	-	-			

**TABLE 23-11  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY PM (NON GAME DAY)**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure		
	Mv/L	V/C	Control		Mv/L	V/C	Control		Mv/L	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
<b>College Point Boulevard at Roosevelt Avenue</b>															
College Point Boulevard	NB	L	0.86	46.4	D	L	1.17	120.0+	F*					- Unmitigatable Impact.	
	TR		0.93	42.6	D	TR	0.93	42.6	D						
	SB	T	1.17	120.0+	F*	T	1.17	120.0+	F*						
	R		0.34	38.2	D	R	0.92	70.1	E						
Roosevelt Avenue	ED	LTR	0.86	39.2	D	LTR	1.00	59.3	F						
	WB	LTR	0.62	82.4	F	LTR	0.66	80.1	F						
<b>Overall Intersection</b>	-	-	<b>0.96</b>	<b>69.1</b>	<b>E</b>	-	<b>1.10</b>	<b>79.6</b>	<b>E</b>						
<b>Prince Street at Roosevelt Avenue</b>															
Prince Street	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					- Unmitigatable Impact.	
Roosevelt Avenue	EB	De/L	1.09	103.2	F	De/L	1.16	120.0+	F*						
	TR		0.92	40.0	D	TR	1.09	83.3	F						
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>Main Street at Roosevelt Avenue</b>															
Main Street	NB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*					- Unmitigatable Impact.	
	R		0.61	23.8	C	R	0.61	23.8	C						
	SB	LTR	0.15	19.4	B	LTR	0.15	19.4	B						
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>Union Street at Roosevelt Avenue</b>															
Union Street	NB	-	-	-	-	-	-	-	-					- Unmitigatable Impact.	
	SB	LT	1.06	59.4	E	LT	1.06	59.4	E						
	R		1.20+	120.0+	F*	R	1.20+	120.0+	F*						
Roosevelt Avenue	EB	LT	0.96	48.2	D	LT	1.13	98.5	F						
	R		0.90	43.9	D	R	0.90	43.9	D						
	WB	LTR	1.17	119.2	F	LTR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>79.4</b>	<b>E</b>	-	<b>1.20+</b>	<b>105.1</b>	<b>F</b>						
<b>Parsons Boulevard at Roosevelt Avenue</b>															
Parsons Boulevard	NB	LTR	0.94	52.7	D	LTR	0.96	56.1	E	LTR	0.96	56.1	E	Partially Mitigated. - Provide "No Parking" regulations along the south side of the eastbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. - Provide "No Parking" regulations along the north side of the westbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.	
	SB	LTR	0.88	41.9	D	LTR	0.88	42.1	D	LTR	0.88	42.1	D		
Roosevelt Avenue	ED	LTR	1.15	113.9	F	LTR	1.20+	120.0+	F*	LTR	1.19	120.0+	F*		
	WB	LTR	0.96	53.3	D	LTR	1.06	82.5	F	LTR	0.93	47.5	D		
<b>Overall Intersection</b>	-	-	<b>1.05</b>	<b>69.2</b>	<b>E</b>	-	<b>1.16</b>	<b>108.6</b>	<b>F</b>	-	<b>1.07</b>	<b>75.0</b>	<b>E</b>		
<b>KISSENA BOULEVARD</b>															
<b>Main Street at Kissena Boulevard</b>															
Main Street	NB	L	0.46	20.3	C	L	0.47	20.4	C					- Mitigation not required.	
	TR		1.14	104.5	F	TR	1.14	104.5	F						
	SB	L	0.25	25.7	C	L	0.25	25.7	C						
	TR		0.11	15.4	D	TR	0.11	15.4	B						
Kissena Boulevard	NB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						

**TABLE 23-11  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY PM (NON GAME DAY)**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure(s)	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>SANFORD AVENUE</b>														
<b>College Point Boulevard at Sanford Avenue</b>														
College Point Boulevard	NB	L	0.90	73.8	E	L	0.90	73.8	E	L	0.90	74.4	E	- Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. - Prohibit parking from 10A - 7P (Except Sunday) along the west side of the southbound College Point Blvd approach 120 ft. from the intersection to provide a daylighted right turn lane. - Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. - Modify signal timing: NB/SB phase green time is 52 s; EB/WB phase green time is 28 s; each phase has a 3 s amber and 2 s all red.
	T	0.54	11.9	B	T	0.56	12.1	B	T	0.57	12.8	B		
	SB	TR	1.02	42.1	D	TR	1.07	56.9	E	T	1.01	39.4	D	
										R	0.07	7.7	A	
Sanford Avenue	WB	LTR	0.84	41.7	D	LTR	0.93	52.7	D	LTR	0.84	40.0	D	
<b>Overall Intersection</b>			<b>1.07</b>	<b>33.3</b>	<b>C</b>		<b>1.10</b>	<b>42.8</b>	<b>D</b>		<b>1.06</b>	<b>31.7</b>	<b>C</b>	
<b>Union Street at Sanford Avenue</b>														
Union Street	NB	LR	0.84	48.5	D	LR	0.84	48.5	D	LR	0.84	48.5	D	- Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.
	SB	LT	0.92	50.2	D	LT	0.92	50.2	D	LT	0.92	50.2	D	
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	
Sanford Avenue	EB	TR	0.84	47.0	D	TR	0.84	47.0	D	TR	0.84	47.0	D	
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
<b>Overall Intersection</b>			<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	
<b>Parsons Boulevard at Sanford Avenue</b>														
Parsons Boulevard	NB	LTR	1.14	104.8	F	LTR	1.16	112.9	F	LTR	1.01	61.8	E	- Provide "No Parking" regulations along the east side of the northbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.
	SB	LTR	0.97	48.1	D	LTR	1.19	120.0+	F*	LTR	1.19	120.0+	F*	
Sanford Avenue	EB	LTR	0.95	47.4	D	LTR	0.95	47.4	D	LTR	0.95	120.0+	F*	
	WB	LTR	0.82	31.0	C	LTR	0.86	34.3	C	LTR	0.86	34.3	C	
<b>Overall Intersection</b>			<b>1.04</b>	<b>58.4</b>	<b>E</b>		<b>1.07</b>	<b>82.9</b>	<b>F</b>		<b>1.07</b>	<b>70.4</b>	<b>E</b>	
													<b>Partially Mitigated.</b>	
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>														
<b>College Point Boulevard at 32nd Avenue</b>														
College Point Boulevard	NB	T	0.70	21.7	C	T	0.70	21.5	C	T	0.54	22.0	C	- Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. - Modify signal timing: Increase the existing 60 s cycle to a 90 s cycle with the following signal timing: WB green time is 28 s, NB/SB green time is 36 s, and SB-only lag green time is 11 s; each phase has 3 s amber and 2 s all red. [Measures reflect improvements needed for the weekday pre-game, weekend pre-game, and weekend post-game peak periods; otherwise mitigation is not needed.]
	TR	0.86	31.8	C	TR	0.86	31.8	C	TR	0.66	25.7	C		
	SB	L	0.71	29.4	C	L	0.71	29.4	C	L	0.71	41.6	D	
		T	0.60	10.8	B	T	0.62	11.1	B	T	0.57	12.8	B	
32nd Avenue	WB	LTR	0.63	25.4	C	LTR	0.63	25.4	C	LTR	0.69	38.3	D	
<b>Overall Intersection</b>			<b>0.93</b>	<b>20.8</b>	<b>C</b>		<b>0.85</b>	<b>20.7</b>	<b>C</b>		<b>0.84</b>	<b>23.3</b>	<b>C</b>	
<b>UNSIGNALIZED INTERSECTIONS</b>														
<b>Willets Point Boulevard at 126th Street</b>														
126th Street	SB	LT	-	8.4	A									- Mitigation not required. [Intersection would be demapped as part of the proposed Plan.]
Willets Point Boulevard	WB	LR	-	19.4	C									
<b>Overall Intersection</b>				<b>17.4</b>	<b>C</b>									
<b>Boat Basin Road at Worlds Fair Marina</b>														
Boat Basin Road	NB	L	-	12.8	B	L	-	120.0+	F*	L	0.81	43.4	D	- Install a new computer-controlled traffic signal, with a 90-second cycle length and three phases. [EB/WB green time is 10 s; WB-only lag green time is 41 s; NB green time is 24 s; all phases have 3 s of amber and 2 s of all red time.]
	R	-	8.7	A	R	-	8.7	A	R	0.11	25.5	C		
Worlds Fair Marina	EB	-	-	-	-	-	-	-	TR	0.07	36.2	D		
	WB	LTR	-	8.0	A	LTR	-	10.3	B	DefL	0.89	28.9	C	
		-	-	-	-	-	-	-	T	0.08	6.9	A		
<b>Overall Intersection</b>				<b>8.5</b>	<b>A</b>			<b>120.0+</b>	<b>F*</b>		<b>0.87</b>	<b>32.2</b>	<b>C</b>	

**TABLE 23-11  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY PM (NON GAME DAY)**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure	
	MvL	V/C	Control Delay	LOS	MvL	V/C	Control Delay	LOS	MvL	V/C	Control Delay	LOS		
<b>Willels Point Boulevard at Northern Boulevard</b>														
Willels Point Boulevard	NB	T	-	9.7	A								- Mitigation not required. [Intersection would be demapped as part of the proposed Plan.]	
<b>Overall Intersection</b>	-	-	-	9.7	A									
<b>College Point Boulevard at Northern Boulevard Service Road (SIGNALIZED IN 2007)</b>														
College Point Boulevard	NB	TR	0.87	25.0	C	TR	0.88	25.9	C	TR	0.85	22.7	C	- Modify signal timing: shift 1 s green time from WB phase to NB/SB phase. [WB green time shifts from 25 s to 24 s; NB/SB green time shifts from 25 s to 26 s.]
	SB	LT	1.20*	120.0*	F*	LT	1.20*	120.0*	F*	LT	1.20*	120.0*	F*	
Northern Blvd Service Rd	WB	L	0.28	12.6	B	L	0.49	15.6	B	L	0.51	16.7	B	
	R	0.43	15.0	B	R	0.45	15.4	B	R	0.47	16.4	B		
<b>Overall Intersection</b>	-	1.01	120.0*	F*	-	1.07	120.0*	F*	-	1.06	120.0*	F*		
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>														
Grand Central Parkway Ramp	EB	L	-	9.8	A	L	-	10.3	B					- Mitigation not required.
	R	-	8.9	A	R	-	8.9	A						
<b>Overall Intersection</b>	-	-	9.2	A	-	-	9.9	A						
<b>NEW (OR OLD) SIGNALIZED INTERSECTION</b>														
<b>126th Street at New Willels Point Boulevard</b>														
126th Street	NB					L/TR	1.20*	120.0*	F*					- Unmitigatable impact.
	SB					DefL	0.95	67.3	E					
						TR	0.80	29.9	C					
						L/TR	0.02	23.7	C					
New Willels Point Boulevard	EB					L/T	0.72	44.8	D					
	WB					R	0.52	14.9	B					
<b>Overall Intersection</b>						-	1.20*	83.1	F					
<b>City Field/Lot B Internal Street at Roosevelt Avenue</b>														
City Field/Lot B Internal Street	SB					LR	0.02	28.3	C					- Mitigation not required.
Roosevelt Avenue	EB					LT	0.70	18.8	B					
	WB					TR	0.95	34.5	C					
<b>Overall Intersection</b>						-	0.63	28.1	C					

(1) Control delay is measured in seconds per vehicle.  
(2) Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2009 Highway Capacity Manual - TRB.  
(3) Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor approach as listed in the 2009 Highway Capacity Manual - TRB.  
(4) Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements.



**TABLE 23-12  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY MIDDAY (NON GAME DAY)**

INTERSECTION & APPROACH	Mvt.	No. Build				Build				Build with Mitigation				Mitigation Measure
		V/C	Control		V/C	Control		V/C	Control					
			Delay	LOS		Delay	LOS		Delay	LOS				
<b>SIGNALIZED INTERSECTIONS</b>														
<b>ASTORIA BOULEVARD</b>														
<b>108th Street at Astoria Boulevard</b>														
108th Street	NB	DefL	0.60	38.3	D	DefL	0.60	38.3	D	DefL	0.60	38.3	D	- Prohibit eastbound Astoria Boulevard eastbound left-turn movements onto 108th Street at all times. Eastbound left-turn vehicles may use the exclusive left-turn at the Astoria Boulevard and 31st Street intersection located west of 108th Street.  [Measure reflects improvements needed for the non-game PM and weekday pre-game peak periods; otherwise mitigation is not needed.]
		T	0.37	31.7	C	T	0.37	31.7	C	T	0.37	31.7	C	
	SB	LTR	0.28	30.4	C	LTR	0.28	30.4	C	LTR	0.28	30.4	C	
Astoria Boulevard	EB	LTR	0.43	14.7	B	LTR	0.50	15.5	B	TR	0.44	14.7	B	
	WB	L	0.58	10.9	B	L	0.65	13.5	B	L	0.63	12.9	B	
	TR		0.28	6.3	A	TR	0.34	6.7	A	TR	0.34	6.7	A	
<b>Overall Intersection</b>	-		<b>0.55</b>	<b>14.7</b>	<b>B</b>	-	<b>0.59</b>	<b>14.9</b>	<b>B</b>	-	<b>0.56</b>	<b>14.5</b>	<b>B</b>	
<b>NORTHERN BOULEVARD</b>														
<b>108th Street at Northern Boulevard (RT. 25A)</b>														
108th Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					- Unmitigatable Impact.
	SB	LTR	1.17	119.5	F	LTR	1.17	119.5	F					
Northern Boulevard (RT. 25A)	EB	L	0.08	44.3	D	L	0.08	44.3	D					
	TR		0.98	36.2	D	TR	1.17	105.1	F					
	WB	L	0.72	49.8	D	L	0.76	58.4	E					
	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*						
	R	0.27	12.4	B	R	0.27	12.4	B						
<b>Overall Intersection</b>	-		<b>1.15</b>	<b>92.0</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
<b>114th Street at Northern Boulevard (RT. 25A)</b>														
114th Street	SB	LTR	1.01	98.3	F	LTR	1.02	99.3	F					- Mitigation not required.
Northern Boulevard (RT. 25A)	EB	T	0.62	17.9	B	T	0.78	21.9	C					
	R	0.71	22.0	C	R	0.73	22.7	C						
	WB	DefL	0.89	35.7	D	DefL	0.89	38.7	D					
	T	0.93	17.4	B	T	1.03	38.9	D						
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>24.2</b>	<b>C</b>	-	<b>1.20+</b>	<b>35.8</b>	<b>D</b>					
<b>126th Street at Northern Boulevard (RT. 25A)</b>														
126th Street	NB	L	0.72	49.8	D	L	1.20+	120.0+	F*					- Unmitigatable Impact.
	R	0.47	44.8	D	R	0.99	87.7	F						
Northern Boulevard	EB	T	0.26	6.9	A	T	0.30	7.1	A					
	WB	T	0.42	8.3	A	T	0.46	8.7	A					
Grand Central Parkway Ramp	EB	T	0.40	8.0	A	T	0.49	9.0	A					
Van Wyck & Whitestone Expressway Ramp	WB	T	0.82	18.3	B	T	1.11	80.1	F					
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>16.9</b>	<b>B</b>	-	<b>1.19</b>	<b>72.7</b>	<b>E</b>					

**TABLE 23-12**  
**WILLETTS POINT DEVELOPMENT DISTRICT FGEIS**  
**NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY MIDDAY (NON GAME DAY)**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>Prince Street at Northern Boulevard (RT. 25A)</b>														
Prince Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					- Unmitigatable Impact
	SB	LTR	0.68	47.2	D	LTR	0.68	47.2	D					
Northern Boulevard	EB	L	0.97	94.5	F	L	1.02	107.8	F					
	T		0.83	24.5	C	T	0.93	31.5	C					
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
	T		1.05	58.7	E	T	1.10	76.0	E					
Northern Boulevard Service Rd.	EB	TR	0.74	27.0	C	TR	0.74	27.0	C					
	-	-	-	-	-	-	-	-	-					
	WB	TR	0.74	31.4	C	TR	1.01	60.7	E					
	-	-	-	-	-	-	-	-	-					
	-	-	-	-	-	-	-	-	-					
	<b>Overall Intersection</b>	-	<b>1.11</b>	<b>75.2</b>	<b>E</b>	-	<b>1.13</b>	<b>83.4</b>	<b>F</b>					
<b>Main Street at Northern Boulevard (RT. 25A)</b>														
Main Street	NB	L	1.18	120.0+	F*	L	1.18	120.0+	F*					- Unmitigatable Impact
	R		0.88	40.0	D	R	0.88	40.0	D					
Northern Boulevard	EB	TR	1.02	55.2	E	TR	1.12	93.3	F					
	WB	L	0.03	44.3	C	L	0.03	44.3	D					
	T		0.90	26.5	C	T	1.03	48.0	D					
	<b>Overall Intersection</b>	-	<b>0.99</b>	<b>57.9</b>	<b>E</b>	-	<b>1.08</b>	<b>78.4</b>	<b>E</b>					
<b>Union Street at Northern Boulevard (RT. 25A)</b>														
Union Street	NB	LTR	0.17	32.5	C	LTR	0.17	32.5	C					- Unmitigatable Impact
	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					
Northern Boulevard	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
	T		0.80	32.5	C	T	0.92	38.2	D					
	R		1.20+	120.0+	F*	R	1.20+	120.0+	F*					
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
	TR		0.86	34.8	C	TR	0.99	48.3	D					
	<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>														
Parsons Boulevard	NB	L	0.95	100.0	F	L	0.97	107.0	F	L	0.89	84.0	F	Partially Mitigated. - Provide "No Parking" regulations along the west side of the southbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 120 ft. from the intersection to prohibit parking and provide a daylighted right-turn lane for all peak hours. - Modify signal timing: shift 1 s green time from EB-left/WB-left lag phase to NB/SB phase (EB/WB green time remains 52 s; EB-left/WB-left lag green time shifts from 10 s to 9 s; NB/SB green time shifts from 36 s to 37 s; Lead Pedestrian Interval (LPI) rem
	TR		0.75	49.9	D	TR	0.75	49.9	D	TR	0.73	47.6	D	
	SB	LTR	1.19	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.68	45.3	D	
	-	-	-	-	-	-	-	-	-	R	0.51	42.0	D	
Northern Boulevard	EB	L	0.53	50.5	D	L	0.57	51.4	D	L	0.60	53.3	D	
	TR		1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
	WB	L	0.48	48.6	D	L	0.48	49.3	D	L	0.50	50.8	D	
	TR		1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
	<b>Overall Intersection</b>	-	<b>1.19</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20</b>	<b>120.0+</b>	<b>F*</b>	
<b>34TH AVENUE</b>														
<b>114th Street at 34th Avenue</b>														
114th Street	SB	L	0.78	26.2	C	L	0.78	26.2	C					- Mitigation not required
	T		0.35	17.4	B	T	0.37	17.7	B					
34th Avenue	EB	TR	0.66	22.2	C	TR	0.66	22.3	C					
	<b>Overall Intersection</b>	-	<b>0.72</b>	<b>23.2</b>	<b>C</b>	-	<b>0.72</b>	<b>23.2</b>	<b>C</b>					

**TABLE 23-12  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY MIDDAY (NON GAME DAY)**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure		
	MvL	V/C	Control		MvL	V/C	Control		MvL	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
<b>126th Street/GCP Ramp at 34th Avenue</b>															
126th Street	NB	LTR	0.94	50.1	D	LTR	1.00	55.6	E	LTR	0.99	50.7	D	<ul style="list-style-type: none"> <li>- <b>Unmitigatable Impact.</b></li> <li>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods.</li> <li>- Modify signal timing: NB/SB phase green time is 55 s, SB-only phase green time is 25 s; EB/WB phase green time is 25 s; each phase has a 3 s amber and 2 s all red.</li> <li>- Note: This intersection is isolated and is not located along a coordinated signal corridor. Therefore, the recommended green time shift would not impact travel progression to/from adjacent intersections.</li> </ul>	
Northern Boulevard Ramp	SB	LTR	0.70	33.8	C	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*		
GCP Ramp	SB	LTR	0.94	83.7	F	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*		
34th Avenue	EB	Defl.	0.61	62.9	E	-	-	-	-	-	-	-	-		
	TR	0.65	55.5	E	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*			
Stadium Road	WB	-	-	-	-	-	-	-	-	-	-	-	-		
	LTR	0.95	94.7	F	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*			
<b>Overall Intersection</b>	-	<b>0.94</b>	<b>62.0</b>	<b>E</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>			
<b>ROOSEVELT AVENUE</b>															
<b>108th Street at Roosevelt Avenue</b>															
108th Street	NB	LTR	1.20	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.18	120.0+	F*		<ul style="list-style-type: none"> <li>- Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach.</li> <li>- Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach.</li> <li>- Move the Q48 bus stop on the far side of the eastbound approach 25 feet further downstream (to the east) to allow a transition back to one moving lane in the eastbound direction, and provide "No Standing Anytime" regulations between the intersection and I.</li> <li>- Provide "No Standing Anytime" regulations on the far side of the westbound approach for a distance of 50 ft. from the intersection to allow a transition back to one moving lane in the westbound direction.</li> <li>- Modify signal timing: shift 2 s green time from EB/WB phase to NB/SB phase. [EB/WB green time shifts from 80 s to 78 s; NB/SB green time shifts from 30 s to 32 s.]</li> </ul>
Roosevelt Avenue	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.12	115.6	F		
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.01	45.9	D		
Roosevelt Avenue	WB	LTR	1.18	110.8	F	LTR	1.20+	120.0+	F*	LTR	0.75	16.6	B		
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.06</b>	<b>65.0</b>	<b>E</b>			
<b>111th Street at Roosevelt Avenue</b>															
111th Street	NB	LTR	0.83	54.7	D	LTR	0.83	54.7	D	LTR	0.83	54.7	D	<ul style="list-style-type: none"> <li>- Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach.</li> <li>- Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach.</li> <li>- Move the Q48 bus stop on the far side of the westbound approach and the far side of the eastbound approach 25 feet further downstream to allow a transition back to one moving lane in the each direction, and provide "No Standing Anytime" regulations between</li> </ul>	
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.11	80.8	F		
Roosevelt Avenue	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.95	28.9	C		
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.04</b>	<b>53.8</b>	<b>D</b>			
<b>114th Street at Roosevelt Avenue</b>															
114th Street	NB	LTR	1.11	117.1	F	LTR	1.11	117.1	F	-	-	-	-	<ul style="list-style-type: none"> <li>- <b>Unmitigatable Impact.</b></li> </ul>	
Roosevelt Avenue	SB	Defl.	1.09	120.0+	F*	Defl.	1.18	120.0+	F*	-	-	-	-		
	TR	0.90	77.1	E	TR	0.90	77.1	E	-	-	-	-			
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	-	-	-	-		
Roosevelt Avenue	WB	-	-	-	-	-	-	-	-	-	-	-	-		
	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	-	-	-	-			
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	-	-			
<b>126th Street at Roosevelt Avenue</b>															
126th Street	NB	LTR	0.35	40.6	D	Defl.	1.20+	120.0+	F*	-	-	-	-	<ul style="list-style-type: none"> <li>- <b>Unmitigatable Impact.</b></li> </ul>	
Roosevelt Avenue	SB	Defl.	1.14	120.0+	F*	TR	0.52	44.6	D	-	-	-	-		
	TR	0.74	49.8	D	Defl.	1.20+	120.0+	F*	-	-	-	-			
Roosevelt Avenue	EB	LTR	1.20	117.7	F	TR	1.20+	120.0+	F*	-	-	-	-		
Roosevelt Avenue	WB	-	-	-	-	Defl.	1.20+	120.0+	F*	-	-	-	-		
	LTR	0.99	41.7	D	TR	1.14	94.5	F	-	-	-	-			
<b>Overall Intersection</b>	-	<b>1.19</b>	<b>83.3</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	-	-			

**TABLE 23-12  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON -SATURDAY MIDDAY (NON GAME DAY)**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
<b>College Point Boulevard at Roosevelt Avenue</b>															
College Point Boulevard	NB	L	0.66	40.3	D	L	1.05	89.7	F					- Unmitigatable Impact.	
	TR		1.17	108.0	F	TR	1.17	108.0	F*						
	SB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*						
	R		0.50	32.6	C	R	1.20+	120.0+	F*						
Roosevelt Avenue	EB	LTR	0.80	27.3	C	LTR	0.93	40.5	D						
	WB	LTR	0.77	54.7	D	LTR	0.83	55.2	E						
<b>Overall Intersection</b>	-		<b>0.97</b>	<b>81.0</b>	<b>F</b>	-	<b>1.04</b>	<b>90.2</b>	<b>F</b>						
<b>Prince Street at Roosevelt Avenue</b>															
Prince Street	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					- Unmitigatable Impact.	
Roosevelt Avenue	EB	DeLL	1.20+	120.0+	F*	DeLL	1.20+	120.0+	F*						
	TR		1.20+	120.0+	F*	TR	1.20+	120.0+	F*						
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>Main Street at Roosevelt Avenue</b>															
Main Street	NB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*					- Unmitigatable Impact.	
	R		0.68	26.7	C	R	0.68	26.7	C						
Roosevelt Avenue	SB	LTR	0.13	17.1	B	LTR	0.13	17.1	B						
	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>Union Street at Roosevelt Avenue</b>															
Union Street	NB	-	-	-	-	-	-	-	-					- Unmitigatable Impact.	
	SB	LT	1.18	109.3	F	LT	1.18	109.3	F						
	R		1.20+	120.0+	F*	R	1.20+	120.0+	F*						
Roosevelt Avenue	EB	LTR	0.95	45.3	D	LTR	1.11	89.2	F						
	R		1.15	108.5	F	R	1.15	108.5	F						
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>Parsons Boulevard at Roosevelt Avenue</b>															
Parsons Boulevard	NB	LTR	0.93	42.9	D	LTR	0.94	44.9	D	LTR	0.94	44.9	D	Partially Mitigated. - Provide "No Parking" regulations along the south side of the eastbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. - Provide "No Parking" regulations along the north side of the westbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.	
	SB	LTR	0.87	34.2	C	LTR	0.87	34.2	C	LTR	0.87	34.2	C		
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*		
	WB	LTR	1.02	74.7	E	LTR	1.14	115.9	F	LTR	1.00	67.2	E		
<b>Overall Intersection</b>	-		<b>1.15</b>	<b>96.8</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.18</b>	<b>105.7</b>	<b>F</b>		
<b>KISSENA BOULEVARD</b>															
<b>Main Street at Kissena Boulevard</b>															
Main Street	NB	L	0.45	19.5	D	L	0.46	19.5	B					- Mitigation not required.	
	TR		1.20+	120.0+	F*	TR	1.20+	120.0+	F*						
	SB	L	0.18	16.4	B	L	0.18	16.4	B						
Kissena Boulevard	TR		0.09	14.8	B	TR	0.09	14.8	B						
	NB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						

**TABLE 23-12  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY MIDDAY (NON GAME DAY)**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>SANFORD AVENUE</b>														
<b>College Point Boulevard at Sanford Avenue</b>														
College Point Boulevard	NB	L	1.17	120.0+	F*	L	1.17	120.0+	F*	L	1.17	120.0+	F*	<ul style="list-style-type: none"> <li>- Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.</li> <li>- Prohibit parking from 10A - 7P (Except Sunday) along the west side of the southbound College Point Blvd approach 120 ft. from the intersection to provide a daylighted right turn lane.</li> <li>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods.</li> <li>- Modify signal timing: NB/SB phase green time is 52 s, EB/WB phase green time is 28 s, each phase has a 3 s amber and 2 s all red.</li> </ul>
	T	0.68	13.9	B	T	0.70	14.3	B	T	0.72	15.2	B		
	SB	TR	0.97	30.5	C	TR	1.02	41.2	D	T	0.94	25.6	C	
		-	-	-		-	-	-		R	0.13	8.1	A	
Sanford Avenue	WB	LTR	0.93	51.7	D	LTR	1.03	74.3	E	LTR	0.94	49.5	D	
<b>Overall Intersection</b>	-	-	<b>1.18</b>	<b>31.4</b>	<b>C</b>	-	<b>1.20+</b>	<b>40.6</b>	<b>D</b>	-	<b>1.24</b>	<b>29.2</b>	<b>C</b>	
<b>Union Street at Sanford Avenue</b>														
Union Street	NB	LR	0.84	55.1	E	LR	0.84	55.1	E	LR	0.84	55.1	E	<ul style="list-style-type: none"> <li>- Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.</li> </ul>
	SB	LT	0.91	50.3	D	LT	0.91	50.3	D	LT	0.91	50.3	D	
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	
Sanford Avenue	EB	TR	0.75	38.9	D	TR	0.75	38.9	D	TR	0.75	38.9	D	
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	
<b>Parsons Boulevard at Sanford Avenue</b>														
Parsons Boulevard	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	<ul style="list-style-type: none"> <li><b>Partially Mitigated.</b></li> <li>- Provide "No Parking" regulations along the east side of the northbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.</li> <li>- Prohibit parking from 10A - 3P (Except Sunday) along the north side of the westbound Sanford Avenue approach 100 ft. from the intersection to provide a daylighted right turn lane.</li> </ul>
	SB	LTR	1.01	58.9	E	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
Sanford Avenue	EB	LTR	0.68	24.8	C	LTR	0.68	24.8	C	LTR	0.68	24.8	C	
	WB	LTR	1.09	85.5	F	LTR	1.16	110.2	F	LT	0.94	42.2	D	
		-	-	-		-	-	-		R	0.18	16.1	B	
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>116.5</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.13</b>	<b>107.0</b>	<b>F</b>	
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>														
<b>College Point Boulevard at 32nd Avenue</b>														
College Point Boulevard	NB	T	0.62	20.0	B	T	0.62	19.9	B	T	0.48	21.0	C	<ul style="list-style-type: none"> <li>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods.</li> <li>- Modify signal timing: Increase the existing 60 s cycle to a 90 s cycle with the following signal timing: WB green time is 28 s, NB/SB green time is 36 s, and SB-only lag green time is 11 s, each phase has 3 s amber and 2 s all red.</li> <li>[Measures reflect improvements needed for the weekday pre-game, weekend pre-game, and weekend post-game peak periods; otherwise mitigation is not needed.]</li> </ul>
	TR	0.99	49.1	D	TR	0.99	49.1	D	TR	0.77	28.7	C		
	SB	L	0.59	25.0	C	L	0.59	25.0	C	L	0.59	35.2	D	
	T	0.53	10.0	B	T	0.55	10.2	B	T	0.50	12.0	B		
32nd Avenue	WB	LTR	0.70	28.4	C	LTR	0.70	28.4	C	LTR	0.76	42.8	D	
<b>Overall Intersection</b>	-	-	<b>0.80</b>	<b>24.5</b>	<b>C</b>	-	<b>0.88</b>	<b>24.3</b>	<b>C</b>	-	<b>0.81</b>	<b>23.5</b>	<b>C</b>	
<b>UNIGNALIZED INTERSECTIONS</b>														
<b>Willets Point Boulevard at 126th Street</b>														
126th Street	SB	LT	-	8.6	A									<ul style="list-style-type: none"> <li>- Mitigation not required.</li> <li>[Intersection would be demapped as part of the proposed Plan.]</li> </ul>
Willets Point Boulevard	WB	LR	-	19.3	C									
<b>Overall Intersection</b>	-	-	-	<b>17.1</b>	<b>C</b>									
<b>Boat Basin Road at Worlds Fair Marina</b>														
Boat Basin Road	NB	L	-	14.3	B	L	-	120.0+	F*	L	0.64	36.7	D	<ul style="list-style-type: none"> <li>- Install a new computer-controlled traffic signal, with a 90-second cycle length and three phases. [EB/WB green time is 10 s, WB-only lag green time is 43 s; NB/SB green time is 22 s; all phases have 3 s of amber and 2 s of all red time.]</li> </ul>
	R	-	8.5	A	R	-	8.5	A	R	0.05	26.3	C		
Worlds Fair Marina	EB	-	-	-	-	-	-	-	TR	0.11	36.6	D		
	WB	LT	-	7.8	A	LT	-	10.7	B	DefL	0.87	23.6	C	
		-	-	-		-	-	-	T	0.09	6.2	A		
<b>Overall Intersection</b>	-	-	-	<b>8.7</b>	<b>A</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	<b>0.81</b>	<b>25.7</b>	<b>C</b>	

**TABLE 23-12  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY MIDDAY (NON GAME DAY)**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure	
	MvL	V/C	Control Delay	LOS	MvL	V/C	Control Delay	LOS	MvL	V/C	Control Delay	LOS		
<b>Willets Point Boulevard at Northern Boulevard</b>														
Willets Point Boulevard	NB	T	-	9.8	A								- Mitigation not required.	
<b>Overall Intersection</b>	-	-	9.8	A									[Intersection would be demapped as part of the proposed Plan.]	
<b>College Point Boulevard at Northern Boulevard Service Road (SIGNALIZED IN 2007)</b>														
College Point Boulevard	NB	TR	1.00	42.9	D	TR	1.01	45.5	D	TR	0.97	35.7	D	- Modify signal timing: shift 1 s green time from WB phase to NB/SB phase. [WB green time shifts from 25 s to 24 s; NB/SB green time shifts from 25 s to 26 s.]
	SB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
Northern Blvd Service Rd	WB	L	0.39	14.0	B	L	0.71	21.2	C	L	0.74	23.3	C	
	R	0.37	14.0	B	R	0.40	14.4	B	R	0.41	15.4	B		
<b>Overall Intersection</b>	-	0.90	101.5	F	-	1.09	106.1	F	-	1.07	88.6	F		
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>														
Grand Central Parkway Ramp	EB	L	-	9.9	A	L	-	10.7	B					- Mitigation not required.
	R	-	8.9	A	R	-	8.9	A						
<b>Overall Intersection</b>	-	-	9.4	A	-	-	10.3	B						
<b>NEW (BUILT) SIGNALIZED INTERSECTION</b>														
<b>126th Street at New Willets Point Boulevard</b>														
126th Street	NB					LTR	1.11	110.1	F					- Unmitigatable Impact.
	SB					DelL	1.00	70.9	E					
						TR	0.74	18.8	B					
New Willets Point Boulevard	ED					LTR	0.04	32.8	C					
	WB					LT	0.96	93.4	F					
						R	0.36	12.7	B					
<b>Overall Intersection</b>						-	1.17	60.9	E					
<b>C10 Field/Lot B Internal Street at Roosevelt Avenue</b>														
C10 Field/Lot B Internal Street	SB					L,R	0.04	34.3	C					- Mitigation not required.
Roosevelt Avenue	EB					LT	0.60	12.6	B					
	WB					TR	0.70	14.6	B					
<b>Overall Intersection</b>						-	0.52	13.8	B					

(1) Control delay is measured in seconds per vehicle.  
(2) Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual -- TRB.  
(3) Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor approach as listed in the 2000 Highway Capacity Manual -- TRB.  
(4) Overall intersection V/C ratio is the critical lane group V/C ratio, not the weighted average of all the movements.

TABLE 23-13  
WILLETTS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY PRE-GAME

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>ASTORIA BOULEVARD</b>														
<b>108th Street at Astoria Boulevard</b>														
108th Street	NB	Defl.	0.87	79.1	E	Defl.	0.87	79.1	E	Defl.	0.87	79.1	E	- Prohibit eastbound Astoria Boulevard eastbound left-turn movements onto 108th Street at all times. Eastbound left-turn vehicles may use the exclusive left-turn at the Astoria Boulevard and 31st Street intersection located west of 108th Street.
		T	0.71	54.6	D	T	0.71	54.6	D	T	0.71	54.6	D	
	SB	LTR	0.51	46.8	D	LTR	0.51	46.8	D	LTR	0.51	46.8	D	
Astoria Boulevard	EB	LTR	1.06	55.2	E	LTR	1.11	75.4	E	TR	1.02	39.7	D	
	WB	L	1.11	115.5	F	L	1.11	115.8	F	L	1.11	115.8	F	
	TR		0.37	6.8	A	TR	0.42	7.1	A	TR	0.42	7.1	A	
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>48.7</b>	<b>D</b>	-	<b>1.20+</b>	<b>59.8</b>	<b>E</b>	-	<b>1.20+</b>	<b>38.8</b>	<b>D</b>	
<b>NORTHERN BOULEVARD</b>														
<b>108th Street at Northern Boulevard (RT. 25A)</b>														
108th Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					- Unmitigatable Impact.
	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					
Northern Boulevard (Rt. 25A)	FB	L	0.24	41.1	D	L	0.24	45.0	D					
	TR		1.03	34.8	C	TR	1.12	71.8	B					
	WB	L	0.87	64.7	E	L	0.87	66.5	E					
	TR		1.19	112.7	F	TR	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.15</b>	<b>82.7</b>	<b>F</b>	-	<b>1.20+</b>	<b>116.5</b>	<b>F</b>					
<b>114th Street at Northern Boulevard (RT. 25A)</b>														
114th Street	SB	LTR	0.87	69.3	E	LTR	0.88	70.5	E					- Unmitigatable Impact.
Northern Boulevard (Rt. 25A)	EB	T	1.12	77.4	E	T	1.20+	120.0+	F*					
	R		0.84	28.3	C	R	0.85	28.9	C					
	WB	Defl.	0.99	74.2	E	Defl.	0.99	76.2	E					
	T		0.94	18.5	B	T	1.02	34.1	C					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>46.1</b>	<b>D</b>	-	<b>1.20+</b>	<b>73.5</b>	<b>E</b>					
<b>126th Street at Northern Boulevard (RT. 25A)</b>														
126th Street	NB	L	1.14	120.0+	F*	L	1.20+	120.0+	F*					- Unmitigatable Impact.
	R		0.51	46.1	D	R	1.08	120.0+	F*					
Northern Boulevard	EB	T	0.43	11.2	B	T	0.48	11.7	B					
	WB	T	1.09	77.8	E	T	1.09	77.8	E					
Grand Central Parkway Ramp	EB	T	0.56	13.0	B	T	0.71	15.9	B					
Van Wyck & Whitestone Expressway Ramp	WB	T	1.20	120.0+	F*	T	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.19</b>	<b>96.2</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					

**TABLE 23-13  
WILLETTS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY PRE-GAME**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>Prince Street at Northern Boulevard (RT. 25A)</b>														
Prince Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					- Unmitigatable Impact.
	SB	LTR	0.73	49.5	D	LTR	0.73	49.5	D					
Northern Boulevard	EB	L	1.01	96.3	F	L	1.03	109.8	F					
	T		0.94	32.1	C	T	1.01	46.4	D					
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
	T		1.03	58.7	E	T	1.03	58.7	E					
Northern Boulevard Service Rd.	EB	TR	0.67	24.5	C	TR	0.67	24.5	C					
	-	-	-	-	-	-	-	-	-					
	WB	TR	0.55	29.7	C	TR	0.84	40.6	D					
	-	-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	-	-	<b>1.09</b>	<b>60.6</b>	<b>E</b>	-	<b>1.11</b>	<b>65.4</b>	<b>E</b>					
<b>Main Street at Northern Boulevard (RT. 25A)</b>														
Main Street	NB	L	1.18	120.0+	F*	L	1.18	120.0+	F*					- Unmitigatable Impact.
	R		0.89	45.4	D	R	0.89	45.4	D					
Northern Boulevard	EB	TR	0.98	22.7	C	TR	1.05	41.1	D					
	WB	L	0.14	59.6	E	L	0.14	59.6	E					
	T		1.06	60.6	E	T	1.17	107.4	F					
<b>Overall Intersection</b>	-	-	<b>1.10</b>	<b>53.1</b>	<b>D</b>	-	<b>1.18</b>	<b>73.4</b>	<b>E</b>					
<b>Union Street at Northern Boulevard (RT. 25A)</b>														
Union Street	NB	LTR	0.27	35.0	C	LTR	0.27	35.0	C					- Unmitigatable Impact.
	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					
Northern Boulevard	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
	T		0.87	34.2	C	T	0.95	40.4	D					
	R		1.20+	120.0+	F*	R	1.20+	120.0+	F*					
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
	TR		0.88	35.3	D	TR	0.97	44.3	D					
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>														
Parsons Boulevard	NB	L	0.94	99.0	F	L	0.97	106.0	F	L	0.90	88.6	F	- Partially Mitigated.
	TR		0.67	44.4	D	TR	0.67	44.4	D	TR	0.67	44.4	D	- Provide "No Parking" regulations along the west side of the southbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 120 ft. from the intersection to prohibit parking and provide a daylighted right-turn lane for all peak hours.
	SB	LTR	1.00	86.8	F	LTR	1.03	94.5	F	LT	0.67	44.1	D	
	-	-	-	-	-	-	-	-	-	R	0.37	36.3	D	
Northern Boulevard	EB	L	0.40	44.3	D	L	0.44	46.8	D	L	0.44	46.8	D	
	TR		1.14	96.6	F	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
	WB	L	0.94	44.2	D	L	0.47	46.1	D	L	0.47	46.1	D	
	TR		0.67	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
<b>Overall Intersection</b>	-	-	<b>1.01</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.09</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.04</b>	<b>120.0+</b>	<b>F*</b>	
<b>34TH AVENUE</b>														
<b>114th Street at 34th Avenue</b>														
114th Street	SB	L	0.73	21.2	C	L	0.73	21.2	C					- Mitigation not required.
	T		0.36	14.6	B	T	0.37	14.7	B					
34th Avenue	EB	TR	0.77	29.1	C	TR	0.77	29.2	C					
<b>Overall Intersection</b>	-	-	<b>0.75</b>	<b>23.0</b>	<b>C</b>	-	<b>0.75</b>	<b>23.0</b>	<b>C</b>					





**TABLE 23-13  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY PRE-GAME**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
<b>College Point Boulevard at Roosevelt Avenue</b>															
College Point Boulevard	NB	L	1.13	120.0+	F*	L	1.16	120.0+	F*					- Unmitigatable Impact	
	TR	R	0.89	38.9	D	TR	0.89	38.9	D						
	SB	T	1.06	116.2	F	T	1.06	116.2	F						
	R	R	0.77	52.9	D	R	1.20+	120.0+	F*						
Roosevelt Avenue	EB	LTR	0.91	43.2	D	LTR	1.12	101.4	F						
	WB	LTR	0.72	61.6	E	LTR	0.77	61.4	E						
<b>Overall Intersection</b>	-	-	<b>0.99</b>	<b>71.7</b>	<b>E</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>Prince Street at Roosevelt Avenue</b>															
Prince Street	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						- Unmitigatable Impact
Roosevelt Avenue	EB	Defl.	1.20+	120.0+	F*	Defl.	1.20+	120.0+	F*						
	TR	R	1.15	113.2	F	TR	1.20+	120.0+	F*						
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>Main Street at Roosevelt Avenue</b>															
Main Street	NB	LT	1.19	117.3	F	LT	1.19	117.3	F					- Unmitigatable Impact	
	R	R	0.60	24.4	C	R	0.60	24.4	C						
	SB	LTR	0.20	20.4	C	LTR	0.20	20.4	C						
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>Union Street at Roosevelt Avenue</b>															
Union Street	NB	-	-	-	-	-	-	-	-					- Unmitigatable Impact	
	SB	LT	0.99	42.0	D	LT	0.99	42.0	D						
	R	R	1.05	77.0	E	R	1.05	77.0	E						
Roosevelt Avenue	EB	LT	0.92	41.4	D	LT	1.04	68.8	E						
	R	R	0.93	48.7	D	R	0.93	48.7	D						
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-	-	<b>1.13</b>	<b>62.2</b>	<b>E</b>	-	<b>1.20+</b>	<b>82.4</b>	<b>F</b>						
<b>Parsons Boulevard at Roosevelt Avenue</b>															
Parsons Boulevard	NB	LTR	1.08	89.2	F	LTR	1.08	90.7	F	LTR	1.08	90.7	F	- Provide "No Parking" regulations along the south side of the eastbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.	
	SB	LTR	1.04	71.0	E	LTR	1.04	71.0	E	LTR	1.04	71.0	E		
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*		
	WB	LTR	1.11	100.6	F	LTR	1.20+	120.0+	F*	LTR	1.08	85.9	F		
<b>Overall Intersection</b>	-	-	<b>1.19</b>	<b>110.9</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.19</b>	<b>109.6</b>	<b>F</b>		
<b>KISSENA BOULEVARD</b>															
<b>Main Street at Kissena Boulevard</b>															
Main Street	NB	L	0.51	21.4	C	L	0.52	21.5	C					- Mitigation not required.	
	TR	R	0.92	40.8	D	TR	0.92	40.8	D						
	SB	L	0.37	29.3	C	L	0.37	29.3	C						
	TR	R	0.07	14.8	B	TR	0.07	14.8	B						
Kissena Boulevard	NB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-	-	<b>1.17</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.17</b>	<b>120.0+</b>	<b>F*</b>						

**TABLE 23-13  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY PRE-GAME**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure	
	MvL	V/C	Control Delay	LOS	MvL	V/C	Control Delay	LOS	MvL	V/C	Control Delay	LOS		
<b>SANFORD AVENUE</b>														
<b>College Point Boulevard at Sanford Avenue</b>														
College Point Boulevard	NB	L	0.55	27.7	C	L	0.55	27.7	C	L	0.55	28.3	C	<ul style="list-style-type: none"> <li>- Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.</li> <li>- Prohibit parking from 10A - 7P (Except Sunday) along the west side of the southbound College Point Blvd approach 120 ft. from the intersection to provide a daylighted right turn lane.</li> <li>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods.</li> <li>- Modify signal timing: NB/SB phase green time is 52 s; EB/WB phase green time is 28 s; each phase has a 3 s amber and 2 s all red.</li> </ul>
		T	0.69	14.1	B	T	0.67	13.7	B	T	0.68	14.6	B	
	SB	TR	1.01	38.2	D	TR	1.04	48.5	D	T	0.98	32.0	C	
		-	-	-	-	-	-	-	-	R	0.09	7.8	A	
Sanford Avenue	WB	LTR	0.98	61.7	E	LTR	1.06	82.4	F	LTR	0.96	53.6	D	
	<b>Overall Intersection</b>	-	<b>1.00</b>	<b>33.8</b>	<b>C</b>	-	<b>1.05</b>	<b>43.0</b>	<b>D</b>	-	<b>0.97</b>	<b>29.9</b>	<b>C</b>	
<b>Union Street at Sanford Avenue</b>														
Union Street	NB	LR	1.20+	120.0+	F*	LR	1.20+	120.0+	F*	LR	1.20+	120.0+	F*	<ul style="list-style-type: none"> <li>- Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.</li> </ul>
	SB	LT	1.01	70.8	E	LT	1.01	70.8	E	LT	1.01	70.8	E	
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	
Sanford Avenue	EB	TR	0.79	42.0	D	TR	0.79	42.0	D	TR	0.79	42.0	D	
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
	<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	
<b>Parsons Boulevard at Sanford Avenue</b>														
Parsons Boulevard	NB	LTR	1.15	106.0	F	LTR	1.15	107.4	F	LTR	1.09	84.5	F	<ul style="list-style-type: none"> <li>- Provide "No Parking" regulations along the east side of the northbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.</li> </ul>
	SB	LTR	1.10	86.7	F	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	
Sanford Avenue	EB	LTR	1.16	112.5	F	LTR	1.17	116.5	F	LTR	1.17	116.5	F	
	WB	LTR	1.03	64.7	E	LTR	1.08	81.1	F	LTR	1.08	81.1	F	
	<b>Overall Intersection</b>	-	<b>1.16</b>	<b>93.0</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>117.4</b>	<b>F</b>	
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>														
<b>College Point Boulevard at 32nd Avenue</b>														
College Point Boulevard	NB	T	0.66	20.9	C	T	0.66	20.8	C	T	0.51	21.6	C	<ul style="list-style-type: none"> <li>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods.</li> <li>- Modify signal timing: Increase the existing 60 s cycle to a 90 s cycle with the following signal timing: WB green time is 28 s, NB/SB green time is 36 s, and SB-only-lag green time is 11 s; each phase has 3 s amber and 2 s all red.</li> </ul>
		TR	0.83	29.7	C	TR	1.15	102.6	F	TR	0.89	37.3	D	
	SB	L	0.75	31.7	C	L	0.75	31.7	C	L	0.75	45.0	D	
32nd Avenue		T	0.56	10.4	B	T	0.67	11.8	B	T	0.62	13.6	B	
	WB	LTR	0.70	28.6	C	LTR	0.70	28.6	C	LTR	0.76	42.9	D	
	<b>Overall Intersection</b>	-	<b>0.86</b>	<b>21.1</b>	<b>C</b>	-	<b>0.93</b>	<b>36.3</b>	<b>D</b>	-	<b>0.88</b>	<b>26.9</b>	<b>C</b>	
<b>UNSIGNALED INTERSECTIONS</b>														
<b>Willets Point Boulevard at 126th Street</b>														
126th Street	SB	LT	-	9.4	A									<ul style="list-style-type: none"> <li>- Mitigation not required.</li> <li>[Intersection would be demapped as part of the proposed Plan.]</li> </ul>
Willets Point Boulevard	WB	LR	-	18.4	C									
	<b>Overall Intersection</b>	-	-	<b>16.8</b>	<b>C</b>									
<b>Boat Basin Road at Worlds Fair Marina</b>														
Boat Basin Road	NB	L	-	65.3	F	L	-	114.3	F	L	0.09	25.2	C	<ul style="list-style-type: none"> <li>- Install a new computer-controlled traffic signal, with a 90-second cycle length and three phases.</li> <li>- NYPD should optimize traffic signal operations during the weekday pre-game peak period.</li> </ul>
		R	-	8.5	A	R	-	8.5	A	R	0.05	24.8	C	
Worlds Fair Marina	EB	-	-	-	-	-	-	-	-	TR	0.10	36.5	D	
	WB	LT	-	10.2	B	LT	-	11.0	B	De/L	0.93	32.1	C	
		-	-	-	-	-	-	-	-	T	0.17	7.5	A	
	<b>Overall Intersection</b>	-	-	<b>13.0</b>	<b>B</b>	-	-	<b>15.8</b>	<b>C</b>	-	<b>0.68</b>	<b>28.2</b>	<b>C</b>	

**TABLE 23-13  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - WEEKDAY PRE-GAME**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure	
	Mvt	V/C	Control Delay	LOS	Mvt	V/C	Control Delay	LOS	Mvt	V/C	Control Delay	LOS		
<b>Willets Point Boulevard at Northern Boulevard</b>														
Willets Point Boulevard	NB	T	-	9.5	A								- Mitigation not required. [Intersection would be demapped as part of the proposed Plan.]	
<b>Overall Intersection</b>	-	-	9.5	A										
<b>College Point Boulevard at Northern Boulevard Service Road (SIGNALIZED IN 2007)</b>														
College Point Boulevard	NB	TR	1.13	85.2	F	TR	1.20+	120.0+	F*	TR	1.07	59.8	E	- Modify signal timing: shift 5 s green time from WB phase to NB/SB phase. [WB green time shifts from 25 s to 20 s; NB/SB green time shifts from 25 s to 30 s.]
	SB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
Northern Blvd Service Rd	WB	L	0.24	12.3	B	L	0.50	16.0	B	L	0.63	23.1	C	
	R	0.31	13.4	B	R	0.33	13.7	B	R	0.41	18.8	B		
<b>Overall Intersection</b>	-	1.13	120.0+	F*	-	1.20+	120.0+	F*	-	1.20+	120.0+	F*		
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>														
Grand Central Parkway Ramp	EB	L	-	25.8	D	L	-	18.7	C					- Mitigation not required.
	R	-	10.1	B	R	-	10.1	B						
<b>Overall Intersection</b>	-	-	20.0	C	-	-	15.1	C						
<b>NEW (BUILT) SIGNALIZED INTERSECTION</b>														
<b>126th Street at New Willets Point Boulevard</b>														
126th Street	NB					LT	1.20+	120.0+	F*					- Unmitigatable Impact.
	SB					TR	1.20+	120.0+	F*					
New Willets Point Boulevard	EB					LT	0.02	22.4	C					
	WB					LT	1.20+	120.0+	F*					
<b>Overall Intersection</b>						-	1.20+	120.0+	F*					
<b>Old Field/Lot B Internal Street at Roosevelt Avenue</b>														
Old Field/Lot B Internal Street	SB					LR	0.02	34.0	C					- Mitigation not required.
Roosevelt Avenue	EB					LT	0.73	15.5	B					
	WB					TR	0.90	23.1	C					
<b>Overall Intersection</b>						-	0.66	19.8	B					

(1) Control delay is measured in seconds per vehicle.  
(2) Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2009 Highway Capacity Manual - TRB.  
(3) Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor approach as listed in the 2009 Highway Capacity Manual - TRB.  
(4) Overall intersection V/C ratio is the critical lane group's V/C ratio, not the weighted average of all the movements.

TABLE 23-14  
 WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
 NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY PRE-GAME

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>ASTORIA BOULEVARD</b>														
<b>109th Street at Astoria Boulevard</b>														
109th Street	NB	DefL	0.68	41.6	D	DefL	0.68	41.6	D	DefL	0.68	41.6	D	- Prohibit eastbound Astoria Boulevard eastbound left-turn movements onto 108th Street at all times. Eastbound left-turn vehicles may use the exclusive left-turn at the Astoria Boulevard and 31st Street intersection located west of 108th Street.  [Measure reflects improvements needed for the non-game PM and weekday pre-game peak periods; otherwise mitigation is not needed.]
	T		0.30	30.8	C	T	0.30	30.8	C	T	0.30	30.8	C	
	SB	LTR	0.29	30.6	C	LTR	0.29	30.6	C	LTR	0.29	30.6	C	
Astoria Boulevard	EB	LTR	0.48	15.2	B	LTR	0.53	15.9	B	TR	0.47	15.1	B	
	WB	L	0.57	11.4	B	L	0.62	13.4	B	L	0.61	12.9	B	
	TR		0.25	2.5	A	TR	0.30	2.6	A	TR	0.30	2.6	A	
<b>Overall Intersection</b>	-		<b>0.60</b>	<b>14.2</b>	<b>B</b>	-	<b>0.63</b>	<b>14.2</b>	<b>B</b>	-	<b>0.60</b>	<b>13.8</b>	<b>B</b>	
<b>NORTHERN BOULEVARD</b>														
<b>108th Street at Northern Boulevard (RT. 25A)</b>														
108th Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					- Unmitigatable Impact.
	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					
Northern Boulevard (Rt. 25A)	EB	L	0.02	43.5	D	L	0.02	43.5	D					
	TR		0.99	37.5	D	TR	1.14	91.5	F					
	WB	L	0.78	54.2	D	L	0.82	62.1	E					
	T		1.20+	120.0+	F*	T	1.20+	120.0+	F*					
	R		0.22	11.8	B	R	0.22	11.8	B					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>108.3</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
<b>114th Street at Northern Boulevard (RT. 25A)</b>														
114th Street	SB	LTR	1.11	106.3	F	LTR	1.12	113.0	F					
Northern Boulevard (Rt. 25A)	EB	T	0.68	19.2	B	T	0.81	23.0	C					
	R		0.60	18.8	B	R	0.61	19.1	B					
	WB	DefL	0.87	34.9	C	DefL	0.87	37.6	D					
	T		0.97	22.7	C	T	1.06	47.1	D					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>27.5</b>	<b>C</b>	-	<b>1.20+</b>	<b>41.1</b>	<b>D</b>					
<b>126th Street at Northern Boulevard (RT. 25A)</b>														
126th Street	NB	L	0.87	63.3	E	L	1.20+	120.0+	F*					- Unmitigatable Impact.
	R		0.68	54.0	D	R	1.20+	120.0+	F*					
Northern Boulevard	EB	T	0.28	9.8	A	T	0.32	10.2	B					
	WB	T	0.76	19.1	B	T	0.76	19.1	B					
Grand Central Parkway Ramp	EB	T	0.87	22.8	C	T	1.08	68.7	E					
Van Wyck & Whiteshove Expressway Ramp	WB	T	1.16	120.0+	F*	T	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.11</b>	<b>74.9</b>	<b>E</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					

TABLE 23-14  
 WILLETTS POINT DEVELOPMENT DISTRICT FGEIS  
 NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY PRE-GAME

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure	
	MvL	V/C	Control		MvL	V/C	Control		MvL	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
Prince Street at Northern Boulevard (RT. 25A)													- Unmitigatable Impact.	
Prince Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					
	SB	LTR	0.58	44.3	D	LTR	0.58	44.3	D					
Northern Boulevard	EB	L	1.11	120.0+	F*	L	1.16	120.0+	F*					
	T		0.80	23.0	C	T	0.87	26.8	C					
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
	T		1.00	40.8	D	T	1.00	40.8	D					
Northern Boulevard Service Rd.	EB	TR	0.79	30.2	C	TR	0.79	30.2	C					
	-	-	-	-	-	-	-	-	-					
	WB	TR	0.76	32.1	C	TR	1.08	84.1	F					
	-	-	-	-	-	-	-	-	-					
Overall Intersection	-	1.10	59.4	E	-	1.11	65.3	E	-					
Main Street at Northern Boulevard (RT. 25A)													- Unmitigatable Impact.	
Main Street	NB	L	1.03	80.9	F	L	1.03	80.9	F					
	R		0.79	33.5	C	R	0.79	33.5	C					
Northern Boulevard	EB	TR	1.02	55.5	E	TR	1.10	84.8	F					
	WB	L	0.05	43.9	D	L	0.05	43.9	D					
	T		0.95	30.9	C	T	1.06	61.2	E					
Overall Intersection	-	0.97	48.7	D	-	1.05	69.8	E	-					
Union Street at Northern Boulevard (RT. 25A)													Partially Mitigated. - Modify signal timing: shift 1 s from EB-WB phase to EB-left/EB-right/WB-left lead phase. [EB-WB green time shifts from 50 s to 49 s; EB-left/EB-right/WB-left green time shifts from 18 s to 19 s; NB/SB green time remains 36 s.]	
Union Street	NB	LTR	0.16	32.4	C	LTR	0.16	32.4	C	LTR	0.16	32.4		C
	SB	LTR	1.15	120.0+	F*	LTR	1.15	120.0+	F*	LTR	1.15	120.0+		F*
Northern Boulevard	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.18	120.0+		F*
	T		0.81	32.9	C	T	0.91	37.0	D	T	0.92	38.9		D
	R		1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+		F*
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*	L	1.20+	120.0+		F*
	TR		0.83	33.4	C	TR	0.94	39.4	D	TR	0.95	42.1		D
Overall Intersection	-	1.20+	120.0+	F*	-	1.20+	120.0+	F*	-	1.20+	120.0+	F*		
Parsons Boulevard at Northern Boulevard (RT. 25A)														Partially Mitigated. - Provide "No Parking" regulations along the west side of the southbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 120 ft. from the intersection to prohibit parking and provide a daylighted right-turn lane for all peak hours. - Modify signal timing: shift 1 s green time from EB-left/WB-left lag phase to NB/SB phase. [EB-WB green time remains 52 s; EB-left/WB-left lag green time shifts from 10 s to 9 s; NB/SB green time shifts from 36 s to 37 s; Lead Pedestrian Interval (LPI) rem
Parsons Boulevard	NB	L	1.04	120.0+	F*	L	1.06	120.0+	F*	L	0.90	83.3	F	
	TR		0.66	44.6	D	TR	0.66	44.6	D	TR	0.64	42.8	D	
	SB	LTR	1.08	116.0	F	LTR	1.13	120.0+	F*	LT	0.60	41.7	D	
	-	-	-	-	-	-	-	-	-	R	0.51	41.2	D	
Northern Boulevard	EB	L	0.60	52.2	D	L	0.63	53.2	D	L	0.66	55.4	E	
	TR		1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
	WB	L	0.39	46.0	D	L	0.38	47.5	D	L	0.40	48.8	D	
	TR		1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	
Overall Intersection	-	1.20	120.0+	F*	-	1.20+	120.0+	F*	-	1.20+	120.0+	F*		
34TH AVENUE														
114th Street at 34th Avenue													- Mitigation not required.	
114th Street	SB	L	0.73	24.3	C	L	0.73	24.3	C					
	T		0.39	17.8	B	T	0.40	18.0	B					
34th Avenue	EB	TR	0.64	21.9	C	TR	0.64	21.9	C					
Overall Intersection	-	0.68	22.1	C	-	0.68	22.1	C	-					

**TABLE 23-14  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY PRE-GAME**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure	
	MvL	V/C	Control Delay	LOS	MvL	V/C	Control Delay	LOS	MvL	V/C	Control Delay	LOS		
<b>126th Street/GCP Ramp at 34th Avenue</b>													<b>Partially Mitigated.</b> - Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. - NYPD should optimize traffic signal operations during the gameday peak period conditions.	
126th Street	ND	LTR	0.45	23.0	C	LTR	0.63	25.9	C	LTR	0.79	37.2		D
Northern Boulevard Ramp	SB	LTR	0.31	11.9	B	LTR	0.45	13.4	B	LTR	0.54	20.5		C
GCP Ramp	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+		F*
34th Avenue	EB	-	-	-	-	-	-	-	-	-	-	-		-
	LTR	0.00	36.8	D	LTR	0.35	40.2	D	LTR	0.34	39.3	D		
Stadium Road	WB	-	-	-	-	-	-	-	-	-	-	-		-
	LTR	0.55	45.2	D	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*		
	-	-	-	-	-	-	-	-	-	-	-	-		-
<b>Overall Intersection</b>	-	<b>1.03</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>		
<b>ROOSEVELT AVENUE</b>														
<b>108th Street at Roosevelt Avenue</b>														
108th Street	NB	LTR	1.14	120.0+	F*	LTR	1.18	120.0+	F*	LTR	1.13	120.0+		F*
	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.17	120.0+	F*	
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.98	34.6	C	
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.93	27.5	C	
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.03</b>	<b>60.9</b>	<b>E</b>	- Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. - Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. - Move the Q48 bus stop on the far side of the eastbound approach 25 feet further downstream (to the east) to allow a transition back to one moving lane in the eastbound direction, and provide "No Standing Anytime" regulations between the intersection and 1 - Provide "No Standing Anytime" regulations on the far side of the westbound approach for a distance of 50 ft. from the intersection to allow a transition back to one moving lane in the westbound direction. - Modify signal timing: shift 1 s green time from EB/WB phase to NB/SB phase. [EB/WB green time shifts from 80 s to 79 s; NB/SB green time shifts from 30 s to 31 s.]	
<b>111th Street at Roosevelt Avenue</b>														
111th Street	ND	LTR	1.08	107.7	F	LTR	1.08	107.7	F	LTR	1.08	107.7	F	
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.94	27.1	C	
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.75	15.4	B	
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.98</b>	<b>34.0</b>	<b>C</b>	- Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. - Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach. - Move the Q48 bus stop on the far side of the westbound approach and the far side of the eastbound approach 25 feet further downstream to allow a transition back to one moving lane in the each direction, and provide "No Standing Anytime" regulations between	
<b>114th Street at Roosevelt Avenue</b>														
114th Street	NB	LTR	1.13	120.0+	F*	LTR	1.13	120.0+	F*	-	-	-	-	
	SB	DefL	1.04	107.9	F	DefL	1.10	120.0+	F*	-	-	-	-	
	TR	0.60	48.9	D	TR	0.60	48.9	D	-	-	-	-		
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	-	-	-	-	
	WB	-	-	-	-	-	-	-	-	-	-	-	-	
	LTR	1.17	105.9	F	LTR	1.20+	120.0+	F*	-	-	-	-		
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	-	-	- Unmitigatable Impact.	
<b>126th Street at Roosevelt Avenue</b>														
126th Street	NB	LTR	0.29	36.5	D	DefL	1.20+	120.0+	F*	-	-	-	-	
	TR	0.43	38.1	D	TR	0.43	38.1	D	-	-	-	-	-	
	LT	1.09	114.9	F	LT	1.20+	120.0+	F*	-	-	-	-	-	
	R	1.12	117.2	F	R	1.20+	120.0+	F*	-	-	-	-	-	
Roosevelt Avenue	EB	DefL	1.20+	120.0+	F*	DefL	1.20+	120.0+	F*	-	-	-	-	
	TR	0.98	39.5	D	TR	1.10	76.2	E	-	-	-	-	-	
	LTR	0.97	34.0	C	LTR	1.20+	120.0+	F*	-	-	-	-	-	
<b>Overall Intersection</b>	-	<b>1.20+</b>	<b>98.4</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	-	-	- Unmitigatable Impact.	

TABLE 23-14  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY PRE-GAME

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure		
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS			
<b>College Point Boulevard at Roosevelt Avenue</b>															
College Point Boulevard	NB	L	1.20	120.0+	F*	L	1.20+	120.0+	F*					- Unmitigatable Impact.	
	TR		1.18	114.4	F	TR	1.18	114.4	F						
	SB	T	1.02	75.0	E	T	1.02	75.0	E						
		R	0.75	41.3	D	R	1.20+	120.0+	F*						
Roosevelt Avenue	EB	LTR	0.73	24.9	C	LTR	0.93	38.6	D						
	WB	LTR	0.93	74.4	E	LTR	0.98	89.4	F						
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>79.8</b>	<b>E</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>Prince Street at Roosevelt Avenue</b>															
Prince Street	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						- Unmitigatable Impact.
Roosevelt Avenue	EB	Defl.	1.20+	120.0+	F*	Defl.	1.20+	120.0+	F*						
		TR	0.94	35.1	D	TR	1.06	65.5	E						
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>Main Street at Roosevelt Avenue</b>															
Main Street	NB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*					- Unmitigatable Impact.	
		R	0.58	23.8	C	R	0.58	23.8	C						
	SB	LTR	0.24	19.1	B	LTR	0.24	19.1	B						
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>Union Street at Roosevelt Avenue</b>															
Union Street	NB	-	-	-	-	-	-	-	-					- Unmitigatable Impact.	
	SB	LT	1.03	53.3	D	LT	1.03	53.3	D						
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*						
Roosevelt Avenue	EB	LT	0.89	36.1	D	LT	1.01	57.5	F						
		R	0.87	37.6	D	R	0.87	37.6	D						
	WB	LTR	0.99	52.1	D	LTR	1.15	105.5	F						
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>113.6</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>Parsons Boulevard at Roosevelt Avenue</b>															
Parsons Boulevard	NB	LTR	0.94	44.5	D	LTR	0.95	45.5	D	LTR	0.95	45.5	D		- Provide "No Parking" regulations along the south side of the eastbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.
	SB	LTR	0.82	30.0	C	LTR	0.82	30.0	C	LTR	0.82	30.0	C		
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*		
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*		
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20</b>	<b>120.0+</b>	<b>F*</b>		
<b>KISSENA BOULEVARD</b>															
<b>Main Street at Kissena Boulevard</b>															
Main Street	NB	L	0.50	20.2	C	L	0.50	20.3	C					- Mitigation not required.	
		TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*						
	SB	L	0.17	16.2	B	L	0.17	16.2	B						
		TR	0.07	14.7	B	TR	0.07	14.7	B						
Kissena Boulevard	NB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						



TABLE 23-14  
 WILLETS POINT DEVELOPMENT DISTRICT FGERS  
 NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY PRE-GAME

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>SANFORD AVENUE</b>															
College Point Boulevard at Sanford Avenue	NB	L	0.95	85.8	F	L	0.95	85.8	F	L	0.95	86.4	F	- Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. - Prohibit parking from 10A - 7P (Except Sunday) along the west side of the southbound College Point Blvd approach 120 ft. from the intersection to provide a daylighted right turn lane. - Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods. - Modify signal timing: NB/SB phase green time is 52 s; EB/WB phase green time is 28 s; each phase has 3 s amber and 2 s all red.	
College Point Boulevard	T		0.77	15.8	B	T	0.76	15.6	B	T	0.78	16.7	B		
	SD	TR	0.98	32.6	C	TR	1.02	40.8	D	T	0.91	23.3	C		
			-	-	-			-	-	R	0.18	8.4	A		
Sanford Avenue	WB	LTR	0.98	60.3	E	LTR	1.07	86.7	F	LTR	0.97	56.4	E		
<b>Overall Intersection</b>	-	-	<b>1.00</b>	<b>32.0</b>	<b>C</b>	-	<b>1.12</b>	<b>40.8</b>	<b>D</b>	-	<b>0.96</b>	<b>27.8</b>	<b>C</b>		
Union Street at Sanford Avenue	NB	LR	0.89	60.3	F	LR	0.89	60.3	E	LR	0.89	60.3	E		- Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.
Union Street	SB	LT	0.75	35.2	D	LT	0.75	35.2	D	LT	0.75	35.2	D		
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*		
Sanford Avenue	EB	TR	0.78	41.0	D	TR	0.78	41.0	D	TR	0.78	41.0	D		
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*		
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>		
Parsons Boulevard at Sanford Avenue	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	Partially Mitigated. - Provide "No Parking" regulations along the east side of the northbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. - Prohibit parking from 10A - 3P (Except Sunday) along the north side of the westbound Sanford Avenue approach 100 ft. from the intersection to provide a daylighted right turn lane.	
Parsons Boulevard	SB	LTR	0.95	44.9	D	LTR	1.11	91.7	F	LTR	1.11	91.7	F		
Sanford Avenue	EB	LTR	0.79	26.5	C	LTR	0.79	26.7	C	LTR	0.80	27.5	C		
	WB	LTR	1.13	93.9	F	LTR	1.18	114.9	F	LT	0.95	40.3	D		
			-	-	-			-	-	R	0.22	16.5	B		
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>109.9</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.17</b>	<b>98.2</b>	<b>F</b>		
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>															
College Point Boulevard at 32nd Avenue	NB	T	0.48	18.0	B	T	0.51	18.3	B	T	0.40	19.9	B	- Replace the existing mechanical signal with a computerized signal to accommodate different timing plans for each peak period. - Modify signal timing: Increase the existing 60 s cycle to a 90 s cycle with the following signal timing: WB green time is 28 s, NB/SB green time is 36 s, and SB-only lag green time is 11 s; each phase has 3 s amber and 2 s all red.	
College Point Boulevard	TR		1.10	82.2	F	TR	1.20+	120.0+	F*	TR	1.08	78.9	E		
	SB	L	0.51	20.9	C	L	0.52	21.5	C	L	0.51	30.4	C		
		T	0.57	10.5	B	T	0.69	12.2	B	T	0.63	13.9	D		
32nd Avenue	WB	LTR	0.68	27.7	C	LTR	0.68	27.7	C	LTR	0.74	41.6	D		
<b>Overall Intersection</b>	-	-	<b>0.83</b>	<b>31.9</b>	<b>C</b>	-	<b>1.02</b>	<b>66.5</b>	<b>E</b>	-	<b>0.98</b>	<b>36.2</b>	<b>D</b>		
<b>UNSIGNALIZED INTERSECTIONS</b>															
Willets Point Boulevard at 126th Street	SB	LT	-	9.3	A									- Mitigation not required. [Intersection would be demapped as part of the proposed Plan.]	
Willets Point Boulevard	WB	LR	-	24.7	C										
<b>Overall Intersection</b>	-	-	-	<b>17.9</b>	<b>C</b>										
Boat Basin Road at Worlds Fair Marina	NB	L	-	73.6	F	L	-	120.0+	F*	L	0.15	29.7	C	- Install a new computer-controlled traffic signal, with a 90-second cycle length and three phases. - NYPD should optimize traffic signal operations during the weekend pre-game peak period.	
Boat Basin Road	R		-	8.5	A	R	-	8.5	A	R	0.06	28.7	C		
	EB		-	-	-			-	-	TR	0.16	37.1	D		
Worlds Fair Marina	WB	LT	-	12.0	B	LT	-	13.6	B	De/L	0.99	40.9	D		
			-	-	-			-	-	T	0.16	5.5	A		
<b>Overall Intersection</b>	-	-	-	<b>15.3</b>	<b>C</b>	-	-	<b>20.3</b>	<b>C</b>	-	<b>0.79</b>	<b>35.5</b>	<b>D</b>		

TABLE 23-14  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY PRE-GAME

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>Willets Point Boulevard at Northern Boulevard</b>													
Willets Point Boulevard	NB	T	-	10.1	B								- Mitigation not required. [Intersection would be demapped as part of the proposed Plan.]
<b>Overall Intersection</b>	-	-	<b>10.1</b>	<b>B</b>									
<b>College Point Boulevard at Northern Boulevard Service Road (SIGNALIZED IN 2007)</b>													
College Point Boulevard	NB	TR	0.86	23.9	C	TR	0.97	37.7	D				- Unmitigatable Impact.
	SB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*				
Northern Blvd Service Rd	WB	L	0.38	13.9	B	L	0.81	26.3	C				
	R	0.41	14.9	B	R	0.45	15.5	B					
<b>Overall Intersection</b>	-	<b>0.95</b>	<b>115.1</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>													
Grand Central Parkway Ramp	EB	L	-	120.0+	F*	L	-	42.6	E				- Mitigation not required.
	R	-	18.9	C	R	-	18.9	C					
<b>Overall Intersection</b>	-	-	<b>75.0</b>	<b>F</b>	-	-	<b>30.2</b>	<b>D</b>					
<b>NEW (OR I.D.) SIGNALIZED INTERSECTION</b>													
<b>126th Street at New Willets Point Boulevard</b>													
126th Street	NB					L/TR	1.20+	120.0+	F*				- Unmitigatable Impact.
	SB					Del/L	1.20+	120.0+	F*				
						TR	1.02	59.6	E				
New Willets Point Boulevard	EB					L/TR	0.02	26.3	C				
	WB					LT	1.20+	120.0+	F*				
						R	0.18	11.3	B				
<b>Overall Intersection</b>						-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>				
<b>C16 Field/Lot B Internal Street at Roosevelt Avenue</b>													
C16 Field/Lot B Internal Street	SB					LR	0.03	34.1	C				- Mitigation not required.
Roosevelt Avenue	EB					LT	0.68	14.1	B				
	WB					TR	0.93	27.0	C				
<b>Overall Intersection</b>						-	<b>0.69</b>	<b>21.8</b>	<b>C</b>				

(1) Control delay is measured in seconds per vehicle  
(2) Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2009 Highway Capacity Manual -- TRB.  
(3) Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2009 Highway Capacity Manual -- TRB.  
(4) Overall intersection V/C ratio is the critical lane groups' V/C ratio, not the weighted average of all the movements

**TABLE 23-15  
WILLETTS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY POST-GAME**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>ASTORIA BOULEVARD</b>														
<b>108th Street at Astoria Boulevard</b>														
108th Street	NB	DefL	0.60	38.3	D	DefL	0.60	38.3	D	DefL	0.60	38.3	D	- Prohibit eastbound Astoria Boulevard eastbound left-turn movements onto 108th Street at all times. Eastbound left-turn vehicles may use the exclusive left-turn at the Astoria Boulevard and 31st Street intersection located west of 108th Street.  [Measure reflects improvements needed for the non-game PM and weekday pre-game peak periods; otherwise mitigation is not needed.]
	T		0.23	29.8	C	T	0.23	29.8	C	T	0.23	29.8	C	
	SB	LTR	0.29	30.5	C	LTR	0.29	30.5	C	LTR	0.29	30.5	C	
Astoria Boulevard	EB	LTR	0.50	15.4	B	LTR	0.54	16.0	B	TR	0.47	15.1	B	
	WB	L	0.77	19.3	B	L	0.82	26.1	C	L	0.81	23.7	C	
	TR		0.37	2.8	A	TR	0.42	3.0	A	TR	0.42	3.0	A	
<b>Overall Intersection</b>	-		<b>0.60</b>	<b>13.3</b>	<b>B</b>	-	<b>0.65</b>	<b>13.8</b>	<b>B</b>	-	<b>0.63</b>	<b>13.1</b>	<b>B</b>	
<b>NORTHERN BOULEVARD</b>														
<b>108th Street at Northern Boulevard (RT. 25A)</b>														
108th Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					- Unmitigatable Impact.
	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					
Northern Boulevard (Rt. 25A)	EB	L	0.05	43.9	D	L	0.05	43.9	D					
	T		0.88	24.5	C	T	1.00	40.5	D					
	R		0.12	11.0	B	R	0.12	11.0	B					
	WB	L	0.68	46.8	D	L	0.75	56.1	F					
	T		1.20+	120.0+	F*	T	1.20+	120.0+	F*					
	R		0.21	11.8	B	R	0.21	11.8	B					
<b>Overall Intersection</b>	-		<b>1.15</b>	<b>93.5</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
<b>114th Street at Northern Boulevard (RT. 25A)</b>														
114th Street	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					- Unmitigatable Impact.
Northern Boulevard (Rt. 25A)	EB	T	1.18	120.0+	F*	T	1.20+	120.0+	F*					
	R		0.94	120.0+	F*	R	0.96	120.0+	F*					
	WB	DefL	1.14	120.0+	F*	DefL	1.14	120.0+	F*					
	T		1.20+	120.0+	F*	T	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
<b>126th Street at Northern Boulevard (RT. 25A)</b>														
126th Street	NB	L	0.22	17.2	B	L	0.48	20.4	C					- Unmitigatable Impact.
	R		0.58	22.4	C	R	0.85	37.3	D					
Northern Boulevard	EB	T	0.58	31.3	C	T	0.67	33.4	C					
	WB	T	1.20+	120.0+	F*	T	1.20+	120.0+	F*					
Grand Central Parkway Ramp	EB	T	1.20	120.0+	F*	T	1.20+	120.0+	F*					
Van Wyck & Whitestone Expressway Ramp	WB	T	1.16	120.0+	F*	T	1.20+	120.0+	F*					
<b>Overall Intersection</b>	-		<b>0.89</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.12</b>	<b>120.0+</b>	<b>F*</b>					

**TABLE 23-15  
WILLETTS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY POST-GAME**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Prince Street at Northern Boulevard (RT. 25A)</b>													- Unmitigatable Impact.	
Prince Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*					
	SB	LTR	0.50	42.2	D	LTR	0.50	42.2	D					
Northern Boulevard	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
	T	0.99	42.1	D	T	1.08	70.9	E						
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
	T	0.99	40.3	D	T	0.99	40.3	D						
Northern Boulevard Service Rd.	EB	TR	0.82	31.9	C	TR	0.82	31.9	C					
	-	-	-	-	-	-	-	-	-					
	WB	TR	0.66	24.3	C	TR	0.96	44.4	D					
	-	-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	-	-	<b>1.18</b>	<b>75.6</b>	<b>E</b>	-	<b>1.19</b>	<b>86.4</b>	<b>F</b>					
<b>Main Street at Northern Boulevard (RT. 25A)</b>													- Modify signal timing: shift 4 s green time from WB-left/NB-right only lead phase to EB/WB phase. [WB-left/NB-right lead green time shifts from 17 s to 13 s; EB/WB green time shifts from 47 s to 51 s; NB green time remains 34 s; Lead Pedestrian Interval (LPI)]	
Main Street	NB	L	1.07	95.9	F	L	1.07	95.9	F	L	1.07	95.9		F
	R	0.72	29.9	C	R	0.72	29.9	C	R	0.77	34.9	C		
Northern Boulevard	EB	TR	1.10	87.0	F	TR	1.20	120.0+	F*	TR	1.10	84.2		F
	WB	L	0.02	43.3	D	L	0.02	43.3	D	L	0.02	44.4		D
	T	0.91	27.1	C	T	1.01	42.6	D	T	1.01	42.6	D		
<b>Overall Intersection</b>	-	-	<b>0.96</b>	<b>63.7</b>	<b>E</b>	-	<b>1.03</b>	<b>85.4</b>	<b>F</b>	-	<b>0.99</b>	<b>67.4</b>		<b>E</b>
<b>Union Street at Northern Boulevard (RT. 25A)</b>													- Unmitigatable Impact.	
Union Street	NB	LTR	0.17	32.6	C	LTR	0.17	32.6	C					
	SB	LTR	1.06	91.6	F	LTR	1.06	92.0	F					
Northern Boulevard	EB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
	T	0.86	34.3	C	T	0.96	41.4	D						
	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*						
	WB	L	1.20+	120.0+	F*	L	1.20+	120.0+	F*					
	TR	0.75	31.3	C	TR	0.84	34.1	C						
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>119.7</b>	<b>F</b>	-	<b>1.20+</b>	<b>118.3</b>	<b>F</b>					
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>													- Partially Mitigated. - Provide "No Parking" regulations along the west side of the southbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 120 ft. from the intersection to prohibit parking and provide a daylighted right-turn lane for all peak hours. - Modify signal timing: shift 1 s green time from EB-left/WB-left lag phase to NB/SB phase. [EB/WB green time remains 52 s; EB-left/WB-left lag green time shifts from 10 s to 9 s; NB/SB green time shifts from 3 s to 37 s; Lead Pedestrian Interval (LPI) rem]	
Parsons Boulevard	NB	L	0.87	80.2	F	L	0.88	83.5	F	L	0.86	77.5		F
	TR	0.67	45.1	D	TR	0.67	45.1	D	TR	0.65	43.5	D		
	SB	LTR	1.14	120.0+	F*	LTR	1.18	120.0+	F*	LTR	0.69	45.8		D
	-	-	-	-	-	-	-	-	-	R	0.46	39.3		D
Northern Boulevard	EB	L	0.45	46.2	D	L	0.51	47.5	D	L	0.53	49.0		D
	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*		
	WB	L	0.38	45.9	D	L	0.38	47.5	D	L	0.40	48.7		D
	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*		
<b>Overall Intersection</b>	-	-	<b>1.05</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.14</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.05</b>	<b>120.0+</b>		<b>F*</b>
<b>34TH AVENUE</b>														
<b>114th Street at 34th Avenue</b>													- Mitigation not required.	
114th Street	SB	L	0.80	27.2	C	L	0.80	27.2	C					
	T	0.23	16.0	B	T	0.25	16.1	B						
34th Avenue	EB	TR	0.73	24.2	C	TR	0.73	24.2	C					
<b>Overall Intersection</b>	-	-	<b>0.77</b>	<b>24.6</b>	<b>C</b>	-	<b>0.77</b>	<b>24.6</b>	<b>C</b>					

**TABLE 23-15  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY POST-GAME**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>126th Street/GCP Ramp at 34th Avenue</b>															
126th Street	NB	LTR	0.70	64.6	E	LTR	0.67	54.3	D	LTR	0.66	51.1	D	<ul style="list-style-type: none"> <li>- Unmitigatable Impact.</li> <li>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods.</li> <li>- NYPD should optimize traffic signal operations during the gameday peak period conditions.</li> </ul>	
Northern Boulevard Ramp	SB	LTR	0.58	23.4	C	LTR	0.45	23.1	C	LTR	0.44	22.4	C		
GCP Ramp	SB	LTR	0.87	66.8	E	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*		
34th Avenue	EB	DeFL	0.83	92.5	F	-	-	-	-	-	-	-	-		
		TR	0.22	47.4	D	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*		
Stadium Road	WB	-	-	-	-	-	-	-	-	-	-	-	-		
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*		
<b>Overall Intersection</b>	-	-	<b>0.81</b>	<b>68.8</b>	<b>E</b>	-	<b>1.10</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.08</b>	<b>120.0+</b>	<b>F*</b>		
<b>ROOSEVELT AVENUE</b>															
<b>108th Street at Roosevelt Avenue</b>															
108th Street	NB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.19	120.0+	F*	<ul style="list-style-type: none"> <li>- Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach.</li> <li>- Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach.</li> <li>- Move the Q48 bus stop on the far side of the eastbound approach 25 feet further downstream (to the east) to allow a transition back to one moving lane in the eastbound direction, and provide "No Standing Anytime" regulations between the intersection and t</li> <li>- Provide "No Standing Anytime" regulations on the far side of the westbound approach for a distance of 50 ft. from the intersection to allow a transition back to one moving lane in the westbound direction.</li> <li>- Modify signal timing: shift 1 s green time from EB/WB phase to NB/SB phase. [EB/WB green time shifts from 80 s to 79 s; NB/SB green time shifts from 30 s to 31 s.]</li> </ul>	
Roosevelt Avenue	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	1.18	120.0+	F*		
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.90	24.3	C		
		WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.93	27.2		C
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.00</b>	<b>65.5</b>	<b>E</b>		
<b>111th Street at Roosevelt Avenue</b>															
111th Street	NB	LTR	0.99	79.9	E	LTR	0.99	79.9	E	LTR	0.96	74.0	E		<ul style="list-style-type: none"> <li>- Provide "No Standing Anytime" regulations along the south side of the eastbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach.</li> <li>- Provide "No Standing Anytime" regulations along the north side of the westbound Roosevelt Avenue approach for a distance of 100 ft. from the stop bar to allow for two moving lanes at the approach.</li> <li>- Move the Q48 bus stop on the far side of the westbound approach and the far side of the eastbound approach 25 feet further downstream to allow a transition back to one moving lane in the each direction, and provide "No Standing Anytime" regulations between</li> </ul>
Roosevelt Avenue	EB	LTR	1.02	49.2	D	LTR	1.16	100.6	F	LTR	0.69	13.9	B		
Roosevelt Avenue	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	LTR	0.74	14.9	B		
		-	-	-	-	-	-	-	-	-	-	-	-		
<b>Overall Intersection</b>	-	-	<b>1.17</b>	<b>93.9</b>	<b>F</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>0.80</b>	<b>23.9</b>	<b>C</b>		
<b>114th Street at Roosevelt Avenue</b>															
114th Street	NB	LTR	1.15	120.0+	F*	LTR	1.15	120.0+	F*	-	-	-	-	<ul style="list-style-type: none"> <li>- Unmitigatable Impact.</li> </ul>	
Roosevelt Avenue	SB	DeFL	1.03	104.3	F	DeFL	1.12	120.0+	F*	-	-	-	-		
		TR	1.01	99.0	F	TR	1.01	99.0	F	-	-	-	-		
Roosevelt Avenue	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	-	-	-	-		
		-	-	-	-	-	-	-	-	-	-	-	-		
Roosevelt Avenue	WB	-	-	-	-	-	-	-	-	-	-	-	-		
		LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*	-	-	-	-		
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	-	-		
<b>126th Street at Roosevelt Avenue</b>															
126th Street	NB	LTR	0.42	53.5	D	LTR	1.20+	120.0+	F*	-	-	-	-		<ul style="list-style-type: none"> <li>- Unmitigatable Impact.</li> </ul>
Roosevelt Avenue	SB	DeFL	1.20+	120.0+	F*	DeFL	1.20+	120.0+	F*	-	-	-	-		
		TR	0.30	50.9	D	TR	1.20+	120.0+	F*	-	-	-	-		
Roosevelt Avenue	EB	LTR	1.08	56.1	E	LTR	1.20+	120.0+	F*	-	-	-	-		
		WB	LTR	0.43	3.2	A	LTR	0.80	7.9	A	-	-	-	-	
<b>Overall Intersection</b>	-	-	<b>1.13</b>	<b>60.2</b>	<b>E</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	-	-	-		

**TABLE 23-15  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON -SATURDAY POST-GAME**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>College Point Boulevard at Roosevelt Avenue</b>															
College Point Boulevard	NB	L	0.57	35.3	D	L	0.82	46.1	D					- Unmitigatable Impact	
	TR		1.00	48.4	D	TR	1.00	48.4	D						
	SB	T	0.91	47.1	D	T	0.91	47.1	D						
	R		0.36	29.5	C	R	1.20+	120.0+	F*						
Roosevelt Avenue	EB	LTR	1.07	74.8	E	LTR	1.20+	120.0+	F*						
	WB	LTR	0.75	37.9	D	LTR	0.79	61.4	E						
<b>Overall Intersection</b>	-		<b>1.04</b>	<b>54.1</b>	<b>D</b>	-	<b>1.20+</b>	<b>112.6</b>	<b>F</b>						
<b>Prince Street at Roosevelt Avenue</b>															
Prince Street	SB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						- Unmitigatable Impact.
Roosevelt Avenue	EB	DeL	1.09	92.5	F	DeL	1.14	109.7	E						
	TR		1.01	50.8	D	TR	1.17	104.9	F						
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>Main Street at Roosevelt Avenue</b>															
Main Street	NB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*					- Unmitigatable Impact.	
	R		0.68	26.9	C	R	0.68	26.9	C						
Roosevelt Avenue	SB	LTR	0.11	16.7	B	LTR	0.11	16.7	B						
	EB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
	WB	LTR	1.20+	120.0+	F*	LTR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>Union Street at Roosevelt Avenue</b>															
Union Street	NB	-	-	-	-	-	-	-	-					- Unmitigatable Impact.	
	SB	LT	1.00	43.5	D	LT	1.00	43.5	D						
	R		1.20+	120.0+	F*	R	1.20+	120.0+	F*						
Roosevelt Avenue	EB	LT	1.03	64.1	E	LT	1.17	114.3	F						
	R		1.08	83.1	F	R	1.08	83.1	F						
	WB	LTR	1.07	77.5	E	LTR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-		<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>						
<b>Parsons Boulevard at Roosevelt Avenue</b>															
Parsons Boulevard	NB	LTR	0.68	24.5	C	LTR	0.69	25.0	C	LTR	0.69	25.0	C	Partially Mitigated. - Provide "No Parking" regulations along the south side of the eastbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction. - Provide "No Parking" regulations along the north side of the westbound Roosevelt Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.	
	SB	LTR	0.72	25.3	C	LTR	0.72	25.3	C	LTR	0.72	25.3	C		
Roosevelt Avenue	EB	LTR	1.16	109.2	F	LTR	1.20+	120.0+	F*	LTR	1.18	116.8	F		
	WB	LTR	0.90	37.8	D	LTR	0.98	49.7	D	LTR	0.85	31.7	F		
<b>Overall Intersection</b>	-		<b>0.94</b>	<b>56.0</b>	<b>E</b>	-	<b>1.03</b>	<b>89.4</b>	<b>F</b>	-	<b>0.95</b>	<b>59.1</b>	<b>E</b>		
<b>KISSENA BOULEVARD</b>															
<b>Main Street at Kissena Boulevard</b>															
Main Street	NB	L	0.38	18.4	B	L	0.39	18.5	B					- Mitigation not required.	
	TR		0.99	48.2	D	TR	0.99	48.2	D						
	SB	L	0.14	15.6	B	L	0.14	15.6	B						
	TR		0.06	14.5	B	TR	0.06	14.5	B						
Kissena Boulevard	NB	TR	1.20+	120.0+	F*	TR	1.20+	120.0+	F*						
<b>Overall Intersection</b>	-		<b>1.13</b>	<b>103.2</b>	<b>F</b>	-	<b>1.13</b>	<b>103.1</b>	<b>F</b>						

**TABLE 23-15  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY POST-GAME**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SANFORD AVENUE</b>														
<b>College Point Boulevard at Sanford Avenue</b>														
College Point Boulevard	NB	L	0.61	32.5	C	L	0.61	32.5	C	L	0.61	32.6	C	<ul style="list-style-type: none"> <li>- Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.</li> <li>- Prohibit parking from 10A - 7P (Except Sunday) along the west side of the southbound College Point Blvd approach 120 ft. from the intersection to provide a daylighted right turn lane.</li> <li>- Replace the existing mechanical signal controller with a computerized signal controller to accommodate multiple timing plans during different peak periods.</li> <li>- Modify signal timing: NB/SB phase green time is 53 s; EB/WB phase green time is 27 s; each phase has a 3 s amber and 2 s all red.</li> </ul>
		T	0.58	12.2	B	T	0.59	12.5	B	T	0.59	12.5	B	
	SB	TR	1.08	62.7	E	TR	1.12	78.1	E	T	1.01	37.3	D	
		-	-	-	-	-	-	-	-	R	0.15	7.8	A	
Sanford Avenue	WB	LTR	0.87	43.4	D	LTR	0.93	51.3	D	LTR	0.87	43.1	D	
<b>Overall Intersection</b>	-	-	<b>1.01</b>	<b>42.7</b>	<b>D</b>	-	<b>1.06</b>	<b>51.8</b>	<b>D</b>	-	<b>0.96</b>	<b>29.7</b>	<b>C</b>	
<b>Union Street at Sanford Avenue</b>														
Union Street	NB	LR	0.96	72.5	E	LR	0.96	72.5	E	LR	0.96	72.5	E	<ul style="list-style-type: none"> <li>- Provide "No Parking" regulations along the north side of the westbound Sanford Avenue approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.</li> </ul>
	SB	LT	0.71	32.9	C	LT	0.71	32.9	C	LT	0.71	32.9	C	
		R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	R	1.20+	120.0+	F*	
Sanford Avenue	EB	TR	0.65	34.5	C	TR	0.65	34.5	C	TR	0.65	34.5	C	
	WB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
<b>Overall Intersection</b>	-	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>	
<b>Parsons Boulevard at Sanford Avenue</b>														
Parsons Boulevard	NB	LTR	1.09	89.2	F	LTR	1.11	95.8	F	LTR	0.97	52.5	D	<p><b>Partially Mitigated.</b></p> <ul style="list-style-type: none"> <li>- Provide "No Parking" regulations along the east side of the northbound Parsons Boulevard approach from 7A - 7P (Except Sunday) for a distance of 50 ft. from the intersection to reduce parking friction.</li> </ul>
	SB	LTR	0.95	44.3	D	TR	1.14	101.8	F	LTR	1.14	101.8	F	
	EB	LTR	0.80	27.2	C	TR	0.81	27.5	C	LTR	0.81	27.5	C	
Sanford Avenue	WB	LTR	0.88	32.5	C	LTR	0.91	36.7	D	LTR	0.91	36.7	D	
		-	-	-	-	-	-	-	-	-	-	-	-	
<b>Overall Intersection</b>	-	-	<b>0.98</b>	<b>48.8</b>	<b>D</b>	-	<b>1.02</b>	<b>68.7</b>	<b>E</b>	-	<b>1.02</b>	<b>58.4</b>	<b>E</b>	
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>														
<b>College Point Boulevard at 32nd Avenue</b>														
College Point Boulevard	NB	T	0.48	17.9	B	T	0.50	18.2	B	T	0.39	19.8	B	<ul style="list-style-type: none"> <li>- Replace the existing mechanical signal with a computerized signal to accommodate different timing plans for each peak period.</li> <li>- Modify signal timing: Increase the existing 60 s cycle to a 90 s cycle with the following signal timing: Wf green time is 28 s, NB/SB green time is 36 s, and SB-only lag green time is 11 s; each phase has 3 s amber and 2 s all red.</li> </ul>
		TR	1.18	112.1	F	TR	1.20+	120.0+	F*	TR	1.10	87.6	F	
	SB	L	0.50	20.9	C	L	0.51	21.5	C	L	0.51	30.3	C	
		T	0.47	9.5	A	T	0.56	10.4	B	T	0.51	12.1	B	
32nd Avenue	WB	LTR	0.60	24.0	C	LTR	0.60	24.0	C	LTR	0.65	36.4	D	
<b>Overall Intersection</b>	-	-	<b>0.83</b>	<b>42.6</b>	<b>D</b>	-	<b>1.00</b>	<b>77.0</b>	<b>E</b>	-	<b>0.92</b>	<b>40.2</b>	<b>D</b>	
<b>UNSIGNALIZED INTERSECTIONS</b>														
<b>Willets Point Boulevard at 126th Street</b>														
126th Street	SB	LT	-	8.1	A	-	-	-	-	-	-	-	-	<ul style="list-style-type: none"> <li>- Mitigation not required.</li> <li><b>[Intersection would be demapped as part of the proposed Plan.]</b></li> </ul>
Willets Point Boulevard	WB	LR	-	14.3	B	-	-	-	-	-	-	-	-	
<b>Overall Intersection</b>	-	-	-	<b>13.2</b>	<b>B</b>	-	-	-	-	-	-	-	-	
<b>Boat Basin Road at Worlds Fair Marina</b>														
Boat Basin Road	NB	L	-	120.0+	F*	L	-	120.0+	F*	L	0.95	39.9	D	<ul style="list-style-type: none"> <li>- Install a new computer-controlled traffic signal, with a 90-second cycle length and three phases.</li> <li>- NYPD should optimize traffic signal operations during the weekend post-game peak period.</li> </ul>
		R	-	29.4	D	R	-	29.4	D	R	0.96	42.6	D	
	Worlds Fair Marina	EB	-	-	-	-	-	-	-	TR	0.42	40.8	D	
		WB	LT	7.9	A	LT	-	8.4	A	LT	0.74	28.3	C	
<b>Overall Intersection</b>	-	-	-	<b>120.0+</b>	<b>F*</b>	-	-	<b>120.0+</b>	<b>F*</b>	-	<b>0.97</b>	<b>37.2</b>	<b>D</b>	

**TABLE 23-15  
WILLETS POINT DEVELOPMENT DISTRICT FGEIS  
NO BUILD VS BUILD TRAFFIC LEVELS OF SERVICE COMPARISON - SATURDAY POST-GAME**

INTERSECTION & APPROACH	No Build				Build				Build with Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Willets Point Boulevard at Northern Boulevard</b>														
Willets Point Boulevard	NB	T	-	10.4	B								- Mitigation not required. [Intersection would be demapped as part of the proposed Plan.]	
<b>Overall Intersection</b>	-	-	<b>10.4</b>	<b>B</b>										
<b>College Point Boulevard at Northern Boulevard Service Road (SIGNALIZED IN 2007)</b>														
College Point Boulevard	NB	TR	1.04	55.7	E	TR	1.17	103.8	F	TR	0.98	33.3	C	- Modify signal timing: shift 5 s green time from WB phase to NB/SB phase. [WB green time shifts from 25 s to 20 s; NB/SB green time shifts from 25 s to 30 s.]
	SB	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	LT	1.20+	120.0+	F*	
Northern Blvd Service Rd	WB	L	0.33	13.2	B	L	0.61	18.1	B	L	0.76	28.4	C	
		R	0.37	14.1	B	R	0.40	14.5	B	R	0.50	20.1	C	
<b>Overall Intersection</b>	-	<b>0.90</b>	<b>106.5</b>	<b>F</b>	-	<b>1.13</b>	<b>120.0+</b>	<b>F*</b>	-	<b>1.16</b>	<b>93.3</b>	<b>F</b>		
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>														
Grand Central Parkway Ramp	EB	L	-	14.5	B	L	-	14.9	B					- Mitigation not required.
		R	-	11.1	B	R	-	11.1	B					
<b>Overall Intersection</b>	-	-	<b>12.6</b>	<b>B</b>	-	-	<b>12.9</b>	<b>B</b>						
<b>NEW (BUILD) SIGNALIZED INTERSECTION</b>														
<b>126th Street at New Willets Point Boulevard</b>														
126th Street	NB					LTR	1.20+	120.0+	F*					- Unmitigatable Impact.
	SB					DeFL	1.17	120.0+	F*					
New Willets Point Boulevard	EB					TR	0.28	9.6	A					
	WB					LTR	0.02	22.5	C					
<b>Overall Intersection</b>						-	<b>1.20+</b>	<b>120.0+</b>	<b>F*</b>					
<b>Citi Field/Lot B Internal Street at Roosevelt Avenue</b>														
Citi Field/Lot B Internal Street	SB					LR	0.02	34.0	C					- Mitigation not required.
Roosevelt Avenue	EB					LT	0.79	17.4	B					
	WB					TR	0.41	9.8	A					
<b>Overall Intersection</b>						-	<b>0.58</b>	<b>14.8</b>	<b>B</b>					

(1) Control delay is measured in seconds per vehicle.  
(2) Level of service (LOS) for signalized intersections is based upon average control delay per vehicle (sec/veh) for each lane group as listed in the 2000 Highway Capacity Manual – TRB.  
(3) Level of service (LOS) for unsignalized intersections is based upon control delay per vehicle (sec/veh) for each minor-approach as listed in the 2000 Highway Capacity Manual – TRB.  
(4) Overall intersection V/C ratio is the critical lane group V/C ratio, not the weighted average of all the movements.



Attachment H  
to comments of Robert LoScalzo

Willets Point Development  
Final Generic Environmental Impact Statement  
Chapter 25: Unavoidable Significant Adverse Impacts

Unavoidable significant adverse impacts are defined as those that meet the following two criteria:

- There are no reasonably practicable mitigation measures to eliminate the impacts; and
- There are no reasonable alternatives to the proposed project that would meet the purpose and need of the action, eliminate the impact, and not cause other or similar significant adverse impacts.

As described in Chapter 23, “Mitigation,” a number of the potential impacts identified for the Willets Point Development Plan could be mitigated. However, as described below, in some cases, project impacts would not be fully mitigated.

### **A. HISTORIC RESOURCES**

As described in Chapter 8, “Historic Resources,” the proposed Plan contemplates demolition of the former Empire Millwork Corporation Building, located at 128-50 Willets Point Boulevard in the Willets Point Development District. Demolition of this building would constitute a significant adverse impact on this historic resource. Measures to partially mitigate this impact, which could include archival photo documentation, would be developed in consultation with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP). However, as further outlined in Chapter 23, this impact would not be completely eliminated. Therefore, it would constitute an unavoidable significant adverse impact on this historic resource as a result of the proposed Plan.

### **B. TRAFFIC AND PARKING**

As discussed in Chapter 17, “Traffic and Parking,” the proposed Plan would result in significant adverse impacts at locations within the traffic study areas analyzed in the Draft Generic Environmental Impact Statement (DGEIS), pursuant to the methodologies contained within the *City Environmental Quality Review (CEQR) Technical Manual*. Generally less than half of the locations that would be significantly impacted could be mitigated with traffic improvements such as signal timing changes, installation of signal equipment, parking regulation changes, and a minor turn prohibition.

Under the proposed Plan, 10 to 17 intersections in the traffic study area in each analysis peak hour would experience unmitigatable impacts by the 2017 analysis year; of these, two to four intersections could be partially mitigated. The unmitigated intersections in one or more peak hours would include: Northern Boulevard at 108th, 114th, 126th, Main, Prince, and Union Streets; 34th Avenue at 126th Street; Roosevelt Avenue at 114th, 126th, Prince, Main, and Union Streets, and at College Point Boulevard; Sanford Avenue at Parsons Boulevard; College Point Boulevard at the Northern Boulevard service road; and 126th Street at the new Willets Point Boulevard.

The intersections where significant adverse impacts could be partially mitigated would include Northern Boulevard, at Main Street and at Parsons Boulevard, Roosevelt Avenue at Parsons Boulevard, 34th Avenue at 126th Street, and Sanford Avenue at Parsons Boulevard. At these intersections, traffic improvements would be able to mitigate one or more—but not all—approaches that would be significantly impacted. Specific affected peak hours are described in detail in Chapter 23.

At several of the locations with unmitigatable impacts, congestion would typify conditions under future conditions in 2017 without the proposed Plan. This would especially be the case along Roosevelt Avenue and portions of Northern Boulevard in Downtown Flushing. Traffic generated by the proposed Plan would generally constitute about 2 to 15 percent of the prevailing traffic volumes through the locations on Roosevelt Avenue at College Point Boulevard and at Prince, Main, and Union Streets. Project-generated traffic volumes at unmitigated intersections along Roosevelt Avenue nearer to the District, at 114th and 126th Streets, would generally constitute approximately 9 to 32 percent of the prevailing traffic volumes at those locations. On Northern Boulevard at the unmitigated intersections in one or more peak hours at Union, Main, Prince, 114th, and 108th Streets, and at College Point Boulevard, the volume increment for the proposed Plan would comprise approximately 4 to 19 percent of the total volumes through those traffic analysis locations during the peak hours. Along 126th Street immediately adjacent to the Willets Point Development District and Citi Field, where all analysis locations would be unmitigated, the proposed Plan's traffic would comprise a much larger percentage—about 38 to 69 percent—of the total traffic, since the project-generated increment would be concentrated at the key access/egress points to the District where background (No Build) traffic volumes are generally low, especially on non-game days. Also near the District, the increment through the intersection of 126th Street and Northern Boulevard would be between 14 percent and 25 percent of the total traffic volumes through that location.

Many of the unmitigated intersections would not have a broad range of effective mitigation options primarily because of geometric constraints, which would limit the opportunity for capacity improvements. These geometric constraints would include, for example, narrow roadway rights-of-way, complex intersection alignments with highway ramp connections, and structural obstacles. Also, the prevalence of curbside activity, including bus layover areas, bus stops, truck loading/unloading, and general parking, would limit the ability to gain additional capacity at significantly impacted intersections. Furthermore, because significant traffic impacts at these intersections are expected to occur on multiple approaches, or because congestion would typify the minor streets, any signal timing modifications to improve delays on some approaches would be impractical, since they would worsen—or create—significant impacts on other approaches.

### C. TRANSIT AND PEDESTRIANS

As discussed in Chapter 18, “Transit and Pedestrians,” the proposed Plan would result in significant adverse impacts on subway station operations, bus line-haul, and street level pedestrian facilities. Potential measures to mitigate these impacts are described in Chapter 23.

Significant adverse pedestrian impacts were identified for the east crosswalk at the intersection of Northern Boulevard and 126th Street during the Saturday pre-game and post-game peak periods. Game-day traffic management measures would be in place during these periods, so it is unlikely that physical widening of the existing crosswalk would be needed to mitigate this impact. However, the proposed Plan would also result in significant adverse pedestrian impacts at the north, east, and west crosswalks at the intersection of Roosevelt Avenue and 126th Street, and at the north crosswalk at the newly signalized intersection of Roosevelt Avenue and the Lot

B driveway during the weekday midday peak period, the weekday PM peak period, the weekday pre-game peak period, the Saturday non-game peak period, the Saturday pre-game peak period, and the Saturday post-game peak period. As described in Chapter 23, restriping these crosswalks would be required to mitigate these significant adverse impacts. If such widenings could not be achieved, the projected significant adverse impacts during these time periods would remain unmitigated or partially mitigated.

#### **D. NOISE**

As discussed in Chapter 20, “Noise,” traffic generated by the proposed Plan would result in significant adverse noise impacts at the World’s Fair Marina Park north of the District during the non-game Saturday midday time period. Although noise levels of this magnitude frequently occur at parks or portions of parks that are adjacent to heavily trafficked roadways, this noise level increase exceeds the CEQR threshold for a significant impact. There would be no feasible or practicable measures to mitigate this impact. As a result, this would be an unmitigatable significant adverse impact. \*

Attachment I  
to comments of Robert LoScalzo

Proposal dated September 9, 2011 by Willets Point Entertainment LLC  
to construct a 900,000 square foot "world-class casino"  
on parkland property immediately west of Citi Field stadium  
Excerpts: Introduction, Executive Summary, Section A and Section B

# WILLETS POINT DEVELOPMENT

NEW YORK CITY ECONOMIC DEVELOPMENT CORPORATION



WILLETS POINT ENTERTAINMENT LLC

September 9, 2011

WILLETS POINT ENTERTAINMENT LLC  
60 COLUMBUS CIRCLE, 19TH FLOOR  
New York, NY 10023

September 9, 2011

New York City Economic Development Corporation  
110 William Street – 6th Floor  
New York, NY 10038  
Attn: Maryann Catalano, Senior Vice President, Contracts

**Re: Willets Point RFP Response**

Dear Ms. Catalano:

Willets Point Entertainment LLC, a joint venture between Related Companies, Sterling Equities and Triple M Development, is pleased to submit its response to the above referenced RFP. We share the Bloomberg Administration's goals for the creation of a regional retail and entertainment destination that will enhance economic growth in downtown Flushing and Corona, create substantial positive economic value for the City, be a source of quality jobs for area residents and complement the adjacent recreational and sporting facilities. We commend the New York City Economic Development Corporation ("EDC") and the Bloomberg Administration on their vision and the process undertaken to revitalize Willets Point.

The comprehensive proposal (the "Project") that we respectfully submit will enable EDC and the Bloomberg Administration to achieve and exceed its most vital project goals and objectives; to recoup its investment, achieve significant economic development, create thousands of new jobs and produce reliable and permanent revenue streams for the public betterment.

The Project calls for the creation of a world-class casino, hotel, retail, and entertainment destination. The Project offers EDC the opportunity to utilize the Willets Point District for its highest and best use as part of a comprehensive plan that includes approximately 66 acres to the west of the Willets Point District (together, the "Willets Point Area") and allows the City to meaningfully participate in the revenue anticipated to be created by gaming opportunities in New York State.

After conducting an exhaustive review of potential sites, the Shinnecock Indian Nation has committed to the Project and the creation of a world-class casino, hotel, retail and entertainment destination in the Willets Point Area. Gateway Casino Resorts, which has an exclusive agreement with Willets Point Entertainment LLC, has an exclusive agreement with the Shinnecock Indian Nation to develop gaming opportunities in New York State.

Legislation in both Albany and Washington to allow the Shinnecock Indian Nation to own and operate gaming facilities at specific locations within New York State can offer the unique opportunity to New York City to share in the significant public revenues, job creation and economic benefits generated by such a facility.

**WILLETS POINT ENTERTAINMENT LLC**  
60 COLUMBUS CIRCLE, 19TH FLOOR  
New York, NY 10023

The Project also contemplates and necessitates the acquisition of the entire 61.4 acres of the Willets Point District and offers a substantial land payment to the City. The Willets Point District would be utilized as a site for amenities for the commercial development including public parkland and plazas, pedestrian paths, necessary sustainable parking as well as phased ancillary retail. The majority of the commercial development, including the gaming facilities, signature retail complex, hotel, entertainment venues, and banquet and restaurant facilities would occur primarily on a site just west of the Willets Point District on the current Citi Field parking lots. The Project in its totality will attract millions of visitors from the New York area and around the world and will serve as New York's newest and most unique entertainment destination.

The siting of the majority of the proposed commercial development just west of the Willets Point District benefits from the proximity to existing mass transit and also provides a significant advantage to the Project by minimizing to the greatest extent possible the substantial remediation and infrastructure costs posed by development in the Willets Point District. It also allows EDC to maximize the purchase price for the Willets Point District land.

We certainly acknowledge that our development concept departs from programming components of the City's master plan. However, the benefits of the Project are compelling. The Project is anticipated to create over **54,000** direct and indirect person-years of employment and over **\$300,000,000** in direct and indirect tax revenue over the course of the union-construction period; more than **25,000** direct and indirect new permanent jobs; and in excess of **\$429,000,000** annually in public revenues. The Project will also serve as a catalyst for residential and ancillary development within, as well as far beyond, the Willets Point Area.

Our firms realize, and have given due consideration to the breadth, gravity and implications of this proposal. We stand ready to commit significant time and resources, and to work with EDC, the Bloomberg Administration, and the appropriate City, State, and Federal agencies and officials to realize this vision and make the Willets Point Area the premier sports and entertainment destination in America.

Additional details of the Project are further described in the attached Executive Summary, with our full response to the RFP set forth thereafter. Thank you very much for your consideration.

Sincerely,

**Willets Point Entertainment LLC**



**Jeff Blau**  
Related Companies



**Jeff Wilpon**  
Sterling Willets, LLC



**Michael Malik**  
Triple M Development, LLC





SHINNECOCK INDIAN NATION  
Shinnecock Indian Reservation  
P.O. Box 5006  
Southampton, New York 11969-5006  
Phone (631) 283-6143 ext 1 Fax (631) 283-0751

*The oldest self-governing  
Tribe of Indians in the United States*

**Tribal Trustees**  
Randy King, Chairman  
Frederick C. Bess  
Gerrod T. Smith

September 9, 2011

New York City Economic Development Corporation  
110 William Street – 6th Floor  
New York, NY 10038

Attn: Maryann Catalano, Senior Vice President, Contracts  
Re: Willets Point RFP Response

Dear Ms. Catalano:

As the elected leadership of the Shinnecock Indian Nation ("Nation"), a federally recognized Indian tribe, we write to express our wholehearted interest in and support of the Willets Point RFP Response submitted by Willets Point Entertainment.

With our home on Long Island from time immemorial, and a history that long predates that of New York State, the Nation has a demonstrated record of working with and supporting our neighbors. Just last year, this history was recognized when the United States Department of the Interior issued a Final Determination for Federal Acknowledgment of the Nation, which was upheld by the Interior Board of Indian Appeals, an appellate review body of the Department of the Interior. With our federal acknowledgment, the Nation's ability to engage in gaming under the federal Indian Gaming Regulatory Act has been confirmed, and we as a Nation are finally in a position to undertake the necessary economic development to provide the opportunities and services that our people need and deserve.


It has been our Nation's consistent philosophy to work closely with local government officials to ensure that the Nation's gaming activities will provide benefits to both the Nation and the local communities that host gaming facilities. We have communicated this commitment to Governor Cuomo and numerous other elected officials, at the state and federal levels, and been warmly received as we have begun negotiations with the State of New York for the tribal-state gaming compact that will authorize us to engage in Class III casino gaming. Today, we wish to begin the process of adding the support of New York City, by focusing our efforts on a site that provides the best opportunity to maximize economic and employment benefits for the Nation, the City and the State; namely the Willets Point / Citi Field area as identified in this RFP Response.

Again, we fully and enthusiastically support this concept, and look forward to working with New York City to make this a reality.

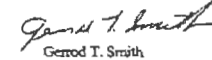
Sincerely,  
SHINNECOCK INDIAN NATION



Randy King



Frederick C. Bess



Gerrod T. Smith

## VISION

TO DEVELOP AN EXCITING MIXED-USE REGIONAL RETAIL AND ENTERTAINMENT-FOCUSED DESTINATION FEATURING WORLD-CLASS DESIGN AND OFFERING SHOPPING, DINING, THEATRE, CINEMA AND LEISURE.

The Project is viable and sustainable, both economically and ecologically. The program provides a substantial return in fact, payment, more than **54,000** direct and indirect person-years of employment and over **\$300,000,000** in direct and indirect tax revenue over the course of the urban-construction period, over **\$429,000,000** annually in public revenue, and in excess of **25,000** direct and indirect high-quality permanent jobs – all while being sensitive to a site with extensive and costly remediation and infrastructure challenges.

Included are the tenets of superior transit-oriented urban design in a mixed-use project from an exemplary team.

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**SECTION H.** GREEN BUILDING / SUSTAINABLE DESIGN PLAN

**SECTION I.** ZONING CALCULATION

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**SECTION K.** EMPLOYMENT GENERATION PROJECTIONS

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# Executive Summary

# EXECUTIVE SUMMARY

## STRATEGY

Our proposal (the “Project”) takes a comprehensive approach to the Willets Point area (the “Willets Point Area”) encompassing the 61.4 acres of the Willets Point District designated by EDC and approximately 66 acres currently controlled by an affiliate of Sterling pursuant to a long term lease. The development program for the Project consists of retail, restaurant, hospitality and entertainment uses along with varied public spaces and parking options. The Willets Point District would be utilized as a site for amenities for the commercial development including public parkland and plazas, pedestrian paths, necessary sustainable parking and phased ancillary retail. The majority of the commercial development, including the gaming facilities, signature retail complex, hotel, entertainment venues, and banquet and restaurant facilities would occur primarily on a site just west of the Willets Point District. Additional multi-level structured and at-grade parking would be introduced throughout the Project to support the new development and Citi Field. A more detailed description is included in Section A.

The siting of the various uses offers numerous strategic advantages including placing the commercial development in closer proximity to mass transit. It also minimizes the burden of complicated remediation and site infrastructure issues associated with the Willets Point District.

Willets Point Entertainment LLC carefully considered the distribution of development across these sites and determined that the proposed Project’s configuration is both the most economically viable and transit-oriented. The density of the Project is located nearest to existing City infrastructure and utilities, notably: power, sewage and stormwater. The land just west of the Willets Point District will also require far less soil remediation than the District. Considering potential brownfield conditions in the Willets Point District, the proposed siting is the least-invasive strategy, and is considered by this team to be the most sensitive and supportable. The proposed siting also offers the greatest access to transit with closer proximity to the Mets-Willets Point 7 Line subway station (“Subway Station”) and the Mets-Willets Point Long Island Rail Road Station (“LIRR Station”).

In order to allow for gaming, an appropriate portion of the Project site west of the Willets Point District will need to be held in Trust by the United States Federal Government. The path to achieving the required approvals and entitlements is discussed in Section I.

## PROGRAM

The Project, proposed by an expert team in planning, development and operations, will initially be comprised of approximately 3.2M sf of commercial uses, 8 acres of public open space, and 13,500 parking spaces, as follows:

- **Retail – 1.8M sf**

A high-quality shopping destination will comprise two levels and include: department stores, food and beverage (restaurants, cafes, and food courts), and multiple opportunities for entertainment (cinema, children's entertainment, bowling, etc). The merchandising mix will feature a selection of globally appealing brands with the broad appeal of fashion;

- **Gaming – 900K sf**

The 450K sf gaming floor (with an additional 450K sf of back-of-house and support space) will introduce a portfolio of Class III casino games to New York City, including slots and table games. Additional venues within the casino will introduce theatre, live concerts and performances, sporting events, and lounges;

- **Hotel – 500K sf**

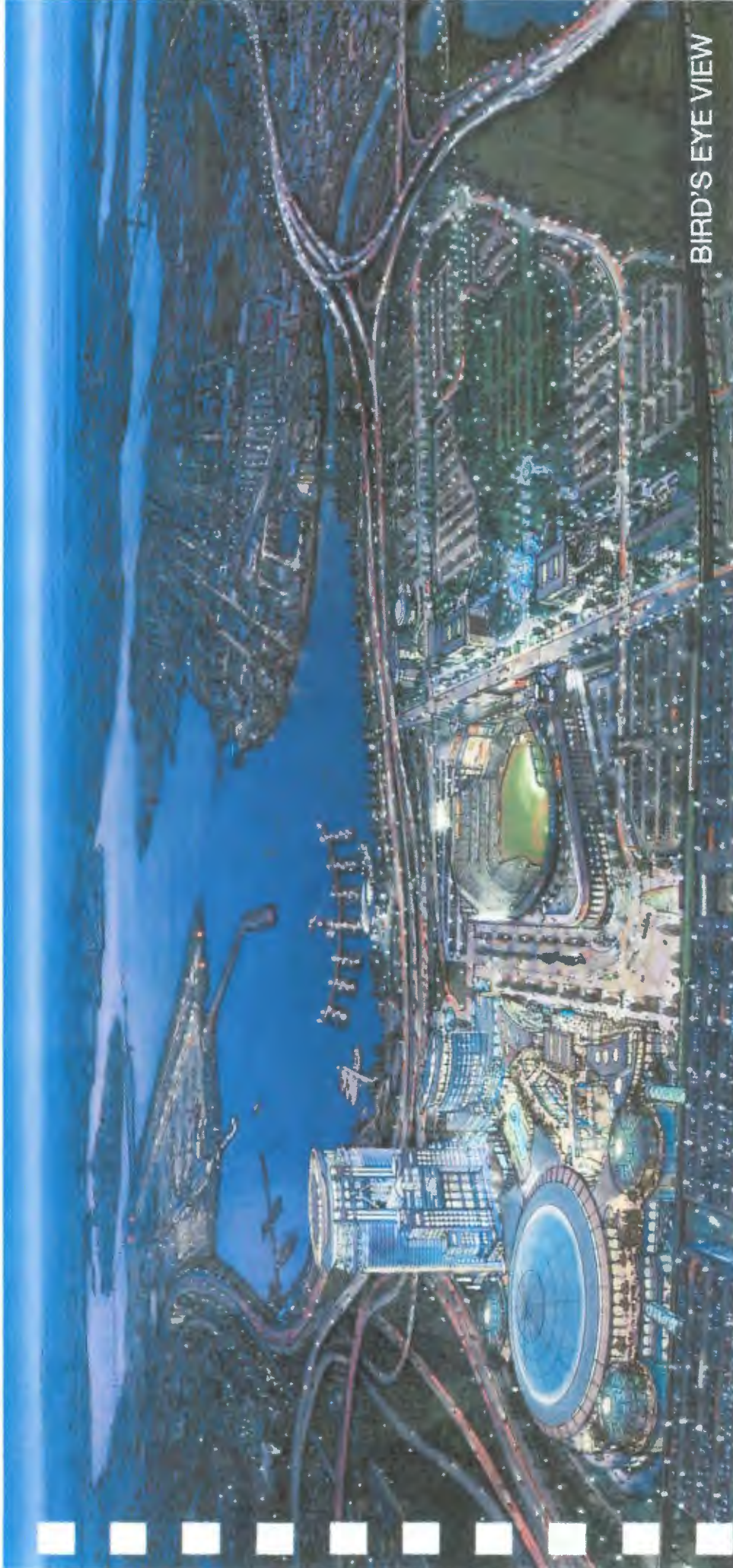
A 500 room full service, premium hotel and hospitality program will complement the proposed development as well as the other attractors in the vicinity. The property will feature restaurants, cocktail lounges, a ballroom, event and meeting space, and a pool club;

- **Parking – 13,500 spaces**

The Project will offer a variety of parking solutions, from at-grade parking to structured parking decks. Best practice principles will be used in their design and planning, including shading (trees and structure) and areas of valet and VIP access; and

- **Public Open Space – 8 acres**

The Project envisions extraordinary public spaces to be enjoyed by visitors, workers and surrounding communities. The existing Mets Plaza, located at the crossroads between the Subway Station, Citi Field's Jackie Robinson Rotunda and proposed casino promenade, will be greatly enhanced and expanded. The new Willets Point Green, to be situated just east of 126th Street and Citi Field's main gate, will provide a more passive park area featuring a manicured lawn, wildgrass, and tree canopy.



BIRD'S EYE VIEW

## BENEFITS

The Project envisions a new high-quality and usable public realm. Just off the Subway Station, the existing Mets Plaza will be extended and redefined as a hardscape forecourt to the Project and stadium. The plaza will be the new gathering and meeting space, a crossroads plaza that will be busy with energy and anticipation. The landscaped public green will provide a more passive lawn and greenspace. Together, these locations offer 8 acres of enjoyable open space.

Willets Point Entertainment LLC has carefully considered the wider impact of the Project and within this submission is a description of potential future development opportunities that would be complementary to the broader vision for the region, specifically: additional mixed-use development along the 126th Street Corridor; an expanded marina with the potential for expanded ferry service and boardwalk improvements at the end of the promenade walk; and a pedestrian bridge connecting downtown Flushing with the Project.

### THE SPECIFIC BENEFITS OF THE PROJECT ARE IDENTIFIED AS FOLLOWS:

- OPTIMIZE REVENUE POTENTIAL
  - 1. Maximize land use potential
  - 2. Increase tax revenue and local business activity by new retail, office, and other uses
  - 3. Increase property tax revenue through participation in the market for high quality development
- AMPLIFY DIRECT AND INDIRECT CONSTRUCTION AND PERMANENT JOBS AT A TIME OF CRITICAL IMPORTANCE
- PROMOTE FERRY SERVICE AS A CRITICAL ELEMENT TO LOCALITY REGION - IMPROVE LOCAL TRAVEL EFFICIENCY AND INCREASE LOCAL PUBLIC OPEN SPACE
- SERVE AS A CATALYST FOR RESIDENTIAL AND ANCILLARY DEVELOPMENT WITHIN, AS WELL AS FAR BEYOND, THE WILLETS POINT AREA



## ECONOMIC IMPACT

The economic benefits of the Project are significant, and the land payment supportable by the Project is considerable. The Project offers **\$100,000,000** in land payment for the purchase of the entire 61.4 acres of the Willets Point District. Additionally, a preliminary economic analysis forecasts the reliable revenue streams from direct, indirect and incremental spending and fiscal impacts to be sizeable—totaling **\$429,000,000** annually in public revenues and an additional **\$300,000,000** in direct and indirect public revenue during the construction period.

Job growth as a result of the development, both during construction and permanent operation, is of critical importance at a time when New York City is in need of these

positions; the same study has projected job creation as a result of the Project to be over **54,000** direct and indirect person-years of employment over the course of the union-construction period, and over **25,000** in direct and indirect permanent jobs.

The Project and its proposed components would be privately financed; the ownership team would draw upon our long track record of successful large-scale real estate financing and notable relationships with various bank and institutional partners.

**KEY ECONOMIC BENEFITS ARE SUMMARIZED AS FOLLOWS:**

- **LANDING FOR THE PURCHASE OF THE ENTIRE 61.4 ACRES OF THE WILLETS POINT DISTRICT**
  - Significant **land payment** and **permanent annual revenue streams** in which the City of New York can participate
    - Over **\$100,000,000** in land payment for the Project
    - Over **\$429,000,000** in direct and indirect public revenues during the construction period
- **EMPLOYMENT AND NEW EMPLOYMENT OPPORTUNITIES, INCLUDING**
  - Over **54,000** direct and indirect person-years of employment
  - Over **25,000** direct and indirect permanent jobs
- **SUBSTANTIAL EMPLOYMENT AND REVENUE STREAMS OVER THE COURSE OF THE CONSTRUCTION PERIOD, INCLUDING**
  - Over **54,000** direct and indirect person-years of employment during the construction period
  - Over **\$429,000,000** in direct and indirect public revenues during the construction period
- **MILLIONS OF NEW FEES FROM THE NEW YORK MALL AND OTHER THE COMMUNITY OF CHANGING TO A WORLD CLASS DEVELOPMENT**

RETAIL / GAMING / HOTEL COMPONENT



**PROPOSED OWNERSHIP / JV TEAM**

The respondent team is Willets Point Entertainment LLC, a joint venture of the following entities, related entities, or affiliates thereof:

- Related Companies L.P. (“Related”);
- Sterling Equities (“Sterling”); and
- Triple M Development, LLC (“Triple M”).

**Related** is one of the nation’s preeminent private real estate development and operating firms, founded and headquartered in New York City. With over 2,000 employees and approximately \$15B in real estate assets, the organization is renowned for class-leading and community-enhancing real estate assets. The firm has created some of the most exciting mixed-use and retail-focused projects in the United States including Time Warner Center in New York City – most recently served as development manager for the country’s premier casino/resort, The Cosmopolitan of Las Vegas.

**Sterling** is a fully-integrated real estate development and operating company that combines a hands-on management style with a national focus. Since its inception in 1972, Sterling has acquired, developed or co-developed approximately 25 million square feet of office property, 9 million square feet of retail property, 65,000 residential units, as well as several sports and entertainment venues (most notably, Citi Field). Through its affiliate, the New York Mets, Sterling has demonstrated an ongoing commitment to the growth and development of the greater Flushing and Corona communities.

**Triple M** is a development company focusing on retail, hotel, and related amenities, drawing upon the wealth of expertise possessed by its members and their affiliates. Triple M’s members and affiliated entities have been the catalyst and trailblazers for redevelopment in the City of Detroit.

They have lovingly restored Detroit’s Fox Theatre into a true gem of the City, built Comerica Park (the home of the Detroit Tigers) as a centerpiece of a new retail and entertainment district, and are preparing to build a new hockey arena downtown for the Detroit Red Wings. Two of Triple M’s principals also helped bring gaming to the City of Detroit with the successful development of MotorCity Casino.

**Gateway Casino Resorts, LLC (“Gateway”)**, which has an exclusive agreement with Willets Point Entertainment LLC, is the exclusive developer for gaming for the Shinnecock Indian Nation. Gateway’s affiliates and executives have developed and managed both Native American and urban commercial gaming facilities. This 50% MWBE has created tens of thousands of quality employment opportunities for the economies in which they function, including the City of Detroit.

The envisioned roles would be as follows:

- Related / Sterling / Triple M** — Master Co-Developers/ Joint Owners of the Retail and Hotel
- Gateway** — Developer and Manager of the Gaming Facility
- The Shinnecock Indian Nation** — Owners of the Gaming Facility

**The Shinnecock Indian Nation** is a federally recognized Indian tribe with a reservation within the borders of the Town of Southampton. The Nation has thousands of years of documented history on Long Island.

Please see Section F herein for additional information on the joint venture members of Willets Point Entertainment LLC, including an organizational chart and respective qualifications.

## DISCUSSION OF CONTEXT / RESPONSIVENESS TO THE WILLETS POINT DEVELOPMENT RFP

While the Project undeniably takes a new, more comprehensive look at the site as initially envisioned in the RFP, it also maximizes the development potential of the Willets Point District, and minimizes the significant challenges to the Willets Point District. The most predominant challenges include:

- Environmental remediation is costly and complicated;
- Extending utilities to site (power, sewage, stormwater) is a significant burden; and
- High water table and unstable subsurface conditions would require a massive “cut and fill” operation in order to bring all new structures above the 100-year floodplain.

The Project, which includes the purchase of the entire 61.4 acres of the Willets Point District, also meets and exceeds many of the RFP “Objectives” developed through the community outreach process, including:

- *Creating a regional retail and entertainment destination that will enhance economic growth in Downtown Flushing and Corona;*
- *Providing a world-class example of superior urban design, with a focus on green building and sustainable design practices;*
- *Creating substantial positive economic value for the City and providing a source of quality jobs for area residents; and*
- *Complementing the adjacent recreational and sporting facilities.*

The more inclusive look at the greater Willets Point Area presented by Willets Point Entertainment LLC presents a unique opportunity for New York City: The prospect of creating a retail and entertainment destination befitting the greatest city in the world and generating over **\$429,000,000** in economic benefits on a recurring annual basis, in excess of **25,000** direct and indirect permanent jobs and more than **54,000** direct and indirect person-years of employment and **\$300,000,000** in direct and indirect tax revenue over the course of the union-construction period.

# A | Conceptual Plans

## NEW YORK CITY'S NEXT GREAT SPORTS AND ENTERTAINMENT DESTINATION

THE TRANSFORMATION OF THE WILLETS POINT AREA INTO A MIXED-USE, WORLD-CLASS SPORTS, ENTERTAINMENT AND RETAIL DESTINATION WILL ATTRACT MILLIONS OF VISITORS FROM THE NEW YORK AREA AND AROUND THE WORLD AND SERVE AS A CATALYST FOR ADDITIONAL DEVELOPMENT WITHIN, AND FAR BEYOND, THE WILLETS POINT AREA.

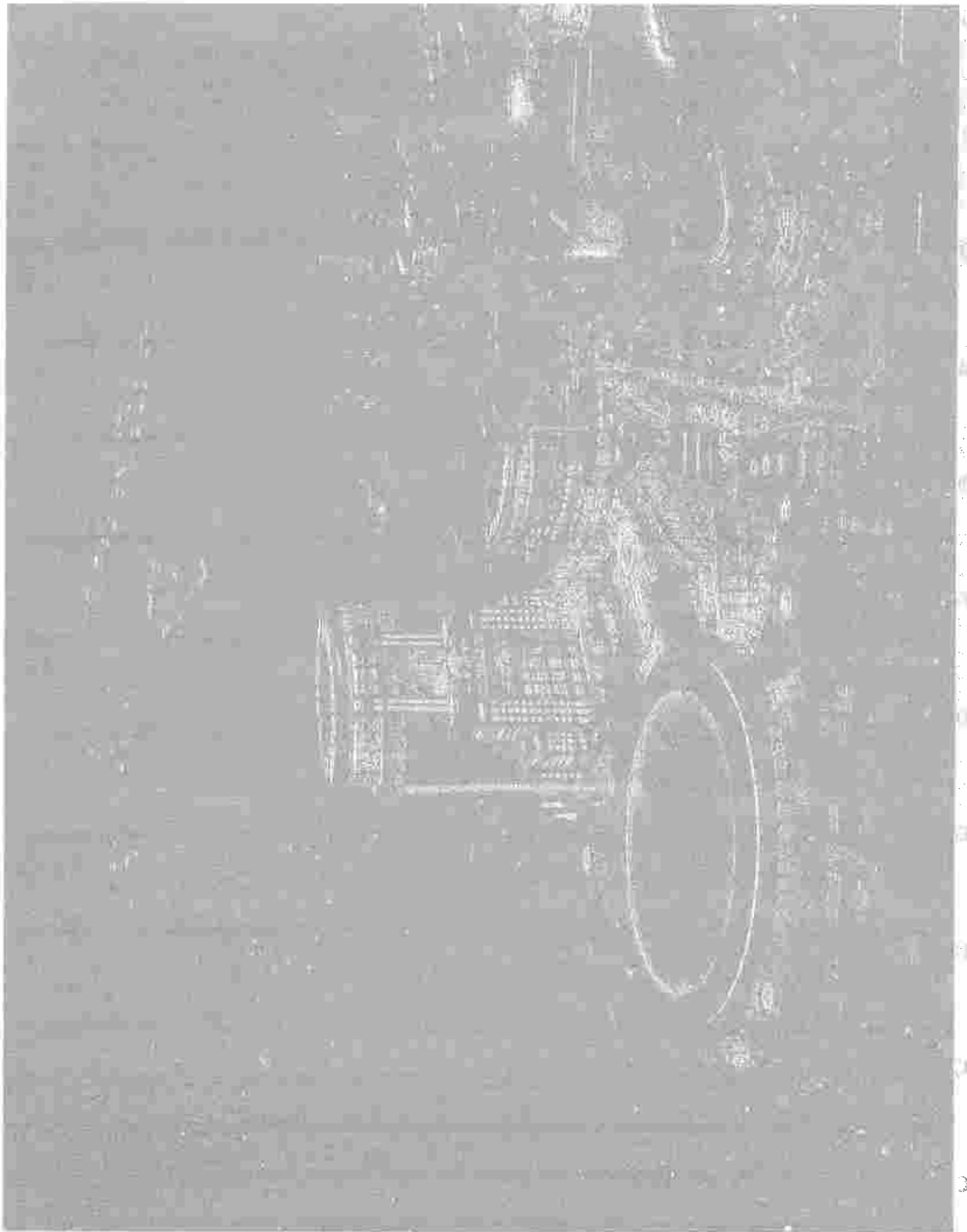
The Project, which encompasses the 61.4 acres of the Willets Point District and approximately 66 acres situated to the west, leverages the Willets Point Area to its highest and best use through a comprehensive plan that delivers a world-class casino, hotel, retail, and entertainment destination to Queens and New York City.

The majority of the commercial development, including the gaming facilities, signature retail complex, hotel, entertainment venues, and banquet and restaurant facilities would be developed just west of the Willets Point District on Citi Field's western parking lots on a site that benefits from its immediate proximity to mass transit and existing infrastructure.

The entire Willets Point District would provide amenities for the commercial development, including new public parkland and plazas, pedestrian paths, sustainably designed parking as well as phased ancillary retail. Pursuing these light-footprint uses on the Willets Point District would minimize the otherwise substantial remediation and infrastructure costs of developing the potentially contaminated property.

We envision an exceptional, integrated public realm stitching the properties together into a seamless, connected district.

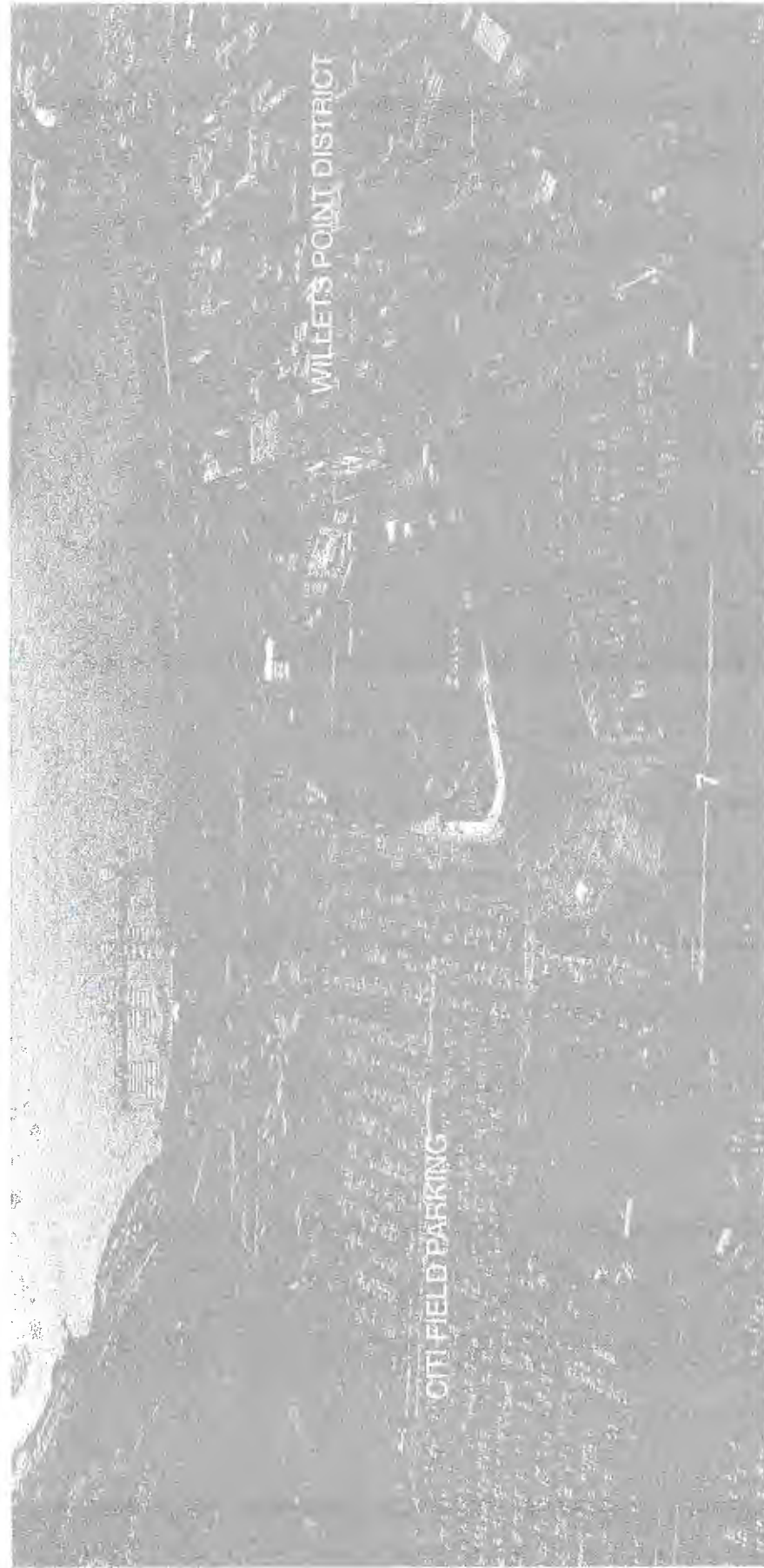
The Project in its totality will attract millions of visitors from the New York area and around the world and will serve as New York's newest and most unique entertainment destination. This will be a place about fun – for families, sports fans and thrill seekers alike.



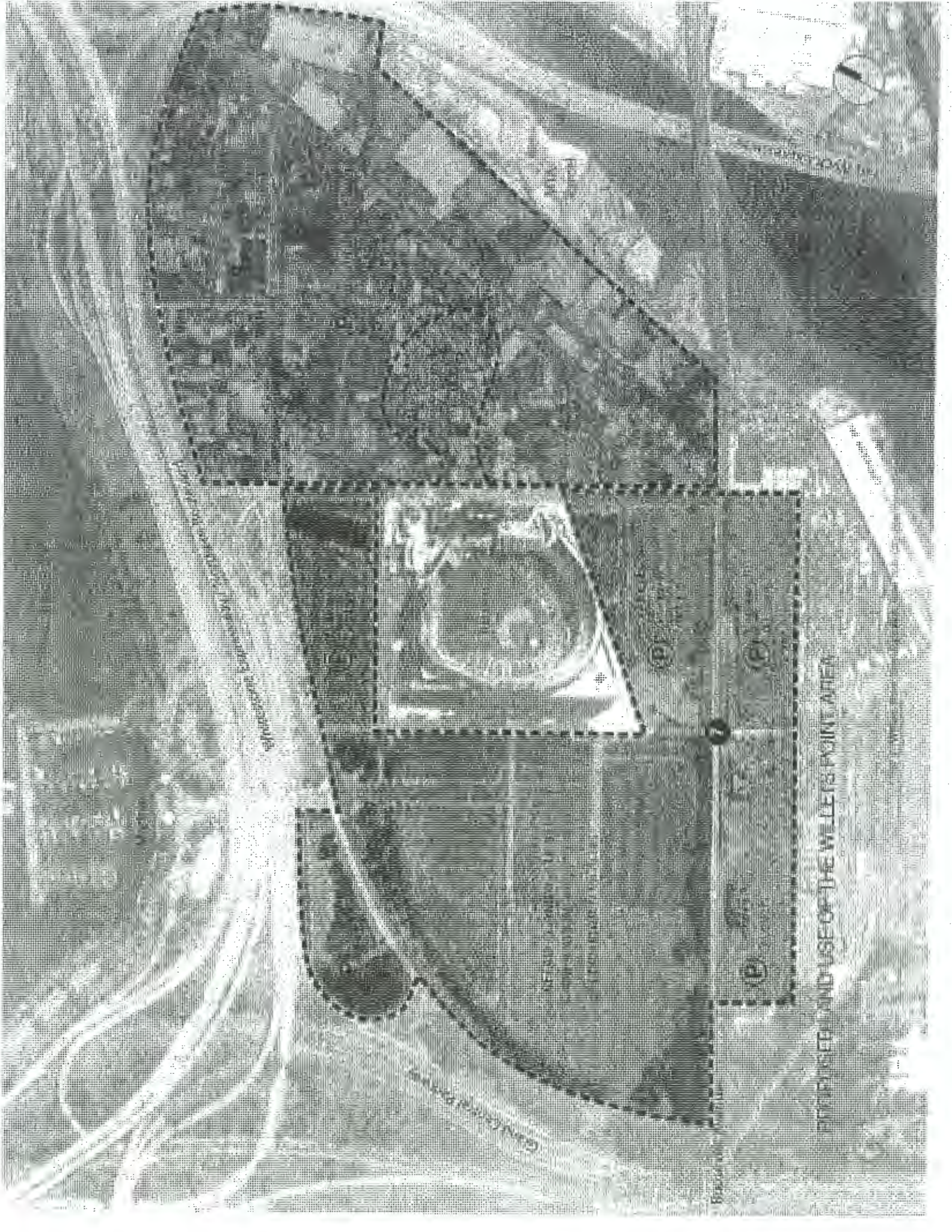




**SITE PARCELS  
PROPOSED DEVELOPMENT SITE**



EXISTING CONDITIONS



FINISHED AND USE OF THE WELLS-PONT APERT

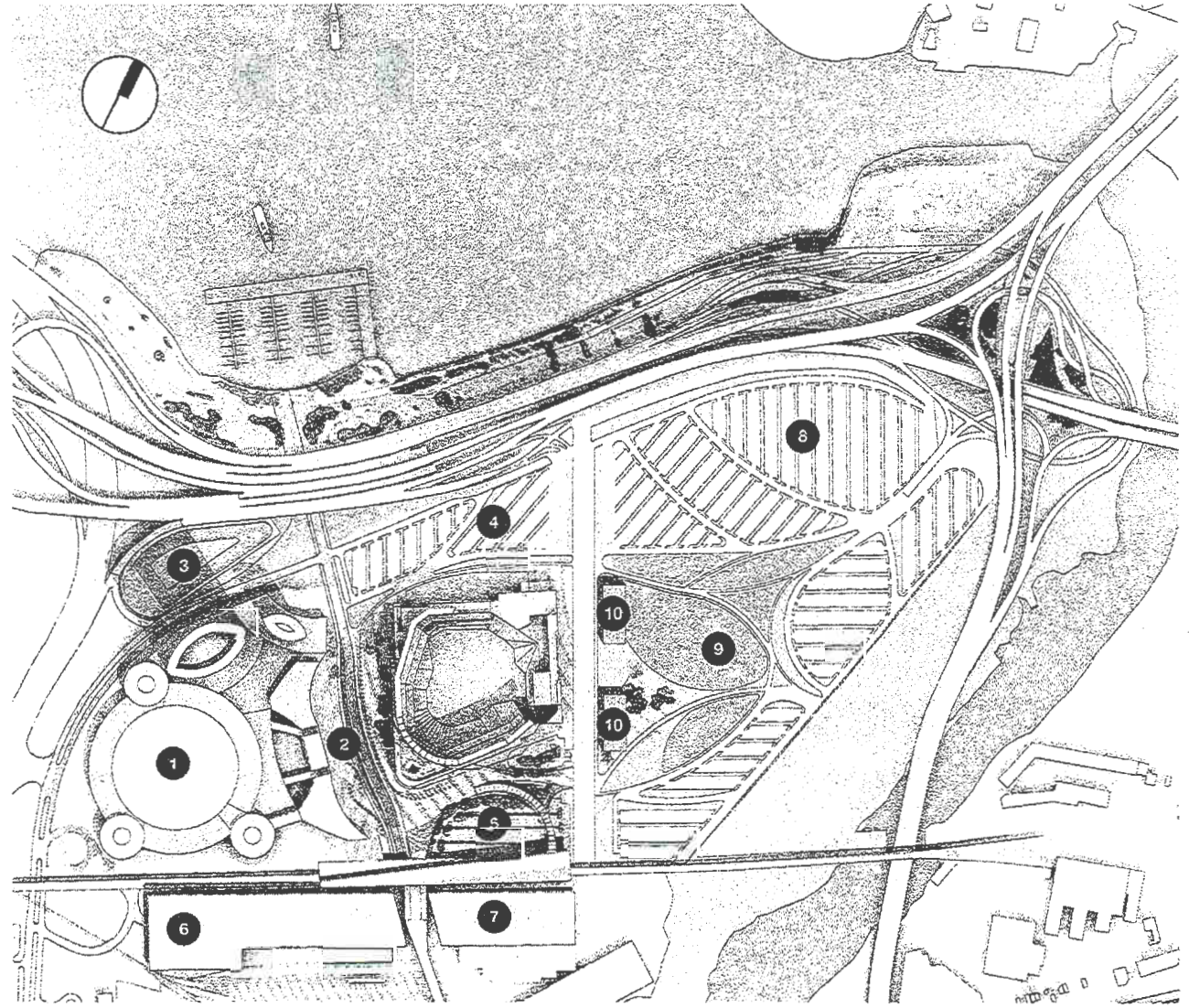
WELLS-PONT APERT  
MADE IN U.S.A.

WELLS-PONT APERT

# PROPOSED SITE PLAN

## KEY FEATURES

- ENTERTAINMENT ZONE  
Hotel, Casino,  
Retail and  
800 Parking Spaces ①
- DROP-OFF FOR CASINO AND HOTEL ②
- BUS PARKING  
40 Spaces ③
- PARKING C  
800 Spaces ④
- RESERVED PARKING E  
600 Spaces ⑤
- PARKING A  
5,100 Spaces ⑥
- PARKING B  
2,000 Spaces ⑦
- WILLETS POINT DISTRICT PARKING  
4,200 Spaces ⑧
- WILLETS POINT GREEN ⑨
- ANCILLARY RETAIL ⑩

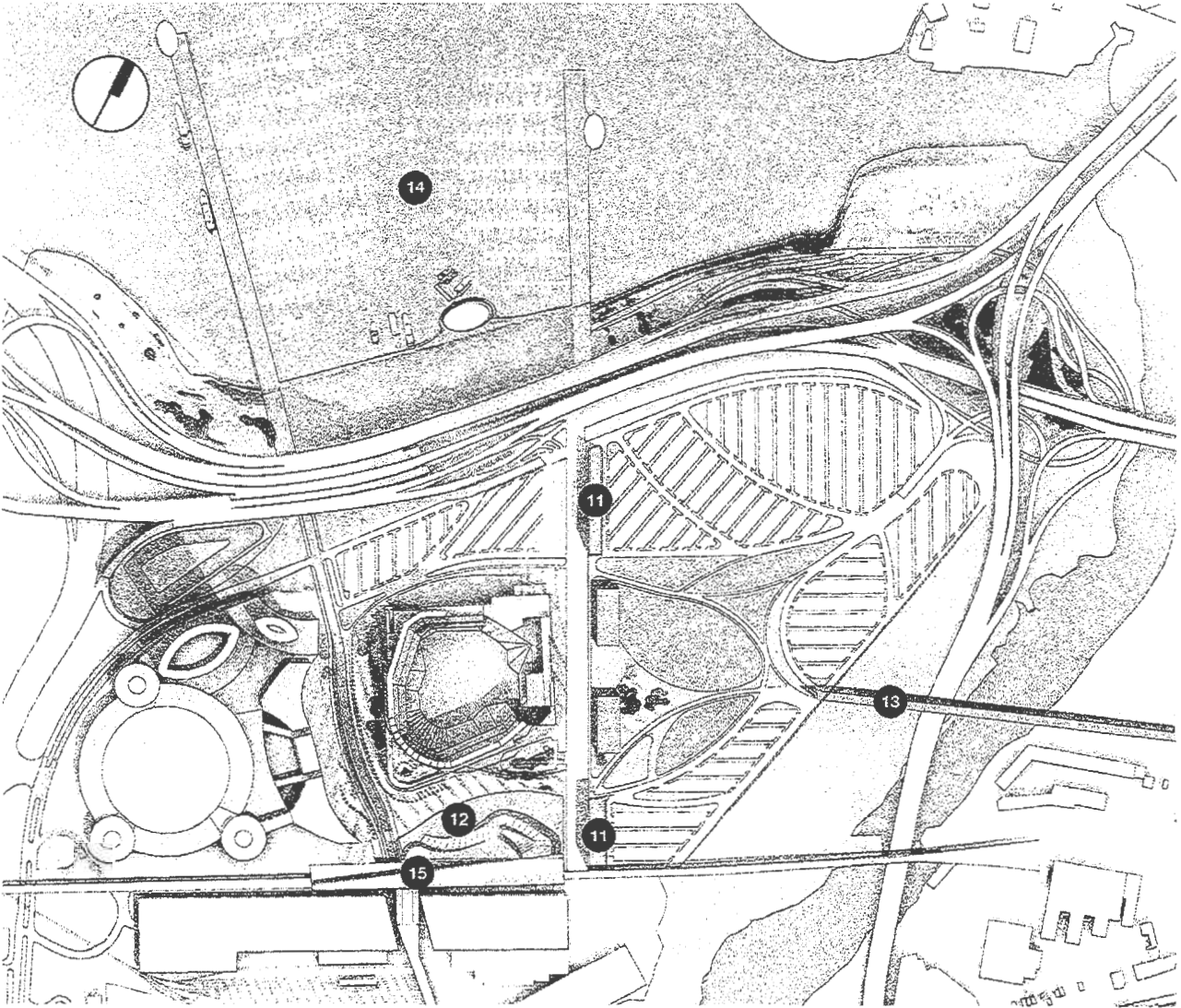


# PROPOSED SITE PLAN POTENTIAL DEVELOPMENTS

The Project envisions potential future developments that could augment the vision presented. These opportunities among others, would enhance the visitor experience, offer additional options for enjoying the Project and its surroundings, and provide additional development potential.

Willets Point Entertainment LLC has an alliance with TDC Development, which controls the landing area for the pedestrian bridge on the east side of the Flushing Creek.

- 126TH ST ADDITIONAL RETAIL AND RESIDENTIAL ⑪
- ELEVATED HARDSCAPE PLAZA ⑫
- PEDESTRIAN BRIDGE TO FLUSHING CREEK WATERFRONT AND DOWNTOWN FLUSHING ⑬
- EXPANDED COMMERCIAL MARINA ⑭
- METS-WILLETS POINT 7 LINE STATION IMPROVEMENTS ⑮



# CONCEPTUAL PROGRAM

The Project suggests a variety of retail, hospitality and entertainment options, diverse public spaces; as well as multiple parking alternatives. Indicated is a program distribution across all sites as well as a conceptual stacking plan. The density of the Project is located proximal to public transportation with the hotel and active retail edge on the promenade. Public spaces are throughout – some active and some passive, both hardscape and green places.

Structured parking is provided in two locations to the south; with easy direct access to the Project's multiple destinations. Surface parking provides the balance of needed spaces.

CASINO / RETAIL / PARKING ①

4 Levels

HOTEL ②

30 Levels above podium

RETAIL / RESTAURANT / ENTERTAINMENT ③

3 Levels

WILLETS POINT GREEN ④

PARKING A ⑤

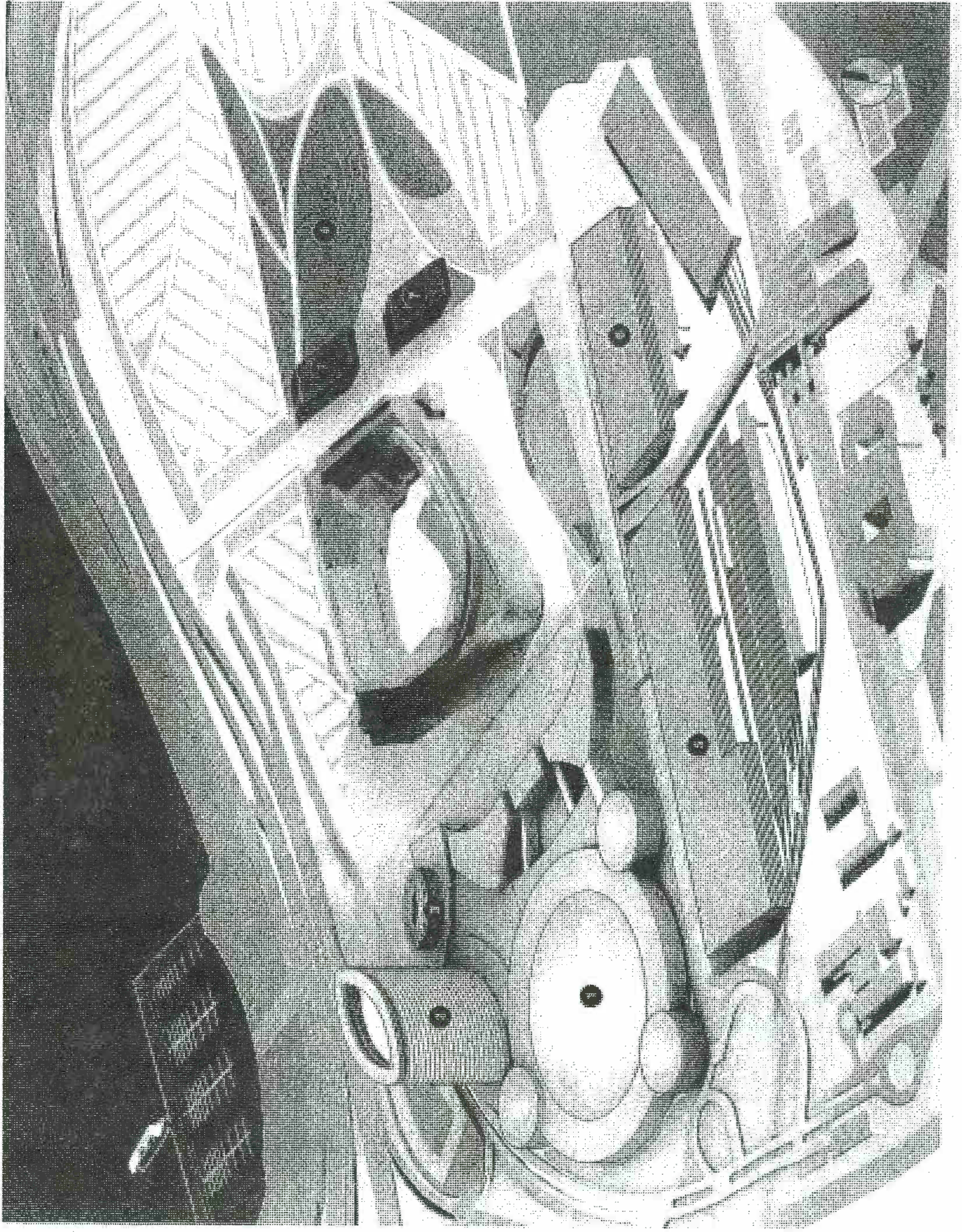
5 Levels

PARKING B ⑥

4 Levels

RETAIL ⑦

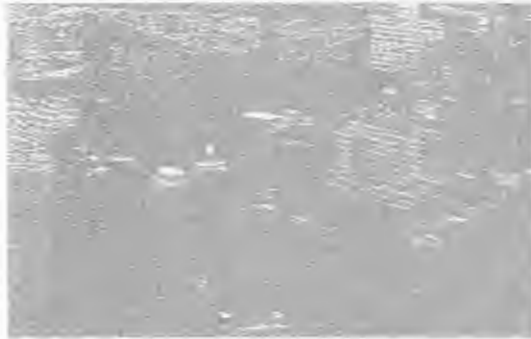
1 Level

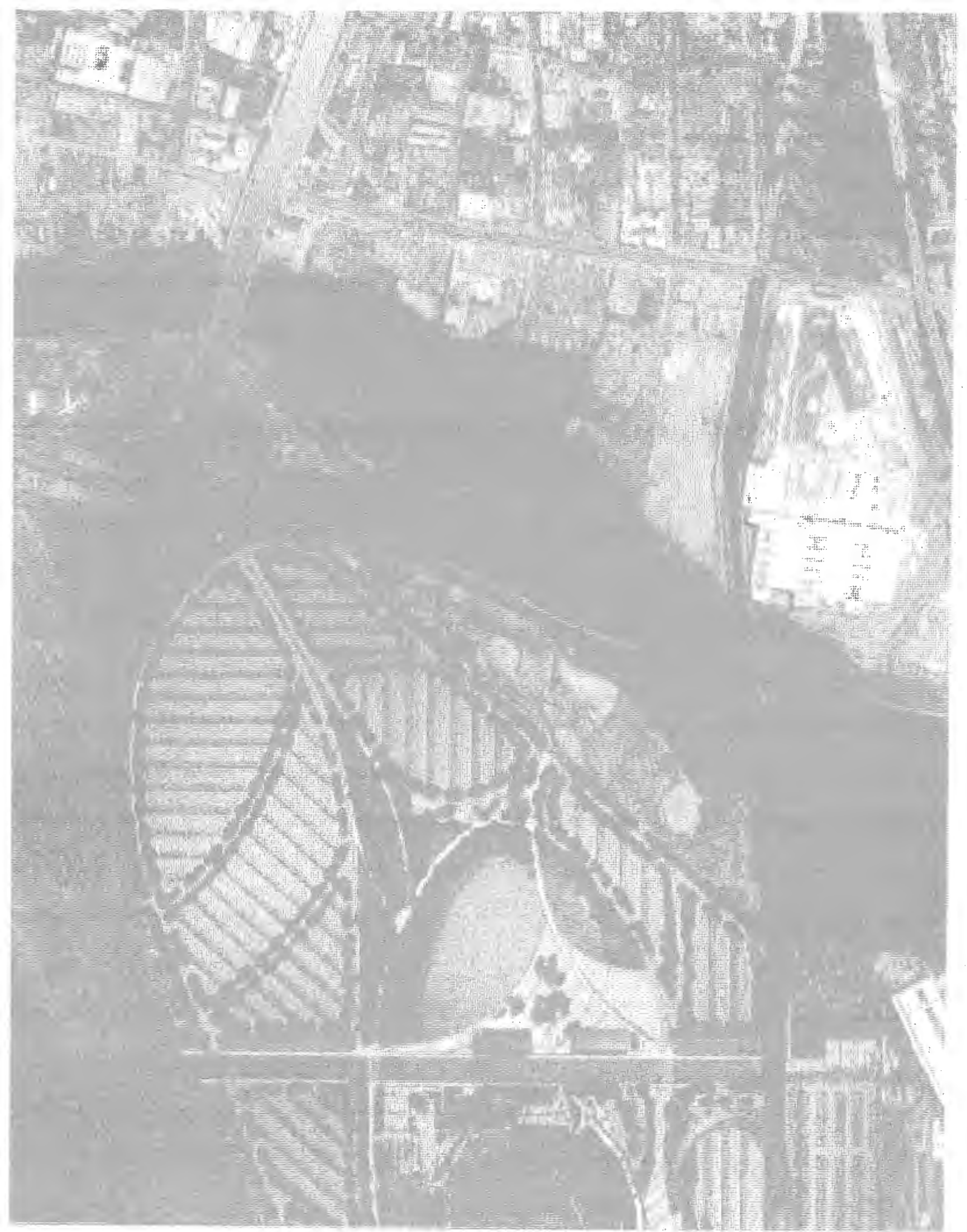


## LANDSCAPE PLAN

The landscape plan envisioned by the team, in coordination with Michael Van Valkenburgh Associates, delivers a total of 8 acres of public open space with a range of character. The plazas and forecourts will be complemented by green areas and tree canopy.

As discussed in the sustainability profile, the team will explore green parking solutions, such as permeable paving and tree-lined parking islands.

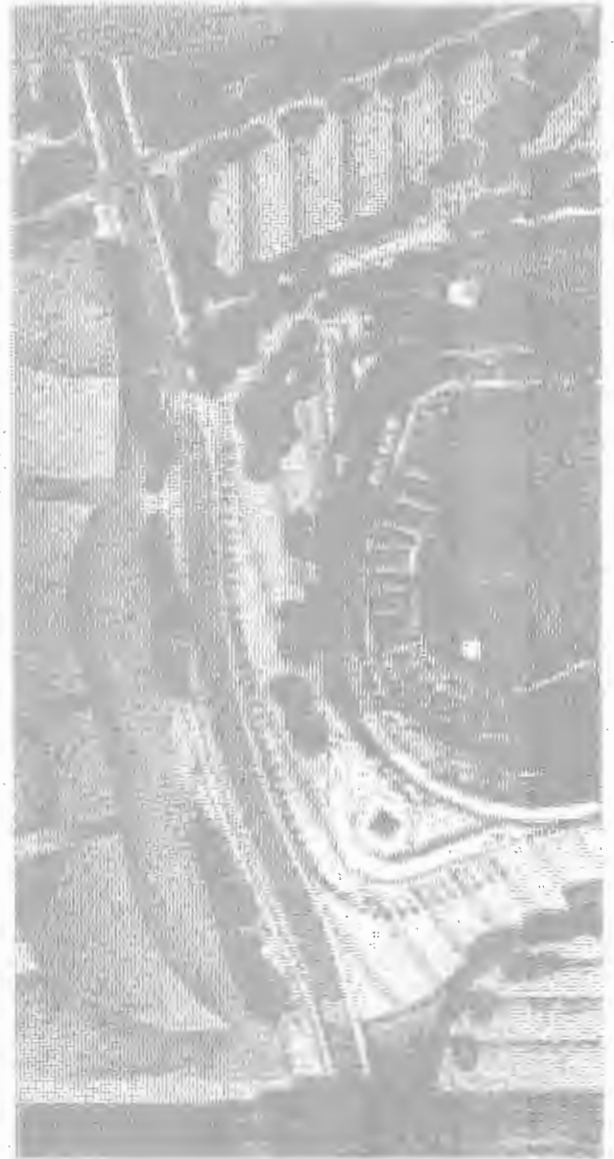
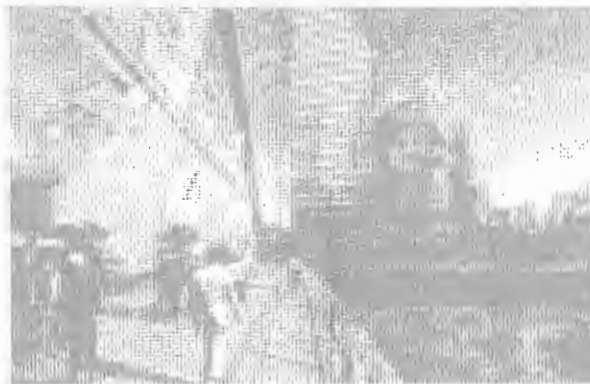






## PROMENADE ACTIVE EDGE

The hotel and multiple options for dining are concentrated toward the promenade facade – creating an active edge and a streetscape facing the stadium. This lively corridor begins from the public transit stops – the walk would be busy with shops and cafes, and become even more popular on gameday. Here the retail could turn outward providing shopfronts to the street, terracing above would be the sounds of restaurants opening up toward the stadium. A stroll out to the marina would provide a fitting endpoint to the promenade walk.

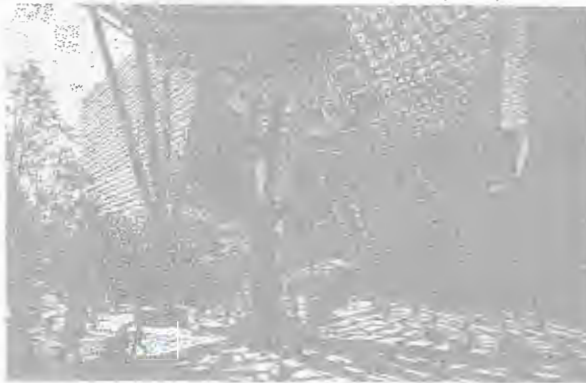


## PUBLIC REALM

A total of 8 acres of public open space are proposed as part of the landscape scheme for the Project, delivered in a variety of places with special personalities. Programmable hardscape plazas and green forecourts would be points to meet, gather, and wayfind. These could become exciting points of interest — such as a food marketplace, outdoor film or public art.

A large shaded green would provide a serene picnic and recreation area to lounge and reflect. This open space would become an intimate and interesting landscaped amenity to the Project, all visitors to the site, and for the local community.

### HARDSCAPE



### SOFTSCAPE



# SPORTS AND ENTERTAINMENT DESTINATIONS

Willets Point Entertainment LLC sees the Willets Point Area itself as an urban terminus to the Flushing Meadows corridor of public attractors. Along this spine of public sports and entertainment destinations are great New York places such as the former World's Fair site, the USTA Billie Jean King National Tennis Center, the Queens Zoo, and Citi Field. The Project aims to introduce a complementary destination program and continue the public green space corridor established throughout Flushing Meadows Corona Park.

- CITI FIELD ①
- USTA BILLIE JEAN KING NATIONAL TENNIS CENTER ②
- FLUSHING MEADOWS GOLF CENTER ③
- FLUSHING MEADOWS AQUATIC CENTER ④
- NY HALL OF SCIENCE ⑤
- QUEENS WILDLIFE CENTER ⑥
- QUEENS MUSEUM OF ART ⑦
- UNISPHERE ⑧
- QUEENS THEATRE IN THE PARK ⑨



USTA BILLIE JEAN KING NATIONAL TENNIS CENTER



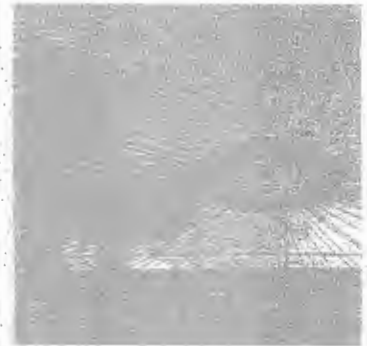
FLUSHING MEADOWS AQUATIC CENTER



QUEENS WILDLIFE CENTER



UNISPHERE



QUEENS THEATRE IN THE PARK

# TRANSPORTATION



LAGUARDIA AIRPORT



METS-WILLETS POINT 7 LINE SUBWAY STATION



METS-WILLETS POINT LIRR STATION








VAN WYCK AND WHITESTONE EXPRESSWAYS

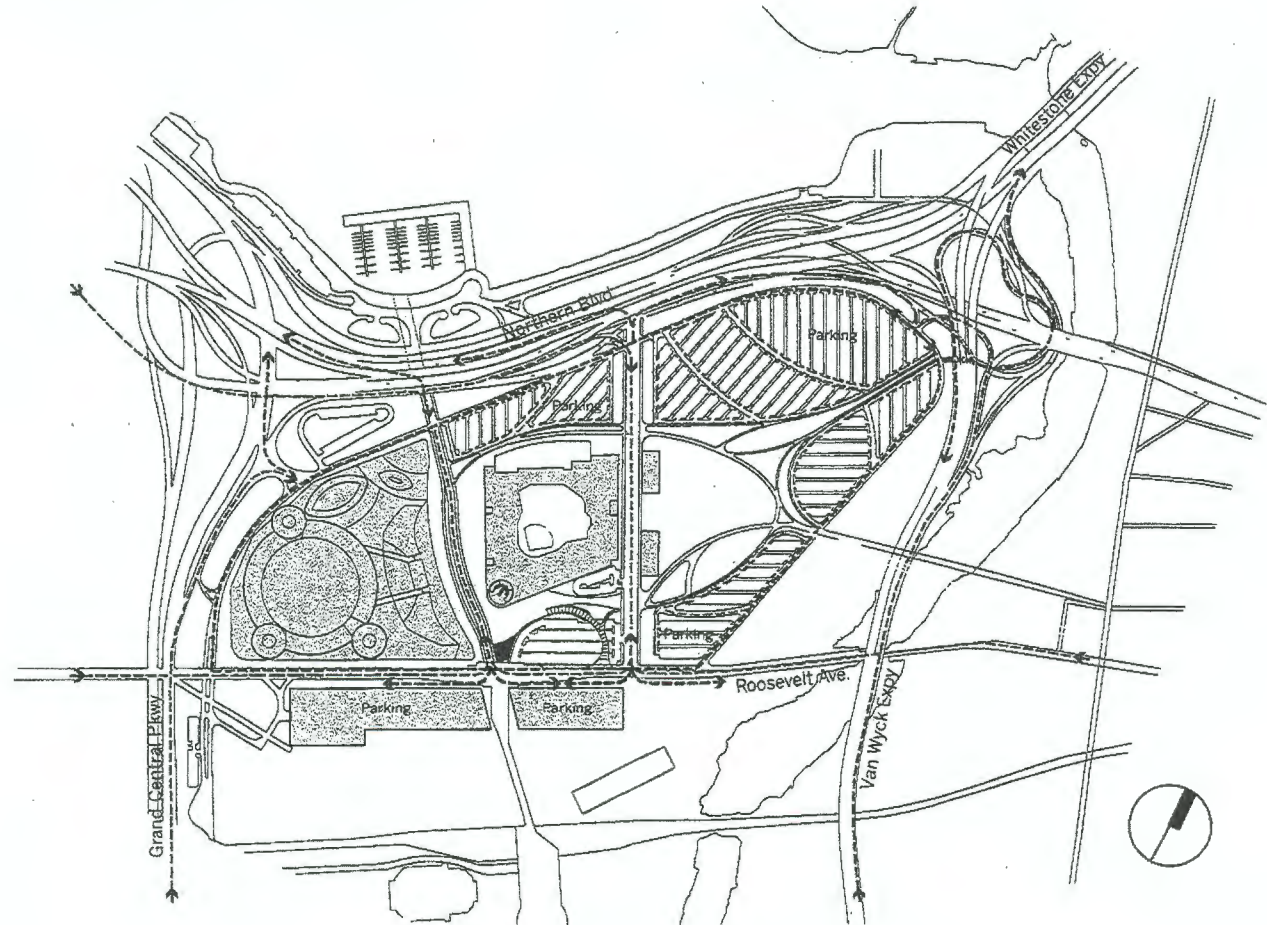


GRAND CENTRAL PARKWAY

# VEHICULAR ACCESS AND CIRCULATION

## LEGEND

- ENTERING ROADS 
- EXITING ROADS 
- RING ROADS 
- ROADS THROUGH SITE 
- INTERNAL DRIVEWAYS 



# PUBLIC TRANSPORTATION

## LEGEND

### SHUTTLE

--- LOOP ROUTE

### TRAINS

--- 7 SUBWAY TRAIN

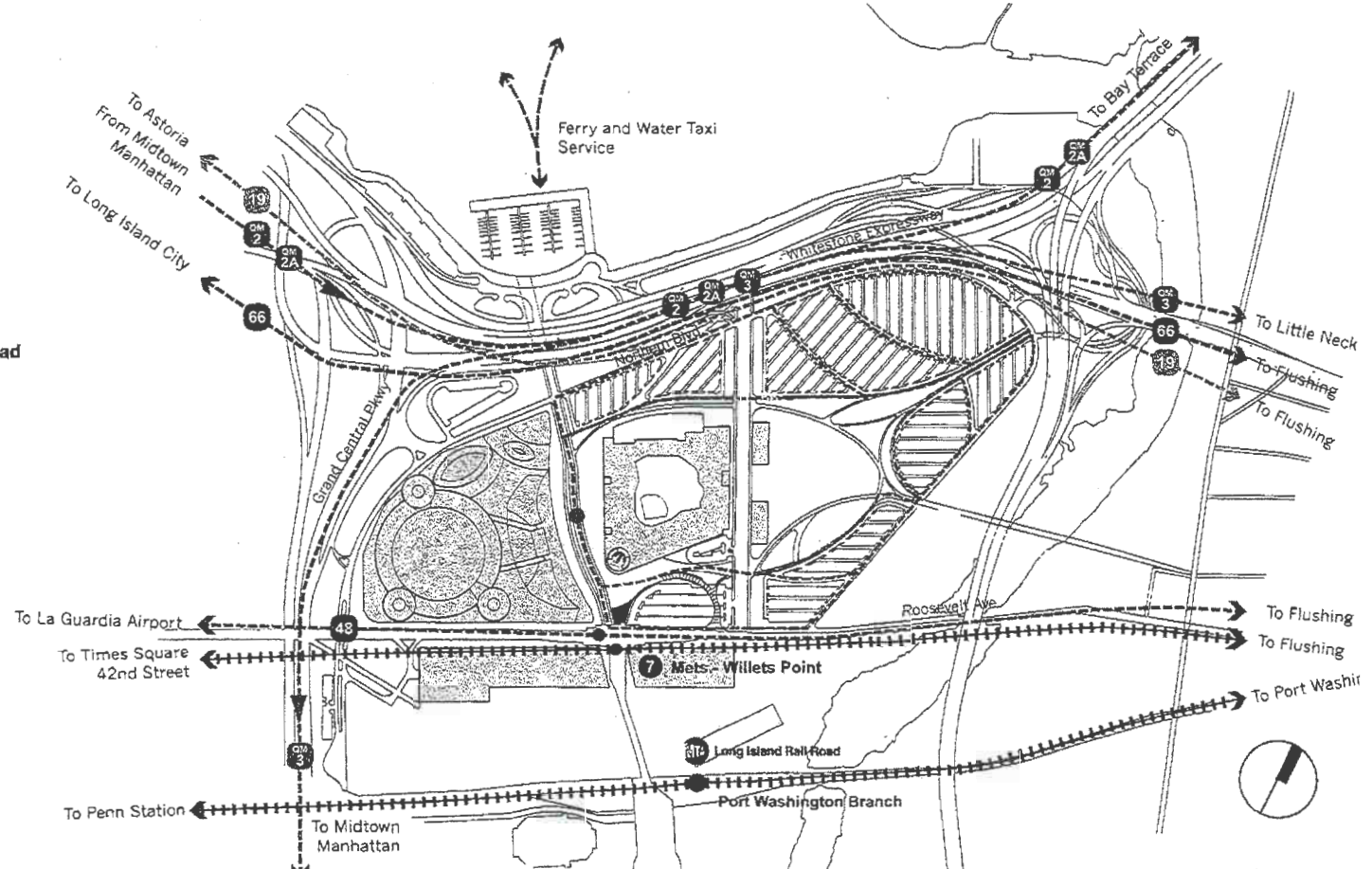
--- LIRR Long Island Rail Road

### WATER

--- EXPANDED FERRY AND WATER TAXI SERVICE

### BUS

--- # BUS





The Project would be supported by multiple modes of public transportation; it can become a true transit-oriented development and would incorporate features to encourage transit ridership. Adjacent to the Subway Station and a near walk via connector to the LIRR Station, the Project is conveniently served by rail. Multiple bus lines also support the site as indicated.

As part of the submission, Willets Point Entertainment LLC proposes a shuttle loop within the Project, stopping at key points to assist people-moving throughout the site.




# PEDESTRIAN / BICYCLE ROUTES

## LEGEND

### PEDESTRIAN

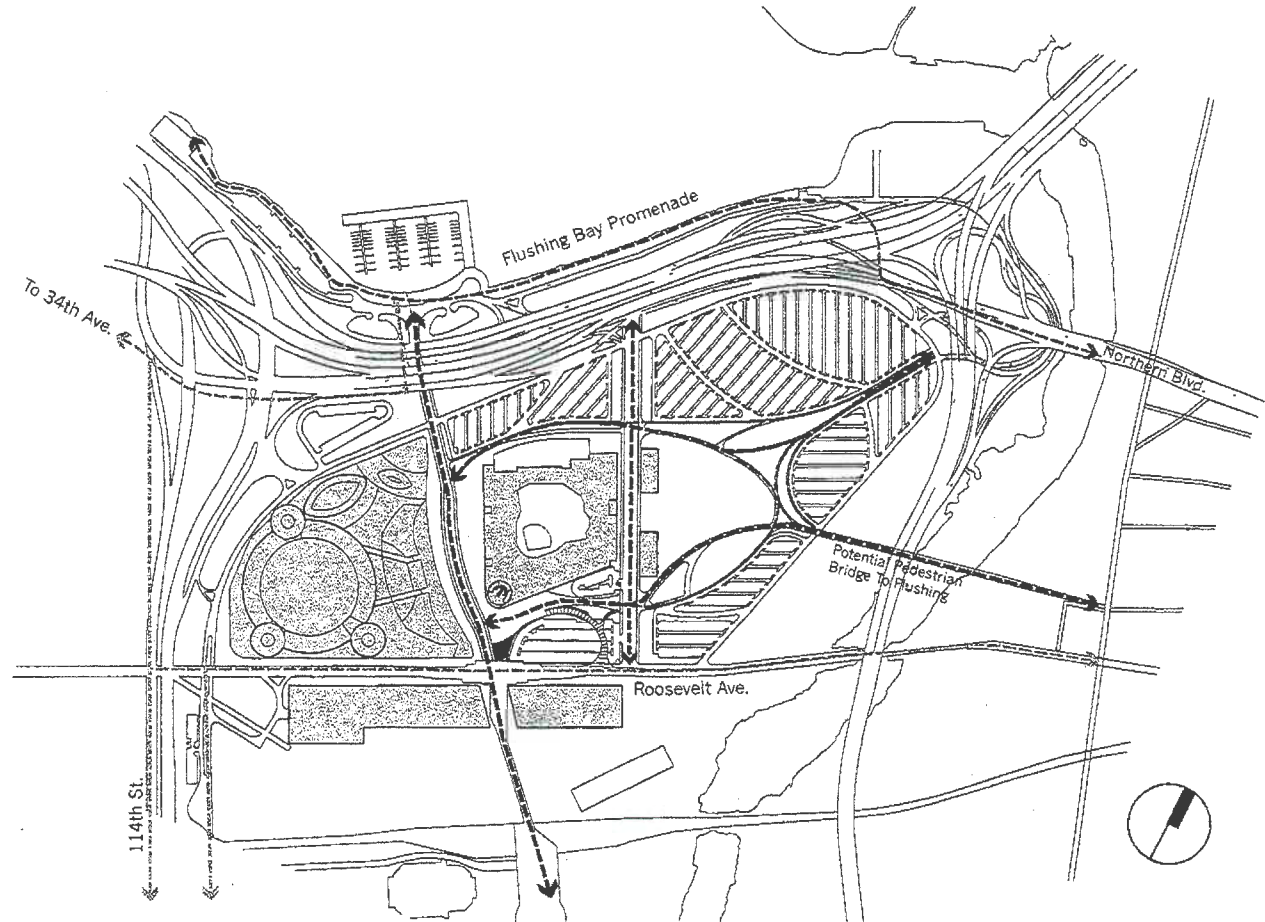
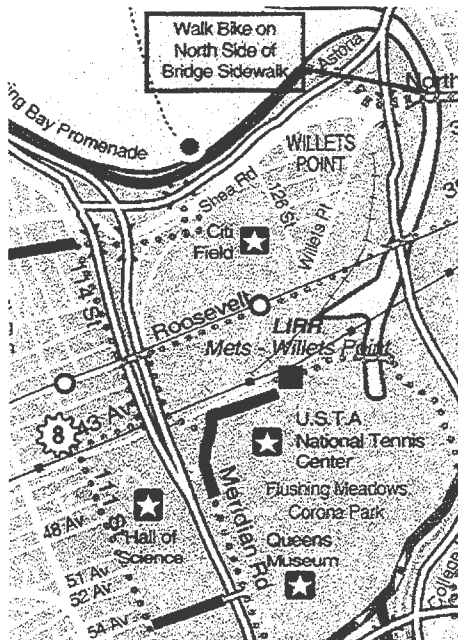
-  PRIMARY PATH
-  SECONDARY PATH

### BICYCLE

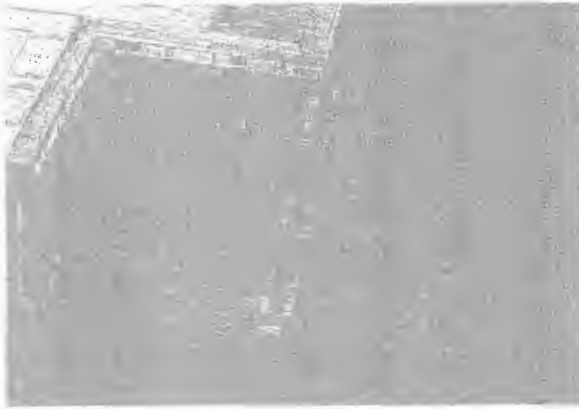
-  EXISTING DEDICATED PATH
-  POTENTIAL DEDICATED PATH\*
-  POTENTIAL SHARED BICYCLE ROUTE PURSUANT TO NYC DOT MASTER PLAN\*

\* as per New York City Department of Transportation

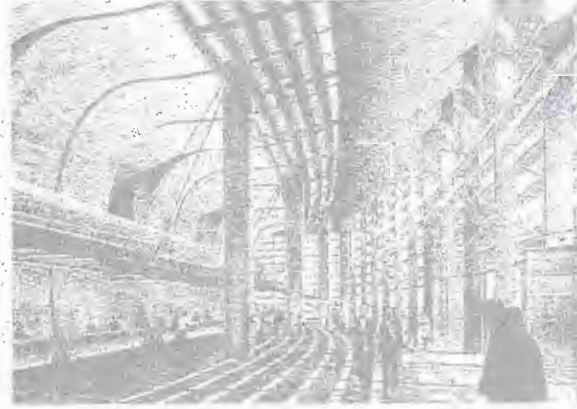
### NYC DOT CYCLING MAP



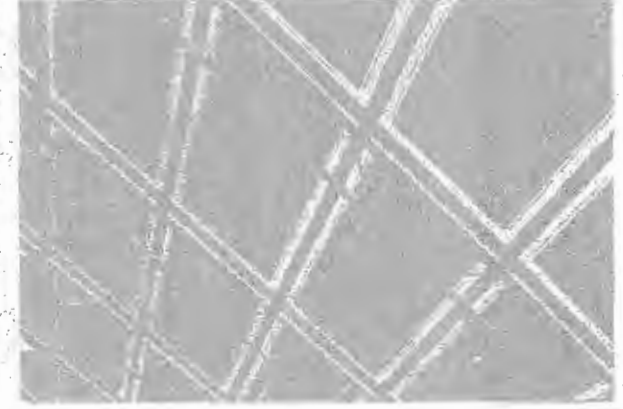
# SUSTAINABLE PROFILE



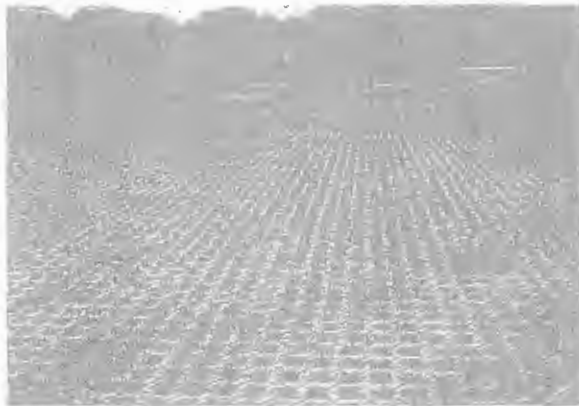
STORMWATER MANAGEMENT AND SUSTAINABLE PARKING



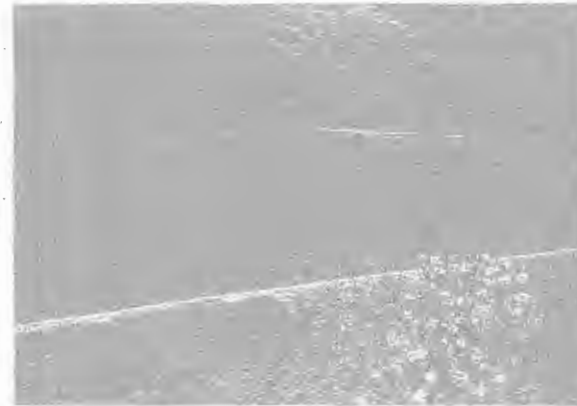
HIGH PERFORMANCE ENVELOPE INTELLIGENT GLAZING



ENERGY PERFORMANCE OPTIMIZATION



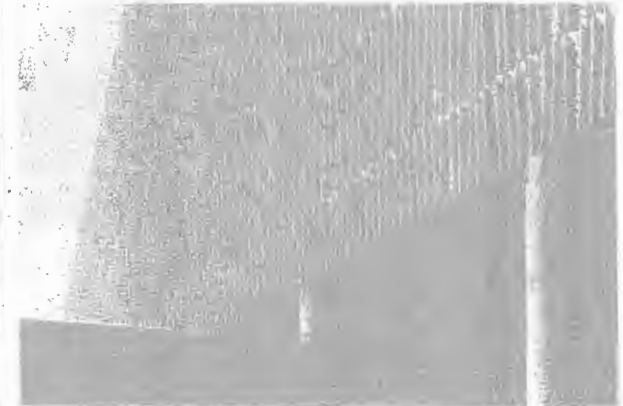
PERMEABLE PARKING PAVERS



HEAT ISLAND EFFECT GREEN ROOF

The Project offers many opportunities to deliver aspects of sustainable development. If selected, Willets Point Entertainment LLC will explore multiple options to create a project-wide environmental strategy suitable to the site and the Project.

Some of the potential options among the built structures include cogeneration considering size and staggered usage, and rainwater collection given the large roofscape.



HEAT GAIN MITIGATION BRISE SOLEIL

Architectural solutions could include such design tenets as an intelligent glazing system to maximize daylight and brise soleil to control solar heat gain.

The landscape poses potential options to foster rainwater absorption and/or collection, shading and natural canopy to reduce heat-island effect, and infrastructure to promote bicycling and electric transportation.



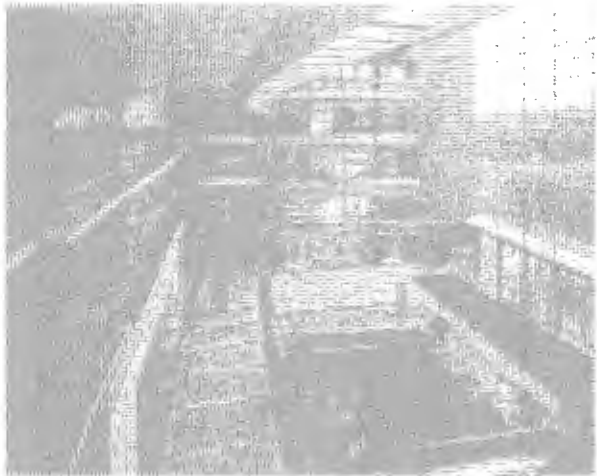
# RETAIL / GAMING / HOTEL

The mixed-use retail, gaming, and hospitality complex will be emblematic of best principles in urban planning and design. Willets Point Entertainment LLC envisions an exciting project featuring world-class architecture, design and urban planning.

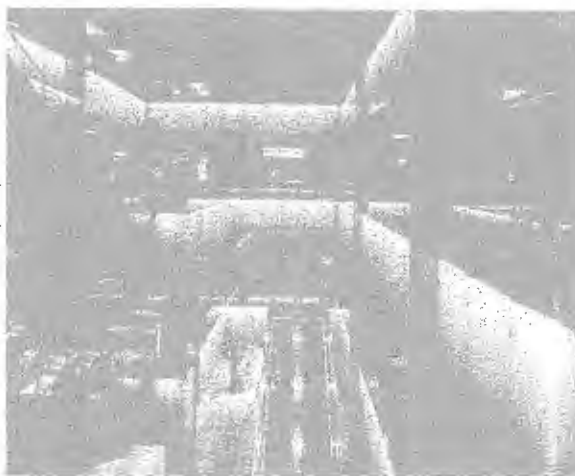
The proposed two-level retail scheme within the complex will include anchor department stores, a fashion avenue, a variety of accessible shopping and a curated collection of restaurants and cafes.

Above the retail is a gaming floor for Class III gaming designed as a sophisticated place for entertainment, nightlife, and theatre.

The hotel lobby will be accessible from the public promenade to add energy to the street-level experience. Amenities include event space, restaurants and a pool club that could stem out onto the roovescape and outdoors. Views from the tower back to the New York skyline and out over the Citi Field would be among the most unique and unforgettable in the City.



RETAIL



HOTEL



GAMING



RETAIL / GAMING / HOTEL

# B | Purchase Offer

**PURCHASE PRICE**

WILLETTS POINT ENTERTAINMENT LLC IS PLEASED TO OFFER  
**\$100,000,000 FOR THE ENTIRE 61.4 ACRES OF THE WILLETTS POINT  
DISTRICT SUBJECT TO THE TERMS AND CONDITIONS OF THIS  
RESPONSE.**

Attachment J  
to comments of Robert LoScalzo

Willetts Point Development  
Final Supplemental Environmental Impact Statement  
Chapter 1: Project Description

**A. INTRODUCTION**

This Supplemental Environmental Impact Statement (SEIS) addresses proposed modifications to the previously approved Willets Point Development Plan for the approximately 61-acre Special Willets Point District in Queens, to include the proposed “Willets West” development on the surface parking lot west of the CitiField baseball stadium; the development of structured parking facilities on surface parking Lot D and South Lot along Roosevelt Avenue, adjacent to the stadium (see **Figure 1-1**); and changes to the phasing of the project. With these modifications, the project site would comprise approximately 108.9 acres and the proposed project could result in up to 10.34 million square feet of development. This SEIS also considers changes in background conditions, including federal approval of the Freeway Access Modification Report (AMR) for new vehicular connections from the Special Willets Point District to the Van Wyck Expressway.

A Final Generic Environmental Impact Statement (FGEIS) for the Willets Point Development Plan (the Plan) was issued in September 2008 by the Office of the Deputy Mayor for Economic Development (ODMED) as lead agency under the New York State Environmental Quality Review Act (SEQRA), its implementing regulations (6 NYCRR Part 617), and New York City Environmental Quality Review (CEQR). The approved project was for redevelopment of a largely underutilized site with substandard conditions and environmental degradation—into a lively, sustainable community and regional destination with approximately 8.94 million square feet of residential, retail, hotel, convention center, entertainment, commercial office, community facility, open space, and parking uses.

The proposed modifications to the previously approved Willets Point Development Plan require public review, including by the local Community Board and the Queens Borough President, and approvals by government agencies, including the Office of the Deputy Mayor for Economic Development, the New York City Planning Commission (CPC), and the City Council. Because it has been determined that the proposed project may result in new or greater significant adverse impacts than were disclosed in the 2008 FGEIS, it requires review and the preparation of an SEIS under CEQR.

**B. PROJECT BACKGROUND**

Since World War II, there have been numerous attempts to redevelop Willets Point, which became known over the years for its many auto repair businesses and junkyards. Since 2000, these planning efforts have accelerated. In 2001, the City’s Department of Housing Preservation and Development (HPD) design workshop explored potential redevelopment ideas and recommended land uses that would connect Willets Point with neighboring communities and complement nearby attractions and facilities. In 2002, the City created the Downtown Flushing Task Force, which outlined land use and economic goals for the redevelopment of Willets Point in its Downtown Flushing Development Framework. The Downtown Flushing Development



Project Site Boundary

0 500 1000 FEET  
 SCALE

Framework became the starting point for the City's creation of the Willetts Point Development Plan, which was approved by the City Council in 2008. The numerous actions required for the Plan—which included the creation of a new special zoning district (the Special Willetts Point District) and an urban renewal plan for the area—required review under SEQRA and CEQR.

An FGEIS for the Willetts Point Development Plan was issued in September 2008 by ODMED as lead agency under SEQRA, its implementing regulations (6 NYCRR Part 617), and CEQR. The Willetts Point Development Plan was approved by the City Council in 2008. The approved project was for redevelopment of a largely underutilized site with substandard conditions and environmental degradation—into a lively, sustainable community and regional destination with approximately 8.94 million square feet of residential, retail, hotel, convention center, entertainment, commercial office, community facility, open space, and parking uses. Subsequent technical memoranda assessed the potential effects of modifications to the proposed actions and were accepted by ODMED; SEQRA findings were issued on February 11, 2011.

Subsequent to the City Council's approval of the Willetts Point Development Plan in 2008, the City revised and reissued a Request for Qualifications and Request for Proposals for the redevelopment of this area. The City has also undertaken several measures that support the goals of the Plan, including measures related to site acquisition, assistance for District workers, advancement of the proposed connections to the Van Wyck Expressway, and ongoing infrastructure work. In December 2011, the City also broke ground on the new sanitary and storm water mains that will provide new public sanitary sewer service to support the redevelopment of the District and adjacent areas and replace an inadequately sized storm water sewer and outfall to help alleviate chronic flooding that occurs in the District and adjacent areas. Adjacent to the Special Willetts Point District, the new CitiField stadium opened in 2009, replacing the former Shea Stadium, and the area formerly occupied by Shea Stadium was converted to a surface parking lot.

In 2012, in response to a competitive Request for Proposal process, the Queens Development Group, LLC (QDG)—a joint venture between the Related Companies and Sterling Equities—was selected as the City's designated developer for Phases 1A and 1B of the Willetts Point Development Plan.<sup>1</sup> QDG is proposing to include in its proposed development additional land beyond the boundaries of the Special Willetts Point District in order to develop portions of the main CitiField stadium parking field ("Willetts West") and CitiField parking fields south of Roosevelt Avenue. QDG is also proposing to develop interim parking uses on a portion of the land within the Special Willetts Point District to accommodate the stadium's parking demand during the initial phase of the area's proposed redevelopment. The discretionary actions needed for the proposed modifications include a zoning text amendment and a special permit to allow surface parking and recreational uses within the Special Willetts Point District and modification of the City's existing lease for the CitiField parking lot, as well as potential additional actions discussed below.

## **PRIOR ENVIRONMENTAL REVIEW**

The 2008 FGEIS examined the potential for significant impacts resulting from the redevelopment of the project site in the impact categories of land use, zoning, and public policy; socioeconomic conditions; community facilities; open space; shadows; historic resources; urban

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<sup>1</sup> Formerly Phase 1 in Technical Memorandum #4, with some adjustments to footprint.



design and visual resources; neighborhood character; natural resources; hazardous materials; waterfront revitalization program; infrastructure; solid waste and sanitation; energy; traffic and parking; transit and pedestrians; air quality; noise; construction impacts; and public health. The 2008 FGEIS found that no significant adverse environmental impacts would result from the proposed development Plan with respect to land use, zoning, and public policy; socioeconomic conditions; open space; shadows; urban design and visual resources; neighborhood character; natural resources; waterfront revitalization program; infrastructure; solid waste and sanitation; energy air quality; construction impacts; and public health. Potentially significant impacts were identified for publicly funded child care, historic resources, hazardous materials, traffic, transit and pedestrians, and noise.

Subsequent to the issuance of the 2008 FGEIS, CPC proposed several modifications to the Special Willets Point District zoning regulations. These modifications were described, and their potential for significant adverse environmental impacts examined, in a technical memorandum dated September 23, 2008 (Technical Memorandum #1), which found that there were no additional impacts due to the modifications that had not been disclosed in the 2008 FGEIS. CPC voted in favor of the Willets Point Development Plan with those modifications on September 24, 2008.

Following the CPC vote, new information became available related to: negotiated property acquisition by the City in the District; Phase II Environmental Site Investigations (ESIs) in the District; the amount of affordable housing to be provided in the District (an increase from 20 to 35 percent); and projected school and day care populations. This information was described, and its potential to result in significant adverse environmental impacts not previously identified was examined, in a technical memorandum dated November 12, 2008 (Technical Memorandum #2). That technical memorandum concluded that none of the newly available information would lead to significant adverse environmental impacts that had not been identified and addressed in the 2008 FGEIS. The City Council voted to approve the Willets Point Development Plan with the CPC modifications on November 13, 2008.

In 2009, the City considered the effect of the economic downturn on the Willets Point project. The City anticipated that economic conditions would make it challenging for developers to finance the acquisition and remediation of the entire Willets Point site at one time and prior to any development, as described in the 2008 FGEIS. In a technical memorandum dated November 23, 2009 (Technical Memorandum #3), an Adjusted Plan for Willets Point was analyzed similar to the Staged Acquisition Alternative analyzed in the FGEIS. In the Adjusted Plan, remediation and development of an initial portion of the District would have proceeded first, followed by remediation and development of the remaining portion of the District. The Adjusted Plan assumed the same overall development program at full build-out as the Staged Acquisition Alternative (with revisions described in the prior technical memoranda), but anticipated a smaller development footprint during the first years of development, with approximately 70 percent as much floor area in the initial phase compared with the Staged Acquisition Alternative.

In a technical memorandum dated February 10, 2011 (Technical Memorandum #4), the City considered an Updated Plan that was similar to the Adjusted Plan analyzed in the 2009 technical memorandum as well as to the Staged Acquisition Alternative analyzed in the 2008 FGEIS. Compared with both the Adjusted Plan and the Staged Acquisition Alternative, the Updated Plan anticipated a smaller development footprint and less overall development (approximately 1.345 million gross square feet or gsf) in the first phase; however, at full build-out the Updated Plan would have developed the District with the same gross floor area and mix of uses as the Approved Plan

## **Willets Point Development**

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(with subsequent revisions described in the prior technical memoranda) and would have had the same controls on floor area ratios set forth in the provisions of the Special District zoning text that had been approved by CPC and the City Council.

A substantial difference between the Approved Plan and the Updated Plan was the timing of property acquisition and construction phasing. Under the Approved Plan, the necessary remediation, grading, and infrastructure improvements would have taken place across the District at the beginning stages of construction; in comparison, with the Updated Plan (as with the Staged Acquisition Alternative and the Adjusted Plan), development activities would have proceeded incrementally, with the necessary remediation, grading, infrastructure improvements, and construction activities associated with the buildings in the southwestern portion of the District occurring first, and construction activities on the remainder of the District following. Whereas the Staged Acquisition Alternative and Adjusted Plan assumed the District's connections to the Van Wyck Expressway would be constructed before the end of the first phase of development, with the Updated Plan these connections would have been completed no later than after the end of the first phase of development and before the first building to be developed in the second phase of construction is completed. Some negotiated acquisition might also have occurred within the remainder of the District during the initial phase of development.

In March 2012, the New York State Department of Environmental Coordination (NYSDEC) approved a State Pollutant Discharge Elimination System (SPDES) Construction Dewatering and Discharge Permit for construction of the proposed new sanitary and storm water mains for the Willets Point area. As described above, these improvements are currently being constructed.

The new connection to the Van Wyck Expressway, which was assumed in the 2008 FGEIS and subsequent technical memoranda, was subject to federal approval of the Freeway AMR. A Finding of No Significant Impact was issued and the AMR was approved in April 2012; the City has committed to provide capital funds for its construction.

## **C. PROJECT DESCRIPTION**

### **SITE DESCRIPTION**

The project site is composed of three discrete areas roughly bounded by Shea Road and Northern Boulevard to the north, the Van Wyck Expressway to the east, Roosevelt Avenue and the Metropolitan Transportation Authority (MTA) Corona Rail Yard to the south, and Shea Road to the west (see **Figures 1-1** and **1-2**). The “Willets Point” portion of the project site (the Special Willets Point District) comprises approximately 61 acres, approximately 15.8 acres of which are within public street right-of-ways, approximately 0.6 acres of which are owned by the MTA, and the remainder of which is a mix of privately owned land and land owned by the City. The Willets Point area comprises 128 tax lots and one partial lot (Block 1833, Lot 1) located on 14 blocks. Since the FGEIS was completed in 2008, the City has acquired, or is in contract to purchase, 95 percent of the land area within the proposed Phase 1A/1B footprint (Assemblage Option 2) in the District, and has control of 4 lots in the remainder of the District.

The “Willets West” portion of the project site is mapped parkland that comprises an approximately 30.7-acre section of the surface parking field west of CitiField. This area comprises a portion of Block 1787, Lot 20. The “Roosevelt Avenue” portions of the project site comprise three CitiField-related surface parking lots (South Lot and Lots B and D) along Roosevelt Avenue south and southwest of CitiField. The Lot B parking lot, which comprises a portion of Block 1787, Lot 20, is



Existing Site Plan  
Figure 1-2

approximately 4.7 acres in size; the South Lot and Lot D parking lot, which comprise a portion of Block 2018, Lot 1500, are together approximately 12.1 acres in size. Lot D and South Lot are used for commuter parking and United States Tennis Association (USTA) National Tennis Center (NTC) events when baseball games are not in progress.

In total, the project site comprises approximately 108.9 acres.

## **GOALS AND OBJECTIVES**

The proposed project is intended to remediate and transform the area surrounding CitiField, which is largely separated from adjoining neighborhoods by major highways, into a thriving new neighborhood and regional destination. The project would expand on the goals and objectives of the original (2008) Willets Point Development Plan. By providing development that spans both sides of the new CitiField, the proposed project would allow for a more comprehensive and continuous neighborhood linking Flushing and Corona. The environmental degradation of the Special Willets Point District would be remediated. The commercial components of the proposed project would provide jobs and create new retail, hotel and entertainment uses that would complement the adjacent sports venue and strengthen economic activity in the neighborhood, borough, and City. The substantial residential component (which includes affordable housing units) would accommodate a portion of the City's current and future housing needs. The new structures and open spaces are intended to create an active streetscape that includes retail uses as part of a diverse mixed-use program, enhancing the pedestrian experience.

## **PROPOSED PROJECT**

The proposed project would redevelop the Willets Point/CitiField area with a mix of uses that is expected to be completed by 2032. The redevelopment would incorporate a development in the Special Willets Point District substantially as anticipated and analyzed in the 2008 FGEIS and subsequent technical memoranda, as well as a major entertainment/retail component and parking adjacent to CitiField. Changes to the development analyzed here versus that analyzed in the 2008 FGEIS include an increase in the overall amount of retail development from 1.7 million square feet to 2.65 million square feet. This increase results from the 1.4 million gross square feet (1 million leasable square feet) of development at Willets West combined with a concurrent reduction in the overall amount of retail in the Special Willets Point District from 1.7 million square feet to 1.25 million square feet. The SEIS also assumes 5.85 million gross square feet of residential development to match the highest amount of residential analyzed in the 2008 FGEIS (in the No Convention Center Scenario), and a 230,000-square-foot school rather than the 2008 FGEIS's 130,000-square-foot school to accommodate a greater amount of the project's potential school seat demand.

The project is anticipated to proceed in three continuous phases, as follows.

### *PHASE 1A*

The first phase of the project would commence with the remediation and development of an approximately 23-acre portion of the Special Willets Point District and the development of "Willets West" on the existing parking lot west of CitiField (see **Figures 1-3a** and **1-3b**). The 23-acre portion of the District would be remediated to address any hazardous materials issues. Upon completion of the environmental remediation, a 200-room hotel and associated parking, and approximately 30,000 square feet of retail space would be constructed above the floodplain along the east side of 126th Street, activating the 126th Street corridor—according to the District's regulations—with a 20-foot-





Illustrative Site Plan, Phase 1A - Recreation Plan  
Figure 1-3b

## **Willets Point Development**

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wide public esplanade, and a 2,750-space surface parking area would be developed east of the retail and hotel uses. The parking area would be converted to active recreational use a minimum of 6 months per year. This interim parking/recreational area would be replaced by permanent development in Phase 1B, as described below.

In tandem with the development of the parking area, “Willets West”—an entertainment and retail center of approximately 1.4 million gross square feet (approximately one million square feet of gross leasable area) —would be developed on a portion of the surface parking lot west of CitiField. This entertainment and retail center, which would be developed on mapped parkland as authorized by statute, would allow for more comprehensive transit-oriented development around the Mets/Willets Point stops on the No. 7 train and Long Island Rail Road and would support the economic development of the area. The complex could include over 200 retail stores, including anchor and “mini” anchor retailers, as well as movie theaters, restaurant and food hall spaces, and entertainment venues. Surface parking and a parking structure also would be developed in this location, including 2,500 new spaces for the entertainment/retail center and 400 spaces of replacement parking for use by the Mets. It is anticipated that the Willets West development, by building a critical mass of uses, would create a new destination that would serve as a catalyst for the subsequent build-out of the Willets Point area. In addition, the westernmost CitiField surface parking lot south of Roosevelt Avenue (a portion of the South Lot) would be redeveloped as a structured parking facility, to replace a portion of the CitiField parking spaces formerly located on the Willets West site. Phase 1A is expected to be completed by 2018.

### *PHASE 1B*

In the next phase of the project, the interim surface parking lot/recreational space created during Phase 1A within the Special Willets Point District would be developed, transforming this formerly contaminated area into a new neighborhood. Consistent with the goals and objectives of the Willets Point Development Plan, Phase 1B of the proposed project would create more development on the east side of 126th Street, featuring a more active, attractive streetscape, providing new jobs, and complementing the adjacent CitiField. In addition, the new development would complement the new Willets West development created in Phase 1A. The residential units to be developed in this phase (which include affordable housing units) would accommodate a portion of the City’s current and future housing needs, and the proposed school would address the project-generated school seat demand.

The program for this development would include approximately 4.23 million square feet of development: 2.49 million sf of residential use (2,490 units, 872 of which would be affordable), 875,000 sf of retail use, 500,000 sf of office use, approximately 235,000 sf of hotel use (290 rooms), 25,000 sf of community facility use, and a 105,000 sf public school, along with parking and more than six acres of new public open space (see **Figures 1-4** and **1-5**). This development is anticipated to be developed block by block, substantially as envisioned in the Willets Point Development Plan. In addition, new structured parking facilities would be constructed on portions of the CitiField leasehold along Roosevelt Avenue (South Lot and Lot D) to replace the 2,750 CitiField parking spaces formerly located within the Special Willets Point District. The 75 accessory parking spaces created in Phase 1A for the hotel would remain in the District.

Construction of the new Van Wyck Expressway access ramps—which was anticipated in the 2008 FGEIS and for which the City has received approval from the Federal Highway Administration—is slated to be completed in 2024. Construction of the Phase 1B program is



Publicly-Accessible Open Space within the Special Willets Point District
  Private Open Spaces within the Special Willets Point District

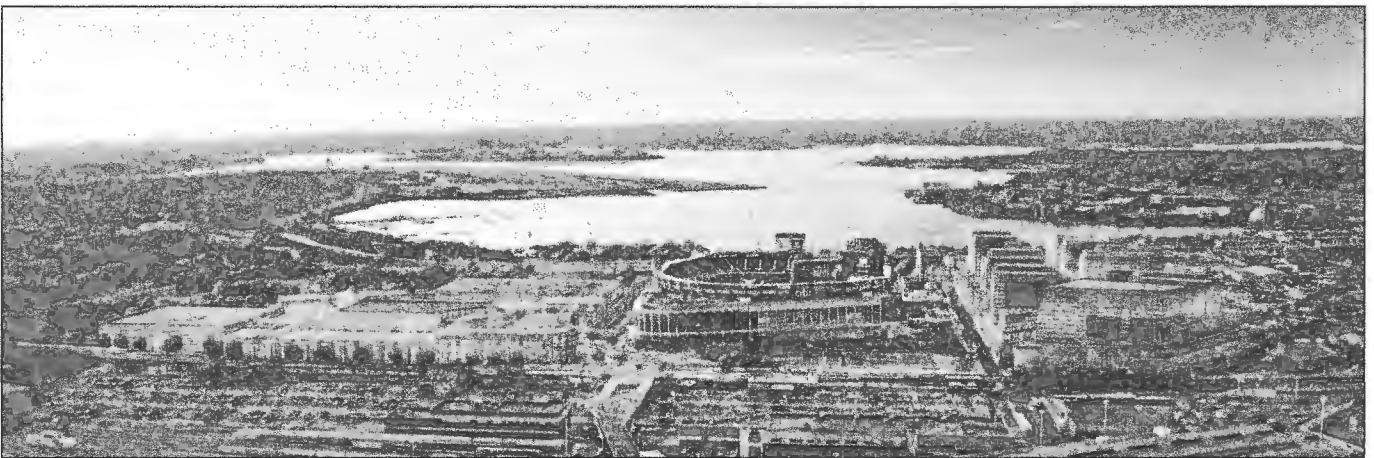




Existing Conditions



Illustrative rendering of Phase 1A



Illustrative rendering of Phase 1B

anticipated to take four years; however, the buildings within the District are not expected to be occupied until after the ramp improvements have been completed. The ramps would be operational prior to the occupancy of the Phase 1B buildings. Phase 1B is expected to be completed by 2028.

#### *PHASE 2*

In Phase 2, the remainder of the Special Willets Point District would be built out substantially as described in the 2008 FGEIS. Upon completion of Phase 2, the full build-out of all phases of the District is anticipated to total approximately 8.94 million square feet of development, including: up to 5.85 million gsf of residential use (approximately 5,850 units, 2,048 of which would be affordable); up to 1.25 million gsf of retail; approximately 500,000 gsf of office; up to 400,000 gsf of convention center use; up to 560,000 gsf of hotel use (approximately 700 rooms); up to 150,000 gsf of community facility use; approximately 230,000 gsf of public school use; and a minimum of 8 acres of publicly-accessible open space. The number of proposed parking spaces within the District would be determined based on project-generated demand, but is anticipated to be no more than the 6,700 spaces identified in the 2008 FGEIS. Remediation of the portions of the District not already developed in Phases 1A and 1B is assumed to be completed prior to 2028. As with Phase 1B, Phase 2 is anticipated to be completed incrementally over four years, with full build-out expected to be completed by 2032. A developer for Phase 2 has not yet been selected. Phase 2, illustrated in **Figure 1-6**, assumes a similar generic programming to that analyzed in the 2008 FGEIS, while Phase 1A and Phase 1B have discrete programs and designs.

**Table 1-1** below provides a summary of the proposed program, by phase, with a summary of the proposed new parking and relocation of existing CitiField parking shown in **Table 1-2**.

#### *COMPARISON OF SEIS AND FGEIS*

The actions requested to facilitate the proposed project would not change the maximum overall development of 8.94 million square feet permitted within the District. However, the proposed project would differ from the development analyzed in the 2008 FGEIS in that the FGEIS program did not include any development outside of the District and did not anticipate the use of the District for surface public parking and recreation. Accordingly, the SEIS will analyze 1.4 million gross square feet (1 million leasable square feet) of retail that would be developed at Willets West, the interim parking and recreational uses that would occur within the District, and the proposed parking garages at Willets West, the South Lot, and Lot D. Given the retail development that would occur in Willets West, it was assumed that less destination retail would be developed within the District, so this SEIS analyzes 1.25 million square feet of retail within the District rather than 1.7 million square feet. Although the residential program and its projected population have not changed since the 2008 FGEIS (as analyzed in the No Convention Center Scenario), an increase of 100,000 square feet of school space is assumed in this SEIS to reflect updated projections of increased school seat demand citywide and in particular in Queens. See **Table 1-3** for a comparison of the proposed project for the District vs. the program analyzed in the 2008 FGEIS. Any uses not noted below are not proposed to change from the program analyzed in the 2008 FGEIS.



Publicly-Accessible Open Space within the Special Willets Point District

Private Open Spaces within the Special Willets Point District

**Willetts Point Development**

**Table 1-1  
Summary of Proposed Program, by Phase**

Use (gsf)	Project Area	Phase 1A	Phase 1B	Phase 2	Totals by Use
Retail	SWPD	30,000	875,000	345,000	1,250,000
	WW	1,400,000 <sup>1</sup>			1,400,000
Hotel	SWPD	160,000 [200 rooms]	235,000 [290 rooms]	165,000 [210 rooms]	560,000 [700 rooms]
Residential	SWPD		2,490,000 [2,490 units]	3,360,000 [3,360 units]	5,850,000 [5,850 units]
School	SWPD		105,000	125,000	230,000
Community Facility	SWPD		25,000	125,000	150,000
Office	SWPD		500,000		500,000
Convention Center	SWPD			400,000	400,000
Open Space	SWPD	TBD	6 acres	5 acres	8 acres <sup>2</sup>
<b>Total</b>		<b>1,590,000 gsf</b>	<b>4,230,000 gsf 6 acres</b>	<b>4,520,000 gsf 5 acres</b>	<b>10,340,000 gsf 8 acres</b>

**Notes:**

SWPD = Special Willetts Point District

WW = Willetts West

<sup>1</sup> Anticipated to include cinema use and approximately 400,000 sf of common area and back of house space.

<sup>2</sup> Some of the open spaces developed in Phase 1B would be replaced or expanded with new open space in Phase 2. The cumulative total of open space to be developed within the District is 8 acres.

**Table 1-2  
Proposed New and Replacement Parking (Cumulative by Phase)**

Project Area	Existing Conditions			Phase 1A			Phase 1B			Phase 2		
	CitiField	New	Total	CitiField	New	Total	CitiField	New	Total	CitiField	New	Total
WW	4,100	-	4,100	400	2,500	2,900	400	2,500	2,900	400	2,500	2,900
SWPD	-	-	-	2,750	75	2,825	-	2,700	2,700*	-	6,700	6,700*
South Lot/Lot D	1,795	-	1,795	2,745	-	2,745	5,495	-	5,495	5,495	-	5,495
<b>Total</b>	<b>5,895</b>	<b>-</b>	<b>5,895</b>	<b>5,895</b>	<b>2,575</b>	<b>8,470</b>	<b>5,895</b>	<b>5,200</b>	<b>11,095</b>	<b>5,895</b>	<b>9,200</b>	<b>15,095</b>

**Notes:** SWPD = Special Willetts Point District

WW = Willetts West

"CitiField" parking is the total number of spaces within the project site that either currently or would in the future serve events at CitiField. Existing Willetts West spaces lost to development would be replaced as shown, in Phases 1A and 1B.

"New" parking is the total number of parking spaces that would serve the proposed project.

\*These reflect newly developed spaces for Phase 1A, Phase 1B and Phase 2 (2,750 Mets spaces would be relocated to South Lot/Lot D in Phase 1B).

**Table 1-3**  
**Totals by Use in Special Willets Point District**  
**Proposed Program vs. 2008 FGEIS**

Use	FGEIS	Proposed Program
Retail	1,700,000	1,250,000
Residential	5,550,000 [5,500 units] ( <i>Convention Center Scenario</i> ) 5,850,000 [5,850 units] ( <i>No Convention Center Scenario</i> )	5,850,000 [5,850 units]
Public School	130,000	230,000

The 2008 FGEIS analyzed a Staged Acquisition Alternative, in which the western portion of the District was assumed to be developed by 2013 and the remaining portion of the District would be built out by 2017. Technical Memoranda #3 and #4 also considered the phasing of development in the District over two analysis years. In comparison, this SEIS analyzes the development of the proposed project over three analysis years (2018, 2028, and 2032).

#### **PURPOSE AND NEED**

As described above, the proposed project would remediate and transform the area surrounding CitiField. The proposed entertainment and retail destination of Willets West would complement the anticipated development within the District, and both would connect Flushing to the east with Corona to the west through the creation of an unbroken series of uses along Roosevelt Avenue stretching from east of the Flushing River to west of the Grand Central Parkway. Over 2,000 units of affordable housing would be developed to accommodate a portion of the City's current and future affordable housing needs. The project's retail components would capture spending that currently is lost to the surrounding suburbs, and would thereby strengthen economic activity in the neighborhood, borough, and City. The proposed project would represent a significant investment by the City to improve the infrastructure of the project area. Raising the District portion of the project site out of the floodplain would not only minimize the potential loss of life, structures, and natural resources caused by flooding and erosion, but would also protect the City's new infrastructure investment. Eliminating flooding within the District and improving the quality of the soil substrate on the site would also improve water quality in Flushing Bay.

#### **DISCRETIONARY ACTIONS SUBJECT TO CEQR AND SEQRA**

The proposed project would require multiple City and State approvals. These anticipated approvals may include:

- Zoning text amendment to ZR Section 124-60 to allow use modifications as part of a phased development within the Special Willets Point District;
- Special permit pursuant to ZR Section 124-60 to allow surface parking/open and enclosed privately operated recreation uses for Phase 1A within the Special Willets Point District;
- Modification of the existing lease for the CitiField property and adjacent parking properties;
- Mayoral and Queens Borough Board approval of the business terms pursuant to New York City Charter Section 384(b)(4);

## **Willets Point Development**

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- Approval by the New York City Industrial Development Agency (IDA) or other government agencies for the waiver of mortgage recording tax for property within the Special Willets Point District; and
- A minor modification of the previously approved changes to the City Map to modify the staging for the closure of City Streets. This modification would not result in the demapping of any additional City streets beyond those previously approved for demapping.

In addition to the discretionary approvals listed above, Public Design Commission approval also will be required for the Willets West development. In addition to the above approvals, confirmation that all proposed buildings fall within the maximum Federal Aviation Administration (FAA) height limitations would be sought from the FAA; however, no approval or permit to exceed such permitted heights is anticipated to be sought.

## **D. ANALYTICAL FRAMEWORK FOR ENVIRONMENTAL REVIEW**

### **OVERVIEW**

The SEIS for the development of the project site will supplement the 2008 FGEIS. The SEIS will contain:

- A description of the proposed project and its environmental setting;
- A description of the evolution of project site conditions since 2008;
- The identification and analysis of any significant adverse environmental impacts of the proposed project, including the short- and long-term impacts;
- An identification of any significant adverse environmental impacts that cannot be avoided if the proposed project is implemented;
- A discussion of reasonable alternatives to the proposed project;
- An identification of irreversible and irretrievable commitments of resources that would be involved in the proposed project, should it be implemented; and
- The identification and analysis of practicable mitigation to address any significant adverse impacts generated by the proposed project not previously identified in the FGEIS.

### *ANALYSIS APPROACH*

Each chapter of the SEIS first summarizes the conclusions of the 2008 FGEIS and subsequent technical memoranda for that particular technical area. Then, the chapter assesses whether changes in the analysis years and background conditions, variations between the proposed project and the redevelopment assumed in the 2008 FGEIS, and new proposed actions could result in new or different significant adverse impacts than those disclosed in the 2008 FGEIS. Existing conditions are updated as necessary and presented. Next, the chapter projects changed existing conditions forward into the future without the proposed project, incorporating the most recent information available on known land-use proposals and, as appropriate, changes in anticipated overall growth. Finally, the future with the proposed project is described, the differences between the future without and with the proposed project are measured, and any significant adverse environmental impacts are disclosed. To the extent that specific discretionary actions or program elements could potentially alter the conclusions in the 2008 FGEIS and subsequent technical memoranda, the SEIS focuses on evaluating the potential significant

adverse impacts of those actions or elements. The SEIS also identifies and analyzes appropriate mitigation for any significant adverse environmental impacts.

As noted above, while the 2008 FGEIS was prepared in accordance with the guidelines set forth in the 2001 *CEQR Technical Manual*, this SEIS addresses the updated guidance and analysis methodologies provided in the 2012 *CEQR Technical Manual*.

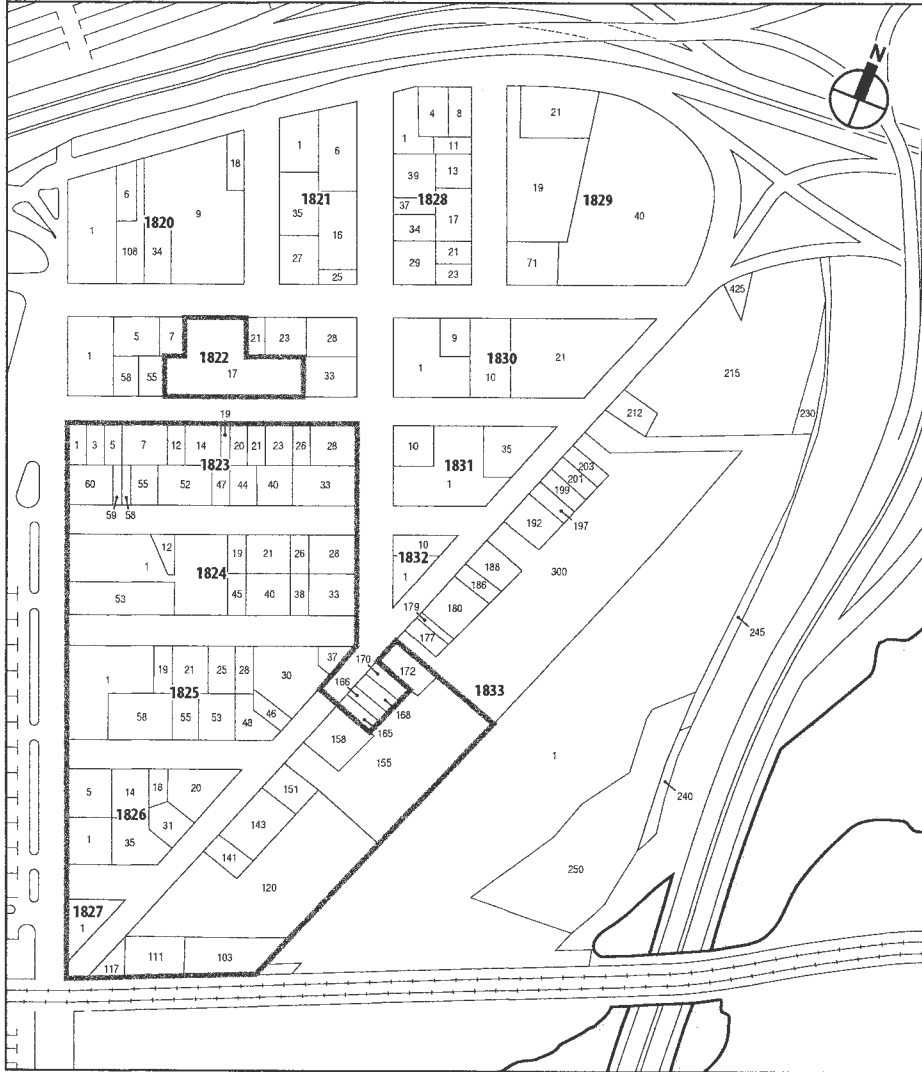
#### *REASONABLE WORST-CASE DEVELOPMENT SCENARIO*

The proposed program detailed above, along with the potential development analyzed in the 2008 FGEIS for Lot B, is analyzed as the reasonable worst-case development scenario (RWCDs) in the SEIS. It is currently anticipated that the assemblage of land within the Special Willets Point District for the Phase 1A and Phase 1B developments could take one of two forms, as shown in **Figure 1-7**. As shown, both assemblage options would include Block 1823 (Lots 19, 20, 21, 23, 26, 28, 33, 40, 44, 47, 52, and 55) Block 1824, Block 1825, Block 1826, Block 1827, Block 1833 (Lots 117, 111, 103, 120, 141, 143, 151, 155, 158, and 172), and Block 1822, Lot 17. In addition to the land common to the two assemblage options, Assemblage Option 1 would include the remaining lots on Block 1823, that is Lots 1, 3, 5, 7, 12, 14, 58, 59, and 60. Assemblage Option 2 would not include the land specific to Assemblage Option 1, but would instead include Lots 9 and 18, on Block 1820. In either scenario, the assemblage would total approximately 23 acres. However, for the purposes of a conservative analysis, the SEIS assumes that all of the potential project site area, totaling 25 acres, would be utilized for surface parking/off-season recreational use in Phase 1A and for development in Phase 1B. For Phase 2, the SEIS assumes that all land comprising both assemblage options taken for Phases 1A and 1B has been developed.

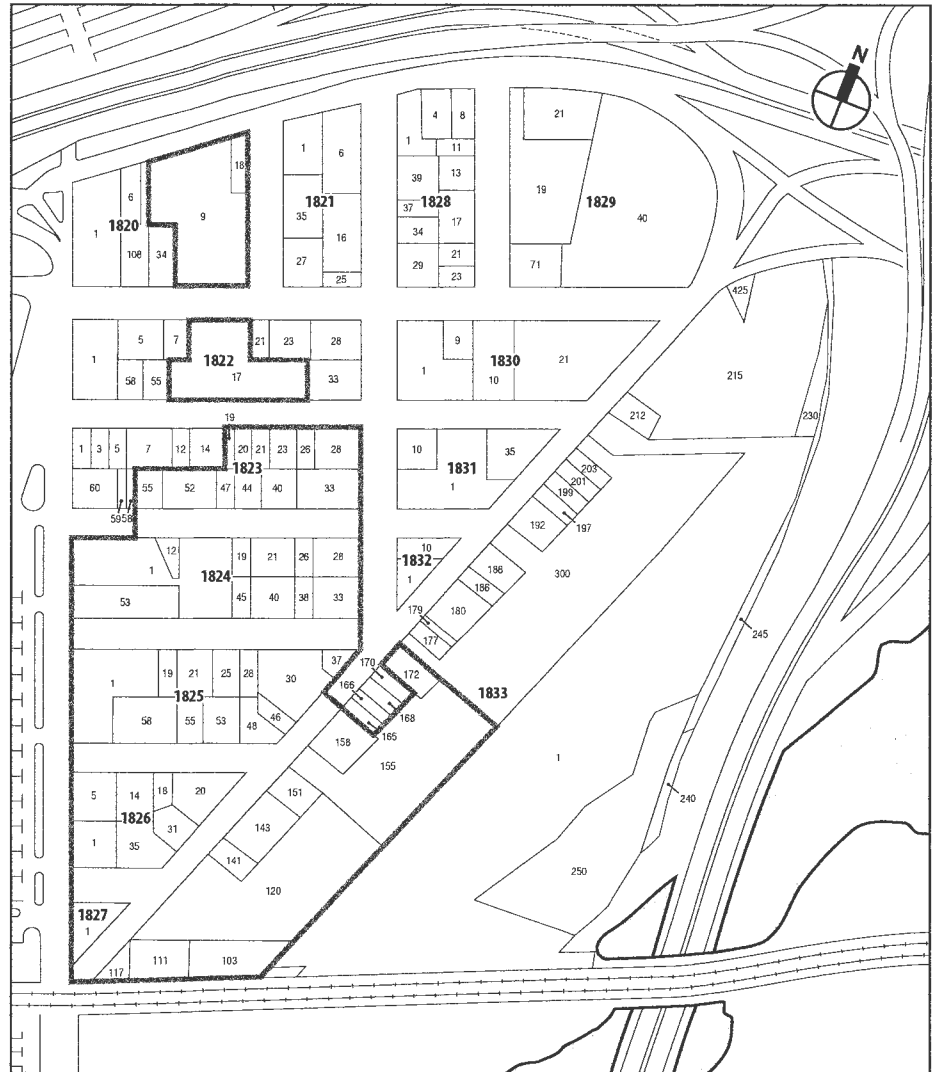
As noted above, the SEIS analyzes the potential development of parking, retail and office uses on Lot B, a portion of the CitiField leasehold along Roosevelt Avenue. The 2008 FGEIS anticipated that if the Willets Point Development Plan were approved and the District were redeveloped into a new mixed-use community and regional destination, additional development could occur on this lot. Any such program for Lot B would require an amendment to the current lease agreement and discretionary approval by IDA, acting through the New York City Department of Parks and Recreation (DPR), which administers the IDA lease. This action would be the subject of a separate environmental review process subject to SEQRA and/or CEQR. This potential development is not part of the proposed program, and no specific development plans have been proposed; however, for the purposes of a conservative analysis, a conceptual program for Lot B will be analyzed as part of the RWCDs. The conceptual program to be analyzed is the same as proposed in the 2008 FGEIS: 184,500 sf of retail use and 280,000 sf of commercial use, which could include a one-story retail structure and a 10-story office building. The existing VIP/ADA parking spaces on Lot B are assumed to be replaced on site; accessory parking for the Lot B development is assumed to be included on Lot D, as analyzed in the 2008 FGEIS. For the purposes of the RWCDs, it is assumed that this development would be completed by 2032.

#### **STUDY AREAS**

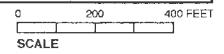
Each technical study must address impacts within an appropriate geographical area. These “study areas” vary depending on the technical issue being addressed. In most cases, the study areas for the SEIS for impacts arising from the proposed project are different than those presented in the 2008 FGEIS because the geographic extent of the project site for the SEIS will extend west of West 126th Street.



**Assemblage Option 1**



**Assemblage Option 2**





**FUTURE ANALYSIS YEAR AND BASELINE CONDITIONS**

The analysis of the proposed project is performed for the expected year of completion of full build-out of the project, which is anticipated to be 2032. However, some project elements are anticipated for completion by 2018 and 2028, and those elements could result in significant adverse impacts prior to completion of the full development program. While the construction of the Phase 1B program is anticipated to take four years, the buildings within the Special Willets Point District are not expected to be ~~occupied~~ constructed until the Van Wyck Expressway ramp improvements have been completed, which is slated to be in 2024. Therefore, three future baseline conditions are examined under the “future without the proposed project” in all technical chapters: the 2018, 2028, and 2032 No Action scenarios. For the purposes of a conservative analysis, this SEIS assumes that the existing uses on the project site would be maintained in each of the three No Action scenarios. \*

Attachment K  
to comments of Robert LoScalzo

Willets Point Development  
Final Supplemental Environmental Impact Statement  
Chapter 14: Transportation

**A. INTRODUCTION**

This chapter assesses whether any changed background conditions or the differences between the reasonable worst-case development scenario (RWCDs) and the program assessed in the 2008 Final Generic Environmental Impact Statement (FGEIS) and subsequent technical memoranda would result in any significant adverse impacts on transportation that were not addressed in the 2008 FGEIS and subsequent technical memoranda.

The project site includes the surface parking lots immediately west and south of CitiField and south of Roosevelt Avenue, and the Special Willets Point District (the District) located across 126th Street from CitiField and generally bounded by 126th Street to the west, Roosevelt Avenue to the south, the Van Wyck Expressway and an undeveloped parcel owned by the Metropolitan Transportation Authority (MTA) to the east, and Northern Boulevard to the north. Willets Point is also within close proximity to primary highways including the Whitestone Expressway to the north and east, the Grand Central Parkway to the west, and the Long Island Expressway (LIE) to the south. This network of highway mainlines and ramp interchanges carries significant traffic volumes and frequently experiences congestion during peak travel periods. Sections of the local street network adjacent to the District, such as Roosevelt Avenue and Northern Boulevard, experience moderate to heavy traffic volumes during peak travel periods, while other sections, such as 126th Street, have substantial amounts of unused capacity during typical weekday and weekend conditions.

The project site lies between the neighborhoods of Corona/North Corona to the west and Downtown Flushing—a key commercial center and intermodal transportation hub—across the Flushing River to the east. Both Northern Boulevard and Roosevelt Avenue provide connections between the project site, Downtown Flushing, and Corona. In addition, the close proximity of the project site to CitiField results in significant changes to traffic characteristics and operations on roadways in the area before and after Mets home games. With parking lot entrances located along Roosevelt Avenue, 126th Street, and Stadium Road, access and egress to CitiField during pre- and post-game periods significantly affects traffic conditions on both the highway and local street networks near Willets Point.

The proposed project, with its mix of uses, would replace the existing approximately 4,100-space surface parking lot adjacent to the west side of CitiField and lower-density uses currently within the District and, thus, would generate significantly more traffic on the adjacent local street and highway network. This would be developed over the course of three continuous phases: Phase 1A; Phase 1B; and Phase 2. In addition, the demapping and subsequent reconstruction of streets within the District would create new access and egress points along Northern Boulevard and 126th Street and alter traffic circulation patterns on the adjacent street network. Improvements to connections between the Van Wyck Expressway and the District, which would be built between Phases 1A and 1B, would further modify travel patterns in the study area.

## **Willets Point Development**

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This chapter addresses the potential traffic, parking, transit, and pedestrian impacts of the proposed project for each phase of development. The approach routes to the study area traverse intersections along Northern Boulevard, Astoria Boulevard, Roosevelt Avenue, Sanford Avenue, Main Street, College Point Boulevard, 126th Street, and 34th Avenue, as well as exits from the Grand Central Parkway and the Van Wyck/Whitestone Expressway, both north and west of Willets West and the District. Transit facilities include the Met-Willets Point subway station and area bus routes and primary pedestrian corridors are situated along 126th Street and Roosevelt Avenue. In accordance with the approach outlined in Chapter 1, “Project Description,” this chapter analyzes the impact of trips generated by all three phases of the proposed project.

### **PRINCIPAL CONCLUSIONS**

#### *TRAFFIC AND PARKING*

As was found in the FGEIS, the proposed project is expected to be a significant traffic generator on both the highways surrounding the project site—including the Grand Central Parkway, the Van Wyck Expressway, and the Whitestone Expressway—and the local street network over the course of its three buildout phases. The With Action volume increments generated by the proposed project would be as follows:

Phase 1A of the project is expected to generate 883 vehicles per hour (vph) in the AM peak hour, 2,517 vph in the midday peak hour, 2,618 vph in the PM peak hour on a typical weekday without a Mets home game, and 3,132 vph in the Saturday midday peak hour on a non-game weekend. For peak hours with a Mets home game, the proposed project is expected to generate 2,324 vph in the weekday PM (evening) pre-game peak hour, 2,313 vph in the Saturday afternoon pre-game peak hour, and 2,063 vph in the Saturday evening post-game peak hour.

With the completion of Phase 1B, 2,649 vehicles per hour (vph) would be generated in the AM peak hour, 5,152 vph in the midday peak hour, 5,420 vph in the PM peak hour on a typical weekday without a Mets home game, and 5,855 vph in the Saturday midday peak hour on a non-game weekend. For peak hours with a Mets home game, the proposed project is expected to generate 4,194 vph in the weekday PM (evening) pre-game peak hour, 4,576 vph in the Saturday afternoon pre-game peak hour, and 4,037 vph in the Saturday evening post-game peak hour.

With full buildout at the completion of Phase 2, including the potential future development of Lot B, 4,533 vehicles per hour (vph) would be generated in the AM peak hour, 7,551 vph in the midday peak hour, 8,361 vph in the PM peak hour on a typical weekday without a Mets home game, and 8,740 vph in the Saturday midday peak hour on a non-game weekend. For peak hours with a Mets home game, the proposed project is expected to generate 6,339 vph in the weekday PM (evening) pre-game peak hour, 6,981 vph in the Saturday afternoon pre-game peak hour, and 6,445 vph in the Saturday evening post-game peak hour. This includes volume increment generated by the proposed project and the Lot B development.

Future baseline (future No Action) volumes, to which the traffic generated by the proposed project and Lot B would be added, and future levels of service are expected to be significantly worse than existing conditions due to background traffic growth plus traffic generated from additional background development projects. Traffic generated by the proposed project would be in addition to high baseline volumes and poor levels of service at many of the analysis intersections and along key sections of the highway network.

As a result, by Phase 1A, the proposed project is expected to have significant traffic impacts at 15 of the ~~29~~ 32 intersections analyzed<sup>1</sup>, both signalized and unsignalized, for the future With Action condition in the weekday AM peak hour, ~~17~~ 16 of ~~29~~ 32 in the weekday midday peak hour, and 20 of ~~29~~ 32 in the weekday PM and Saturday midday non-game peak hour. On game days, ~~21~~ 23 of ~~29~~ 32 intersections analyzed would have significant traffic impacts during the PM pre-game weekday peak hour, ~~17~~ 19 of ~~29~~ 32 intersections analyzed would have significant traffic impacts during the Saturday pre-game peak hour and ~~19~~ 21 of ~~29~~ 32 intersections analyzed would have significant impacts during the Saturday post-game peak hour.

In Phase 1B, the proposed project is expected to have significant traffic impacts at 19 of the ~~30~~ 33 intersections analyzed in the weekday AM peak hour, ~~20~~ 21 of ~~30~~ 33 in the weekday midday peak hour, ~~22~~ 21 of ~~30~~ 33 in the weekday PM peak hour, and ~~25~~ 24 of ~~30~~ 33 in the non-game-Saturday midday peak hour. On game days, 22 of ~~30~~ 33 intersections analyzed would have significant traffic impacts during the PM pre-game weekday peak hour, ~~20~~ 21 of ~~30~~ 33 intersections analyzed would have significant traffic impacts during the Saturday pre-game peak hour and ~~21~~ 23 of ~~30~~ 33 intersections analyzed would have significant impacts during the Saturday post-game peak hour.

By full buildout in Phase 2, including the potential future development of Lot B, the proposed project is expected to have significant traffic impacts at ~~22~~ 23 of the ~~31~~ 34 intersections analyzed in the weekday AM peak hour, ~~and 26~~ 28 of ~~31~~ 34 in the weekday midday peak hour, ~~29~~ of 34 in the weekday PM peak hour, and ~~27~~ of 34 in the Saturday midday non-game peak hours. During the PM pre-game weekday peak hour, ~~25~~ 28 of ~~31~~ 34 intersections analyzed would have significant traffic impacts, and during the Saturday pre-game and post-game peak hours, ~~23~~ 25 of ~~31~~ 34 intersections analyzed would have significant impacts. Potential measures to mitigate these projected significant adverse impacts are described in Chapter 21, “Mitigation.”

Although the proposed project’s analyses include new access ramps to and from the Van Wyck Expressway at the northeastern corner of the District that would be completed around 2024 in advance of Phase 1B of the proposed project, it is projected that in each proposed buildout phase (both before and after the construction of the ramps) some sections of the highway mainlines and critical ramp junctions would incur level of service degradations and be significantly impacted. By Phase 1A, ~~three~~ five of the seven highway mainline locations analyzed (including the westbound Grand Central Parkway and the southbound Whitestone Expressway) and five of the 12 ramp locations would be significantly impacted during at least one of the seven peak analysis hours. The new access ramps are expected to reduce the use by project-generated traffic of certain local streets to access the project site; however, project generated traffic would also cause significant traffic increases and level of service degradations on the highway network in Phases 1B and 2 with the proposed ramps in place. By Phase 1B, five of the seven highway mainline locations analyzed (including both directions of the Grand Central Parkway and Whitestone and Van Wyck Expressways) and seven of the 12 ramp locations would be significantly impacted during at least one peak hour. By Phase 2, ~~five~~ four of the ~~six~~ seven highway mainline locations analyzed (including the westbound Grand Central Parkway, and both directions of the Whitestone and Van Wyck Expressways) and ~~eight~~ seven of the 12 ramp locations would be significantly impacted during at least one peak hour.

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<sup>1</sup> Three study area intersections were added for the analysis between completion of the Draft SEIS and completion of this Final SEIS.

## Willets Point Development

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By its full buildout in Phase 2, the proposed project would provide sufficient new off-street and on-street parking as part of the development to service its peak demand of 5,850 spaces. The redevelopment of the District would include the demapping and realignment of the local street network within the boundaries of the District, which is expected to increase the available on-street parking supply. The proposed project's expected parking needs would be provided within the immediate area by full buildout, and it is not expected that project-generated traffic would have to seek parking opportunities outside of the area. In all phases, Willets West's proposed 2,500 accessory parking spaces would be sufficient to meet parking demands generated by the development at Willets West. Under Phase 1A, all project-generated parking demand within the District would be satisfied by accessory parking provided as part of the proposed project. Under Phase 1B, the 2,700 accessory parking spaces that would accompany development in the District would fully satisfy project demand in 2028 except from 2 to 4 PM on Saturday where there would be a shortfall of up to approximately 45 spaces. However, this demand is expected to be fully satisfied by available on-street spaces within the District and off-street spaces in facilities within walking distance of the District.

In addition to providing accessory parking for project demand, the proposed project would also replace the 4,100 Mets parking spaces in the main CitiField lots to the west of the stadium that would be displaced by the Willets West development. These replacement spaces would be distributed amongst an interim parking facility in the District (2,750 spaces, used as recreational space in the off-season), Lot D/South Lot (950 spaces), and the Willets West development (400 spaces) in Phase 1A, and between Lot D/South Lot (5,495 spaces) and the Willets West development (400 spaces) in Phases 1B and 2. Therefore, Mets parking needs would be accommodated.

### *TRANSIT AND PEDESTRIANS*

Significant adverse transit impacts were identified for the street-level stairways and mezzanine stairway on the north side of Roosevelt Avenue at the Mets-Willets Point subway station, line-haul conditions on the No. 7 subway line, ~~train~~ and the Q19, Q48, and Q66 bus routes. In addition, if NYCT reverts back to its pre-CitiField station operating plan for the Mets-Willets Point subway station, which would take place independent of the proposed project, additional interagency coordination is expected to take place to develop the appropriate game-day management strategies. However, additional impacts for the station's street-level connections and the unpaid zone passageway could occur during game days with this reconfiguration. Between Draft and Final Supplemental Environmental Impact Statements (SEIS), no changes to operating plans were announced by NYCT; therefore, Hence, any potential changes that may be considered for future implementation will be addressed outside of this environmental review. Significant pedestrian impacts were identified for the east crosswalk at the intersection of Northern Boulevard and 126th Street; the north and west crosswalks at the intersection of Roosevelt Avenue and 126th Street; the north, south, and east crosswalks at the intersection of 34th Avenue and 126th Street; ~~the south crosswalk at the intersection of New Willets Point Boulevard and 126th Street;~~ the north and south crosswalks at the intersection of 37th Avenue and 126th Street; and the north crosswalk at the newly signalized intersection of Roosevelt Avenue and the Lot B driveway. Potential measures to mitigate these projected significant adverse impacts are described in Chapter 21, "Mitigation."

## B. SUMMARY OF FINDINGS—2008 FGEIS AND SUBSEQUENT TECHNICAL MEMORANDA

The 2008 FGEIS concluded that, of the 29 intersections analyzed, the proposed project and Lot B development were expected to have significant traffic impacts at 21 intersections in the weekday AM peak hour, 17 in the weekday midday peak hour, 23 in the weekday PM peak hour, and 21 in the Saturday midday peak hour on non-game days. During the PM pre-game weekday peak hour there would be significant traffic impacts at 24 intersections and during the Saturday pre-game and post-game peak hours there would be significant impacts at 23 intersections. The subsequent Technical Memoranda concluded that even with changed conditions, new assumptions and new guidance from the *2010 CEQR Technical Manual*, the overall findings of the 2008 FGEIS with regard to significant traffic impacts would remain substantially the same.

Under Phase 2 for the proposed project—representing full buildout conditions—the number of significantly impacted intersections would be approximately the same or somewhat higher as compared to the 2008 FGEIS. The magnitude of delays experienced would be higher at many locations as compared to the 2008 FGEIS. Under Phase 2 for the proposed project, the number of significantly impacted highway sections and ramps, and the magnitude of delays, would generally be higher as compared to the 2008 FGEIS.

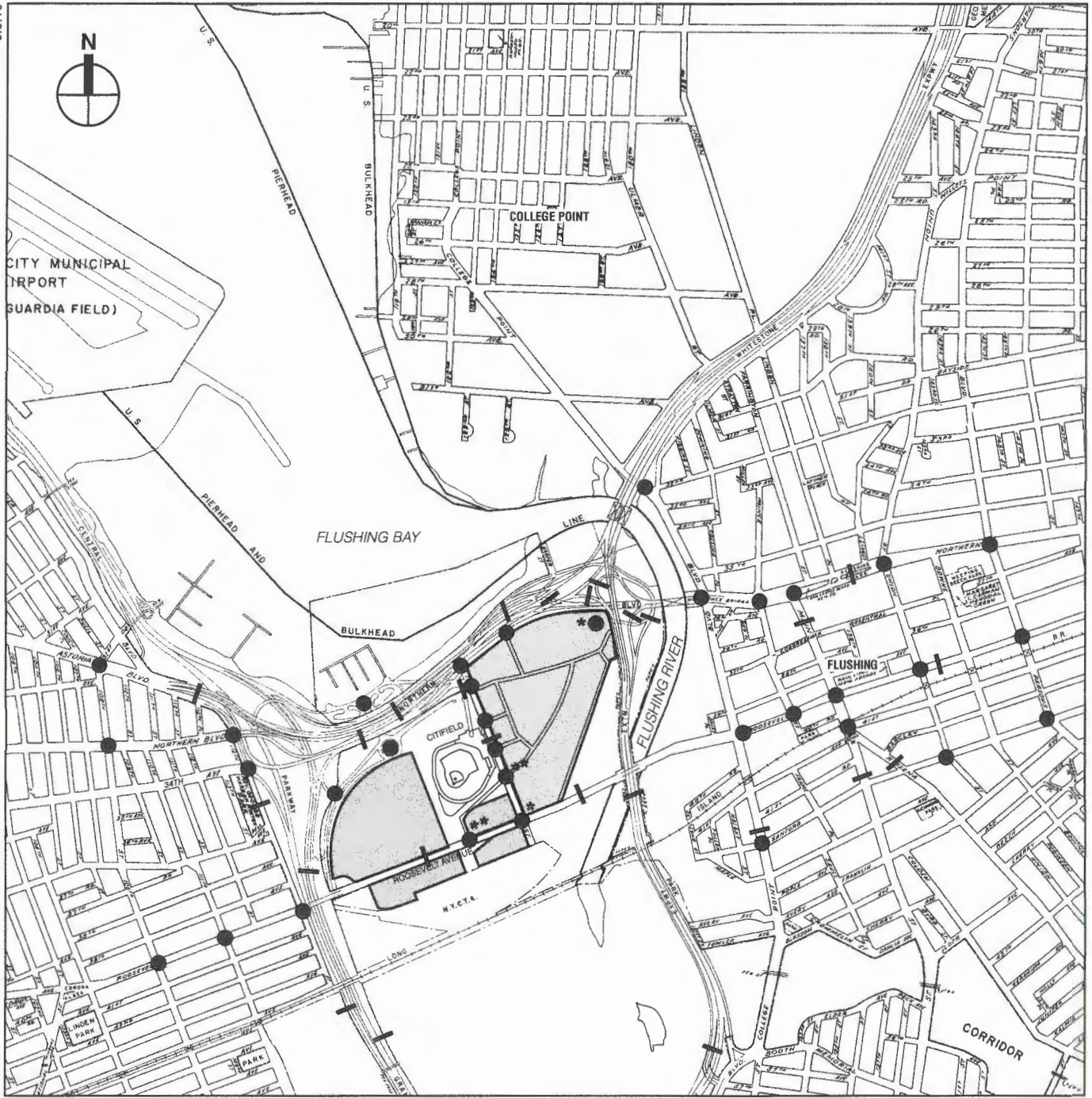
Under Phase 2 for the proposed project, the amount of parking to be provided plus available on-street parking would be sufficient to accommodate the needs of all phases of buildout. The same finding was concluded for the originally proposed project analyzed in the 2008 FGEIS.


For transit and pedestrians, significant adverse impacts were identified in the 2008 FGEIS and subsequent technical memoranda for the Mets-Willets Point subway station, area bus routes, and pedestrian elements adjacent to the District. Similar or greater impacts have been identified for Phase 2 of the proposed project. In addition, the previous analyses did not identify the significant adverse subway line-haul impact or the additional station impacts associated with potential station reconfiguration by NYCT that had been identified with the current proposed project.

## C. SCOPE OF ANALYSIS (TRAFFIC AND PARKING)

The traffic and parking analyses cover a large study area encompassing 26 existing signalized intersections and ~~five~~ eight existing unsignalized intersections, ~~plus~~ Of the eight existing unsignalized intersections, two intersections would be signalized in Phase 1A along the District's western boundary at 126th Street and 36th Avenue and 126th Street and 37th Avenue. In Phase 1B, one new signalized another intersection that would be created and signalized, created in Phase 1B along the District's western boundary at 126th Street and Willets Point Boulevard, and another new In Phase 2, the signalized intersection of that would be created in Phase 2 at Roosevelt Avenue and the CitiField/Lot B Internal Street is added for analysis. Key segments of the Grand Central Parkway, Van Wyck Expressway, and Whitestone Expressway, including interchange ramps, have also been studied (see **Figure 14-1**).

The analyses begin with an assessment of existing traffic and parking conditions in the study area, and proceeds to an analysis of conditions in the future without the proposed project (the future No Action condition) for each year of the proposed phased buildout—Phase 1A in 2018, Phase 1B in 2028, and Phase 2 in 2032. The existing and future conditions are analyzed under typical weekday and Saturday peak hour roadway conditions and under roadway conditions typically experienced immediately before and after Mets games on a weekday and Saturday.



-  Project Site
-  Study Area Intersection Analyzed
-  Existing/No Action Conditions Only  
NOTE: Intersection of Existing Willets Point Blvd. and 126th Street (Unsignalized) is Analyzed together with Intersection of Roosevelt Avenue and 126th Street in Existing and No Action Conditions
-  With-Action Condition Only
-  Automatic Traffic Recorder Location



Four non-game-day peak hours are analyzed, including the 8:00-9:00 AM weekday morning, 1:00-2:00 PM weekday midday, 5:00-6:00 PM weekday evening, and 1:30-2:30 PM Saturday midday peak hours. Also, three game-day peak hours are analyzed, including the 5:30-6:30 PM pre-game weekday evening, 3:15-4:15 PM pre-game Saturday midday and 7:15-8:15 PM post-game Saturday PM peak hours (i.e., before and after 4 PM Met games). Post-game conditions are not analyzed for a weekday evening game, since project-generated traffic expected during that peak hour would not be significant. All of the analyses of local intersection conditions are based on *2000 Highway Capacity Manual (HCM)* procedures, in accordance with 2012 *City Environmental Quality Review (CEQR) Technical Manual* guidelines. A detailed traffic simulation analysis was also performed using the CORSIM model for the sections of the highway network being analyzed.

The next step in the analyses considers the amount of vehicular traffic expected to be generated by the proposed project in each the three future With Action analysis years and an assessment of future traffic and parking conditions with the proposed project in place (With Action condition). Like the No Action condition, the With Action condition analyzes roadway conditions with and without Mets games, on weekdays, and the weekend. The With Action year analyses identify the locations and extent of significant impacts potentially generated by the proposed project. Traffic improvements that would be needed to mitigate these impacts are identified and evaluated in Chapter 21, “Mitigation.”<sup>22</sup> The parking analysis addresses the ability of the proposed project to accommodate the parking demands in the With Action years. In addition to the analysis findings presented in this chapter, detailed traffic impact analyses are presented at the end of this chapter and traffic volume maps are presented in **Appendix C**.

## **D. EXISTING CONDITIONS (TRAFFIC AND PARKING)**

### **ROADWAY NETWORK AND TRAFFIC STUDY AREA**

The overall study area generally consists of a grid network of local streets within Downtown Flushing interspersed between Northern Boulevard and Sanford Avenue, as well as a series of intersections along Roosevelt Avenue and Northern Boulevard between 108th and 126th Streets, and along 126th Street between Northern Boulevard and Roosevelt Avenue in Willets Point. There are also additional analysis locations farther away from the immediate study area. The presence of the Grand Central Parkway and the Van Wyck/Whitestone Expressways (both designated as I-678), and the network of ramps and interchanges have a major influence on traffic conditions in the area, since the highways attract a substantial volume of through and destination traffic. Key access points between the local street network and the limited access highways are located along Northern Boulevard, Astoria Boulevard, College Point Boulevard, West Park Loop/Stadium Road, World’s Fair Marina, and 114th Street.

The Van Wyck Expressway is elevated, passing partially over the Flushing River, with three lanes in each direction, and provides a north-south connection from the LIE to where the Van Wyck Expressway becomes the Whitestone Expressway (north of Exit 13), with ramps to/from College Point Boulevard and Northern Boulevard. In particular, the ramps connecting the Van Wyck Expressway with Northern Boulevard provide access, though not completely direct access, to the local street network adjacent to the Special Willets Point District and Willets West portions of the project site.

The Van Wyck Expressway northbound Exit 13W is a single-lane ramp that carries traffic along the eastern and northern boundary of the site, where it joins with an off-ramp from the Whitestone Expressway (southbound Exit 13W) and terminates at a merge with westbound

Northern Boulevard between 126th Place and 126th Street. Because there are no left-turn opportunities from westbound Northern Boulevard past that point, traffic from the northbound Van Wyck Expressway and southbound Whitestone Expressway does not currently have direct access to the project site.

The Grand Central Parkway is an at-grade highway with four lanes typically in each direction; the westbound direction gains an additional lane north of the World's Fair Marina on-ramp. The Grand Central Parkway has a major interchange with the LIE and provides access to Northern Boulevard, Astoria Boulevard, and West Park Loop/Stadium Road. In the eastbound direction, Exit 9E, a two-lane exit ramp, provides access to eastbound Northern Boulevard as well as a route toward the southbound Van Wyck Expressway and northbound Whitestone Expressway. The ramp toward eastbound Northern Boulevard also provides access to 126th Street, touching down at the signalized intersection of 126th Street and 34th Avenue/Stadium Road. The ramp/roadway extending south then east from Exit 9E is joined by a single-lane on-ramp to the eastbound Grand Central Parkway from Astoria Boulevard/114th Street and 34th Avenue.

In the westbound direction, the Grand Central Parkway mainline splits into a pair of two-lane sections immediately upstream of Exit 9P (to Flushing Meadows-Corona Park). The eastern pair provides access to eastbound Northern Boulevard, West Park Loop/Stadium Road, and a route to the Van Wyck/Whitestone Expressway via Exit 9E. The western pair provides access to westbound Northern Boulevard at 114th Street via Exit 9W. North of these exits, the Grand Central Parkway lanes recombine into one mainline section toward LaGuardia Airport.

The local street network throughout the study area is primarily oriented in an east-west direction, with Northern Boulevard and Roosevelt Avenue extending from Corona on the west side to Downtown Flushing east of the Willets Point area. Most of the study area locations are where north-south streets intersect Northern Boulevard and Roosevelt Avenue. Due to the breadth of the study area, roadway characteristics along these roadways can vary, including their width, number of lanes, presence of parking, and adjacent land uses. In addition to Northern Boulevard and Roosevelt Avenue, the other primary east-west streets consist of Kissena Boulevard, Sanford Avenue, 34th Avenue, Astoria Boulevard, and West Park Loop/Stadium Road, as described below.

- Northern Boulevard is a primary east-west arterial across the study area, carrying significant traffic volumes to and from the Grand Central Parkway and Van Wyck Expressway, as well as through traffic toward western Queens and Manhattan. Its geometric and traffic characteristics vary throughout the study area. Through Downtown Flushing (between Prince Street and Parsons Boulevard) and Corona (between 108th Street and 114th Street), Northern Boulevard is a multilane roadway with curbside parking and is predominantly undivided except for a section between Prince Street and Union Street, where the roadway's east and west travel directions are separated by a wide landscaped median. Immediately west of Prince Street, the mainline section of Northern Boulevard transitions into a viaduct over the Flushing River, flanked by service roads to and from College Point Boulevard. The section of Northern Boulevard between 114th Street and Prince Street is generally a highway-type roadway with ramps to/from the Grand Central Parkway and Van Wyck Expressway; there is limited curbside parking and only one intermediate traffic signal, at the intersection with 126th Street.
- Roosevelt Avenue extends east-west through the entire study area from Corona to Flushing, carrying moderate traffic volumes. Between 108th and 114th Streets, Roosevelt Avenue has one moving lane in each direction with curbside parking, but east of 114th Street it changes

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to two moving lanes per direction and with no parking up to College Point Boulevard. For most of this segment, the roadway is straddled by the elevated No. 7 subway line until the train moves underground after passing the Flushing River. Through Downtown Flushing, Roosevelt Avenue has generally one moving lane per direction with a mix of parking, MTA bus stops and layover zones, and other curbside activities.

- Sanford Avenue study locations are situated within Downtown Flushing, where the roadway operates one-way westbound from Kissena Boulevard to College Point Boulevard and two-way from Kissena Boulevard to Parsons Boulevard. The one-way segment typically operates with two moving lanes, while the two-way section has one to two lanes in each direction.
- 34th Avenue is discontinuous between 114th Street and 126th Street, and its intersection with 114th Street serves as a primary access point to the eastbound Grand Central Parkway. West of 114th Street, the roadway is two-lane and bi-directional, and where it continues east of 126th Street through the District, its condition is in general disrepair, with very low traffic volumes.
- Astoria Boulevard, like Northern Boulevard, is a major east-west arterial that carries significant traffic volumes between the study area—particularly the highway network—and northwestern Queens and the RFK/Triboro Bridge. In the eastbound direction, the roadway terminates at its ramps toward the Grand Central Parkway and the Van Wyck/Whitestone Expressway. Through North Corona on the west side of the study area, Astoria Boulevard is divided by a raised median, with multiple lanes in each direction and curbside parking.
- West Park Loop/Stadium Road is a limited access roadway along the west and north boundaries of the CitiField parking lots. Due to its direct ramps to and from the westbound Grand Central Parkway at Exit 9E, the roadway experiences the heaviest volumes before and after Mets games; otherwise, it does not have much traffic. West of the intersection at Boat Basin Road, West Park Loop/Stadium Shea Road has two lanes in each direction, divided by a landscaped median; the roadway is undivided to the east up to 126th Street.

The primary north-south cross-streets, which consist of College Point Boulevard, Main Street, Parsons Boulevard, and 108th Street, provide access to Northern Boulevard and Roosevelt Avenue from neighborhoods north and south of Downtown Flushing and Corona as well as the LIE. The remaining north-south streets, which carry less traffic and/or provide less regional access for though traffic, include Prince Street, Union Street, 111th Street, 114th Street, and 126th Street.

- College Point Boulevard is a bi-directional, multi-lane roadway between the LIE, south of the study area, to College Point, north of Downtown Flushing. The roadway serves as the link between the westbound LIE and the Van Wyck Expressway, since there are no direct interchange ramps between them. Due to highway access and adjacent land uses, College Point Boulevard carries both significant auto volumes and moderate to high truck traffic.
- Main Street extends through the core of Downtown Flushing, terminating at Northern Boulevard from the LIE and neighborhoods to the south, and serves as a primary MTA bus transit corridor. Although the roadway generally has two moving lanes in each direction and traffic volumes are moderate, the mix of bus traffic and the frequency of stops, parking and other curbside activities, and pedestrian crossings impact capacity.
- Kissena Boulevard is a northwest-southeast oriented street that approaches Downtown Flushing from areas to the south, terminates at Main Street within the downtown core near the Long Island Rail Road (LIRR) trestle, and serves as another primary MTA bus transit

corridor to and from the south. Kissena Boulevard generally has one to two lanes in each direction with moderate volumes, but it also suffers from the same capacity hindrances as Main Street in the immediate Downtown Flushing area.

- Union Street connects to Northern Boulevard and Roosevelt and Sanford Avenues, and carries moderate traffic volumes through Downtown Flushing. Union Street also serves as a primary access and egress route for Municipal Lot No. 1. Its cross-section width varies with one or two moving lanes in each direction, and curbside parking is typical north of Roosevelt Avenue.
- Parsons Boulevard extends parallel to Main and Union Streets through Downtown Flushing and is primarily a residential street through the study area, with low to moderate volumes. It also connects to Northern Boulevard and Roosevelt and Sanford Avenues, and has one moving lane in each direction with curbside parking.
- 108th Street has one moving lane in each direction through the study area, with curbside parking. It extends through Roosevelt Avenue and Northern and Astoria Boulevards, providing access to residential blocks in the neighborhood of Corona, and carries low to moderate traffic volumes.
- Prince Street is a minor two-way, two-lane street within Downtown Flushing carrying low traffic volumes. It connects to Roosevelt Avenue and Northern Boulevard, as well as some cross-streets through the downtown area.
- 111th Street is one-way northbound through the neighborhood of Corona, providing access to Northern Boulevard from Roosevelt Avenue. Across a number of residential blocks, it has one moving lane with curbside parking in each direction and carries low to moderate traffic volumes.
- 114th Street is typically two-way, except for the blocks between 112th Street and 34th Avenue, where it is one-way southbound only. The roadway provides access to the ramp to the eastbound Grand Central Parkway at 34th Avenue; it carries high volumes of traffic southbound from Northern Boulevard to the on-ramp. Between 34th and Roosevelt Avenues, 114th Street is two-way, with one lane typical in each direction, and carries lower volumes.
- 126th Street forms the boundary between CitiField and the Special Willets Point District. This two-way roadway generally has two moving lanes in each direction and carries low volumes, although the high number of parking maneuvers due to land uses along the east side of the street affects capacity. During the hours before and after Mets games, traffic volumes and queuing along 126th Street are significantly higher. The southern end of 126th Street at Roosevelt Avenue also serves as the entrance/exit to the Casey Stengel bus depot and the Corona subway yard, where bus and employee access to these facilities are provided.

The traffic study area developed for this ~~Final SEIS Supplemental Environmental Impact Statement (SEIS)~~ includes the following ~~34~~ 34 intersections, which are also shown in **Figure 14-1** (all intersections are signalized unless otherwise noted)

- 108th Street at Astoria Boulevard
- 108th Street at Northern Boulevard
- 114th Street at Northern Boulevard
- 126th Street at Northern Boulevard
- Prince Street at Northern Boulevard

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- Main Street at Northern Boulevard
- Union Street at Northern Boulevard
- Parsons Boulevard at Northern Boulevard
- 114th Street at 34th Avenue
- 126th Street at 34th Avenue
- 108th Street at Roosevelt Avenue
- 111th Street at Roosevelt Avenue
- 114th Street at Roosevelt Avenue
- 126th Street at Roosevelt Avenue
- College Point Boulevard at Roosevelt Avenue
- Prince Street at Roosevelt Avenue
- Main Street at Roosevelt Avenue
- Union Street at Roosevelt Avenue
- Parsons Boulevard at Roosevelt Avenue
- Main Street at Kissena Boulevard
- College Point Boulevard at Sanford Avenue
- Union Street at Sanford Avenue
- Parsons Boulevard at Sanford Avenue
- College Point Boulevard at 32nd Avenue/Whitestone Expressway Service Road
- College Point Boulevard at Northern Boulevard Service Road
- Boat Basin Road at Stadium Road
- Northern Boulevard at 126th Place (unsignalized)
- 126th Street at 36th Avenue (unsignalized)
- 126th Street at 37th Avenue (unsignalized)
- Willets Point Boulevard at 126th Street (unsignalized)
- Boat Basin Road at World's Fair Marina (unsignalized)
- Willets Point Boulevard at Northern Boulevard (unsignalized)
- Boat Basin Road at Stadium Road/CitiField Entrance 8 (unsignalized)
- Grand Central Parkway westbound exit ramp at West Park Loop/Stadium Road (unsignalized).

One additional intersection created by the design of the proposed project along 126th Street (New Willets Point Boulevard at 126th Street) is analyzed under the With Action condition for Phases 1B and 2, and ~~another one additional~~ intersection created along Roosevelt Avenue (CitiField/Lot B Internal Street at Roosevelt Avenue) is analyzed under Phase 2 only. ~~In addition to the study locations listed above, the intersections of 126th Street at 36th Avenue, 126th Street at 37th Avenue, and Northern Boulevard at 126th Place are expected to carry a significant amount of project-generated trips in all three buildout phases of the proposed project. These three unsignalized intersections were not analyzed for this Draft SEIS since the majority of project-generated trips from the District were assigned to the adjacent analyzed intersections.~~

However, as further discussed in Chapter 21, “Mitigation,” because impacts have been identified for these adjacent intersections, the three intersections listed above will be analyzed for the Final SEIS to determine if they would similarly experience significant adverse impacts. For this Final SEIS, the intersections of 126th Street at 36th Avenue, 126th Street at 37th Avenue, and Northern Boulevard at 126th Place were analyzed since they are expected to carry a significant amount of project-generated trips in all three buildout phases. The intersections of 126th Street at 36th Avenue and 126th Street at 37th Avenue would be signalized under all three phases of the proposed project.

Sections of the highway network are also analyzed, including:

- Grand Central Parkway mainline in both directions between the LIE and Roosevelt Avenue
- Van Wyck Expressway mainline in both directions between the LIE and Roosevelt Avenue
- Whitestone Expressway mainline in both directions between Northern Boulevard and Linden Place
- Ramp from World’s Fair Marina/Boat Basin Road to the Grand Central Parkway
- Ramps from the northbound Van Wyck Expressway to eastbound and westbound Northern Boulevard
- Ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway
- Ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway
- Ramp from eastbound Astoria Boulevard and eastbound Northern Boulevard to the northbound Whitestone Expressway
- Ramps from the southbound Whitestone Expressway to the eastbound and westbound Grand Central Parkway
- Ramp from westbound Northern Boulevard and southbound Whitestone Expressway to westbound Astoria Boulevard
- Ramp from eastbound Astoria Boulevard and the Grand Central Parkway to the northbound Whitestone Expressway and eastbound Northern Boulevard
- Ramp from the eastbound Grand Central Parkway toward Stadium Road and the northbound Whitestone Expressway
- Ramp from the southbound Whitestone Expressway to westbound Northern Boulevard

Two additional ramps to and from the Van Wyck Expressway proposed at the northern end of Willets Point Boulevard are ~~analyzed~~ reflected under With Action conditions (for Phases 1B and 2).

#### **EXISTING TRAFFIC VOLUMES AND LEVELS OF SERVICE**

For continuous traffic data collection, 24-hour Automatic Traffic Recorders (ATRs) were installed along selected local streets, ramps, and expressway mainlines during the periods of May 5 to May 20, 2012. Concurrent manual turning movement counts (TMCs) were conducted for a typical weekday with no Mets home game, a Saturday with no Mets home game, weekday pre-game conditions, and weekend pre- and post-game conditions. The weekend Mets game began 4:05 PM (on May 5, 2012), and the weeknight game began at 7:10 PM (on May 16, 2012). The Mets game attendance on the weeknight and weekend afternoon that traffic volumes were collected was 22,659 and 30,253, respectively, which is lower than that of a typical game day. In order to adjust volumes to account for more typical game days, attendance data were

collected for all games from the previous two seasons (2010 and 2011). The 85th percentile attendance for weekday games for the 2010 and 2011 seasons combined was 35,914 attendees; the 85th percentile attendance for weekend games for the 2010 and 2011 seasons combined was 37,577 attendees. The differences in attendees were developed into additional vehicle trips and assigned through the study network based on modal split, temporal distribution, and vehicle occupancy factors, and trip assignment assumptions from the *Shea Stadium Redevelopment FEIS* (2001). The resulting volumes together with the turning movement counts were used to develop existing game day traffic volumes. This methodology was approved by the New York City Department of Transportation (NYCDOT). The existing volumes were used, along with observations of actual traffic conditions, to determine the seven peak traffic analysis hours. **Tables 14-1** and **14-2** summarize the analysis time periods.

**Table 14-1  
Traffic Study Peak Hours—Without Mets Game**

Day	Time	Peak Hour
Weekday	8:00-9:00 AM	Non-game AM
	1:00-2:00 PM	Non-game midday
	5:00-6:00 PM	Non-game PM
Saturday	1:30-2:30 PM	Non-game midday

**Table 14-2  
Traffic Study Peak Hours—With Mets Game**

Day	Time	Peak Hour
Weekday	5:30-6:30 PM	Pre-game PM arrival peak
Saturday	3:15-4:15 PM	Pre-game afternoon arrival peak
	7:15-8:15 PM	Post-game PM departure peak

Without a Mets home game at CitiField:

- Weekday AM peak hour (8:00 AM – 9:00 AM)
- Weekday midday peak hour (1:00 PM – 2:00 PM)
- Weekday PM peak hour (5:00 PM – 6:00 PM)
- Saturday midday peak hour (1:30 PM – 2:30 PM).

With a Mets home game at CitiField:

- Weekday PM peak hour pre-game arrivals (5:30 PM – 6:30 PM)
- Weekend midday peak hour pre-game arrivals (3:15 PM – 4:15 PM)
- Weekend late afternoon peak hour post-game departures (7:15 PM – 8:15 PM).

The operation of all of the signalized and unsignalized intersection analysis locations were assessed using methodologies presented in the *2000 Highway Capacity Manual (HCM)* using the *Highway Capacity Software (HCS+ 5.5)*, which is the analysis methodology approved for use by NYCDOT. The *HCM* procedure evaluates the levels of service (LOS) for signalized and unsignalized intersections using average stop control delay, in seconds per vehicle, as described below.

*SIGNALIZED INTERSECTIONS*

The average control delay per vehicle is the basis for determining levels of service for individual lane groups (grouping of movements in one or more travel lanes), the overall approaches to each intersection, and the overall intersection itself. Levels of service are defined in **Table 14-3**.

LOS A describes operations with low delays, i.e., an average control delay of 10.0 seconds or less per vehicle. This occurs when signal progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all.

**Table 14-3**  
**LOS Criteria for Signalized Intersections**

LOS	Average Control Delay
A	≤ 10.0 seconds
B	>10.0 and ≤ 20.0 seconds
C	>20.0 and ≤ 35.0 seconds
D	>35.0 and ≤ 55.0 seconds
E	>55.0 and ≤ 80.0 seconds
F	>80.0 seconds

**Source:** Transportation Research Board. *Highway Capacity Manual*, 2000.

LOS B describes operations with delays in excess of 10.0 seconds up to 20.0 seconds per vehicle. This generally occurs with good progression and/or short cycle lengths. Again, most vehicles do not stop at the intersection.

LOS C describes operations with delays in excess of 20.0 seconds up to 35.0 seconds per vehicle. These higher delays may result from fair progression and/or longer cycle lengths. The number of vehicles stopping is noticeable at this level, although many still pass through the intersection without stopping.

LOS D describes operations with delays in excess of 35.0 seconds up to 55.0 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high volume-to-capacity (v/c) ratios. Many vehicles stop, and the proportion of vehicles not stopping declines.

LOS E describes operations with delays in excess of 55.0 seconds up to 80.0 seconds per vehicle. These high delay values generally indicate poor progression, long cycle lengths, and high v/c ratios.

LOS F describes operations with delays in excess of 80.0 seconds per vehicle. This is considered to be unacceptable to most drivers. This condition often occurs with oversaturation, i.e., when arrival flow rates exceed the capacity of the intersection. It may also occur at high v/c ratios with cycle failures. Poor progression and long cycle lengths may also contribute to such delays. Often, vehicles do not pass through the intersection in one signal cycle.

Based on *CEQR Technical Manual* guidelines, LOS A, B, and C are considered acceptable, LOS D is considered marginally acceptable up to mid-LOS D (45 seconds of delay for signalized intersections) and unacceptable above mid-LOS D, and LOS E and F indicate congestion. These guidelines are applicable to individual traffic movements and overall intersection levels of service.



*UNSIGNALIZED INTERSECTIONS*

For unsignalized intersections, the average control delay is defined as the total elapsed time from which a vehicle stops at the end of the queue until the vehicle departs from the stop line. The level of service criteria for unsignalized intersections are summarized in **Table 14-4**.

For unsignalized intersections, LOS E is considered the limit of acceptable delay, while LOS F is considered unacceptable to most drivers. LOS F conditions exist when there are insufficient gaps of suitable size in a major vehicular traffic stream to allow side street traffic to cross safely.

**Table 14-4  
LOS Criteria for Unsignalized Intersections**

LOS	Average Control Delay
A	≤ 10.0 seconds
B	> 10.0 and ≤ 15.0 seconds
C	> 15.0 and ≤ 25.0 seconds
D	> 25.0 and ≤ 35.0 seconds
E	> 35.0 and ≤ 50.0 seconds
F	> 50.0 seconds
<b>Source:</b> Transportation Research Board. <i>Highway Capacity Manual</i> , 2000.	

**Tables 14-5** and **14-6** provide an overview of the levels of service of the overall intersections and the individual lane groups (i.e., set[s] of lanes established at an intersection approach for discrete capacity and level of service analysis), respectively, that characterize the traffic study area during the peak hours. A summary description is also provided below:

- All 26 signalized intersections operate at overall LOS D or better during all seven peak hours. “Overall” LOS E or F would mean that serious congestion exists—either one specific traffic lane group has severe delays, or two or more of the specific traffic lane groups at the intersection are at LOS E or F with very significant delays (the overall intersection LOS is a weighted average of all of the individual traffic lane groups).
- During the non-game weekday AM peak hour, four signalized intersections operate at overall LOS D. Thirteen specific lane groups (e.g., a shared left turn-through-right turn, an exclusive left turn lane, etc.) out of approximately 127 total lane groups analyzed are at LOS E or F conditions.
- In the non-game weekday midday peak hour, three signalized intersections operate at overall LOS D. Eight lane groups operate at LOS E.
- In the non-game weekday PM peak hour four signalized intersections operate at overall LOS D. Thirteen lane groups have overall unacceptable LOS E.
- In the non-game Saturday midday peak hour, four signalized intersections operate at overall LOS D. Eleven lane groups operate at LOS E.
- In the pre-game weekday PM arrival peak hour, six signalized intersections operate at overall LOS D. Sixteen lane groups operate at LOS E or F.
- In the pre-game Saturday midday arrival peak hour, six signalized intersections operate at overall LOS D. Eighteen lane groups operate at LOS E or F.
- In the post-game Saturday weekend PM departure peak hour, five signalized intersections operate at overall LOS D. Sixteen lane groups operate at LOS E or F.

- Generally, the five eight unsignalized intersections operate at overall acceptable levels of service during the four non-game peak hours and the weekday PM pre-game condition. However, during the weekend pre-game arrival peak, one intersection, Boat Basin Road at Stadium Road/CitiField Entrance, operates at overall unacceptable LOS E, with one lane group at LOS F. During the weekend post-game departure peak, the intersection of Boat Basin Road at World’s Fair Marina, operates at overall unacceptable LOS E (with one lane group at LOS F), and the intersection of Boat Basin Road at Stadium Road/CitiField Entrance operates at overall LOS F (with two lane groups at LOS E or F).

**Table 14-5**  
**Existing Overall Intersection Level of Service Summary**

Signalized Intersections (26 Total)	Non-Game Day				Game Day		
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Pre-game Weekday PM	Pre-game Saturday Midday	Post-game Saturday PM
Overall Intersection LOS A/B/C	22	23	22	22	20	20	21
Overall Intersection LOS D	4	3	4	4	6	6	5
Overall Intersection LOS E	0	0	0	0	0	0	0
Overall Intersection LOS F	0	0	0	0	0	0	0

**Note:** During the non-game and weekday pre-game peak hours, all five eight unsignalized intersections operate at overall LOS A, B, C, or D; during the weekend pre-game peak hour, Boat Basin Road at Stadium Road/CitiField Entrance 8 operates at LOS E; during the weekend post-game peak period, Boat Basin Road at World’s Fair Marina operates at overall LOS E and Boat Basin Road at Stadium Road/CitiField Entrance 8 operates at LOS F.

**Table 14-6**  
**Existing Traffic Lane Group Level of Service Summary**

Signalized Lane Groups (Approx. 127 Total)	Non-Game Day				Game Day		
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Pre-game Weekday PM	Pre-game Saturday Midday	Post-game Saturday PM
Number of Lane Groups at LOS A/B/C	80	97	86	88	76	90	89
Number of Lane Groups at LOS D	34	24	30	30	37	21	25
Number of Lane Groups at LOS E	10	8	13	11	15	16	15
Number of Lane Groups at LOS F	3	0	0	0	1	2	1

**Note:** During the non-game peak hours, all unsignalized lane groups operate at LOS A, B, C or D; during the weekday pre-game peak hour, northbound left turns from Boat Basin Road onto World’s Fair Marina operate at LOS E; during the weekend pre-game peak period, the eastbound left-through movement of Boat Basin Road at Stadium Road operates at LOS F; during the weekend post-game period, northbound left turns from Boat Basin Road onto World’s Fair Marina operate at LOS F, eastbound Stadium Road at Boat Basin Road operates at LOS F, westbound CitiField Entrance 8 at Boat Basin Road operates at LOS E, and eastbound left turns from the GCP off-ramp onto Stadium Road operates at LOS E.

A more detailed presentation of traffic volumes and levels of service by corridor are provided below. (Detailed level of service analysis results, including results for every traffic lane group at each of the intersections analyzed, appear at the end of this chapter. Detailed traffic volume maps are presented in **Appendix C**).

### *NORTHERN BOULEVARD*

Through Downtown Flushing, Northern Boulevard is traveled by approximately 800–1,550 vehicles per hour (vph) in the eastbound direction and 1,675–2,325 vph in the westbound direction during the weekday AM peak hour on non-game days. Since westbound is the prevailing travel direction in the weekday AM peak hour, westbound volumes generally build through Downtown Flushing toward the ramps to the Van Wyck Expressway and the Grand Central Parkway. Adjacent to the Special Willets Point District and Willets West portions of the project site, Northern Boulevard carries approximately 325–1,025 vph and 950–2,075 vph in the eastbound and westbound directions, respectively. At the intersection with 126th Street, 1,050 vph enter westbound Northern Boulevard from the ramp connection from the southbound Whitestone Expressway and northbound Van Wyck Expressway, and 625 vph enter eastbound Northern Boulevard from the Grand Central Parkway/Astoria Boulevard ramp. Northern Boulevard eastbound and westbound volumes in the vicinity of 108th and 114th Streets are approximately 900 and 2,000 vph, respectively.

During the weekday midday peak hour on non-game days, there are approximately 950–1,600 vph in the eastbound direction and 1,050–1,825 vph in the westbound direction on Northern Boulevard through Downtown Flushing. Northern Boulevard carries approximately 425–1,150 vph and 425–1,300 vph in the eastbound and westbound directions, respectively, adjacent to the project site. At the intersection with 126th Street, approximately 700 vph enter westbound Northern Boulevard from the ramp connection from the southbound Whitestone Expressway and northbound Van Wyck Expressway, and about 600 vph enter eastbound Northern Boulevard from the Grand Central Parkway/Astoria Boulevard ramp. Northern Boulevard eastbound and westbound volumes in the vicinity of 108th and 114th Streets are approximately 1,000 and 1,125 vph, respectively.

During the weekday PM peak hour on a non-game day, Northern Boulevard is traveled by approximately 1,400–2,050 vph in the eastbound direction and 1,150–1,675 vph in the westbound direction through Downtown Flushing. Adjacent to the project site, Northern Boulevard carries approximately 600–1,525 vph and 575–1,575 vph in the eastbound and westbound directions, respectively. At the intersection with 126th Street, approximately 830 vph enter westbound Northern Boulevard from the ramp connection from the southbound Whitestone Expressway and northbound Van Wyck Expressway, and approximately 800 vph enter eastbound Northern Boulevard from the Grand Central Parkway/Astoria Boulevard ramp. Northern Boulevard eastbound and westbound volumes in the vicinity of 108th and 114th Streets are approximately 1,750 and 1,525 vph, respectively.

During the Saturday midday peak hour on a non-game day, there are approximately 1075–1,800 vph in the eastbound direction and 1,325–1,945 vph in the westbound direction on Northern Boulevard through Downtown Flushing. Northern Boulevard carries approximately 475–1,250 vph and 450–1,425 vph in the eastbound and westbound directions, respectively, adjacent to the Special Willets Point District and CitiField. At the intersection with 126th Street, 750 vph enter westbound Northern Boulevard from the ramp connection from the southbound Whitestone Expressway and northbound Van Wyck Expressway, and approximately 650 vph enter eastbound Northern Boulevard from the Grand Central Parkway/Astoria Boulevard ramp. Northern Boulevard eastbound and westbound volumes in the vicinity of 108th and 114th Streets are approximately 1,125 and 1,775 vph, respectively.

During the weekday PM pre-game arrival peak hour, eastbound volumes on Northern Boulevard are approximately 1,400–2,075 vph through Downtown Flushing, generally similar to those on

non-game days. Westbound volumes are approximately 1,300–1,750 vph, slightly higher than on non-game days, which is expected due to increased traffic toward CitiField. Adjacent to the project site in the vicinity of 126th Street, Northern Boulevard eastbound volumes are approximately 575–1,675 vph; westbound volumes are approximately 725–2,525 vph. At the intersection with 126th Street, approximately 1,570 vph enter westbound Northern Boulevard from the ramp connection from the southbound Whitestone Expressway and northbound Van Wyck Expressway, and about 950 vph enter eastbound Northern Boulevard from the Grand Central Parkway/Astoria Boulevard ramp. The New York City Police Department (NYPD) channelizes and operates the one-lane ramp and the adjacent lane (right lane) of Northern Boulevard as free-flow through the traffic signal at 126th Street so that it is able to process the heavy pre-game volume. Much of this traffic immediately exits Northern Boulevard onto the slip ramp to World’s Fair Marina to access stadium parking lots. Northern Boulevard eastbound and westbound volumes in the vicinity of 108th and 114th Streets are approximately 1,750 and 1,625 vph, respectively.

During the weekend afternoon pre-game arrival peak hour, there are approximately 1,150–1,800 vph in the eastbound direction and 1,250–1,925 vph in the westbound direction on Northern Boulevard through Downtown Flushing. Northern Boulevard carries approximately 300–1,175 vph and 525–2,175 vph in the eastbound and westbound directions, respectively, adjacent to the project site. At the intersection with 126th Street, approximately 1,350 vph enter westbound Northern Boulevard from the ramp connection from the southbound Whitestone Expressway and northbound Van Wyck Expressway, and approximately 1,030 vph enter eastbound Northern Boulevard from the Grand Central Parkway/Astoria Boulevard ramp. Again, NYPD operates the ramp similarly to the weekday PM pre-game condition, since a large portion of the entering traffic immediately exits to World’s Fair Marina. Northern Boulevard eastbound and westbound volumes in the vicinity of 108th and 114th Streets are approximately 1,250 and 1,500 vph, respectively.

During the weekend PM post-game departure peak hour, there are approximately 1,250–1,875 vph in the eastbound direction and 1,150–1,700 vph westbound direction on Northern Boulevard through Downtown Flushing. Northern Boulevard carries approximately 350–1,275 vph and 450–1,650 vph in the eastbound and westbound directions, respectively, adjacent to the project site. The significant volume sources to westbound Northern Boulevard during this time period is 126th Street, carrying about 800 vph of departure traffic from CitiField parking lots, and the ramp connection from the southbound Whitestone Expressway and northbound Van Wyck Expressway carrying about 600 vph. In the eastbound direction, the ramp from the Grand Central Parkway/Astoria Boulevard adds approximately 980 vph onto Northern Boulevard. Volumes along Northern Boulevard in the vicinity of 108th and 114th Streets are approximately 1,125 vph in the eastbound direction and 1,475 vph traveling westbound.

Traffic movements with high volumes and/or critical levels of service on Northern Boulevard during one or more analysis time period(s) include: the westbound through movement at 126th Street from the ramp connection from the southbound Whitestone Expressway and northbound Van Wyck Expressway; eastbound and westbound mainline left turns at Prince Street; eastbound right turns at Main Street; and the westbound through/right turn movement at Parsons Boulevard. These movements sometimes experience significant delays, including unacceptable LOS D (delays above mid-D), E or F, due to heavy volumes and over-saturated conditions. The Northern Boulevard westbound left turn onto Prince Street, though a low volume, typically experiences LOS E or F conditions due to the small portion of effective green time it receives out of the long signal cycle. Importantly, the overall intersection levels of service for Northern

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Boulevard intersections, which are based on a weighted average of the delays for all of the traffic movements at each intersection, are greatly dependent on the delays of the high-volume eastbound and westbound through movements, even though the delays of Northern Boulevard turn movements and cross-street movements are generally worse.

For non-game day conditions, overall levels of service at intersections along Northern Boulevard between 108th Street and Prince Street are generally acceptable LOS B or C. The intersection of Northern Boulevard at 108th Street operates at overall marginally acceptable LOS D during the Saturday midday peak hour. Overall, Northern Boulevard at its intersections with Main Street, Prince Street, Union Street and Parsons Boulevard operate at marginally acceptable LOS D or better. Northern Boulevard at Parsons Boulevard operates at overall marginally unacceptable LOS D during the Saturday midday peak hour.

For game-day conditions, all Northern Boulevard intersections in the vicinity of the project site and to the west operate at overall LOS C or better. As mentioned above, NYPD traffic demand management at the intersection of Northern Boulevard and 126th Street allows free-flow operation of the westbound through movement from the ramp connection from the southbound Whitestone Expressway and northbound Van Wyck Expressway during pre-game periods. This generally helps process traffic from the ramp improving the overall traffic flow around the project site and CitiField.

All Northern Boulevard intersections in Downtown Flushing operate at overall LOS C or marginally acceptable LOS D (delays below mid-D) during the three game-day peak hours.

### *ROOSEVELT AVENUE*

Through Downtown Flushing, Roosevelt Avenue is traveled by approximately 150–650 vph in the eastbound direction and 200–450 vph in the westbound direction during the non-game day peak hours. The highest eastbound volumes through the downtown area occur approaching Prince Street, while the highest westbound volumes are at the intersections with Union Street and Prince Street. Adjacent to the project site, in the vicinity of 126th Street to 114th Street, eastbound volumes on Roosevelt Avenue are approximately 425–750 vph, while the westbound flow is approximately 450–800 vph for non-game day conditions. Between 108th and 114th Streets, volumes are approximately 300–475 vph eastbound and 375–600 vph westbound.

During the game-day peak hours, there are approximately 150–675 vph per direction on Roosevelt Avenue through Downtown Flushing. Adjacent to the project site, in the vicinity of 126th Street to 114th Street, eastbound volumes on Roosevelt Avenue are approximately 500–850 vph, while westbound volumes are approximately 725–1,150 vph for the pre-game conditions. Weekend post-game volumes along the same section of Roosevelt Avenue are approximately 450–750 vph eastbound and 450–950 vph westbound. Also during the weekend PM post-game departure peak hour, there are up to 975 vph on eastbound Roosevelt Avenue approaching College Point Boulevard, much of this as departing game traffic. Between 108th and 114th Streets, volumes are approximately 400–600 vph per direction during pre-game peak hours, and approximately 350–500 vph per direction during the post-game peak hour.

For non-game conditions, overall intersection levels of service along Roosevelt Avenue are at acceptable LOS C or better except at the intersections of Roosevelt Avenue at College Point Boulevard and Roosevelt Avenue and Main Street which operate at overall marginally acceptable LOS D during the weekday PM peak hour, and at the intersection of Roosevelt Avenue at Parsons Boulevard which operates at marginally acceptable LOS D during the weekday AM peak hour. All individual traffic movements along Roosevelt Avenue operate at

acceptable or marginally acceptable levels of service (below mid-D) except at Main Street where westbound Roosevelt Avenue operates at unacceptable LOS D in the weekday AM peak hour and westbound and eastbound Roosevelt Avenue operate at LOS E in weekday PM peak hour. Traffic conditions through Main Street tend to be the most problematic along the corridor due to the heavy bus and pedestrian activity at the intersection, which is the nexus of Downtown Flushing's inter-modal transportation hub.

During game-day conditions, all intersections along Roosevelt Avenue within the vicinity of the project site operate at overall marginally acceptable LOS D or better during all peak hours. Also, all individual lane groups on Roosevelt Avenue operate at acceptable LOS C or better. The increase in volumes along Roosevelt Avenue during game-day peak hours due to traffic demand to CitiField is managed by NYPD to optimize traffic flow. At the intersection of Roosevelt Avenue and 126th Street, effective green times are adjusted, with preference to the eastbound left-turn movement (toward the CitiField parking lots north of Roosevelt Avenue) and to the southbound right-turn movement (towards the south parking lots). During the weekend post-game peak hour, NYPD continues to manage the Roosevelt Avenue/126th Street intersection, especially to process the eastbound through and southbound left turn movements carrying traffic out of these lots. Overall, the post-game demand management along Roosevelt Avenue adjacent to CitiField and the project site is effective.

Concurrently, the Roosevelt Avenue intersections through Downtown Flushing all operate at overall acceptable LOS C and marginally acceptable LOS D except for Roosevelt Avenue at College Point Boulevard which operates at overall unacceptable LOS D during the weekday pre-game peak hour. The Roosevelt Avenue eastbound shared through-right movement at this intersection operates at unacceptable LOS D or LOS E during pre-game and post-game peak hours. The only other traffic movement which operates at unacceptable levels of service during game day peak hours is eastbound Roosevelt Avenue approaching Main Street which operates at LOS E during the weekday pre-game peak hour.

#### *KISSENA BOULEVARD*

Kissena Boulevard, in the vicinity of Main Street, is traveled by approximately 200–350 vph per direction during all non-game and game day peak hours. Kissena Boulevard also carries significant bus traffic along seven bus routes to and from Main Street, with up to approximately 65 buses per hour per direction. The intersection of Kissena Boulevard and Main Street operates at overall acceptable LOS C during all non-game and game day peak hours. The Kissena Boulevard approach at Main Street operates at marginally acceptable LOS D (below mid-D) or better during all analysis periods, both for non-game and game conditions.

#### *SANFORD AVENUE*

Analysis locations along Sanford Avenue are located within Downtown Flushing, where traffic volumes are approximately 175–275 vph in the eastbound direction and 275–475 vph in the westbound direction during the non-game day peak hours. During the game-day peak hours, there are approximately 175–275 vph and 300–675 vph traveling eastbound and westbound, respectively, on Sanford Avenue through Downtown Flushing. During all of the analysis peak hours, the three intersections analyzed along Sanford Avenue operate at overall acceptable LOS B or C.

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### *34TH AVENUE*

As stated previously, 34th Avenue is discontinuous within the study area between 114th and 126th Streets. East of 126th Street, through the Special Willets Point District, 34th Avenue is traveled by only approximately 50–150 vph in each direction during all non-game and game day peak hours. West of 114th Street, 34th Avenue serves as an access route to the Grand Central Parkway eastbound on-ramp, where it carries approximately 350–525 vph eastbound and 50–125 vph westbound.

During pre-game conditions, NYPD manages the intersection of 34th Avenue at 126th Street and Stadium Road, including the at-grade ramp from Northern Boulevard and the elevated access ramp from the Grand Central Parkway/Astoria Boulevard. NYPD management includes: (1) deactivation of the traffic signal; (2) traffic cone/barrier channelization of the southbound Grand Central Parkway ramp to allow for two lanes. During the weekend post-game peak hour, NYPD traffic management includes the deactivation of the traffic signal.

Both 34th Avenue analysis locations operate at overall acceptable levels of service or marginally acceptable LOS D during all non-game peak hours. During game-day peak hours, the intersection of 34th Avenue and 114th Street operates at similar overall levels of service, while the intersection of the 126th Street/GCP Ramp at 34th Avenue operates at overall marginally unacceptable LOS D during all game-day peak hours. The only individual movement on 34th Avenue that operates at unacceptable levels of service is westbound 34th Avenue approaching 126th Street which operates at marginally unacceptable LOS D during all non-game peak hours and at LOS E during the Saturday pre-game peak hour.

Levels of service for both 34th Avenue analysis locations operate at overall acceptable levels of service and marginally acceptable LOS D during all non-game peak hours. During game-day peak hours, the intersection of 34th Avenue and 114th Street operates at similar overall levels of service, while the intersection of 126th Street/GCP Ramp at 34 Avenue operates at overall marginally unacceptable LOS D during all game-day peak hours. The only individual movement on 34th Avenue that operates at unacceptable levels of service is westbound 34th Avenue approaching 126th Street which operates at marginally unacceptable LOS D during all non-game peak hours and at LOS E during the Saturday pre-game peak hour.

### *ASTORIA BOULEVARD*

Similar to Northern Boulevard, the prevailing weekday AM traffic on Astoria Boulevard is in the westbound direction, and reversed in the weekday PM. Through the neighborhood of North Corona on the west side of the study area on a typical non-game day, eastbound Astoria Boulevard carries approximately 850 vph during the AM peak hour, which increases to approximately 2,225 vph during the PM peak hour. Conversely, the westbound direction carries approximately 1,925 vph during the AM peak hour, which decreases to approximately 850 vph during the PM peak hour. The weekday midday and Saturday midday traffic volumes are in the range of 925–1,000 vph eastbound and 650–750 westbound. Weeknight pre-game peak hour volumes on Astoria Boulevard are approximately 2,650 vph eastbound and 800 vph westbound. Weekend pre- and post-game peak hour volumes range from approximately 825–1,000 vph eastbound and 700–750 vph westbound. The analyzed intersection at 108th Street operates at overall LOS B or C during all analysis periods.

*WEST PARK LOOP/STADIUM ROAD*

West Park Loop/Stadium Road carries low to moderate volumes during non-game conditions, with approximately 50–350 vph per direction during weekday and Saturday non-game peak hours. The roadway experiences a substantial increase in traffic during game conditions due to access from the Grand Central Parkway westbound ramps. Game traffic uses West Park Loop/Stadium Road to access CitiField parking lots. Weekday and weekend pre-game arrival volumes are approximately 150–650 vph per direction. A large portion of post-game traffic travels westbound along West Park Loop/Stadium Road—from the north exits of the CitiField lots at Boat Basin Road—toward the Grand Central Parkway on-ramp. Westbound volumes along this short segment are as high as 1,500 vph approaching the on-ramp toward the westbound Grand Central Parkway ramp (toward eastbound Northern Boulevard and the northbound Whitestone Expressway) during the weekend post-game departure peak hour, while eastbound volumes are much lower, approximately 100 vph.

The intersection of West Park Loop/Stadium Road at Boat Basin Road operates at overall acceptable LOS C during all the non-game peak hours. During post-game conditions, NYPD deploys an officer to control the intersection to give preference to the northbound approach (traffic exiting the CitiField parking lots). During this time, NYPD converts the two southbound receiving lanes into northbound exclusive left turn lanes, and uses cones to divert all southbound traffic to westbound Stadium Road (so all southbound traffic must turn right). This typically lasts for the first 60 minutes after a game after which the intersection reverts back to normal operations.

*COLLEGE POINT BOULEVARD*

Along the western boundary of Downtown Flushing between Sanford Avenue and Roosevelt Avenue, College Point Boulevard carries approximately 550–1,000 vph per direction during the non-game peak hours. Through Northern Boulevard, College Point Boulevard is traveled by approximately 550–750 vph in both the northbound and southbound directions, during the non-game peak hours. During weeknight and weekend pre-game conditions, College Point Boulevard between Sanford Avenue and Roosevelt Avenue is traveled by approximately 1,150–1,350 vph northbound and 900–1,100 vph southbound. Along the same section of College Point Boulevard during the weekend post-game peak hour, there are approximately 750–1,200 vph in the northbound direction and 900–1,000 vph in the southbound direction. Through Northern Boulevard, College Point Boulevard is traveled by approximately 650–750 vph northbound and 400–700 vph southbound, during the game-day peak hours.

Overall levels of service along College Point Boulevard are generally at acceptable LOS B or C except for the intersection of College Point Boulevard and Roosevelt Avenue which operates at marginally acceptable LOS D during the weekday non-game PM, and weekend pre-game and post-game peak hours, and operates at marginally unacceptable LOS D during the weekday pre-game peak hour. Specifically during pre-game conditions, the College Point Boulevard northbound left turn at Roosevelt Avenue is congested and operates at unacceptable LOS F, due to increased traffic toward CitiField. The College Point Boulevard northbound left turn also operates at unacceptable LOS D during the weekday PM non-game peak hour.

*MAIN STREET*

Main Street carries approximately 500–650 vph northbound and 350–800 vph southbound, during the non-game and game day peak hours. Between Kissena Boulevard and Northern



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Boulevard, Main Street also supports up to nine bus lines, with volumes as high as approximately 90 buses per hour per direction near Roosevelt Avenue.

All intersections analyzed along Main Street operate at overall acceptable levels of service (marginally acceptable LOS D or better). In order to address traffic congestion at its intersection with Roosevelt Avenue caused by the volume of buses and potential conflicts between vehicles and pedestrians, in addition to generally high traffic volumes, Main Street approaches are restricted to through movements only. However, there are some critical movements along Main Street that operate at unacceptable levels of service. At the intersection with Main Street/41st Avenue, the northbound left turn movement onto 41st Street operates at unacceptable LOS D during the non-game Saturday midday peak hour, and the southbound left turn movement onto Kissena Boulevard operates at marginally unacceptable LOS D during the weekday PM non-game and Saturday pre-game peak hours. At the intersection of Main Street at Northern Boulevard, the northbound right turn movement onto Northern Boulevard operates at marginally unacceptable LOS D during the non-game weekday AM and Saturday midday peak hours and during the weekday pre-game peak hour. This movement also operates at unacceptable LOS E during the weekday PM non-game and Saturday pre-game peak hours.

### *UNION STREET*

Northbound volumes on Union Street are lower between Sanford Avenue and 41st Avenue (approximately 75–225 vph) than between 41st Avenue and Northern Boulevard (approximately 300–500 vph). In the southbound direction, Union Street is traveled by approximately 400–875 vph between Northern Boulevard and the Municipal Parking Lot entrance just north of 39th Street. South of the parking lot, southbound volumes are 325–525 vph. At Sanford Avenue, a substantial amount of Union Street's southbound traffic turns either left or right onto Sanford Avenue, and southbound traffic volumes diminish to 175–275 vph south of Sanford Avenue. Union Street also carries bus traffic for a number of transit routes.

Overall levels of service at Union Street intersections operate at marginally acceptable LOS D or better during all non-game and game day peak hours. All individual movements along Union Street also operate at acceptable levels of service during all peak hours.

### *PARSONS BOULEVARD*

Through eastern Downtown Flushing, Parsons Boulevard is traveled by approximately 250–400 vph northbound and 225–475 vph southbound, during all non-game and game day peak hours. Parsons Boulevard typically has acceptable overall levels of service at the intersections analyzed, except for Parsons Boulevard at Northern Boulevard which operates at overall marginally unacceptable LOS D during the Saturday midday non-game peak hour. The northbound left turn and southbound shared left-through-right movements operate at unacceptable LOS D or E during most peak hours. Other individual movements along Parsons Boulevard that operate at unacceptable levels of service during at least one peak hour include the northbound approach at Roosevelt Avenue (unacceptable LOS D during the weekday AM non-game peak hour) and the northbound approach at Sanford Avenue (unacceptable LOS D during the weekday AM and midday non-game peak hours).

### *108TH STREET*

108th Street carries approximately 150–325 vph in the northbound direction and 50–450 vph in the southbound direction during the non-game and game day peak hours. Overall intersection levels of service at analyzed 108th Street intersections are acceptable LOS D or better; however,

several 108th Street movements at these intersections operate at unacceptable levels of service. This includes the northbound *de facto* left turn movement at Astoria Boulevard (LOS mid-D during the weekday AM non-game peak hour) and the northbound and southbound approaches at Northern Boulevard and at Roosevelt Avenue (unacceptable LOS mid-D or E on both approaches at both intersections during all peak hours).

#### *PRINCE STREET*

Prince Street volumes are approximately 175–350 vph per direction during non-game and game day peak hours with the majority of southbound traffic at Northern Boulevard turning onto the westbound Northern Boulevard viaduct during most peak hours. Northbound Prince Street at Northern Boulevard consistently operates at unacceptable LOS E or F during all analysis peak hours, while the southbound approach operates at marginally acceptable LOS D at all times except during the weekday AM non-game peak hour where it operates at unacceptable LOS D. Prince Street at Roosevelt Avenue operates at acceptable levels of service during all peak hours.

#### *111TH STREET*

During all analysis peak hours, 111th Street northbound approaching Roosevelt Avenue is traveled by approximately 175–325 vph. Northbound 111th Street, which is the only approach to Roosevelt Avenue, since the street is one-way, operates at marginally unacceptable LOS D or LOS E during the non-game peak hours and at unacceptable LOS E during game day analysis peak hours.

#### *114TH STREET*

Northbound volumes on 114th Street are approximately 175–300 vph during the non-game analysis peak hours. There is heavy northbound right turn traffic at Roosevelt Avenue, and all northbound traffic approaching 34th Avenue turns onto the Grand Central Parkway on-ramp since the roadway becomes one-way southbound between that intersection and the intersection at Northern Boulevard. Northbound 114th Street volumes entering the Grand Central Parkway range between 225–300 vph for non-game conditions. In the southbound direction, volumes along 114th Street vary greatly due to the Grand Central Parkway on-ramp. During the non-game peak hours, southbound traffic approaching 34th Avenue is approximately 450–675 vph, but downstream, approaching Roosevelt Avenue, volumes are 125–250 vph.

Pre-game volumes on 114th Street northbound are approximately 200–325 vph (similar to non-game), and southbound volumes approaching 34th Avenue range between 700–800 vph. Approaching Roosevelt Avenue, volumes are approximately 250–425 vph, which are higher than non-game conditions due to increased left turns toward CitiField.

Northbound and southbound 114th Street at Roosevelt Avenue operate at unacceptable LOS D or E during all analysis periods. The southbound 114th Street left turn movement at 34th Avenue operates at marginally unacceptable LOS D or unacceptable LOS E during all game day peak hours. At Northern Boulevard, southbound 114th operates at marginally unacceptable LOS D during all peak hours except for the weekday and Saturday midday non-game peak hours which operate at marginally acceptable LOS D.

#### *126TH STREET*

126th Street between Roosevelt Avenue and 34th Avenue carries approximately 190–300 vph in the northbound direction and 200–360 vph in the southbound direction during the non-game analysis peak hours. Pre-game volumes on 126th Street in the northbound direction are

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approximately 300–575 vph and southbound volumes are approximately 600–880 vph. Post-game volumes on 126th Street in the northbound direction are approximately 380–540 vph and southbound volumes are approximately 450–580 vph. Overall levels of service along 126th Street at 36th Avenue and at 37th Avenue are generally at acceptable LOS A, B, or C.

**PARKING**

*OFF-STREET PARKING*

An inventory of public parking lots was conducted within the area generally bounded by College Point Boulevard to the east, West Park Loop/Stadium Road and the Grand Central Parkway to the west, Flushing Bay to the north, and Perimeter Road in Flushing Meadows-Corona Park to the south. This study area constitutes a region within approximately ¼ mile from the boundary of the project site and encompasses the various parking lots used by the Mets and game-day attendees.

As shown in **Tables 14-7** and **14-8**, an inventory was conducted along with hourly parking facility occupancy surveys during the periods of 7:00 AM–10:00 AM, 11:00 AM–2:00 PM, and 4:00 PM–7:00 PM on a typical weekday (Tuesday, May 22, 2012), and 11:00 AM–2:00 PM on Saturday without a Mets home game (Saturday, June 9, 2012). For periods with a Mets home game, parking surveys were conducted from 4:30 PM to 7:30 PM (Tuesday, May 29, 2012) for the weekday PM pre-game arrival period and from 2:00 PM to 5:00 PM and 6:00 PM to 9:00 PM (Saturday, June 2, 2012) for the weekend pre- and post-game periods (see **Tables 14-9** and **14-10**). Similar to the traffic volumes, game day parking occupancies were conservatively adjusted upward to reflect an 85th percentile attendance at CitiField based on the 2010 and 2011 seasons since game attendance during the parking and traffic data collection was relatively low. On-street parking utilization was not adjusted since most Mets game attendees park in off-street facilities.

**Table 14-7**

**Hourly Parking Occupancy by Percentage of Spaces Occupied per Facility**  
**Off-Street Parking Survey—Weekday Non-Game Day**

Parking Facility	Capacity	7-8 AM	8-9 AM	9-10 AM	11 AM -12PM	12-1 PM	1-2 PM	4-5 PM	5-6 PM	6-7 PM
South Lot and Lot D <sup>2</sup>	1,795	13%	20%	30%	32%	32%	31%	25%	21%	13%
Marina East	590	4%	4%	4%	6%	5%	5%	2%	1%	1%
Marina West	263	3%	6%	5%	9%	11%	14%	13%	13%	17%
Boat Basin East	75	4%	12%	13%	24%	25%	24%	15%	19%	37%
Boat Basin West	75	0%	0%	0%	0%	1%	0%	0%	0%	0%
Stadium View	471	3%	3%	3%	3%	4%	3%	1%	1%	1%
Northern Blvd. Median <sup>1</sup>	501	13%	14%	14%	15%	15%	16%	15%	10%	6%
Municipal Lot No. 4	53	23%	34%	53%	92%	119%	109%	98%	87%	60%
<b>TOTAL</b>	<b>3,823</b>	<b>10%</b> <b>9%</b>	<b>14%</b>	<b>20%</b> <b>18%</b>	<b>22%</b> <b>21%</b>	<b>23%</b> <b>21%</b>	<b>22%</b> <b>21%</b>	<b>18%</b> <b>17%</b>	<b>15%</b> <b>14%</b>	<b>11%</b> <b>10%</b>

**Notes:** <sup>1</sup> Capacity includes the median between eastbound and westbound Northern Boulevard, both east and west of 126th Street.

<sup>2</sup> South Lot and Lot D is currently striped as 1,556 parking spaces, but the surface lot has a higher capacity due to optimization of parking spaces by parking attendants.

**Table 14-8**

**Hourly Parking Occupancy by Percentage of Spaces Occupied per Facility  
Off-Street Parking Survey—Saturday Non-Game Day**

Parking Facility	Capacity	11 AM to 12 PM	12-1 PM	1-2 PM	2-3 PM	3-4 PM	4-5 PM	5-6 PM	6-7 PM
South Lot and Lot D <sup>2</sup>	1,795	4%	4%	3%	3%	3%	3%	3%	2%
Marina East	590	2%	3%	3%	6%	5%	4%	3%	3%
Marina West	263	6%	7%	8%	8%	10%	11%	12%	20%
Boat Basin East	75	49%	51%	35%	24%	17%	12%	43%	101%
Boat Basin West	75	64%	43%	28%	17%	13%	9%	19%	44%
Stadium View	471	1%	1%	1%	1%	2%	1%	0%	0%
Northern Blvd. Median <sup>1</sup>	501	6%	6%	6%	4%	4%	3%	4%	4%
Municipal Lot No. 4	53	79%	83%	91%	83%	79%	74%	43%	32%
<b>TOTAL</b>	<b>3,823</b>	<b>7%</b>	<b>7%</b>	<b>6%</b>	<b>6%</b>	<b>5%</b>	<b>5%</b>	<b>5%</b>	<b>7%</b>

**Notes:** <sup>1</sup> Capacity includes the median between eastbound and westbound Northern Boulevard, both east and west of 126th Street.  
<sup>2</sup> South Lot and Lot D is currently striped as 1,556 parking spaces, but the surface lot has a higher capacity due to optimization of parking spaces by parking attendants.

**Table 14-9**

**Hourly Parking Occupancy by Percentage of Spaces Occupied per Facility  
Off-Street Parking Survey—Weekday Game Day**

Parking Facility	Capacity	Weeknight Pre-game		
		4:30-5:30 PM	5:30-6:30 PM	6:30-7:30 PM
South Lot and Lot D <sup>2</sup>	1,795	37%	37%	44%
Marina East	590	4%	2%	1%
Marina West	263	21%	29%	41%
Boat Basin East	75	17%	32%	57%
Boat Basin West	75	3%	13%	35%
Stadium View	471	9%	8%	10%
Northern Blvd. Median <sup>1</sup>	501	100%	100%	100%
Municipal Lot No. 4	53	92%	70%	45%
<b>TOTAL</b>	<b>3,823</b>	<b>3836%</b>	<b>3937%</b>	<b>4845%</b>

**Notes:** <sup>1</sup> Capacity includes the median between eastbound and westbound Northern Boulevard, both east and west of 126th Street.  
<sup>2</sup> South Lot and Lot D is currently striped as 1,556 parking spaces, but the surface lot has a higher capacity due to optimization of parking spaces by parking attendants.

**Table 14-10**

**Hourly Parking Occupancy by Percentage of Spaces Occupied per Facility  
Off-Street Parking Survey—Weekend Game Day**

Parking Facility	Capacity	Weekend Pre-game			Weekend Post-game		
		2-3 PM	3-4 PM	4-5 PM	6-7 PM	7-8 PM	8-9 PM
South Lot and Lot D <sup>2</sup>	1,795	5%	23%	28%	21%	10%	1%
Marina East	590	7%	23%	47%	49%	27%	6%
Marina West	263	47%	54%	74%	81%	91%	87%
Boat Basin East	75	100%	100%	100%	87%	100%	97%
Boat Basin West	75	29%	43%	52%	65%	96%	91%
Stadium View	471	10%	20%	53%	51%	25%	1%
Northern Blvd. Median <sup>1</sup>	501	73%	83%	86%	89%	67%	18%
Municipal Lot No. 4	53	96%	100%	74%	26%	19%	13%
<b>TOTAL</b>	<b>3,823</b>	<b>23-21%</b>	<b>38-36%</b>	<b>51-47%</b>	<b>47-44%</b>	<b>33-31%</b>	<b>15-14%</b>

**Notes:** <sup>1</sup> Capacity includes the median between eastbound and westbound Northern Boulevard, both east and west of 126th Street.  
<sup>2</sup> South Lot and Lot D is currently striped as 1,556 parking spaces, but the surface lot has a higher capacity due to optimization of parking spaces by parking attendants.

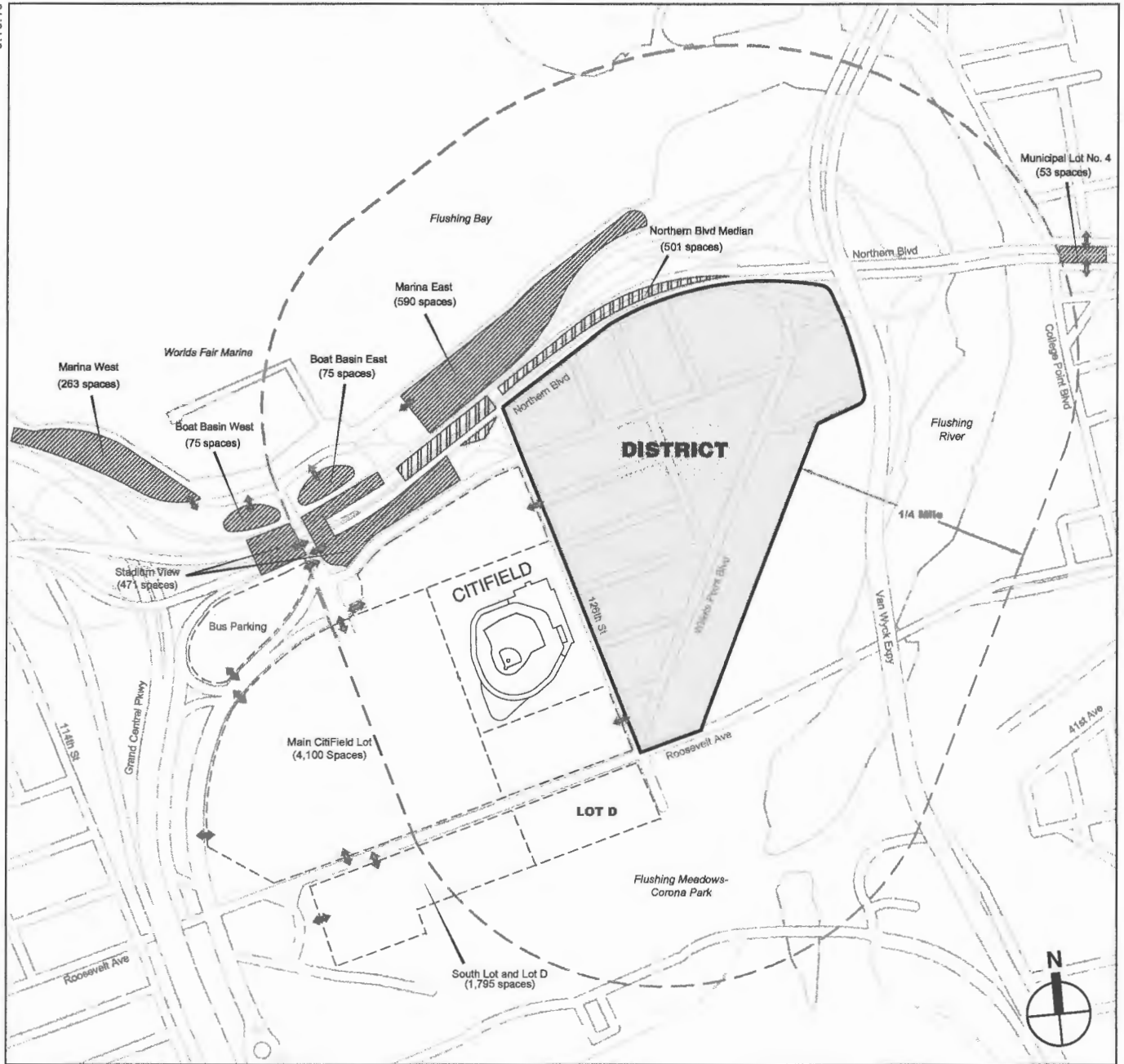
Overall, there is a mix of controlled and uncontrolled public parking lots as well as undesignated parking areas, including space on roadway shoulders and medians, which are typically used only during periods of high parking demand, such as during a Mets game (see **Figure 14-2**). The controlled lots include: the “main” CitiField lots (generally bounded by Roosevelt Avenue to the south, Shea Road to the north and west, and 126th Street to the east), which serve game and official stadium parking only on both game and non-game days; South Lot and Lot D<sup>1</sup>, which serves as a pay park-and-ride lot for commuters on typical weekdays and weekends, and is a pay lot for CitiField during game periods; Marina East and Marina West, which are also pay lots for CitiField during game periods but are free and uncontrolled on typical weekdays and weekends; and Stadium View (Whitestone Lot) that flanks Boat Basin Road under the elevated expressway, which is also a pay lot for CitiField during game periods, but is free on non-game weekdays and weekends. Occupancy surveys of the main CitiField lots were not conducted since they serve only official CitiField and NYPD vehicles on typical weekdays and weekends, and official and attendee parking during game periods, so they would not regularly be publicly accessible.

The remaining group of lots and other off-street parking areas include: the Marina Boat Basin East and West lots; the Northern Boulevard dirt/pavement median both east and west of 126th Street, which have significantly higher usage during Mets game periods; and Municipal Lot No. 4, which is under the Northern Boulevard viaduct in Downtown Flushing. These parking lots are not part of CitiField’s pay parking facilities and, excluding Municipal Lot No. 4, are only partially used during typical weekdays and weekends when there is no Mets home game. Municipal Lot No. 4 is consistently utilized on both game and non-game-days.

*Non-Game-Day Parking*

As shown in **Table 14-7**, there are eight surveyed parking facilities open to public use on non-game days, containing approximately 3,823 spaces. During non-game days, all off-street parking facilities are less than 40 percent occupied throughout the day except for Municipal Lot Number 4 which is located at the western end of Downtown Flushing. This facility reaches capacity by 11 AM and remains at or near capacity until the 5-6 PM hour. CitiField’s South Lot/Lot D is by

<sup>1</sup> South Lot and Lot D currently operate as a single surface parking lot, with common entrance/exit locations.



-  Special Willets Point District
-  Parking Facility
-  Parking Median
-  CitiField Controlled Parking
-  1/4 Mile Perimeter
-  Directional Entrance/Exit



far the largest inventoried parking facility in the area. This primary commuter (pay) lot near the District has a capacity of 1,795<sup>1</sup>, does not exceed 32 percent occupancy during the weekdays without a Mets game, and drops to about 13 percent occupancy outside of the 8 AM to 6 PM period. Examining the other more distant lots during days without a Mets home game, the two Boat Basin lots and Marina West service the club and marina visitors; however, the larger nearby lots, such as Marina East and Stadium View, which are generally utilized only during game days, are at or near zero percent occupancy. Overall, during weekday non-game peak hours, off-street parking occupancies within the parking study area range between ~~10 and 23~~ 9 and 21 percent, resulting in a parking availability of ~~2,760 to 3,225~~ 3,020 to 3,475 spaces.

As shown in **Table 14-8**, the occupancy level ranges between ~~5~~ 4 and 7 percent between the hours of 11 AM and 6 PM on a typical Saturday without a Mets game. Therefore, there are approximately ~~3,335 to 3,400~~ 3,555 to 3,670 unoccupied spaces available within the off-street lots.

#### *Game Day Parking*

On game days, CitiField's South Lot and Lot D are used for game attendance parking only. During the weekday PM hours preceding a 7:10 PM-start Mets home game, parking occupancy in the surveyed lots is approximately 42 to 51 percent. As shown in **Table 14-9**, from 4:30 to 7:30 PM, South Lot and Lot D experiences a transition from commuter park-and-ride occupants to Mets game attendees and has a consistent occupancy of 37 percent until 6:30 PM, and has a subsequent increase to 44 percent by the start of the game. Other lots, such as Stadium View and Marina West, which are controlled for game traffic on game days only, increase in occupancy approaching the start of the game, but do not reach more than about 57 percent capacity. The available free parking on the Northern Boulevard median, which is frequently used for parking by Mets attendees, reaches 100 percent of its approximately 500-space capacity. The Marina East and Stadium View lots were nearly unutilized during the surveyed weekday Mets game. Overall, within the parking study area, off-street parking utilization ranges between ~~38 and 48~~ 36 and 45 percent during the 4:30 to 7:30 PM hours, resulting in a parking availability of approximately ~~1,860 to 2,225~~ 2,100 to 2,445 spaces.

**Table 14-10** shows off-street parking inventories preceding and following a weekend Mets game with a 4:10 PM start. Only four of the off-street parking facilities are near or above 75 percent of capacity in the hours leading up to the game, and one of them, Municipal Lot 4, likely has few if any game attendees parking there. Boat Basin East is the only parking facility that reaches capacity during the weekend game day parking period, and it only has a capacity of 75 spaces. Overall, off-street parking utilization during weekend game days peaks at around 50 percent, leaving approximately 1,800 available spaces during that period, and demand tapers down after game time. By 8 PM, parking utilization in the study area is only at approximately one-third of the total capacity, and by 9 PM utilization drops to about ~~15~~ 14 percent.

#### *ON-STREET PARKING*

On-street parking inventories were conducted for a study area that generally covers the area within a ¼-mile radius of the Special Willets Point District and Willets West portions of the project site. This includes the area bounded by Northern Boulevard to the north, Willets Point Boulevard/Roosevelt Avenue to the south, College Point Boulevard to the east and 126th Street

<sup>1</sup> South Lot and Lot D is currently striped as 1,556 parking spaces, but the lot has a higher capacity due to optimization of parking spaces by parking attendants.

## Willetts Point Development

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to the west. The inventory along College Point Boulevard extended further north to 32nd Avenue, which is slightly beyond the ¼-mile radius but still within walking distance.

Since much of the existing roadway network within the District is in general disrepair, there are few blocks with defined sidewalks, curbs, and designated on-street parking space, and much of the block lengths are comprised of garage entrances and extensions of the abutting land uses and are not adequately built and maintained for any type of on-street parking. The small number of regulated spaces within or adjacent to this area are generally located along the south curb of eastbound Northern Boulevard (between 126th Street and Willetts Point Boulevard) and along 126th Street. The remaining block space that can accommodate on-street parking is not regulated, such as along partial sections of 126th Place, 127th Street, 127th Place, and Willetts Point Boulevard, near Northern Boulevard, and along one block of 34th Avenue.

Overall, within the area surveyed, there are approximately 235–270 legal spaces available on-street (depending on time of day and prevailing regulations), including the unregulated blocks discussed above. Within the surveyed area, there are no legal spaces along Roosevelt Avenue, West Park Loop/Stadium Road, and 126th Street, with a mix of No Standing Anytime and No Parking Anytime, though there is frequent illegal parking along both sides of 126th Street.

As shown in **Table 14-11**, the number of parked vehicles counted for the AM, midday, and PM periods on a typical weekday (Tuesday, May 22, 2012) is near or above the total on-street capacity. This is primarily due to illegally parked vehicles along 126th Street between Roosevelt Avenue and Northern Boulevard. Some of the other surveyed blocks are also parked over capacity, with a number of trucks and other delivery vehicles double parked near the warehouses and industrial land uses in the area. Within the District, many of the limited, unregulated blocks that have curb space for parking are typically filled to or beyond capacity by double-parked vehicles and vehicles blocking driveway/garage entrances.

On-street parking usage is generally lower during non-game weekend periods. Based on the data collected during a Saturday non-game survey, most streets have parking utilization that is below overall parking capacity during surveyed hours; however, substantial illegal parking still occurs along 126th Street.

On days with a Mets game, on-street parking usage is generally lower during pre-game and post-game periods. The overall number of parked vehicles remains below capacity for the hours surveyed during a typical weekday (Tuesday, May 29, 2012) and Saturday with a Mets game (June 2, 2012). Overall, game fans opt to park in pay and free lots rather than along the limited curb space on-street where available. With additional parking demand, typically for a weekend game, a small number of game fans park on-street along the south side of Northern Boulevard adjacent to the District and the blocks of 127th Street and 127th Place just south of Northern Boulevard.



Table 14-11  
Existing Hourly On-Street Parking

		Without Mets Game						With Mets Game					
		Weekday			Weekend			Weekday			Weekend		
		Capacity	Legal Occupancy	Illegal Occupancy	Capacity	Legal Occupancy	Illegal Occupancy	Capacity	Legal Occupancy	Illegal Occupancy	Capacity	Legal Occupancy	Illegal Occupancy
7:00-8:00 AM	126th Street	0	0	7									
	Northern Boulevard	22	17	0									
	College Point Boulevard	108	97	0									
	Other	106	92	0									
8:00-9:00 AM	126th Street	0	0	13									
	Northern Boulevard	22	20	0									
	College Point Boulevard	108	108	0									
9:00-10:00 AM	Other	106	103	0									
	126th Street	0	0	18									
	Northern Boulevard	22	18	0									
	College Point Boulevard	140	116	0									
11:00 AM-12:00 PM	Other	106	106	11									
	126th Street	0	0	26	0	0	14						
	Northern Boulevard	22	19	0	22	18	0						
	College Point Boulevard	140	140	1	140	140	1						
12:00-1:00 PM	Other	106	106	2	106	94	0						
	126th Street	0	0	35	0	0	24						
	Northern Boulevard	22	17	0	22	18	0						
	College Point Boulevard	140	140	9	140	132	0						
1:00-2:00 PM	Other	106	106	5	106	98	0						
	126th Street	0	0	34	0	0	24						
	Northern Boulevard	22	22	0	22	20	0						
	College Point Boulevard	140	137	0	140	136	0						
2:00-3:00 PM	Other	106	106	16	106	93	0						
	126th Street				0	0	28			0	0	1	
	Northern Boulevard				22	20	0			22	21	0	
	College Point Boulevard				140	127	0			140	140	8	
3:00-4:00 PM	Other				106	90	0			106	92	0	
	126th Street				0	0	25			0	0	1	
	Northern Boulevard				22	12	0			22	18	0	
	College Point Boulevard				140	121	0			140	126	0	
4:00-5:00 PM	Other				106	75	0			106	88	0	
	126th Street	0	0	36	0	0	27			0	0	2	
	Northern Boulevard	0	0	15	22	16	0			22	22	2	
	College Point Boulevard	140	137	0	140	109	0			140	117	0	
4:30-5:30 PM	Other	106	91	0	106	76	0			106	79	0	
	126th Street							0	0	7			
	Northern Boulevard							22	11	0			
	College Point Boulevard							140	140	4			
5:00-6:00 PM	Other							106	81	0			
	126th Street	0	0	24	0	0	25						
	Northern Boulevard	0	0	10	22	16	0						
	College Point Boulevard	140	119	0	140	87	0						
5:30-6:30 PM	Other	106	70	0	106	57	0						
	126th Street							0	0	2			
	Northern Boulevard							22	10	0			
	College Point Boulevard							140	122	0			
6:00-7:00 PM	Other							106	68	0			
	126th Street	0	0	18	0	0	15				0	0	13
	Northern Boulevard	0	0	5	22	14	0				22	18	0
	College Point Boulevard	140	90	0	140	77	0				140	83	0
6:30-7:30 PM	Other	106	47	0	106	52	0				106	59	0
	126th Street							0	0	5			
	Northern Boulevard							22	15	0			
	College Point Boulevard							140	66	0			
7:00-8:00 PM	Other							106	57	0			
	126th Street										0	0	3
	Northern Boulevard										22	11	0
	College Point Boulevard										140	79	0
8:00-9:00 PM	Other										106	43	0
	126th Street										0	0	10
	Northern Boulevard										22	9	0
	College Point Boulevard										140	74	0
											106	44	0

Notes: For weekdays and Saturday, the number of designated legal parking spaces increases from approximately 230 to 268 at 9:00 AM due to a 7:00-9:00 AM parking restriction along a section of College Point Boulevard. For weekdays only, the number of designated legal parking spaces decreases from approximately 268 to 246 at 4:00 PM due to a 4:00-7:00 PM parking restriction along a section of Northern Boulevard (The number of spaces include those within approximately ¼ mile of the District.)

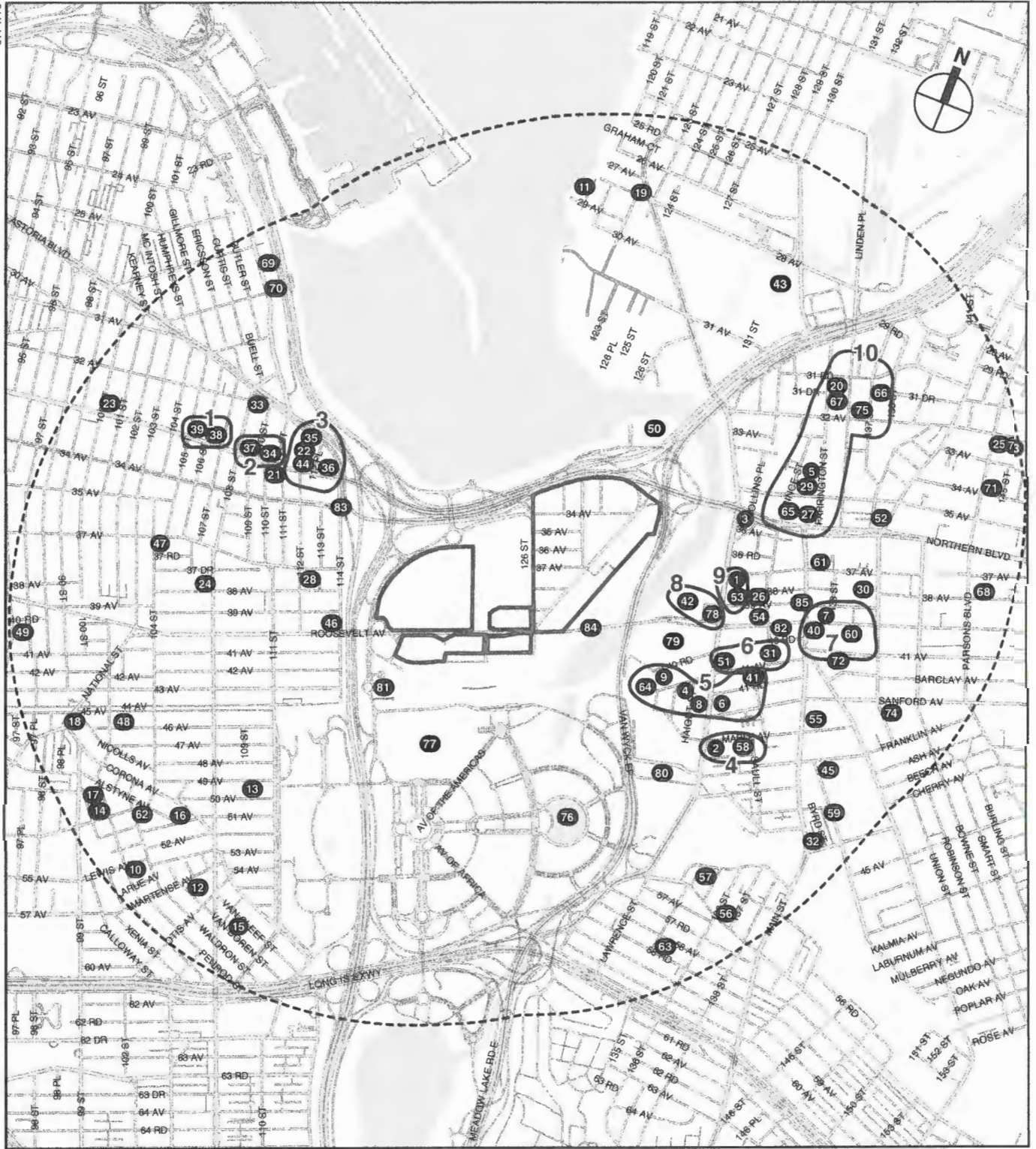
## **E. THE FUTURE WITHOUT THE PROPOSED PROJECT (TRAFFIC AND PARKING)**





Future conditions without the proposed project (the No Action condition) are established in order to provide the baseline against which the impacts of the proposed project can be compared and to account for changes in traffic conditions between existing conditions and the future analysis years. Future year conditions were analyzed for each phase of the project: 2018 for Phase 1A; 2028 for Phase 1B; and 2032 for Phase 2. Future No Action traffic volumes for each phase were developed by applying a background traffic growth rate of 0.5 percent per year for the first five years and 0.25 percent per year for each additional year, as stated in the *CEQR Technical Manual*, and by adding trips expected to be generated by anticipated development projects that are expected to be operational by each respective Build ~~buildout~~-year.

### **NO ACTION BACKGROUND PROJECTS**

Trip generation and specific traffic assignments for anticipated development projects were taken directly from their respective Environmental Impact Statements (EIS) or Environmental Assessment Statements (EAS) where such information was available. For projects where such information was not readily available, trip generation analyses were conducted to determine the volume of generated vehicle trips and these trips were assigned through study area intersections.

The 2018 No Action condition would include a large number of development projects within an area approximately up to and including one mile of the project site. (See **Table 14-12** for a complete list of No Action projects in the one-mile study area and corresponding **Figure 14-3**). One additional No Action project within the one-mile study area would be completed by 2019; however, this project would not generate significant new person or vehicle trips during peak analysis hours.



-  Project Site Boundary
-  1-Mile Study Area
-  No Action Projects
-  Cluster

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SCALE

Transportation Analysis  
No Action Projects  
Figure 14-3

**Table 14-12**  
**No Action Projects in the Traffic Study Area**

Map No.	Project Name/Address	Development Proposal/Program	Analysis Year	Transportation Notes
1	133-12 37 Ave	10 DU; 22,336 sf commercial; 1,971 sf community facility	2018	Cluster 9
2	132-08 Pople Ave	22 DU; 4,500 sf community facility; 12 parking spaces	2018	Cluster 4
3	35-19 College Point	35,580 sf manufacturing; 11 parking spaces	2018	Individually Assigned
4	41-09-15 Haight St	28 DU; 12,584 sf community facility	2018	Cluster 5
5	33-39 Prince St	6,396 sf manufacturing	2018	Cluster 10
6	132-18 41 Rd	10 DU (16,538); 4,095 sf community facility	2018	Cluster 5
7	136-13 Roosevelt Ave	2,800 sf commercial	2018	Cluster 7
8	41-38 College Point Boulevard	8 DU; 1,577 sf commercial; 1,646 sf community facility	2018	Cluster 5
9	131-10-14 40 Rd	5,795 sf commercial	2018	Cluster 5
10	102-06-10 Lewis Ave	14 DU; 8 parking spaces	2018	Background Growth
11	28-35 119 St	5,000 sf manufacturing (warehouse); 4 parking spaces	2018	Background Growth
12	105-10-12 Martense Ave	6 DU; 2 parking space	2018	Background Growth
13	108-30 49th Avenue	3 DU	2018	Background Growth
14	50-30-32 102 St	8 DU; 4 parking spaces	2018	Background Growth
15	57-37 Van Doren St	4 DU; 1 parking space	2018	Background Growth
16	104-24-28 Corona Ave	4 DU; 1,144 sf commercial sf	2018	Background Growth
17	50-08-10 102 St	6 DU	2018	Background Growth
18	99-21 Corona Ave	6 DU; 280 sf community facility	2018	Background Growth
19	27-24 College Point	5,082 sf commercial	2018	Background Growth
20	31-16 Linden Pl	24 DU; 6,085 sf commercial; 2,021 sf community facility	2018	Cluster 10
21	P.S. 287 - 110-08 Northern Blvd	49,471 sf public school	2016	Individually Assigned
22	32-29-33 112 Street	2 DU	2018	Cluster 3
23	32-56 101 Street	11,407 sf commercial	2016	Background Growth
24	37-56 108 Street	4 DU; 1,785 sf commercial	2018	Background Growth
25	32-05 Parsons Blvd	149,778 sf church	2018	Background Growth
26	133-47 39th Avenue	12,270 sf office; 11,420 sf retail; 9,755 sf medical office	2018	Individually Assigned
27	RKO Keith Theater - 135-27 Northern Boulevard	357 DU; 17,000 sf retail; 12,500 sf community facility; 385 parking spaces	2015	Cluster 10
28	37-06 112th Street	3 DU	2013	Background Growth
29	New Millennium - 134-03 35th Avenue	84 DU; 33,600 sf community facility; 3,600 sf retail; 222 parking spaces	2016	Cluster 10
30	Flushing Commons (Municipal Parking Lot 1) and Macedonia Plaza - 138th Street, 37th Avenue, 39th Avenue, and Union Street	Flushing Commons: 620 DU; 275,000 sf of retail; 110,000 sf of office; 98,000 sf of community facility space; 1,600 parking spaces; including 700 accessory spaces; and either 250 hotel rooms or an additional 124,000 sf of office Macedonia Plaza: 142 affordable residential units; 10,000 sf community facility space; 25,000 sf retail space	2018	Individually Assigned
31	Flushing Municipal Lot 3	120 DU; 23,000 sf commercial; 10,000 sf community facility; 200 parking spaces	2015	Cluster 6
32	43-57 Main Street	2,085 sf office; retail	2018	Background Growth
33	108-04, 14, 16 Astoria Blvd	84 DU; 34,965 sf community facility	2018	Individually Assigned
34	110-09 Northern Boulevard	31 DU; 15,500 sf of commercial use	2018	Cluster 2
35	112-12, 18, 24 Astoria Blvd	38 DU; 16,034 sf community facility	2018	Cluster 3
36	Block bounded by Astoria Blvd, Northern Blvd, and 112th Place	147 DU; 73,329 sf of commercial use	2018	Cluster 3
37	108-09 Northern Boulevard	18 DU; 8,970 sf commercial	2016	Cluster 2
38	106-15 Northern Boulevard	11 DU; 5,502 sf commercial	2016	Cluster 1
39	32-56 106th Street	14 DU; 7,144 commercial	2016	Cluster 1
40	Caldor Site - 136-20 Roosevelt Avenue	155,000 sf retail	2016	Cluster 7
41	132-27 to 132-61 41st Road	37 DU	2018	Cluster 5

Willeys Point Development

Table 14-12 (cont'd)  
No Action Projects in the Traffic Study Area

Map No.	Project Name/Address	Development Proposal/Program	Analysis Year	Transportation Notes
42	River Park Place - 39-08 Janet Place	475 DU; 10,200 sf retail; 1,500 sf community facility; 251,000 sf office; 175 hotel rooms	2018	Cluster 8
43	College Point Police Academy - 129-05 31st Avenue	2.4 million sf program; including 450,000-square-foot physical training area; 250 beds for visiting law enforcement agencies; 250 classrooms, firing range and fields for emergency-vehicle and other training exercises; 2,000 parking spaces	2018	No trips during peak hours
44	112-15 Northern Boulevard	163-room hotel	2013	Cluster 3
45	P.S. 244 - 137-20 Franklin Avenue	425-seat primary school; enrollment of 373 in 2012	2016	Individually Assigned
46	39-14 114th Street	23 DU; 18,638 commercial; 4,794 community facility; 38 parking spaces	2018	Background Growth
47	37-19 104th Street	2 DU; 1,100 sf community facility	2018	Background Growth
48	102-12-14 45th Avenue	8 DU; 2 parking space	2018	Background Growth
49	40-53 Junction Boulevard	7 DU; 1,458 sf community facility	2018	Background Growth
50	32-11 Harper Street	137 sf commercial	2018	Background Growth
51	132-15 41st Avenue	25 DU; 5,933 sf community facility; 8 parking spaces	2018	Cluster 6
52	35-01-05 Leavitt Street	12 DU; 6 parking spaces	2018	Individually Assigned
53	37-19 College Point Boulevard	1 residential unit; 56,595 sf commercial; 1,000 sf community facility; 31 parking spaces	2018	Cluster 9
54	One Fulton Square	88 DU; 142,180 sf office; 168 hotel rooms; 16,722 community facility; 283 parking spaces	2018	Individually Assigned
55	42-33 Main Street	79 DU	2018	Individually Assigned
56	56-40 137th Street	3 DU; 4,401 sf community facility	2018	Background Growth
57	56-18 135th Street	2 DU	2018	Background Growth
58	132-29 Pople Avenue	9 DU; 560 sf community facility	2018	Cluster 4
59	43-02 Colden Street	7 DU; 2,298 sf office; 3 parking spaces	2018	Background Growth
60	136-68 Roosevelt Avenue	29,124 sf commercial; 14,279 sf community facility; 34 parking spaces	2018	Cluster 7
61	136-33 37th Avenue	116,894 sf office; 97 parking spaces	2018	Individually Assigned
62	50-15 103rd Street	1 residential unit	2018	Background Growth
63	134-06 58th Avenue	Addition of 1 residential unit	2018	Background Growth
64	131-08 40 Road	4,548 commercial sf	2018	Cluster 5
65	135-17 Northern Boulevard	28 DU; 8,465 commercial sf; 2,867 community facility sf; 45 parking spaces	2018	Cluster 10
66	31-13 137 St	6 DU	2018	Cluster 10
67	31-39 Farrington St	5,937 sf commercial (Con Ed)	2018	Cluster 10
68	143-21 38th Avenue	25 DU	2018	Background Growth
69	106-47 Ditmars Boulevard	2 DU; 1 parking space	2018	Background Growth
70	106-57 Ditmars Boulevard	2 DU; 1 parking space	2018	Background Growth
71	33-25 Parsons Boulevard	13,417 sf community facility; 38 parking spaces	2018	Background Growth
72	154-32 Barclay Avenue	18 DU; 5,950 sf community facility	2018	Background Growth
73	144-18 32nd Avenue	Rectory with 1 residential unit (5,400 sf)	2018	Background Growth
74	42-15 Union Street	16,848 sf community	2018	Background Growth
75	31-53 Linden Place	16 DU; 3,746 sf community facility; 8 parking spaces	2018	Cluster 10
76	Flushing Meadows Corona Park	Major League Soccer stadium, 25,000 seats	2016	Not included in Trip Assignments; See Section Q.N below.
77	USTA Billie Jean King National Tennis Center Strategic Vision	Additional 6,500 seats; 80,000 sf of retail/office; 493 parking spaces	2019	USTA Site, no new vehicle trips generated
78	39-16 College Point Boulevard	7-room hotel; 15 parking spaces	2013	Cluster 8
79	Sky View Parc - Phase II	Approximately 600 DU	2018	Individually Assigned
80	Flushing Meadows East Rezoning	376 DU	2014	Individually Assigned
81	Flushing Meadows Corona Park	Annex to Olmsted Center	2013	Background Growth
82	135-15 40th Road	4,000 sf community facility; 4,100 sf retail/restaurant; 4,100 sf office	2018	Background Growth
83	34th Avenue & 114th Street	DOT's bicycle and pedestrian connection to CitiField project	2013	Roadway Improvements
84	Roosevelt Avenue Bridge Reconstruction	Roadway unchanged; bike/pedestrian space improvements	2018	Roadway Improvements
85	Main Street Reconstruction	Sidewalk/roadway improvements between 38th and 41st Aves.	2015	Roadway Improvements

**Notes:** DU = Dwelling units; sf = Square feet  
 #76 – As detailed in Section Q.N, MLS trip-making is expected to be comparable to the Mets and occur on different days; therefore it is not analyzed as a separate No Action project.  
 #83 & #85 – Analysis revisions, if necessary, will be undertaken in coordination with DOT between Draft and Final SEIS.

After reviewing the development programs for each of the No Action projects, it was determined that background growth will address the increase in traffic and pedestrian levels for 33 of the small projects in the study area. These small projects are dispersed throughout the study area and are not clustered together on a single block. As a result, these sites would not add a noticeable amount of traffic to any single block and have been screened out; they are considered as part of the general background growth rate. Additionally, one No Action project would not generate significant new person or vehicle trips during peak analysis hours. Person and vehicle trips generated by the remaining 46 projects were then determined. Ten clusters were created, grouping nearby projects that would have similar assignment routes based on their location. The clusters and corresponding No Action project numbers are presented in **Table 14-13**.

**Table 14-13**  
**No Action Project Clusters**

Cluster ID No.	No Action Projects (Refer to Figure 14-3)
1	38, 39
2	34, 37
3	22, 35, 36, 44
4	2, 58
5	4, 6, 8, 9, 41, 64
6	31, 51
7	7, 40, 60
8	42, 78
9	1, 53
10	5, 20, 27, 29, 65, 66, 67

Traffic assignments for the following projects were taken directly from their respective EIS/EAS, or latest available information from on-going studies: Sky View Parc; RKO Keith Plaza; Flushing Commons; and P.S. 287. For the College Point Boulevard Police Academy, most trips are expected to be generated during hours outside of this SEIS's analysis peak hours for the proposed project. A summary of all No Action project-generated vehicle trips is presented in **Table 14-14** for non-game-day peak hours and in **Table 14-15** for game-day peak hours.

As shown in **Table 14-14**, the expected magnitude of background development generated volumes added to the study area network for the non-game peak hours would be substantial, ranging from approximately 2,325 to 3,150 vehicle trips, with the lowest increment expected during the weekday AM peak hour and highest during the PM peak hour. As shown in **Table 14-15**, the expected magnitude of background development generated volumes added to the study area network for the game peak hours would also be substantial, ranging from approximately 1,950 to 2,375 vehicle trips.

#### **PHASE 1A (2018) NO ACTION TRAFFIC CONDITIONS**

Traffic volume increases on the study area's roadway network due to the cumulative effect of background projects are quantified and discussed below. The peak hour volumes reported below include the **Table 14-14** and **Table 14-15** traffic volumes assigned to the study area's networks, but do not include the general annual growth rate (0.5 percent per year for the first five years and 0.025 percent per year each additional year per CEQR guidelines) that has been separately applied to existing traffic volumes, which would add just under three percent more traffic to all streets. However, the annual increase is included in the 2018 No Action volume totals. Because of background growth and No Action developments, substantial increases in traffic volumes can be expected under the 2018 No Action condition, independent from those that the proposed project would add.

Table 14-14

Vehicle Trips from Background Development Projects—Non-Game Day

Project Name / Project Cluster	AM Peak		Midday Peak		PM Peak		Sat. Midday	
	In	Out	In	Out	In	Out	In	Out
35-19 College Point	30	7	7	7	5	30	5	5
P.S. 287 (110-08 Northern Blvd)	42	27	0	0	0	2	0	0
133-47 39th Avenue	16	5	21	21	10	22	14	14
Flushing Commons	366	255	521	474	338	442	386	360
108-04, 14, 16 Astoria Blvd	9	8	7	8	11	9	17	14
35-01-05 Leavitt Street	0	2	1	1	1	1	0	0
One Fulton Square	182	71	154	113	222	99	89	72
42-33 Main Street	3	11	3	3	10	5	8	6
136-33 37th Avenue	111	6	36	39	9	127	21	14
Sky View Parc - Phase II	42	88	30	29	77	43	65	50
Flushing Meadows East Rezoning	15	61	0	0	57	29	0	0
Cluster 1	2	4	14	14	9	9	12	9
Cluster 2	6	10	29	29	16	19	25	19
Cluster 3	61	82	179	143	134	112	128	107
Cluster 4	4	4	1	2	4	3	4	4
Cluster 5	8	13	17	17	18	18	21	19
Cluster 6	13	24	33	33	33	25	35	28
Cluster 7	79	53	229	198	185	204	250	238
Cluster 8	307	143	215	181	169	379	160	123
Cluster 9	15	16	87	87	47	47	60	48
Cluster 10	49	81	71	71	91	77	96	75
<b>TOTAL TRIPS ASSIGNED TO NO ACTION</b>	<b>1,360</b>	<b>971</b>	<b>1,655</b>	<b>1,470</b>	<b>1,446</b>	<b>1,702</b>	<b>1,396</b>	<b>1,205</b>

Table 14-15

Vehicle Trips from Background Development Projects—Game Day

Project Name / Project Cluster	Weekday Pre-game		Weekend Pre-game		Weekend Post-game	
	In	Out	In	Out	In	Out
35-19 College Point	1	1	5	5	4	4
P.S. 287 (110-08 Northern Blvd)	0	0	0	0	0	0
133-47 39th Avenue	10	11	14	16	15	15
Flushing Commons	338	442	424	390	382	414
108-04, 14, 16 Astoria Blvd	9	6	14	14	15	16
35-01-05 Leavitt Street	1	1	1	1	1	1
One Fulton Square	59	47	60	49	74	62
42-33 Main Street	8	3	6	6	6	6
136-33 37th Avenue	2	7	6	27	18	12
Sky View Parc - Phase II	63	23	50	50	50	50
Flushing Meadows East Rezoning	43	17	0	0	0	0
Cluster 1	7	5	11	9	9	11
Cluster 2	25	17	22	19	19	22
Cluster 3	26	18	112	99	101	88
Cluster 4	3	1	4	4	4	4
Cluster 5	16	10	19	18	18	19
Cluster 6	26	18	30	27	28	31
Cluster 7	165	165	195	171	136	150
Cluster 8	108	71	102	141	113	132
Cluster 9	35	35	57	47	47	57
Cluster 10	73	43	80	77	77	82
<b>TOTAL TRIPS ASSIGNED TO NO ACTION</b>	<b>1,018</b>	<b>941</b>	<b>1,212</b>	<b>1,170</b>	<b>1,117</b>	<b>1,176</b>

The more substantial traffic increases between existing and No Action conditions would occur along the primary streets in the study area network, including Northern Boulevard, Roosevelt Avenue, Astoria Boulevard, and College Point Boulevard. Below is a detailed description of the projected traffic increases expected throughout the study area as a result of the No Action development projects.

Northern Boulevard volumes through Downtown Flushing between Parsons Boulevard and Union Street can be expected to increase by about 75 to 175 vph during the seven peak analysis hours. Westbound Northern Boulevard volumes between Main Street and Union Street would increase by about 60 to 115 vph, while eastbound Northern Boulevard volumes along the same section would increase by about 285 to 455 vph during the seven peak hours. At Prince Street and farther west, adjacent to the Special Willets Point District and Willets West, Northern Boulevard volumes can be expected to increase by approximately 75 to 670 vph per direction during all of the peak hours. Northern Boulevard volumes in the vicinity of 108th and 114th Street can be expected to increase by about 100 to 235 vph per direction during the seven peak analysis hours.

Traffic volumes on Roosevelt Avenue through Downtown Flushing between Parsons Boulevard and College Point Boulevard can be expected to increase by about 10 to 215 vph per direction during all of the peak analysis hours. Adjacent to the project site, Roosevelt Avenue volumes can be expected to increase by approximately 65 to 315 vph per direction during the seven peak analysis hours. Roosevelt Avenue volumes in the vicinity of 108th, 111th, and 114th Street can be expected to increase by about 55 to 145 vph per direction during all of the peak analysis hours.

Sanford Avenue volumes through Downtown Flushing between Parsons Boulevard and College Point Boulevard can be expected to increase by about 10 to 55 vph per direction during the seven peak analysis hours.

On the west side of the study area, in the vicinity of 114th Street, and also within the Special Willets Point District, volumes on 34th Avenue can be expected to increase by up to 10 vph during the weekday non-game AM and PM peak analysis hours.

Astoria Boulevard volumes in the vicinity of 108th and 114th Streets can be expected to increase by about 30 to 95 vph per direction during the peak analysis hours.

Volumes along West Park Loop/Stadium Road can be expected to increase by up to about 50 vph during the peak analysis hours.

College Point Boulevard volumes between Sanford Avenue and 32nd Avenue can be expected to increase by about 60 to 320 vph per direction during all the seven peak analysis hours except during the weekday non-game PM peak hour when volumes are expected to increase by about 90 to 505 vph per direction.

Main Street volumes from Kissena Boulevard to Roosevelt Avenue can be expected to increase by up to 40 vph during the seven peak analysis hours. Between Roosevelt Avenue and Northern Boulevard, northbound Main Street volumes would increase by up to 450 vph and southbound volumes would increase by up to 185 vph during the peak analysis hours.

Union Street volumes between Sanford Avenue and Northern Boulevard can be expected to increase by approximately 35 to 75 vph in the northbound direction and by approximately 10 to 235 vph in the southbound direction during the peak analysis hours.

Parsons Boulevard volumes between Northern Boulevard and Sanford Avenue can be expected to increase by up to 20 vph per direction during the peak analysis hours.

Traffic volumes along 108th Street in the vicinity of Astoria Boulevard and Northern Boulevard and at Roosevelt Avenue can be expected to increase by about 10 to 50 vph per direction during the seven peak analysis hours.

Prince Street volumes at Northern Boulevard and Roosevelt Avenue can be expected to increase by up to 30 vph per direction during the peak analysis hours.



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Traffic volumes along 111th and 114th Street in the vicinity of Roosevelt Avenue can be expected to increase by up to 5 vph per direction during the seven peak analysis hours. 114th Street volumes at 34th Avenue can be expected to increase by approximately 10 to 45 vph per direction during the peak analysis hours.

126th Street volumes between Northern Boulevard and Roosevelt Avenue can be expected to increase by approximately 35 to 95 vph per direction during the peak analysis hours.

Traffic volumes along westbound World’s Fair Marina at Stadium Road can be expected to increase by up to 10 vph during the peak analysis hours.

Based on these projected traffic volume changes, 2018 No Action traffic levels of service were determined for the 31 No Action analysis locations within the study area. **Tables 14-16** and **14-17** show comparisons of overall intersection and individual movement levels of service, respectively, for existing and 2018 No Action conditions for non-game-day peak hours, and **Tables 14-18** and **14-19** show the comparisons for the game-day peak hours. It is clear, in comparing overall intersection levels of service and individual traffic movement levels of service, that considerably more locations would operate at LOS E or F under the 2018 No Action condition than in existing conditions due to the substantial additional volumes generated by the expected background developments superimposed on top of a background growth rate of 2.8 percent.

**Table 14-16**  
**Overall Intersection Level of Service Summary Comparison**  
**Existing vs. Phase 1A (2018) No Action Conditions—Non-Game Day**

Signalized Intersections	Existing Conditions				Phase 1A (2018) No Action Conditions			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
	26 Signalized Intersections				26 Signalized Intersections <sup>[1]</sup>			
Overall Intersection LOS A/B/C	22	23	22	22	<del>43</del> <u>14</u>	15	<del>43</del> <u>12</u>	15
Overall Intersection LOS D	4	3	4	4	<del>5</del> <u>4</u>	6	<del>7</del> <u>8</u>	3
Overall Intersection LOS E	0	0	0	0	8	2	4	6
Overall Intersection LOS F	0	0	0	0	0	3	2	2

**Note:** <sup>1</sup> Under Phase 1A (2018) No Action conditions, all ~~five~~eight unsignalized intersections would operate at overall LOS A, B or C.

**Table 14-17**  
**Traffic Lane Group Level of Service Summary Comparison**  
**Existing vs. Phase 1A (2018) No Action Conditions—Non-Game Day**

Signalized Movements	Existing Conditions				Phase 1A (2018) No Action Conditions			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
	26 Signalized Intersections				26 Signalized Intersections <sup>[1]</sup>			
No. of Lane Groups at LOS A/B/C	80	97	86	88	62	<del>76</del> <u>77</u>	63	74
No. of Lane Groups at LOS D	34	24	30	30	<del>36</del> <u>37</u>	28	<del>32</del> <u>34</u>	<del>23</del> <u>25</u>
No. of Lane Groups at LOS E	10	8	13	11	<del>45</del> <u>13</u>	9	<del>42</del> <u>11</u>	<del>43</del> <u>12</u>
No. of Lane Groups at LOS F	3	0	0	0	<del>47</del> <u>18</u>	17	22	20

**Note:** <sup>1</sup> Under Phase 1A (2018) No Action conditions, all but one unsignalized lane group (northbound left turn movement of Boat Basin Road at World’s Fair Marina during the weekday AM non-game peak hour) would operate at overall LOS A, B or C.

**Table 14-18**  
**Overall Intersection Level of Service Summary Comparison**  
**Existing vs. Phase 1A (2018) No Action Conditions—Game Day**

Signalized Intersections	Existing Conditions			Phase 1A (2018) No Action Conditions		
	Weekday Pre-game	Saturday Pre-game	Saturday Post-game	Weekday Pre-game	Saturday Pre-game	Saturday Post-game
	26 Signalized Intersections			26 Signalized Intersections <sup>[1]</sup>		
Overall Intersection LOS A/B/C	20	20	21	44 <del>10</del>	13	10
Overall Intersection LOS D	6	6	5	7 <del>8</del>	4	5
Overall Intersection LOS E	0	0	0	6	5	8
Overall Intersection LOS F	0	0	0	2	4	3
<b>Notes:</b>						
<sup>1</sup> Under Phase 1A (2018) No Action conditions during game day peak hours, none of the <del>five</del> <u>eight</u> unsignalized intersections would operate at overall LOS E or F (all <del>five</del> <u>eight</u> would operate at overall LOS D or better) during the weekday pre-game peak hour; one intersection would operate at overall LOS E during the Saturday pre-game peak hour; and two intersections would operate at overall LOS E and one intersection would operate at LOS F during the Saturday post-game peak hour.						

**Table 14-19**  
**Traffic Lane Group Level of Service Summary Comparison**  
**Existing vs. Phase 1A (2018) No Action Conditions—Game Day**

Signalized Lane Groups	Existing Conditions			Phase 1A (2018) No Action Conditions		
	Weekday Pre-game	Saturday Pre-game	Saturday Post-game	Weekday Pre-game	Saturday Pre-game	Saturday Post-game
	26 Signalized Intersections			26 Signalized Intersections <sup>[1]</sup>		
No. of Lane Groups at LOS A/B/C	76	90	89	64 <del>60</del>	72 <del>73</del>	72 <del>73</del>
No. of Lane Groups at LOS D	37	21	25	37 <del>40</del>	25	20 <del>21</del>
No. of Lane Groups at LOS E	15	16	15	44 <del>10</del>	8	9 <del>8</del>
No. of Lane Groups at LOS F	1	2	1	21	25	29
<b>Notes:</b>						
<sup>1</sup> Under Phase 1A (2018) No Action conditions during game day peak hours, <del>eight</del> <u>13</u> of about <del>42</del> <u>17</u> unsignalized lane groups operate at LOS A, B, C or D during all peak hours. Four movements would operate at LOS E or F during at least one peak hour including: northbound left turns from Boat Basin Road onto World's Fair Marina (LOS E during weekday pregame and Saturday pregame peak hours and LOS F during the Saturday post game peak hour); the eastbound left-through movement on Stadium Road at Boat Basin Road (LOS F during Saturday pre- and post-game peak hours); westbound CitiField Entrance 9 at Boat Basin Road (LOS F during the Saturday post-game peak hour); and eastbound left turns from the GCP off-ramp onto Stadium Road (LOS E during the Saturday post-game peak hour).						

The summary overview of the Phase 1A (2018) No Action condition without a Mets game indicates that:

- In the weekday AM peak hour, of the 26 signalized intersections analyzed, the number of locations that are projected to operate at overall LOS E or F would increase from none under existing conditions to eight under the Phase 1A No Action condition. The number of traffic lane groups projected to operate at LOS E or F would increase from 13 to ~~32~~ 31.
- In the weekday midday peak hour, the number of signalized intersections that would operate at overall LOS E or F would increase from zero to five, while the number of traffic lane groups at LOS E or F would increase from eight to 26.
- In the weekday PM peak hour, the number of locations that are projected to operate at overall LOS E or F would increase from none under existing conditions to six under Phase

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1A No Action conditions. The number of lane groups projected to operate at LOS E or F would increase from 13 to ~~34~~ 33.

- In the Saturday midday peak hour, the number of signalized intersections that would operate at overall LOS E or F would increase from zero to eight, while the number of lane groups at LOS E or F would increase from 11 to ~~33~~ 32.
- Most of the projected LOS E or F intersections would be located in Downtown Flushing.

The summary overview of the Phase 1A No Action condition with a Mets game indicates that:

- In the weekday PM pre-game peak hour, of the 26 signalized intersections analyzed, the number of locations that are projected to operate at LOS E or F would increase from zero under existing conditions to eight under the Phase 1A No Action condition. The number of traffic lane groups projected to operate at LOS E or F would increase from 16 to ~~32~~ 31.
- In the Saturday afternoon pre-game peak hour, the number of locations that are projected to operate at LOS E or F would increase from zero under existing conditions to nine under the Phase 1A No Action condition. The number of lane groups projected to operate at LOS E or F would increase from 18 to 33. The unsignalized intersection of Boat Basin Road at Stadium Road/CitiField Entrance 8 would operate at LOS E.
- In the Saturday PM post-game peak hour, the number of locations that are projected to operate at LOS E or F would increase from zero under existing conditions to 11 under the Phase 1A No Action conditions. The number of lane groups projected to operate at LOS E or F would increase from 16 to ~~38~~ 37. The unsignalized intersections of Boat Basin Road at World's Fair Marina and Grand Central Parkway Ramp at West Park Loop/Stadium Road would operate at LOS E, and the unsignalized intersection of Boat Basin Road at Stadium Road/CitiField Entrance 8 would operate at LOS F.

### PHASE 1A (2018) NO ACTION PARKING CONDITIONS

Based on a background traffic growth rate of 2.8 percent to 2018, demand for off-street parking facilities and on-street parking in the area during the Phase 1A No Action condition can generally be expected to increase by the same rate. The maximum occupancy level for parking facilities on non-game days would increase by about one percent or less of total capacity in 2018 from the existing occupancy level range of 9 to 21 percent on a typical weekday without a Mets game. One facility, Municipal Lot 4, would reach capacity during the 4-5 PM hour under the Phase 1A No Action condition as compared to 98 percent occupancy under existing conditions. On a typical Saturday without a Mets game, the maximum occupancy level for parking facilities would increase by about one percent or less of total capacity in 2018 from the existing occupancy level range of 4 to 7 percent.

On a typical weeknight with a Mets game, the maximum occupancy which occurs between 6:30-7:30 PM would peak at about 46 percent in 2018 (excluding the main CitiField lots), compared to approximately 45 percent under existing conditions. On a typical weekend game day, the maximum occupancy (peaking at 4-5 PM) would increase by two percent, from 47 to 49 percent in 2018. This off-street demand projection for a weekend game day is a conservative assumption since it includes increases in Mets fan parking, which are not really subject to annual background increases.

Because the existing on-street parking occupancy is at or exceeds the legal capacity during most of the AM, midday, and PM periods (non-game and pre-game), and Saturday midday periods, the on-street parking utilization is assumed to continue to peak near or above 100 percent after increasing the existing on-street parking demand by the 2.8 percent background growth rate. On weekends

with a Mets game, total on-street parking occupancy would reach capacity during the 2-3 PM hour of the pre-game period during the Phase 1A 2018 No Action condition as compared to 98 percent under existing conditions. During the rest of the pre-game period (3-5 PM) on-street occupancies would increase slightly from a range of 83 to 87 percent overall under existing conditions to 85 to 89 percent in 2018. During the post-game period on-street parking occupancies would increase by about one percent from the existing usage range of 51 to 65 percent.

**PHASE 1B (2028) NO ACTION TRAFFIC CONDITIONS**

No additional No Action projects were identified beyond those projected for 2018 (detailed above); therefore, the peak hour volumes for the Phase 1B (2028) No Action condition consist of the same No Action project increments as Phase 1A plus the annual background growth for 16 years (2012 to 2028) which amounts to almost 5.5 percent. The increase in traffic volumes between Phase 1A (2018) and Phase 1B (2028) is relatively minor since background growth between the two phases is only about 2.5 percent overall and, as mentioned, both No Action years include the same No Action project vehicle trip increments.

Traffic volumes maps for Phase 1B are and detailed levels of service results are provided at the end of this chapter. Level of service summaries are provided in **Tables 14-20 to 14-23** and described in detail below.

**Table 14-20**  
**Overall Intersection Level of Service Summary Comparison**  
**Existing vs. Phase 1B (2018) No Action Conditions—Non-Game Day**

Signalized Intersections	Existing Conditions				Phase 1B (2028) No Action Conditions			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
	26 Signalized Intersections				26 Signalized Intersections <sup>(1)</sup>			
Overall Intersection LOS A/B/C	22	23	22	22	11	15	42 <u>11</u>	14
Overall Intersection LOS D	4	3	4	4	7	5	5 <u>7</u>	3
Overall Intersection LOS E	0	0	0	0	8 <u>7</u>	2	7 <u>6</u>	6
Overall Intersection LOS F	0	0	0	0	0 <u>1</u>	4	2	3

**Notes:** <sup>1</sup> Under Phase 1B (2028) No Action conditions, all five ~~eight~~ unsignalized intersections would operate at overall LOS A, B or C.

**Table 14-21**  
**Traffic Lane Group Level of Service Summary Comparison**  
**Existing vs. Phase 1B (2028) No Action Conditions—Non-Game Day**

Signalized Movements	Existing Conditions				Phase 1B (2028) No Action Conditions			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
	26 Signalized Intersections				26 Signalized Intersections <sup>(1)</sup>			
No. of Lane Groups at LOS A/B/C	80	97	86	88	58	72 <u>74</u>	59 <u>60</u>	74 <u>72</u>
No. of Lane Groups at LOS D	34	24	30	30	38 <u>41</u>	34 <u>32</u>	35 <u>36</u>	22 <u>25</u>
No. of Lane Groups at LOS E	10	8	13	11	42 <u>11</u>	9 <u>8</u>	44 <u>12</u>	47 <u>16</u>
No. of Lane Groups at LOS F	3	0	0	0	24 <u>22</u>	48 <u>19</u>	24	20

**Note:** <sup>1</sup> Under Phase 1B (2028) No Action conditions, all but one unsignalized lane group (northbound left turn movement of Boat Basin Road at World's Fair Marina during the weekday AM non-game peak hour) would operate at overall LOS A, B or C.

Table 14-22

**Overall Intersection Level of Service Summary Comparison  
Existing vs. Phase 1B (2028) No Action Conditions—Game Day**

Signalized Intersections	Existing Conditions			Phase 1B (2028) No Action Conditions		
	Weekday Pre-game	Saturday Pre-game	Saturday Post-game	Weekday Pre-game	Saturday Pre-game	Saturday Post-game
	26 Signalized Intersections			26 Signalized Intersections <sup>(1)</sup>		
Overall Intersection LOS A/B/C	20	20	21	44 <u>10</u>	13	10
Overall Intersection LOS D	6	6	5	7 <u>8</u>	2	3
Overall Intersection LOS E	0	0	0	5	7	6
Overall Intersection LOS F	0	0	0	3	4	7
<b>Note:</b> <sup>1</sup> Under Phase 1B (2028) No Action conditions during game day peak hours, none of the <del>five</del> <u>eight</u> unsignalized intersections would operate at overall LOS E or F (all <del>five</del> <u>eight</u> would operate at overall LOS D or better) during the weekday pre-game peak hour; one intersection would operate at overall LOS F during the Saturday pre-game peak hour; and one intersection would operate at overall LOS E and two intersections would operate at LOS F during the Saturday post-game peak hour.						

Table 14-23

**Traffic Lane Group Level of Service Summary Comparison  
Existing vs. Phase 1B (2028) No Action Conditions—Game Day**

Signalized Lane Groups	Existing Conditions			Phase 1B (2028) No Action Conditions		
	Weekday Pre-game	Saturday Pre-game	Saturday Post-game	Weekday Pre-game	Saturday Pre-game	Saturday Post-game
	26 Signalized Intersections			26 Signalized Intersections <sup>(1)</sup>		
No. of Lane Groups at LOS A/B/C	76	90	89	59	68 <u>70</u>	69 <u>70</u>
No. of Lane Groups at LOS D	37	21	25	34 <u>36</u>	27 <u>28</u>	24 <u>27</u>
No. of Lane Groups at LOS E	15	16	15	46 <u>17</u>	7	9 <u>8</u>
No. of Lane Groups at LOS F	1	2	1	21	28	29
<b>Note:</b> <sup>1</sup> Under Phase 1B (2028) No Action conditions during game day peak hours, <del>seven</del> <u>12</u> of about <del>42</del> <u>17</u> unsignalized lane groups operate at LOS A, B, C or D during all peak hours. Five movements would operate at LOS E or F during at least one peak hour including: northbound left turns from Boat Basin Road onto World's Fair Marina (LOS E during the Saturday pregame peak hour and LOS F during the weekday pregame and Saturday post game peak hours); the eastbound left-through movement of Stadium Road at Boat Basin Road (LOS F during Saturday pre- and post-game peak hours); the eastbound through-right movement of Stadium Road at Boat Basin Road (LOS E during the Saturday pre-game peak hour); westbound CitiField Entrance 9 at Boat Basin Road (LOS F during the Saturday post-game peak hour); and eastbound left turns from the GCP off-ramp onto Stadium Road (LOS F during the Saturday post-game peak hour).						

The summary overview of the Phase 1B (2028) No Action condition without a Mets game indicates that:

- In the weekday AM peak hour, of the 26 signalized intersections analyzed, the number of locations that are projected to operate at overall LOS E or F would increase from none under existing conditions to eight under the Phase 1B No Action condition. The number of traffic lane groups projected to operate at LOS E or F would increase from 13 to 33.
- In the weekday midday peak hour, the number of signalized intersections that would operate at overall LOS E or F would increase from zero to six, while the number of traffic lane groups at LOS E or F would increase from eight to 27.
- In the weekday PM peak hour, the number of locations that are projected to operate at overall LOS E or F would increase from none under existing conditions to ~~nine~~ eight under Phase 1B No Action conditions. The number of lane groups projected to operate at LOS E or F would increase from 13 to ~~35~~ 36.

- In the Saturday midday peak hour, the number of signalized intersections that would operate at overall LOS E or F would increase from zero to nine, while the number of lane groups at LOS E or F would increase from 11 to ~~37~~ 36.
- Most of the projected LOS E or F intersections would be located in Downtown Flushing.

The summary overview of the Phase 1B No Action condition with a Mets game indicates that:

- In the weekday PM pre-game peak hour, of the 26 signalized intersections analyzed, the number of locations that are projected to operate at LOS E or F would increase from zero under existing conditions to eight under the Phase 1B No Action condition. The number of traffic lane groups projected to operate at LOS E or F would increase from 16 to ~~37~~ 38.
- In the Saturday afternoon pre-game peak hour, the number of locations that are projected to operate at LOS E or F would increase from zero under existing conditions to 11 under the Phase 1B No Action condition. The number of lane groups projected to operate at LOS E or F would increase from 18 to 35. The unsignalized intersection of Boat Basin Road at Stadium Road/CitiField Entrance 8 would operate at LOS F.
- In the Saturday PM post-game peak hour, the number of locations that are projected to operate at LOS E or F would increase from zero under existing conditions to 13 under the Phase 1A No Action conditions. The number of lane groups projected to operate at LOS E or F would increase from 16 to ~~38~~ 37. The unsignalized intersection of Grand Central Parkway Ramp at West Park Loop/Stadium Road would operate at LOS E, and the unsignalized intersections of Boat Basin Road at World's Fair Marina and Boat Basin Road at Stadium Road/CitiField Entrance 8 would operate at LOS F.

#### **PHASE 1B (2028) NO ACTION PARKING CONDITIONS**

Based on a background traffic growth rate of almost 5.5 percent to 2028, demand for off-street parking facilities and on-street parking in the area during the Phase 1B No Action condition can generally be expected to increase by the same rate. The maximum occupancy level for parking facilities on non-game days would increase by about one percent or less of total capacity in 2028 from the existing occupancy level range of 9 to 21 percent on a typical weekday without a Mets game. One facility, Municipal Lot 4, would reach full capacity during the 4-5 PM hour under the Phase 1B No Action condition as compared to 98 percent occupancy under existing conditions. On a typical Saturday without a Mets game, the maximum occupancy level for parking facilities would also increase by about one percent or less of total capacity in 2028 from the existing occupancy level range of 4 to 7 percent.

On a typical weeknight with a Mets game, the maximum occupancy which occurs between 6:30-7:30 PM would peak at about 48 percent in 2028 (excluding the main CitiField lots), compared to approximately 45 percent under existing conditions. On a typical weekend game day, the maximum occupancy (peaking at 4-5 PM) would increase by approximately three percent (from 47 percent to 50 percent) in 2028 as compared to existing conditions. This off-street demand projection for a weekend game day is a conservative assumption since it includes increases in Mets fan parking, which are not really subject to annual background increases.

Because the existing on-street parking occupancy is near or exceeds the legal capacity during most of the AM, midday, and PM periods (non-game and pre-game), and Saturday midday periods, the on-street parking utilization is assumed to continue to peak near or above 100 percent after increasing the existing on-street parking demand by the background growth rate. On weekends with a Mets game, total on-street parking occupancy would reach capacity during

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the 2-3 PM hour of the pre-game period during the Phase 1B (2028) No Action condition as compared to 98 percent under existing conditions. During the rest of the pre-game period (3-5 PM), on-street occupancies would increase slightly from a range of 83 to 87 percent overall under existing conditions to 87 to 92 percent in 2028. During the post-game period, on-street parking occupancies would increase by three percent, from a range of 51 to 65 percent under existing conditions to a range of 54 to 68 percent in the Phase 1B (2028) No Action condition.

**PHASE 2 (2032) NO ACTION TRAFFIC CONDITIONS**

As mentioned previously, no additional No Action projects were identified beyond those projected for 2018 (detailed above in the Phase 1A No Action discussion); therefore, the peak hour volumes for the Phase 2 (2032) No Action condition consist of the same No Action project increments as Phase 1A plus the annual background growth for 20 years (2012 to 2032) which amounts to almost 6.5 percent. As with Phase 1B, the increase in traffic volumes under Phase 2 is relatively minor as compared to Phase 1A since background growth between Phase 1A (2018) and Phase 2 (2032) is only about 3.5 percent overall. Traffic volume maps for the Phase 2 No Action condition and detailed levels of service results are provided in traffic appendices at the end of this chapter. Level of service summaries are provided in **Tables 14-24 to 14-27** and discussed below.

**Table 14-24**  
**Overall Intersection Level of Service Summary Comparison**  
**Existing vs. Phase 2 (2032) No Action Conditions—Non-Game Day**

Signalized Intersections	Existing Conditions				Phase 2 (2032) No Action Conditions			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
	26 Signalized Intersections				26 Signalized Intersections <sup>(1)</sup>			
Overall Intersection LOS A/B/C	22	23	22	22	11	15	<u>12</u> <u>11</u>	14
Overall Intersection LOS D	4	3	4	4	7	4	<u>5</u> <u>7</u>	2
Overall Intersection LOS E	0	0	0	0	7	3	<u>7</u> <u>6</u>	7
Overall Intersection LOS F	0	0	0	0	1	4	2	3
<b>Note:</b>	<sup>1</sup> Under Phase 2 (2032) No Action conditions, all <u>five</u> <u>eight</u> unsignalized intersections would operate at overall LOS A, B or C.							

**Table 14-25**  
**Traffic Lane Group Level of Service Summary Comparison**  
**Existing vs. Phase 2 (2032) No Action Conditions—Non-Game Day**

Signalized Movements	Existing Conditions				Phase 2 (2032) No Action Conditions			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
	26 Signalized Intersections				26 Signalized Intersections <sup>(1)</sup>			
No. of Lane Groups at LOS A/B/C	80	97	86	88	56	<u>72</u> <u>74</u>	<u>67</u> <u>58</u>	<u>69</u> <u>70</u>
No. of Lane Groups at LOS D	34	24	30	30	<u>38</u> <u>41</u>	<u>30</u> <u>31</u>	<u>38</u> <u>39</u>	<u>24</u> <u>27</u>
No. of Lane Groups at LOS E	10	8	13	11	13	<u>40</u> <u>9</u>	<u>9</u> <u>11</u>	<u>46</u> <u>15</u>
No. of Lane Groups at LOS F	3	0	0	0	22	<u>48</u> <u>19</u>	<u>25</u> <u>24</u>	21
<b>Note:</b>	<sup>1</sup> Under Phase 2 (2032) No Action conditions, all but one unsignalized lane group (northbound left turn movement of Boat Basin Road at World's Fair Marina during the weekday AM non-game peak hour) would operate at overall LOS A, B or C.							

**Table 14-26**  
**Overall Intersection Level of Service Summary Comparison**  
**Existing vs. Phase 2 (2032) No Action Conditions—Game Day**

Signalized Intersections	Existing Conditions			Phase 2 (2032) No Action Conditions		
	Weekday Pre-game	Saturday Pre-game	Saturday Post-game	Weekday Pre-game	Saturday Pre-game	Saturday Post-game
	26 Signalized Intersections			26 Signalized Intersections <sup>[1]</sup>		
Overall Intersection LOS A/B/C	20	20	21	8 <u>7</u>	12	10
Overall Intersection LOS D	6	6	5	40 <u>11</u>	2	2
Overall Intersection LOS E	0	0	0	5 <u>4</u>	7	7
Overall Intersection LOS F	0	0	0	3 <u>4</u>	5	7
<b>Note:</b> <sup>1</sup> Under Phase 2 (2032) No Action conditions during game day peak hours, none of the <del>five</del> <u>eight</u> unsignalized intersections would operate at overall LOS E or F (all <del>five</del> <u>eight</u> would operate at overall LOS D or better) during the weekday pre-game peak hour; one intersection would operate at overall LOS F during the Saturday pre-game peak hour; and one intersection would operate at overall LOS E and two intersections would operate at LOS F during the Saturday post-game peak hour.						

**Table 14-27**  
**Traffic Lane Group Level of Service Summary Comparison**  
**Existing vs. Phase 2 (2032) No Action Conditions—Game Day**

Signalized Lane Groups	Existing Conditions			Phase 2 (2032) No Action Conditions		
	Weekday Pre-game	Saturday Pre-game	Saturday Post-game	Weekday Pre-game	Saturday Pre-game	Saturday Post-game
	26 Signalized Intersections			26 Signalized Intersections <sup>[1]</sup>		
No. of Lane Groups at LOS A/B/C	76	90	89	57	64 <u>66</u>	60 <u>70</u>
No. of Lane Groups at LOS D	37	21	25	34 <u>36</u>	28 <u>29</u>	23 <u>26</u>
No. of Lane Groups at LOS E	15	16	15	46 <u>17</u>	7	6 <u>5</u>
No. of Lane Groups at LOS F	1	2	1	23	31	32
<b>Note:</b> <sup>1</sup> Under Phase 2 (2032) No Action conditions during game day peak hours, <del>seven</del> <u>12</u> of about 42 <u>17</u> unsignalized lane groups operate at LOS A, B, C or D during all peak hours. Five movements would operate at LOS E or F during at least one peak hour including: northbound left turns from Boat Basin Road onto World's Fair Marina (LOS E during the Saturday pregame peak hour and LOS F during the weekday pregame and Saturday post-game peak hours); the eastbound left-through movement of Stadium Road at Boat Basin Road (LOS F during Saturday pre- and post-game peak hours); the eastbound through-right movement of Stadium Road at Boat Basin Road (LOS E during the Saturday pre-game peak hour); westbound CitiField Entrance 9 at Boat Basin Road (LOS F during the Saturday post-game peak hour); and eastbound left turns from the GCP off-ramp onto Stadium Road (LOS E during the weekday and Saturday pre-game peak hours, and LOS F during the Saturday post-game peak hour).						

The summary overview of the Phase 2 (2032) No Action condition without a Mets game indicates that:

- In the weekday AM peak hour, of the 26 signalized intersections analyzed, the number of locations that are projected to operate at overall LOS E or F would increase from none under existing conditions to eight under the Phase 2 No Action condition. The number of traffic lane groups projected to operate at LOS E or F would increase from 13 to 35.
- In the weekday midday peak hour, the number of signalized intersections that would operate at overall LOS E or F would increase from zero to seven, while the number of traffic lane groups at LOS E or F would increase from eight to 28.
- In the weekday PM peak hour, the number of locations that are projected to operate at overall LOS E or F would increase from none under existing conditions to ~~nine~~ eight under



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Phase 2 No Action conditions. The number of lane groups projected to operate at LOS E or F would increase from 13 to ~~34~~ 35.

- In the Saturday midday peak hour, the number of signalized intersections that would operate at overall LOS E or F would increase from zero to ten, while the number of lane groups at LOS E or F would increase from 11 to ~~37~~ 36.
- Most of the projected LOS E or F intersections would be located in Downtown Flushing.

The summary overview of the Phase 2 No Action condition with a Mets game indicates that:

- In the weekday PM pre-game peak hour, of the 26 signalized intersections analyzed, the number of locations that are projected to operate at LOS E or F would increase from zero under existing conditions to eight under the Phase 2 No Action condition. The number of traffic lane groups projected to operate at LOS E or F would increase from 16 to ~~39~~ 40.
- In the Saturday midday pre-game peak hour, the number of locations that are projected to operate at LOS E or F would increase from zero under existing conditions to 12 under the Phase 2 No Action condition. The number of lane groups projected to operate at LOS E or F would increase from 18 to 38. The unsignalized intersection of Boat Basin Road at Stadium Road/CitiField Entrance 8 would operate at LOS F.
- In the Saturday PM post-game peak hour, the number of locations that are projected to operate at LOS E or F would increase from zero under existing conditions to 14 under the Phase 2 No Action conditions. The number of lane groups projected to operate at LOS E or F would increase from 16 to ~~38~~ 37. The unsignalized intersection of Grand Central Parkway Ramp at West Park Loop/Stadium Road would operate at LOS E, and the unsignalized intersections of Boat Basin Road at World's Fair Marina and Boat Basin Road at Stadium Road/CitiField Entrance 8 would operate at LOS F.

### PHASE 2 (2032) NO ACTION PARKING CONDITIONS

Based on a background traffic growth rate of almost 6.5 percent to 2032, demand for off-street parking facilities and on-street parking in the area during the Phase 2 No Action condition can generally be expected to increase by the same rate. The maximum occupancy level for parking facilities on non-game days would increase by two percent or less of total capacity in 2032 from the existing occupancy level range of 9 to 21 percent on a typical weekday without a Mets game. One facility, Municipal Lot 4, would reach full capacity during the 4-5 PM hour under the Phase 2 No Action condition as compared to 98 percent occupancy under existing conditions. On a typical Saturday without a Mets game, the maximum occupancy level for parking facilities would increase by about one percent or less of total capacity in 2032 from the existing occupancy level range of 4 to 7 percent.

On a typical weeknight with a Mets game, the maximum occupancy which occurs between 6:30-7:30 PM would peak at about 48 percent in 2032 (excluding the main CitiField lots), compared to approximately 45 percent under existing conditions. On a typical weekend game day, the maximum occupancy (peaking at 4-5 PM) would increase by approximately four percent (from 47 percent to 51 percent) in 2032 as compared to existing conditions. This off-street demand projection for a weekend game day is a conservative assumption since it includes increases in Mets fan parking, which are not really subject to annual background increases.

Because the existing on-street parking occupancy is at or exceeds the legal capacity during most of the AM, midday, and PM periods (non-game and pre-game), and Saturday midday periods, the on-street parking utilization is assumed to continue to peak near or above 100 percent after

increasing the existing on-street parking demand by the background growth rate. On weekends with a Mets game, total on-street parking occupancy would exceed capacity during the 2-3 PM hour of the pre-game period during the Phase 2 (2032) No Action condition as compared to 98 percent under existing conditions. During the rest of the pre-game period (3-5 PM) on-street occupancies would increase by approximately five percent from a range of 83 to 87 percent overall under existing conditions to 88 to 93 percent in 2032. During the post-game period, on-street parking occupancies would increase by approximately three percent, from a range of 51 to 65 percent under existing conditions to a range of 54 to 69 percent in the Phase 2 (2032) No Action condition.

## **F. PROBABLE IMPACTS OF THE PROPOSED PROJECT (TRAFFIC AND PARKING)**

The proposed project would redevelop the Willets Point/CitiField area with a mix of uses over a 18-year period. As mentioned, this development would occur in three continuous phases. Therefore, three separate Build years were analyzed corresponding to each phase: Phase 1A (2018); Phase 1B (2028); and Phase 2 (2032). Proposed development under each phase is as follows:

- By 2018 (Phase 1A), the development of an approximately 23-acre portion of the Special Willets Point District (the “District”) with a 200-room hotel, approximately 30,000 square feet of retail space, an approximately 2,825-space surface parking area/off-season public recreation space, and the development of the parking field west of CitiField with “Willets West”—a retail and entertainment center of approximately 1.4 million square feet (1 million square feet of leaseable area) and a 2,900-space parking garage (including 2,500 spaces for the Willets West retail/entertainment center and 400 spaces as replacement parking to be used for the Mets); and the development of a structured parking facility on the westernmost CitiField surface parking lot south of Roosevelt Avenue (South Lot);
- By 2028 (Phase 1B), the replacement of the interim surface parking area/off-season recreation space (the parking spaces would be relocated to two new structured parking facilities on the CitiField surface parking lots south of Roosevelt Avenue [South Lot/Lot D]) and the creation of approximately 4.23 million square feet of residential, retail, office, hotel, public school, community facility, enclosed parking, and public open space uses within the District; and
- By 2032 (Phase 2), the full build-out of the Special Willets Point District substantially as anticipated in the 2008 FGEIS, and the development of retail, and office uses on portions of the CitiField leasehold north of Roosevelt Avenue (Lot B).

**Table 14-28** identifies the development program analyzed for the full buildout of the proposed project, including development in the District and Willets West, as well as the potential future development of Lot B. The proposed program development for each of the interim phases is summarized in detail later in the chapter (**Tables 14-42** and **14-52**).

**Table 14-28  
Full Buildout Development Program for Analysis**

Use	Size
Willets West <sup>(1)</sup>	Destination Retail 915,000 SF Movie Theater 4,000 Seats (80,000 SF) <sup>(2)</sup>
Special Willets Point District	Residential 5,850 DU Destination Retail 657,000 SF Local Retail 593,000 SF Office 500,000 SF Convention Center 400,000 SF Hotel 700 Rooms Community Facility 150,000 SF Public School (K-8) 1,463 Seats
Lot B Development	Destination Retail 184,500 SF Office 280,000 SF
<b>Total</b>	<b>Residential 5,850 DU</b> <b>Destination Retail 1,756,500 SF</b> <b>Movie Theater 4,000 Seats</b> <b>Local Retail 593,000 SF</b> <b>Office 780,000 SF</b> <b>Convention Center 400,000 SF</b> <b>Hotel 700 Rooms</b> <b>Community Facility 150,000 SF</b> <b>Public School (K-8) 1,463 Seats</b>
<b>Notes:</b>	
(1) Willets West would contain approximately 1.4 million sf of development, including 400,000 sf of non-leasable common area. This ancillary space is not considered for trip generation purposes.	
(2) <i>Willets Point Development Plan FGEIS</i> (2008) assumption of 20 sf per seat.	
SF = square feet	
DU = dwelling unit	

**TRIP GENERATION AND MODAL SPLIT**

Travel demand estimates were prepared for each of the nine land use types. Trip generation estimates were developed in consultation with the New York City Department of Transportation (NYCDOT) and rely on other representative developments with similar land uses, area types, etc., for appropriate trip generation rates. To the extent possible, the travel demand assumptions previously used in the 2008 FGEIS were applied. The specific travel demand factors for the SEIS are shown in **Table 14-29** and **Table 14-30** and are described in detail below.

Table 14-29  
Weekday Trip Generation Factors

Rates	Residential				Office				Destination Retail				Local Retail				Convention/Expo Facility				Movie Theater							
<b>Person Trips</b>																												
Daily Trip Rate	8.075 / DU (1)				18.0 / 1,000 SF (1)				78.2 / 1,000 SF (1)				205.0 / 1,000 SF (1)				46.2 / 1,000 SF (3)				3.26 / Seat (1)							
Linkage Trip Credit													(3) 25%															
Modal Split	(2)				(3,4)				(3)				(3)				(3)				(3)							
	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE
Auto	26.0%	26.0%	26.0%	26.0%	51.0%	25.5%	51.0%	51.0%	59.0%	59.0%	59.0%	59.0%	15.0%	15.0%	15.0%	15.0%	68.0%	68.0%	68.0%	68.0%	56.0%	56.0%	56.0%	56.0%	56.0%	56.0%	56.0%	56.0%
Taxi	1.0%	1.0%	1.0%	1.0%	1.0%	0.5%	1.0%	1.0%	3.0%	3.0%	3.0%	3.0%	0.0%	0.0%	0.0%	0.0%	8.0%	8.0%	8.0%	8.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%	7.0%
Subway	52.0%	52.0%	52.0%	52.0%	16.0%	8.0%	16.0%	16.0%	15.0%	15.0%	15.0%	15.0%	5.0%	5.0%	5.0%	5.0%	12.0%	12.0%	12.0%	12.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%
Bus	10.0%	10.0%	10.0%	10.0%	14.0%	7.0%	14.0%	14.0%	18.0%	18.0%	18.0%	18.0%	10.0%	10.0%	10.0%	10.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	8.0%	8.0%	8.0%	8.0%
Walk Only	11.0%	11.0%	11.0%	11.0%	18.0%	59.0%	18.0%	18.0%	5.0%	5.0%	5.0%	5.0%	70.0%	70.0%	70.0%	70.0%	10.0%	10.0%	10.0%	10.0%	10.0%	11.0%	11.0%	11.0%	11.0%	11.0%	11.0%	11.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Vehicle Occupancy	(2)	(2)	(2)	(2)	(4)	(4)	(4)	(4)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)
Auto	1.39	1.39	1.39	1.39	1.14	1.14	1.14	1.14	2.05	2.05	2.05	2.05	2.00	2.00	2.00	2.00	2.00	2.30	2.30	2.30	2.30	2.52	2.52	2.52	2.52	2.52	2.52	2.52
Taxi	1.39	1.39	1.39	1.39	1.14	1.14	1.14	1.14	2.05	2.05	2.05	2.05	2.00	2.00	2.00	2.00	2.00	1.80	1.80	1.80	1.80	2.30	2.30	2.30	2.30	2.30	2.30	2.30
Temporal Distribution	(1)	(1)	(1)	(3)	(1)	(1)	(1)	(3)	(1)	(1)	(1)	(3)	(1)	(1)	(1)	(3)	(1)	(1)	(1)	(3)	(3)	(3)	(3)	(3)	(1)	(1)	(1)	(3)
AM	12.0%	5.0%	11.0%	8.3%	10.0%	11.0%	2.0%	2.0%	8.0%	11.0%	2.0%	1.0%	8.0%	11.0%	2.0%	1.0%	7.9%	14.7%	1.1%	1.1%	7.20%	11.0%	1.0%	1.0%	1.0%			
Percent In/Out	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(1)	(1)	(1)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)
In	20.0%	51.0%	65.0%	70.0%	96.2%	48.0%	5.0%	20.0%	61.0%	55.0%	47.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	73.0%	3.0%	1.0%	95.0%	62.0%	54.0%	53.0%				
Out	80.0%	49.0%	35.0%	30.0%	3.8%	52.0%	95.0%	80.0%	39.0%	45.0%	53.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	27.0%	97.0%	99.0%	5.0%	38.0%	46.0%	47.0%				
<b>Delivery Trips</b>																												
Daily Trip Rate	0.06 / DU (1)				0.32 / 1,000 SF (1)				0.35 / 1,000 SF (1)				0.35 / 1,000 SF (1)				0.70 / 1,000 SF (3)				0.02 / Seat (3)							
Temporal Distribution	(1)	(1)	(1)	(3)	(1)	(1)	(1)	(3)	(1)	(1)	(1)	(3)	(1)	(1)	(1)	(3)	(1)	(1)	(1)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)
AM	12.0%	9.0%	2.0%	2.0%	10.0%	11.0%	2.0%	2.0%	8.0%	11.0%	2.0%	1.0%	8.0%	11.0%	2.0%	1.0%	7.9%	14.7%	1.1%	1.1%	7.20%	11.0%	1.0%	1.0%				
Percent In/Out	(1)	(1)	(1)	(3)	(1)	(1)	(1)	(3)	(1)	(1)	(1)	(3)	(1)	(1)	(1)	(3)	(1)	(1)	(1)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)
In	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%			
Out	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%			
<b>Person Trips</b>																												
Daily Trip Rate	9.4 / Room (1)				34.0 / 1,000 SF (3)				2.0 / Seat (3)				2.0 / Staff (3)				190.3 / Acre (5)											
Linkage Trip Credit																	(6) 25%											
Modal Split	(3)				(2,3)				(3)				(3)				(7)											
	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE	AM	MD	PM	EVE
Auto	70.0%	70.0%	70.0%	70.0%	13.0%	13.0%	13.0%	13.0%	15.0%	15.0%	15.0%	15.0%	50.0%	50.0%	50.0%	50.0%	59.0%	59.0%	59.0%	59.0%	59.0%	59.0%	59.0%	59.0%	59.0%	59.0%	59.0%	59.0%
Taxi	15.0%	15.0%	15.0%	15.0%	0.5%	0.5%	0.5%	0.5%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%
Subway	5.0%	5.0%	5.0%	5.0%	26.0%	26.0%	26.0%	26.0%	15.0%	15.0%	15.0%	15.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%	15.0%
Bus	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	10.0%	10.0%	10.0%	10.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%
Walk Only	5.0%	5.0%	5.0%	5.0%	55.5%	55.5%	55.5%	55.5%	60.0%	60.0%	60.0%	60.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Vehicle Occupancy	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(7)	(7)	(7)	(7)	(7)	(7)	(7)	(7)	(7)	(7)	(7)
Auto	1.60	1.60	1.60	1.60	1.50	1.50	1.50	1.50	1.30	1.30	1.30	1.30	1.20	1.20	1.20	1.20	1.20	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05
Taxi	1.40	1.40	1.40	1.40	1.50	1.50	1.50	1.50	1.30	1.30	1.30	1.30	1.20	1.20	1.20	1.20	1.20	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05	2.05
Temporal Distribution	(1)	(1)	(1)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)	(5)
AM	8.0%	14.0%	13.0%	6.6%	7.2%	7.1%	8.3%	6.4%	45.0%	0.0%	7.5%	0.0%	45.0%	0.0%	5.0%	0.0%	3.2%	12.8%	12.8%	12.8%	0.0%							
Percent In/Out	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(9)	(9)	(9)	(8)	(8)	(8)	(8)	(8)	(8)	(8)	(8)
In	41.0%	68.0%	59.0%	60.0%	94.0%	45.0%	42.0%	50.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	100.0%	0.0%	50.0%	57.0%	49.0%	50.0%								
Out	59.0%	32.0%	41.0%	40.0%	6.0%	55.0%	58.0%	50.0%	100.0%	100.0%	100.0%	100.0%	0.0%	100.0%	100.0%	100.0%	50.0%	43.0%	51.0%	50.0%								
<b>Delivery Trips</b>																												
Daily Trip Rate	0.24 / Room (3)				0.38 / 1,000 SF (3)				0.04 / Seat (3)				N/A				3.48 / Acre (9)											
Temporal Distribution	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(9)	(9)	(9)	(9)	(8)	(8)	(8)	(8)				
AM	12.0%	9.0%	0.0%	0.0%	6.0%	11.0%	1.0%	0.0%	9.7%	7.8%	5.1%	0.0%	0.0%	0.0%	0.0%	12.0%	9.0%	2.0%	0.0%									
Percent In/Out	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(3)	(9)	(9)	(9)	(9)	(8)	(8)	(8)	(8)				
In	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%									
Out	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%									
<b>Sources:</b>																												
(1) New York City Mayor's Office of Environmental Coordination, <i>City Environmental Quality Review Technical Manual</i> (2012)																												
(2) U.S. Census Bureau 2006-2010 American Community Survey 5-Year Estimates. Journey to Work Data.																												
(3) <i>Willets Point Development Plan FGEIS</i> (2008)																												
(4) U.S. Department of Commerce, Bureau of the Census, <i>Census 2000. Reverse Journey to Work Data.</i>																												
(5) Institute of Transportation Engineers, <i>Trip Generation Manual, 8th Edition</i> (2008), Land Use 435 (Multipurpose Recreational Facility). Temporal distribution based on the ratio of peak hour of generator trip rates versus the total daily trip rates. Weekday midday temporal distribution assumed the same as weekday PM.																												
(6) Linkage accounts for synergy with recreational uses in adjacent Flushing Corona Meadows Park																												
(7) Assumed the same as the destination retail land use																												
(8) The recreational uses component would only be in use during non-game days and the off-season, it would not generate any trips during game day related peak hours																												
(9) <i>Coney Island Rezoning FEIS</i> (2009) - Amusement Park Use. Delivery trip rate converted from per 1,000 square feet to per acre.																												

Table 14-30  
Saturday Trip Generation Factors

Rates	Residential			Office			Destination Retail			Local Retail			Convention/Expo Facility		
<b>Person Trips</b>															
Daily Trip Rate	9.6 / DU (1)			3.9 / 1,000 SF (1)			92.5 / 1,000 SF (1)			240 / 1,000 SF (1)			46.2 / 1,000 SF (3)		
Linkage Trip Credit										(3) 25%					
Modal Split	(2,3)			(4)			(3)			(3)			(3)		
	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game
Auto	34.0%	34.0%	34.0%	51.0%	51.0%	51.0%	59.0%	59.0%	59.0%	15.0%	15.0%	15.0%	70.0%	70.0%	70.0%
Taxi	1.0%	1.0%	1.0%	1.0%	1.0%	1.0%	5.0%	5.0%	5.0%	0.0%	0.0%	0.0%	6.0%	6.0%	6.0%
Subway	32.0%	32.0%	32.0%	16.0%	16.0%	16.0%	13.0%	13.0%	13.0%	5.0%	5.0%	5.0%	12.0%	12.0%	12.0%
Bus	3.0%	3.0%	3.0%	14.0%	14.0%	14.0%	18.0%	18.0%	18.0%	10.0%	10.0%	10.0%	2.0%	2.0%	2.0%
Walk Only	30.0%	30.0%	30.0%	18.0%	18.0%	18.0%	5.0%	5.0%	5.0%	70.0%	70.0%	70.0%	10.0%	10.0%	10.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Vehicle Occupancy	(2)			(4)			(3)			(3)			(3)		
	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game
Auto	1.39	1.39	1.39	1.14	1.14	1.14	2.49	2.49	2.49	2.00	2.00	2.00	2.60	2.60	2.60
Taxi	1.39	1.39	1.39	1.14	1.14	1.14	2.49	2.49	2.49	2.00	2.00	2.00	1.70	1.70	1.70
Temporal Distribution	(1)			(3)			(3)			(1)			(3)		
	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game
	8.0%	7.0%	7.2%	17.0%	15.0%	15.0%	11.0%	8.0%	6.0%	10.0%	9.5%	9.5%	14.4%	12.0%	13.8%
Percent In/Out	(3)			(3)			(3)			(3)			(3)		
In	57.0%	50.0%	50.0%	60.0%	15.0%	60.0%	51.0%	53.6%	47.5%	55.0%	55.0%	45.0%	80.0%	64.0%	41.0%
Out	43.0%	50.0%	50.0%	40.0%	85.0%	40.0%	49.0%	46.4%	52.5%	45.0%	45.0%	55.0%	20.0%	36.0%	59.0%
<b>Delivery Trips</b>															
Daily Trip Rate	0.02 / DU (1)			0.01 / 1,000 SF (1)			0.04 / 1,000 SF (1)			0.04 / 1,000 SF (1)			0.04 / 1,000 SF (3)		
Temporal Distribution	(1)			(3)			(3)			(1)			(3)		
	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game
	9.0%	9.0%	2.0%	11.0%	11.0%	3.0%	11.0%	11.0%	2.0%	11.0%	11.0%	2.0%	14.7%	14.7%	1.1%
Percent In/Out	(1)			(3)			(3)			(1)			(3)		
In	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Out	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
<b>Person Trips</b>															
Daily Trip Rate	6.25 / Seat (1)			9.4 / Room (1)			34.0 / 1,000 SF (3)			205.5 / Acre (5)					
Linkage Trip Credit										(6) 25%					
Modal Split	(3)			(3)			(2,3)			(7)					
	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game
Auto	56.0%	56.0%	56.0%	70.0%	70.0%	70.0%	13.0%	13.0%	13.0%	59.0%	59.0%	59.0%	5.0%	5.0%	5.0%
Taxi	7.0%	7.0%	7.0%	15.0%	15.0%	15.0%	0.5%	0.5%	0.5%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
Subway	18.0%	18.0%	18.0%	5.0%	5.0%	5.0%	26.0%	26.0%	26.0%	13.0%	13.0%	13.0%	13.0%	13.0%	13.0%
Bus	8.0%	8.0%	8.0%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%	18.0%	18.0%	18.0%	18.0%	18.0%	18.0%
Walk Only	11.0%	11.0%	11.0%	5.0%	5.0%	5.0%	55.5%	55.5%	55.5%	5.0%	5.0%	5.0%	5.0%	5.0%	5.0%
Total	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%	100.0%
Vehicle Occupancy	(3)			(3)			(3)			(7)			(7)		
	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game
Auto	2.52	2.52	2.52	1.60	1.60	1.60	1.50	1.50	1.50	2.49	2.49	2.49	2.49	2.49	2.49
Taxi	2.30	2.30	2.30	1.40	1.40	1.40	1.50	1.50	1.50	2.49	2.49	2.49	2.49	2.49	2.49
Temporal Distribution	(1)			(3)			(3)			(5)			(8)		
	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game
	5.0%	5.0%	8.0%	9.0%	7.5%	7.5%	14.1%	14.1%	14.1%	12.6%	12.6%	0.0%	0.0%	0.0%	0.0%
Percent In/Out	(3)			(3)			(3)			(9)			(8)		
In	62.0%	62.0%	38.0%	56.0%	56.0%	56.0%	49.0%	49.0%	48.0%	58.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Out	38.0%	38.0%	62.0%	44.0%	44.0%	44.0%	51.0%	51.0%	52.0%	42.0%	50.0%	50.0%	50.0%	50.0%	50.0%
<b>Delivery Trips</b>															
Daily Trip Rate	0.00 / Seat (3)			0.08 / Room (5)			0.00 / 1,000 SF (3)			1.74 / Acre (9)					
Temporal Distribution	(3)			(3)			(3)			(9)			(8)		
	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game	Non-Game	Pre-Game	Post-Game
	0.0%	0.0%	0.0%	9.0%	9.0%	0.0%	0.0%	0.0%	0.0%	9.0%	0.0%	0.0%	0.0%	0.0%	0.0%
Percent In/Out	(3)			(3)			(3)			(9)			(8)		
In	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
Out	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%
<b>Sources:</b>															
(1) New York City Mayor's Office of Environmental Coordination, <i>City Environmental Quality Review Technical Manual</i> (2012)															
(2) U.S. Census Bureau 2006-2010 American Community Survey 5-Year Estimates. Journey to Work Data.															
(3) <i>Willets Point Development Plan FGES</i> (2008)															
(4) U.S. Department of Commerce, Bureau of the Census, <i>Census 2000. Reverse Journey to Work Data.</i>															
(5) Institute of Transportation Engineers, <i>Trip Generation Manual, 8th Edition</i> (2008), Land Use 435 (Multipurpose Recreational Facility). Temporal distribution based on the ratio of peak hour of generator trip rates versus the total daily trip rates.															
(6) Linkage accounts for synergy with recreational uses in adjacent Flushing Corona Meadows Park.															
(7) Assumed the same as the destination retail use															
(8) The recreational uses component would only be in use during non-game days and the off-season, it would not generate any trips during game day related peak hours.															
(9) <i>Coney Island Rezoning FEIS</i> (2009) - Amusement Park Use. Delivery trip rate converted from per 1,000 square feet to per acre.															

RESIDENTIAL

For the residential component, the weekday and Saturday person and delivery trip generation rates are from the 2012 *CEQR Technical Manual*.

For the SEIS, the latest U.S. Census American Community Survey (ACS) 2006-2010 journey-to-work data were used to develop the modal split for the weekday AM, midday, PM, and

evening peak hours based on data for the following census tracts in Queens County (based on 2010 U.S. Census tract boundaries): 381, 383.01, 383.02, 399, 401, 403, 415, 849, 853, 855, 857, 865, 869, and 871. These tracts covered approximately the same areas studied in the 2008 FGEIS with the 2000 Census data. Census Tracts 383.01 and 383.02, which encompass the project site, are large tracts with few residential units; therefore, the study area was expanded to include tracts in Corona and Flushing. These tracts have access and transit characteristics similar to the project site. The Saturday modal split was adjusted from the Census journey-to-work data to reflect anticipated higher auto and walk shares.

Auto occupancy rates from the journey-to-work data were used for all analysis peak hours. The vehicle occupancy for auto trips was applied to taxi trips.

For the weekday AM, midday, and PM peak hours, the temporal distributions are from the 2012 *CEQR Technical Manual* and the directional distributions are from the 2008 FGEIS. For the weekday evening peak hour, the temporal and directional distributions are from the 2008 FGEIS. For the Saturday non-game midday peak, the temporal and directional distributions are from the 2012 *CEQR Technical Manual* and 2008 FGEIS, respectively. The Saturday pre-game and post-game temporal and directional distributions are from the 2008 FGEIS.

The weekday AM, midday, and PM and Saturday non-game midday peak hour delivery trip temporal and directional distributions are from the 2012 *CEQR Technical Manual*. The weekday evening and the Saturday pre-game and post-game delivery trip temporal and directional distributions are from the 2008 FGEIS.

#### *OFFICE*

The trip generation analysis for the office component used daily trip generation rates reported in the 2012 *CEQR Technical Manual* for the weekday and Saturday trip generation. The weekday and Saturday delivery trip generation rates are also based on the 2012 *CEQR Technical Manual*.

*Census 2000* (U.S. Department of Commerce Bureau of the Census, 2000) reverse journey-to-work data (for the Queens County census tracts 851, 853, 855, 857, 865, 867, 871, and 875, based on 2000 U.S. Census tract boundaries) were used to develop the modal split and vehicle occupancies for the AM, PM, evening, and Saturday peak hours. The weekday midday peak hour modal splits and vehicle occupancies are based on the 2008 FGEIS. As presented in the 2008 FGEIS, the vehicle occupancy for taxi trips was assumed to be the same as for auto trips. Both are from Census reverse journey-to-work data.

The weekday AM, midday, and PM and the Saturday non-game midday/afternoon peak hour temporal and directional distributions are from the 2012 *CEQR Technical Manual* and the 2008 FGEIS, respectively. The weekday evening and the Saturday pre-game and post-game temporal and directional distribution rates are from the 2008 FGEIS.

The weekday AM, midday, and PM and Saturday non-game midday/afternoon peak hour delivery trip temporal and directional distributions are from the 2012 *CEQR Technical Manual*. The weekday evening and the Saturday pre-game and post-game delivery trip temporal and directional distributions are from the 2008 FGEIS.

#### *DESTINATION RETAIL*

The weekday and Saturday person and delivery trip generation rates for the project's destination retail component are from the 2012 *CEQR Technical Manual*. The weekday AM, midday, and PM and the Saturday non-game midday/afternoon peak hour temporal and directional

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distributions are from the 2012 *CEQR Technical Manual* and the 2008 FGEIS, respectively. The weekday evening and the Saturday pre-game and post-game temporal and directional distribution rates are from the 2008 FGEIS. Because it is expected that some of the retail trips will be made by the project's residents and workers en route to or from their homes or offices on the project site, some internalization of trip-making is expected.

The weekday and Saturday modal splits and vehicle occupancies for the destination retail component are from the 2008 FGEIS. The weekday AM, midday, and PM and Saturday non-game midday/afternoon peak hour delivery trip temporal and directional distributions are from the 2012 *CEQR Technical Manual*. The weekday evening and the Saturday pre-game and post-game delivery trip temporal and directional distributions are from the 2008 FGEIS.

### *LOCAL RETAIL*

The weekday and Saturday daily trip generation and delivery vehicle trip generation rates for the project's local neighborhood retail component are from the 2012 *CEQR Technical Manual*. A 25 percent linked trip credit was applied to the local retail trip generation estimates. The modal splits and vehicle occupancies are from the 2008 FGEIS.

Weekday AM, midday, and PM and Saturday non-game midday peak hour person and delivery trip temporal and directional distributions are from the 2012 *CEQR Technical Manual* and the 2008 FGEIS, respectively. The weekday evening and the Saturday pre-game and post-game person and delivery trip temporal and directional distributions are from the 2008 FGEIS.

### *CONVENTION / EXPO FACILITY*

The weekday and Saturday travel demand assumptions for the project's convention/expo facility component are all based on the 2008 FGEIS.

### *MOVIE THEATER*

The weekday and Saturday person daily trip generation rates for the project's movie theater component were from rates presented in the 2012 *CEQR Technical Manual*. The modal splits and auto and taxi occupancy rates are from the 2008 FGEIS. The weekday AM, midday, and PM and Saturday non-game midday/afternoon peak hour person trip temporal distributions are from the 2012 *CEQR Technical Manual*. The weekday evening and the Saturday pre-game and post-game person trip temporal distributions are from the 2008 FGEIS. The weekday and Saturday directional distributions are from the 2008 FGEIS. Weekday and Saturday delivery trip generation rates and the temporal and directional distributions are from the 2008 FGEIS.

### *HOTEL*

The weekday and Saturday daily trip generation rates are from the 2012 *CEQR Technical Manual*. The weekday AM, midday, and PM and the Saturday non-game midday/afternoon peak hour person trip temporal distributions are also from the 2012 *CEQR Technical Manual*. The weekday evening and Saturday pre-game and post-game person trip temporal distributions are from the 2008 FGEIS. The modal splits, vehicle occupancies, and directional distributions are from the 2008 FGEIS. The weekday and Saturday delivery trip generation rates and temporal and directional distributions are from the 2008 FGEIS.

### *COMMUNITY FACILITY*

The weekday and Saturday travel demand assumptions for the project's community facility component are all based on the 2008 FGEIS. The modal split for the community facility use was

similarly adjusted like the FGEIS based on the latest 2006-2010 ACS journey-to-work data. The journey-to-work data were adjusted to reflect a larger percentage of walk trips and a lesser percentage of trips by other modes. This assumption is predicated on a majority of the community facility trips being made by the project's residents, same as in the FGEIS.

### *SCHOOL*

The weekday and Saturday travel demand assumptions for the project's school component are all based on the 2008 FGEIS.

### *RECREATIONAL USES (PHASE 1A ONLY)*

The weekday and Saturday trip generation rates for the non-game day/off-season recreational uses (which may include a driving range, miniature golf, batting cages, and basketball/volleyball courts among other activities for approximately six months of the year) were derived from factors presented in the *Trip Generation Manual, 8th Edition* (ITE, 2008) for Land Use 435, "Multipurpose Recreational Facility." The recreational uses are likely to have a similar patron draw as the destination retail component described above; therefore, the destination retail modal splits and vehicle occupancies were also assumed for this land use. Accordingly, with these uses' proximity to nearby hotel and retail uses, including the Willets West retail development, and synergy with recreational uses in the adjacent Flushing Corona Meadows Park, a 25 percent linked trip credit was assumed and applied to the trip generation estimates.

Because these recreational uses would only be available on non-game days at CitiField, they would not generate any trips during the weekday pre-game, Saturday pre-game, and Saturday post-game analysis peak hours. The weekday AM and PM and Saturday non-game temporal distributions are based on the ratio of the peak hour of generator trip rates as compared to the total daily trip rates presented in the *Trip Generation Manual, 8th Edition* (ITE, 2008) for Land Use 435, "Multipurpose Recreational Facility." The weekday midday temporal distribution was assumed to be the same as the weekday PM temporal distribution. The weekday and Saturday peak hour directional distributions are based on factors presented in the *Coney Island Rezoning Final Environmental Impact Statement* (2009) for the amusement park land use. The weekday and Saturday delivery trip generation rates and temporal distributions are based on the factors presented in the *Coney Island Rezoning FEIS* for the amusement park land use, converted from per 1,000 square feet to per acre.

These travel demand assumptions were used to calculate the number of person and vehicle trips expected to be generated by development component during each of the proposed project's buildout phases.

### **PROPOSED ROADWAY IMPROVEMENTS**

Over the course of the buildout of the proposed project, there would be several changes to the roadway network within the District occurring in each of the three phases. The roadway changes that would occur in each phase of development are summarized as follows:

- By Phase 1A (2018), 36th, 37th, 38th and 39th Avenues would be closed within the District, and Willets Point Boulevard would be closed between 127th and 126th Streets. These closures would be made to accommodate CitiField parking (2,750 spaces) displaced by the proposed Willets West development and would be used as recreational space in the off-season. In the Willets West area, at its intersection with Boat Basin Road, the eastbound approach of Stadium Road would be reconstructed so that it no longer intersects Boat Basin Road as an unsignalized intersection at the CitiField main parking lot entrance (Entrance 8), and instead intersects Boat Basin Road with the rest of Stadium Road, just to the north.



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Additionally, a primary entrance to the proposed Willets West development would be created at the intersection of the GCP Off-Ramp at West Park Loop Road/Stadium Road. The Willets West entrance would become the east leg of this intersection.

- Between Phase 1A (2018) and Phase 1B (2028), a new access ramp from the northbound Van Wyck Expressway would be constructed off of the existing Exit 13 ramp and would connect to the new street network within the District at its northeast corner. A new ramp to the southbound Van Wyck Expressway would connect the northeast corner of the District to the expressway mainline immediately south of the interchange with the Whitestone Expressway via a new connection with the existing westbound Northern Boulevard ramp to the southbound Van Wyck Expressway. The new ramps would provide inbound trip access to the District from the northbound Van Wyck Expressway and outbound trip access from the District to the southbound Van Wyck Expressway. They would also continue to provide access to the eastbound and westbound Grand Central Parkway via the existing ramp that connects to the southbound Whitestone Expressway which travels west along the northern edge of the District. Also, Willets Point Boulevard would be extended southwest to where it currently meets 38th Avenue and then west to intersect with 126th Street (along what is currently 38th Avenue). Additionally, two new east-west retail streets would be created in the District along 36th and 37th Avenues and would intersect 126th Street—one at the CitiField entrance center line, and one near CitiField’s northern edge. A third retail street running north-south between 35th Avenue and the current 38th Avenue (Willets Point Boulevard extension in the proposed project), would intersect those connector streets. A short segment of another proposed new north-south street that would traverse the eastern border of the District (adjacent to the abutting MTA lot) would be created. This segment would span the distance of approximately one block, starting from just north of Roosevelt Avenue, and then turn west where it would intersect Willets Point Boulevard.
- Between Phase 1B (2028) and Phase 2 (2032), the District’s new internal street network would be completed. The proposed north-south street along the eastern border of the District would be fully extended to the northern end of the District, and would generally run parallel to Willets Point Boulevard. Additional east-west streets would be added to service new development parcels. Additionally, 35th Avenue would be demapped and closed within the District to accommodate new development parcels in the northwest section of the District. It is anticipated that these parcels would be surrounded by new internal roadways as well. Additionally, a new intersection would be created along Roosevelt Avenue at the entrance to Lot B to accommodate proposed development that would occur there.

### **TRIP DISTRIBUTION AND ASSIGNMENT TO THE ROADWAY NETWORK**

The project site lies within a major highway system in north-central Queens, between the Grand Central Parkway (GCP), the Long Island Expressway (LIE), the Van Wyck Expressway, and the Whitestone Expressway. As mentioned, two new ramps are proposed which would provide inbound access to the sites from the northbound Van Wyck Expressway and outbound access from the sites to the southbound Van Wyck Expressway, and would continue access to the eastbound and westbound Grand Central Parkway, currently available via the existing ramp.

The volume of vehicular traffic generated by the proposed project during each phase of development was assigned to the highway and roadway networks using regional and local origin/destination patterns attributed to the proposed land use types. Trips generated by the proposed land uses within the District were assigned to its primary access points. The route assignments for vehicular trips generated by the proposed project under each phase of buildout

assume only those ramp access improvements and street network changes that would be in place within the District by that Build year. However, while site access patterns would vary to a degree under each phase, overall origin-destination assignments would be similar. Similar to the travel demand assumptions, vehicle trip assignments generally reflect those used in the 2008 FGEIS.

#### *OFFICE TRIPS*

For office auto trips, 16 percent were assigned to the eastbound GCP, 2 percent were assigned to eastbound Astoria Boulevard, 5 percent were assigned to eastbound Northern Boulevard, 2 percent were assigned to eastbound Roosevelt Avenue, 4 percent were assigned to the eastbound LIE, 20 percent were assigned to the westbound Grand Central Parkway (from south of the LIE); 16 percent were assigned to the westbound LIE, 17 percent were assigned to the southbound Whitestone Expressway, 14 percent were assigned to the northbound Van Wyck Expressway (from south of the LIE); 2 percent were assigned to westbound Northern Boulevard, and a combined 2 percent were assigned to westbound Roosevelt Avenue, westbound Sanford Avenue, and College Point Boulevard. Office taxi trips were assigned with approximately 65 to 70 percent on the highways and the remaining 30 to 35 percent on local streets through the study area, following similar routes as auto trips.

#### *RETAIL TRIPS*

Separate trip distribution patterns were estimated for destination retail trips, local retail trips, and the movie theatre trips. Overall, considering all retail uses, for retail trips traveling to the project site from points west of the study area (Manhattan, the Bronx/Westchester, and western/west-central Queens, and surrounding neighborhoods), it was estimated that about 8 to 16 percent would use the eastbound GCP, about 5 to 8 percent would use eastbound Astoria Boulevard, 6 to 12 percent would use eastbound Northern Boulevard, about 3 to 8 percent would use Roosevelt Avenue, and about 6 to 12 percent would use the eastbound LIE. For retail trips traveling to the project site from points east of the study area (eastern/southeastern Queens, Long Island, and surrounding neighborhoods), it was estimated that about 5 to 6 percent would use the westbound GCP, 5 to 10 percent would use westbound Northern Boulevard, about 1 to 5 percent would use westbound Roosevelt Avenue, 1 to 3 percent would use westbound Sanford Avenue, and 10 to 16 percent would use the westbound LIE. For retail trips traveling to the project site from points north of the study area (northeastern Queens, the Bronx, and surrounding neighborhoods), it was estimated that about 8 to 12 percent would use the southbound Whitestone Expressway, up to 1 percent would use southbound College Point Boulevard, and up to 3 percent would use Parsons Boulevard. For retail trips traveling to the project site from points south of the study area (southern Queens, Brooklyn, and surrounding neighborhoods), it was estimated that about 5 to 14 percent would use the northbound Van Wyck Expressway, up to 2 percent would use northbound College Point Boulevard, up to 4 percent would use Kissena Boulevard/Main Street, up to 3 percent would use northbound Parsons Boulevard, and up to 1 percent would use 108th Street. Overall, destination retail and movie theater taxi trips were assigned with approximately 55 to 60 percent on the highways and the remaining 40 to 45 percent on local streets through the study area, following similar routes as auto trips.

#### *CONVENTION CENTER TRIPS*

It is expected that a convention center at Willets Point would have regional attractiveness, with trips predominantly on the highway network to the study area. For the convention center, approximately 12 to 18 percent of the trips would be on each of the major highways to the study area, including the eastbound and westbound GCP, the eastbound and westbound LIE, the northbound Van Wyck Expressway, and the southbound Whitestone Expressway. Use of the local streets, including Northern Boulevard, Roosevelt Avenue, and College Point Boulevard, would range from 1 to 6 percent.

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Convention center taxi trips were assigned with approximately 90 percent on the highways and the remaining 10 percent on local streets through the study area, following similar routes as auto trips.

### *HOTEL TRIPS*

Regional distributions for hotel trips are expected to be generally similar to those of the convention center, but with a somewhat higher use of the local street network through the study area. It is expected that hotel trip distributions on the highway network would be about 10 to 18 percent on each highway to the District, and local street use would range from 1 to 8 percent each on Astoria Boulevard, Northern Boulevard, Roosevelt Avenue, Sanford Avenue, and College Point Boulevard. Hotel taxi trips were assigned with approximately 75 percent on the highways and the remaining 25 percent on local streets through the study area, following similar routes as auto trips.

### *SCHOOL TRIPS*

Student drop-off trips were assigned to the District from local streets and arterials serving surrounding neighborhoods. School “in” trips for the weekday AM peak hour were assigned as follows: about 10 to 18 percent each on eastbound Astoria Boulevard, eastbound and westbound Northern Boulevard, and eastbound Roosevelt Avenue; and about 2 to 8 percent each on westbound Roosevelt Avenue, westbound Sanford Avenue, Parsons Boulevard in both directions, southbound Union Street, Kissena Boulevard/Main Street, College Point Boulevard in both directions, and 34th Avenue. The small number of faculty trips to the school was assumed to follow similar routes as the weekday AM “in” distributions.

It was assumed that many of the drop-off trips would proceed to places to work; therefore, school “out” trips for the weekday AM peak hour were partly assigned according to morning commuter patterns (weekday AM peak hour residential “out” trip assignments). Weekday PM pick-up “in” trips would arrive along the reverse of the weekday AM “out” trips, and the pick-up “out” trips would route back to the origins of the weekday AM drop-off “in” trips.

### *COMMUNITY FACILITY/RECREATIONAL TRIPS*

The community facility and recreational facilities are expected to serve surrounding neighborhoods, and therefore trips were assigned to the District from local streets and arterials similar to the weekday AM “in”/weekday PM “out” school trips. The very small number of expected community center taxi trips was assigned to Northern Boulevard.

### *DELIVERIES*

Trucks were assigned along NYCDOT-designated truck routes, including the Van Wyck and Whitestone Expressways, the LIE, Northern Boulevard, Astoria Boulevard, Roosevelt Avenue, and College Point Boulevard (trucks are not allowed on the GCP). Overall on the highways, approximately 10 to 15 percent of all truck trips were assigned to the Van Wyck Expressway (south of the LIE), approximately 10 to 15 percent were assigned to the Whitestone Expressway, and approximately 20 to 25 percent were assigned to each the eastbound and westbound LIE (these trucks would access the project area along the Van Wyck Expressway). For local streets, about 10 to 15 percent were assigned to Astoria Boulevard, about 2 to 10 percent were assigned to each eastbound and westbound Northern Boulevard, and about 1 to 5 percent were assigned to Roosevelt Avenue and College Point Boulevard.

### **GAME DAY CIRCULATION CHANGES**

In 2018, the proposed Phase 1A development would displace approximately 4,100 parking spaces from the main CitiField parking lot to make way for the proposed Willets West development. For

the Phase 1A With Action scenario, the displaced parking spaces would be replaced by approximately 2,750 parking spaces provided in a new interim lot located on the east side of 126th Street between Roosevelt Avenue and 35th Avenue, and an additional 950 parking spaces in a new garage located on the South Lot (south side of Roosevelt Avenue between west of 126th Street). The remaining 400 parking spaces would be located within the new Willets West parking facilities. For Phase 1A, game traffic that currently parks at the main CitiField parking lot was reassigned to each of the proposed new CitiField lots. During pre-game conditions, it is expected that fans would originate from the same areas and access the study area via the same highways as in existing conditions. However, due to the proximity of the proposed new South Lot parking garage to the westbound Grand Central Parkway off-ramps, a portion of fans that currently use the northbound Van Wyck Expressway to access the stadium were reassigned from the northbound Van Wyck Expressway to the westbound Grand Central Parkway via Exit 10 (south of the Long Island Expressway). The remaining fans that currently use the northbound Van Wyck Expressway would continue to access CitiField parking via the westbound Northern Boulevard exit and through the World's Fair Marina and local roadway network. In addition, a portion of fans that arrive at the stadium via the westbound Grand Central Parkway ramps to 126th Street are expected to exit the highway further south at Exit 9P or via the ramp to West Park Loop/Stadium Road and proceed to the proposed parking facilities. The remaining fans are expected to continue using the same access points as in existing conditions, but have been locally re-routed to the proposed new parking facilities via the most direct routes. During the post-game conditions under Phase 1A, it is expected that fans would travel the same outbound routes as in existing conditions, but would use alternate ramps depending on their proximity to the new parking lots.

By Phase 1B in 2028 and thereafter, the proposed new ramps linking the northbound and southbound Van Wyck Expressway with the District would be operational, and the temporary CitiField parking lot within the District in Phase 1A would be removed. All CitiField parking spaces that were displaced in Phase 1A would be replaced in three parking garages located on South Lot and Lot D. For Phase 1B and Phase 2, game traffic using the main CitiField parking lot in existing conditions was diverted to the proposed new CitiField parking facilities. During pre-game conditions, the same portion of game traffic that was reassigned from the northbound Van Wyck Expressway to the westbound Grand Central Parkway in Phase 1A would continue to use the westbound Grand Central Parkway since it is the most direct route to the proposed new garages. The portion of game traffic that would continue to use the northbound Van Wyck Expressway was reassigned to the proposed new ramp into the District and to the proposed new parking garages via local streets. As in Phase 1A, a portion of fans that arrive at the stadium via the westbound Grand Central Parkway ramps to 126th Street are expected to exit the highway further south at Exit 9P or via the ramp to West Park Loop/Stadium Road and proceed to the proposed parking facilities. A portion of fans that currently access the stadium via Astoria Boulevard and Northern Boulevard ramps to 126th Street were reassigned to the proposed new garages via southbound 114th Street to Roosevelt Avenue. During the post-game conditions, it is expected that fans would travel the same outbound routes as in existing conditions, but would use alternate ramps depending on their proximity to the new parking lots.

#### **TRAFFIC LEVELS OF SERVICE AND SIGNIFICANT IMPACT CRITERIA**

The assessment of potential significant traffic impacts of the proposed project is based on significant impact criteria defined in the *CEQR Technical Manual*. No Action LOS A, B, or C conditions that deteriorate to unacceptable LOS D, E, or F in the future With Action conditions are considered a significant traffic impact. For future No Action LOS A, B, or C conditions that deteriorate to unacceptable LOS D, mitigation to mid-LOS D (45.0 seconds of delay for

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signalized intersections and 30.0 seconds of delay for unsignalized intersections) needs to be considered to fully mitigate the impact.

For a No Action LOS D, an increase of delay by five or more seconds in the With Action condition is considered a significant impact if the With Action condition delay meets or exceeds 45.0 seconds. For a No Action LOS E, the threshold is a four second increase in With Action condition delay; for a No Action LOS F, a three second increase in delay in the With Action condition is significant. For unsignalized intersections, for the minor street to generate a significant impact, 90 passenger car equivalents (PCEs) must be identified in the With Action condition in any peak hour.

Detailed summaries of traffic levels of service for analyzed intersections and identification of significant traffic impacts for conditions in the future with the proposed project under each phase of buildout are presented in the sections below.

**PHASE 1A (2018) TRAFFIC ANALYSIS RESULTS**

This section includes a determination of the volume of vehicle trips generated under the Phase 1A 2018 With Action condition, their distribution within the study area roadway network, the analysis of future traffic levels of service, and the identification of significant impacts as per *CEQR Technical Manual* guidelines. Mitigation measures are discussed in Chapter 21.

*TRAVEL DEMAND ANALYSIS*

As mentioned earlier, proposed development expected to be built out under Phase 1A includes a substantial amount of destination retail including a movie theater and a parking garage (2,900 spaces) on the Willetts West site and a smaller amount of hotel and local retail uses, and a surface parking lot (2,825 spaces)/off-season recreational space in the Special Willetts Point District. This program is detailed in **Table 14-31**.

**Table 14-31  
Phase 1A (2018) Buildout Development Program for Analysis**

Use	Size
Willetts West <sup>(1)</sup>	Destination Retail 915,000 SF Movie Theater 4,000 Seats (80,000 SF) <sup>(2)</sup>
Special Willetts Point District	Local Retail 30,000 SF Hotel 200 Rooms Recreational Uses <sup>(3)</sup> 20 Acres
<b>Total</b>	<b>Destination Retail 915,000 SF</b> <b>Movie Theater 4,000 Seats</b> <b>Local Retail 30,000 SF</b> <b>Hotel 200 Rooms</b> <b>Recreational Uses 20 Acres</b>
<b>Notes:</b>	
(1) Willetts West would contain approximately 1.4 million sf of development, including 400,000 sf of non-leasable common area. This ancillary space is not considered for trip generation purposes.	
(2) <i>Willetts Point Development Plan FGEIS</i> (2008) assumption of 20 sf per seat.	
(3) Temporary use. Would be replaced by 2028 with other uses. Programmed only during non-game days and the off-season.	
SF = square feet; DU = dwelling unit	

The volume of person trips and vehicle trips expected to be generated under Phase 1A of the proposed project would be substantial. **Table 14-32** presents the person trips generated by the

proposed project, and shows that it would generate an estimated 2,658, 8,336, 8,554, and 11,657 person trips during the weekday AM, midday, PM, and Saturday midday (non-game day) peak hours, respectively. On game days, the proposed project would generate an estimated 7,751 person trips during the weekday PM pre-game peak hour and 8,675 and 7,732 person trips in the Saturday pre-game and post-game hours, respectively.

**Table 14-33** presents the vehicle trip estimates for the proposed project. The project would generate a total of 883, 2,517, 2,618, and 3,132 vehicle (auto, taxi, and delivery) trips during the weekday AM, midday, PM, and Saturday midday (non-game day) peak hours, respectively. On game days, the project would generate an estimated 2,324 vehicle trips during the weekday PM pre-game peak hour and 2,313 and 2,063 vehicle trips in the Saturday pre-game and post-game hours, respectively. The proposed project's taxi trips were adjusted based on the assumption that 25 percent of the arriving taxis would depart with a fare, per *CEQR Technical Manual* guidelines for this area.

#### *TRAFFIC VOLUMES AND LEVELS OF SERVICE*

Vehicle trips generated in Phase 1A were assigned through the study area based on the trip assignments discussed earlier, and produced specific roadway-by-roadway and intersection-by-intersection traffic volume projections within the study area. An overview of this is provided below, and specific and intersection-by-intersection generated volume projections are provided in detail in the technical appendices at the end of this chapter.

In 2018, the Phase 1A generated traffic volume increments would make up approximately 4 percent of the overall traffic volumes in the AM peak hour, 11 percent in the midday peak hour, 9 percent in the PM peak hour, and 11 percent in the Saturday midday peak hour, without a Mets game, when comparing these volume increments to overall Phase 1A With Action traffic volumes entering and exiting the traffic study area's local street network. For conditions with a Mets game, the proposed project's traffic increments would make up about 8 percent of the overall traffic volumes during all peak hours.

Northern Boulevard volumes can be expected to increase by about 20 to 115 vph per direction during the peak analysis hours through Downtown Flushing between Parsons Boulevard and College Point Boulevard. Adjacent to the project site, Northern Boulevard volumes can be expected to increase by approximately 25 to 515 vph per direction during all of the peak hours, with the increase in traffic along this section of the roadway primarily due to traffic from the ramp from the southbound Whitestone Expressway onto westbound Northern Boulevard. Northern Boulevard volumes in the vicinity of 108th and 114th Street can be expected to increase by about 20 to 125 vph per direction during the peak analysis hours.

Roosevelt Avenue volumes can be expected to increase by about 10 to 55 vph per direction during the non-game and game peak hours through Downtown Flushing between Parsons Boulevard and College Point Boulevard. Adjacent to the project site, Roosevelt Avenue volumes can be expected to increase by approximately 15 to 150 vph per direction during the peak hours without a Mets game—with the highest increment due mostly to retail trips during the Saturday midday peak hour, and by about 55 to 115 vph per direction during the peak hours with a Mets game. Roosevelt Avenue volumes in the vicinity of 108th, 111th, and 114th Streets can be expected to increase by about 20 to 150 vph per direction during the peak analysis hours.

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Table 14-32  
Phase 1A (2018) Program  
Person Trips by Mode

Use	Auto		Taxi		Subway		Bus		Walk Only		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
<b>WEEKDAY NON-GAME AM PEAK PERIOD</b>													
Destination Retail	772	494	39	25	196	126	236	151	66	41	1,309	837	2,146
Local Retail	10	10	0	0	3	3	7	7	49	49	69	69	138
Movie Theater	69	4	9	0	22	1	10	1	14	1	124	7	131
Hotel	43	62	9	13	3	4	3	4	4	6	62	89	151
Recreational Uses	27	27	1	1	7	7	8	8	3	3	46	46	92
<b>Total</b>	<b>921</b>	<b>597</b>	<b>58</b>	<b>39</b>	<b>231</b>	<b>141</b>	<b>264</b>	<b>171</b>	<b>136</b>	<b>100</b>	<b>1,610</b>	<b>1,048</b>	<b>2,658</b>
<b>WEEKDAY NON-GAME MIDDAY PEAK HOUR</b>													
Destination Retail	2,090	1,710	106	87	531	435	638	522	177	144	3,542	2,898	6,440
Local Retail	66	66	0	0	22	22	44	44	306	306	438	438	876
Movie Theater	136	83	17	10	44	27	19	12	27	17	243	149	392
Hotel	125	59	27	13	9	4	9	4	9	4	179	84	263
Recreational Uses	123	93	6	5	31	24	37	28	11	7	208	157	365
<b>Total</b>	<b>2,540</b>	<b>2,011</b>	<b>156</b>	<b>115</b>	<b>637</b>	<b>512</b>	<b>747</b>	<b>610</b>	<b>530</b>	<b>478</b>	<b>4,610</b>	<b>3,726</b>	<b>8,336</b>
<b>WEEKDAY NON-GAME PM PEAK HOUR</b>													
Destination Retail	1,786	2,014	91	102	454	512	545	614	151	171	3,027	3,413	6,440
Local Retail	35	35	0	0	12	12	23	23	161	161	231	231	462
Movie Theater	315	269	39	34	101	86	45	38	63	53	563	480	1,043
Hotel	101	70	22	15	7	5	7	5	7	5	144	100	244
Recreational Uses	106	110	5	6	27	28	32	33	9	9	179	186	365
<b>Total</b>	<b>2,343</b>	<b>2,498</b>	<b>157</b>	<b>157</b>	<b>601</b>	<b>643</b>	<b>652</b>	<b>713</b>	<b>391</b>	<b>399</b>	<b>4,144</b>	<b>4,410</b>	<b>8,554</b>
<b>SATURDAY NON-GAME MIDDAY PEAK HOUR</b>													
Destination Retail	2,801	2,692	237	228	617	593	855	821	238	228	4,748	4,562	9,310
Local Retail	45	36	0	0	15	12	30	24	207	171	297	243	540
Movie Theater	434	266	54	33	140	86	62	38	85	52	775	475	1,250
Hotel	67	52	14	11	5	4	5	4	4	3	95	74	169
Recreational Uses	133	96	11	8	29	21	41	29	11	9	225	163	388
<b>Total</b>	<b>3,480</b>	<b>3,142</b>	<b>316</b>	<b>280</b>	<b>806</b>	<b>716</b>	<b>993</b>	<b>916</b>	<b>545</b>	<b>463</b>	<b>6,140</b>	<b>5,517</b>	<b>11,657</b>
<b>WEEKDAY EVENING PRE-GAME PEAK HOUR</b>													
Destination Retail	1,647	1,647	84	84	419	419	502	502	139	139	2,791	2,791	5,582
Local Retail	26	26	0	0	9	9	18	18	122	122	175	175	350
Movie Theater	503	446	63	56	162	143	72	64	98	88	898	797	1,695
Hotel	52	35	11	8	4	3	4	3	3	1	74	50	124
Recreational Uses	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2,228</b>	<b>2,154</b>	<b>158</b>	<b>148</b>	<b>594</b>	<b>574</b>	<b>596</b>	<b>587</b>	<b>362</b>	<b>350</b>	<b>3,938</b>	<b>3,813</b>	<b>7,751</b>
<b>SATURDAY PRE-GAME PEAK HOUR</b>													
Destination Retail	2,141	1,854	181	157	472	408	653	566	182	157	3,629	3,142	6,771
Local Retail	42	35	0	0	14	12	28	23	198	161	282	231	513
Movie Theater	434	266	54	33	140	86	62	38	85	52	775	475	1,250
Hotel	55	43	12	9	4	3	4	3	4	4	79	62	141
Recreational Uses	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>2,672</b>	<b>2,198</b>	<b>247</b>	<b>199</b>	<b>630</b>	<b>509</b>	<b>747</b>	<b>630</b>	<b>469</b>	<b>374</b>	<b>4,765</b>	<b>3,910</b>	<b>8,675</b>
<b>SATURDAY POST-GAME PEAK HOUR</b>													
Destination Retail	1,423	1,573	121	133	314	347	434	480	120	133	2,412	2,666	5,078
Local Retail	35	42	0	0	12	14	23	28	161	198	231	282	513
Movie Theater	426	694	53	87	137	223	61	99	83	137	760	1,240	2,000
Hotel	55	43	12	9	4	3	4	3	4	4	79	62	141
Recreational Uses	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>1,939</b>	<b>2,352</b>	<b>186</b>	<b>229</b>	<b>467</b>	<b>587</b>	<b>522</b>	<b>610</b>	<b>368</b>	<b>472</b>	<b>3,482</b>	<b>4,250</b>	<b>7,732</b>

**Table 14-33**  
**Phase 1A (2018) Program**  
**Vehicle Trips by Type**

Use	Auto		Taxi		Delivery		Total		Total
	In	Out	In	Out	In	Out	In	Out	
<b>WEEKDAY NON-GAME AM PEAK PERIOD</b>									
Destination Retail	377	241			13	13	390	254	644
Local Retail	5	5			0	0	5	5	10
Movie Theater	27	2			5	5	32	7	39
Hotel	27	39			3	3	30	42	72
Recreational Uses	13	13			4	4	17	17	34
<b>Total</b>	<b>449</b>	<b>300</b>	<b>42</b>	<b>42</b>	<b>25</b>	<b>25</b>	<b>516</b>	<b>367</b>	<b>883</b>
<b>WEEKDAY NON-GAME MIDDAY PEAK HOUR</b>									
Destination Retail	1,020	834			18	18	1,038	852	1,890
Local Retail	33	33			1	1	34	34	68
Movie Theater	54	33			4	4	58	37	95
Hotel	78	37			2	2	80	39	119
Recreational Uses	60	45			3	3	63	48	111
<b>Total</b>	<b>1,245</b>	<b>982</b>	<b>117</b>	<b>117</b>	<b>28</b>	<b>28</b>	<b>1,390</b>	<b>1,127</b>	<b>2,517</b>
<b>WEEKDAY NON-GAME PM PEAK HOUR</b>									
Destination Retail	871	982			3	3	874	985	1,859
Local Retail	18	18			0	0	18	18	36
Movie Theater	125	107			0	0	125	107	232
Hotel	63	44			0	0	63	44	107
Recreational Uses	52	54			1	1	53	55	108
<b>Total</b>	<b>1,129</b>	<b>1,205</b>	<b>138</b>	<b>138</b>	<b>4</b>	<b>4</b>	<b>1,271</b>	<b>1,347</b>	<b>2,618</b>
<b>SATURDAY MIDDAY NON-GAME PEAK HOUR</b>									
Destination Retail	1,125	1,081			2	2	1,127	1,083	2,210
Local Retail	23	18			0	0	23	18	41
Movie Theater	172	106			0	0	172	106	278
Hotel	42	33			1	1	43	34	77
Recreational Uses	53	39			2	2	55	41	96
<b>Total</b>	<b>1,415</b>	<b>1,277</b>	<b>215</b>	<b>215</b>	<b>5</b>	<b>5</b>	<b>1,635</b>	<b>1,497</b>	<b>3,132</b>
<b>WEEKDAY EVENING PRE-GAME PEAK HOUR</b>									
Destination Retail	803	803			2	2	805	805	1,610
Local Retail	13	13			0	0	13	13	26
Movie Theater	200	177			0	0	200	177	377
Hotel	33	22			0	0	33	22	55
Recreational Uses	0	0			0	0	0	0	0
<b>Total</b>	<b>1,049</b>	<b>1,015</b>	<b>128</b>	<b>128</b>	<b>2</b>	<b>2</b>	<b>1,179</b>	<b>1,145</b>	<b>2,324</b>
<b>SATURDAY PRE-GAME PEAK HOUR</b>									
Destination Retail	860	745			2	2	862	747	1,609
Local Retail	21	18			0	0	21	18	39
Movie Theater	172	106			0	0	172	106	278
Hotel	34	27			1	1	35	28	63
Recreational Uses	0	0			0	0	0	0	0
<b>Total</b>	<b>1,087</b>	<b>896</b>	<b>162</b>	<b>162</b>	<b>3</b>	<b>3</b>	<b>1,252</b>	<b>1,061</b>	<b>2,313</b>
<b>SATURDAY POST-GAME PEAK HOUR</b>									
Destination Retail	571	632			0	0	571	632	1,203
Local Retail	18	21			0	0	18	21	39
Movie Theater	169	275			0	0	169	275	444
Hotel	34	27			0	0	34	27	61
Recreational Uses	0	0			0	0	0	0	0
<b>Total</b>	<b>792</b>	<b>955</b>	<b>158</b>	<b>158</b>	<b>0</b>	<b>0</b>	<b>950</b>	<b>1,113</b>	<b>2,063</b>

Sanford Avenue volumes through Downtown Flushing between Parsons Boulevard and College Point Boulevard can be expected to increase by about 4 to 45 vph per direction during the peak analysis hours.

Astoria Boulevard volumes in the vicinity of 108th and 114th Streets can be expected to increase by about 50 to 95 vph per direction during the peak analysis hours.

Volumes on 34th Avenue from the District at the intersection with 126th Street are not expected to increase. However, volumes along West Park Loop/Stadium Road at the intersection with 126th



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Street can be expected to increase by approximately 70 to 390 vph per direction during the peak hours without a Mets game, and by 170 to 315 vph per direction during the peak hours with a Mets game.

Volumes along 126th Street in the vicinity of 34th Avenue can be expected to increase by approximately 50 to 150 vph per direction during the peak analysis hours. In the vicinity of Roosevelt Avenue, 126th Street volumes can be expected to increase by about 15 to 65 vph per direction during the peak analysis hours.

College Point Boulevard volumes can be expected to increase by about 5 to 60 vph per direction during the peak analysis hours.

Volumes along 114th Street in the vicinity of Roosevelt Avenue can be expected to increase by approximately 25 to 225 vph per direction during the peak analysis hours. Projected volume increments on the other north-south streets, including 108th Street, Main Street, Union Street, and Parsons Boulevard can be expected to 40 vph per direction or less during all of the peak hours.

The remainder of this section provides an overview of significant traffic impacts that would be generated under the With Action conditions. Detailed volume-to-capacity (v/c) ratios, average vehicle delays, and levels of service movement-by-movement at each intersection under the Phase 1A (2018) With Action condition are presented at the end of this chapter. Project-generated traffic volume increment maps and total With Action volume maps are provided within **Appendix C**.

Using the previously discussed volume increases, the levels of service for the Phase 1A With Action condition were determined for ~~29~~ 32 of the ~~31~~ 34 intersections (both signalized and unsignalized) analyzed under the No Action condition. Two unsignalized intersections, Willetts Point Boulevard at 126th Street and Boat Basin Road at Stadium Road, analyzed under the No Action condition, would be eliminated due to street demapping and intersection improvements in the proposed project under Phase 1A. Future traffic levels of service under the With Action condition are shown in **Tables 14-34** through **14-37**.

**Table 14-34**

**Overall Intersection Level of Service Summary Comparison  
Phase 1A (2018) No Action vs. With Action Conditions—Non-Game Day**

	Phase 1A No Action Condition				Phase 1A With Action Condition			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
<b>Signalized Intersections</b>	<b>26 Signalized Intersections</b>				<b>26 28 Signalized Intersections</b>			
Overall Intersection LOS A/B/C	<del>43</del> <u>14</u>	15	<del>13</del> <u>12</u>	15	<del>11</del> <u>13</u>	<del>12</del> <u>14</u>	<del>14</del> <u>12</u>	<del>14</del> <u>12</u>
Overall Intersection LOS D	<del>5</del> <u>4</u>	6	<del>7</del> <u>8</u>	3	<del>6</del> <u>5</u>	4	<del>4</del> <u>5</u>	4
Overall Intersection LOS E	8	2	4	6	<del>9</del> <u>10</u>	4	7	1
Overall Intersection LOS F	0	3	2	2	0	6	4	<del>10</del> <u>11</u>
No. of Locations with Significant Impacts	--	--	--	--	14	<del>15</del> <u>14</u>	19	18
<b>Notes:</b> During the non-game peak hours in the Phase 1A With Action condition, one of the <del>three</del> <u>four</u> unsignalized intersections analyzed would be significantly impacted in the weekday AM and PM peak hours, and two unsignalized intersections would be impacted during the weekday and Saturday midday peak hours.								

Table 14-35

**Traffic Lane Group Level of Service Summary Comparison  
Phase 1A (2018) No Action vs. With Action Conditions—Non-Game Day**

Signalized Movements	Phase 1A No Action Condition				Phase 1A With Action Condition			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
	26 Signalized Intersections				26 28 Signalized Intersections			
No. of Lane Groups at LOS A/B/C	62	<del>76</del> 77	63	74	<del>62</del> 69	<del>70</del> 78	<del>57</del> 65	<del>64</del> 72
No. of Lane Groups at LOS D	<del>36</del> 37	28	<del>32</del> 34	<del>23</del> 25	<del>36</del> 39	<del>28</del> 31	36	<del>34</del> 33
No. of Lane Groups at LOS E	<del>46</del> 13	9	<del>42</del> 11	<del>43</del> 12	<del>44</del> 13	<del>43</del> 12	11	<del>44</del> 10
No. of Lane Groups at LOS F	<del>47</del> 18	17	22	20	<del>20</del> 21	<del>22</del> 23	<del>29</del> 32	<del>28</del> 30

**Notes:**  
During the non-game peak hours in the Phase 1A With Action conditions, one of the ~~ten~~ 11 unsignalized lane groups analyzed would operate at LOS F in the weekday AM peak hour, three lane groups would operate at LOS F in the midday and PM peak hours, and four lane groups would operate at LOS F in the Saturday midday peak hour. All other unsignalized lane groups would operate at LOS D or better during non-game peak hours.

Table 14-36

**Overall Intersection Level of Service Summary Comparison  
Phase 1A (2018) No Action vs. With Action Conditions—Game Day**

Signalized Intersections	Phase 1A No Action Condition			Phase 1A With Action Condition		
	Weekday Pre-game	Weekend Pre-game	Weekend Post-game	Weekday Pre-game	Saturday Pre-game	Saturday Post-game
	26 Signalized Intersections			26 28 Signalized Intersections		
Overall Intersection LOS A/B/C	<del>44</del> 10	13	10	<del>9</del> 8	<del>42</del> 11	9
Overall Intersection LOS D	<del>7</del> 8	4	5	<del>7</del> 9	<del>4</del> 2	4
Overall Intersection LOS E	6	5	8	<del>6</del> 4	<del>4</del> 5	3
Overall Intersection LOS F	2	4	3	<del>6</del> 7	<del>9</del> 10	<del>40</del> 12
No. of Locations with Significant Impacts	--	--	--	<del>49</del> 21	<del>46</del> 17	<del>48</del> 20

**Notes:**  
During the game day peak hours in the Phase 1A With Action condition, two of the ~~three~~ four unsignalized intersections analyzed would be significantly impacted in the weekday and Saturday pre-game peak hours, and one unsignalized intersection would be impacted during the weekday Saturday post-game peak hour.

Table 14-37

**Traffic Lane Group Level of Service Summary Comparison  
Phase 1A (2018) No Action vs. With Action Conditions—Game Day**

Signalized Movements	Phase 1A No Action Condition			Phase 1A With Action Condition		
	Weekday Pre-game	Weekend Pre-game	Weekend Post-game	Weekday Pre-game	Saturday Pre-game	Saturday Post-game
	26 Signalized Intersections			26 28 Signalized Intersections		
No. of Lane Groups at LOS A/B/C	<del>64</del> 60	<del>72</del> 73	<del>72</del> 73	<del>63</del> 56	<del>66</del> 69	<del>70</del> 73
No. of Lane Groups at LOS D	<del>37</del> 40	25	<del>20</del> 21	<del>36</del> 40	<del>34</del> 34	<del>47</del> 19
No. of Lane Groups at LOS E	<del>44</del> 10	8	<del>9</del> 8	<del>46</del> 19	<del>8</del> 9	13
No. of Lane Groups at LOS F	21	25	29	<del>26</del> 29	<del>28</del> 33	<del>32</del> 38

**Notes:**  
During the game day peak hours in the Phase 1A With Action conditions, one of the ~~ten~~ 11 unsignalized lane groups analyzed would operate at LOS F and one lane group would operate at LOS E in the weekday pre-game peak hour, and three lane groups would operate at LOS F and one lane group would operate at LOS E in the Saturday pre- and post-game peak hours. All other unsignalized lane groups would operate at LOS A, or B, or C during game day peak hours.

The addition of the proposed project’s generated traffic for Phase 1A to the already poor future baseline (2018 No Action) conditions would result in relatively few new intersections or lane groups operating at unacceptable levels of service; however, it would cause several already sensitive locations to be significantly impacted. As a result, Phase 1A of the proposed project would have significant traffic impacts at 14 of the ~~26~~ 28 signalized intersections analyzed in the weekday AM peak hour, ~~15~~ 14 of ~~26~~ 28 in the weekday midday peak hour, 19 of ~~26~~ 28 in the

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weekday PM peak hour, and 18 of ~~26~~ 28 in the non-game Saturday midday peak hour. During the weekday pre-game peak hour, ~~19~~ 21 of ~~26~~ 28 signalized intersections analyzed would have significant traffic impacts, during the Saturday pre-game peak hour ~~15~~ 17 of ~~26~~ 28 signalized intersections analyzed would have significant impacts, and during the Saturday post-game peak hour ~~18~~ 20 of ~~26~~ 28 signalized intersections analyzed would have significant impacts. Of the ~~three~~ four unsignalized intersections analyzed, one (World's Fair Marina at Boat Basin Road) would be significantly impacted in each of the peak analysis hours.

The summary overview of the Phase 1A With Action condition without a Mets game indicates that:

- In the weekday AM peak hour, ~~9~~ 10 of the ~~26~~ 28 analyzed signalized intersections are projected to operate at overall LOS E or F, which is ~~one~~ two more than under the No Action condition. Fourteen signalized intersections would be significantly impacted. The number of traffic lane groups that are expected to operate at LOS E or F would increase from ~~32~~ 31 to 34.
- In the weekday midday peak hour, the number of signalized intersections that would operate at overall LOS E or F would increase from five under the No Action condition to ten under the With Action condition, and there would be significant impacts at ~~15~~ 14 of the ~~26~~ 28 signalized intersections. The number of individual lane groups that would operate at LOS E or F would increase from 26 to 35.
- In the weekday PM peak hour, the number of intersections that are projected to operate at overall LOS E or F would increase from 6 to 11 under the With Action condition, with 19 signalized intersections significantly impacted. The number of individual lane groups that would operate at LOS E or F would increase from ~~34~~ 33 to ~~40~~ 43.
- In the Saturday midday peak hour, the number of signalized intersections projected to operate at LOS E or F would increase from 8 under the No Action condition to ~~11~~ 12 under the With Action condition. Eighteen signalized intersections would be significantly impacted. The number of lane groups at LOS E or F would increase from ~~33~~ 32 to ~~39~~ 40.
- Two of the ~~three~~ four unsignalized intersections would be significantly impacted during at least one peak hour. World's Fair Marina at Boat Basin Road would consistently have a traffic lane group (northbound Boat Basin Road left turn movement) operate at LOS F during the weekday AM, midday, PM, and Saturday midday non-game peak hours and, as a result, would be significantly impacted in all non-game-day peak hours. Also, Stadium Road/West Loop Road at the Grand Central Parkway exit ramp—which would be reconfigured with a new west leg that would serve as an entrance/exit in and out of the proposed Willetts West retail development—would have several movements that operate at unacceptable levels of service, one of which (the eastbound left turn movement from the GCP off-ramp) would be significantly impacted during the weekday and Saturday midday peak hours.

The summary overview of the Phase 1A With Action condition with a Mets game indicates that:

- In the weekday PM pre-game peak hour, ~~10~~ 11 out of ~~26~~ 28 signalized intersections would operate at LOS E or F under the With Action condition, which is an increase from eight signalized intersections at LOS E or F under the No Action condition. There would be significant impacts at ~~19~~ 21 of the ~~26~~ 28 signalized intersections. The number of lane groups that would operate at LOS E or F would increase from ~~32~~ 31 to ~~42~~ 48.

- During the Saturday midday pre-game peak hour, the number of intersections that are expected to operate at LOS E or F would increase from 9 to ~~13~~ 15 under the With Action condition, with ~~15~~ 17 signalized intersections significantly impacted. The number of lane groups at LOS E or F would increase from 33 to ~~36~~ 42.
- In the Saturday PM post-game peak hour, the number of locations that would operate at LOS E or F would increase from 11 to ~~13~~ 15 under the With Action condition. ~~Eighteen~~ Twenty signalized intersections would be significantly impacted. The number of lane groups that would operate at LOS E or F would increase from ~~38~~ 37 to ~~45~~ 51.

Two of the ~~three~~ four unsignalized intersections would be significantly impacted during at least one peak hour. At World's Fair Marina at Boat Basin Road, the northbound Boat Basin Road left turn movement would consistently operate at LOS F during all game day peak hours, and would be significantly impacted. At the reconfigured intersection of Stadium Road/West Loop Road at the Grand Central Parkway exit ramp, the eastbound left turn movement from the GCP off-ramp would operate at LOS E during all peak hours and would be significantly impacted during the weekday and Saturday pre-game peak hours. Additionally, two intersections that were unsignalized in the No Action condition would be significantly impacted as signalized intersections in the With Action condition during all game peak hours.

**Table 14-38** shows the locations and time periods where significant impacts would occur in the Phase 1A (2018) With Action condition. Mitigation measures for significantly impacted locations are discussed in Chapter 21, "Mitigation."

#### **PHASE 1A (2018) WITH ACTION PARKING**

In Phase 1A, the proposed project would provide approximately 2,500 off-street accessory parking spaces to satisfy the projected parking demand due to the development in Willets West and 75 accessory spaces for project demand in the District.<sup>1</sup> As shown in **Table 14-39**, the projected weekday and Saturday peak parking demands for Willets West (1,127 and 2,238 spaces, respectively) is anticipated to be satisfied entirely by the off-street parking facility provided within the site.

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<sup>1</sup> Additional parking spaces may be provided for off-season recreation uses within the District if they are warranted.

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Table 14-38

Phase 1A (2018) With Action Condition Significant Impact Summary

Intersections	Without a Mets Game				With a Mets Game		
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Pre-game Weekday PM	Pre-game Saturday Midday	Post-game Saturday PM
Astoria Boulevard at 108th Street			x		x		x
Northern Boulevard at 108th Street	x	x	x	x	x	x	x
Northern Boulevard at 114th Street	x		x		x	x	x
Northern Boulevard at 126th Street	x	x	x	x	x	x	x
Northern Boulevard at Prince Street	x	x	x	x	x	x	x
Northern Boulevard at Main Street		x	x	x	x		x
Northern Boulevard at Union Street	x	x	x	x	x	x	x
Northern Boulevard at Parsons Boulevard	x	x	x	x	x	x	x
34th Avenue at 114th Street		x	x	x	x	x	x
34th Avenue at 126th Street	x	x	x	x	x	x	x
Roosevelt Avenue at 108th Street		x	x	x	x	x	x
Roosevelt Avenue at 111th Street			x	x	x	x	x
Roosevelt Avenue at 114th Street	x	x	x	x	x	x	x
Roosevelt Avenue at 126th Street	x	x	x	x	x	x	x
Roosevelt Avenue at College Point Boulevard	x	x	x	x	x	x	x
Roosevelt Avenue at Prince Street	x		x				
Roosevelt Avenue at Main Street	x	x	x	x	x	x	x
Roosevelt Avenue at Union Street	x	x	x	x	x	x	x
Roosevelt Avenue at Parsons Boulevard	x			x	x		
Kissena Boulevard at Main Street				x			
Sanford Avenue at College Point Boulevard							
Sanford Avenue at Union Street							
Sanford Avenue at Parsons Boulevard		x					
32nd Avenue at College Point Boulevard							
Northern Boulevard at College Point Boulevard							
Boat Basin Road at Stadium Road			x	x	x	x	x
Boat Basin Road at World's Fair Marina	x	x	x	x	x	x	x
Stadium Road at Grand Central Parkway		x		x	x	x	
Willetts Point Boulevard at Northern Boulevard							
Northern Boulevard at 126th Place							
126th Street at 36th Avenue					x	x	x
126th Street at 37th Avenue					x	x	x

Notes: "x" means the intersection would be significantly impacted.

**Table 14-39  
Willetts West Phase 1A (2018)  
Weekday and Saturday Parking Accumulation**

Time Begin	Weekday							Saturday							
	Destination Retail			Movie Theater			Total	Destination Retail			Movie Theater			Total	
	In	Out	Acc.	In	Out	Acc.		In	Out	Acc.	In	Out	Acc.		
Midnight	0	0	0	0	14	14	14	0	0	0	0	28	28	28	
1 AM	0	0	0	0	14	0	0	0	0	0	0	0	28	0	0
2 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 AM	62	62	0	14	0	14	14	100	0	100	28	0	28	128	
8 AM	377	241	136	27	2	39	175	191	10	281	53	3	78	359	
9 AM	292	120	308	32	6	65	373	180	20	441	94	17	155	596	
10 AM	393	184	517	58	14	109	626	321	80	682	111	28	238	920	
11 AM	591	439	669	55	23	141	810	1,263	541	1,404	108	58	288	1,692	
Noon	1,020	834	855	54	33	162	1,017	881	763	1,522	172	106	354	1,876	
1 PM	1,581	1,549	887	70	46	186	1,073	1,125	1,081	1,566	172	106	420	1,986	
2 PM	1,008	1,114	781	101	73	214	995	1,074	992	1,648	183	150	453	2,101	
3 PM	939	832	888	114	89	239	1,127	1,043	963	1,728	214	175	492	2,220	
4 PM	855	937	806	143	117	265	1,071	579	625	1,682	153	125	520	2,202	
5 PM	871	982	695	125	107	283	978	902	902	1,682	240	204	556	2,238	
6 PM	896	1,040	551	188	160	311	862	812	993	1,501	360	307	609	2,110	
7 PM	803	803	551	200	177	334	885	632	1,173	960	376	347	638	1,598	
8 PM	436	533	454	178	257	255	709	562	1,042	480	342	492	488	968	
9 PM	175	629	0	59	145	169	169	361	841	0	113	276	325	325	
10 PM	0	0	0	23	94	98	98	0	0	0	44	179	190	190	
11 PM	0	0	0	9	79	28	28	0	0	0	17	151	56	56	
Total	10,299	10,299		1,450	1,450			10,026	10,026		2,780	2,780			

Note: Acc = Accumulation  
Source: Based on travel demand estimates

As shown in **Tables 14-40** and **14-41**, parking demand from development within the District would not be fully accommodated by the 75 accessory spaces on weekdays or on Saturdays. During the Mets off-season, there would be an additional parking demand of 5 to 131 spaces on weekdays and Saturdays. During the off-season when the recreational uses would be in place, the additional recreational accessory parking demand, if needed, would be provided in Lot B, the north lot, or within the Willetts Point District property itself to satisfy this demand.

During the Mets season, the weekday and Saturday parking shortfalls would be substantially lower since there would be no parking demand generated by the recreational uses. On weekdays, there would be a slight overnight shortfall (between 10 PM and 8 AM) of 5 to 17 spaces, and a midday shortfall of 3 to 37 spaces. On Saturday, there would be a slight shortfall during most of the day ranging from 4 to 33 spaces. It is expected that this shortfall would be fully absorbed by publicly available on- and off-street spaces within and near the District.

In addition to providing accessory parking for project demand, the proposed Phase 1A program would also include the in-kind replacement of 4,100 Mets parking spaces in the main CitiField lots that would be displaced by the Willetts West development. These replacement spaces would be distributed amongst a new parking facility in the District (2,750 spaces, used as recreational space in the off-season), Lot D/South Lot (950 spaces) and the Willetts West development (400 spaces).

**Table 14-40  
Special Willetts Point District Phase 1A (2018)  
Weekday Parking Accumulation**

Time Begin	Local Retail			Hotel			Recreational Uses			Total Acc.
	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	
Midnight	0	0	0	3	1	88	0	0	0	88
1 AM	0	0	0	4	0	92	0	0	0	92
2 AM	0	0	0	0	0	92	0	0	0	92
3 AM	0	0	0	0	0	92	0	0	0	92
4 AM	0	0	0	0	0	92	0	0	0	92
5 AM	0	0	0	0	0	92	0	0	0	92
6 AM	0	0	0	0	0	92	4	4	0	92
7 AM	1	0	1	2	3	91	4	4	0	92
8 AM	5	5	1	27	39	79	13	13	0	80
9 AM	2	2	1	13	24	68	31	10	21	90
10 AM	6	4	3	14	14	68	33	11	43	114
11 AM	9	9	3	19	19	68	37	12	68	139
Noon	33	33	3	78	37	109	60	45	83	195
1 PM	26	27	2	13	31	91	58	28	113	206
2 PM	17	18	1	10	24	77	41	50	104	182
3 PM	15	15	1	10	24	63	41	50	95	159
4 PM	15	16	0	12	29	46	38	45	88	134
5 PM	18	18	0	63	44	65	52	54	86	151
6 PM	13	13	0	39	59	45	0	86	0	45
7 PM	13	13	0	33	22	56	0	0	0	56
8 PM	0	0	0	29	24	61	0	0	0	61
9 PM	0	0	0	19	10	70	0	0	0	70
10 PM	0	0	0	14	4	80	0	0	0	80
11 PM	0	0	0	7	1	86	0	0	0	86
Total	173	173		409	409		412	412		
<b>Note:</b>	Acc. = Accumulation									
<b>Source:</b>	Based on travel demand estimates									

**Table 14-41  
Special Willetts Point District Phase 1A (2018)  
Saturday Parking Accumulation**

Time Begin	Local Retail			Hotel			Recreational Uses			Total Acc.
	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	
Midnight	0	0	0	3	1	88	0	4	4	92
1 AM	0	0	0	4	0	92	0	4	0	92
2 AM	0	0	0	0	0	92	0	0	0	92
3 AM	0	0	0	0	0	92	0	0	0	92
4 AM	0	0	0	0	0	92	0	0	0	92
5 AM	0	0	0	0	0	92	0	0	0	92
6 AM	0	0	0	0	0	92	0	0	0	92
7 AM	0	0	0	7	10	89	4	0	4	93
8 AM	2	0	2	22	32	79	7	0	11	92
9 AM	4	0	6	22	32	69	12	3	20	95
10 AM	16	4	18	29	28	70	13	5	28	116
11 AM	19	19	18	29	28	71	26	11	43	132
Noon	21	17	22	29	28	72	39	21	61	155
1 PM	23	18	27	42	33	81	53	39	75	183
2 PM	21	17	31	10	23	68	36	32	79	178
3 PM	21	17	35	17	41	44	34	32	81	160
4 PM	16	20	31	31	31	44	49	60	70	145
5 PM	16	16	31	32	32	44	30	36	64	139
6 PM	15	18	28	41	41	44	23	28	59	131
7 PM	14	18	24	33	22	55	16	20	55	134
8 PM	10	19	15	25	16	64	12	18	49	128
9 PM	5	20	0	16	7	73	9	20	38	111
10 PM	0	0	0	11	3	81	2	20	20	101
11 PM	0	0	0	6	1	86	1	13	8	94
Total	203	203		409	409		366	366		
<b>Note:</b>	Acc. = Accumulation									
<b>Source:</b>	Based on travel demand estimates									

**PHASE 1B (2028) TRAFFIC ANALYSIS RESULTS**

This section includes a determination of the volume of vehicle trips generated under the Phase 1B 2028 With Action condition, their distribution within the study area roadway network, the analysis of future traffic levels of service, and the identification of significant impacts as per *CEQR Technical Manual* guidelines. Mitigation measures are discussed in Chapter 21.

*TRAVEL DEMAND ANALYSIS*

The proposed development expected to be built out under Phase 1B includes the Willets West development (as built by Phase 1A) consisting of destination retail with a movie theater and a parking garage (2,900 spaces), and a substantial amount of the total proposed development in the Special Willets Point District. This includes residential, retail, office, hotel, and community facility uses which would replace the interim surface parking/recreational space developed under the Phase 1A program (parking would be relocated to the lot south of Roosevelt Avenue - the "South Lot"). This program is detailed in **Table 14-42**.

**Table 14-42**  
**Phase 1B (2028) Buildout Development Program for Analysis**

Use	Size
Willets West <sup>(1)</sup>	
Destination Retail Movie Theater	915,000 SF 4,000 Seats (80,000 SF) <sup>(2)</sup>
Special Willets Point District	
Residential	2,490 DU
Destination Retail	588,300 SF
Local Retail	316,700 SF
Office	500,000 SF
Hotel	490 Rooms
Community Facility	25,000 SF
Public School (K-8)	623 Seats
<b>Total</b>	
<b>Residential</b>	<b>2,490 DU</b>
<b>Destination Retail</b>	<b>1,503,300 SF</b>
<b>Movie Theater</b>	<b>4,000 Seats</b>
<b>Local Retail</b>	<b>316,700 SF</b>
<b>Office</b>	<b>500,000 SF</b>
<b>Hotel</b>	<b>490 Rooms</b>
<b>Community Facility</b>	<b>25,000 SF</b>
<b>Public School (K-8)</b>	<b>623 Seats</b>
<b>Notes:</b>	
(1) Willets West would contain approximately 1.4 million sf of development, including 400,000 sf of non-leasable common area. This ancillary space is not considered for trip generation purposes.	
(2) <i>Willets Point Development Plan FGEIS</i> (2008) assumption of 20 sf per seat.	
SF = square feet	
DU = dwelling unit	

The volume of person trips and vehicle trips expected to be generated under Phase 1B of the proposed project would be substantial. **Table 14-43** presents the person trips generated by the proposed project, and shows that Phases 1A and 1B together would generate an estimated 9,812, 23,284, 20,826, and 25,024 person trips during the weekday AM, midday, PM, and Saturday midday (non-game days) peak hours, respectively. On game days, the proposed project would generate an estimated 16,673 person trips during the weekday PM pre-game peak hour and 20,222 and 18,239 person trips in the Saturday pre-game and post-game hours, respectively.



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Table 14-43  
Phase 1B (2028) Program  
Person Trips by Mode

Use	Auto		Taxi		Subway		Bus		Walk Only		Total		Total
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	
<b>WEEKDAY NON-GAME AM PEAK HOUR</b>													
Residential	105	418	4	16	209	837	40	161	44	177	402	1,609	2,011
Office	530	21	10	0	166	7	145	6	188	7	1,039	41	1,080
Destination Retail	1,289	811	64	41	322	207	388	248	108	68	2,151	1,375	3,526
Local Retail	110	110	0	0	37	37	73	73	510	510	730	730	1,460
Movie Theater	69	4	9	0	22	1	10	1	14	1	124	7	131
Hotel	106	152	23	33	8	11	8	11	6	10	151	217	368
Community Facility	8	1	0	0	15	1	3	0	32	2	58	4	62
School	110	84	0	0	110	84	56	56	337	337	613	561	1,174
<b>Total</b>	<b>2,307</b>	<b>1,601</b>	<b>110</b>	<b>90</b>	<b>889</b>	<b>1,185</b>	<b>723</b>	<b>556</b>	<b>1,239</b>	<b>1,112</b>	<b>5,268</b>	<b>4,544</b>	<b>9,812</b>
<b>WEEKDAY NON-GAME MIDDAY PEAK HOUR</b>													
Residential	133	128	5	5	267	256	51	49	57	55	513	493	1,006
Office	165	179	3	4	52	56	45	49	383	414	648	702	1,350
Destination Retail	3,433	2,809	174	143	873	714	1,048	857	291	238	5,819	4,761	10,580
Local Retail	694	694	0	0	231	231	463	463	3,238	3,238	4,626	4,626	9,252
Movie Theater	136	83	17	10	44	27	19	12	27	17	243	149	392
Hotel	307	144	66	31	22	10	22	10	21	11	438	206	644
Community Facility	4	4	0	0	7	9	1	2	15	18	27	33	60
School	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4,872</b>	<b>4,041</b>	<b>265</b>	<b>193</b>	<b>1,496</b>	<b>1,303</b>	<b>1,649</b>	<b>1,442</b>	<b>4,032</b>	<b>3,991</b>	<b>12,314</b>	<b>10,970</b>	<b>23,284</b>
<b>WEEKDAY NON-GAME PM PEAK HOUR</b>													
Residential	374	201	14	8	748	402	144	77	158	86	1,438	774	2,212
Office	32	610	1	12	10	192	9	168	11	215	63	1,197	1,260
Destination Retail	2,934	3,308	149	168	746	841	895	1,009	249	281	4,973	5,607	10,580
Local Retail	365	365	0	0	122	122	244	244	1,704	1,704	2,435	2,435	4,870
Movie Theater	315	269	39	34	101	86	45	38	63	53	563	480	1,043
Hotel	247	172	53	37	18	12	18	12	17	12	353	245	598
Community Facility	4	5	0	0	8	11	2	2	16	23	30	41	71
School	14	17	0	0	14	17	9	9	56	56	93	99	192
<b>Total</b>	<b>4,285</b>	<b>4,947</b>	<b>256</b>	<b>259</b>	<b>1,767</b>	<b>1,683</b>	<b>1,366</b>	<b>1,559</b>	<b>2,274</b>	<b>2,430</b>	<b>9,948</b>	<b>10,878</b>	<b>20,826</b>
<b>SATURDAY NON-GAME MIDDAY PEAK HOUR</b>													
Residential	371	279	11	8	349	263	33	25	326	247	1,090	822	1,912
Office	101	68	2	1	32	21	28	19	36	24	199	133	332
Destination Retail	4,602	4,422	390	375	1,014	974	1,405	1,349	390	375	7,801	7,495	15,296
Local Retail	470	385	0	0	157	128	314	257	2,194	1,795	3,135	2,565	5,700
Movie Theater	434	266	54	33	140	86	62	38	85	52	775	475	1,250
Hotel	162	127	35	27	12	9	12	9	11	10	232	182	414
Community Facility	8	8	0	0	15	16	3	3	33	34	59	61	120
School	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3,929</b>	<b>3,681</b>	<b>240</b>	<b>218</b>	<b>1,669</b>	<b>1,298</b>	<b>1,211</b>	<b>1,140</b>	<b>1,777</b>	<b>1,700</b>	<b>8,726</b>	<b>7,947</b>	<b>16,673</b>
<b>Total</b>	<b>6,148</b>	<b>5,555</b>	<b>492</b>	<b>444</b>	<b>1,719</b>	<b>1,497</b>	<b>1,857</b>	<b>1,700</b>	<b>3,075</b>	<b>2,537</b>	<b>13,291</b>	<b>11,733</b>	<b>25,024</b>
<b>WEEKDAY EVENING PRE-GAME PEAK HOUR</b>													
Residential	304	130	12	5	607	261	117	50	128	55	1,168	501	1,669
Office	8	33	0	1	3	10	2	9	3	12	16	65	81
Destination Retail	2,705	2,705	138	138	688	688	825	825	229	229	4,585	4,585	9,170
Local Retail	278	278	0	0	93	93	185	185	1,294	1,294	1,850	1,850	3,700
Movie Theater	503	446	63	56	162	143	72	64	98	88	898	797	1,695
Hotel	127	85	27	18	9	6	9	6	10	7	182	122	304
Community Facility	4	4	0	0	7	7	1	1	15	15	27	27	54
School	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3,929</b>	<b>3,681</b>	<b>240</b>	<b>218</b>	<b>1,569</b>	<b>1,208</b>	<b>1,211</b>	<b>1,140</b>	<b>1,777</b>	<b>1,700</b>	<b>8,726</b>	<b>7,947</b>	<b>16,673</b>
<b>SATURDAY PRE-GAME PEAK HOUR</b>													
Residential	285	285	8	8	268	268	25	25	251	251	837	837	1,674
Office	22	127	0	2	7	40	6	35	9	45	44	249	293
Destination Retail	3,517	3,046	298	258	775	671	1,073	930	299	257	5,962	5,162	11,124
Local Retail	447	366	0	0	149	122	298	244	2,085	1,705	2,979	2,437	5,416
Movie Theater	434	266	54	33	140	86	62	38	85	52	775	475	1,250
Hotel	135	106	29	23	10	8	10	8	9	7	193	152	345
Community Facility	8	8	0	0	15	16	3	3	33	34	59	61	120
School	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>4,848</b>	<b>4,204</b>	<b>389</b>	<b>324</b>	<b>1,364</b>	<b>1,211</b>	<b>1,477</b>	<b>1,283</b>	<b>2,771</b>	<b>2,351</b>	<b>10,849</b>	<b>9,373</b>	<b>20,222</b>
<b>SATURDAY POST-GAME PEAK HOUR</b>													
Residential	293	293	9	9	276	276	26	26	257	257	861	861	1,722
Office	90	60	2	1	28	19	25	16	31	21	176	117	293
Destination Retail	2,338	2,584	199	219	516	570	713	789	197	218	3,963	4,380	8,343
Local Retail	366	447	0	0	122	149	244	298	1,705	2,085	2,437	2,979	5,416
Movie Theater	426	694	53	87	137	223	61	99	83	137	760	1,240	2,000
Hotel	135	106	29	23	10	8	10	8	9	7	193	152	345
Community Facility	8	8	0	0	15	16	3	3	32	35	58	62	120
School	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>3,656</b>	<b>4,192</b>	<b>292</b>	<b>339</b>	<b>1,104</b>	<b>1,261</b>	<b>1,082</b>	<b>1,239</b>	<b>2,314</b>	<b>2,760</b>	<b>8,448</b>	<b>9,791</b>	<b>18,239</b>

**Table 14-44** presents the vehicle trip estimates for the proposed project. The project would generate a total of 2,649, 5,152, 5,420, and 5,855 vehicle (auto, taxi, and delivery) trips during the weekday AM, midday, PM, and Saturday midday (non-game day) peak hours, respectively. On game days, the project would generate an estimated 4,194 vehicle trips during the weekday PM pre-game peak hour and 4,576 and 4,037 vehicle trips in the Saturday pre-game and post-game hours, respectively. The proposed project's taxi trips were adjusted based on the assumption that 25 percent of the arriving taxis would depart with a fare, per *CEQR Technical Manual* guidelines for this area.

#### *TRAFFIC VOLUMES AND LEVELS OF SERVICE*

Vehicle trips generated under Phase 1B buildout conditions were assigned through the study area based on the trip assignments discussed earlier, and produced specific roadway-by-roadway and intersection-by-intersection traffic volume projections within the study area. An overview of this is provided below, and specific intersection-by-intersection generated volume projections are provided in detail in the technical appendices at the end of this chapter.

In 2028, generated traffic volume increments would make up approximately 10 percent of the overall traffic volumes in the AM peak hour, 20 percent in the midday peak hour, 18 percent in the PM peak hour, and 20 percent in the Saturday midday peak hour, without a Mets game, when comparing these volume increments to overall Phase 1B With Action traffic volumes entering and exiting the traffic study area's local street network. For peak hours with a Mets game, the proposed project's traffic increments would make up about 13 percent and 15 percent of the overall traffic volumes during the weekday PM and Saturday midday pre-game peak hours, and about 14 percent during the Saturday PM post-game peak hour.

Northern Boulevard volumes can be expected to increase by about 50 to 200 vph per direction during the peak analysis hours through Downtown Flushing between Parsons Boulevard and College Point Boulevard. Adjacent to the project site, Northern Boulevard volumes can be expected to increase by approximately 20 to 225 vph in the eastbound direction and 50 to 875 vph in the westbound direction during the peak analysis hours, with the increase in traffic along this section of the roadway primarily due to traffic from the ramp from the southbound Whitestone Expressway onto westbound Northern Boulevard. Northern Boulevard volumes in the vicinity of 108th and 114th Street can be expected to increase by about 80 to 235 vph per direction during the peak analysis hours.

Roosevelt Avenue volumes can be expected to increase by about 25 to 90 vph per direction during the non-game and game peak hours through Downtown Flushing between Parsons Boulevard and College Point Boulevard. Adjacent to the project site, Roosevelt Avenue volumes can be expected to increase by approximately 75 to 330 vph per direction during the peak hours without a Mets game and by about 115 to 275 vph per direction during the peak hours with a Mets game. Roosevelt Avenue volumes in the vicinity of 108th, 111th, and 114th Streets can be expected to increase by about 45 to 130 vph per direction during the peak analysis hours.

Sanford Avenue volumes through Downtown Flushing between Parsons Boulevard and College Point Boulevard can be expected to increase by up to 15 vph in the eastbound direction and 15 to 70 vph in the westbound direction during the peak analysis hours.

Astoria Boulevard volumes in the vicinity of 108th and 114th Streets can be expected to increase by about 45 to 160 vph per direction during the peak analysis hours.

Willets Point Development

Table 14-44  
Phase 1B (2028) Program  
Vehicle Trips by Type

Use	Auto		Taxi		Delivery		Total		Total
	In	Out	In	Out	In	Out	In	Out	
<b>WEEKDAY NON-GAME AM PEAK HOUR</b>									
Residential	76	301			9	9	85	310	395
Office	465	18			8	8	473	26	499
Destination Retail	619	396			21	21	640	417	1,057
Local Retail	55	55			4	4	59	59	118
Movie Theater	27	2			5	5	32	7	39
Hotel	66	95			7	7	73	102	175
Community Facility	5	1			0	0	5	1	6
School	87	65			1	1	88	66	154
<b>Total</b>	<b>1,400</b>	<b>933</b>	<b>103</b>	<b>103</b>	<b>55</b>	<b>55</b>	<b>1,558</b>	<b>1,091</b>	<b>2,649</b>
<b>WEEKDAY NON-GAME MIDDAY PEAK HOUR</b>									
Residential	96	92			7	7	103	99	202
Office	145	157			9	9	154	166	320
Destination Retail	1,675	1,370			29	29	1,704	1,399	3,103
Local Retail	347	347			6	6	353	353	706
Movie Theater	54	33			4	4	58	37	95
Hotel	192	90			5	5	197	95	292
Community Facility	3	3			1	1	4	4	8
School	0	0			1	1	1	1	2
<b>Total</b>	<b>2,512</b>	<b>2,092</b>	<b>212</b>	<b>212</b>	<b>62</b>	<b>62</b>	<b>2,786</b>	<b>2,366</b>	<b>5,152</b>
<b>WEEKDAY NON-GAME PM PEAK HOUR</b>									
Residential	269	145			1	1	270	146	416
Office	28	535			2	2	30	537	567
Destination Retail	1,431	1,613			5	5	1,436	1,618	3,054
Local Retail	183	183			1	1	184	184	368
Movie Theater	125	107			0	0	125	107	232
Hotel	154	108			0	0	154	108	262
Community Facility	3	3			0	0	3	3	6
School	11	14			1	1	12	15	27
<b>Total</b>	<b>2,204</b>	<b>2,708</b>	<b>244</b>	<b>244</b>	<b>10</b>	<b>10</b>	<b>2,458</b>	<b>2,962</b>	<b>5,420</b>
<b>SATURDAY NON-GAME MIDDAY PEAK HOUR</b>									
Residential	267	201			2	2	269	203	472
Office	89	60			0	0	89	60	149
Destination Retail	1,848	1,776			3	3	1,851	1,779	3,630
Local Retail	235	193			1	1	236	194	430
Movie Theater	172	106			0	0	172	106	278
Hotel	101	79			2	2	103	81	184
Community Facility	5	5			0	0	5	5	10
School	0	0			0	0	0	0	0
<b>Total</b>	<b>2,717</b>	<b>2,420</b>	<b>351</b>	<b>351</b>	<b>8</b>	<b>8</b>	<b>3,076</b>	<b>2,779</b>	<b>5,855</b>
<b>WEEKDAY EVENING PRE-GAME PEAK HOUR</b>									
Residential	219	94			1	1	220	95	315
Office	7	29			2	2	9	31	40
Destination Retail	1,319	1,319			3	3	1,322	1,322	2,644
Local Retail	139	139			1	1	140	140	280
Movie Theater	200	177			0	0	200	177	377
Hotel	79	53			0	0	79	53	132
Community Facility	3	3			0	0	3	3	6
School	0	0			0	0	0	0	0
<b>Total</b>	<b>1,966</b>	<b>1,814</b>	<b>200</b>	<b>200</b>	<b>7</b>	<b>7</b>	<b>2,173</b>	<b>2,021</b>	<b>4,194</b>
<b>SATURDAY PRE-GAME PEAK HOUR</b>									
Residential	205	205			2	2	207	207	414
Office	19	111			0	0	19	111	130
Destination Retail	1,413	1,224			3	3	1,416	1,227	2,643
Local Retail	224	183			1	1	225	184	409
Movie Theater	172	106			0	0	172	106	278
Hotel	84	66			2	2	86	68	154
Community Facility	5	5			0	0	5	5	10
School	0	0			0	0	0	0	0
<b>Total</b>	<b>2,122</b>	<b>1,900</b>	<b>269</b>	<b>269</b>	<b>8</b>	<b>8</b>	<b>2,399</b>	<b>2,177</b>	<b>4,576</b>
<b>SATURDAY POST-GAME PEAK HOUR</b>									
Residential	211	211			0	0	211	211	422
Office	79	53			0	0	79	53	132
Destination Retail	938	1,038			0	0	938	1,038	1,976
Local Retail	183	224			0	0	183	224	407
Movie Theater	169	275			0	0	169	275	444
Hotel	84	66			0	0	84	66	150
Community Facility	5	5			0	0	5	5	10
School	0	0			0	0	0	0	0
<b>Total</b>	<b>1,669</b>	<b>1,872</b>	<b>248</b>	<b>248</b>	<b>0</b>	<b>0</b>	<b>1,917</b>	<b>2,120</b>	<b>4,037</b>

Volumes on 34th Avenue to/from the District at the intersection with 126th Street are expected to increase by 150 to 350 vph during all seven peak hours, and volumes along West Park Loop/Stadium Road at the intersection with 126th Street can be expected to increase by approximately 150 to 635 vph per direction during the peak analysis hours.

Volumes along 126th Street in the vicinity of 34th Avenue can be expected to increase by approximately 255 to 410 vph per direction during non-game peak hours, and 170 to 635 vph during game day peak hours. In the vicinity of Roosevelt Avenue, 126th Street volumes can be expected to increase by about 100 to 300 vph per direction during the peak analysis hours.

College Point Boulevard volumes can be expected to increase by about 10 to 110 vph per direction during the peak analysis hours.

Volumes along 114th Street in the vicinity of Roosevelt Avenue can be expected to increase by approximately 50 to 280 vph in the northbound direction and 15 to 40 vph in the southbound direction during the peak analysis hours. Projected volume increments on the other north-south streets, including 108th Street, Main Street, Union Street, and Parsons Boulevard can be expected to 60 vph per direction or less during the peak analysis hours.

The remainder of this section provides an overview of significant traffic impacts that would be generated under 2028 With Action conditions. Detailed volume-to-capacity (v/c) ratios, average vehicle delay, and levels of service movement-by-movement at each intersection under the 2028 With Action conditions are provided at the end of this chapter. Project-generated traffic volume increment maps and total With Action volume maps are provided in **Appendix C**.

Levels of service for 2028 With Action conditions were determined for 29 of the 31 intersections (both signalized and unsignalized) analyzed under the No Action condition. Two unsignalized intersections, Willets Point Boulevard at 126th Street and Boat Basin Road at Stadium Road, analyzed under the No Action condition, would be eliminated due to street demapping and intersection improvements, and one new signalized intersection—126th Street at New Willets Point Boulevard—would be created as part of the proposed project under Phase 1B. Future traffic levels of service under the With Action condition are shown in **Tables 14-45** through **14-48**.

The addition of the proposed project's generated traffic for Phase 1B to the already poor future baseline (2028 No Action) conditions would cause several already sensitive locations to be significantly impacted. As a result, Phase 1B of the proposed project would have significant traffic impacts at 18 of the ~~27~~ 29 signalized intersections analyzed in the weekday AM peak hour, ~~18~~ 19 of ~~27~~ 29 in the weekday midday peak hour, 19 of ~~27~~ 29 in the weekday PM peak hour, and 22 of ~~27~~ 29 in the non-game Saturday midday peak hour. During the weekday pre-game peak hour, 20 of ~~27~~ 29 signalized intersections analyzed would have significant traffic impacts, during the Saturday pre-game peak hour ~~18~~ 19 of ~~27~~ 29 signalized intersections analyzed would have significant impacts, and during the Saturday post-game peak hour ~~18~~ 20 of ~~27~~ 29 signalized intersections analyzed would have significant impacts. Of the ~~three~~ four unsignalized intersections analyzed, one (World's Fair Marina at Boat Basin Road) would be significantly impacted in each of the peak analysis hours.

Table 14-45

**Overall Intersection Level of Service Summary Comparison  
Phase 1B (2028) No Action vs. With Action Conditions—Non-Game Day**

Signalized Intersections	Phase 1B No Action Condition				Phase 1B With Action Condition			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
	26 Signalized Intersections				27 29 Signalized Intersections			
Overall Intersection LOS A/B/C	11	15	42 11	14	40 12	44 13	8 10	6 8
Overall Intersection LOS D	7	5	5 7	3	6 5	4 3	4 3	8 7
Overall Intersection LOS E	8 7	2	7 6	6	4	4	3 4	3 2
Overall Intersection LOS F	0 1	4	2	3	7 8	8 9	12	40 12
No. of Locations with Significant Impacts	--	--	--	--	18	48 19	19	22

**Notes:**  
During the non-game peak hours in the Phase 1B With Action condition, one of the ~~three~~ four unsignalized intersections analyzed would be significantly impacted in the weekday AM peak hour, and all ~~three~~ two of the four unsignalized intersections would be impacted during the weekday midday and PM peak hours and during the Saturday midday peak hour.

Table 14-46

**Traffic Lane Group Level of Service Summary Comparison  
Phase 1B (2028) No Action vs. With Action Conditions—Non-Game Day**

Signalized Movements	Phase 1B No Action Condition				Phase 1B With Action Condition			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
	26 Signalized Intersections				27 29 Signalized Intersections			
No. of Lane Groups at LOS A/B/C	58	72 74	69 60	74 72	63 70	66 71	64 57	69 66
No. of Lane Groups at LOS D	38 41	34 32	36 36	22 26	32 36	29 36	38 41	26 28
No. of Lane Groups at LOS E	42 11	9 8	44 12	47 16	46 13	44 12	9 7	17
No. of Lane Groups at LOS F	24 22	48 19	24	20	27 30	33 36	40 44	38 40

**Notes:**  
During the non-game peak hours in the Phase 1B With Action conditions, one of the ~~ten~~ eleven unsignalized lane groups analyzed would operate at LOS F in the weekday AM peak hour, four lane groups would operate at LOS F in the weekday midday peak hour, one lane group would operate at LOS E and four three lane groups would operate at LOS F in the weekday midday and PM peak hours, and five four lane groups would operate at LOS F during the Saturday midday peak hour. All other unsignalized lane groups would operate at LOS C or better during non-game peak hours.

Table 14-47

**Overall Intersection Level of Service Summary Comparison  
Phase 1B (2028) No Action vs. With Action Conditions—Game Day**

Signalized Intersections	Phase 1B No Action Condition			Phase 1B With Action Condition		
	Weekday Pre-game	Weekend Pre-game	Weekend Post-game	Weekday Pre-game	Saturday Pre-game	Saturday Post-game
	26 Signalized Intersections			27 29 Signalized Intersections		
Overall Intersection LOS A/B/C	44 10	13	10	8 9	42 11	7 8
Overall Intersection LOS D	7 8	2	3	6 6	2 4	3 4
Overall Intersection LOS E	5	7	6	3 2	2	4
Overall Intersection LOS F	3	4	7	44 12	44 12	13
No. of Locations with Significant Impacts	--	--	--	20	48 19	48 20

**Notes:**  
During the game day peak hours in the Phase 1B With Action condition, two of the ~~three~~ four unsignalized intersections analyzed would be significantly impacted in the weekday and Saturday pre-game peak hours, and one three unsignalized intersection would be impacted during the weekday Saturday post-game peak hour.

Table 14-48

**Traffic Lane Group Level of Service Summary Comparison  
Phase 1B (2028) No Action vs. With Action Conditions—Game Day**

Signalized Movements	Phase 1B No Action Condition			Phase 1B With Action Condition		
	Weekday Pre-game	Weekend Pre-game	Weekend Post-game	Weekday Pre-game	Saturday Pre-game	Saturday Post-game
	26 Signalized Intersections			27 29 Signalized Intersections		
No. of Lane Groups at LOS A/B/C	59	<del>68</del> <u>70</u>	<del>69</del> <u>70</u>	<del>48</del> <u>52</u>	<del>60</del> <u>63</u>	<del>64</del> <u>65</u>
No. of Lane Groups at LOS D	<del>34</del> <u>36</u>	<del>27</del> <u>28</u>	<del>24</del> <u>27</u>	<del>33</del> <u>37</u>	<del>27</del> <u>34</u>	<del>26</del> <u>31</u>
No. of Lane Groups at LOS E	<del>16</del> <u>17</u>	7	<del>9</del> <u>8</u>	<del>16</del> <u>17</u>	<del>10</del> <u>9</u>	<del>12</del> <u>14</u>
No. of Lane Groups at LOS F	21	28	29	<del>39</del> <u>40</u>	<del>39</del> <u>40</u>	38

**Notes:**  
 During the game day peak hours in the Phase 1B With Action conditions, five of the ~~ten~~ eleven unsignalized lane groups analyzed would operate at LOS F in all three game day peak hours the weekday and Saturday pre-game peak hours, and one lane group would operate at LOS E and four lane groups would operate at LOS F during the Saturday post-game peak hour. All other unsignalized lane groups would operate at LOS C or better during game day peak hours.

The summary overview of the Phase 1B With Action condition without a Mets game indicates that:

- In the weekday AM peak hour, ~~11~~ 12 of the ~~27~~ 29 analyzed signalized intersections are projected to operate at overall LOS E or F, which is ~~three~~ four more than under the No Action condition. Eighteen signalized intersections would be significantly impacted. The number of traffic lane groups that are expected to operate at LOS E or F would increase from 33 to ~~42~~ 43.
- In the weekday midday peak hour, the number of signalized intersections that would operate at overall LOS E or F would increase from six under the No Action condition to ~~12~~ 13 under the With Action condition, and there would be significant impacts at ~~18~~ 19 of the ~~27~~ 29 signalized intersections. The number of individual lane groups that would operate at LOS E or F would increase from 27 to ~~47~~ 48.
- In the weekday PM peak hour, the number of intersections that are projected to operate at overall LOS E or F would increase from ~~9~~ 8 to ~~15~~ 16 under the With Action condition, with 19 signalized intersections significantly impacted. The number of individual lane groups that would operate at LOS E or F would increase from ~~35~~ 36 to ~~49~~ 51.
- In the Saturday midday peak hour, the number of signalized intersections projected to operate at LOS E or F would increase from 9 under the No Action condition to ~~13~~ 14 under the With Action condition. Twenty-two signalized intersections would be significantly impacted. The number of lane groups at LOS E or F would increase from ~~37~~ 36 to ~~55~~ 57.
- ~~All three~~ Two of the four analyzed unsignalized intersections would be significantly impacted during at least one peak hour. World’s Fair Marina at Boat Basin Road would consistently have a traffic lane group (northbound Boat Basin Road left turn movement) operate at LOS F during the weekday AM, midday, PM, and Saturday midday non-game peak hours and, as a result, would be significantly impacted in all non-game-day peak hours. Also, Stadium Road/West Loop Road at the Grand Central Parkway exit ramp—which would be reconfigured with a new west leg that would serve as an entrance/exit in and out of the proposed Willets West retail development—would have several movements that operate at unacceptable levels of service, ~~two~~ one of which (the eastbound left turn movement ~~and right turn movement~~ from the GCP off-ramp) would be significantly impacted during at least one peak hour. ~~At the intersection of Northern Boulevard and Willets Point Boulevard, northbound Willets Point Boulevard would operate at LOS F and be significantly impacted during the weekday midday, PM, and Saturday midday peak hours. Additionally, one~~

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intersection that was unsignalized in the No Action condition would be significantly impacted as a signalized intersection in the With Action condition during the weekday midday peak hour.

The summary overview of the Phase 1B With Action condition with a Mets game indicates that:

- In the weekday PM pre-game peak hour, 14 out of ~~27~~ 29 signalized intersections would operate at LOS E or F under the With Action condition, which is an increase from eight signalized intersections at LOS E or F under the No Action condition. There would be significant impacts at 20 of the ~~27~~ 29 signalized intersections. The number of lane groups that would operate at LOS E or F would increase from ~~37~~ 38 to ~~55~~ 57.
- During the Saturday midday pre-game peak hour, the number of intersections that are expected to operate at LOS E or F would increase from 11 to ~~13~~ 14 under the With Action condition, with ~~18~~ 19 signalized intersections significantly impacted. The number of lane groups at LOS E or F would increase from 35 to 49.
- In the Saturday PM post-game peak hour, the number of locations that would operate at LOS E or F would increase from 13 to 17 under the With Action condition. ~~Eighteen~~ Twenty signalized intersections would be significantly impacted. The number of lane groups that would operate at LOS E or F would increase from ~~38~~ 37 to ~~50~~ 52.
- ~~All three~~ Three of the four analyzed unsignalized intersections would be significantly impacted during at least one peak hour. At World's Fair Marina at Boat Basin Road, the northbound Boat Basin Road left turn movement would consistently operate at LOS F during the weekday pre-game and Saturday pre-game and post-game peak hours and would be significantly impacted. Stadium Road/West Loop Road at the Grand Central Parkway exit ramp would have multiple movements operate at unacceptable levels of service and would be significantly impacted during at least one peak hour. At the intersection of Northern Boulevard and Willetts Point Boulevard, ~~northbound Willetts Point Boulevard~~ eastbound Northern Boulevard service road would operate at LOS ~~FE~~ and be significantly impacted during the Saturday post-game peak hour. Additionally, one intersection that was unsignalized in the No Action condition would be significantly impacted as a signalized intersection in the With Action condition during the Saturday pre-game peak hour and two would be impacted during the Saturday post-game peak hour.

**Table 14-49** shows the locations and time periods where significant impacts would occur in the Phase 1B (2028) With Action condition. Mitigation measures for significantly impacted locations are discussed in Chapter 21, "Mitigation."<sup>2</sup>

### **PHASE 1B (2028) WITH ACTION PARKING**

Under the proposed Phase 1B (2028) buildout, a total of 2,700 accessory off-street parking spaces would be provided to accommodate parking demand generated by proposed development within the District. It is also anticipated that on-street parking would be provided on existing and new streets expected to be in place within the District by 2028. As detailed street configurations and curbside parking regulations have not yet been defined, it is expected that some level of on-street parking would be available. The proposed regulations would be designed to satisfy the needs of adjacent land uses; metered parking would likely be installed adjacent to retail uses or other commercial buildings, alternate side regulations would likely be installed near residential uses, and curbside parking restrictions would likely be imposed near the hotel, community facilities, or along primary delivery routes. Specific regulations would be determined at a later date.

**Table 14-49**

**Phase 1B (2028) With Action Condition Significant Impact Summary**

Intersections	Without a Mets Game				With a Mets Game		
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Pre-game Weekday PM	Pre-game Saturday Midday	Post-game Saturday PM
Astoria Boulevard at 108th Street			x	x	x	x	x
Northern Boulevard at 108th Street	x	x	x	x	x	x	x
Northern Boulevard at 114th Street	x		x	x	x	x	x
Northern Boulevard at 126th Street	x	x	x	x	x	x	x
Northern Boulevard at Prince Street	x	x	x	x	x	x	x
Northern Boulevard at Main Street	x	x	x	x	x	x	x
Northern Boulevard at Union Street	x	x	x	x	x	x	x
Northern Boulevard at Parsons Boulevard	x	x	x	x	x	x	x
34th Avenue at 114th Street		x	x	x	x	x	x
34th Avenue at 126th Street	x	x	x	x	x	x	x
Roosevelt Avenue at 108th Street	x	x	x	x	x	x	x
Roosevelt Avenue at 111th Street		x	x	x	x	x	x
Roosevelt Avenue at 114th Street	x	x	x	x	x	x	x
Roosevelt Avenue at 126th Street	x	x	x	x	x	x	x
Roosevelt Avenue at College Point Boulevard	x	x	x	x	x	x	x
Roosevelt Avenue at Prince Street	x		x				
Roosevelt Avenue at Main Street	x	x	x	x	x	x	x
Roosevelt Avenue at Union Street	x	x	x	x	x	x	x
Roosevelt Avenue at Parsons Boulevard	x			x	x		
Kissena Boulevard at Main Street				x			
Sanford Avenue at College Point Boulevard							
Sanford Avenue at Union Street							
Sanford Avenue at Parsons Boulevard	x	x		x	x		
32nd Avenue at College Point Boulevard							
Northern Boulevard at College Point Boulevard	x	x		x			
Boat Basin Road at Stadium Road		x	x	x	x	x	x
Boat Basin Road at World's Fair Marina	x	x	x	x	x	x	x
Stadium Road at Grand Central Parkway		x	x	x	x	x	x
Willets Point Boulevard at Northern Boulevard		*x	*x	*x			x
New Willets Point Boulevard at 126th Street	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Northern Boulevard at 126th Place							
126th Street at 36th Avenue						x	x
126th Street at 37th Avenue		x					x

**Notes:** "x" means the intersection would be significantly impacted. n/a means the intersection is new for With Action conditions.

As was done in the 2008 FGEIS, project parking for residential use was separated from the other proposed uses. **Table 14-50** shows a peak residential parking demand of 1,320 spaces occurring overnight. Assuming 10 percent of residential trips would park on-street (as was assumed in the 2008 FGEIS), 1,188 of the parking spaces proposed within the District would be needed to satisfy the residential parking demand. Residential parking demand is typically lowest during the daytime hours when office, community uses, and primary school parking demands are at a maximum. Therefore, shared parking strategies would be implemented and, where possible, office, community, and primary school parking demands would use parking spaces vacated by residents during the daytime hours. This would maximize usage of vacant residential parking spaces during daytime hours and minimize the need for additional dedicated parking spaces for office, community, and primary school uses.



**Table 14-50  
Special Willetts Point District Phase 1B (2028)  
Weekday Parking Accumulation**

Time Begin	Residential			Office			Destination Retail			Local Retail			
	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	
Midnight	28	28	1,320	0	0	0	0	0	0	0	0	0	0
1 AM	13	13	1,320	0	0	0	0	0	0	0	0	0	0
2 AM	8	8	1,320	0	0	0	0	0	0	0	0	0	0
3 AM	6	6	1,320	0	0	0	0	0	0	0	0	0	0
4 AM	6	6	1,320	0	0	0	0	0	0	0	0	0	0
5 AM	6	6	1,320	0	0	0	0	0	0	0	0	0	0
6 AM	11	11	1,320	0	0	0	0	0	0	0	0	0	0
7 AM	15	132	1,203	41	3	38	40	40	0	14	1	13	
8 AM	76	301	978	465	18	485	242	155	87	55	55	13	
9 AM	50	199	829	395	68	812	188	77	198	24	16	21	
10 AM	47	141	735	85	68	829	252	118	332	63	43	41	
11 AM	66	99	702	34	97	766	380	282	430	91	95	37	
Noon	96	92	706	145	157	754	655	536	549	347	347	37	
1 PM	87	87	706	172	104	822	1,016	996	569	274	285	26	
2 PM	79	79	706	89	56	855	648	716	501	183	190	19	
3 PM	104	100	710	63	77	841	604	535	570	156	162	13	
4 PM	162	108	764	48	295	594	549	602	517	157	164	6	
5 PM	269	145	888	28	535	87	560	631	446	183	183	6	
6 PM	249	105	1,032	14	79	22	576	669	353	141	147	0	
7 PM	219	94	1,157	7	29	0	516	516	353	139	139	0	
8 PM	95	41	1,211	0	0	0	280	342	291	0	0	0	
9 PM	76	33	1,254	0	0	0	113	404	0	0	0	0	
10 PM	63	27	1,290	0	0	0	0	0	0	0	0	0	
11 PM	53	23	1,320	0	0	0	0	0	0	0	0	0	
Total	1,884	1,884		1,586	1,586		6,619	6,619		1,827	1,827		
Time Begin	Hotel			Community Facility			School – Students			School – Staff			Total Acc.
	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	
Midnight	9	2	214	0	0	0	0	0	0	0	0	0	1,534
1 AM	9	1	222	0	0	0	0	0	0	0	0	0	1,542
2 AM	0	0	222	0	0	0	0	0	0	0	0	0	1,542
3 AM	0	0	222	0	0	0	0	0	0	0	0	0	1,542
4 AM	0	0	222	0	0	0	0	0	0	0	0	0	1,542
5 AM	0	0	222	0	0	0	0	0	0	0	0	0	1,542
6 AM	0	0	222	0	0	0	0	0	0	0	0	0	1,542
7 AM	6	8	220	3	0	3	4	4	0	2	0	2	1,479
8 AM	66	95	191	5	1	7	65	65	0	22	0	24	1,785
9 AM	32	59	164	4	2	9	4	4	0	0	0	24	2,057
10 AM	35	35	164	3	2	10	0	0	0	0	0	24	2,135
11 AM	45	45	164	2	3	9	0	0	0	0	0	24	2,132
Noon	192	90	266	3	3	9	0	0	0	0	0	24	2,345
1 PM	33	76	223	2	3	8	0	0	0	0	0	24	2,378
2 PM	26	60	189	2	2	8	0	0	0	0	0	24	2,302
3 PM	26	60	155	2	3	7	54	54	0	19	5	5	2,301
4 PM	30	71	114	3	4	6	8	8	0	2	3	3	2,004
5 PM	154	108	160	3	3	6	11	11	0	0	3	0	1,593
6 PM	96	144	112	3	4	5	0	0	0	0	0	0	1,524
7 PM	79	53	138	3	3	5	0	0	0	0	0	0	1,653
8 PM	72	59	151	1	4	2	0	0	0	0	0	0	1,655
9 PM	46	25	172	0	2	0	0	0	0	0	0	0	1,426
10 PM	35	13	194	0	0	0	0	0	0	0	0	0	1,484
11 PM	16	3	207	0	0	0	0	0	0	0	0	0	1,527
Total	1,007	1,007		39	39		0	0	0	24	24		
<b>Note:</b>	Acc. = Accumulation												
<b>Source:</b>	Based on travel demand estimates												

The remaining 1,512 spaces would be available for the other uses—destination retail, local retail, and hotel. Based on the total accumulation for these uses shown in **Tables 14-50 and 14-51**, there would be enough parking to satisfy demand for these uses on a weekday, but there would be an additional need for up to approximately 45 spaces on Saturday during the midday hours 2 to 4 PM. However, it is expected that this could be accommodated by available on-street spaces or by vacant residential parking spaces within the District should such shared parking arrangements be made. Alternatively, this could be satisfied by available spaces in off-street facilities within an approximate quarter-mile radius of the District.

Parking demand and supply in Willets West would be the same as in Phase 1A; as detailed in the Phase 1A (2018) Parking section (in **Table 14-39**), the 2,500 parking spaces provided would accommodate weekday and Saturday peak parking demands.

As in Phase 1A, all Mets parking displaced by the proposed project in Phase 1B (2028), would be replaced. There would continue to be 400 spaces in Willets West; however, the 2,750 interim spaces provided in the District under Phase 1A would be relocated to Lot D/South Lot in addition to the 950 spaces already provided there. In total, including the 1,795 existing spaces, there would be 5,495 parking spaces in Lot D/South Lot under Phase 1B.

## PHASE 2 (2032) TRAFFIC ANALYSIS RESULTS

This section includes a determination of the volume of vehicle trips generated under the Phase 2 2032 With Action condition, their distribution within the study area roadway network, the analysis of future traffic levels of service, and the identification of significant impacts as per *CEQR Technical Manual* guidelines. Mitigation measures are discussed in Chapter 21.

### TRAVEL DEMAND ANALYSIS

The proposed project is expected to be built out in its entirety under Phase 2. This cumulative development program includes the full Willets West development which would be built under Phase 1A in 2018, development proposed within the Special Willets Point District that would be developed within Phases 1A, 1B, and 2, and the proposed Lot B development (which assumes the same office/retail projected in the 2008 FGEIS). This program is detailed in **Table 14-52**.

The volume of person trips and vehicle trips expected to be generated under Phase 2 (full buildout) of the proposed project would be substantial. **Table 14-53** presents the person trips generated by the proposed project, and shows that it would generate an estimated 18,060, 37,141, 33,764, and 38,780 person trips during the weekday AM, midday, PM, and Saturday midday (non-game day) peak hours, respectively. On game days, the fully built-out proposed project would generate an estimated 26,312 person trips during the weekday PM pre-game peak hour and 32,206 and 30,152 person trips in the Saturday pre-game and post-game hours, respectively.

**Table 14-54** presents the vehicle trip estimates for the proposed project. The project would generate a total of 4,533, 7,551, 8,361, and 8,740 vehicle (auto, taxi, and delivery) trips during the weekday AM, midday, PM, and Saturday midday (non-game days) peak hours, respectively. On game days, the project would generate an estimated 6,339 vehicle trips during the weekday PM pre-game peak hour and 6,981 and 6,445 vehicle trips in the Saturday pre-game and post-game hours, respectively. The proposed project's taxi trips were adjusted based on the assumption that 25 percent of the arriving taxis would depart with a fare, per the *CEQR Technical Manual* guidelines for this area.

Table 14-51  
Special Willetts Point District Phase 1B (2028)  
Saturday Parking Accumulation

Time Begin	Residential			Office			Destination Retail			Local Retail			
	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	
Midnight	15	15	1,320	0	0	0	0	0	0	0	0	0	
1 AM	15	15	1,320	0	0	0	0	0	0	0	0	0	
2 AM	0	0	1,320	0	0	0	0	0	0	0	0	0	
3 AM	0	0	1,320	0	0	0	0	0	0	0	0	0	
4 AM	0	0	1,320	0	0	0	0	0	0	0	0	0	
5 AM	29	29	1,320	0	0	0	0	0	0	0	0	0	
6 AM	15	44	1,291	0	0	0	0	0	0	0	0	0	
7 AM	47	140	1,198	7	2	5	64	0	64	0	0	0	
8 AM	58	175	1,081	17	9	13	122	6	180	19	2	17	
9 AM	73	219	935	29	19	23	116	13	283	38	4	51	
10 AM	88	263	760	39	26	36	206	52	437	171	43	179	
11 AM	95	285	570	65	44	57	812	348	901	203	203	179	
Noon	102	307	365	65	44	78	567	491	977	223	183	219	
1 PM	267	201	431	89	60	107	723	695	1,005	235	193	261	
2 PM	248	173	506	49	60	96	691	637	1,059	223	183	301	
3 PM	249	166	589	38	71	63	670	619	1,110	223	183	341	
4 PM	246	164	671	22	52	33	372	402	1,080	173	212	302	
5 PM	246	164	753	9	26	16	580	580	1,080	171	171	302	
6 PM	266	143	876	4	16	4	522	638	964	154	188	268	
7 PM	287	123	1,040	2	6	0	406	753	617	144	175	237	
8 PM	246	105	1,181	0	0	0	361	669	309	107	191	153	
9 PM	216	77	1,320	0	0	0	232	541	0	51	204	0	
10 PM	88	88	1,320	0	0	0	0	0	0	0	0	0	
11 PM	29	29	1,320	0	0	0	0	0	0	0	0	0	
Total	2,925	2,925		435	435		6,444	6,444		2,135	2,135		
Time Begin	Hotel			Community Facility			School – Students			School – Staff			Total Acc.
	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	
Midnight	9	2	214	0	0	0	0	0	0	0	0	0	1,534
1 AM	9	1	222	0	0	0	0	0	0	0	0	0	1,542
2 AM	0	0	222	0	0	0	0	0	0	0	0	0	1,542
3 AM	0	0	222	0	0	0	0	0	0	0	0	0	1,542
4 AM	0	0	222	0	0	0	0	0	0	0	0	0	1,542
5 AM	0	0	222	0	0	0	0	0	0	0	0	0	1,542
6 AM	0	0	222	0	0	0	0	0	0	0	0	0	1,513
7 AM	17	24	215	0	0	0	0	0	0	0	0	0	1,482
8 AM	55	78	192	0	0	0	0	0	0	0	0	0	1,483
9 AM	55	78	169	3	1	2	0	0	0	0	0	0	1,462
10 AM	72	69	172	3	1	4	0	0	0	0	0	0	1,588
11 AM	72	69	175	2	2	4	0	0	0	0	0	0	1,886
Noon	72	69	178	5	5	4	0	0	0	0	0	0	1,821
1 PM	101	79	200	5	5	4	0	0	0	0	0	0	2,008
2 PM	23	57	166	5	5	4	0	0	0	0	0	0	2,132
3 PM	41	100	107	5	5	4	0	0	0	0	0	0	2,214
4 PM	76	76	107	5	5	4	0	0	0	0	0	0	2,197
5 PM	78	78	107	2	3	3	0	0	0	0	0	0	2,261
6 PM	101	101	107	2	3	2	0	0	0	0	0	0	2,221
7 PM	80	53	134	2	4	0	0	0	0	0	0	0	2,028
8 PM	60	40	154	0	0	0	0	0	0	0	0	0	1,797
9 PM	42	18	178	0	0	0	0	0	0	0	0	0	1,498
10 PM	29	10	197	0	0	0	0	0	0	0	0	0	1,517
11 PM	15	5	207	0	0	0	0	0	0	0	0	0	1,527
Total	1,007	1,007		39	39		0	0		0	0		
<b>Note:</b>	Acc. = Accumulation												
<b>Source:</b>	Based on travel demand estimates												

**Table 14-52**  
**Phase 2 (2032) Buildout Development Program for Analysis**

Use	Size
Willets West <sup>(1)</sup>	Destination Retail Movie Theater 915,000 SF 4,000 Seats (80,000 SF) <sup>(2)</sup>
Special Willets Point District	Residential Destination Retail Local Retail Office Convention Center Hotel Community Facility Public School (K-8) 5,850 DU 657,000 SF 593,000 SF 500,000 SF 400,000 SF 700 Rooms 150,000 SF 1,463 Seats
Lot B Development	Destination Retail Office 184,500 SF 280,000 SF
<b>Total</b>	<b>Residential</b> <b>Destination Retail</b> <b>Movie Theater</b> <b>Local Retail</b> <b>Office</b> <b>Hotel</b> <b>Community Facility</b> <b>Public School (K-8)</b> <b>5,850 DU</b> <b>1,756,500 SF</b> <b>4,000 Seats</b> <b>593,000 SF</b> <b>780,000 SF</b> <b>700 Rooms</b> <b>150,000 SF</b> <b>1,463 Seats</b>
<b>Notes:</b>	
(1) Willets West would contain approximately 1.4 million sf of development, including 400,000 sf of non-leasable common area. This ancillary space is not considered for trip generation purposes.	
(2) Willets Point Development Plan FGEIS (2008) assumption of 20 sf per seat.	
SF = square feet	
DU = dwelling unit	

**Table 14-53**  
**Phase 2 (2032) Program**  
**Person Trips by Type**

Use	Auto		Taxi		Subway		Bus		Walk Only		Total		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
<b>WEEKDAY NON-GAME AM PEAK HOUR</b>													
Residential	246	983	9	38	491	1,965	95	378	104	415	945	3,779	4,724
Office	827	33	16	0	259	11	226	9	293	11	1,621	64	1,685
Destination Retail	1,483	949	75	48	377	241	453	289	125	80	2,513	1,607	4,120
Local Retail	205	205	0	0	68	68	137	137	958	958	1,368	1,368	2,736
Movie Theater	69	4	9	0	22	1	10	1	14	1	124	7	131
Hotel	151	218	32	47	11	16	11	16	11	14	216	311	527
Convention/Expo	691	0	81	0	122	0	20	0	102	0	1,016	0	1,016
Community Facility	45	3	2	0	90	6	17	1	191	12	345	22	367
School	258	198	0	0	258	198	132	132	789	789	1,437	1,317	2,754
<b>Total</b>	<b>3,975</b>	<b>2,593</b>	<b>224</b>	<b>133</b>	<b>1,698</b>	<b>2,506</b>	<b>1,101</b>	<b>963</b>	<b>2,587</b>	<b>2,280</b>	<b>9,585</b>	<b>8,475</b>	<b>18,060</b>
<b>WEEKDAY NON-GAME MIDDAY PEAK HOUR</b>													
Residential	313	301	12	12	627	602	121	116	132	126	1,205	1,157	2,362
Office	258	279	5	6	81	87	70	77	597	646	1,011	1,095	2,106
Destination Retail	4,011	3,283	203	167	1,019	835	1,225	1,002	341	276	6,799	5,563	12,362
Local Retail	1,299	1,299	0	0	433	433	866	866	6,064	6,064	8,662	8,662	17,324
Movie Theater	136	83	17	10	44	27	19	12	27	17	243	149	392
Hotel	438	207	94	44	31	15	31	15	32	14	626	295	921
Convention/Expo	651	241	77	28	115	42	19	7	96	36	958	354	1,312
Community Facility	21	26	1	1	42	52	8	10	91	110	163	199	362
School	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>7,127</b>	<b>5,719</b>	<b>409</b>	<b>268</b>	<b>2,392</b>	<b>2,093</b>	<b>2,359</b>	<b>2,105</b>	<b>7,380</b>	<b>7,289</b>	<b>19,667</b>	<b>17,474</b>	<b>37,141</b>

Willetts Point Development

Table 14-53 (cont'd)  
Phase 2 (2032) Program  
Person Trips by Type

Use	Auto		Taxi		Subway		Bus		Walk Only		Total		
	In	Out	In	Out	In	Out	In	Out	In	Out	In	Out	Total
<b>WEEKDAY NON-GAME PM PEAK HOUR</b>													
Residential	878	473	34	18	1,757	946	338	182	371	200	3,378	1,819	5,197
Office	50	952	1	19	16	299	14	262	17	335	98	1,867	1,965
Destination Retail	3,428	3,866	174	197	872	983	1,046	1,179	290	327	5,810	6,552	12,362
Local Retail	684	684	0	0	228	228	456	456	3,191	3,191	4,559	4,559	9,118
Movie Theater	315	269	39	34	101	86	45	38	63	53	563	480	1,043
Hotel	354	246	76	53	25	18	25	18	25	16	505	351	856
Convention/Expo	48	1,548	6	182	8	273	1	46	7	228	70	2,277	2,347
Community Facility	23	32	1	1	46	64	9	12	99	137	178	246	424
School	33	40	0	0	33	40	22	22	131	131	219	233	452
<b>Total</b>	<b>5,813</b>	<b>8,110</b>	<b>331</b>	<b>504</b>	<b>3,086</b>	<b>2,937</b>	<b>1,956</b>	<b>2,215</b>	<b>4,194</b>	<b>4,618</b>	<b>15,380</b>	<b>18,384</b>	<b>33,764</b>
<b>SATURDAY NON-GAME MIDDAY PEAK HOUR</b>													
Residential	871	657	26	19	820	618	77	58	767	580	2,561	1,932	4,493
Office	158	106	3	2	50	33	44	29	55	37	310	207	517
Destination Retail	5,377	5,168	455	438	1,184	1,139	1,641	1,577	457	436	9,114	8,758	17,872
Local Retail	881	720	0	0	294	240	587	480	4,109	3,363	5,871	4,803	10,674
Movie Theater	434	266	54	33	140	86	62	38	85	52	775	475	1,250
Hotel	232	183	50	39	17	13	17	13	16	13	332	261	593
Convention/Expo	932	932	80	80	160	160	27	132	132	132	1,331	1,331	2,662
Community Facility	46	48	2	2	92	95	18	18	194	204	352	367	719
School	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>8,931</b>	<b>8,080</b>	<b>670</b>	<b>613</b>	<b>2,757</b>	<b>2,384</b>	<b>2,473</b>	<b>2,240</b>	<b>5,815</b>	<b>4,817</b>	<b>20,646</b>	<b>18,134</b>	<b>38,780</b>
<b>WEEKDAY EVENING PRE-GAME PEAK HOUR</b>													
Residential	714	306	27	12	1,427	612	275	118	302	128	2,745	1,176	3,921
Office	13	51	0	1	4	16	3	14	5	19	25	101	126
Destination Retail	3,161	3,161	161	161	804	804	964	964	268	268	5,358	5,358	10,716
Local Retail	520	520	0	0	173	173	347	347	2,425	2,425	3,465	3,465	6,930
Movie Theater	503	446	63	56	162	143	72	64	98	88	898	797	1,695
Hotel	183	122	39	26	13	9	13	9	13	8	261	174	435
Convention/Expo	15	1,456	2	171	3	257	0	43	2	214	22	2,141	2,163
Community Facility	21	21	1	1	42	42	8	8	91	91	163	163	326
School	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>5,130</b>	<b>6,083</b>	<b>293</b>	<b>428</b>	<b>2,628</b>	<b>2,056</b>	<b>1,682</b>	<b>1,567</b>	<b>3,204</b>	<b>3,241</b>	<b>12,937</b>	<b>13,375</b>	<b>26,312</b>
<b>SATURDAY PRE-GAME PEAK HOUR</b>													
Residential	668	668	20	20	629	629	59	59	590	590	1,966	1,966	3,932
Office	35	198	0	3	11	62	10	54	13	71	69	388	457
Destination Retail	4,111	3,558	348	302	906	783	1,254	1,086	348	302	6,967	6,031	12,998
Local Retail	837	684	0	0	279	228	558	456	3,903	3,195	5,577	4,563	10,140
Movie Theater	434	266	54	33	140	86	62	38	85	52	775	475	1,250
Hotel	193	152	41	33	14	11	14	11	14	10	276	217	493
Convention/Expo	993	559	85	48	170	96	28	16	143	79	1,419	798	2,217
Community Facility	46	48	2	2	92	95	18	18	194	204	352	367	719
School	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>7,317</b>	<b>6,133</b>	<b>550</b>	<b>441</b>	<b>2,241</b>	<b>1,990</b>	<b>2,003</b>	<b>1,738</b>	<b>5,290</b>	<b>4,503</b>	<b>17,401</b>	<b>14,805</b>	<b>32,206</b>
<b>SATURDAY POST-GAME PEAK HOUR</b>													
Residential	687	687	20	20	647	647	61	61	607	607	2,022	2,022	4,044
Office	140	94	3	2	44	30	39	25	48	32	274	183	457
Destination Retail	2,732	3,019	232	256	602	666	833	922	231	255	4,630	5,118	9,748
Local Retail	684	837	0	0	228	279	456	558	3,195	3,903	4,563	5,577	10,140
Movie Theater	426	694	53	87	137	223	61	99	83	137	760	1,240	2,000
Hotel	193	152	41	33	14	11	14	11	14	10	276	217	493
Convention/Expo	732	1,054	63	90	126	181	21	30	104	150	1,046	1,505	2,551
Community Facility	45	49	2	2	90	97	17	19	191	207	345	374	719
School	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>5,639</b>	<b>6,586</b>	<b>414</b>	<b>490</b>	<b>1,888</b>	<b>2,134</b>	<b>1,502</b>	<b>1,725</b>	<b>4,473</b>	<b>5,301</b>	<b>13,916</b>	<b>16,236</b>	<b>30,152</b>

**Table 14-54  
Phase 2 (2032) Program  
Vehicle Trips by Type**

Use	Auto		Taxi		Delivery		Total		
	In	Out	In	Out	In	Out	In	Out	Total
<b>WEEKDAY NON-GAME AM PEAK HOUR</b>									
Residential	177	707			21	21	198	728	926
Office	726	29			12	12	738	41	779
Destination Retail	724	463			25	25	749	488	1,237
Local Retail	103	103			8	8	111	111	222
Movie Theater	27	2			5	5	32	7	39
Hotel	94	136			10	10	104	146	250
Convention/Expo	300	0			11	11	311	11	322
Community Facility	30	2			2	2	32	4	36
School	202	152			3	3	205	155	360
<b>Total</b>	<b>2,383</b>	<b>1,594</b>	<b>181</b>	<b>181</b>	<b>97</b>	<b>97</b>	<b>2,661</b>	<b>1,872</b>	<b>4,533</b>
<b>WEEKDAY NON-GAME MIDDAY PEAK HOUR</b>									
Residential	225	217			16	16	241	233	474
Office	227	245			14	14	241	259	500
Destination Retail	1,957	1,601			35	35	1,992	1,636	3,628
Local Retail	650	650			11	11	661	661	1,322
Movie Theater	54	33			4	4	58	37	95
Hotel	274	129			8	8	282	137	419
Convention/Expo	283	105			21	21	304	126	430
Community Facility	14	17			3	3	17	20	37
School	0	0			2	2	2	2	4
<b>Total</b>	<b>3,684</b>	<b>2,997</b>	<b>321</b>	<b>321</b>	<b>114</b>	<b>114</b>	<b>4,119</b>	<b>3,432</b>	<b>7,551</b>
<b>WEEKDAY NON-GAME PM PEAK HOUR</b>									
Residential	632	340			4	4	636	344	980
Office	44	835			3	3	47	838	885
Destination Retail	1,672	1,885			6	6	1,678	1,891	3,569
Local Retail	342	342			2	2	344	344	688
Movie Theater	125	107			0	0	125	107	232
Hotel	221	154			0	0	221	154	375
Convention/Expo	21	673			2	2	23	675	698
Community Facility	15	21			0	0	15	21	36
School	25	31			1	1	26	32	58
<b>Total</b>	<b>3,097</b>	<b>4,388</b>	<b>420</b>	<b>420</b>	<b>18</b>	<b>18</b>	<b>3,535</b>	<b>4,826</b>	<b>8,361</b>
<b>SATURDAY NON-GAME MIDDAY PEAK HOUR</b>									
Residential	627	473			5	5	632	478	1,110
Office	139	93			0	0	139	93	232
Destination Retail	2,160	2,075			3	3	2,163	2,078	4,241
Local Retail	441	360			1	1	442	361	803
Movie Theater	172	106			0	0	172	106	278
Hotel	145	114			3	3	148	117	265
Convention/Expo	358	358			1	1	359	359	718
Community Facility	31	32			0	0	31	32	63
School	0	0			0	0	0	0	0
<b>Total</b>	<b>4,073</b>	<b>3,611</b>	<b>515</b>	<b>515</b>	<b>13</b>	<b>13</b>	<b>4,601</b>	<b>4,139</b>	<b>8,740</b>
<b>WEEKDAY EVENING PRE-GAME PEAK HOUR</b>									
Residential	514	220			4	4	518	224	742
Office	11	45			3	3	14	48	62
Destination Retail	1,542	1,542			3	3	1,545	1,545	3,090
Local Retail	260	260			1	1	261	261	522
Movie Theater	200	177			0	0	200	177	377
Hotel	114	76			0	0	114	76	190
Convention/Expo	7	633			2	2	9	635	644
Community Facility	14	14			0	0	14	14	28
School	0	0			0	0	0	0	0
<b>Total</b>	<b>2,662</b>	<b>2,967</b>	<b>342</b>	<b>342</b>	<b>13</b>	<b>13</b>	<b>3,017</b>	<b>3,322</b>	<b>6,339</b>

**Table 14-54 (cont'd)  
Phase 2 (2032) Program  
Vehicle Trips by Type**

Use	Auto		Taxi		Delivery		Total		
	In	Out	In	Out	In	Out	In	Out	Total
<b>SATURDAY PRE-GAME PEAK HOUR</b>									
Residential	481	481			5	5	486	486	972
Office	30	173			0	0	30	173	203
Destination Retail	1,651	1,430			3	3	1,654	1,433	3,087
Local Retail	419	342			1	1	420	343	763
Movie Theater	172	106			0	0	172	106	278
Hotel	121	95			3	3	124	98	222
Convention/Expo	382	215			1	1	383	216	599
Community Facility	31	32			0	0	31	32	63
School	0	0			0	0	0	0	0
<b>Total</b>	<b>3,287</b>	<b>2,874</b>	<b>397</b>	<b>397</b>	<b>13</b>	<b>13</b>	<b>3,697</b>	<b>3,284</b>	<b>6,981</b>
<b>SATURDAY POST-GAME PEAK HOUR</b>									
Residential	494	494			1	1	495	495	990
Office	123	83			0	0	123	83	206
Destination Retail	1,096	1,212			0	0	1,096	1,212	2,308
Local Retail	342	419			0	0	342	419	761
Movie Theater	169	275			0	0	169	275	444
Hotel	121	95			0	0	121	95	216
Convention/Expo	282	405			0	0	282	405	687
Community Facility	30	33			0	0	30	33	63
School	0	0			0	0	0	0	0
<b>Total</b>	<b>2,657</b>	<b>3,016</b>	<b>385</b>	<b>385</b>	<b>1</b>	<b>1</b>	<b>3,043</b>	<b>3,402</b>	<b>6,445</b>

*TRAFFIC VOLUMES AND LEVELS OF SERVICE*

Vehicle trips generated under full buildout conditions were assigned through the study area based on the trip assignments discussed earlier, and produced specific roadway-by-roadway and intersection-by-intersection traffic volume projections within the study area. An overview of this is provided below, and specific intersection-by-intersection generated volume projections are provided in detail in the technical appendices at the end of this chapter.

In 2032, project-generated traffic volume increments would make up approximately 17 percent of the overall traffic volumes in the AM peak hour, 29 percent in the midday peak hour, 26 percent in the PM peak hour, and 29 percent in the Saturday midday peak hour, without a Mets game, when comparing these volume increments to overall Phase 2 With Action traffic volumes entering and exiting the traffic study area’s local street network. For peak hours with a Mets game, the proposed project’s traffic increments would make up about 19 percent of the overall traffic volumes during the weekday PM pre-game peak hour, 22 percent during the Saturday midday pre-game peak hour, and about 21 percent during the Saturday PM post-game peak hour.

Northern Boulevard volumes can be expected to increase by about 90 to 300 vph per direction during the peak analysis hours through Downtown Flushing between Parsons Boulevard and College Point Boulevard. Adjacent to the project site, Northern Boulevard volumes can be expected to increase by approximately 30 to 440 vph in the eastbound direction and 90 to 1,300 vph in the westbound direction during the peak analysis hours, with the increase in traffic along this section of the roadway primarily due to traffic from the ramp from the southbound Whitestone Expressway onto westbound Northern Boulevard. Northern Boulevard volumes in the vicinity of 108th and 114th Street can be expected to increase by about 150 to 340 vph per direction during the seven peak hours.

Roosevelt Avenue volumes can be expected to increase by about 30 to 125 vph per direction during the non-game and game peak hours through Downtown Flushing between Parsons Boulevard and College Point Boulevard. Adjacent to the project site, Roosevelt Avenue volumes

can be expected to increase by approximately 125 to 500 vph per direction during the peak hours without a Mets game and by about 150 to 415 vph per direction during the peak hours with a Mets game. Roosevelt Avenue volumes in the vicinity of 108th, 111th, and 114th Streets can be expected to increase by about 75 to 200 vph per direction during the peak analysis hours.

Sanford Avenue volumes through Downtown Flushing between Parsons Boulevard and College Point Boulevard can be expected to increase by up to 15 vph in the eastbound direction and 25 to 90 vph in the westbound direction during the peak analysis hours.

Astoria Boulevard volumes in the vicinity of 108th and 114th Streets can be expected to increase by about 7 to 215 vph per direction during the peak analysis hours.

Volumes on 34th Avenue to/from the District at the intersection with 126th Street are expected to increase by 275 to 650 vph during all seven peak hours, and volumes along West Park Loop/Stadium Road at the intersection with 126th Street can be expected to increase by approximately 175 to 975 vph per direction during the peak analysis hours.

Volumes along 126th Street in the vicinity of 34th Avenue can be expected to increase by approximately 300 to 1,050 vph per direction during non-game peak hours, and 500 to 675 vph during game day peak hours. In the vicinity of Roosevelt Avenue, 126th Street volumes can be expected to increase by about 335 to 710 vph per direction during non-game peak hours, and 400 to 525 vph per direction during game day peak hours.

College Point Boulevard volumes can be expected to increase by about 28 to 185 vph per direction during the peak analysis hours.

Volumes along 114th Street in the vicinity of Roosevelt Avenue can be expected to increase by approximately 65 to 450 vph in the northbound direction and 25 to 45 vph in the southbound direction during the peak analysis hours. Projected volume increments on the other north-south streets, including 108th Street, Main Street, Union Street, and Parsons Boulevard can be expected to be 65 vph per direction or less during the peak analysis hours.

The remainder of this section provides an overview of significant traffic impacts that would be generated under 2032 full buildout With Action conditions. Detailed volume-to-capacity (v/c) ratios, average vehicle delay, and levels of service movement-by-movement at each intersection under the 2032 With Action condition are provided at the end of this chapter. Project-generated traffic volume increment maps and total With Action volume maps are provided in **Appendix C**.

Levels of service for the 2032 With Action condition were determined for 29 of the 31 intersections (both signalized and unsignalized) analyzed under the No Action condition. Two unsignalized intersections, Willets Point Boulevard at 126th Street and Boat Basin Road at Stadium Road, analyzed under the No Action condition, would be eliminated due to street demapping and intersection improvements, and two new signalized intersections, 126th Street at New Willets Point Boulevard and CitiField/Lot B Internal Street at Roosevelt Avenue, would be created as part of the proposed project under Phase 2. Future traffic levels of service under the With Action condition are shown in **Tables 14-55** through **14-58**.



Table 14-55

**Overall Intersection Level of Service Summary Comparison  
Phase 2 (2032) No Action vs. With Action Conditions—Non-Game Day**

Signalized Intersections	Phase 2 No Action Condition				Phase 2 With Action Condition			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
	26 Signalized Intersections				28 30 Signalized Intersections			
Overall Intersection LOS A/B/C	11	15	42 11	14	9 11	8	6 8	6 8
Overall Intersection LOS D	7	4	6 7	2	6 5	3 5	5	4 3
Overall Intersection LOS E	7	3	7 6	7	4 5	5 4	2 1	5
Overall Intersection LOS F	1	4	2	3	9	42 13	16 16	43 14
No. of Locations with Significant Impacts	--	--	--	--	20 22	23 25	23 25	23 24

**Note:** During the non-game peak hours in the Phase 2 With Action condition, two one of the three four unsignalized intersections analyzed would be significantly impacted in the weekday AM peak hour, and all three four unsignalized intersections would be impacted during the weekday midday and PM peak hours, and three unsignalized intersections would be impacted during the weekday and Saturday midday peak hours.

Table 14-56

**Traffic Lane Group Level of Service Summary Comparison  
Phase 2 (2032) No Action vs. With Action Conditions—Non-Game Day**

Signalized Movements	Phase 2 No Action Condition				Phase 2 With Action Condition			
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday
	26 Signalized Intersections				28 30 Signalized Intersections			
No. of Lane Groups at LOS A/B/C	56	72 74	57 58	69 70	58 63	67 60	47 51	56 59
No. of Lane Groups at LOS D	38 41	30 31	38 39	24 27	33 39	26 30	36 41	24 25
No. of Lane Groups at LOS E	13	40 9	9 11	46 15	44 10	47 18	42 11	47 18
No. of Lane Groups at LOS F	22	48 19	25 24	21	37 39	43 48	47 52	54 54

**Note:** During the non-game peak hours in the Phase 2 With Action conditions, two one of the ten eleven unsignalized lane groups analyzed would operate at LOS F in the weekday AM peak hour, and five lane groups would operate at LOS F during the weekday midday, weekday PM, and Saturday midday peak hours, and one lane group would operate at LOS E and five lane groups would operate at LOS F during the weekday PM peak hour. One lane group would operate at LOS D during the weekday AM and Saturday midday peak hours, and all other movements would operate at LOS C or better during all peak hours.

Table 14-57

**Overall Intersection Level of Service Summary Comparison  
Phase 2 (2032) No Action vs. With Action Conditions—Game Day**

Signalized Intersections	Phase 2 No Action Condition			Phase 2 With Action Condition		
	Weekday Pre-game	Weekend Pre-game	Weekend Post-game	Weekday Pre-game	Saturday Pre-game	Saturday Post-game
	26 Signalized Intersections			28 30 Signalized Intersections		
Overall Intersection LOS A/B/C	8 7	12	10	7 6	8	7
Overall Intersection LOS D	40 11	2	2	4 6	7 6	3
Overall Intersection LOS E	6 4	7	7	4 5	1	2 4
Overall Intersection LOS F	3 4	5	7	13	42 15	16
No. of Locations with Significant Impacts	--	--	--	22 24	20 22	20 22

**Note:** During the game day peak hours in the Phase 2 With Action condition, all three four unsignalized intersections analyzed would be significantly impacted in-game day during the weekday pre-game peak hours, and three unsignalized intersections would be significantly impacted during the Saturday pre- and post-game peak hours.

Table 14-58

**Traffic Lane Group Level of Service Summary Comparison  
Phase 2 (2032) No Action vs. With Action Conditions—Game Day**

Signalized Movements	Phase 2 No Action Condition			Phase 2 With Action Condition		
	Weekday Pre-game	Weekend Pre-game	Weekend Post-game	Weekday Pre-game	Saturday Pre-game	Saturday Post-game
	26 Signalized Intersections			28 30 Signalized Intersections		
No. of Lane Groups at LOS A/B/C	57	64 66	69 70	48 51	64 57	58 60
No. of Lane Groups at LOS D	34 36	28 29	23 26	32 35	27 28	25 28
No. of Lane Groups at LOS E	46 17	7	6 5	43 14	44 18	6 10
No. of Lane Groups at LOS F	23	31	32	47 50	44 46	54 53

**Note:** During the game day peak hours in the Phase 2 With Action conditions, six of the ~~ten~~ eleven unsignalized lane groups analyzed would operate at LOS F during the weekday and Saturday pre-game peak hours. Five of the ~~ten~~ eleven unsignalized lane groups would operate at LOS F during the Saturday post-game peak hour. One unsignalized lane group would operate at LOS D during the weekday pre-game and Saturday post-game peak hours. All other unsignalized lane groups would operate at LOS C or better during game day peak hours.

The addition of the proposed project's generated traffic under full buildout conditions to the already poor future baseline (2032 No Action) conditions would cause the majority of locations to be significantly impacted. During non-game peak hours, full buildout of the proposed project would have significant traffic impacts at ~~20 22~~ of the ~~28 30~~ signalized intersections analyzed in the weekday AM peak hour, ~~and 23 25~~ of ~~28 30~~ in the weekday midday, ~~and~~ weekday PM peak hours, and ~~24~~ of ~~30~~ in the Saturday midday peak hours. During the weekday pre-game peak hour, ~~22 24~~ of ~~28 30~~ signalized intersections analyzed would have significant traffic impacts, and during the Saturday pre-game and post-game peak hours ~~20 22~~ of ~~28 30~~ signalized intersections analyzed would have significant impacts. ~~Two of the three unsignalized intersections analyzed would be significantly impacted during the weekday AM peak hour, and all three unsignalized intersections would be impacted during the other six peak analysis hours. One of the four unsignalized intersections analyzed would have significant impacts during the weekday AM peak hour, all four unsignalized intersections would have significant impacts during the weekday PM and weekday pre-game peak hours, and three of the four unsignalized intersections would be impacted during the other four peak analysis hours.~~

The summary overview of the Phase 2 With Action condition without a Mets game indicates that:

- In the weekday AM peak hour, ~~13 14~~ of the ~~28 30~~ analyzed signalized intersections are projected to operate at overall LOS E or F, which is ~~five~~ six more than under the No Action condition (Note: there would be ~~two~~ four more intersections in the Phase 2 With Action condition as compared to the No Action condition). ~~Twenty~~ Twenty-two signalized intersections would be significantly impacted. The number of traffic lane groups that are expected to operate at LOS E or F would increase from 35 to ~~48~~ 49.
- In the weekday midday peak hour, the number of signalized intersections that would operate at overall LOS E or F would increase from seven under the No Action condition to 17 under the With Action condition, and there would be significant impacts at ~~23 25~~ of the ~~28 30~~ signalized intersections. The number of individual lane groups that would operate at LOS E or F would increase from 28 to ~~60~~ 66.
- In the weekday PM peak hour, the number of intersections that are projected to operate at overall LOS E or F would increase from ~~9 8~~ to 17 under the With Action condition, with ~~23 25~~ signalized intersections significantly impacted. The number of individual lane groups that would operate at LOS E or F would increase from ~~34 35~~ to ~~59~~ 63.
- In the Saturday midday peak hour, the number of signalized intersections projected to operate at LOS E or F would increase from 10 under the No Action condition to ~~48~~ 19 under

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the With Action condition. ~~Twenty-three~~ Twenty-four signalized intersections would be significantly impacted. The number of lane groups at LOS E or F would increase from ~~37~~ 36 to ~~68~~ 72.

- ~~All three~~ Three of the four unsignalized intersections would operate at overall LOS F and would be significantly impacted during all four non-game peak hours with the exception of the Grand Central Parkway exit ramp at West Park Loop/Stadium Road and Willetts Point Boulevard at Northern Boulevard, both of which would operate at LOS C during the weekday AM peak hour and would not be significantly impacted. The fourth unsignalized intersection would operate at LOS E during the weekday PM peak hour and would be significantly impacted. ~~Two~~ One of the ~~ten~~ eleven unsignalized lane groups analyzed would operate at LOS F in the weekday AM peak hour and five lane groups would operate at LOS F during the weekday midday, ~~weekday PM,~~ and Saturday midday peak hours. One unsignalized lane group would operate at LOS E and five lane groups would operate at LOS F during the weekday PM peak hour. Additionally, one intersection that was unsignalized in the No Action condition would be significantly impacted as a signalized intersection in the With Action condition during all non-game peak hours and one would be impacted during the weekday midday and PM peak hours.

The summary overview of the Phase 2 With Action condition with a Mets game indicates that:

- In the weekday PM pre-game peak hour, ~~17~~ 18 out of ~~28~~ 30 signalized intersections would operate at LOS E or F under the With Action condition, which is an increase from eight signalized intersections at LOS E or F under the No Action condition. There would be significant impacts at ~~22~~ 24 of the ~~28~~ 30 signalized intersections. The number of lane groups that would operate at LOS E or F would increase from ~~39~~ 40 to ~~60~~ 64.
- During the Saturday midday pre-game peak hour, the number of intersections that are expected to operate at LOS E or F would increase from 12 to ~~13~~ 16 under the With Action condition, with ~~20~~ 22 signalized intersections significantly impacted. The number of lane groups at LOS E or F would increase from 38 to ~~58~~ 64.
- In the Saturday PM post-game peak hour, the number of locations that would operate at LOS E or F would increase from 14 to ~~18~~ 20 under the With Action condition. ~~Twenty~~ Twenty-two signalized intersections would be significantly impacted. The number of lane groups that would operate at LOS E or F would increase from ~~38~~ 37 to ~~57~~ 63.
- ~~All three~~ Three of the four unsignalized intersections would operate at overall LOS F and would be significantly impacted during all gameday peak hours. The fourth unsignalized intersection would operate at LOS D and would be significantly impacted during the weekday pre-game peak hour. Six of the ~~ten~~ eleven unsignalized lane groups analyzed would operate at LOS F during the weekday and Saturday pre-game peak hours and five of the ~~ten~~ eleven unsignalized lane groups would operate at LOS F during the Saturday post-game peak hour. Additionally, two intersections that were unsignalized in the No Action condition would be significantly impacted as signalized intersections in the With Action condition during all game peak hours.

**Table 14-59** shows the locations and time periods where significant impacts would occur in the Phase 2 (2032) With Action condition. Mitigation measures for significantly impacted locations are discussed in Chapter 21, “Mitigation.”

Table 14-59  
Phase 2 (2032) With Action Condition Significant Impact Summary

Intersections	Without a Mets Game				With a Mets Game		
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Pre-game Weekday PM	Pre-game Saturday Midday	Post-game Saturday PM
Astoria Boulevard at 108th Street	x	x	x	x	x	x	x
Northern Boulevard at 108th Street	x	x	x	x	x	x	x
Northern Boulevard at 114th Street	x	x	x	x	x	x	x
Northern Boulevard at 126th Street	x	x	x	x	x	x	x
Northern Boulevard at Prince Street	x	x	x	x	x	x	x
Northern Boulevard at Main Street	x	x	x	x	x	x	x
Northern Boulevard at Union Street	x	x	x	x	x	x	x
Northern Boulevard at Parsons Boulevard	x	x	x	x	x	x	x
34th Avenue at 114th Street		x	x	x	x	x	x
34th Avenue at 126th Street	x	x	x	x	x	x	x
Roosevelt Avenue at 108th Street	x	x	x	x	x	x	x
Roosevelt Avenue at 111th Street	x	x	x	x	x	x	x
Roosevelt Avenue at 114th Street	x	x	x	x	x	x	x
Roosevelt Avenue at 126th Street	x	x	x	x	x	x	x
Roosevelt Avenue at College Point Boulevard	x	x	x	x	x	x	x
Roosevelt Avenue at Prince Street	x	x	x		x		
Roosevelt Avenue at Main Street	x	x	x	x	x	x	x
Roosevelt Avenue at Union Street	x	x	x	x	x	x	x
Roosevelt Avenue at Parsons Boulevard	x	x	x	x	x		x
Kissena Boulevard at Main Street		x		x		x	
Sanford Avenue at College Point Boulevard			x	x			
Sanford Avenue at Union Street							
Sanford Avenue at Parsons Boulevard	x	x	x	x	x		x
32nd Avenue at College Point Boulevard							
Northern Boulevard at College Point Boulevard	x	x	x	x	x	x	
Boat Basin Road at Stadium Road	x	x	x	x	x	x	x
Boat Basin Road at World's Fair Marina	x	x	x	x	x	x	x
Stadium Road at Grand Central Parkway		x	x	x	x	x	x
Willets Point Boulevard at Northern Boulevard	-x	x	x	x	x	x	x
New Willets Point Boulevard at 126th Street	n/a	n/a	n/a	n/a	n/a	n/a	n/a
Roosevelt Avenue at CitiField / Lot B	n/a	n/a	n/a	n/a	n/a	n/a	n/a
<u>Northern Boulevard at 126th Place</u>			x		x		
<u>126th Street at 36th Avenue</u>	x	x	x	x	x	x	x
<u>126th Street at 37th Avenue</u>		x	x		x	x	x

Notes: "x" means the intersection would be significantly impacted. n/a means the intersection is new for With Action conditions.

**PHASE 2 (2032) WITH ACTION PARKING**

Under Phase 2, the remainder of the District would be built out. The number of parking spaces provided under the full buildout would be based on project demand. It is anticipated that sufficient off-street and on-street parking would be provided to satisfy these demands under the full buildout. As detailed street configurations and curbside parking regulations have not yet been defined for existing and new streets within the District, it is expected that some level of on-street parking would be available. The proposed regulations would be designed to satisfy the needs of adjacent land uses; metered parking would likely be installed adjacent to retail uses or other commercial buildings, alternate side regulations would likely be installed near residential uses, and curbside parking restrictions would likely be imposed near the convention center, hotel, community facilities, or along primary delivery routes. Specific regulations would be determined at a later date.

Parking demand for the proposed residential component would be satisfied through on-street and off-street parking opportunities. As in the 2008 FGEIS, it is assumed that approximately 10 percent of residents would use available on-street parking opportunities, which would reduce the need for

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off-street parking demand by about 300 spaces. Given the anticipated residential demand of 3,101 spaces, approximately 2,800 off-street residential parking spaces would need to be provided. Residential parking demand is typically lowest during the daytime hours when office, community uses, and primary school parking demands are at a maximum. Therefore, shared parking strategies would be implemented and, where possible, office, community, and primary school parking demands would use parking spaces vacated by residents during the daytime hours. This would maximize usage of vacant residential parking spaces during daytime hours and minimize the need for additional dedicated parking spaces for office, community, and primary school uses.

It is expected that the remaining land uses—retail, hotel, and convention center space—could also share common parking areas. However, because peaking patterns among these uses are similar to each other, there would be minimal savings in the number of required parking spaces. Hence, the projected weekday and Saturday parking demands for these uses are based on the sum of the individual peak demands, or approximately 3,050 spaces and 2,900 spaces, respectively. These accumulations by land use are detailed in **Tables 14-60** and **14-61**. The parking supply in the District would be provided to accommodate the highest demand, 3,047 spaces, which would be expected to occur on a weekday. Since parking areas designated for the retail, hotel, and convention center would likely be underutilized during the weekday, shared parking strategies could again be implemented and these parking facilities could also be used to accommodate office, community, and primary school parking demands, and further reduce the overall parking demand. In total, 5,850 parking spaces would be provided in the full buildout under Phase 2.

As detailed in the Phase 1A and Phase 1B Parking sections, parking provided for the Willetts West development would fully satisfy its demand.

The CitiField Lot B development project is anticipated to be in place in Phase 2. The existing VIP/ADA parking spaces on Lot B are assumed to be replaced on site; however, accessory parking for the Lot B development is anticipated to be satisfied within a new parking structure on Lot D, located on the south side of Roosevelt Avenue. **Table 14-62** shows the projected parking accumulation by hour for the proposed Lot B development on a weekday and on a Saturday, and indicates a peak parking demand of 648 spaces on a weekday and 389 spaces on Saturday. Most of the weekday demand would be generated by office space and overall parking demand would decrease to less than 200 spaces by the 5-6 PM hour when Mets game attendees would begin to arrive. Within the footprint of the new South Lot/Lot D structures, a total of 5,495 spaces would be constructed, which would provide Mets parking and would continue to accommodate existing usage. Based on game day parking occupancy rates under the No Action conditions, there would be enough available parking spaces to also satisfy all of Lot B's parking demand.

**Table 14-60**  
**Phase 2 (2032) Special Willets Point District**  
**Weekday Parking Accumulation**

Time Begin	Residential			Office			Destination Retail			Local Retail			Convention/Expo		
	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.
Midnight	66	66	3,101	0	0	0	0	0	0	0	0	0	0	0	0
1 AM	31	31	3,101	0	0	0	0	0	0	0	0	0	0	0	0
2 AM	18	18	3,101	0	0	0	0	0	0	0	0	0	0	0	0
3 AM	13	13	3,101	0	0	0	0	0	0	0	0	0	0	0	0
4 AM	13	13	3,101	0	0	0	0	0	0	0	0	0	0	0	0
5 AM	13	13	3,101	0	0	0	0	0	0	0	0	0	0	0	0
6 AM	27	27	3,101	0	0	0	0	0	0	0	0	0	27	0	27
7 AM	34	310	2,825	41	3	38	44	44	0	26	1	25	191	0	218
8 AM	177	707	2,295	465	18	485	271	173	98	103	103	25	300	0	518
9 AM	117	467	1,945	395	68	812	210	86	222	45	30	40	696	14	1,200
10 AM	110	331	1,724	85	68	829	282	132	372	118	81	77	418	74	1,544
11 AM	156	233	1,647	34	97	766	424	315	481	171	178	70	350	87	1,807
Noon	225	217	1,655	145	157	754	732	599	614	650	650	70	283	105	1,985
1 PM	203	203	1,655	172	104	822	1,135	1,113	636	513	534	49	264	310	1,939
2 PM	186	186	1,655	89	56	855	723	800	559	342	356	35	44	146	1,837
3 PM	243	234	1,664	63	77	841	674	598	635	292	303	24	68	308	1,597
4 PM	382	254	1,792	48	295	594	614	673	576	295	307	12	61	347	1,311
5 PM	632	340	2,084	28	535	87	625	705	496	342	342	12	21	673	659
6 PM	585	246	2,423	14	79	22	644	746	394	265	277	0	7	633	33
7 PM	514	220	2,717	7	29	0	577	577	394	260	260	0	0	33	0
8 PM	223	95	2,845	0	0	0	313	382	325	0	0	0	0	0	0
9 PM	179	77	2,947	0	0	0	126	451	0	0	0	0	0	0	0
10 PM	148	64	3,031	0	0	0	0	0	0	0	0	0	0	0	0
11 PM	124	54	3,101	0	0	0	0	0	0	0	0	0	0	0	0
Total	4,419	4,419		1,586	1,586		7,394	7,394		3,422	3,422		2,730	2,730	
Time Begin	Hotel			Community Facility			School – Students			School – Staff			Total Acc.		
	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.			
Midnight	12	2	306	0	0	0	0	0	0	0	0	0	3,407		
1 AM	13	1	318	0	0	0	0	0	0	0	0	0	3,419		
2 AM	0	0	318	0	0	0	0	0	0	0	0	0	3,419		
3 AM	0	0	318	0	0	0	0	0	0	0	0	0	3,419		
4 AM	0	0	318	0	0	0	0	0	0	0	0	0	3,419		
5 AM	0	0	318	0	0	0	0	0	0	0	0	0	3,419		
6 AM	0	0	318	0	0	0	0	0	0	0	0	0	3,446		
7 AM	8	12	314	17	1	16	8	8	0	6	0	6	3,442		
8 AM	94	136	272	30	2	44	152	152	0	50	0	56	3,793		
9 AM	45	84	233	22	9	57	8	8	0	0	0	56	4,565		
10 AM	50	50	233	19	12	64	0	0	0	0	0	56	4,899		
11 AM	65	65	233	14	17	61	0	0	0	0	0	56	5,121		
Noon	274	129	378	14	17	58	0	0	0	0	0	56	5,570		
1 PM	47	109	316	11	15	54	0	0	0	0	0	56	5,527		
2 PM	37	86	267	9	13	50	0	0	0	0	0	56	5,314		
3 PM	37	86	218	15	21	44	127	127	0	0	44	12	5,035		
4 PM	43	101	160	17	23	38	16	16	0	0	6	6	4,489		
5 PM	221	154	227	15	21	32	25	25	0	0	6	0	3,597		
6 PM	137	206	158	19	26	25	0	0	0	0	0	0	3,055		
7 PM	114	76	196	14	14	25	0	0	0	0	0	0	3,332		
8 PM	103	84	215	4	18	11	0	0	0	0	0	0	3,396		
9 PM	65	34	246	1	12	0	0	0	0	0	0	0	3,193		
10 PM	50	18	278	0	0	0	0	0	0	0	0	0	3,309		
11 PM	23	5	296	0	0	0	0	0	0	0	0	0	3,397		
Total	1,438	1,438		221	221		336	336		56	56				

**Note:** Acc. = Accumulation  
**Source:** Based on travel demand estimates

**Table 14-61  
Phase 2 (2032) Special Willetts Point District  
Saturday Parking Accumulation**

Time Begin	Residential			Office			Destination Retail			Local Retail			Convention/Expo		
	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.
Midnight	34	34	3,101	0	0	0	0	0	0	0	0	0	0	0	0
1 AM	34	34	3,101	0	0	0	0	0	0	0	0	0	0	0	0
2 AM	0	0	3,101	0	0	0	0	0	0	0	0	0	0	0	0
3 AM	0	0	3,101	0	0	0	0	0	0	0	0	0	0	0	0
4 AM	0	0	3,101	0	0	0	0	0	0	0	0	0	0	0	0
5 AM	69	69	3,101	0	0	0	0	0	0	0	0	0	0	0	0
6 AM	34	103	3,032	0	0	0	0	0	0	0	0	0	0	0	0
7 AM	110	330	2,812	7	2	5	72	0	72	0	0	0	0	0	0
8 AM	137	412	2,537	17	9	13	137	7	202	36	4	32	0	0	0
9 AM	172	515	2,194	29	19	23	130	14	318	72	8	96	129	0	129
10 AM	206	618	1,782	39	26	36	230	58	490	320	80	336	468	29	568
11 AM	223	670	1,335	65	44	57	907	389	1,008	380	380	336	522	174	916
Noon	240	721	854	65	44	78	633	548	1,093	418	342	412	348	348	916
1 PM	627	473	1,008	89	60	107	808	776	1,125	441	360	493	358	358	916
2 PM	584	406	1,186	49	60	96	771	712	1,184	418	342	569	348	347	917
3 PM	585	390	1,381	38	71	63	749	691	1,242	418	342	645	174	521	570
4 PM	577	385	1,573	22	52	33	416	448	1,210	324	396	573	124	372	322
5 PM	577	385	1,765	9	26	16	648	648	1,210	320	320	573	12	235	99
6 PM	625	336	2,054	4	16	4	583	713	1,080	288	352	509	0	99	0
7 PM	673	287	2,440	2	6	0	454	842	692	270	330	449	0	0	0
8 PM	577	246	2,771	0	0	0	403	749	346	200	360	289	0	0	0
9 PM	508	178	3,101	0	0	0	259	605	0	96	385	0	0	0	0
10 PM	206	206	3,101	0	0	0	0	0	0	0	0	0	0	0	0
11 PM	69	69	3,101	0	0	0	0	0	0	0	0	0	0	0	0
Total	6,867	6,867		435	435		7,200	7,200		4,001	4,001		2,483	2,483	
Time Begin	Hotel			Community Facility			School – Students			School – Staff			Total Acc.		
	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.	In	Out	Acc.			
Midnight	12	2	306	0	0	0	0	0	0	0	0	0	3,407		
1 AM	13	1	318	0	0	0	0	0	0	0	0	0	3,419		
2 AM	0	0	318	0	0	0	0	0	0	0	0	0	3,419		
3 AM	0	0	318	0	0	0	0	0	0	0	0	0	3,419		
4 AM	0	0	318	0	0	0	0	0	0	0	0	0	3,419		
5 AM	0	0	318	0	0	0	0	0	0	0	0	0	3,419		
6 AM	0	0	318	0	0	0	0	0	0	0	0	0	3,350		
7 AM	24	34	308	0	0	0	0	0	0	0	0	0	3,197		
8 AM	78	112	274	0	0	0	0	0	0	0	0	0	3,058		
9 AM	78	112	240	18	4	14	0	0	0	0	0	0	3,014		
10 AM	103	99	244	18	4	28	0	0	0	0	0	0	3,484		
11 AM	103	99	248	11	11	28	0	0	0	0	0	0	3,928		
Noon	103	99	252	31	32	27	0	0	0	0	0	0	3,632		
1 PM	145	114	283	31	32	26	0	0	0	0	0	0	3,958		
2 PM	33	82	234	30	32	24	0	0	0	0	0	0	4,210		
3 PM	58	143	149	30	32	22	0	0	0	0	0	0	4,072		
4 PM	108	108	149	30	32	20	0	0	0	0	0	0	3,880		
5 PM	111	111	149	10	12	18	0	0	0	0	0	0	3,830		
6 PM	144	144	149	7	15	10	0	0	0	0	0	0	3,806		
7 PM	114	76	187	5	15	0	0	0	0	0	0	0	3,768		
8 PM	86	58	215	0	0	0	0	0	0	0	0	0	3,621		
9 PM	60	26	249	0	0	0	0	0	0	0	0	0	3,350		
10 PM	43	13	279	0	0	0	0	0	0	0	0	0	3,380		
11 PM	22	5	296	0	0	0	0	0	0	0	0	0	3,397		
Total	1,438	1,438		221	221		0	0		0	0				
<b>Note:</b>	Acc. = Accumulation														
<b>Source:</b>	Based on travel demand estimates														

**Table 14-62  
Lot B Weekday and Saturday Parking Accumulation**

Time Begin	Weekday							Saturday							
	Office			Destination Retail			Total	Office			Destination Retail			Total Acc.	
	In	Out	Acc.	In	Out	Acc.		In	Out	Acc.	In	Out	Acc.		
Midnight	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7 AM	22	2	20	12	12	0	20	4	1	3	20	0	20	23	23
8 AM	261	11	270	76	49	27	297	10	5	8	38	2	56	64	64
9 AM	220	38	452	59	24	62	514	16	11	13	36	4	88	101	101
10 AM	47	38	461	79	37	104	565	22	15	20	65	16	137	157	157
11 AM	18	54	425	119	88	135	560	37	24	33	255	109	283	316	316
Noon	82	88	419	205	168	172	591	37	24	46	178	154	307	353	353
1 PM	97	58	458	319	312	179	637	50	33	63	227	218	316	379	379
2 PM	50	31	477	203	225	157	634	27	34	56	217	200	333	389	389
3 PM	36	43	470	189	168	178	648	21	40	37	210	194	349	386	386
4 PM	27	165	332	172	189	161	493	12	29	20	117	126	340	360	360
5 PM	16	300	48	176	198	139	187	5	14	11	182	182	340	351	351
6 PM	8	44	12	181	210	110	122	2	10	3	164	200	304	307	307
7 PM	4	16	0	162	162	110	110	1	4	0	127	237	194	194	194
8 PM	0	0	0	88	107	91	91	0	0	0	113	210	97	97	97
9 PM	0	0	0	36	127	0	0	0	0	0	73	170	0	0	0
10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>888</b>	<b>888</b>		<b>1,765</b>	<b>1,765</b>			<b>101</b>	<b>101</b>		<b>1,730</b>	<b>1,730</b>			

**Note:** Acc. = Accumulation  
**Source:** Based on travel demand estimates.

## G. HIGHWAY NETWORK ANALYSIS

### INTRODUCTION AND METHODOLOGY

Because of the proximity of the project site to the regional highway network through north-central Queens, analyses were performed to assess the potential for significant adverse impacts on the Grand Central Parkway, the Van Wyck/Whitestone Expressway (both designated as I-678), and the ramps connecting the highways to the local street network. The highway analyses include the following locations:

- Grand Central Parkway mainline in both directions between the LIE and Roosevelt Avenue
- Van Wyck Expressway mainline in both directions between the LIE and Roosevelt Avenue
- Whitestone Expressway mainline in both directions between Northern Boulevard and Linden Place
- Ramp from World's Fair Marina/Boat Basin Road to the Grand Central Parkway
- Ramps from the northbound Van Wyck Expressway to eastbound and westbound Northern Boulevard
- Ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway
- Ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway
- Ramp from eastbound Astoria Boulevard and eastbound Northern Boulevard to the northbound Whitestone Expressway



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- Ramps from the southbound Whitestone Expressway to the eastbound and westbound Grand Central Parkway
- Ramp from westbound Northern Boulevard and southbound Whitestone Expressway to westbound Astoria Boulevard
- Ramp from eastbound Astoria Boulevard and the Grand Central Parkway to the northbound Whitestone Expressway and eastbound Northern Boulevard
- Ramp from the eastbound Grand Central Parkway toward Stadium Road and the northbound Whitestone Expressway
- Ramp from the southbound Whitestone Expressway to westbound Northern Boulevard

The ramps from eastbound Northern Boulevard and the Grand Central Parkway to 126th Street as well as the combined ramp section from the northbound Van Wyck Expressway and southbound Whitestone Expressway to westbound Northern Boulevard at 126th Street are signalized approaches and, as such, are included in the intersection analyses instead of the highway analyses.

It is beyond the scope of the *2000 HCM* to analyze a highway section that is operating at low speeds or over-saturated conditions. Therefore, a simulation of the highway network with the CORSIM model (Version 6.2) was used instead (as was done for the 2008 FGEIS and has been done on numerous recent EISs in New York City), because it better replicates existing and projected future conditions in the study area. The ability to account for traffic conditions that influence the immediate study area is critical when modeling traffic conditions on typical weekdays and, even more importantly, before and after Mets games at CitiField.

The CORSIM model reports the density and an average speed for the highway section being analyzed, but does not readily report the levels of service. Levels of service are necessary to assess potential impacts of the proposed development on the highway as per *CEQR Technical Manual* guidelines. The 2000 HCM defines levels of service thresholds for merge and diverge areas using density in passenger cars per mile per lane (pc/mi/ln), and these thresholds have been applied to the results of the CORSIM model. The levels of service thresholds for each density range are as follows:

- LOS A describes operations with very low densities (i.e., less than or equal to 10 pc/mi/ln) and high free flow speeds.
- LOS B describes operations with fairly low densities (i.e., greater than 10 to 20 pc/mi/ln) and moderate to high free flow speeds.
- LOS C describes operations with moderate densities (i.e., greater than 20 to 28 pc/mi/ln) and moderate free flow speeds.
- LOS D describes operations with moderate to high densities (i.e., greater than 28 to 35 pc/mi/ln) and moderate to low free flow speeds. A mid-LOS D density of 31.5 pc/mi/ln is considered the high range of acceptable density. Densities greater than 31.5 pc/mi/ln are unacceptable but are commonplace on highways in New York City.
- LOS E describes operations with high densities (i.e., greater than 35 pc/mi/ln) and low free flow speeds. 45 pc/mi/ln is considered the maximum density for sustained flows at capacity on a typical freeway. Queuing can begin at densities higher than this.
- LOS F describes operations with very high densities and very low free flow speeds. Queuing is common within LOS F, which leads to failure conditions and congestion.

According to the *CEQR Technical Manual*, for highway or ramp sections being analyzed—including mainline capacity sections, weaving areas, and ramp junctions—a significant adverse impact occurs when conditions deteriorate by more than half an LOS between No Action and With Action conditions when No Action LOS is in the D, E, or F range. The following significant impact criteria are used in the With Action analyses to assess potential impacts of the proposed development on the highway network:

- For No Action LOS D to With Action LOS D: Since the starting value of LOS D is 28 pc/mi/ln and the highest value of LOS D is 35 pc/mi/ln, one half of the difference between these two is 3.5 pc/mi/ln. Hence, an increase in the projected density of 4 pc/mi/ln or more as a result of traffic volume added between the No Action and With Action conditions is considered a significant impact.
- For No Action LOS D to With Action LOS E: Since the value of mid-LOS D is 31.5 pc/mi/ln and the starting value of LOS E is 35 pc/mi/ln, one half of the difference between these two is 1.75 pc/mi/ln. Therefore, an increase in the projected density of 2 pc/mi/ln or more between No Action and With Action is considered a significant impact.
- For No Action LOS E to With Action LOS F: The same criteria as No Action LOS D to With Action LOS E applies.

## EXISTING CONDITIONS

### *GRAND CENTRAL PARKWAY VOLUMES*

Traffic volumes on the eastbound Grand Central Parkway mainline approaching the diverge to the Whitestone Expressway and eastbound Northern Boulevard (designated as eastbound Exit 9E), range from 2,650–4,050 vph during typical non-game weekday AM, midday, PM and Saturday midday peak hours, and from 3,900–4,800 vph during game conditions. The ramp from the eastbound Grand Central Parkway to the Whitestone Expressway and eastbound Northern Boulevard, which is a major split toward the District from the eastbound mainline, carries approximately 2,250–3,750 vph during the non-game analysis periods and 2,750–4,400 vph during game periods. South of the diverge, the Grand Central Parkway receives approximately 450–800 vph from the ramp from the Whitestone Expressway and westbound Northern Boulevard during the non-game periods and 600–750 vph during the game periods. The next merge onto the eastbound mainline (from the 34th Avenue/114th Street intersection and from Astoria Boulevard) adds approximately 800–1,055 vph during the various analysis peak hours. Farther south along the eastbound Grand Central Parkway, between the Roosevelt Avenue overpass and the LIE, traffic volumes range 4,800–6,250 vph during the non-game analysis time periods, and 6,100–6,550 vph for game conditions.

Traffic volumes on the Grand Central Parkway westbound mainline just north of the ramps from the LIE range from 4,350–5,800 vph during typical non-game weekday AM, midday, PM and Saturday midday peak hours, and from 5,300–5,850 vph during game conditions. Farther north, the westbound mainline divides: traffic destined for the ramp to the Whitestone Expressway and eastbound Northern Boulevard (designated as westbound Exit 9E) as well as a portion of traffic that continues on the mainline through the study area take the east side of the highway; and traffic destined for the ramp to westbound Northern Boulevard (designated as westbound Exit 9W) as well as the remaining traffic that continues on the mainline through the study area take the west side of the highway. The east half of the mainline carries approximately 1,900–2,500 vph and 2,400–3,050 vph during the non-game and game peak hours, respectively. The west half of the mainline carries approximately 2,500–3,350 vph and 2,700–2,900 vph during the non-

game and game peak hours, respectively. The ramp to the Whitestone Expressway and eastbound Northern Boulevard (Exit 9E), which provides access to the vicinity of CitiField and the District from the westbound mainline, carries approximately 250–350 vph during the non-game analysis periods and 350–1,050 vph during game periods. The ramp to westbound Northern Boulevard (Exit 9W) carries approximately 700–1,150 vph during the non-game analysis periods and 700–1,250 vph during game periods. Farther north just prior to the point where the two segments of the westbound mainline rejoin, traffic entering the east half of the mainline from the combined ramp from the Whitestone Expressway and westbound Northern Boulevard as well as the World's Fair Marina/Boat Basin Road ranges from 2,000–2,450 vph and 1,450–2,500 vph during the non-game and game peak hours, respectively.

### *VAN WYCK / WHITESTONE EXPRESSWAY VOLUMES*

The Van Wyck Expressway (I-678) northbound mainline, north of the LIE and the on-ramp from College Point Boulevard, is traveled by approximately 3,500–5,100 vph during typical non-game weekday AM, midday, PM and Saturday midday peak hours, and from 3,700–4,150 vph during game conditions. The northbound diverge toward Northern Boulevard (Exit 13) carries approximately 1,100–1,450 vph and 1,050–1,200 vph during the non-game and game analysis periods, respectively. Of the total volumes during all of the analysis peak hours, approximately 600–700 vph take Exit 13E toward Downtown Flushing, while 250–450 vph take Exit 13W toward westbound Northern Boulevard, the Grand Central Parkway and access to CitiField. North of the District, the continuation of I-678 northbound, the Whitestone Expressway, is traveled by approximately 4,350–6,900 vph and 5,350–7,150 vph during non-game and game analysis periods, respectively.

North of the District, the southbound Whitestone Expressway mainline splits, with one section of the highway continuing south as the Van Wyck Expressway and the other turning west toward the Grand Central Parkway. Upstream of this split, the Whitestone Expressway is traveled by approximately 3,900–5,700 vph and 4,000–5,500 vph during non-game and game analysis periods, respectively. In the vicinity of Northern Boulevard, the southbound mainline (now the Van Wyck Expressway) receives traffic from two ramps: the merge from westbound Northern Boulevard, which adds approximately 550–800 vph during the seven analysis peak hours; and the merge with the ramp from the northbound Whitestone Expressway (with the combined traffic entering from the Grand Central Parkway, eastbound Northern Boulevard, and Astoria Boulevard), which totals approximately 450–950 vph during all of the peak hours. The Van Wyck Expressway southbound mainline, north of the exit to College Point Boulevard (Exit 12A), carries approximately 2,750–3,650 vph during typical non-game weekday AM, midday, PM and Saturday midday peak hours, and from 3,250–3,700 vph during game conditions.

## **EXISTING LEVELS OF SERVICE**

### *NON-GAME DAY CONDITIONS*

**Table 14-63** presents existing speeds, densities, and levels of service for 19 segments of the mainlines or ramps of the highway network analyzed for typical non-game-day peak hours. Average travel speeds on the highway mainlines are generally between 35 and 50 miles per hour (mph) during the AM peak hour, except for the southbound Whitestone Expressway, which has an average travel speed of approximately 27 mph. Average travel speeds on the highway mainlines during the weekday midday, PM, and Saturday midday peak hours generally range from 32 to 46 mph.

**Table 14-63  
Existing Highway Levels of Service Summary—Non-Game Day**

Mainlines	Weekday AM			Weekday midday			Weekday PM			Saturday midday		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (Between Roosevelt Ave & Long Island Expwy)	37.1	36.9	E	37.5	31.3	D	33.0	43.5	E	37.3	42.0	E
Grand Central Parkway WB Mainline (East Side) (Between Roosevelt Ave & Long Island Expwy)	49.1	20.8	C	43.2	17.9	B	37.8	23.6	C	38.3	26.0	C
Grand Central Parkway WB Mainline (West Side) (Between Roosevelt Ave & Long Island Expwy)	44.4	35.4	E	45.4	26.0	C	44.6	31.4	D	44.1	35.5	E
Van Wyck Expressway NB Mainline (Between Roosevelt Ave & Long Island Expwy)	35.0	44.9	E	39.2	27.5	C	33.8	37.2	E	38.8	32.6	D
Van Wyck Expressway SB Mainline (Between Roosevelt Ave & Long Island Expwy)	39.6	24.1	C	38.8	22.9	C	39	29.1	D	41.1	26.8	C
Whitestone Expressway NB Mainline (Between Northern Boulevard & Linden Place)	45.2	22.3	C	45.5	19.5	B	35.1	48.0	F	37.1	26.7	C
Whitestone Expressway SB Mainline (Between Northern Boulevard & Linden Place)	26.7	43.6	E	34.4	23.2	C	32.0	33.9	D	33.1	29.2	D
<b>Ramps</b>												
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	34.2	18.4	B	34.4	15.6	B	34.1	18.7	B	34.2	19.4	B
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	23.9	26.5	C	23.9	24.9	C	24.1	22.0	C	23.7	26.2	C
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	23.2	31.3	D	23.5	22.8	C	24.3	19.2	B	25.9	16.7	B
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	33.6	12.9	B	45.4	10.2	B	39.5	19.9	B	43.4	13.0	B
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.8	23.8	C	28.8	23.6	C	28.9	20.7	C	28.4	29.4	D
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	41.6	4.9	A	41.4	6.3	A	39.2	18.4	B	40.2	6.1	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.5	30.3	D	33.7	26.1	C	33.3	31.8	D	33.4	30.7	D
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	29.3	16.0	B	27.6	9.6	A	31.2	14.9	B	30.5	10.5	B
Ramp from Northern Boulevard WB & Whitestone Expressway SB to Astoria Boulevard WB	30.1	21.9	C	31.4	7.8	A	32.1	9.1	A	39.7	6.9	A
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	37.5	18.4	B	32.2	18.9	B	34.8	25.0	C	29.6	24.0	C
Ramp from Grand Central Parkway WB toward Stadium Road & Whitestone Expressway NB	44.6	6.7	A	42.3	6.2	A	41.5	4.3	A	43.4	6.0	A
Ramp from Whitestone Expressway SB to Northern Boulevard WB	23.4	30.7	D	30.7	12.9	B	30.4	18.4	B	30.6	17.8	B
<b>Note:</b> "n/a" signifies not available												

For the highway mainline sections, unacceptable LOS E or F conditions occur along the eastbound and west side of the westbound Grand Central Parkway mainline split, northbound Van Wyck Expressway, and southbound Whitestone Expressway during the AM peak hour, and along the eastbound Grand Central Parkway, northbound Van Wyck Expressway, and northbound Whitestone Expressway during the PM peak hour. The other mainline sections generally operate at LOS B, C, or D during the weekday AM and PM peak hours. During the weekday midday peak hours, all analyzed highway mainline sections operate at acceptable LOS B, C or D. During the Saturday midday peak hour, the eastbound and west side of the westbound Grand Central Parkway mainline split generally operates at unacceptable LOS E; the other mainline sections generally operate at a LOS C or D.

## Willets Point Development

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The ramp from the southbound Whitestone Expressway to the westbound Grand Central Parkway operates at unacceptable LOS D during the weekday PM peak hour. All other ramps operate at acceptable levels of service during all non-game day peak hours.

### *GAME DAY CONDITIONS*

**Table 14-64** presents existing speeds, densities, and levels of service for the 19 sections or ramps of the highway network during the game-day peak hours. Pre-game traffic to CitiField on the highways primarily uses the southbound Whitestone Expressway, taking the exit to westbound Northern Boulevard; the eastbound Grand Central Parkway, taking the exit to 126th Street; and the westbound Grand Central Parkway, taking the exit to Stadium Road and the exit to 126th Street. These exit ramps frequently spill back onto the highway mainlines during the pre-game peak hours, causing additional slowdown for through (non-exiting) traffic. Departing traffic during the post-game peak hour accesses the northbound Whitestone Expressway, southbound Van Wyck Expressway, and the westbound Grand Central Parkway from the entrance ramps from Stadium Road; exiting game traffic also accesses the westbound Grand Central Parkway via the entrance ramp from World's Fair Marina/Boat Basin Road. Exiting game traffic to the eastbound Grand Central Parkway uses the entrance ramp from 114th Street and the entrance ramp farther south from Flushing Meadow Park internal roads (United Nations Avenue and Avenue of Science).

Weekday PM and weekend midday pre-game average travel speeds on the highway mainlines generally range between approximately 35 and 47 mph except for the southbound Whitestone Expressway whose travel speed is approximately 13 mph during the weekday PM pre-game peak hour, due to spillback from the exit ramp to westbound Northern Boulevard. That ramp operates with a travel speed of about 6 mph during the weekday PM pre-game peak hour.

Pre-game highway traffic toward CitiField and its surrounding lots causes unacceptable LOS E or F conditions on the northbound and southbound Whitestone Expressway mainline during the weekday pre-game peak hour. The eastbound and west side of the westbound Grand Central Parkway mainline split, and northbound Van Wyck Expressway operate at unacceptable LOS D or E during both the weekday PM and Saturday midday pre-game peak hours. The other highway mainlines generally operate at LOS C and acceptable D during the pre-game peak hours.

The Saturday post-game highway conditions are the most congested of all the time periods due to the surge of game traffic from the parking lots onto the adjacent streets and onto the ramps and highway mainlines. As a result, post-game peak hour average travel speeds generally range between 23 and 47 mph. The eastbound and west side of the westbound Grand Central Parkway mainline split as well as the northbound Van Wyck Expressway and northbound Whitestone Expressway experience unacceptable LOS D, E or F conditions. The southbound Van Wyck Expressway and the southbound Whitestone Expressway operate at LOS C.

The ramp from the southbound Whitestone Expressway to westbound Northern Boulevard experiences LOS E/F conditions during the weekday and Saturday pre-game periods. All other ramp locations operate at acceptable levels of service during the pre-game and post-game peak hours.

**Table 14-64**  
**Existing Highway Levels of Service Summary—Game Day**

	Weekday Pregame			Saturday Pregame			Saturday Postgame		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
<b>Mainlines</b>									
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	38.2	37.4	E	35.3	43.6	E	29.2	55.5	F
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	39.5	24.9	C	35.7	31.5	D	35.8	26.9	C
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	44.7	32.3	D	44.3	31.8	D	44.1	32.7	D
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	38.7	32.9	D	35.8	35.9	E	35.1	32.7	D
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	38.4	30.4	D	46.8	23.5	C	47.4	21.7	C
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	40.1	42.8	E	39.0	27.5	C	38.7	35.5	E
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	13.1	80.3	F	34.0	28.7	D	29.4	27.8	C
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	34.5	15.7	B	34.8	12.8	B	33.4	26.0	C
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	23.7	24.2	C	23.7	27.1	C	23.6	26.5	C
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	25.0	19.2	B	31.2	15.3	B	31.4	10.8	B
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	39.3	19.5	B	35.7	14.2	B	26.4	31.2	D
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	29.1	19.0	B	28.6	29.5	D	29.0	22.7	C
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	38.7	24.5	C	39.8	7.8	A	39.8	6.5	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.9	24.8	C	33.3	17.3	B	32.9	25.9	C
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	31.4	10.6	B	26.8	15.8	B	24.9	17.9	B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	31.0	8.9	A	39.3	6.0	A	38.0	7.9	A
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	38.1	22.8	C	35.2	23.9	C	35.0	28.7	D
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	41.7	10.5	B	43.9	13.9	B	42.0	8.4	A
Ramp from Whitestone Expressway SB to Northern Boulevard WB	6.5	173.4	F	26.0	41.9	E	30.6	14.1	B
<b>Note:</b> "n/a" signifies not available									

## THE FUTURE WITHOUT THE PROPOSED PROJECT

This section details the expected traffic volume increases, levels of service, density and speeds along the highway network for each year of buildout: Phase 1A in 2018; Phase 1B in 2028; and Phase 2 in 2032. Overall, highway conditions generally deteriorated or remained the same under the Phase 1A, Phase 1B and Phase 2 No Action conditions as compared to existing conditions; however, in some instances, speeds and levels of service improved slightly between the existing and No Action conditions due to saturation of one analyzed mainline or ramp, which causes a metering of vehicles arriving at (and consequential improvement of) downstream analysis locations. Signal phasing and timing changes proposed by NYCDOT at the intersection of Northern Boulevard and 126th Street were incorporated in the Final SEIS analysis.

### PHASE 1A (2018) NO ACTION CONDITION

Traffic volumes on the analyzed sections of the highway network are expected to increase by a background growth rate of 0.5 percent per year for the first five years (between 2012 and 2017) and 0.25 percent per year for every year beyond that (between 2017 and 2018), plus traffic expected to be generated by other projected No Action development projects. In the Phase 1A No Action condition, traffic volumes along the Grand Central Parkway eastbound mainline would increase by about 250 to 375 vph. In the westbound direction along the Grand Central Parkway, volumes would increase by approximately 110 to 150 vph on the east side split and by 110 to 135 vph on the west side split. Traffic volumes along the northbound mainline of the Van Wyck Expressway would increase by 260 to 315 vph, and by 200 to 320 vph along the southbound mainline. Traffic volumes along the Whitestone Expressway would increase by 135 to 210 vph in the northbound direction and by 125 to 165 vph in the southbound direction.

#### *HIGHWAY LEVELS OF SERVICE*

Under the Phase 1A No Action conditions, increased vehicular volumes would result in higher densities and lower speeds on several ramps and highway sections. In a few instances, conditions improved slightly between existing and Phase 1A No Action conditions. This is primarily a result of congested ramps and merges having a “metering” effect on adjacent downstream segments of the highway network.

#### *Non-Game Day*

**Table 14-65** presents the projected No Action Phase 1A levels of service, speeds, and densities for the 19 sections of the highway network analyzed during the non-game day peak hours.

#### *Mainlines*

The eastbound Grand Central Parkway mainline would deteriorate from an acceptable LOS D to unacceptable LOS D during the weekday midday peak hour and would deteriorate from an unacceptable LOS E to unacceptable LOS F in the weekday PM peak hour, and would continue to operate with average speeds of approximately 33 to 37 mph. The west side of the westbound Grand Central Parkway mainline split would deteriorate from an acceptable LOS D to an unacceptable LOS D during the weekday PM peak hour and would continue to operate with average speeds of approximately 45 mph.

The northbound Van Wyck Expressway mainline would deteriorate from unacceptable LOS E to unacceptable LOS F during the weekday AM peak hour, and would deteriorate from an unacceptable LOS D to unacceptable LOS E during the Saturday midday peak hour, but would continue to operate with similar average speeds as under existing conditions during all time periods. The southbound Van Wyck Expressway mainline would deteriorate from an acceptable LOS D to an unacceptable LOS D during the weekday PM peak hour and would ~~deteriorate in average speed from 39 mph to 36~~ continue to operate with an average speed of approximately 39 mph. The southbound Whitestone Expressway mainline would deteriorate from LOS E to LOS F during the weekday AM peak hour but would continue to operate with average speeds around 27 26 mph.

Table 14-65

Phase 1A (2018) No Action Highway Levels of Service Summary  
Non-Game Day

Mainlines	Weekday AM			Weekday Midday			Weekday PM			Saturday Midday		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	37.0 36.7	38.7 39.4	E	37.2 34.7	34.7 34.6	D	33.0 32.9	45.5 45.9	F	37.1 37.1	44.2 43.9	E
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	48.8 49.0	22.4 21.8	C	43.0 43.1	19.2	B	37.7 37.7	25.4 25.0	C	38.4 38.0	27.0 27.5	C
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	44.5 44.2	36.2 36.7	E	45.2 45.3	27.4 27.3	C	44.5 44.7	32.6	D	43.8 43.9	37.8 37.3	E
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	34.6 34.5	48.4 48.4	F	38.9 38.6	30.2 30.3	D	33.6 33.6	39.9 39.8	E	38.5 38.6	35.5 35.4	E
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	39.4 39.5	25.2	C	38.6 38.6	25.4 24.9	C	35.5 39.1	34.9 31.6	D	40.9 40.8	28.7 28.9	D
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	45.2	23.4 22.9	C	45.4 45.6	20.3	C	35.1	49.4 49.5	F	37.1	27.4 27.4	C
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	26.6 26.0	45.0 46.0	F	34.3	24.0	C	31.9	34.9	D	33.1	30.1	D
<b>Ramps</b>												
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	34.2	48.9 19.0	B	34.4 34.4	46.5 16.6	B	34.4 34.0	49.5 19.6	B	34.0 33.9	20.4	C
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	23.7 23.8	33.4 33.2	D	23.5 23.4	33.8 34.5	D	23.5 23.3	30.2 30.1	D	23.4	36.2 36.7	E
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	23.2 23.1	33.6 34.4	D	23.5 23.4	24.2 24.7	C	24.2	29.8 20.9	C	26.0	47.7 17.9	B
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	33.5 33.6	13.1	B	45.3 45.2	40.7 10.2	B	39.3 39.5	49.8 20.2	B C	43.4	43.4 13.3	B
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.7	26.3	C	28.5 28.4	30.4	D	28.4	29.2	D	28.1	36.6	E
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	44.5 41.6	5.6 5.5	A	41.5 41.6	7.4 7.2	A	39.1	20.0	C	40.2	7.9 6.9	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.5 33.4	30.4 30.7	D	33.7	27.6 27.9	C	33.1	33.2 33.3	D	33.3	32.2	D
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	29.6 29.6	47.4 17.3	B	28.8 28.6	44.5 11.1	B	31.7	46.9 17.2	B	31.3	11.7	B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	29.8	28.4 28.2	D	31.2	9.9 10.1	A B	32.0	11.0	B	39.3 39.2	9.1	A
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	37.4 37.3	20.3 20.0	C B	32.4 32.2	20.5	C	34.7 34.6	25.8 26.1	C	29.7 29.6	25.4 25.6	C
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	44.5 44.6	7.7	A	42.3	7.2 7.7	A	41.3 41.5	5.6 5.3	A	43.5 43.4	6.9 7.2	A
Ramp from Whitestone Expressway SB to Northern Boulevard WB	43.2 15.2	60.3 48.6	F	30.5 30.4	44.4 14.5	B	30.4	20.4 20.3	C	30.0	20.5 19.8	C B



## Willetts Point Development

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### *Ramps*

The ramp from the northbound Van Wyck Expressway to eastbound Northern Boulevard would deteriorate from acceptable LOS C to unacceptable LOS D during the weekday AM and midday peak hours and from LOS C to LOS E during the Saturday midday peak hour. The ramp from the northbound Van Wyck Expressway to westbound Northern Boulevard would deteriorate from an acceptable LOS D to unacceptable LOS D during the weekday AM peak hour. The ramp from the southbound Whitestone Expressway to the westbound Grand Central Parkway would deteriorate from an acceptable LOS D to unacceptable LOS D during the Saturday midday peak hour. However, none of these ramps would experience a drop in average speed. The ramp from the southbound Whitestone Expressway to westbound Northern Boulevard would deteriorate from an acceptable LOS D to an unacceptable LOS F during the weekday AM peak hour and would experience a drop in average speed from approximately 23 mph to ~~13~~ 15 mph.

### *Game Day*

The Phase 1A No Action levels of service, speeds, and densities for the analyzed sections during the game day peak hours are shown in **Table 14-66** and are summarized below.

### *Mainlines*

The eastbound Grand Central Parkway would continue to operate at unacceptable LOS E or F during all peak hours with similar speeds. The east side of the westbound Grand Central Parkway would deteriorate from an acceptable LOS D to an unacceptable LOS ~~F~~ D during the Saturday pre-game peak hour and would ~~incur a drop in average travel speed from~~ continue to operate at approximately 36 mph, to 19 mph. The northbound Van Wyck Expressway would deteriorate from an unacceptable LOS D to an unacceptable LOS E in both the weekday pre-game and Saturday post-game peak hours but would continue to operate with similar travel speeds. The southbound Van Wyck Expressway would deteriorate from an acceptable LOS D to an unacceptable LOS E during the weekday pre-game peak hour and would incur a drop in average travel speed from 38 mph to 33 mph. The northbound Whitestone Expressway would deteriorate from an unacceptable LOS E to unacceptable LOS F during the weekday pre-game peak hour and would deteriorate from an acceptable LOS C to unacceptable LOS D in the Saturday pre-game peak hour, and would continue to operate with average speeds of 39 to 40 mph. The rest of the mainline segments would operate at similar levels of service to existing conditions.

### *Ramps*

The ramp from northbound Van Wyck Expressway to eastbound Northern Boulevard would deteriorate from LOS C to LOS D during the Saturday pre-game and post-game peak hours but would maintain similar average travel speeds. Along the ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway, levels of service would deteriorate from LOS D to LOS E during the Saturday pre-game peak hour yet travel speeds would remain similar to existing conditions. The ramp from eastbound Astoria Boulevard and the Grand Central Parkway to the northbound Whitestone Expressway/eastbound Northern Boulevard would deteriorate from LOS C to LOS F during the weekday pre-game and Saturday pre-game peak hours. The ramp from the westbound Grand Central Parkway toward Stadium Road and the northbound Whitestone Expressway would ~~deteriorate from LOS B to LOS F during the Saturday pre-game peak hour and travel speeds would drop correspondingly from an average of approximately 44 mph to 5 mph.~~ operate at similar levels of service to existing conditions. The ramp from the southbound Whitestone Expressway to westbound Northern Boulevard would deteriorate from LOS E to LOS F during the Saturday pre-game peak hour and would experience a reduction in average travel speed from 26 mph to ~~16~~ 21 mph.

**Table 14-66**

**Phase 1A (2018) No Action Highway Levels of Service Summary**  
**Game Day**

Mainlines	Weekday Pregame			Saturday Pregame			Saturday Postgame		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	<del>38.1</del> 38.0	<del>37.6</del> 38.9	E	<del>35.6</del> 35.4	<del>40.0</del> 43.6	E	<del>29.0</del> 29.1	<del>58.4</del> 58.5	F
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	<del>39.3</del> 39.2	<del>26.2</del> 26.1	C	<del>49.4</del> 35.6	<del>60.8</del> 32.9	F D	35.7	<del>28.4</del> 28.6	D
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	<del>44.4</del> 44.3	33.9	D	44.1	<del>33.6</del> 33.4	D	<del>42.0</del> 42.8	<del>34.9</del> 34.7	D
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	38.4	35.5	E	35.6	<del>38.7</del> 38.6	E	<del>34.0</del> 35.0	<del>35.4</del> 35.2	E
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	<del>39.3</del> 32.9	<del>34.3</del> 37.2	D E	<del>46.9</del> 46.8	<del>24.7</del> 25.6	C	<del>47.3</del> 47.4	<del>22.9</del> 23.0	C
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	<del>40.0</del> 39.9	<del>42.4</del> 45.3	E E	<del>39.0</del> 38.8	<del>25.2</del> 31.9	C D	38.8	<del>34.3</del> 34.9	D
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	<del>8.6</del> 9.1	<del>119.5</del> 113.3	F	34.0	29.5	D	29.4	28.6	D
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	<del>34.6</del> 34.4	15.7	B	34.8	13.5	B	<del>33.4</del> 33.5	<del>24.2</del> 24.4	C
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	23.5	<del>30.6</del> 30.4	D	23.5	33.5	D	<del>23.3</del> 23.4	<del>33.2</del> 32.1	D
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	<del>25.1</del> 25.0	<del>20.2</del> 20.7	C	<del>31.3</del> 31.2	<del>15.8</del> 16.0	B	31.3	<del>11.5</del> 11.9	B
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	<del>38.8</del> 39.3	<del>19.8</del> 21.1	B C	<del>36.3</del> 35.1	<del>43.2</del> 16.7	B	26.5	<del>29.7</del> 31.0	D
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	<del>28.8</del> 28.9	<del>24.5</del> 24.4	C	28.2	<del>36.2</del> 36.1	E	<del>28.6</del> 28.8	<del>27.4</del> 27.2	C
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	<del>38.4</del> 38.6	<del>25.5</del> 25.6	C	<del>39.6</del> 39.7	9.0	A	<del>39.8</del> 39.6	<del>7.4</del> 7.7	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.7	<del>23.7</del> 23.9	C	<del>33.2</del> 33.3	18.5	B	<del>32.8</del> 32.9	<del>27.2</del> 27.5	C
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	<del>34.3</del> 31.7	<del>40.4</del> 11.1	B	27.2	17.7	B	<del>25.0</del> 25.1	<del>19.1</del> 19.2	B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	31.0	8.8	A	38.9	<del>9.4</del> 9.6	A	38.1	<del>6.6</del> 6.4	A
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	<del>9.0</del> 13.9	<del>88.6</del> 73.7	F	<del>6.2</del> 8.9	<del>420.4</del> 104.9	F	<del>35.5</del> 35.2	<del>28.1</del> 28.4	D
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	<del>41.4</del> 41.5	11.4	B	<del>4.7</del> 43.5	<del>103.6</del> 15.1	F B	<del>41.8</del> 41.9	<del>9.7</del> 9.6	A
Ramp from Whitestone Expressway SB to Northern Boulevard WB	<del>6.4</del> 6.0	<del>180.3</del> 180.2	F	<del>15.7</del> 20.9	<del>72.7</del> 55.2	F	30.8	<del>14.9</del> 14.8	B

### PHASE 1B (2028) NO ACTION CONDITION

Traffic volumes on the analyzed sections of the highway network are expected to increase by a background growth rate of 0.5 percent per year for the first five years (between 2012 and 2017) and 0.25 percent per year for every year beyond that (between 2017 and 2028), plus traffic expected to be generated by other projected No Action development projects. In the Phase 1B No Action condition, traffic volumes along the Grand Central Parkway eastbound mainline

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would increase by about 425 to 640 vph. In the westbound direction along the Grand Central Parkway, volumes would increase by approximately 170 to 230 vph on the east side split and by 185 to 225 vph on the west side split. Traffic volumes along the northbound mainline of the Van Wyck Expressway would increase by 355 to 435 vph, and by 275 to 415 vph along the southbound mainline. Traffic volumes along the Whitestone Expressway would increase by 245 to 390 vph in the northbound direction and by 225 to 305 vph in the southbound direction.

### *HIGHWAY LEVELS OF SERVICE*

Under the Phase 1B No Action conditions, increased vehicular volumes would result in higher densities and lower speeds on several ramps and highway sections. In a few instances, conditions improved slightly between existing and Phase 1B No Action conditions. This is primarily a result of congested ramps and merges having a “metering” effect on adjacent downstream segments of the highway network.

#### *Non-Game Day*

**Table 14-67** presents the projected No Action Phase 1B levels of service, speeds, and densities for the 19 sections of the highway network analyzed during the non-game day peak hours.

#### *Mainlines*

The eastbound Grand Central Parkway mainline would deteriorate from an acceptable LOS D to unacceptable LOS ~~E~~ D during the weekday midday peak hour and would deteriorate from an unacceptable LOS E to unacceptable LOS F in the weekday PM peak hour, and would continue to operate with average speeds of 33 to 37 mph. The west side of the westbound Grand Central Parkway mainline split would deteriorate from an acceptable LOS D to an unacceptable LOS D during the weekday PM peak hour and would continue to operate with average speeds of approximately 45 mph. This segment would continue to operate at LOS E during the Saturday midday peak hour and maintain a similar average speed.

The northbound Van Wyck Expressway mainline would deteriorate from unacceptable LOS E to unacceptable LOS F during the weekday AM peak hour dropping slightly in average speed from 35 mph to 34 mph, and would also deteriorate from an unacceptable LOS D to unacceptable LOS E during the Saturday midday peak hour, but would continue to operate with similar average speeds as under existing conditions during all time periods. The southbound Van Wyck Expressway mainline would deteriorate from an acceptable LOS D to unacceptable LOS ~~D~~ F during the weekday PM peak hour and average speeds would continue to operate with average speeds of approximately ~~deteriorate from 39 mph to 25 mph~~. This segment would also deteriorate from an acceptable LOS C to an unacceptable LOS D during the Saturday midday peak hour with average speeds that would deteriorate from 41 mph to 38 mph.

The southbound Whitestone Expressway mainline would deteriorate from LOS E to LOS F during the weekday AM peak hour and from LOS D to LOS E during the ~~Saturday midday~~ weekday PM peak hour but would continue to operate with similar average speeds as in existing conditions.

Table 14-67

Phase 1B (2028) No Action Highway Levels of Service Summary  
Non-Game Day

Mainlines	Weekday AM			Weekday Midday			Weekday PM			Saturday Midday		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	36.6 36.5	40.2	E	37.2 34.9	35.2 34.9	E	33.0	45.4	F	37.1	44.1 44.0	E
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	48.9 48.7	22.4 22.5	C	43.0	19.7	B	37.6	26.6 25.7	C	38.1	27.7 28.2	G D
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	44.4 43.9	37.7	E	45.4 45.3	28.4 28.0	D C	44.5	33.8 33.6	D	43.6 43.9	30.4 38.3	E
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	34.3 34.4	49.8 49.6	F	38.9	30.9	D	33.6 33.5	44.4 41.2	E	38.5	36.4 36.3	E
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	37.9 39.3	29.5 27.6	D C	38.4	27.1	C	25.4 38.5	48.9 33.5	F D	40.7 37.7	30.3 32.6	D
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	45.0 45.1	24.4 23.9	C	45.4	20.9 21.6	C	35.0 35.1	50.4 49.9	F	37.1	27.3	C
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	26.6 25.6	46.2 47.7	F	34.3	24.5 24.6	C	34.9 31.8	35.9	E	33.4 33.0	30.8 30.9	D
<b>Ramps</b>												
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	34.4 34.2	49.6 19.7	B	34.5	16.7 16.5	B	33.9	20.2 20.1	C	33.9	20.8 20.9	C
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	25.9	26.8 26.5	C	23.6	27.3 28.1	G D	23.4 23.1	23.9 25.2	C	22.3 22.2	30.4 30.5	D
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	23.3 23.2	32.5 33.2	D	23.6 23.7	20.4 19.8	G B	24.3	47.6 19.3	B	26.0 26.1	46.2 15.9	B
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	33.6 33.5	44.4 14.2	B	44.9	44.4 11.0	B	38.8 39.0	20.6 21.1	C	43.5	43.3 13.5	B
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	29.5 28.6	22.8	C	28.4	24.7	C	28.4	23.4 22.9	C	28.0	29.0	D
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	44.5 41.6	5.7	A	44.5	7.2	A	38.9 39.0	20.8	C	40.1	6.9 7.9	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.3	34.7 32.1	D	33.7	28.4 27.9	D C	33.0 33.1	34.4 34.0	D	33.2 33.4	33.0 32.8	D
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	29.7 29.6	48.0 17.7	B	28.8 28.7	11.3	B	31.7	46.7 16.8	B	31.4	11.7	B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	29.7	29.4 28.9	D	31.3	9.9 9.8	A	32.0 31.9	44.4 11.0	B	39.5 39.1	9.4 9.3	A
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	37.5 37.3	20.7 20.9	C	32.4 31.9	24.6 22.1	C	34.6 34.5	26.0 26.3	C	29.6	25.9	C
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	44.6	7.7	A	42.4 42.3	7.7 7.8	A	41.4	6.4 5.5	A	43.4 43.3	7.4 7.3	A
Ramp from Whitestone Expressway SB to Northern Boulevard WB	9.6 6.1	80.0 120.7	F	30.8 30.6	44.0 14.5	B	30.4 30.1	20.8 21.2	C	30.0 30.2	20.7 20.3	C

### Ramps

The ramp from the northbound Van Wyck Expressway to westbound Northern Boulevard would deteriorate from an acceptable LOS D to unacceptable LOS D during the weekday AM peak hour. The ramp from the southbound Whitestone Expressway to the westbound Grand Central Parkway would deteriorate from an acceptable LOS D to unacceptable LOS D during the weekday AM and Saturday midday peak hours. However, these ramps would not experience a

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drop in average speed. The ramp from the southbound Whitestone Expressway to westbound Northern Boulevard would deteriorate from an acceptable LOS D to an unacceptable LOS F during the weekday AM peak hour and would experience a drop in average speed from approximately 23 mph to 10.6 mph.

*Game Day*

The Phase 1B No Action levels of service, speeds, and densities for the analyzed sections during the game day peak hours are shown in **Table 14-68** and are summarized below.

**Table 14-68  
Phase 1B (2028) No Action Highway Levels of Service Summary  
Game Day**

Mainlines	Weekday Pregame			Saturday Pregame			Saturday Postgame		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	<del>38.3</del> <u>38.0</u>	<del>36.3</del> <u>38.4</u>	E	<del>36.8</del> <u>35.3</u>	<del>37.1</del> <u>43.1</u>	E	29.2	<del>56.8</del> <u>57.1</u>	F
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	<del>39.2</del> <u>39.3</u>	27.0	C	<del>45.5</del> <u>35.6</u>	<del>63.6</del> <u>33.7</u>	F D	35.7	<del>29.5</del> <u>29.2</u>	D
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	44.4	<del>34.7</del> <u>34.6</u>	D	<del>44.0</del> <u>44.2</u>	<del>36.9</del> <u>34.4</u>	E D	<del>43.0</del> <u>42.6</u>	<del>35.7</del> <u>36.2</u>	E
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	38.4	<del>36.3</del> <u>36.4</u>	E	35.5	39.7	E	<del>34.8</del> <u>34.9</u>	36.2	E
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	<del>23.1</del> <u>33.5</u>	<del>62.3</del> <u>35.2</u>	F E	<del>46.8</del> <u>46.7</u>	<del>25.2</del> <u>26.5</u>	C	47.2	<del>23.4</del> <u>23.6</u>	C
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	<del>40.0</del> <u>39.9</u>	<del>41.6</del> <u>47.1</u>	E E	<del>39.1</del> <u>38.6</u>	<del>23.0</del> <u>31.6</u>	G D	38.8	<del>34.8</del> <u>35.0</u>	D
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	<del>8.7</del> <u>7.8</u>	<del>420.0</del> <u>121.1</u>	F	<del>34.0</del> <u>33.9</u>	<del>30.2</del> <u>30.3</u>	D	<del>29.4</del> <u>29.3</u>	29.3	D
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	<del>34.3</del> <u>34.5</u>	<del>15.5</del> <u>15.4</u>	B	<del>34.9</del> <u>34.7</u>	13.7	B	<del>33.3</del> <u>33.4</u>	<del>25.2</del> <u>25.0</u>	C
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	22.1	<del>26.0</del> <u>25.2</u>	C	<del>21.7</del> <u>21.8</u>	<del>28.0</del> <u>29.3</u>	G D	<del>21.9</del> <u>22.0</u>	<del>28.5</del> <u>27.8</u>	D C
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	<del>25.0</del> <u>25.1</u>	19.9	B	31.4	14.9	B	<del>31.4</del> <u>31.5</u>	<del>40.8</del> <u>10.4</u>	B
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	<del>38.3</del> <u>38.8</u>	<del>19.6</del> <u>21.4</u>	B C	<del>35.5</del> <u>35.3</u>	<del>11.3</del> <u>16.5</u>	B	26.4	<del>30.9</del> <u>31.1</u>	D
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	<del>27.0</del> <u>28.9</u>	<del>19.0</del> <u>19.4</u>	B	<del>28.2</del> <u>28.0</u>	<del>28.1</del> <u>28.2</u>	D	28.7	<del>21.1</del> <u>21.0</u>	C
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	<del>38.6</del> <u>38.5</u>	<del>26.2</del> <u>26.4</u>	C	<del>39.7</del> <u>39.6</u>	<del>9.3</del> <u>9.1</u>	A	39.7	<del>7.3</del> <u>7.4</u>	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	<del>33.7</del> <u>33.9</u>	<del>23.8</del> <u>23.2</u>	C	<del>33.3</del> <u>33.2</u>	18.6	B	32.8	<del>28.0</del> <u>27.7</u>	C
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	<del>31.4</del> <u>31.5</u>	<del>40.6</del> <u>10.8</u>	B	<del>27.3</del> <u>27.2</u>	<del>17.7</del> <u>18.2</u>	B	<del>25.1</del> <u>25.0</u>	<del>19.3</del> <u>19.4</u>	B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	<del>31.0</del> <u>31.1</u>	<del>9.5</del> <u>8.8</u>	A	<del>38.9</del> <u>38.7</u>	9.5	A	<del>38.2</del> <u>38.1</u>	<del>6.8</del> <u>6.6</u>	A
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	<del>5.7</del> <u>10.6</u>	<del>420.8</del> <u>92.2</u>	F	<del>4.5</del> <u>6.4</u>	<del>119.1</del> <u>128.4</u>	F	35.4	<del>28.3</del> <u>28.5</u>	D
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	<del>41.4</del> <u>41.2</u>	<del>12.1</del> <u>11.9</u>	B	<del>2.7</del> <u>43.3</u>	<del>146.7</del> <u>15.6</u>	F B	41.9	<del>9.9</del> <u>9.6</u>	A
Ramp from Whitestone Expressway SB to Northern Boulevard WB	<del>6.1</del> <u>3.9</u>	<del>479.2</del> <u>189.6</u>	F	<del>44.3</del> <u>16.8</u>	<del>81.7</del> <u>70.1</u>	F	<del>30.8</del> <u>30.7</u>	15.3	B

*Mainlines*

The eastbound Grand Central Parkway would continue to operate at unacceptable LOS E or F during all peak hours with similar speeds. The east side of the westbound Grand Central Parkway would deteriorate from an acceptable LOS D to an unacceptable LOS ~~F~~ D during the Saturday pre-game peak hour ~~and would incur a drop in average travel speed from 36 mph to 16 mph, but would continue to operate with a similar average speed as in existing conditions.~~ The northbound Van Wyck Expressway would deteriorate from an unacceptable LOS D to an unacceptable LOS E in both the weekday pre-game and Saturday post-game peak hours but would continue to operate with similar travel speeds, while the southbound Van Wyck Expressway would deteriorate from LOS D to LOS ~~F~~ E during the weekday pre-game peak hour and would experience a drop in average travel speed from approximately 38 mph to ~~23~~ 34 mph. The northbound Whitestone Expressway would deteriorate from an acceptable LOS C to an unacceptable LOS D during the Saturday pre-game peak hour but would continue to operate with a similar average speed as in existing conditions. The rest of the mainline segments would operate at similar levels of service to existing conditions.

*Ramps*

The ramp from eastbound Astoria Boulevard and the Grand Central Parkway to the northbound Whitestone Expressway/eastbound Northern Boulevard would deteriorate from LOS C to LOS F during the weekday and Saturday pre-game peak hours and would experience a drop in average speeds from 35-38 mph to ~~5-6~~ 6-11 mph. ~~The ramp from the westbound Grand Central Parkway towards Stadium Road and the northbound Whitestone Expressway would deteriorate from LOS B to LOS F during the Saturday pre-game peak hour and would experience a corresponding reduction in average travel speed from 44 mph to 3 mph.~~ The ramp from the southbound Whitestone Expressway to westbound Northern Boulevard would continue to operate at LOS F during the weekday pre-game peak hour, and would deteriorate from LOS E to LOS F in the Saturday pre-game peak hour where it would also experience a drop in average travel speed from about 26 mph to ~~14~~ 17 mph.

**PHASE 2 (2032) NO ACTION CONDITION**

Traffic volumes on the analyzed sections of the highway network are expected to increase by a background growth rate of 0.5 percent per year for the first five years (between 2012 and 2017) and 0.25 percent per year for every year beyond that (between 2017 and 2032), or approximately 6.5 percent overall, plus traffic expected to be generated by other projected No Action development projects. In the Phase 2 No Action condition, traffic volumes along the Grand Central Parkway eastbound mainline would increase by about 460 to 600 vph. In the westbound direction along the Grand Central Parkway, volumes would increase by approximately 195 to 260 vph on the east side split and by 210 to 260 vph on the west side split. Traffic volumes along the northbound mainline of the Van Wyck Expressway would increase by 265 to 490 vph, and by 225 to 410 vph along the southbound mainline. Traffic volumes along the Whitestone Expressway would increase by 150 to 470 vph in the northbound direction and by 250 to 375 vph in the southbound direction.

*HIGHWAY LEVELS OF SERVICE*

Under the Phase 2 No Action conditions, increased vehicular volumes would result in higher densities and lower speeds on several ramps and highway sections. In a few instances, conditions improved slightly between existing and Phase 2 No Action conditions. This is primarily a result of congested ramps and merges having a “metering” effect on adjacent downstream segments of the highway network.

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### *Non-Game Day*

**Table 14-69** presents the projected No Action Phase 2 levels of service, speeds, and densities for the 19 sections of the highway network analyzed during the non-game day peak hours.

#### *Mainlines*

The eastbound Grand Central Parkway mainline would deteriorate from an acceptable LOS D to unacceptable LOS E during the weekday midday peak hour ~~and would deteriorate from an unacceptable LOS E to unacceptable LOS F in the weekday PM peak hour~~, and would continue to operate with an average speeds of ~~33 to~~ 37 mph. The west side of the westbound Grand Central Parkway mainline split would deteriorate from an acceptable LOS D to an unacceptable LOS D during the weekday PM peak hour and would continue to operate with average speeds of approximately ~~45~~ 44 mph. This segment would continue to operate at LOS E during the Saturday midday peak hour and maintain a similar average speed as for existing conditions.

The northbound Van Wyck Expressway mainline would deteriorate from unacceptable LOS E to unacceptable LOS F during the weekday AM peak hour dropping slightly in average speed from 35 mph to 34 mph. The southbound Van Wyck Expressway mainline would deteriorate from an acceptable LOS D to LOS F during the weekday PM peak hour and would deteriorate in average speed from 39 mph to ~~47~~ 11 mph, and from LOS C to LOS E during the Saturday midday peak hour with a drop in average speed from about 41 mph to ~~32~~ 29 mph.

The southbound Whitestone Expressway mainline would deteriorate from LOS E to LOS F during the weekday AM peak hour and from LOS D to LOS E during the ~~Saturday midday~~ weekday PM peak hour but would continue to operate with similar average speeds as in existing conditions.

#### *Ramps*

The ramp from the northbound Van Wyck Expressway to westbound Northern Boulevard would deteriorate from an acceptable LOS D to unacceptable LOS D during the weekday AM peak hour. The ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway would deteriorate from LOS B to LOS ~~E~~ E during the weekday PM peak hour and would drop in average speed from approximately 40 mph to ~~20~~ 9 mph. The ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway would deteriorate from LOS C to LOS ~~E~~ E during the weekday PM peak hour and would experience a drop in average speed, from 29 mph to ~~15~~ 6 mph. The ramp from the southbound Whitestone Expressway to the westbound Grand Central Parkway would deteriorate from an acceptable LOS D to unacceptable LOS D during the weekday AM, weekday PM and Saturday midday peak hours. However, these ramps would not experience a drop in average speed. The ramp from the southbound Whitestone Expressway to westbound Northern Boulevard would deteriorate from an acceptable LOS D to an unacceptable LOS F during the weekday AM peak hour and would experience a drop in average speed, from approximately 23 mph to ~~6~~ 9 mph.

In a few instances, conditions improved slightly between existing and Phase 2 No Action. This is primarily a result of congested ramps and merges having a “metering” effect on adjacent downstream segments of the highway network.

Table 14-69

Phase 2 (2032) No Action Highway Levels of Service Summary  
Non-Game Day

Mainlines	Weekday AM			Weekday Midday			Weekday PM			Saturday Midday		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	36.5	40.5 40.6	E	37.2	35.2 35.0	E	33.0	45.4 45.0	F	37.1	44.5 44.1	E
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	48.8	22.7 22.8	C	43.0 42.9	19.9 19.7	B	37.7 37.6	25.8 25.6	C	38.4 38.0	28.4 28.5	D
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	44.4 44.0	38.1 37.9	E	45.1	28.3 28.6	D	44.2 44.1	34.4 34.4	D	43.4	39.0	E
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	34.3 34.2	50.4 50.3	F	38.8	31.4	D	33.7 33.6	39.8	E	38.8	32.6	D
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	38.8 39.3	28.6 27.8	D C	38.5	26.8	C	17.3 10.6	69.7 107.4	F	34.8 29.4	38.2 41.0	E
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	45.4 44.9	24.7 24.6	C	45.4	21.9	C	35.4 35.0	50.4 50.5	F	37.0 37.1	27.8	C
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	26.3 26.6	47.2 46.7	F	34.3	24.8	C	31.8	36.2	E	33.4 33.0	31.2	D
Ramps												
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	34.2 34.1	19.7 19.9	B	34.4	16.8	B	34.1	20.0 19.4	B	33.8	21.4 21.4	C
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	25.0 25.8	26.5 26.2	C	23.5 23.6	28.5 27.8	D C	23.8 23.6	48.4 21.1	B C	22.6 22.4	24.2 27.3	C
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	23.3 23.2	31.8 32.8	D	23.6	20.0	B C	24.3 24.4	48.4 15.3	B	26.1	13.5 13.4	B
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	33.6	44.4 14.0	B	45.0 45.2	11.0 11.1	B	19.5 8.9	40.5 83.8	E F	43.5 43.2	13.3 13.6	B
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.4	23.4 23.0	C	28.4 28.3	24.3	C	14.9 6.1	44.2 84.2	E F	28.4 27.4	29.2 29.8	D
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	44.5 41.7	5.8 5.7	A	41.5	7.4 7.3	A	38.9 38.8	21.0	C	40.1	7.0 7.1	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.4 33.3	34.8 32.0	D	33.7	28.2 28.4	D	33.1	33.9 32.7	D	33.3	32.7 33.5	D
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	29.6	18.4 18.0	B	28.7 28.5	14.4 11.1	B	31.8 32.0	16.9 16.6	B	31.4 31.3	11.7	B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	29.7	28.9 29.2	D	31.2 31.3	10.0 10.2	B	32.0	11.1 10.6	B	39.3 39.0	8.9 9.1	A
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	37.2	24.4 21.0	C	32.0	22.4 22.2	C	34.8 31.7	25.8 28.7	D C	29.6	25.9 26.2	C
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	44.2 44.6	7.8	A	42.4 42.3	7.6	A	41.4	5.4 5.5	A	43.3	7.3 7.5	A
Ramp from Whitestone Expressway SB to Northern Boulevard WB	6.0 9.3	128.4 85.8	F	30.9 30.3	14.5	B	30.4	20.9 21.6	C	30.4 30.3	24.0 20.9	C



## Willets Point Development

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### *Game Day*

The Phase 2 No Action levels of service, speeds, and densities for the analyzed sections during the game day peak hours are shown in **Table 14-70** and are summarized below.

#### *Mainlines*

The east side of the westbound Grand Central Parkway would deteriorate from an acceptable LOS D to an unacceptable LOS ~~F~~ D during the Saturday pre-game peak hour ~~and would incur a drop in average travel speed from 36 mph to 3 mph but would continue to operate with a similar average speed as in existing conditions,~~ and the west side of the westbound Grand Central Parkway would deteriorate from unacceptable LOS D during both the Saturday pre- and post-game peak hours to LOS ~~F~~ E during the Saturday pre-game ~~peak hour and LOS E during the Saturday and~~ post-game peak hours. The average travel speeds would ~~reduce from approximately~~ maintain the same average speed of 44 mph as in the existing conditions during to 39 mph in the Saturday pre-game peak hour and would decrease from 44 to 43 mph in the post-game peak hour. The northbound Van Wyck Expressway would deteriorate from an unacceptable LOS D to an unacceptable LOS ~~F~~ E during the weekday pre-game peak hour and would maintain the same average speed of ~~drop in average speed from 38 mph to 22 mph as in the existing conditions.~~ This segment would also deteriorate from LOS D to LOS E in the Saturday post-game peak hour but would maintain similar average speeds to existing conditions. The southbound Van Wyck Expressway would deteriorate from acceptable LOS D to unacceptable LOS D during the weekday pre-game peak hour and would ~~experience a drop in average travel speed from approximately 38 mph to 32 mph. continue to operate with a similar average speed as existing conditions.~~ The rest of the mainline segments would operate at similar levels of service to existing conditions.

#### *Ramps*

The ramp from the northbound Van Wyck Expressway to westbound Northern Boulevard would deteriorate from LOS B to LOS ~~F~~ during the weekday pre-game peak hour and would ~~experience a drop in average speed from approximately 25 mph to 4 mph.~~ The ramp from eastbound Astoria Boulevard and the Grand Central Parkway to the northbound Whitestone Expressway/eastbound Northern Boulevard would deteriorate from LOS C to LOS F during the weekday and Saturday pre-game peak hours and would experience a drop in average speeds from 35-38 mph to 4-5-11 mph. ~~The ramp from westbound Grand Central Parkway towards Stadium Road and the northbound Whitestone Expressway would deteriorate from LOS B to LOS F during the weekday and Saturday pre-game peak hours and would experience a corresponding reduction in average travel spend from about 42 mph to 3 mph in the weekday pre-game peak hour and from 44 mph to 1 mph in the Saturday pre-game peak hour.~~ The ramp from the southbound Whitestone Expressway to westbound Northern Boulevard would continue to operate at LOS F during the weekday pre-game peak hour, and would deteriorate from LOS E to LOS F in the Saturday pre-game peak hour where it would also experience a drop in average travel speed from about 26 mph to ~~47~~ 16 mph.

Table 14-70

**Phase 2 (2032) No Action Highway Levels of Service Summary  
Game Day**

Mainlines	Weekday Pregame			Saturday Pregame			Saturday Postgame		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	38.4 38.0	33.1 38.9	D E	36.0 35.8	33.0 36.4	D E	29.0 29.2	59.3 57.1	F
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	39.4 39.2	27.5 27.4	C	3.4 35.5	141.4 34.0	F D	35.7 35.6	29.2 29.0	D
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	44.4	34.8 34.9	D	38.6 43.7	45.9 35.3	F E	42.8 43.0	36.7 36.5	E
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	22.3 38.4	49.6 36.7	F E	35.5	40.2 40.1	E	35.0 34.8	36.5 36.6	E
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	32.4 39.6	34.4 31.6	D	46.9 46.8	25.2 25.9	C	47.2 47.3	23.6 23.8	C
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	40.4 39.8	39.8 48.3	E E	39.2 38.8	20.8 26.6	C C	38.8 38.7	34.5 34.9	D
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	5.9 8.2	411.5 121.7	F	33.9	30.7	D	29.4 29.3	29.7 29.6	D
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	34.6 34.4	45.4 15.3	B	34.6 34.8	41.3 13.7	B	33.4 33.5	24.6 21.9	C
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	22.0 22.1	23.8 26.1	C	21.7 21.6	29.9	D	22.0 21.9	28.7 25.4	D C
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	4.0 25.0	54.0 20.3	F C	31.6	45.3 14.9	B	31.4	41.4 10.8	B
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	39.2 31.6	47.7 26.6	B C	35.8 35.3	40.6 13.8	B	26.4 26.5	30.3 29.7	D
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.8 28.9	49.4 19.4	B	28.2	28.3 28.4	D	28.7 28.4	24.3 19.3	C B
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	38.3 38.5	26.0 26.6	C	39.6	9.4 9.3	A	39.6 39.7	7.5 7.4	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.7 33.8	22.2 22.4	C	33.3 33.2	48.7 19.1	B	32.8	28.6 22.8	D C
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	30.2 31.6	40.3 10.8	B	23.2 27.3	20.5 17.7	C B	25.0 25.1	19.8	B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	31.0	8.4 9.9	A	38.8	9.6 9.8	A	38.4 38.2	6.3 5.9	A
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	4.6 10.6	426.3 95.1	F	3.6 4.3	422.8 142.1	F	35.5 35.4	28.4 28.4	D
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	5.4 41.6	51.9 12.1	F B	0.9 32.3	491.5 20.1	F C	41.9 41.7	9.7	A
Ramp from Whitestone Expressway SB to Northern Boulevard WB	4.3 6.2	194.4 177.4	F	16.7 15.8	71.4 75.1	F	30.8 29.4	15.4 14.6	B

### PROBABLE IMPACTS OF THE PROPOSED PROJECT

The proposed project would generate a significant number of trips during all analyzed peak hours on both directions of the Van Wyck Expressway and the Whitestone Expressway. The eastbound Grand Central Parkway mainline and the east side of the westbound Grand Central Parkway mainline split would also experience a higher volume during the peak hours. Overall, highway conditions would generally deteriorate or remain the same under the Phase 1A, Phase 1B and Phase

2 With Action conditions as compared to the No Action condition; however, in some instances, speeds and levels of service improved slightly between the No Action and With Action conditions. The two reasons for these improvements are: (1) the diversion of Mets fans to alternate ramps which are more convenient to the newly relocated Mets fan parking facilities (during game day peak hours), and (2) the saturation of one analyzed mainline or ramp, which causes a metering of vehicles arriving at (and consequential improvement of) downstream analysis locations.

The following sections provide a description of expected highway volume increments, resulting levels of service, and the identification of significant adverse highway impacts for each of the three buildout phases.

### **PHASE 1A (2018) WITH ACTION CONDITIONS**

The Phase 1A With Action volumes on the eastbound mainline of the Grand Central Parkway north of Roosevelt Avenue would increase by approximately 450 to 1,000 vehicles during all seven peak hours, a roughly 14 to 29 percent increase compared to 2018 No Action volumes; the east side of the westbound Grand Central Parkway split would increase by 185 to 570 vph, a 7 to 23 percent increase. The Whitestone Expressway would experience volume increases of approximately 50 to 205 vph in the northbound and southbound directions, an approximate 1 to 4 percent increase per direction compared with the No Action volumes. The Van Wyck Expressway volumes would increase by about 50 to 100 vph in the northbound direction during non-game and post-game peak hours and an overall net decrease by 205 to 225 vph during game day peak hours (due to the game day circulation changes resulting from relocated CitiField parking facilities), and would range between a 5 percent decrease and a 5 percent increase compared to the No Action volume during peak hours. Volumes along the southbound Van Wyck Expressway would increase by 120 to 450 during all peak hours, which is an increase of about 4 to 12 percent over the No Action volumes.

#### *NON-GAME DAY*

**Table 14-71** shows the Phase 1A With Action levels of service, speeds and densities for the highway sections and ramps analyzed during the non-game-day peak hours. A discussion of these conditions and identification of significant impacts is provided below.

#### *Mainlines*

Under the Phase 1A With Action condition, the east side of the westbound Grand Central Parkway mainline split would deteriorate ~~from LOS B to LOS E during the weekday midday peak hour (density increase of approximately 25 pc/mi/ln), from LOS C to unacceptable LOS D during the weekday PM peak hour (density increase of 8 pc/mi/ln), and from LOS C to unacceptable LOS F D~~ (density increase of ~~80~~ 5 pc/mi/ln) during the Saturday midday peak hour and would be significantly impacted. The west side of the westbound Grand Central Parkway mainline split would deteriorate ~~from within LOS E to LOS F during the Saturday midday peak hour (density increase of 44~~ 3 pc/mi/ln) and would be significantly impacted. The southbound Van Wyck Expressway would deteriorate from LOS D to LOS E (density increase of 9 pc/mi/ln) during the weekday PM peak hour and would be significantly impacted. The northbound Whitestone Expressway would deteriorate within LOS F (density increase of 4 pc/mi/ln) during the weekday PM peak hour and would be significantly impacted. The southbound Whitestone Expressway would operate at LOS F (as in the No Action) during the weekday AM peak hour and would be significantly impacted (density increase of ~~24~~ 21 pc/mi/ln), and would deteriorate from LOS D to LOS E during the Saturday midday peak hour (density increase of ~~9~~ 5 pc/mi/ln). Average speeds along the significantly impacted segments would decrease by 1 to ~~33~~ 8 mph, the most significant of

which would occur on the east side of the westbound Grand Central Parkway mainline split southbound Whitestone Expressway during the Saturday midday Weekday AM peak hour.

**Table 14-71  
Phase 1A (2018) With Action Highway Levels of Service Summary  
Non-Game Day**

Mainlines	Weekday AM			Weekday Midday			Weekday PM			Saturday Midday		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	36.8 36.7	38.9 39.1	E	37.2 36.0	34.9 36.0	D	33.0 32.9	46.0 46.4	F	37.6 37.4	36.9 41.4	E
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	48.7	23.2 23.0	C	18.6 42.6	44.0 22.9	E	30.9 37.5	33.4 28.3	D	4.9 37.6	107.0 32.1	F
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	44.1 44.3	37.2 37.4	E	45.0 45.1	29.4 28.8	D	44.2 44.3	34.1 34.6	D	37.7 43.2	48.4 39.8	F
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	34.6 34.6	48.6 48.5	F	38.8 31.1	31.0 31.1	D	33.6 40.8	41.0 40.8	E	38.4 38.5	36.4 36.3	E
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	39.2 38.6	28.4 29.1	D	38.5 38.8	27.0 28.9	G	38.7 33.3	34.6 40.1	D	40.8 40.6	30.1 31.8	D
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	45.1	24.3 23.6	C	45.4 45.3	18.5 23.8	B	35.4 34.9	48.6 53.1	F	37.3 36.9	20.6 27.8	C
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	17.0 17.5	68.5 67.2	F	33.4 34.3	25.8 25.0	C	31.9 31.8	35.9 36.0	E	26.9 28.5	39.4 35.5	E
<b>Ramps</b>												
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	34.3	18.5 18.3	B	34.3 34.4	17.8 17.7	B	33.8 33.7	21.2 21.7	C	33.8 33.6	19.8 22.0	B
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	23.7	33.4 35.4	D	23.5 23.6	35.2 33.5	E	23.6 23.6	29.4 29.7	D	23.4	35.6 35.7	E
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	23.1 23.2	36.2 33.8	E	23.3	27.6 28.4	G	24.2 24.1	23.5 24.4	C	24.5 25.7	25.8 21.0	C
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	33.3 33.4	17.1 16.8	B	43.5 43.4	15.6 20.2	B	37.5 37.2	29.8 32.3	D	42.3 41.5	16.3 22.8	B
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.7	26.5 26.9	C	28.4	30.2 30.5	D	28.4 28.3	28.9 29.2	D	28.4 28.0	36.6 36.0	E
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	41.6 41.6	6.8 5.7	A	41.4 41.5	7.7 7.5	A	39.0	20.4	C	39.7 39.9	7.3	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.6 33.5	29.0 28.9	D	33.6 33.7	27.5 27.3	C	33.1	33.0 33.5	D	33.3	31.9 32.4	D
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	29.4 29.3	16.4 16.1	B	28.6 28.7	11.0 11.3	B	31.8 31.7	17.6 17.4	B	34.2 33.6	11.5 14.0	B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	29.9 29.8	26.1 26.3	C	31.3	10.9 10.7	B	32.0	10.8 11.5	B	39.6 39.1	8.4 9.0	A
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	37.3 37.1	21.6 21.4	C	4.6 7.1	123.3 119.5	F	9.0 9.3	104.9 118.7	F	3.7 5.4	134.0 143.4	F
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	44.1 44.0	11.2 11.1	B	2.3 40.2	165.3 19.4	F	6.8 39.8	71.7 18.8	F	0.9 26.6	198.6 24.8	F
Ramp from Whitestone Expressway SB to Northern Boulevard WB	3.6 4.5	199.6 169.9	F	3.1 5.2	191.3 123.4	F	14.2 13.3	59.7 65.3	F	4.4 4.7	160.5 163.5	F

Note: Highlight indicates a significant impact

*Ramps*

The ramp from the northbound Van Wyck Expressway to westbound eastbound Northern Boulevard would deteriorate from marginally unacceptable LOS D to unacceptable LOS E during

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the non-game weekday AM peak hour and would be significantly impacted (density increase of 32 pc/ln/mi). The ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway would deteriorate from LOS C to unacceptable LOS D during the weekday PM peak hour and would be significantly impacted (density increase of 12 pc/mi/ln). The ramp from eastbound Astoria Boulevard and the Grand Central Parkway to the northbound Whitestone Expressway and eastbound Northern Boulevard would deteriorate from an acceptable LOS C to unacceptable LOS F during the weekday midday, weekday PM, and Saturday midday peak hours where average travel speeds would drop from 30-35 mph to 4 5-9 mph, and would be significantly impacted (density increases of approximately 100-110 120 pc/ln/mi). ~~Similarly, the ramp from the westbound Grand Central Parkway toward Stadium Road and the Northbound Whitestone Expressway would deteriorate from LOS A to LOS F during the weekday midday, weekday PM, and Saturday midday peak hours where average travel speeds would drop from 41-44 mph to less than 6 mph, and would be significantly impacted (density increases ranging from approximately 65-190 pc/ln/mi).~~ Also, the ramp from the southbound Whitestone Expressway to westbound Northern Boulevard would continue to operate at LOS F during the weekday AM peak hour and would deteriorate from LOS B to LOS F during the weekday midday and Saturday midday peak hours and would deteriorate from LOS C to LOS F during the ~~other two~~ weekday PM peak hours, and would be significantly impacted during all non-game peak hours (density increases of 40 approximately 45 to ~~175~~ 145 pc/ln/mi). Average speeds at this ramp would drop from ~~13~~ 15-30 mph to ~~3-14~~ 4-13 mph during non-game peak hours.

### *GAME DAY*

**Table 14-72** shows the Phase 1A With Action levels of service, speeds and densities for the highway sections and ramps analyzed during the game day peak hours. A discussion of these conditions and identification of significant impacts is provided below.

### *Mainlines*

Under the Phase 1A With Action condition, ~~the east side of the westbound Grand Central Parkway mainline split would continue to operate at LOS F during the Saturday pre-game peak hour (density increase of 61 pc/mi/ln) and would be significantly impacted. The southbound Whitestone Expressway would continue to operate at LOS F during the weekday pre-game peak hour and would~~ deteriorate from LOS D to LOS F during the Saturday pre-game peak hour and would be significantly impacted (with a density increases of about 20 ~~and 76~~ 55 pc/mi/ln; respectively). Average speeds along ~~the impacted segments~~ this segment would decrease by 4 to 24 25 mph, the most significant of which would occur on the southbound Whitestone Expressway mainline during the Saturday pre-game peak hour.

**Table 14-72**  
**Phase 1A (2018) With Action Highway Level of Service Summary**  
**Game Day**

Mainlines	Weekday Pregame			Saturday Pregame			Saturday Postgame		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	38.3 38.0	34.8 39.6	D E	35.8 35.4	36.2 43.2	E	29.3	56.2 54.7	F
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	39.2 39.3	28.0 27.8	D C	3.4 35.2	111.4 33.4	F D	36.6 34.3	31.1 32.0	D
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	44.5	33.8 34.3	D	43.4 43.9	30.7 33.5	D	43.4 42.8	35.5 36.1	E
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	38.0 38.6	34.0 33.4	D	35.8 35.7	36.7 36.8	E	35.0	35.9	E
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	44.4 36.7	26.7 37.5	C E	46.9 46.8	22.7 25.8	C	47.3 47.0	24.1 25.7	C
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	40.2 39.9	40.1 46.7	E F	39.0 38.8	22.8 32.2	G D	38.9 38.7	31.7 35.9	D E
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	4.6 21.4	140.4 53.0	F	6.3 9.5	106.8 84.0	F	29.4 29.3	29.4 29.5	D
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	34.7 34.0	16.0 19.2	B	34.8 34.9	11.2 13.2	B	33.6 33.5	24.3 23.2	C
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	23.7 23.5	29.7 28.7	D	23.2 23.4	36.4 34.0	E D	23.5	33.2 29.1	D
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	3.6 25.3	39.5 15.2	E B	12.9 31.5	30.2 10.4	D B	31.2 31.1	13.3 13.8	B
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	38.1 37.5	24.6 31.2	C D	34.7 34.0	17.8 26.3	B C	25.4 25.3	39.8 44.0	E
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.7 28.9	24.8 25.1	C	28.1 27.7	36.5 37.5	E	28.4 28.5	27.5 24.7	C
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	38.5 38.4	26.0 26.5	C	39.7	9.4	A	39.7	7.4	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.8 33.3	18.8 30.1	B D	33.4 33.3	16.2 16.0	B	32.9	27.2 22.0	C
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	29.7 32.5	8.8 12.5	A B	26.6 26.9	16.2 15.8	B	26.0 25.1	19.7 19.9	B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	34.0 30.9	6.5 10.0	A B	38.9 38.8	6.4 7.9	A	38.2 38.1	5.7 6.0	A
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	5.8 13.3	120.7 85.6	F	4.6 10.5	122.4 101.7	F	8.7 8.1	103.8 130.3	F
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	4.0 41.0	126.7 17.3	F B	0.8 42.1	226.2 21.1	F C	3.9 5.9	120.5 97.7	F
Ramp from Whitestone Expressway SB to Northern Boulevard WB	1.6 9.0	223.3 153.1	F	2.4 5.3	208.5 151.7	F	30.0 26.3	19.9 20.3	B C
<b>Note:</b> Highlight indicates a significant impact									

### Ramps

The ramp from the northbound Van Wyck Expressway to westbound Northern Boulevard would deteriorate from LOS C to unacceptable LOS E during the weekday pre-game peak hour and would be significantly impacted (density increase of 19.3 pc/ln/mi). The ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway would deteriorate from LOS D to LOS E during the Saturday post-game peak hour and would be significantly impacted (density increase of 10.1 13.0 pc/ln/mi). The ramp from eastbound Astoria Boulevard and the Grand Central Parkway to the northbound Whitestone Expressway and eastbound Northern Boulevard would continue to operate at LOS F during the weekday and Saturday pre-game peak hours and would deteriorate from an acceptable LOS D to unacceptable LOS F during the Saturday post-game peak hour and would be significantly impacted (density increases of approximately 22 pc/ln/mi during both pre-game peak hours and about 75 102 pc/ln/mi during

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the Saturday post-game peak hour). The ramp from the westbound Grand Central Parkway toward Stadium Road and the Northbound Whitestone Expressway would deteriorate from LOS A/B to LOS F during the ~~weekday pre-game and Saturday post-game peak hours and would continue to operate at LOS F during the Saturday pre-game peak hour~~, and would be significantly impacted during ~~all game day peak hours~~ (density increases ~~from~~ of approximately ~~115-123~~ 88 pc/ln/mi). Also, the ramp from the southbound Whitestone Expressway to westbound Northern Boulevard would continue to operate at LOS F during the ~~weekday and Saturday pre-game peak hours~~, and would be significantly impacted (density increases of about ~~43 to 135.8~~ 97 pc/ln/mi, respectively). Average speeds at the significantly impacted ramp locations would drop to 9 mph or less except for the ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway which would continue to operate at around 25 mph compared to the Phase 1A No Action condition.

Mitigation measures to improve overall highway network conditions are discussed in Chapter 21; “Mitigation.”

### PHASE 1B (2028) WITH ACTION CONDITIONS

The Phase 1B With Action volumes on the eastbound mainline of the Grand Central Parkway north of Roosevelt Avenue would increase by approximately 450 to 1,550 vehicles during all seven peak hours, a roughly 10 to 45 percent increase compared to 2028 No Action volumes; the east side of the westbound Grand Central Parkway split would increase by 340 to 750 vph, a 13 to 30 percent increase. The Whitestone Expressway would experience volume increases of approximately 110 to 365 vph in the northbound and southbound directions, an approximate 2 to 6 percent increase per direction compared with the No Action volumes. The Van Wyck Expressway volumes would increase by about 370 to 600 vph in the northbound direction during non-game and post-game peak hours and by 235 to 390 vph during game day peak hours, which are slightly lower due to the game day diversions of CitiField trips to the relocated parking lots. These increments represent a 5 to 15 percent increase compared to the No Action volume during all peak hours. Volumes along the southbound Van Wyck Expressway would increase by 385 to 965 during all peak hours, which is an increase of about 12 to 25 percent over the No Action volumes. The substantial increases on the Van Wyck Expressway in both directions would be due to traffic entering from and exiting to the new access ramps connecting the highway to the District.

#### *NON-GAME DAY*

**Table 14-73** shows the Phase 1B With Action levels of service, speeds and densities for the highway sections and ramps analyzed during the non-game-day peak hours. A discussion of these conditions and identification of significant impacts is provided below.

**Table 14-73**  
**Phase 1B (2028) With Action Highway Levels of Service Summary**  
**Non-Game Day**

Mainlines	Weekday AM			Weekday Midday			Weekday PM			Saturday Midday		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	37.2 36.9	32.4 36.7	D E	37.5 37.3	30.3 32.7	D	33.5 33.3	35.3 41.6	E	38.1 37.9	29.4 33.4	D
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	48.2	25.0 24.9	C	0.4 5.5	160.1 98.4	F	1.7 17.5	152.0 53.8	F	0.5 4.2	184.0 113.8	F
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	43.9 43.7	39.0 38.8	E	40.7 44.5	36.9 34.2	E D	34.4 43.2	54.2 37.4	F E	33.4 39.3	56.2 45.7	F
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	34.4 32.6	58.3 56.2	F	20.6 37.9	53.4 36.6	F E	33.0	46.5	F	37.7	42.9 41.9	E
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	35.4 35.6	36.3	E	38.3 38.2	30.7 31.9	D	29.0 38.2	48.9 39.5	F E	40.5 40.3	32.7 34.9	D
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	45.1 44.7	18.8 26.2	B C	45.8 45.3	16.1 21.2	B C	35.4 35.0	34.4 48.3	D E	37.5 37.2	17.6 22.6	B C
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	8.9 8.6	126.7 125.4	F	12.2 16.0	67.5 53.3	F	20.3 26.7	56.0 43.7	F	7.6 7.9	116.5 115.8	F
<b>Ramps</b>												
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	34.5 34.4	18.4 17.1	B	34.0	16.4 17.9	B	33.4 33.1	20.8 24.9	C	33.9 33.8	15.7 18.8	B
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	26.8 26.4	30.2 27.8	D C	25.6 24.5	28.1 29.7	D	25.5 24.2	28.6 26.0	D C	24.8 23.4	34.5 31.9	D
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	23.3 23.1	35.7 36.3	E	3.9 23.3	111.8 29.5	F D	13.2 24.1	48.7 27.2	F C	17.5 18.3	35.6 35.2	E
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	33.4 32.8	42.2 17.7	B	44.7 43.5	11.7 16.3	B	47.0 34.0	69.4 28.7	F D	42.2 37.3	12.6 18.9	B
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.3 28.4	24.7 23.4	C	28.0 27.9	26.9 27.8	C	26.3 22.2	30.5 33.9	D	25.9 26.5	34.7 34.1	D
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	41.5 41.6	6.2 6.3	A	41.5	7.7 8.1	A	3.1 39.0	58.9 20.6	F C	39.8 39.7	8.1 7.8	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.7	25.6 23.7	C	33.7	26.1 10.8	G B	33.0	35.0 35.4	E	33.6 33.5	26.2 27.2	C
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	29.1 13.9	45.3 22.3	B C	28.8 29.1	11.7 12.1	B	31.7 31.8	46.8 17.3	B	5.7 30.3	23.7 10.4	G B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	29.9	23.3 23.7	C	31.2	8.1 10.8	A B	32.0	10.5 12.3	B	39.3 39.0	7.6 8.3	A
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	4.4 5.9	124.7 133.3	F	3.0 4.3	134.2 145.6	F	1.9 6.0	137.9 143.3	F	2.8 3.7	126.6 146.5	F
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	1.1 27.3	193.6 20.4	F C	0.1 1.5	247.0 209.3	F	0.1 2.2	224.7 192.5	F	0.2 0.7	235.2 227.5	F
Ramp from Whitestone Expressway SB to Northern Boulevard WB	4.0 3.9	195.4 197.3	F	1.6 3.4	208.0 202.3	F	3.9 6.5	195.3 143.5	F	3.5 3.0	200.2 207.9	F

Note: Highlight indicates a significant impact

*Mainlines*

Because of the increase in volume on the highway network, most analyzed highway mainline locations would operate at LOS D, E or F during most of the non-game day peak hours, with the exception of the northbound Whitestone Expressway which would operate at LOS B C during the weekday AM, weekday midday, and Saturday midday peak hours, and the east side of the westbound Grand Central Parkway split which would operate at LOS C during the weekday



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AM peak hour. Under the Phase 1B With Action condition, the east side of the westbound Grand Central Parkway mainline split would deteriorate from acceptable LOS B<sub>s</sub> and C<sub>s</sub> and D to LOS F during the weekday midday, weekday PM, and Saturday midday peak hours (density increases of approximately ~~127 to 156~~ 28 to 86 pc/mi/ln) compared to the Phase 1B No Action condition and would be significantly impacted. Average travel speeds along this segment would decrease from around 40 mph to ~~2~~ 18 mph or less during these peak hours. The west side of the westbound Grand Central Parkway mainline split would deteriorate from LOS C<sub>s</sub>, D and E to LOS D<sub>s</sub>, E<sub>s</sub> and F during the weekday midday, weekday PM and Saturday midday peak hours and would be significantly impacted (density increases of about ~~9 to 17~~ 4 to 7 pc/mi/ln). Average travel speeds along this segment would drop approximately ~~5 to 10~~ 1 to 5 mph (to the ~~33-40~~ 40-45 mph range) during these peak hours. The northbound Van Wyck Expressway would deteriorate to LOS E or F during all non-game peak hours and would be significantly impacted. Density increases along this segment would range from approximately 5 to ~~23~~ 7 pc/mi/ln and average travel speeds would drop by 1 to ~~18~~ 2 mph, ~~the most significant of which would occur during the weekday midday peak hour.~~ The southbound Van Wyck Expressway mainline would deteriorate from LOS ~~D<sub>s</sub> C~~ to LOS E in the weekday AM peak hour; LOS C to unacceptable LOS D in the weekday midday peak hour; and unacceptable LOS D to LOS E in the weekday PM peak hour, and would be significantly impacted (density increase of about ~~8~~ 5 to 9 pc/mi/ln). The southbound Whitestone Expressway would operate at LOS F during all non-game day peak hours and would be significantly impacted (density increases of ~~20 to 86~~ 8 to 85 pc/mi/ln). Average speeds along this segment would decrease by ~~12~~ 5 to 26 mph.

### *Ramps*

The ramp from the northbound Van Wyck Expressway to eastbound Northern Boulevard would deteriorate from marginally acceptable LOS D to unacceptable LOS D during the Saturday midday peak hour and would be significantly impacted (density increase of 11 pc/ln/mi). The ramp from the northbound Van Wyck Expressway to westbound Northern Boulevard would deteriorate from LOS B<sub>s</sub>, C<sub>s</sub>, and D to LOS E and F during weekday AM, midday, and PM, and Saturday midday peak hours, and would be significantly impacted (density increases of 3 to ~~9~~ 20 pc/ln/mi). Average travel speeds on this ramp would drop by ~~10 to 20~~ 8 mph or less during these peak hours. ~~The ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway would deteriorate from LOS C to LOS F during the weekday PM peak hour and would be significantly impacted (density increase of 49 pc/ln/mi), and would experience an 8 mph drop in average travel speed (from 55 mph to 47 mph).~~ The ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway would deteriorate from acceptable LOS C and D to unacceptable LOS D during the weekday PM and Saturday midday peak hours and would be significantly impacted (density increase of ~~6~~ 5 to 11 pc/ln/mi). Three ramps, from eastbound Astoria Boulevard and the Grand Central Parkway to the northbound Whitestone Expressway and eastbound Northern Boulevard, from the westbound Grand Central Parkway toward Stadium Road and the northbound Whitestone Expressway, and from the southbound Whitestone Expressway to westbound Northern Boulevard, would all deteriorate from mostly LOS A, B and C to LOS F during all non-game peak hours with the exception of the ramp from the westbound Grand Central Parkway toward Stadium Road and the northbound Whitestone Expressway during the weekday AM peak hour, and would be significantly impacted (density increases of ~~97 to 239~~ 76 to 221 pc/ln/mi). Average travel speeds along these ramps would drop by ~~6~~ 2 to 44 mph, and all impacted ramps would experience average speeds of 4 mph or less.

*GAME DAY*

**Table 14-74** shows the Phase 1B With Action levels of service, speeds and densities for the highway sections and ramps analyzed during the game day peak hours. A discussion of these conditions and identification of significant impacts is provided below.

*Mainlines*

Under Phase 1B With Action conditions on a day with a Mets game, most analyzed highway mainline locations would operate at LOS D, E or F during pre-game and post-game peak hours. The east side of the westbound Grand Central Parkway mainline split ~~would continue to operate at LOS F during the Saturday pre-game peak hour and~~ would deteriorate from LOS D to LOS F ~~and during the Saturday post-game pre-game peak hour and~~ would be significantly impacted (with ~~density increases of 59 and 17~~ a density increase of 16 pc/mi/ln, ~~respectively~~). Average speeds along the impacted segments would decrease by ~~11 to 14~~ approximately 12 mph. The west side of the westbound Grand Central Parkway mainline split would operate at LOS E during all game day peak hours and would be significantly impacted during the Saturday post-game peak hour (density increase of approximately ~~3~~ 2 pc/mi/ln). The northbound Van Wyck Expressway would continue to operate at LOS E during all game day peak hours (density increases of 2 to 4 pc/mi/ln) and would be significantly impacted. The southbound Van Wyck Expressway would continue to operate at LOS E during the weekday pre-game peak hour and would be significantly impacted (density increase of approximately 6 pc/mi/ln). ~~The northbound Whitestone Expressway would continue to operate at LOS E during the weekday pre-game peak hour (density increase of 2 pc/mi/ln) and would be significantly impacted.~~ The southbound Whitestone Expressway would deteriorate from LOS D to LOS ~~F~~ E during the Saturday pre-game peak hour and would be significantly impacted (density increases of ~~34~~ 11 pc/mi/ln). The average travel speed along this segment would decrease by about ~~19~~ 9 mph (from 34 mph to ~~15~~ 25 mph).

*Ramps*

The ramp from the northbound Van Wyck Expressway to eastbound Northern Boulevard would deteriorate from ~~LOS C~~ acceptable LOS D to unacceptable LOS D during the Saturday pre-game peak hour and would be significantly impacted (density increase of 5 pc/ln/mi). The ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway would deteriorate from LOS ~~B~~ C to LOS ~~F~~ E during the ~~Saturday~~ weekday pre-game peak hour and would be significantly impacted (density increase of ~~49~~ about 22 pc/ln/mi). The average travel speed at this ramp would decrease by ~~33~~ 15 mph (~~to 2 mph~~) during the impacted peak hour. The ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway would deteriorate from marginally acceptable LOS D to unacceptable LOS ~~D~~ E during the Saturday pre-game peak hour and would be significantly impacted (density increase of ~~7~~ about 16 pc/ln/mi).

Table 14-74  
Phase 1B (2028) With Action Highway Level of Service Summary  
Game Day

Mainlines	Weekday Pregame			Saturday Pregame			Saturday Postgame		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	38.2 38.0	37.1 39.5	E	35.9 35.5	34.1 40.8	D F	29.2 29.3	56.7	F
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	38.8	30.9 31.0	D	4.1 23.7	122.7 49.7	F	24.4 35.3	46.9 33.0	F D
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	44.4 44.2	36.4 36.3	E	40.5 43.3	36.4 36.2	E	42.2 41.6	38.6 38.4	E
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	38.2	38.6 38.5	E	36.2 35.0	42.4 42.5	E	34.5 40.2	40.0 40.2	E
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	32.8 35.6	43.7 41.1	E	46.7 46.6	27.3 30.8	C D	47.1 46.9	24.3 25.0	C
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	39.9	43.7 45.7	E F	39.0 38.7	49.8 31.9	B D	38.8 38.7	28.9 36.0	D E
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	9.8	116.4 114.6	F	44.8 24.9	61.2 41.0	F E	29.3	30.9	D
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	34.3 34.1	47.0 18.0	B	34.6	42.6 15.4	B	33.5 33.2	24.5 27.1	C
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	23.0	26.4 28.1	C D	32.5 22.2	34.4 34.7	D	22.8 22.9	29.6 29.0	D
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	25.3	14.2 13.8	B	28.9 31.0	12.0 11.4	B	30.5 30.6	19.5 19.4	B
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	36.6 23.9	26.6 43.0	C E	2.3 33.0	60.0 24.7	F C	26.4 26.0	27.2 32.1	C D
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	27.4 21.5	23.0 28.4	C D	25.4 19.6	34.8 43.9	D E	27.8 27.3	23.3	C
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	38.3	26.8 27.0	C	40.7 39.6	27.5 10.3	C B	39.7 39.6	8.0 8.2	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.5 33.6	25.3 25.6	C	33.2 33.1	47.9 18.5	B	32.8	28.7 28.8	D
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	48.5 32.2	47.2 11.8	B	27.4 27.3	47.7 19.0	B	26.3 25.1	23.0 23.9	C
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	39.9 30.8	40.0 10.2	B	38.8 38.7	8.4 9.4	A	38.2	6.5 7.2	A
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	6.9 18.5	144.4 59.0	F	3.5 6.4	128.2 127.0	F	6.9 9.5	144.7 109.3	F
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	45.7 35.0	49.8 23.9	F C	1.5 14.1	205.7 61.9	F	1.3 2.6	189.3 170.8	F
Ramp from Whitestone Expressway SB to Northern Boulevard WB	8.7	169.4 157.8	F	6.5 10.2	136.7 124.9	F	22.4 25.2	34.6 29.8	D

Note: Highlight indicates a significant impact

Three ramps providing direct access to the District would be significantly impacted during all game day peak hours; however, they would generally be impacted to a lesser degree as compared to Phase 1A. This is because the Mets game-generated traffic that would use these ramps to access interim parking within the district would be diverted to the replacement parking facilities south of Roosevelt Avenue under Phases 1B and 2, and thus would no longer use these ramps. The ramp from eastbound Astoria Boulevard and the Grand Central Parkway to the northbound Whitestone Expressway and eastbound Northern Boulevard would continue to operate at LOS F during the weekday and Saturday pregame peak hour, and would deteriorate from marginally acceptable LOS D to unacceptable LOS F during the Saturday post-game peak hour and would be significantly impacted (density increases of approximately 7 to 9 pc/ln/mi during both pre-game peak hours and about 86 of approximately 81 pc/ln/mi during the Saturday post-game peak hour). The average travel speed at this ramp would decrease by 29 26 mph

during the Saturday post-game peak hour and would operate with average speeds of ~~4 to 7~~ 6 to 19 mph during game day peak hours. The ramp from the westbound Grand Central Parkway toward Stadium Road and the northbound Whitestone Expressway would deteriorate from LOS A and B to LOS F during the ~~weekday~~ Saturday pre-game and Saturday post-game peak hours ~~and would continue to operate at LOS F during the Saturday pre-game peak hour~~, and would be significantly impacted ~~during all game day peak hours~~ (density increases ranging from approximately ~~38-180~~ 46 to 162 pc/ln/mi). Average travel speeds during these two peak hours at this location would range from ~~1 to 16~~ 2 to 14 mph (decreasing by ~~26 mph during weekday pre-game and 41~~ 39 mph during Saturday post-game conditions). Also, the ramp from the southbound Whitestone Expressway to westbound Northern Boulevard would continue to operate at LOS F during the Saturday pre-game peak hour ~~and would deteriorate from LOS B to unacceptable LOS D during the Saturday post-game peak hour~~, and would be significantly impacted during the Saturday pre-game ~~and post-game~~ peak hours (density increases of ~~7 to 55~~ pc/ln/mi).

Mitigation measures to improve overall highway network conditions are discussed in Chapter 21; “Mitigation.”

## PHASE 2 (2032) WITH ACTION CONDITIONS

The Phase 2 With Action condition encompasses the entire proposed development program and Lot B development trips. As a result, volumes on the eastbound mainline of the Grand Central Parkway north of Roosevelt Avenue would increase by approximately 950 to 2,100 vehicles during all seven peak hours, a roughly 17 to 52 percent increase compared to 2032 No Action conditions; the east side of the westbound Grand Central Parkway split would increase by 500 to 950 vph, a 19 to 40 percent increase. The Whitestone Expressway would experience volume increases of approximately 175 to 600 vph in the northbound and southbound directions, an approximate 3 to 11 percent increase per direction compared with the No Action volumes. The Van Wyck Expressway volumes would increase by about 700 to 1,100 vph in the northbound direction during non-game and post-game peak hours and by 500 to 750 vph during game day peak hours, which are slightly lower due to the game day diversions of CitiField trips to the relocated parking lots. These increments represent an 11 to 27 percent increase compared to the No Action volume during all peak hours. Volumes along the southbound Van Wyck Expressway would increase by 650 to 1,600 vph during all peak hours, which is an increase of about 21 to 41 percent over the No Action volumes. The substantial increases on the Van Wyck Expressway in both directions would be due to traffic entering from and exiting to the new access ramps connecting the highway to the District.

### *NON-GAME DAY*

**Table 14-75** shows the Phase 2 With Action levels of service, speeds and densities for the highway sections and ramps analyzed during the non-game-day peak hours. A discussion of these conditions and identification of significant impacts is provided below.

Table 14-75  
Phase 2 (2032) With Action Highway Levels of Service Summary  
Non-Game Day

Mainlines	Weekday AM			Weekday Midday			Weekday PM			Saturday Midday		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	37.8 37.5	28.8 32.1	D	38.0 37.8	20.2 24.9	C	33.6 33.2	35.8 41.2	E	38.3 38.0	26.2 25.5	C
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	6.7 48.0	74.5 26.1	F C	0.0 1.4	181.4 140.9	F	0.4 3.0	184.8 137.1	F	0.0 0.9	200.2 158.0	F
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	44.2 43.5	39.7 40.3	F E	33.9 38.2	45.9 43.1	F E	36.3 39.8	54.0 42.8	F E	34.2 27.6	48.8 56.1	F
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	47.4 17.3	94.6 94.1	F	8.2 14.3	140.8 77.5	F	22.4 32.7	67.9 49.2	F	42.9 28.6	106.7 56.1	F
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	35.4 37.0	33.2 30.4	D	38.3 38.4	27.5 29.1	G D	38.9 38.9	36.4 35.6	E	34.8 40.9	33.8 28.3	D
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	45.3 44.7	45.6 23.7	B C	46.0 45.3	12.1 15.5	B	35.5 35.1	36.4 46.3	E F	37.6 37.3	45.0 16.1	B
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	20.3 5.2	57.9 144.1	F	5.7 4.8	140.9 131.1	F	44.2 17.4	89.6 66.4	F	4.4 4.3	147.2 149.1	F
<b>Ramps</b>												
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	34.2 34.6	20.4 16.9	G B	34.0 34.2	12.8	B	33.3 33.4	48.3 20.3	B C	34.0 34.1	43.6 14.4	B
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	26.5 26.8	27.2 26.1	C	9.8 24.8	53.6 28.0	F C	10.4 24.6	44.1 23.1	F C	7.2 28.6	59.2 33.9	F D
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	41.6 14.8	54.4 53.2	F	2.9 120.5	93.4	F	7.2 8.1	58.7 39.2	F E	4.7 7.5	77.9 80.6	F
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	33.6 32.8	9.8 15.1	A B	44.8 44.1	8.5 13.2	A B	38.6 7.2	49.9 76.0	B E	43.4 43.0	9.5 11.9	A B
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	27.9 28.0	27.5 25.9	C	27.5 26.7	27.7 29.0	G D	24.6 6.6	29.2 115.9	D E	24.2 25.7	40.5 35.7	E
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	41.5	6.7	A	41.5	8.3 8.5	A	38.9 38.8	20.2 20.8	C	39.8 39.7	7.9 8.5	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.3 33.8	30.9 21.0	D C	33.6 33.7	20.7 18.2	G B	33.4 33.2	30.3 29.7	D	33.7 33.8	22.7 20.6	C
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	30.3 28.7	49.6 13.9	B	0.1 57.2	48.0	F	31.7 31.5	47.8 17.5	B	30.6 30.1	10.8 10.1	B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	30.0	24.6 17.5	G B	34.3 31.2	6.2 6.9	A	32.4 32.0	8.7 10.3	A B	39.6 39.4	6.2 6.5	A
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	2.7 4.7	132.3 143.3	F	4.5 1.7	144.9 150.4	F	3.1 4.3	138.6 151.6	F	1.8 2.1	144.2 135.5	F
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	0.4 4.8	225.6 108.8	F	0.0 0.5	241.6 226.8	F	0.0 1.0	235.0 227.5	F	0.0 0.4	243.5 234.4	F
Ramp from Whitestone Expressway SB to Northern Boulevard WB	5.2 2.0	106.4 217.9	F	1.2 1.4	226.5 221.6	F	3.0 2.6	204.6 213.4	F	1.5 2.0	214.8 212.6	F

Note: Highlight indicates a significant impact

*Mainlines*

Because of the increase in volume on the highway network under the Phase 2 With Action, most analyzed highway mainline locations would operate at LOS D, E or F during most of the non-game day peak hours, with the exception of the northbound Whitestone Expressway which would operate at LOS B and C during the weekday AM, weekday midday, and Saturday midday peak hours, and the eastbound Grand Central Parkway split which would operate at LOS C

during the weekday and Saturday midday peak hours, and the east side of the westbound Grand Central Parkway mainline split which would operate at LOS C during the weekday AM peak hour, and the southbound Van Wyck Expressway mainline which would operate at LOS C during the weekday midday peak hour.

The east side of the westbound Grand Central Parkway mainline split would deteriorate from LOS B, C, or D to LOS F during all the weekday midday, PM, and Saturday midday non-game peak hours (density increases of approximately ~~49 to 172~~ 112 to 130 pc/mi/ln) compared to the Phase 2 No Action condition and would be significantly impacted. Average travel speeds along this segment would decrease from the ~~40-50~~ 35 to 45 mph range to ~~6-4~~ mph or less during the weekday midday, PM, and Saturday midday peak hours. The west side of the westbound Grand Central Parkway mainline split would deteriorate from LOS D and E to LOS E and F during ~~the weekday midday, weekday PM and Saturday midday peak hour~~ all non-game peak hours and would be significantly impacted (density increases of about ~~10 to 20~~ 2 to 17 pc/mi/ln). Average travel speeds along this segment would drop approximately ~~9 to 12~~ 1 to 16 mph (to the ~~30-35~~ 25 to 45 mph range) during these peak hours. The northbound Van Wyck Expressway would deteriorate to LOS F during all non-game peak hours and would be significantly impacted. Density increases along this segment would range from approximately ~~28 to 80~~ 9 to 44 pc/mi/ln and average travel speeds would drop by ~~11 to 30~~ 1 to 25 mph and would operate with speeds of ~~10 to 22~~ 14 to 33 mph, the most significant of which would occur during the weekday midday peak hour. ~~The southbound Van Wyck Expressway mainline would deteriorate from marginally acceptable LOS D to unacceptable LOS D in the weekday AM peak hour and would be significantly impacted (density increase of about 5 pc/mi/ln).~~ The southbound Whitestone Expressway would operate at LOS F during all non-game day peak hours and would be significantly impacted (density increases of ~~10 to 116~~ 30 to 118 pc/mi/ln). Average speeds along this segment would decrease by ~~6 to 29~~ 14 to 30 mph.

### *Ramps*

The ramp from the northbound Van Wyck Expressway to eastbound Northern Boulevard would deteriorate from ~~LOS B, C or marginally acceptable LOS D during the non-game weekday midday, weekday PM and Saturday midday peak hours~~ LOS C to unacceptable LOS D during the Saturday midday peak hour and would be significantly impacted (density increases of ~~25 to 35~~ about 7 pc/ln/mi), ~~with average travel speeds decreasing (by about 15 mph) to the 7-10 mph range.~~ The ramp from the northbound Van Wyck Expressway to westbound Northern Boulevard would deteriorate from LOS ~~B, C~~ and D to LOS F during ~~all the weekday AM, midday, and Saturday midday~~ peak hours and to LOS E during the weekday PM peak hour, and would be significantly impacted (density increases of ~~23 to 73~~ 20 to 101 pc/ln/mi). Average travel speeds on this ramp would drop by about ~~10-8~~ to 20 mph during these peak hours, and would experience travel speeds of about 3 to ~~42~~ 15 mph. The ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway would deteriorate from marginally acceptable LOS D to LOS E during the Saturday midday peak hour and would be significantly impacted (density increase of ~~11-6~~ 6 pc/ln/mi). The ramp from the southbound Whitestone Expressway to the eastbound Grand Central Parkway would deteriorate from LOS B to LOS F during the weekday midday peak hour and would be significantly impacted (density increase of ~~37-46~~ 46 pc/ln/mi) with the average travel speed also decreasing to less than 1 mph.

Three ramps leading into the District—the ramp from eastbound Astoria Boulevard and the Grand Central Parkway to the northbound Whitestone Expressway and eastbound Northern Boulevard, the ramp from the westbound Grand Central Parkway toward Stadium Road and the ~~N~~ northbound Whitestone Expressway, and the ramp from the southbound Whitestone

## Willets Point Development

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Expressway to westbound Northern Boulevard—would deteriorate from LOS A, B, ~~and C~~, or D to LOS F or would continue to operate at LOS F during all non-game peak hours and would be significantly impacted (density increases of ~~97 to 239~~ 101 to 226 pc/ln/mi) ~~except at the ramp from the southbound Whitestone Expressway to Northern Boulevard during the weekday AM peak hour (which would continue to operate at LOS F but would not be impacted)~~. Average travel speeds along these ramps would drop by ~~6 to 44~~ 2 to 43 mph, and all ramps would experience average speeds of 4 mph or less.

### GAME DAY

**Table 14-76** shows the Phase 2 With Action levels of service, speeds and densities for the highway sections and ramps analyzed during the game day peak hours. A discussion of these conditions and identification of significant impacts is provided below.

### Mainlines

Under the Phase 2 With Action condition on a day with a Mets game, most analyzed highway mainline locations would operate at LOS D, E or F during pre-game and post-game peak hours. ~~The eastbound Grand Central Parkway mainline would deteriorate from LOS D to LOS E during the weekday pre-game peak hour and would be significantly impacted (density increase of about 2 pc/mi/ln).~~ The east side of the westbound Grand Central Parkway mainline split would operate at ~~LOS E or F unacceptable LOS D or LOS F~~ during ~~all game day the weekday pre-game and Saturday post-game~~ peak hours (density increases of about ~~15~~ 5 pc/mi/ln during the weekday ~~and Saturday~~ pre-game peak hours and of ~~150~~ 70 pc/mi/ln during the Saturday post-game peak hour) and would be significantly impacted. ~~Average travel speeds along this segment would decrease to less than 1 mph during Saturday pre-game and post-game peak hours.~~ The west side of the westbound Grand Central Parkway mainline split would deteriorate from LOS D to LOS E during the weekday pre-game peak hour and from LOS E to LOS F during the Saturday post-game peak hour and would be significantly impacted (density increases of ~~3~~ 2 to ~~16~~ 10 pc/mi/ln).

The northbound Van Wyck Expressway would continue to operate at LOS E or F during all game day peak hours and would be significantly impacted during ~~the Saturday pre-game and post-game~~ all game day peak hours (density increases of ~~9 to 52~~ 5 to 8 pc/mi/ln). ~~The northbound Whitestone Expressway would continue to operate at LOS E during the weekday pre-game peak hour (density increase of 3 pc/mi/ln) and would be significantly impacted.~~ The southbound Whitestone Expressway would deteriorate to LOS F during all game day peak hours and would be significantly impacted (density increases of ~~19~~ 18 to ~~23~~ 34 pc/mi/ln). The average travel speed along this segment would decrease by about ~~0.5~~ 4 mph during the weekday pre-game peak hour and ~~13-16~~ 13-20 mph during the Saturday pre-game and post-game peak hours.

**Table 14-76  
Phase 2 (2032) With Action Highway Level of Service Summary  
Game Day**

Mainlines	Weekday Pregame			Saturday Pregame			Saturday Postgame		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	38.3 36.2	35.4 37.7	E	36.2 36.0	29.3 33.3	D	29.9 29.5	42.6 50.6	E F
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	26.2 38.7	42.6 32.0	E D	0.7 23.9	157.7 32.5	F D	0.4 6.3	179.4 98.5	F F
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	44.1	37.7 37.3	E	42.2 43.4	28.6 36.4	D E	39.2 39.4	52.7 45.8	F
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	37.7 37.5	41.6 42.0	E	42.3 34.4	92.8 47.8	F	33.6 33.8	46.0 44.7	E
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	41.5	29.9 31.8	D	46.7	28.4 27.7	D C	47.2 47.0	24.4 25.2	C
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	40.0 39.8	42.6 48.2	E E	38.9 38.6	16.8 22.2	B C	39.3 38.5	21.4 32.1	G D
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	6.3 4.7	130.7 141.0	F	18.4 13.9	69.4 64.4	F	16.8 15.9	52.7 52.3	F
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	34.3 34.1	17.7 18.0	B	34.5 34.6	11.6 14.5	B	33.4 33.2	18.6 23.4	B
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	22.8	33.6	D	7.4 22.6	60.2 37.7	F E	49.7 39.0	36.3 31.9	E D
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	22.4 13.6	16.6 27.6	B C	28.5 27.7	19.0 13.8	A B	11.4 12.1	44.7 27.4	E C
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	37.4 36.9	25.2 28.9	C D	39.8 30.9	67.0 21.1	F C	27.2 26.4	16.4 24.1	B C
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	27.2 27.1	25.2 24.3	C	11.8 10.8	70.3 77.0	F	27.3 26.3	26.6 26.9	C
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	38.2 38.4	27.4 27.2	C	2.7 39.7	46.0 10.2	F B	39.6 39.7	9.0 8.5	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.7	20.9 20.6	C	33.2	17.7 17.6	B	32.9 32.8	29.0 28.5	D
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	31.6 31.1	11.8 11.1	B	14.4 27.4	28.4 19.9	D B	25.3 25.2	23.5 23.1	C
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	31.0 30.9	7.9 5.3	A	38.9	8.2 7.9	A	38.2	5.4 5.5	A
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	6.4 12.5	119.6 87.5	F	1.2 4.5	133.1 141.9	F	3.2 5.0	129.3 146.3	F
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	7.6 37.0	89.2 22.9	F C	0.2 5.0	235.7 127.6	F	0.0 1.1	227.9 199.2	F
Ramp from Whitestone Expressway SB to Northern Boulevard WB	2.9 1.3	205.3 221.0	F	8.4 6.7	98.0 116.8	F	3.7 3.8	132.4 131.8	F

Note: Highlight indicates a significant impact

*Ramps*

The ramp from the northbound Van Wyck Expressway to eastbound Northern Boulevard would deteriorate from LOS C and marginally acceptable LOS D to unacceptable LOS D, or E or F during the three game day peak hours and would be significantly impacted (density increases of 7 to 30 6 to 8 pc/ln/mi). The ramp from northbound Van Wyck Expressway to westbound Northern Boulevard would deteriorate from LOS B to LOS E during the Saturday post game peak hour and would be significantly impacted (density increase of 33 pc/ln/mi), and would also decrease to an average travel speed of 11 mph. The ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway would deteriorate from LOS B to LOS F during the Saturday pre game peak hour and would be significantly impacted (density increase of 56 pc/ln/mi). The ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway would deteriorate from marginally acceptable LOS D to unacceptable LOS F during



the Saturday pre-game peak hour and would be significantly impacted (density increase of ~~42~~ 49 pc/l/mi). The average travel speed along this ramp would also decrease to 11 mph during this peak hour. ~~The ramp from eastbound Astoria Boulevard and eastbound Northern Boulevard to the northbound Whitestone Expressway would deteriorate from LOS A to LOS F during the Saturday pre-game peak hour (density increase of 37 pc/l/mi and would be significantly impacted). This ramp would experience a reduction in travel speed from 40 mph to 3 mph.~~ The ramp from eastbound Astoria Boulevard and the Grand Central Parkway to the northbound Whitestone Expressway and eastbound Northern Boulevard ~~would continue to operate at LOS F during the Saturday pre-game peak hour and~~ would deteriorate from marginally acceptable LOS D to unacceptable LOS F during the Saturday post-game peak hour and would be significantly impacted (density increases of ~~10~~ 118 pc/l/mi during the Saturday pre-game peak hour and density increase of 101 pc/l/mi during the Saturday post-game peak hour). The average travel speed at this ramp would decrease to ~~4 to 6~~ 5 mph during ~~all game day peak hours~~ the Saturday post-game peak hour. The ramp from the westbound Grand Central Parkway toward Stadium Road and the northbound Whitestone Expressway would deteriorate from LOS A to LOS F during the Saturday post-game peak hour and would ~~continue to operate at~~ deteriorate from LOS C to LOS F during the ~~weekday and~~ Saturday pre-game peak hours, and would be significantly impacted during ~~all game day~~ these peak hours (density increases ranging approximately ~~37 to 218~~ 108 to 190 pc/l/mi). Average travel speeds at this location would be ~~7~~ 5 mph or less during ~~all the Saturday pre-game and post-game~~ time periods. Also, the ramp from the southbound Whitestone Expressway to westbound Northern Boulevard would continue to operate at LOS F during the weekday and Saturday pre-game peak hours and would deteriorate from LOS B to LOS F during the Saturday post-game peak hour, and would be significantly impacted (density increases of ~~14 to 117~~ 42 to 118 pc/l/mi). The average travel speed at this location would decrease to ~~8~~ 7 mph or less during game day peak hours.

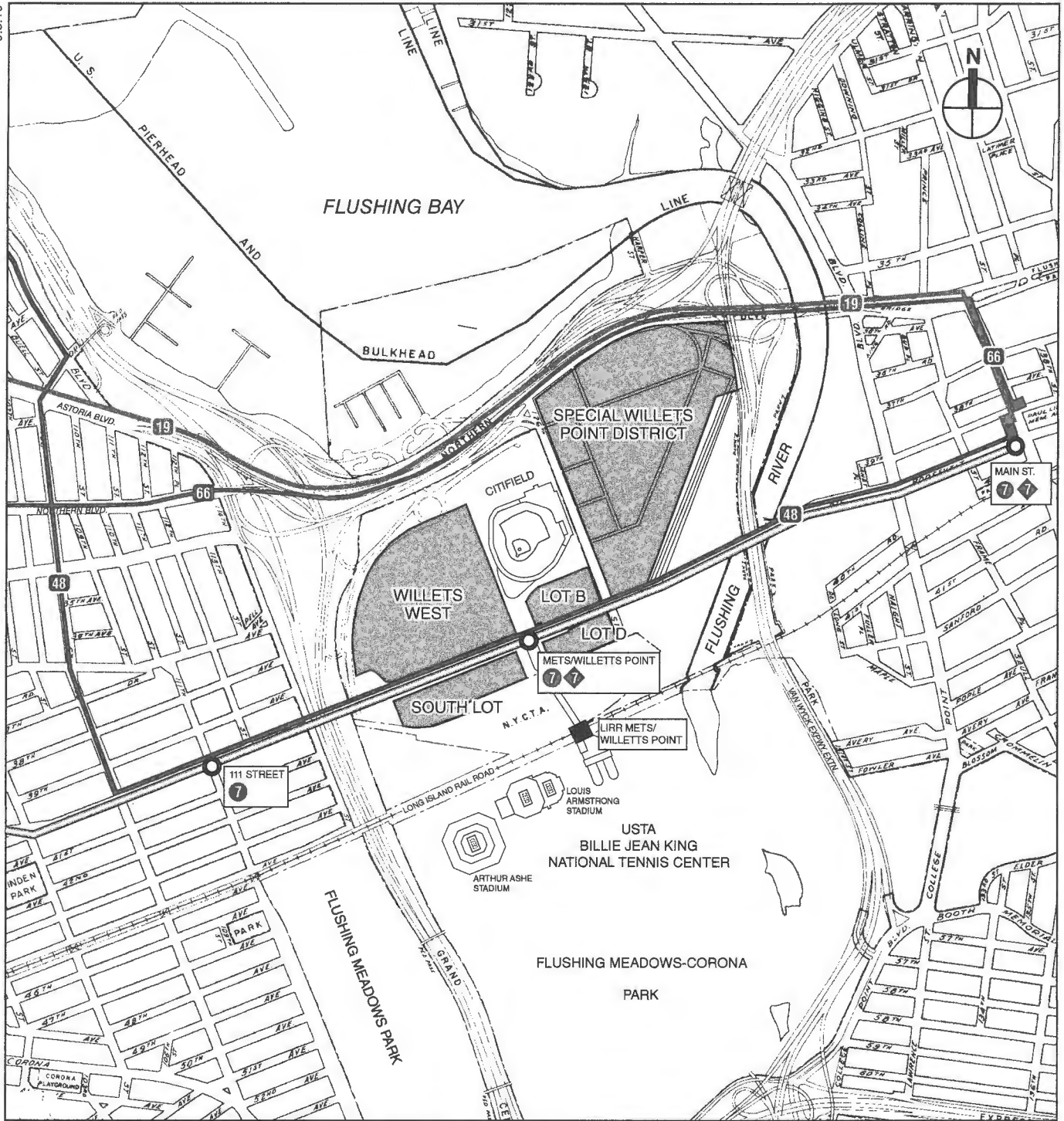
Mitigation measures to improve overall highway network conditions are discussed in Chapter 21, “Mitigation.”





## H. SCOPE OF ANALYSIS (TRANSIT AND PEDESTRIANS)

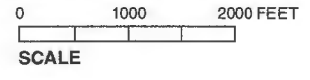
As described in the “Traffic and Parking” section, a travel demand projection was developed to identify the transportation elements likely to be affected by the proposed project. Because the number of peak hour transit and pedestrian trips generated by the proposed project would exceed the 200 trip per hour threshold specified in the 2012 *City Environmental Quality Review (CEQR) Technical Manual*, quantified transit and pedestrian analyses are required.

### TRANSIT AND PEDESTRIAN STUDY AREAS

Mass transit options serving the project site include the Metropolitan Transportation Authority (MTA) New York City Transit (NYCT) No. 7 subway line, which operates above Roosevelt Avenue with a stop at the Mets-Willetts Point subway station; the MTA Bus Company Q19 and Q66, and NYCT Q48 bus routes, which travel along the northern and southern boundaries of CitiField and the District; and the MTA Long Island Rail Road (LIRR) at the Mets-Willetts Point LIRR station (game-day service only), which is accessible just south of the project site (see **Figure 14-4**). The transit analyses include a quantified assessment of control areas and circulation elements at the No. 7 Mets-Willetts Point subway station, a ridership and peak period train loading analysis for the No. 7 subway line, and a line-haul analysis for the Q19, Q48, and Q66 bus routes, which includes assessments of conditions at peak load points and at nearby bus stops. In addition, because NYCT expects that there would be notable transfer activities between



-  Project Site
-  Local Bus Route
-  Local Bus Route Number
-  Subway Route and Station



the No. 7 line and the N/Q lines at the Queensboro Plaza subway station (across the platform transfers), a detailed examination of line-haul conditions on the N/Q lines ~~will be~~ was prepared, in coordination with NYCT, ~~as part of this for the~~ Final SEIS. During the preparation of the 2008 FGEIS, the City had consulted with the MTA on extending regular LIRR service to the Mets-Willets Point station when the actual demand shows ~~that such~~ service improvement is warranted; ~~h-~~ However, because LIRR service is currently available only on game days at CitiField and at the United States Tennis Association (USTA) National Tennis Center (NTC) during the US Open, no quantified impact analysis was conducted for this transportation mode. The evaluation of pedestrian flow includes an analysis of the sidewalks, corner reservoirs, and crosswalks adjacent to CitiField and the District, along 114th Street, 126th Street, Northern Boulevard, and Roosevelt Avenue (see **Figure 14-5**). In addition, related pedestrian analyses were ~~will be~~ prepared for the three intersections (126th Street at 36th Avenue, 126th Street at 37th Avenue, and Northern Boulevard at 126th Place) where additional traffic analyses were ~~will also be~~ conducted and are presented in this ~~e~~ Final SEIS.

#### *SUBWAY SERVICE*

##### No. 7 line

The No. 7 subway line operates primarily along Roosevelt Avenue between Flushing, Queens, and midtown Manhattan. Local service is available 24 hours a day, and express service is available during the weekday AM peak period for travel to Manhattan and during the weekday PM peak period for travel to Flushing. Unscheduled express service is also supplemented during game days at CitiField and during the US Open. From 6:21 AM to 9:55 AM, the No. 7 train operates express service every 2 to 5 minutes and local service every 4 to 6 minutes to Manhattan. Flushing-bound, the No. 7 operates local every 3 to 6 minutes from 6:30 AM to 2:50 PM. The Flushing-bound express service begins at 2:55 PM and ends at 9:38 PM. Between 4:03 PM and 8:45 PM, the Flushing-bound No. 7 train operates express service every 2 to 5 minutes and local service every 5 to 8 minutes. When games occur on weekday evenings, there is express service to Manhattan for an hour after the end of the game. On Saturdays, there is local service every 4 to 6 minutes in both directions. On Sundays, the No. 7 train operates every 8 minutes during the morning and every 6 minutes during the afternoon in both directions.

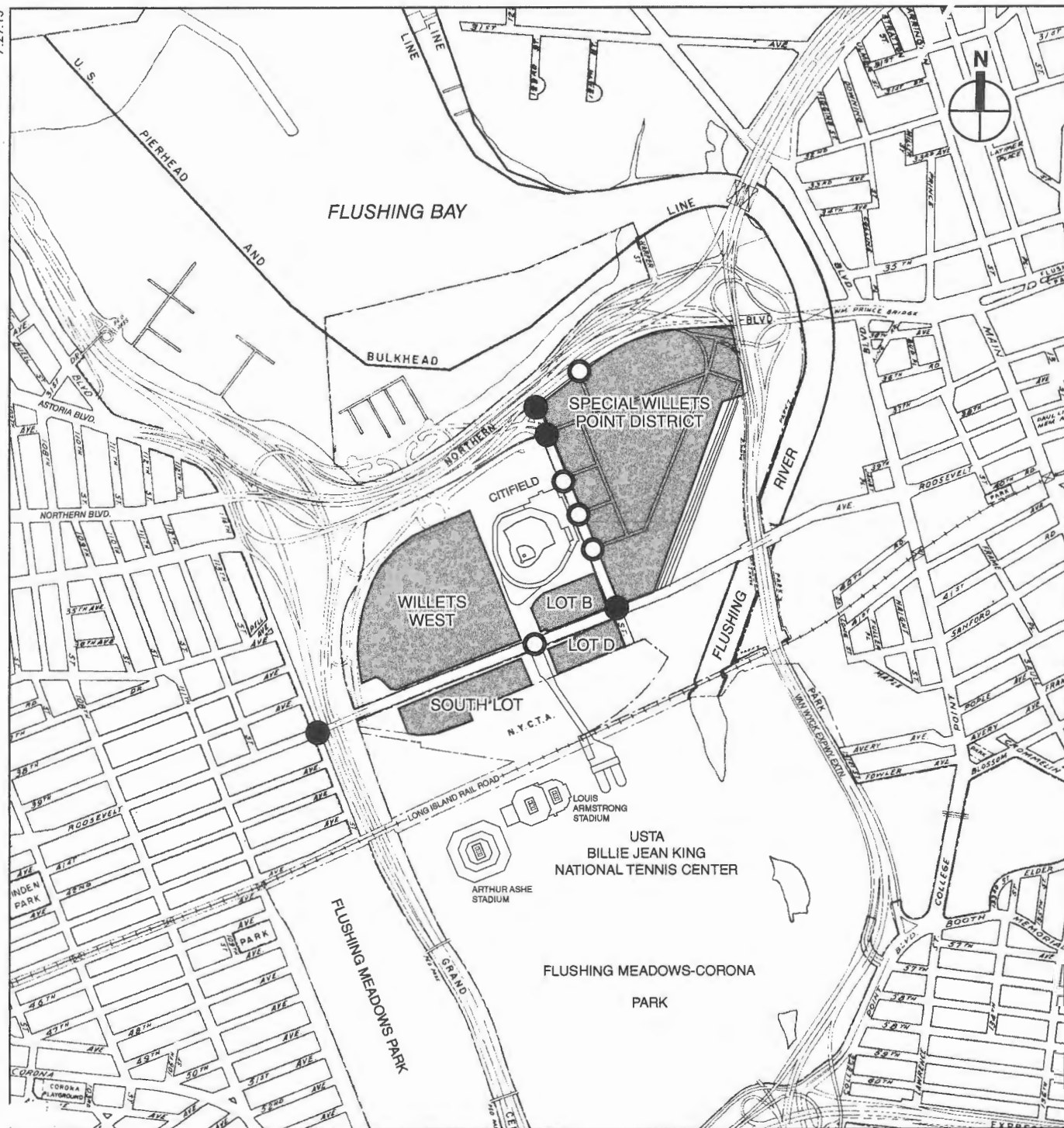
##### N/Q lines

The N subway line operates between Ditmars Boulevard, Queens, and Stillwell Avenue, Brooklyn at all times. It operates local in Queens and Manhattan and either express or local in Brooklyn depending on the time of day. During AM and PM commuter peak hours it operates with 6 to 8 minute headways.

The Q subway line operates between 57th Street/Seventh Avenue, Manhattan, and Stillwell Avenue, Brooklyn at all times, except weekdays from about approximately 6 AM to 11 PM when the route extends to operate between Astoria, Queens, and Stilwell Avenue, Brooklyn. The Q line operates express via Broadway to Canal Street. During AM and PM commuter peak hours it operates with 10 to 12 minute headways.

#### *BUS SERVICE*

There are three study area bus routes, Q48 operated by NYCT, and Q19 and Q66 operated by the MTA Bus Company. The Q48 operates between Flushing and LaGuardia Airport and makes stops in both eastbound and westbound directions within the study area along Roosevelt Avenue. The Q19 operates between Flushing and Astoria and the Q66 operates between Flushing and Long Island City and stops within the study area along Northern Boulevard. While the Q66



- Project Site
- Study Area Intersections Analyzed
- Intersections Added for Analysis under the future with the Proposed Project

0 1000 2000 FEET  
SCALE

**Willets Point Development**

makes stops in both eastbound and westbound directions, the Q19 makes stops in the eastbound direction only within the study area. All of these routes use standard buses with a guideline capacity of 54 passengers per bus. **Table 14-77** provides a summary of the weekday and weekend service headways of these bus routes.

**Table 14-77**  
**Local Bus Routes Serving the Study Area**

Bus Route	Start Point	End Point	Routing	Frequency of Bus Service (Headway in Minutes)				
				AM	Midday	PM	Pre-game Weekend	Post-game Weekend
Q19 (EB/WB)	Flushing	Astoria	via Northern Boulevard/ Astoria Boulevard	(20/20)	(20/20)	(20/20)	(30/30)	(30/30)
Q48 (EB/WB)	Flushing	LaGuardia Airport	via Roosevelt Avenue/ Ditmars Boulevard	(15-20/15)	(20/20)	(15/20)	(20/20)	(20/20)
Q66 (EB/WB)	Flushing	Long Island City	via Northern Boulevard	(12/6)	(12/10)	(15/7-8)	(12/12)	(10/10)
Q66 (EB/WB)	Flushing	Woodside	via Northern Boulevard	(4-6/6)	(12/10)	(6/7-8)	(12/12)	(10/10)

**Source:** New York City Transit Bus Schedule(2011/2012)

*LIRR SERVICE*

The Port Washington Branch of the LIRR operates regular weekday local and express service, and weekend local only service between Port Washington and Penn Station. On game days at CitiField and during the US Open, it makes stops at the Mets-Willets Point LIRR station to accommodate event patrons.

*PEDESTRIAN ELEMENTS*

Numerous sidewalks, corner reservoirs, and crosswalks surrounding the project site were identified for analysis. These pedestrian elements, representing locations where most of the project-generated trips would be anticipated, are situated primarily along 126th Street between Roosevelt Avenue and Northern Boulevard and along Roosevelt Avenue between 114th and 126th Streets. Where appropriate, new pedestrian elements contemplated as part of the proposed project were incorporated into the analysis of probable impacts of the proposed project.

**OPERATIONAL ANALYSIS METHODOLOGY**

*SUBWAY STATION ELEMENTS*

The methodology for assessing station circulation (stairs, escalators, and passageways) and fare control (regular turnstiles, high entry/exit turnstiles, and high exit turnstiles) elements compares the user volume with the analyzed element’s design capacity, resulting in a volume-to-capacity (v/c) ratio.

For stairs, the design capacity considers the effective width of a tread, which accounts for railings or other obstructions, the friction or counter-flow between upward and downward pedestrians (up to 10 percent capacity reduction is applied to account for counter-flow friction), surging of exiting pedestrians (up to 25 percent capacity reduction is applied to account for detaining surges near platforms), and the average area required for circulation. For passageways, similar considerations are made. For escalators and turnstiles, capacities are measured by the number and width of an element and the NYCT optimum capacity per element,

also account for the potential for surging of exiting pedestrians. In the analysis for each of these elements, volumes and capacities are presented for 15-minute intervals.

The estimated v/c ratio is compared with NYCT criteria to determine a level of service (LOS) for the operation of an element, as summarized in **Table 14-78**.

**Table 14-78**  
**Level of Service Criteria for Subway Station Elements**

LOS	V/C Ratio
A	0.00 to 0.45
B	0.45 to 0.70
C	0.70 to 1.00
D	1.00 to 1.33
E	1.33 to 1.67
F	Above 1.67

**Source:** New York City Mayor's Office of Environmental Coordination, *CEQR Technical Manual* (January 2012 edition).

At LOS A (“free flow”) and B (“fluid flow”), there is sufficient area to allow pedestrians to freely select their walking speed and bypass slower pedestrians. When cross and reverse flow movement exists, only minor conflicts may occur. At LOS C (“fluid, somewhat restricted”), movement is fluid although somewhat restricted. While there is sufficient room for standing without personal contact, circulation through queuing areas may require adjustments to walking speed. At LOS D (“crowded, walking speed restricted”), walking speed is restricted and reduced. Reverse and cross flow movement is severely restricted because of congestion and the difficult passage of slower moving pedestrians. At LOS E (“congested, some shuffling and queuing”) and F (“severely congested, queued”), walking speed is restricted. There is also insufficient area to bypass others, and opposing movement is difficult. Often, forward progress is achievable only through shuffling, with queues forming.

#### *Significant Impact Criteria*

The determination of significant impacts for station elements varies based on their type and use. For stairs and passageways, significant impacts are defined in term of width increment threshold (WIT) based on the minimum amount of additional capacity that would be required either to mitigate the location to its service conditions (LOS) under the No Action levels, or to bring it to a v/c ratio of 1.00 (LOS C/D), whichever is greater. Significant impacts are typically considered to occur once the WITs in **Table 14-79** are reached or exceeded.

**Table 14-79**  
**Significant Impact Guidance for Stairs and Passageways**

With Action V/C Ratio	WIT for Significant Impact (inches)	
	Stairway	Passageway
1.00 to 1.09	8.0	13.0
1.10 to 1.19	7.0	11.5
1.20 to 1.29	6.0	10.0
1.30 to 1.39	5.0	8.5
1.40 to 1.49	4.0	6.0
1.50 to 1.59	3.0	4.5
1.60 and up	2.0	3.0

**Notes:** WIT = Width Increment Threshold  
**Sources:** New York City Mayor's Office of Environmental Coordination, *CEQR Technical Manual* (January 2012 edition).

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For escalators and control area elements, impacts are significant if the proposed action causes a v/c ratio to increase from below 1.00 to 1.00 or greater. Where a facility is already at or above its capacity (a v/c of 1.00 or greater) in the No Action condition, a 0.01 increase in v/c ratio is also significant.

### *SUBWAY AND BUS LINE HAUL CAPACITIES*

As per the *CEQR Technical Manual*, line-haul capacities are evaluated when a proposed action is anticipated to generate a perceptible number of passengers on particular subway and bus routes. For subways, if a subway line is expected to incur 200 or more passengers in one direction of travel during the commuter peak hours, a detailed review of ridership level at its maximum load point and/or other project-specific load points would be required to determine if the route's guideline (or practical) capacity would be exceeded. NYCT operates six different types of subway cars with different seating and guideline capacities. The peak period guideline capacity of a subway car, which ranges from 110 to 175 passengers, is compared with ridership levels to determine the acceptability of conditions.

Bus line-haul capacities are evaluated when a proposed action is anticipated to generate 50 or more bus passengers to a single bus line in one direction. The assessment of bus line-haul conditions involves analyzing bus routes at their peak load points and, if necessary, also their bus stops closest to the project site to identify the potential for the analyzed routes to exceed their guideline (or practical) capacities. NYCT and the MTA Bus Company operate three types of buses: standard and articulated buses, and over-the-road coaches. During peak hours, standard buses operate with up to 54 passengers per bus, articulated buses operate with up to 85 passengers per bus, and over-the-road coaches operate with up to 55 passengers per bus.

### *Significant Impact Criteria*

For subways, projected increases from the No Action condition within guideline capacity to a With Action condition that exceeds guideline capacity may be a significant impact if the proposed project is generating five more transit riders per car. Since there are constraints on what service improvements are available to NYCT, significant line-haul capacity impacts on subway routes are generally disclosed but would usually remain unmitigated. For buses, an increase in bus load levels greater than the maximum capacity at any load point is defined as a potential significant adverse impact. While subject to operational and fiscal constraints, bus impacts can typically be mitigated by increasing service frequency. Therefore, mitigation of bus line-haul capacity impacts, where appropriate, would be recommended for NYCT's approval.

### *PEDESTRIAN OPERATIONS*

The adequacy of the study area's sidewalks, crosswalks, and corner reservoir capacities in relation to the demand imposed on them is evaluated based on the methodologies presented in the 2010 HCM, pursuant to procedures detailed in the *CEQR Technical Manual*.

Sidewalks are analyzed in terms of pedestrian flow. The calculation of the average pedestrians per minute per foot (PMF) of effective walkway width is the basis for a sidewalk level of service (LOS) analysis. The determination of walkway LOS is also dependent on whether the pedestrian flow being analyzed is best described as "non-platoon" or "platoon." Non-platoon flow occurs when pedestrian volume within the peak 15-minute period is relatively uniform, whereas, platoon flow occurs when pedestrian volumes vary significantly with the peak 15-minute period. Such variation typically occurs near bus stops, subway stations, and/or where adjacent crosswalks account for much of the walkway's pedestrian volume. In addition to the pedestrian

flow, effective sidewalk width (i.e., part of the sidewalk that could be effectively used by pedestrians free of any obstructions) is another important parameter used in the analysis. In calculating the effective sidewalk width, the “shy distances” (i.e., the space left between pedestrians and building façades/curbs) are also taken into account.

Crosswalks and street corners are not easily measured in terms of free pedestrian flow, as they are influenced by the effects of traffic signals. Street corners must be able to provide sufficient space for a mix of standing pedestrians (queued to cross a street) and circulating pedestrians (crossing the street or moving around the corner). The HCM methodologies apply a measure of time and space availability based on the area of the corner, the timing of the intersection signal, and the estimated space used by circulating pedestrians.

The total “time-space” available for these activities, expressed in square feet-second, is calculated by multiplying the net area of the corner (in square feet) by the signal’s cycle length. ~~The analysis then determines the total circulation time for all pedestrian movements at the corner per signal cycle (expressed as pedestrians per second). The total pedestrian occupancy time (pedestrian-seconds, or “ped-sec”) at the corner is then calculated for the same signal cycle.~~ The ratio of net time-space divided by the pedestrian occupancy time ~~total pedestrian circulation volume per signal cycle~~ provides the LOS measurement of square feet per pedestrian (SFP).

Crosswalk LOS is also a function of time and space. Similar to the street corner analysis, crosswalk conditions are first expressed as a measurement of the available area (the crosswalk width multiplied by the width of the street) and the permitted crossing time. This measure is expressed in square feet-second. The average time required for a pedestrian to cross the street is calculated based on the width of the street and an assumed walking speed. The ratio of time-space available in the crosswalk to the total crosswalk pedestrian occupancy time is the LOS measurement of available square feet per pedestrian. The LOS analysis also accounts for vehicular turning movements that traverse the crosswalk. The LOS standards for sidewalks, corner reservoirs, and crosswalks are summarized in **Table 14-80**. The *CEQR Technical Manual* specifies acceptable LOS in Central Business District (CBD) areas is mid-LOS D or better, while acceptable LOS in non-CBD areas is within LOS C. Consistent with the traffic analysis, the CBD criteria were used in the pedestrian analyses.

**Table 14-80**  
**Level of Service Criteria for Pedestrian Elements**

LOS	Sidewalks		Corner Reservoirs and Crosswalks
	Non-Platoon Flow	Platoon Flow	
A	≤ 5 PMF	≤ 0.5 PMF	> 60 SFP
B	> 5 and ≤ 7 PMF	> 0.5 and ≤ 3 PMF	> 40 and ≤ 60 SFP
C	> 7 and ≤ 10 PMF	> 3 and ≤ 6 PMF	> 24 and ≤ 40 SFP
D	> 10 and ≤ 15 PMF	> 6 and ≤ 11 PMF	> 15 and ≤ 24 SFP
E	> 15 and ≤ 23 PMF	> 11 and ≤ 18 PMF	> 8 and ≤ 15 SFP
F	> 23 PMF	> 18 PMF	≤ 8 SFP

**Notes:** PMF = pedestrians per minute per foot; SFP = square feet per pedestrian.  
**Source:** New York City Mayor’s Office of Environmental Coordination, *CEQR Technical Manual* (January 2012 edition).



*SIGNIFICANT IMPACT CRITERIA*

The determination of significant pedestrian impacts considers the level of predicted deterioration in pedestrian flow or decrease in pedestrian space between the No Action and Action conditions. For different pedestrian elements, flow conditions, and area types, the CEQR procedure for impact determination corresponds with various sliding-scale formulas, as further detailed below.

*Sidewalks*

There are two sliding-scale formulas for determining significant sidewalk impacts. For non-platoon flow, the increase in average pedestrian flow rate (Y) in PMF needs to be greater or equal to 3.5 minus X divided by 8.0 (where X is the No Action pedestrian flow rate in PMF [ $Y \geq 3.5 - X/8.0$ ]) for it to be a significant impact. For platoon flow, the sliding-scale formula is  $Y \geq 3.03 - X/8.0$ . Since deterioration in pedestrian flow within acceptable levels would not constitute a significant impact, these formulas would apply only if the With Action pedestrian flow exceeds LOS C in non-CBD areas or mid-LOS D in CBD areas. **Table 14-81** summarizes the sliding scale guidance provided by the *CEQR Technical Manual* for determining potential significant sidewalk impacts.

**Table 14-81**  
**Significant Impact Guidance for Sidewalks**

Non-Platoon Flow				Platoon Flow			
Sliding Scale Formula: $Y \geq 3.5 - X/8.0$				Sliding Scale Formula: $Y \geq 3.03 - X/8.0$			
Non-CBD Areas		CBD Areas		Non-CBD Areas		CBD Areas	
No Action Ped. Flow (X, PMF)	Action Ped. Flow Incr. (Y, PMF)	No Action Ped. Flow (X, PMF)	Action Ped. Flow Incr. (Y, PMF)	No Action Ped. Flow (X, PMF)	Action Ped. Flow Incr. (Y, PMF)	No Action Ped. Flow (X, PMF)	Action Ped. Flow Incr. (Y, PMF)
7.5 to 7.8	≥ 2.6	--	--	3.5 to 3.8	≥ 2.6	--	--
7.9 to 8.6	≥ 2.5	--	--	3.9 to 4.6	≥ 2.5	--	--
8.7 to 9.4	≥ 2.4	--	--	4.7 to 5.4	≥ 2.4	--	--
9.5 to 10.2	≥ 2.3	--	--	5.5 to 6.2	≥ 2.3	--	--
10.3 to 11.0	≥ 2.2	10.4 to 11.0	≥ 2.2	6.3 to 7.0	≥ 2.2	6.4 to 7.0	≥ 2.2
11.1 to 11.8	≥ 2.1	11.1 to 11.8	≥ 2.1	7.1 to 7.8	≥ 2.1	7.1 to 7.8	≥ 2.1
11.9 to 12.6	≥ 2.0	11.9 to 12.6	≥ 2.0	7.9 to 8.6	≥ 2.0	7.9 to 8.6	≥ 2.0
12.7 to 13.4	≥ 1.9	12.7 to 13.4	≥ 1.9	8.7 to 9.4	≥ 1.9	8.7 to 9.4	≥ 1.9
13.5 to 14.2	≥ 1.8	13.5 to 14.2	≥ 1.8	9.5 to 10.2	≥ 1.8	9.5 to 10.2	≥ 1.8
14.3 to 15.0	≥ 1.7	14.3 to 15.0	≥ 1.7	10. to 11.0	≥ 1.7	10. to 11.0	≥ 1.7
15.1 to 15.8	≥ 1.6	15.1 to 15.8	≥ 1.6	11.1 to 11.8	≥ 1.6	11.1 to 11.8	≥ 1.6
15.9 to 16.6	≥ 1.5	15.9 to 16.6	≥ 1.5	11.9 to 12.6	≥ 1.5	11.9 to 12.6	≥ 1.5
16.7 to 17.4	≥ 1.4	16.7 to 17.4	≥ 1.4	12.7 to 13.4	≥ 1.4	12.7 to 13.4	≥ 1.4
17.5 to 18.2	≥ 1.3	17.5 to 18.2	≥ 1.3	13.5 to 14.2	≥ 1.3	13.5 to 14.2	≥ 1.3
18.3 to 19.0	≥ 1.2	18.3 to 19.0	≥ 1.2	14.3 to 15.0	≥ 1.2	14.3 to 15.0	≥ 1.2
19.1 to 19.8	≥ 1.1	19.1 to 19.8	≥ 1.1	15.1 to 15.8	≥ 1.1	15.1 to 15.8	≥ 1.1
19.9 to 20.6	≥ 1.0	19.9 to 20.6	≥ 1.0	15.9 to 16.6	≥ 1.0	15.9 to 16.6	≥ 1.0
20.7 to 21.4	≥ 0.9	20.7 to 21.4	≥ 0.9	16.7 to 17.4	≥ 0.9	16.7 to 17.4	≥ 0.9
21.5 to 22.2	≥ 0.8	21.5 to 22.2	≥ 0.8	17.5 to 18.2	≥ 0.8	17.5 to 18.2	≥ 0.8
22.3 to 23.0	≥ 0.7	22.3 to 23.0	≥ 0.7	18.3 to 19.0	≥ 0.7	18.3 to 19.0	≥ 0.7
> 23.0	≥ 0.6	> 23.0	≥ 0.6	> 19.0	≥ 0.6	> 19.0	≥ 0.6

**Notes:** PMF = pedestrians per minute per foot; Y = increase in average pedestrian flow rate in PMF; X = No Action pedestrian flow rate in PMF.  
**Sources:** New York City Mayor's Office of Environmental Coordination, *CEQR Technical Manual* (January 2012 edition).

*Corner Reservoirs and Crosswalks*

The determination of significant corner and crosswalk impacts is also based on a sliding scale using the following formula:  $Y \geq X/9.0 - 0.31$ , where Y is the decrease in pedestrian space in SFP and X is the No Action pedestrian space in SFP. Since a decrease in pedestrian space within acceptable levels would not constitute a significant impact, this formula would apply only if the Action pedestrian space falls short of LOS C in non-CBD areas or mid-LOS D in CBD areas.

Table 14-82 summarizes the sliding scale guidance provided by the *CEQR Technical Manual* for determining potential significant corner reservoir and crosswalk impacts.

**Table 14-82**  
**Significant Impact Guidance for Corners and Crosswalks**

Sliding Scale Formula: $Y \geq X/9.0 - 0.31$			
Non-CBD Areas		CBD Areas	
No Action Pedestrian Space (X, SFP)	Action Pedestrian Space Reduction (Y, SFP)	No Action Pedestrian Space (X, SFP)	Action Pedestrian Space Reduction (Y, SFP)
25.8 to 26.6	≥ 2.6	—	—
24.9 to 25.7	≥ 2.5	—	—
24.0 to 24.8	≥ 2.4	—	—
23.1 to 23.9	≥ 2.3	—	—
22.2 to 23.0	≥ 2.2	—	—
21.3 to 22.1	≥ 2.1	21.3 to 21.5	≥ 2.1
20.4 to 21.2	≥ 2.0	20.4 to 21.2	≥ 2.0
19.5 to 20.3	≥ 1.9	19.5 to 20.3	≥ 1.9
18.6 to 19.4	≥ 1.8	18.6 to 19.4	≥ 1.8
17.7 to 18.5	≥ 1.7	17.7 to 18.5	≥ 1.7
16.8 to 17.6	≥ 1.6	16.8 to 17.6	≥ 1.6
15.9 to 16.7	≥ 1.5	15.9 to 16.7	≥ 1.5
15.0 to 15.8	≥ 1.4	15.0 to 15.8	≥ 1.4
14.1 to 14.9	≥ 1.3	14.1 to 14.9	≥ 1.3
13.2 to 14.0	≥ 1.2	13.2 to 14.0	≥ 1.2
12.3 to 13.1	≥ 1.1	12.3 to 13.1	≥ 1.1
11.4 to 12.2	≥ 1.0	11.4 to 12.2	≥ 1.0
10.5 to 11.3	≥ 0.9	10.5 to 11.3	≥ 0.9
9.6 to 10.4	≥ 0.8	9.6 to 10.4	≥ 0.8
8.7 to 9.5	≥ 0.7	8.7 to 9.5	≥ 0.7
7.8 to 8.6	≥ 0.6	7.8 to 8.6	≥ 0.6
6.9 to 7.7	≥ 0.5	6.9 to 7.7	≥ 0.5
6.0 to 6.8	≥ 0.4	6.0 to 6.8	≥ 0.4
5.1 to 5.9	≥ 0.3	5.1 to 5.9	≥ 0.3
< 5.1	≥ 0.2	< 5.1	≥ 0.2

**Notes:** SFP = square feet per pedestrian; Y = decrease in pedestrian space in SFP; X = No Action pedestrian space in SFP.  
**Sources:** New York City Mayor's Office of Environmental Coordination, *CEQR Technical Manual* (January 2012 edition).

## I. EXISTING CONDITIONS (TRANSIT AND PEDESTRIANS)

Existing conditions for the analysis of subway station elements are based upon field surveys conducted on May 5, May 16, June 5, and June 9, 2012. Bus ridership data for the Q19, Q48, and Q66 bus routes were obtained from NYCT and the MTA Bus Company, as well as field surveys conducted on May 8, 2012. Subway ridership data were obtained from NYCT. Existing pedestrian levels are based on field surveys conducted in May and June 2012. As per the 2012 *CEQR Technical Manual*, crosswalk counts at all study area intersections were collected for one additional weekday and one additional weekend day during the representative peak periods to validate the pedestrian count data.

To determine peak conditions for transit elements and pedestrian facilities, weekday counts were conducted during the 7:00 to 9:30 AM, 11:00 AM to 1:00 PM, and 4:00 to 7:00 PM time periods for the non-game condition and 4:30 to 7:30 PM for the weekday pre-game condition. Weekend non-game counts were conducted during the 12:00 to 6:00 PM time period and weekend pre-game and post-game counts were conducted during the 2:00 to 5:00 PM and 6:00 to 8:30 PM time periods, respectively. Peak hours were determined by comparing rolling hourly averages and the highest 15-minute volumes within the selected peak hours were selected for analysis.

To determine peak conditions for bus line-haul, the most recent line-haul data were acquired for the Q48 (from NYCT), Q19 (from MTA Bus Company), and the Q66 (from MTA Bus Company)

## Willets Point Development

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bus routes for 2009, 2011, and 2010, respectively. A 0.5 percent annual growth rate was applied to generate the existing 2012 peak load point volumes. A ridership field survey was also conducted at the Northern Boulevard and 126th Street stop (Q19 Eastbound and Q66 Eastbound) and at the Roosevelt Avenue and 126th Street stop (Q48 Eastbound and Westbound) in May 2012. The highest hourly volumes for each route were selected for analysis.

To determine peak conditions for the subway line-haul, the 2011 subway line-haul data for the No. 7 line at the peak load points were obtained from NYCT for Manhattan-bound (40th Street-local service and Woodside and 61st Street-express service) during the AM peak hour and Flushing-bound (Queens borough Plaza-local and express service) during the PM peak hour. In order to account for the transfer of riders between the No. 7 line and the N and Q lines, a detailed line haul analysis of the N and Q lines was also conducted. Subway line-haul data for the N and Q lines at the peak load points were obtained from NYCT. The Manhattan-bound peak load point data were collected at the Queensboro Plaza station during the AM peak hour and the Queens-bound peak load point data was collected at the 59th Street/Lexington Avenue station during the PM peak hour in 2011. For a conservative estimate, maximum peak load point volumes at the 59th Street/Lexington Avenue station were applied to the Queensboro Plaza station during the PM peak hour. A 0.5 percent annual growth rate was applied to the 2011 data to generate the existing 2012 peak load point volumes for analysis. As discussed above, a detailed examination of line haul conditions on the N/Q lines will be prepared, in coordination with NYCT, for the Final EIS.

The Mets attendances on the days that the transit and pedestrian counts were performed varied; hence, adjustments of the collected data were adjusted to arrive at representative game day baseline levels for both the weekday and weekend day. On the weeknight that the transit data and the first day of pedestrian data were collected (Wednesday May 16th), Mets game attendance was 22,659, as compared to 32,587 on the second day that pedestrian crosswalk data were collected (Tuesday June 19th). The weekend game day transit data and the majority of the day one pedestrian data were collected on Saturday May 5th with the remaining day one pedestrian data collected on Saturday June 2nd. The Mets attendances on May 5th and June 2nd were 30,253 and 27,914, respectively. The second day of pedestrian crosswalk data was collected on Sunday June 17th and had a game attendance of 40,134. The second day of pedestrian crosswalk data was counted on a Sunday because there were no other Saturday 4 PM home games prior to the summer data collection moratorium and this was the only remaining applicable weekend home game. The Sunday game was a 1 PM start time and the data collection peak periods were shifted three hours earlier than the 4 PM game in order to collect comparable data with similar travel patterns.

In order to adjust existing transit and pedestrian volumes to account for conservatively representative game days, attendance data were compiled for all games from the previous two seasons (2010 and 2011). The 85th percentile attendance for weekday games for the 2010 and 2011 seasons combined was approximately 35,914 attendees and the 85th percentile attendance for weekend games for the 2010 and 2011 seasons combined was 37,577 attendees. Consistent with the traffic analysis, the first day of pedestrian and transit data were used as the baseline existing volumes prior to the 85th percentile adjustments. To adjust the existing transit and pedestrian volumes upward to the 85th percentile attendance levels, the two days of pedestrian data were compared to one another as well as the 85th percentile game day attendance numbers to determine the correlation between the increase in attendance and the increase in pedestrian volumes. As a result, a uniform growth percentage was determined per game day time period, and applied for all transit and pedestrian elements included as part of the analysis to reflect a conservatively representative 85th percentile attendance in the existing conditions. Correspondingly, the collected

transit and pedestrian volumes were grown by 33, 18, and 45 percent during the weekday pre-game, weekend pre-game, and weekend post-game peak hours, respectively.

### **SUBWAY STATION OPERATIONS**

Since the Mets-Willets Point subway station has multiple entrances, the quantified analysis was limited to the elements that would most likely be used by riders traveling to and from Willets West, the District, and Lot B. Based on the travel demand estimates detailed in the “Traffic and Parking” section, it was determined that quantified analyses would be required for the street-level and mezzanine stairways and mezzanine ramps serving trips generated by the proposed project, as well as control areas within the subway station.

Street-level stairways on the north and south sides of Roosevelt Avenue connect to the main control area across from the station agent’s booth on the mezzanine level. Because all project-generated trips would be expected to use the street-level and street-mezzanine stairways on the north side of Roosevelt Avenue, those on the south side of Roosevelt Avenue were not analyzed. On the mezzanine level, the main control area, containing five turnstiles and one emergency exit gate, provides separation between the free and fare zones of the station. Within the fare zone, two ramps and four stairways provide access to the Manhattan-bound and Flushing-bound platforms, respectively.

On a typical day, access to and egress from the Mets-Willets Point subway station occur at the main control area. However, during several hours on game days, the main control area is disabled and the entire mezzanine level becomes a free zone to provide access to and from the passerelle, which connects the southern end of the station to the LIRR and parking south of Roosevelt Avenue, and on the north end of the station, a 42-foot wide stairway (replacing the Stadium rotunda when CitiField was completed in 2009) connects to a pedestrian plaza on the north side of Roosevelt Avenue. When this operation is in place, access to the No. 7 train is made through four individual control areas, with six to eight turnstiles each, connecting to the six platform ramps and stairways. Hence, game-day station analysis considers the condition at these four control areas instead of the main station control area.

As described in the previous section, surveys were conducted in May and June 2012 to determine peak hour pedestrian volumes at the street level stairway, mezzanine stairways and ramps, and control areas within the station and were adjusted to account for conservatively representative 85th percentile attendance. Typically, subway station elements would be evaluated for only the AM and PM commuter peak hours. However, to address worst-case game-day conditions at the Mets-Willets Point subway station, the weekday pre-game, and weekend pre-game and post-game conditions were also included for analysis.

As shown in **Tables 14-83** and **14-84**, all analyzed stairways and ramps and control areas currently operate at acceptable levels during all peak hours.

Table 14-83

2012 Existing Conditions: Subway Station Vertical Circulation Analysis

Mets-Willets Point No. 7 Train Station Vertical Circulation Elements	Width (feet)	Effective Width (feet)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
			Up	Down				
<b>Weekday AM Non-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	12	25	0.90	0.90	0.05	A
Roosevelt Avenue (North) S2 Stair	8.0	6.8	7	15	0.90	0.90	0.03	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	19	40	0.90	0.90	0.04	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	1	34	0.75	1.00	0.04	A
Flushing-bound West P10 Stair	9.6	8.3	1	31	0.75	1.00	0.03	A
Flushing-bound East P4 Stair	9.9	8.7	1	37	0.75	1.00	0.04	A
Flushing-bound East P2 Stair	10.1	8.8	3	32	0.75	0.90	0.04	A
Manhattan-bound West Ramp Passageway	17.6	15.6	63	6	0.75	0.90	0.02	A
Manhattan-bound East Ramp Passageway	19.6	17.6	31	10	0.75	0.90	0.01	A
<b>Weekday PM Non-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	23	20	0.90	0.90	0.05	A
Roosevelt Avenue (North) S2 Stair	8.0	6.8	21	14	0.90	0.90	0.04	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	44	34	0.90	0.90	0.05	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	2	43	0.75	1.00	0.05	A
Flushing-bound West P10 Stair	9.6	8.3	1	40	0.75	1.00	0.04	A
Flushing-bound East P4 Stair	9.9	8.7	3	52	0.75	0.90	0.06	A
Flushing-bound East P2 Stair	10.1	8.8	8	44	0.75	0.90	0.06	A
Manhattan-bound West Ramp Passageway	17.6	15.6	68	4	0.75	0.90	0.02	A
Manhattan-bound East Ramp Passageway	19.6	17.6	21	6	0.75	0.90	0.01	A
<b>Weekday Pre-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	9	204	0.90	1.00	0.24	A
Roosevelt Avenue (North) S2 Stair	8.0	6.8	9	9	0.90	0.90	0.02	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	18	213	0.90	0.90	0.16	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	4	408	0.75	1.00	0.43	A
Flushing-bound West P10 Stair	9.6	8.3	3	435	0.75	1.00	0.47	B
Flushing-bound East P4 Stair	9.9	8.7	4	379	0.75	1.00	0.39	A
Flushing-bound East P2 Stair	10.1	8.8	6	247	0.75	1.00	0.25	A
Manhattan-bound West Ramp Passageway	17.6	15.6	59	19	0.75	0.90	0.03	A
Manhattan-bound East Ramp Passageway	19.6	17.6	24	22	0.75	0.90	0.01	A
<b>Weekend Pre-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	9	302	0.90	1.00	0.35	A
Roosevelt Avenue (North) S2 Stair	8.0	6.8	2	6	0.90	0.90	0.01	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	11	308	0.90	1.00	0.20	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	2	274	0.75	1.00	0.29	A
Flushing-bound West P10 Stair	9.6	8.3	0	267	0.75	1.00	0.28	A
Flushing-bound East P4 Stair	9.9	8.7	2	421	0.75	1.00	0.43	A
Flushing-bound East P2 Stair	10.1	8.8	6	260	0.75	1.00	0.27	A
Manhattan-bound West Ramp Passageway	17.6	15.6	49	19	0.75	0.90	0.02	A
Manhattan-bound East Ramp Passageway	19.6	17.6	18	49	0.75	0.90	0.02	A

**Table 14-83 (cont'd)**  
**2012 Existing Conditions: Subway Station Vertical Circulation Analysis**

Mets-Willets Point No. 7 Train Station Vertical Circulation Elements	Width (feet)	Effective Width (feet)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
			Up	Down				
<b>Weekend Post-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	128	14	0.90	0.90	0.16	A
Roosevelt Avenue (North) S2 Stair	8.0	6.8	14	3	0.90	0.90	0.02	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	142	17	0.90	0.90	0.10	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	372	12	0.75	1.00	0.30	A
Flushing-bound West P10 Stair	9.6	8.3	298	20	0.75	0.90	0.29	A
Flushing-bound East P4 Stair	9.9	8.7	342	14	0.75	1.00	0.28	A
Flushing-bound East P2 Stair	10.1	8.8	558	9	0.75	1.00	0.43	A
Manhattan-bound West Ramp Passageway	17.6	15.6	682	4	0.75	1.00	0.20	A
Manhattan-bound East Ramp Passageway	19.6	17.6	374	8	0.75	1.00	0.10	A
<b>Notes:</b>								
Capacities were calculated based on rates presented in the <i>CEQR Technical Manual</i> (January 2012 edition).								
Surging factors are only applied to the exiting pedestrian volume ( <i>CEQR Technical Manual</i> ).								
V/C Stairway = $[V_{in} / (150 * W_e * S_f * F_f)] + [V_x / (150 * W_e * S_f * F_f)]$								
V/C Passageway = $[V_{in} / (225 * W_e * S_f * F_f)] + [V_x / (225 * W_e * S_f * F_f)]$								
Where								
V <sub>in</sub> = Peak 15-minute entering passenger volume								
V <sub>x</sub> = Peak 15-minute exiting passenger volume								
W <sub>e</sub> = Effective width of stairs/passageways								
S <sub>f</sub> = Surging factor (if applicable)								
F <sub>f</sub> = Friction factor (if applicable)								

**Table 14-84**  
**2012 Existing Conditions: Subway Station Control Area Analysis**

Mets-Willets Point No. 7 Train Station Control Area Elements	Quantity	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
		Into Control Area	Out from Control Area				
<b>Weekday AM Non-Game</b>							
Main Control Area Turnstiles (R532)	5	85	117	0.80	0.90	0.10	A
<b>Weekday PM Non-Game</b>							
Main Control Area Turnstiles (R532)	5	84	159	0.80	0.90	0.11	A
<b>Weekday Pre-Game</b>							
Manhattan-bound East Ramp Turnstiles	7	24	22	0.75	0.90	0.02	A
Manhattan-bound West Ramp Turnstiles	6	59	19	0.75	0.90	0.03	A
Flushing-bound East Stair Turnstiles	8	10	626	0.80	1.00	0.15	A
Flushing-bound West Stair Turnstiles	6	7	843	0.80	1.00	0.28	A
<b>Weekend Pre-Game</b>							
Manhattan-bound East Ramp Turnstiles	7	18	49	0.75	0.90	0.02	A
Manhattan-bound West Ramp Turnstiles	6	49	19	0.75	0.90	0.03	A
Flushing-bound East Stair Turnstiles	8	8	681	0.80	1.00	0.17	A
Flushing-bound West Stair Turnstiles	6	2	541	0.80	1.00	0.18	A
<b>Weekend Post-Game</b>							
Manhattan-bound East Ramp Turnstiles	7	374	8	0.75	1.00	0.13	A
Manhattan-bound West Ramp Turnstiles	6	682	4	0.75	1.00	0.27	A
Flushing-bound East Stair Turnstiles	8	900	23	0.80	1.00	0.27	A
Flushing-bound West Stair Turnstiles	6	670	32	0.80	1.00	0.28	A
<b>Notes:</b> Capacities were calculated based on rates presented in the <i>CEQR Technical Manual</i> (January 2012 edition).							
V/C = $V_{in} / (C_{in} * F_f) + V_x / (C_x * S_f * F_f)$							
V <sub>in</sub> = Peak 15 Min Entering Passenger Volume							
C <sub>in</sub> = Total 15-Minute Capacity of all turnstiles for entering Passengers							
V <sub>x</sub> = Peak 15- Minute Exiting Passenger							
C <sub>x</sub> = Total 15-minute Capacity of all turnstile for exiting Passengers							
S <sub>f</sub> = Surging Factor							
F <sub>f</sub> = Friction Factor							

## SUBWAY LINE HAUL LEVELS

A subway line-haul analysis typically considers the weekday commuter period leave load levels at the analysis routes' peak load points. Because peak travel to and from the project site is expected to be westbound in the morning and eastbound in the afternoon, a line-haul capacity analysis was conducted for the No. 7 Manhattan-bound express line at the Woodside-61st Street subway station and for the No. 7 Manhattan-bound local line at the 40th Street station for the AM peak period and for the Flushing-bound trains at the Queensboro Plaza subway station for the PM peak period. In addition, based on the NYCT transit model run results, it was estimated that the transfer trips from the No.7 line to the N and the Q lines would exceed the line-haul analysis threshold of 200 riders per line per direction. Therefore, a line-haul analysis for the N and the Q lines was also prepared in accordance with 2012 CEQR Technical Manual analysis guidelines. The No. 7 subway line operates 11-car trains with a capacity of 110 passengers per car, while the N and the Q lines operate with 10-car trains with capacities of 145 passengers per car. The guideline capacity of these cars is 110 passengers each. However, crush loads could reach as many as 165 passengers per car. The 2011 Manhattan-bound and Flushing Queens-bound peak load point passenger volumes and the number of peak period trains were obtained from NYCT for No. 7 line and the N and the Q lines. Subsequent to the certification of the DSEIS, NYCT has refined the peak load point numbers (i.e., ridership volume and trains per hour) and the revised numbers have been incorporated into this Final SEIS analysis. A 0.5 percent annual growth rate was applied to generate the existing 2012 peak load point volumes. As shown in Table 14-85, all analyzed lines operate below guideline capacity with the exception of the No. 7 train currently operates below guideline capacity during the weekday AM commuter peak period for the Manhattan bound local service and during the weekday PM commuter peak period for the Flushing bound service. However, the Manhattan-bound No. 7 express service exceeds the guideline capacity during the weekday AM peak period. Between the Draft SEIS and Final SEIS, a detailed examination of line-haul conditions on the N/Q lines will also be prepared, in coordination with NYCT.

**Table 14-85**  
**2012 Existing Conditions: Peak Hour Subway Line Haul**

<u>Subway lines</u> Direction of Travel	Station	Trains/ Hour	Volume	Leave Load		Available Capacity
				Guideline Capacity	V/C Ratio	
<b>AM Peak Period</b>						
<u>No. 7</u> Manhattan-bound Express	Woodside-61st Street	<u>44-13</u>	48,172 <u>16,063</u>	46,940 <u>15,730</u>	4.07 <u>1.02</u>	-1,232 <u>-333</u>
<u>No. 7</u> Manhattan-bound Local	40th Street	13	14,683 <u>12,936</u>	15,730	0.93 <u>0.82</u>	1,047 <u>2,794</u>
<u>N line: Manhattan-bound</u>	<u>Queensboro Plaza</u>	<u>8</u>	<u>11,219</u>	<u>11,600</u>	<u>0.97</u>	<u>4,511</u>
<u>Q line: Manhattan-bound</u>	<u>Queensboro Plaza</u>	<u>8</u>	<u>10,611</u>	<u>11,600</u>	<u>0.91</u>	<u>5,119</u>
<b>PM Peak Period</b>						
<u>No. 7</u> Flushing-bound Express + Local	Queensboro Plaza	21 <u>23</u>	20,499 <u>20,074</u>	25,410 <u>27,830</u>	0.81 <u>0.72</u>	4,914 <u>7,756</u>
<u>N line: Queens-bound</u>	<u>Queensboro Plaza</u> <sup>1</sup>	<u>7</u>	<u>6,496</u>	<u>10,150</u>	<u>0.64</u>	<u>21,334</u>
<u>Q line: Queens-bound</u>	<u>Queensboro Plaza</u> <sup>1</sup>	<u>7</u>	<u>5,499</u>	<u>10,150</u>	<u>0.54</u>	<u>22,331</u>
<b>Sources:</b> New York City Transit						
<b>Notes:</b>						
For the AM peak hour, although transit data show that a total of 27 trains traverse the respective express and local peak load points, the total number of scheduled trains during this hour is 26 trains.						
<sup>1</sup> For a conservative estimate, maximum peak load point volumes at 59th Street and Lexington Avenue station were applied to the Queensboro Plaza station.						

### BUS LINE HAUL LEVELS

To assess the potential impacts on the study area bus routes, the most recent ridership data were acquired from NYCT and the MTA Bus Company. As shown in **Table 14-86**, all three routes presently operate within guideline capacities (54 passengers per bus) at their respective maximum load points. In addition, existing load levels at bus stops serving CitiField and the Willets Point area were surveyed. The Q48 makes stops along Roosevelt Avenue at 114th Street, the Mets-Willets Point subway station, and 126th Street both eastbound and westbound. The Q19 and Q66 have a stop along eastbound Northern Boulevard between 126th Street and 126th Place but no Q66 buses made stops during the field surveys. In the westbound direction, there is not a marked bus stop. However, according to the MTA Bus Company, the Q66 currently makes stops westbound at the Northern Boulevard intersection with 126th Street while the Q19 bypasses the area. The survey data summarized in **Table 14-87** show that the eastbound Q19 and Q66 passenger loads at the Northern Boulevard and 126th Street stop are lower than those at the two routes' respective maximum load points. Therefore, load levels at the area wide maximum load points shown in **Table 14-86** were conservatively used for the analysis of the Q19 and Q66 routes. For the Q48, because the incremental bus passenger volumes generated by the proposed project are expected to shift the route's maximum load points to the Mets-Willets Point subway station bus stops even though the existing passenger loads at the Roosevelt Avenue and 126th Street stops are lower than those at the route's maximum load points during peak hours, the future conditions analyses for this route would consider changes only at the bus stops serving the project site.



Table 14-86

2012 Existing Conditions: Bus Line Haul at NYCT Maximum Load Points

Route	Peak Period	Buses Per Hour	Eastbound		Buses Per Hour	Westbound	
			Max Load Point	AP		Max Load Point	AP
Q19	AM	3	Astoria Blvd/ 102nd St	41	3	Astoria Blvd/ 77th St	42
	PM	3	Astoria Blvd/ 94th St	27	3	Astoria Blvd/Humphrey St	31
Q48	AM	4	Roosevelt Ave/108th St & Roosevelt Ave/ Main Street	53	3	Roosevelt Ave/108th St & Roosevelt Ave/ Main Street	22
	PM	4	Roosevelt Ave/108th St & Roosevelt Ave/ Main Street	22	4	Roosevelt Ave/108th St & Roosevelt Ave/ Main Street	23
Q66	AM	15	Northern Blvd/ 110th St	45	14	Northern Blvd/ 72nd St	45
	PM	10	Northern Blvd/ 110th St	20	10	Northern Blvd/ 106th St	20

Note: AP = average passengers per bus; (#) = exceeds NYCT guideline capacity  
 Source: Q48 ridership data provided by NYCT; Q19 and Q66 ridership data provided by the MTA Bus Company; Q19 and Q66 number of buses/hour is based on NYCT bus schedule (2011/2012)

Table 14-87

2012 Existing Conditions: Bus Line Haul at District Load Points

Route	Peak Period	Buses Per Hour	Eastbound		Buses Per Hour	Westbound	
			Load Point	AP		Load Point	AP
Q19	AM	4	Northern Blvd/ 126th St	16	N/A	N/A	N/A
	PM	4	Northern Blvd/ 126th St	13	N/A	N/A	N/A
Q48	AM	5	Roosevelt Avenue/ 126th St	32	5	Roosevelt Avenue/ 126th St	9
	PM	3	Roosevelt Avenue/ 126th St	20	5	Roosevelt Avenue/ 126th St	22
Q66	AM	13	Northern Blvd/ 126th St	20*	N/A	N/A	N/A
	PM	9	Northern Blvd/ 126th St	16*	N/A	N/A	N/A

Note:  
 \* Buses do not make a stop. Passenger volumes were approximated based on observations of passing buses.  
 AP = average passengers per bus; (#) = exceeds NYCT guideline capacity  
 Source: AKRF survey, May 2012

**STREET-LEVEL PEDESTRIAN OPERATIONS**

The study area sidewalks, corner reservoirs, and crosswalks were assessed for the weekday AM, midday, PM, and pre-game peak periods, as well as, the weekend midday non-game, pre-game, and post-game peak periods. As discussed earlier, in accordance with the 2012 *CEQR Technical Manual*, a second day of count data was collected for all the crosswalks included in the pedestrian analysis for all time periods to develop the existing peak hour pedestrian volumes. The existing peak hour pedestrian volumes are shown in **Appendix D**.

As shown in **Tables 14-88** through **14-92**, all sidewalk, corner reservoir, and crosswalk analysis locations operate at acceptable levels (maximum of 8.5 PMF platoon flows for sidewalks; minimum of 19.5 SFP for corners and crosswalks), except at the following locations:

- The north crosswalk of 34th Avenue and 126th Street, which operates at LOS F with 5.3 SFP during the weekend post-game peak 15-minute period.
- The south crosswalk of 34th Avenue and 126th Street, which operates at LOS E with 11.4 SFP during the weekend post-game peak 15-minute period.

**Table 14-88**

**2012 Existing Conditions: Weekday Pedestrian LOS Analysis for Sidewalks**

Location	Sidewalk	Effective Width (feet)	1-Hour Two-Way Volume	Peak Hour Factor (PHF)	Platoon	
					PMF	LOS
<b>Weekday AM Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	42	0.81	0.09	A
	West	6.0	0	0.80	0.00	A
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	40	0.91	0.05	A
	South	12.5	30	0.80	0.05	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	82	0.80	0.14	A
	South	11.5	41	0.80	0.07	A
34th Avenue between 126th Street and 126th Place	North	11.5	3	0.80	0.01	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	38	0.80	0.32	A
	West	8.0	0	0.80	0.00	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	19	0.80	0.04	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	63	0.80	0.19	A
	South	8.5	88	0.80	0.22	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	81	0.80	0.14	A
	South	13.0	80	0.83	0.12	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	58	0.80	0.24	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	14	0.80	0.05	A
<b>Weekday Midday Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	29	0.80	0.06	A
	West	6.0	3	0.80	0.01	A
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	34	0.80	0.05	A
	South	12.5	44	0.80	0.07	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	52	0.80	0.09	A
	South	11.5	33	0.80	0.06	A
34th Avenue between 126th Street and 126th Place	North	11.5	2	0.80	0.00	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	29	0.80	0.24	A
	West	8.0	1	0.80	0.00	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	19	0.80	0.04	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	55	0.80	0.16	A
	South	8.5	34	0.80	0.08	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	63	0.80	0.11	A
	South	13.0	37	0.80	0.06	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	75	0.80	0.31	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	11	0.80	0.04	A

Table 14-88 (cont'd)

2012 Existing Conditions: Weekday Pedestrian LOS Analysis for Sidewalks

Location	Sidewalk	Effective Width (feet)	1-Hour Two-Way Volume	Peak Hour Factor (PHF)	Platoon	
					PMF	LOS
<b>Weekday PM Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	15	0.80	0.03	A
	West	6.0	8	0.80	0.03	A
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	21	0.80	0.03	A
	South	12.5	43	0.80	0.07	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	54	0.80	0.09	A
	South	11.5	40	0.80	0.07	A
34th Avenue between 126th Street and 126th Place	North	11.5	0	0.80	0.00	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	57	0.80	0.48	A
	West	8.0	0	0.80	0.00	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	19	0.80	0.04	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	41	0.80	0.12	A
	South	8.5	46	0.80	0.11	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	78	0.80	0.13	A
	South	13.0	48	0.80	0.08	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	50	0.80	0.21	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	26	0.80	0.09	A
<b>Weekday Pre-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	141	0.80	0.31	A
	West	6.0	185	0.83	0.62	B
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	93	0.88	0.11	A
	South	12.5	82	0.80	0.14	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	123	0.80	0.21	A
	South	11.5	65	0.82	0.12	A
34th Avenue between 126th Street and 126th Place	North	11.5	82	0.80	0.15	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	134	0.80	1.12	B
	West	8.0	28	0.80	0.07	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	194	0.80	0.43	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	335	0.80	1.00	B
	South	8.5	189	0.80	0.46	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	236	0.82	0.38	A
	South	13.0	76	0.80	0.12	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	201	0.86	0.78	B
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	139	0.80	0.48	A

Note: PMF = pedestrians per minute per foot.

**Table 14-89**  
**2012 Existing Conditions: Weekend Pedestrian LOS Analysis for Sidewalks**

Location	Sidewalk	Effective Width (feet)	1-Hour Two-Way Volume	Peak Hour Factor (PHF)	Platoon	
					PMF	LOS
<b>Weekend Midday Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	33	0.80	0.07	A
	West	6.0	7	0.80	0.02	A
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	70	0.80	0.09	A
	South	12.5	60	0.80	0.10	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	122	0.82	0.20	A
	South	11.5	42	0.80	0.08	A
34th Avenue between 126th Street and 126th Place	North	11.5	19	0.80	0.03	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	41	0.80	0.34	A
	West	8.0	0	0.80	0.00	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	27	0.80	0.06	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	119	0.85	0.33	A
	South	8.5	156	0.80	0.38	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	110	0.89	0.17	A
	South	13.0	104	0.80	0.17	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	77	0.80	0.32	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	34	0.80	0.12	A
<b>Weekend Pre-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	93	0.80	0.20	A
	West	6.0	266	0.80	0.84	B
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	95	0.80	0.13	A
	South	12.5	157	0.80	0.26	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	125	0.85	0.19	A
	South	11.5	105	0.80	0.19	A
34th Avenue between 126th Street and 126th Place	North	11.5	24	0.80	0.04	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	256	0.80	2.13	B
	West	8.0	24	0.80	0.06	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	162	0.93	0.31	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	307	0.87	0.84	B
	South	8.5	246	0.80	0.60	B
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	146	0.86	0.23	A
	South	13.0	83	0.80	0.13	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	229	0.80	0.95	B
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	59	0.80	0.20	A
<b>Weekend Post-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	431	0.80	0.95	B
	West	6.0	824	0.80	2.86	B
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	133	0.80	0.18	A
	South	12.5	153	0.80	0.26	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	157	0.80	0.26	A
	South	11.5	148	0.80	0.27	A
34th Avenue between 126th Street and 126th Place	North	11.5	0	0.80	0.00	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	556	0.80	4.63	C
	West	8.0	33	0.80	0.09	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	488	0.80	1.07	B
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	628	0.80	1.87	B
	South	8.5	245	0.80	0.60	B
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	244	0.80	0.41	A
	South	13.0	61	0.80	0.10	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	390	0.80	1.63	B
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	119	0.80	0.41	A

Note: PMF = pedestrians per minute per foot.

Table 14-90

2012 Existing Conditions: Pedestrian LOS Analysis for Corners

Location	Corner	Weekday								Weekend					
		AM		Midday		PM		Pre-Game		Midday Non-Game		Pre-Game		Post-Game	
		SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS
Roosevelt Avenue and 126th Street	Northwest	1698.3	A	2398.1	A	3000.8	A	890.6	A	1538.9	A	945.8	A	598.0	A
	Northeast	1315.7	A	1383.3	A	2714.8	A	534.0	A	1128.7	A	609.9	A	354.0	A
Roosevelt Avenue and 114th Street	Northwest	1740.2	A	1533.1	A	1785.4	A	376.5	A	1031.4	A	458.3	A	230.4	A
	Southwest	1271.5	A	1612.2	A	1170.0	A	368.7	A	544.9	A	451.0	A	375.2	A

Note: SFP = square feet per pedestrian.

Table 14-91

2012 Existing Conditions: Weekday Pedestrian LOS Analysis for Crosswalks

Location	Cross walk	Street Width (feet)	Cross walk Width (feet)	Conditions with Conflicting Vehicles											
				Weekday AM			Weekday Midday			Weekday PM			Weekday Pre-Game		
				2-way Volume	SFP	LOS	2-way Volume	SFP	LOS	2-way Volume	SFP	LOS	2-way Volume	SFP	LOS
Roosevelt Avenue and 126th Street	North	53.0	16.0	45	1748.4	A	40	1798.8	A	23	3044.6	A	112	706.4	A
	East	43.0	14.0	4	4406.3	A	7	2437.2	A	2	8064.4	A	6	2642.6	A
	South	50.0	13.0	22	2811.0	A	37	1653.1	A	27	2292.0	A	82	757.5	A
	West	43.0	13.5	6	2844.8	A	10	1591.0	A	8	2066.6	A	42	179.9	A
34th Avenue and 126th Street	North	81.0	12.5	3	3152.9	A	0	N/A	A	4	2158.2	A	15	516.9	A
	East	30.0	7.0	10	2041.8	A	13	1507.1	A	20	986.6	A	218	82.5	A
	South	61.0	10.5	2	3020.6	A	1	5913.9	A	2	3207.8	A	134	46.8	B
	West	47.5	12.5	0	N/A	A	0	N/A	A	2	19187.0	A	40	955.4	A
Northern Boulevard and 126th Street	East	43.5	14.0	2	6504.2	A	2	5828.2	A	2	5685.0	A	17	637.7	A
	South	51.0	15.0	7	11652.5	A	1	81604.6	A	3	27198.9	A	27	3011.1	A
Roosevelt Avenue and 114th Street	North	41.0	12.5	56	1183.6	A	58	1022.8	A	48	1317.8	A	312	167.6	A
	East	44.0	11.0	8	1302.2	A	4	3015.5	A	7	1211.4	A	26	356.3	A
	South	32.5	12.0	66	849.1	A	40	1299.4	A	55	871.9	A	189	245.1	A
	West	43.0	13.0	13	1466.4	A	18	1178.9	A	20	970.6	A	52	353.2	A

Notes: SFP = square feet per pedestrian.

N/A = Crosswalk volume is zero, and SFP is not calculable. LOS is assumed to be A.

Table 14-92

2012 Existing Conditions: Weekend Pedestrian LOS Analysis for Crosswalks

Location	Crosswalk	Street Width (feet)	Cross walk Width (feet)	Conditions with Conflicting Vehicles								
				Weekend Midday Non-Game			Weekend Pre-Game			Weekend Post-Game		
				2-way Volume	SFP	LOS	2-way Volume	SFP	LOS	2-way Volume	SFP	LOS
Roosevelt Avenue and 126th Street	North	53.0	16.0	55	1280.5	A	86	776.3	A	129	588.3	A
	East	43.0	14.0	5	3274.5	A	11	1602.5	A	22	506.3	A
	South	50.0	13.0	63	983.3	A	160	383.8	A	154	403.3	A
	West	43.0	13.5	14	1168.9	A	64	119.8	A	70	202.6	A
34th Avenue and 126th Street	North	81.0	12.5	4	2728.3	A	204	39.8	C	554	5.3	F
	East	30.0	7.0	24	821.2	A	2	9937.0	A	0	N/A	A
	South	61.0	10.5	5	1230.7	A	181	24.2	C	326	11.4	E
	West	47.5	12.5	4	9830.2	A	28	1255.1	A	170	203.2	A
Northern Boulevard and 126th Street	East	43.5	14.0	8	1739.8	A	10	1123.9	A	66	144.8	A
	South	51.0	15.0	3	27198.9	A	10	8152.0	A	7	11647.7	A
Roosevelt Avenue and 114th Street	North	41.0	12.5	105	508.6	A	225	223.4	A	557	75.7	A
	East	44.0	11.0	13	633.3	A	35	181.9	A	41	230.7	A
	South	32.5	12.0	134	355.0	A	137	340.4	A	141	335.1	A
	West	43.0	13.0	32	596.5	A	63	275.9	A	89	196.7	A

Notes: SFP = square feet per pedestrian.

N/A = Crosswalk volume is zero, and SFP is not calculable. LOS is assumed to be A.

## J. THE FUTURE WITHOUT THE PROPOSED PROJECT (TRANSIT AND PEDESTRIANS)

Transit and pedestrian conditions in the future without the proposed project were assessed to establish future baseline conditions or the “No Action” condition against which to evaluate the potential project impacts. The No Action analyses, prepared for the 2018, 2028, and 2032 analysis years, incorporate background growth, new trips associated with nearby developments, and changes in the transportation environment that would affect transit service and pedestrian movements in the study area.

### 2018 NO ACTION CONDITION

#### *TRANSIT AND PEDESTRIAN VOLUME PROJECTIONS*

Estimates of peak hour transit and pedestrian volumes in the No Action condition were developed by applying the CEQR-recommended 0.50 percent annual background growth rate for the first five years (year 2012 to year 2017) and then 0.25 percent for the remaining year (year 2017 to year 2018) onto existing transit and pedestrian volumes and by adding the estimated transit and pedestrian volumes generated by projects within and near the study area that would be completed independent of the proposed project.

As discussed in Chapter 2, “Land Use, Zoning, and Public Policy,” numerous projects located near the project site are expected to be completed by 2018 independent of the proposed project. The transit and pedestrian analysis considers projects expected to be developed in the future without the proposed project, as shown in **Figure 14-3**. However, because the project site is geographically separated from these No Action projects by the adjacent highway network, new trips associated with these projects would have limited effects on most of the study area transit and pedestrian elements. Therefore, as detailed further below, these trips are accounted for differently in each of the specific analyses.

#### *SUBWAY STATION OPERATIONS*

The same station elements previously analyzed for existing conditions were analyzed under the 2018 No Action condition. Pedestrian volumes were adjusted to 2018 levels using an annual background growth rate of 0.50 percent for the first five years and then 0.25 for the remaining year for an overall compounded growth rate of approximately 2.8 percent by 2018. Because all No Action projects are not in the immediate vicinity of the project site, they are not expected to generate trips within the project site or using the Mets-Willets Point subway station. **Table 14-93** details the operating conditions for stairways and ramps while **Table 14-94** details operating conditions at control areas within the station in the future 2028 No Action condition. As shown, all analyzed stairways and ramps and control areas would continue to operate at acceptable levels during all peak hours.

Table 14-93

2018 No Action Condition: Subway Station Vertical Circulation Analysis

Mets-Willeys Point No. 7 Train Station Vertical Circulation Elements	Width (feet)	Effective Width (feet)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
			Up	Down				
<b>Weekday AM Non-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	12	26	0.90	0.90	0.05	A
Roosevelt Avenue (North) S2 Stair	8.0	6.8	7	15	0.90	0.90	0.03	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	19	41	0.90	0.90	0.04	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	1	35	0.75	1.00	0.04	A
Flushing-bound West P10 Stair	9.6	8.3	1	32	0.75	1.00	0.03	A
Flushing-bound East P4 Stair	9.9	8.7	1	38	0.75	1.00	0.04	A
Flushing-bound East P2 Stair	10.1	8.8	3	33	0.75	0.90	0.04	A
Manhattan-bound West Ramp Passageway	17.6	15.6	65	6	0.75	0.90	0.02	A
Manhattan-bound East Ramp Passageway	19.6	17.6	32	10	0.75	0.90	0.01	A
<b>Weekday PM Non-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	24	21	0.90	0.90	0.05	A
Roosevelt Avenue (North) S2 Stair	8.0	6.8	22	14	0.90	0.90	0.04	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	46	35	0.90	0.90	0.05	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	2	44	0.75	1.00	0.05	A
Flushing-bound West P10 Stair	9.6	8.3	1	41	0.75	1.00	0.04	A
Flushing-bound East P4 Stair	9.9	8.7	3	53	0.75	0.90	0.06	A
Flushing-bound East P2 Stair	10.1	8.8	8	45	0.75	0.90	0.06	A
Manhattan-bound West Ramp Passageway	17.6	15.6	70	4	0.75	0.90	0.02	A
Manhattan-bound East Ramp Passageway	19.6	17.6	22	6	0.75	0.90	0.01	A
<b>Weekday Pre-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	9	210	0.90	1.00	0.25	A
Roosevelt Avenue (North) S2 Stair	8.0	6.8	9	9	0.90	0.90	0.02	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	18	219	0.90	0.90	0.17	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	4	419	0.75	1.00	0.44	A
Flushing-bound West P10 Stair	9.6	8.3	3	447	0.75	1.00	0.48	B
Flushing-bound East P4 Stair	9.9	8.7	4	390	0.75	1.00	0.40	A
Flushing-bound East P2 Stair	10.1	8.8	6	254	0.75	1.00	0.26	A
Manhattan-bound West Ramp Passageway	17.6	15.6	61	20	0.75	0.90	0.03	A
Manhattan-bound East Ramp Passageway	19.6	17.6	25	23	0.75	0.90	0.02	A
<b>Weekend Pre-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	9	310	0.90	1.00	0.36	A
Roosevelt Avenue (North) S2 Stair	8.0	6.8	2	6	0.90	0.90	0.01	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	11	316	0.90	1.00	0.21	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	2	282	0.75	1.00	0.29	A
Flushing-bound West P10 Stair	9.6	8.3	0	274	0.75	1.00	0.29	A
Flushing-bound East P4 Stair	9.9	8.7	2	433	0.75	1.00	0.45	A
Flushing-bound East P2 Stair	10.1	8.8	6	267	0.75	1.00	0.27	A
Manhattan-bound West Ramp Passageway	17.6	15.6	50	20	0.75	0.90	0.02	A
Manhattan-bound East Ramp Passageway	19.6	17.6	19	50	0.75	0.90	0.02	A

**Table 14-93 (cont'd)**  
**2018 No Action Condition: Subway Station Vertical Circulation Analysis**

Mets-Willets Point No. 7 Train Station Vertical Circulation Elements	Width (feet)	Effective Width (feet)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
			Up	Down				
<b>Weekend Post-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	132	14	0.90	0.90	0.17	A
Roosevelt Avenue (North) S2 Stair	8.0	6.8	14	3	0.90	0.90	0.02	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	146	17	0.90	0.90	0.11	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	382	12	0.75	1.00	0.31	A
Flushing-bound West P10 Stair	9.6	8.3	306	21	0.75	0.90	0.30	A
Flushing-bound East P4 Stair	9.9	8.7	352	14	0.75	1.00	0.29	A
Flushing-bound East P2 Stair	10.1	8.8	574	9	0.75	1.00	0.44	A
Manhattan-bound West Ramp Passageway	17.6	15.6	701	4	0.75	1.00	0.20	A
Manhattan-bound East Ramp Passageway	19.6	17.6	384	8	0.75	1.00	0.10	A
<b>Notes:</b> Capacities were calculated based on rates presented in the <i>CEQR Technical Manual</i> (January 2012 edition). Surging factors are only applied to the exiting pedestrian volume ( <i>CEQR Technical Manual</i> ). $V/C \text{ Stairway} = [V_{in} / (150 * W_e * S_f * F_f)] + [V_x / (150 * W_e * S_f * F_f)]$ $V/C \text{ Passageway} = [V_{in} / (225 * W_e * S_f * F_f)] + [V_x / (225 * W_e * S_f * F_f)]$ Where $V_{in}$ = Peak 15-minute entering passenger volume $V_x$ = Peak 15-minute exiting passenger volume $W_e$ = Effective width of stairs/passageways $S_f$ = Surging factor (if applicable) $F_f$ = Friction factor (if applicable)								

**Table 14-94**  
**2018 No Action Condition: Subway Station Control Area Analysis**

Mets-Willets Point No. 7 Train Station Control Area Elements	Quantity	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
		Into Control Area	Out from Control Area				
<b>Weekday AM Non-Game</b>							
Main Control Area Turnstiles (R532)	5	87	120	0.80	0.90	0.10	A
<b>Weekday PM Non-Game</b>							
Main Control Area Turnstiles (R532)	5	86	163	0.80	0.90	0.12	A
<b>Weekday Pre-Game</b>							
Manhattan-bound East Ramp Turnstiles	7	25	23	0.75	0.90	0.02	A
Manhattan-bound West Ramp Turnstiles	6	61	20	0.75	0.90	0.03	A
Flushing-bound East Stair Turnstiles	8	10	643	0.80	1.00	0.16	A
Flushing-bound West Stair Turnstiles	6	7	867	0.80	1.00	0.28	A
<b>Weekend Pre-Game</b>							
Manhattan-bound East Ramp Turnstiles	7	19	50	0.75	0.90	0.02	A
Manhattan-bound West Ramp Turnstiles	6	50	20	0.75	0.90	0.03	A
Flushing-bound East Stair Turnstiles	8	8	700	0.80	1.00	0.17	A
Flushing-bound West Stair Turnstiles	6	2	556	0.80	1.00	0.18	A
<b>Weekend Post-Game</b>							
Manhattan-bound East Ramp Turnstiles	7	384	8	0.75	1.00	0.13	A
Manhattan-bound West Ramp Turnstiles	6	701	4	0.75	1.00	0.28	A
Flushing-bound East Stair Turnstiles	8	925	24	0.80	1.00	0.28	A
Flushing-bound West Stair Turnstiles	6	689	33	0.80	1.00	0.28	A
<b>Notes:</b> Capacities were calculated based on rates presented in the <i>CEQR Technical Manual</i> (January 2012 edition). $V/C = V_{in} / (C_{in} * F_f) + V_x / (C_x * S_f * F_f)$ $V_{in}$ = Peak 15 Min Entering Passenger Volume $C_{in}$ = Total 15-Minute Capacity of all turnstiles for entering Passengers $V_x$ = Peak 15- Minute Exiting Passenger $C_x$ = Total 15-minute Capacity of all turnstile for exiting Passengers $S_f$ = Surging Factor $F_f$ = Friction Factor							



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### *SUBWAY LINE HAUL LEVELS*

Subway ridership numbers were also adjusted to 2018 levels using an annual background growth rate of 0.50 percent for the first five years and then 0.25 percent for the remaining year.

#### No. 7 Line

~~Furthermore, trips~~ Trips associated with major new developments along the No. 7 subway line were ~~superimposed onto~~ added to the 2018 background line-haul volumes to generate No Action peak period volumes for the No. 7 line subway line-haul analysis. Subway trips generated by No Action projects in Corona and Flushing were distributed directionally in a similar manner as subway trips generated by the proposed project due to the proximity of these neighborhoods to the project site. Because the Flushing-Main Street subway station is the No. 7 subway line's eastern terminus, all trips generated by No Action projects in that area were assigned to the Manhattan-bound direction in the AM peak period and the Flushing-bound direction in the PM peak period. These trips include several large and small projects planned for the Flushing area. Although a small number of trips from the No Action projects in Corona could travel in the off-peak direction, to/from Flushing, it was conservatively assumed that all of these trips would also travel in the peak direction during both the AM and PM peak periods.

In addition, NYCT plans to add two trains to the peak direction for both the AM and PM peak periods. Compared with the 2012 existing conditions, the 2018 No Action subway line-haul volumes are expected to increase by approximately 5 percent in the Manhattan-bound direction during the AM peak hour and 6 percent in the Flushing-bound direction during the PM peak hour. As shown in **Table 14-95**, assuming that planned service improvements are implemented, the No. 7 line would operate within guideline capacity during the weekday AM peak period for the Manhattan-bound local service and during the weekday PM peak period for the Flushing-bound service. However, the Manhattan-bound express service would continue to exceed the guideline capacity during the weekday AM peak period under the 2018 No Action condition. ~~Between the Draft SEIS and Final SEIS, a detailed examination of line-haul conditions on the N/Q lines will also prepared, in coordination with NYCT.~~

#### N and Q Lines

Based on NYCT transit demand model estimates, approximately 19 percent of the No Action project generated subway riders who take the No.7 train to/from Queens would make a transfer to the N and the Q lines at the Queensboro Plaza station.

According to NYCT's estimate, the N and Q lines' ridership levels would increase by approximately 19.5 percent from 2011 to 2033 largely due to the planned developments in Astoria, Queens. Although this growth rate accounts for the 22 years of background growth, this rate was applied to the 2018 No Action condition and carried forward for the 2028 and 2032 No Action conditions to conservatively estimate the No Action ridership. Additionally, after the completion of Phase I of the Second Avenue subway, the Q line will be rerouted to serve the 2nd Avenue line and an alternate service will be provided to replace the service in Astoria (tentatively assigned as the "W" line). As mentioned above, approximately 19 percent of the No.7 line riders to/from Queens would transfer to the N and Q lines at the Queensboro Plaza station. These transfer riders would be added to the each of the No Action baseline volumes (2018, 2028, and 2032) on the N and Q lines. It was assumed that the transfer riders would be equally distributed on the N and the Q lines. As shown in **Table 14-95**, while the N and Q lines would continue to operate within the guideline capacity during the PM peak hour for Queens-bound service, both lines would exceed the guideline capacity during the AM peak hour for Manhattan-bound service.

**Table 14-95**

**2018 No Action Condition: Peak Hour Subway Line Haul**

Subway lines Direction of Travel	Station	Trains/ Hour	Volume	Leave Load		Available Capacity
				Guideline Capacity	V/C Ratio	
<b>AM Peak Period</b>						
No. 7 Manhattan-bound Express	Woodside-61st Street	16	49,428	18,150	1.07	-1,278
		14	17,260	16,940	1.02	-320
No. 7 Manhattan-bound Local	40th Street	14	45,246	16,940	0.90	1,724
			13,420		0.79	3,520
N Manhattan-bound	Queensboro Plaza	8	13,504	11,600	1.16	-1,904
Q (W) Manhattan-bound <sup>1</sup>	Queensboro Plaza	8	12,777	11,600	1.10	-1,177
<b>PM Peak Period</b>						
No. 7 Queens-bound Express + Local	Queensboro Plaza	23	22,017	27,830	0.79	5,813
		25	21,580	30,250	0.71	8,670
N Queens-bound	Queensboro Plaza	7	7,869	10,150	0.78	2,281
Q (W) Queens-bound <sup>1</sup>	Queensboro Plaza	7	6,677	10,150	0.66	3,473
<b>Notes:</b> For the AM peak hour, while a total of 29 trains would be expected to traverse the respective express and local peak load points, the total number of scheduled trains during this hour would be 28 trains. <sup>1</sup> W is a tentative designation for a line that would replace the Q service in Queens. <b>Source:</b> New York City Transit						

### BUS LINE HAUL LEVELS

The 2018 No Action condition analysis of bus line-haul levels incorporates annual growth rates on the three study area bus routes as mentioned above by applying a 0.50 percent for the first ~~5~~ five years and a 0.25 percent for the remaining year. Since there is an abundance of bus routes serving the many development projects planned for the Flushing area, the incorporation of only the background growth is expected to be adequate in accounting for potential increases in ridership on the three study area bus routes absent the proposed project. The No Action analysis results are presented in **Table 14-96**. As shown, all three bus routes would continue to operate within the guideline capacity during the AM and PM peak periods.

**Table 14-96**

**2018 No Action Condition: Bus Line Haul at NYCT Maximum and District Load Points**

Route	Peak Period	Buses Per Hour	Eastbound		Buses Per Hour	Westbound	
			Load Point	AP		Load Point	AP
Q19	AM	3	Astoria Blvd/ 102nd St	42	3	Astoria Blvd/ 77th St	44
	PM	3	Astoria Blvd/ 94th St	28	3	Astoria Blvd/Humphrey St	32
Q48	AM	5	Roosevelt at 126th	33	3	Roosevelt at 126th	9
	PM	5	Roosevelt at 126th	21	5	Roosevelt at 126th	22
Q66 (to Woodside and LIC)	AM	15	Northern Blvd/ 110th St	46	14	Northern Blvd/ 72nd St	46
	PM	10	Northern Blvd/ 110th St	20	10	Northern Blvd/ 106th St	21
<b>Note:</b> AP = average passengers per bus; (#) = exceeds NYCT guideline capacity <b>Source:</b> Q48 ridership data provided by NYCT; Q19 and Q66 ridership data provided by the MTA Bus Company							

### STREET-LEVEL PEDESTRIAN OPERATIONS

Since new trips associated with the No Action projects are not expected to traverse the study area analysis locations, the 2018 No Action pedestrian volumes incorporate only an annual background growth rate of 0.50 percent for the first five years and 0.25 for the remaining year for an overall compounded growth rate of approximately 2.8 percent. The 2018 No Action peak hour pedestrian volumes are shown in **Appendix D**. As shown in **Tables 14-97** through **14-101**, all sidewalk, corner reservoir, and crosswalk analysis locations would continue to operate at acceptable

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levels (maximum of 8.5 PMF platoon flows for sidewalks; minimum of 19.5 SFP for corners and crosswalks), except at the following locations:

- The north crosswalk of 34th Avenue and 126th Street, which would operate at LOS F with 4.9 SFP during the weekend post-game peak 15-minute period.
- The south crosswalk of 34th Avenue and 126th Street, which would operate at LOS E with 10.8 SFP during the weekend post-game peak 15-minute period.

Table 14-97

### 2018 No Action Condition: Weekday Pedestrian LOS Analysis for Sidewalks

Location	Sidewalk	Effective Width (feet)	1-Hour Two-Way Volume	Peak Hour Factor (PHF)	Platoon	
					PMF	LOS
<b>Weekday AM Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	43	0.81	0.09	A
	West	6.0	0	0.80	0.00	A
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	41	0.91	0.05	A
	South	12.5	31	0.80	0.05	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	84	0.80	0.14	A
	South	11.5	42	0.80	0.08	A
34th Avenue between 126th Street and 126th Place	North	11.5	3	0.80	0.01	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	39	0.80	0.33	A
	West	8.0	0	0.80	0.00	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	19	0.80	0.04	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	64	0.80	0.19	A
	South	8.5	90	0.80	0.22	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	84	0.80	0.14	A
	South	13.0	82	0.83	0.13	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	59	0.80	0.25	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	14	0.80	0.05	A
<b>Weekday Midday Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	29	0.80	0.06	A
	West	6.0	3	0.80	0.01	A
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	35	0.80	0.05	A
	South	12.5	46	0.80	0.08	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	54	0.80	0.09	A
	South	11.5	34	0.80	0.06	A
34th Avenue between 126th Street and 126th Place	North	11.5	2	0.80	0.00	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	29	0.80	0.24	A
	West	8.0	1	0.80	0.00	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	19	0.80	0.04	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	56	0.80	0.17	A
	South	8.5	35	0.80	0.09	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	65	0.80	0.11	A
	South	13.0	38	0.80	0.06	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	77	0.80	0.32	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	11	0.80	0.04	A
<b>Weekday PM Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	15	0.80	0.03	A
	West	6.0	8	0.80	0.03	A
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	21	0.80	0.03	A
	South	12.5	44	0.80	0.07	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	55	0.80	0.09	A
	South	11.5	41	0.80	0.07	A
34th Avenue between 126th Street and 126th Place	North	11.5	0	0.80	0.00	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	59	0.80	0.49	A
	West	8.0	0	0.80	0.00	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	19	0.80	0.04	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	42	0.80	0.13	A
	South	8.5	47	0.80	0.12	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	80	0.80	0.13	A
	South	13.0	49	0.80	0.08	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	51	0.80	0.21	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	27	0.80	0.09	A

**Table 14-97 (cont'd)**  
**2018 No Action Condition: Weekday Pedestrian LOS Analysis for Sidewalks**

Location	Sidewalk	Effective Width (feet)	1-Hour Two-Way Volume	Peak Hour Factor (PHF)	Platoon	
					PMF	LOS
<b>Weekday Pre-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	145	0.80	0.32	A
	West	6.0	190	0.83	0.64	B
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	96	0.88	0.12	A
	South	12.5	84	0.80	0.14	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	126	0.80	0.21	A
	South	11.5	67	0.82	0.12	A
34th Avenue between 126th Street and 126th Place	North	11.5	84	0.80	0.15	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	137	0.80	1.14	B
	West	8.0	29	0.80	0.08	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	199	0.80	0.44	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	345	0.80	1.03	B
	South	8.5	195	0.80	0.48	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	242	0.82	0.39	A
	South	13.0	78	0.80	0.13	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	207	0.86	0.80	B
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	143	0.80	0.50	A

**Note:** PMF = pedestrians per minute per foot.

Table 14-98

2018 No Action Condition: Weekend Pedestrian LOS Analysis for Sidewalks

Location	Sidewalk	Effective Width (feet)	1-Hour Two-Way Volume	Peak Hour Factor (PHF)	Platoon	
					PMF	LOS
<b>Weekend Midday Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	34	0.80	0.07	A
	West	6.0	7	0.80	0.02	A
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	72	0.80	0.10	A
	South	12.5	62	0.80	0.10	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	125	0.82	0.20	A
	South	11.5	43	0.80	0.08	A
34th Avenue between 126th Street and 126th Place	North	11.5	19	0.80	0.03	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	43	0.80	0.36	A
	West	8.0	0	0.80	0.00	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	27	0.80	0.06	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	122	0.85	0.34	A
	South	8.5	161	0.80	0.39	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	113	0.89	0.17	A
	South	13.0	107	0.80	0.17	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	79	0.80	0.33	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	35	0.80	0.12	A
<b>Weekend Pre-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	96	0.80	0.21	A
	West	6.0	274	0.80	0.87	B
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	98	0.80	0.13	A
	South	12.5	162	0.80	0.27	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	128	0.85	0.20	A
	South	11.5	108	0.80	0.20	A
34th Avenue between 126th Street and 126th Place	North	11.5	24	0.80	0.04	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	263	0.80	2.19	B
	West	8.0	25	0.80	0.07	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	166	0.93	0.31	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	315	0.87	0.87	B
	South	8.5	253	0.80	0.62	B
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	150	0.86	0.23	A
	South	13.0	85	0.80	0.14	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	235	0.80	0.98	B
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	60	0.80	0.21	A
<b>Weekend Post-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	443	0.80	0.97	B
	West	6.0	847	0.80	2.94	B
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	137	0.80	0.18	A
	South	12.5	157	0.80	0.26	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	161	0.80	0.27	A
	South	11.5	152	0.80	0.28	A
34th Avenue between 126th Street and 126th Place	North	11.5	0	0.80	0.00	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	571	0.80	4.76	C
	West	8.0	34	0.80	0.09	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	502	0.80	1.10	B
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	645	0.80	1.92	B
	South	8.5	252	0.80	0.62	B
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	250	0.80	0.42	A
	South	13.0	63	0.80	0.10	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	401	0.80	1.67	B
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	123	0.80	0.43	A

Note: PMF = pedestrians per minute per foot.

**Table 14-99**  
**2018 No Action Condition: Pedestrian LOS Analysis for Corners**

Location	Corner	Weekday								Weekend					
		AM		Midday		PM		Pre-Game		Midday Non-Game		Pre-Game		Post-Game	
		SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS
Roosevelt Avenue and 126th Street	Northwest	1666.3	A	2331.3	A	2948.1	A	869.3	A	1497.6	A	914.9	A	582.9	A
	Northeast	1292.5	A	1355.7	A	2714.8	A	518.7	A	1092.1	A	593.5	A	344.6	A
Roosevelt Avenue and 114th Street	Northwest	1705.3	A	1491.6	A	1748.7	A	365.6	A	1011.5	A	446.2	A	224.4	A
	Southwest	1242.2	A	1559.1	A	1141.8	A	357.0	A	532.5	A	439.9	A	364.7	A

Note: SFP = square feet per pedestrian.

**Table 14-100**  
**2018 No Action Condition: Weekday Pedestrian LOS Analysis for Crosswalks**

Location	Cross walk	Street Width (feet)	Cross walk Width (feet)	Conditions with Conflicting Vehicles											
				Weekday AM			Weekday Midday			Weekday PM			Weekday Pre-Game		
				2-way Volume	SFP	LOS	2-way Volume	SFP	LOS	2-way Volume	SFP	LOS	2-way Volume	SFP	LOS
Roosevelt Avenue and 126th Street	North	53.0	16.0	46	1672.3	A	41	1706.5	A	23	2927.1	A	115	676.5	A
	East	43.0	14.0	4	3755.9	A	7	2032.9	A	2	6821.0	A	6	2363.3	A
	South	50.0	13.0	23	2686.2	A	39	1566.2	A	27	2291.1	A	84	739.4	A
	West	43.0	13.5	6	2830.9	A	10	1577.1	A	8	2052.7	A	43	167.4	A
34th Avenue and 126th Street	North	81.0	12.5	3	3142.8	A	0	N/A	A	4	2146.9	A	15	512.9	A
	East	30.0	7.0	10	2039.8	A	13	1505.6	A	20	985.6	A	224	80.0	A
	South	61.0	10.5	2	2988.1	A	1	5848.7	A	2	3183.4	A	138	45.1	B
	West	47.5	12.5	0	N/A	A	0	N/A	A	2	19163.1	A	41	930.7	A
Northern Boulevard and 126th Street	East	43.5	14.0	2	6432.5	A	2	5699.3	A	2	5584.8	A	17	625.9	A
	South	51.0	15.0	7	11652.5	A	1	81604.6	A	3	27198.9	A	28	2903.2	A
Roosevelt Avenue and 114th Street	North	41.0	12.5	57	1157.2	A	60	981.9	A	49	1280.6	A	321	161.8	A
	East	44.0	11.0	8	1274.4	A	4	2982.0	A	7	1179.6	A	26	348.7	A
	South	32.5	12.0	68	817.6	A	42	1235.0	A	57	837.3	A	195	236.3	A
	West	43.0	13.0	13	1464.4	A	18	1177.3	A	20	969.2	A	54	339.0	A

Notes: SFP = square feet per pedestrian.  
N/A = Crosswalk volume is zero, and SFP is not calculable. LOS is assumed to be A.

**Table 14-101**  
**2018 No Action Condition: Weekend Pedestrian LOS Analysis for Crosswalks**

Location	Crosswalk	Street Width (feet)	Cross walk Width (feet)	Conditions with Conflicting Vehicles								
				Weekend Midday Non-Game			Weekend Pre-Game			Weekend Post-Game		
				2-way Volume	SFP	LOS	2-way Volume	SFP	LOS	2-way Volume	SFP	LOS
Roosevelt Avenue and 126th Street	North	53.0	16.0	57	1204.7	A	89	729.1	A	132	563.1	A
	East	43.0	14.0	5	2795.0	A	11	1437.2	A	23	394.2	A
	South	50.0	13.0	65	952.5	A	165	371.8	A	158	392.9	A
	West	43.0	13.5	14	1159.0	A	66	110.5	A	72	194.6	A
34th Avenue and 126th Street	North	81.0	12.5	4	2714.0	A	209	38.6	C	569	4.9	F
	East	30.0	7.0	24	820.4	A	2	9927.5	A	0	N/A	A
	South	61.0	10.5	5	1217.7	A	186	23.0	D	335	10.8	E
	West	47.5	12.5	4	9824.3	A	29	1206.5	A	175	196.5	A
Northern Boulevard and 126th Street	East	43.5	14.0	8	1695.1	A	10	1095.3	A	68	136.4	A
	South	51.0	15.0	3	27198.9	A	10	8152.0	A	7	11647.7	A
Roosevelt Avenue and 114th Street	North	41.0	12.5	108	490.8	A	231	215.9	A	572	72.7	A
	East	44.0	11.0	13	614.2	A	36	168.9	A	42	220.5	A
	South	32.5	12.0	138	343.0	A	140	331.4	A	145	324.3	A
	West	43.0	13.0	32	596.5	A	65	266.5	A	91	191.7	A

Notes: SFP = square feet per pedestrian.  
N/A = Crosswalk volume is zero, and SFP is not calculable. LOS is assumed to be A.

**Willets Point Development**

**2028 NO ACTION CONDITION**

*TRANSIT AND PEDESTRIAN VOLUME PROJECTIONS*

Estimates of peak hour transit and pedestrian volumes in the No Action condition were developed by applying the CEQR-recommended 0.50 percent annual background growth rate for the first five years (year 2012 to year 2017) and then 0.25 percent for the remaining eleven years (year 2017 to year 2028) onto existing transit and pedestrian volumes and by adding the estimated transit and pedestrian volumes generated by projects within and near the study area that would be completed independent of the proposed project, as described above under “2018 No Action Condition.”

*SUBWAY STATION OPERATIONS*

The same station elements previously analyzed for existing conditions were analyzed under the 2028 No Action condition. Pedestrian volumes were adjusted to 2028 levels using an annual background growth rate of 0.50 percent for the first five years and then 0.25 for the remaining years for an overall compounded growth rate of approximately 5.4 percent by 2028. **Table 14-102** details the operating conditions for stairways and ramps while **Table 14-103** details operating conditions at control areas within the station in the future 2028 No Action condition. As shown, all analyzed stairways and ramps and control areas would continue to operate at acceptable levels during all peak hours.

**Table 14-102**

**2028 No Action Condition: Subway Station Vertical Circulation Analysis**

Mets-Willets Point No. 7 Train Station Vertical Circulation Elements	Width (feet)	Effective Width (feet)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
			Up	Down				
<b>Weekday AM Non-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	13	26	0.90	0.90	0.05	A
Roosevelt Avenue (North) S2 Stair	8.0	6.8	7	16	0.90	0.90	0.03	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	20	42	0.90	0.90	0.04	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	1	36	0.75	1.00	0.04	A
Flushing-bound West P10 Stair	9.6	8.3	1	33	0.75	1.00	0.04	A
Flushing-bound East P4 Stair	9.9	8.7	1	39	0.75	1.00	0.04	A
Flushing-bound East P2 Stair	10.1	8.8	3	34	0.75	0.90	0.04	A
Manhattan-bound West Ramp Passageway	17.6	15.6	66	6	0.75	0.90	0.02	A
Manhattan-bound East Ramp Passageway	19.6	17.6	33	11	0.75	0.90	0.01	A
<b>Weekday PM Non-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	24	21	0.90	0.90	0.05	A
Roosevelt Avenue (North) S2 Stair	8.0	6.8	22	15	0.90	0.90	0.04	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	46	36	0.90	0.90	0.06	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	2	45	0.75	1.00	0.05	A
Flushing-bound West P10 Stair	9.6	8.3	1	42	0.75	1.00	0.05	A
Flushing-bound East P4 Stair	9.9	8.7	3	55	0.75	0.90	0.07	A
Flushing-bound East P2 Stair	10.1	8.8	8	46	0.75	0.90	0.06	A
Manhattan-bound West Ramp Passageway	17.6	15.6	72	4	0.75	0.90	0.02	A
Manhattan-bound East Ramp Passageway	19.6	17.6	22	6	0.75	0.90	0.01	A

Table 14-102 (cont'd)

**2028 No Action Condition: Subway Station Vertical Circulation Analysis**

Mets-Willets Point No. 7 Train Station Vertical Circulation Elements	Width (feet)	Effective Width (feet)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
			Up	Down				
<b>Weekday Pre-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	9	215	0.90	1.00	0.25	A
Roosevelt Avenue (North) S2 Stair	8.0	6.8	9	9	0.90	0.90	0.02	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	18	224	0.90	0.90	0.17	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	4	430	0.75	1.00	0.45	A
Flushing-bound West P10 Stair	9.6	8.3	3	458	0.75	1.00	0.49	B
Flushing-bound East P4 Stair	9.9	8.7	4	399	0.75	1.00	0.41	A
Flushing-bound East P2 Stair	10.1	8.8	6	260	0.75	1.00	0.27	A
Manhattan-bound West Ramp Passageway	17.6	15.6	62	20	0.75	0.90	0.03	A
Manhattan-bound East Ramp Passageway	19.6	17.6	25	23	0.75	0.90	0.02	A
<b>Weekend Pre-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	9	318	0.90	1.00	0.37	A
Roosevelt Avenue (North) S2 Stair	8.0	6.8	2	6	0.90	0.90	0.01	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	11	324	0.90	1.00	0.22	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	2	289	0.75	1.00	0.30	A
Flushing-bound West P10 Stair	9.6	8.3	0	281	0.75	1.00	0.30	A
Flushing-bound East P4 Stair	9.9	8.7	2	444	0.75	1.00	0.46	B
Flushing-bound East P2 Stair	10.1	8.8	6	274	0.75	1.00	0.28	A
Manhattan-bound West Ramp Passageway	17.6	15.6	52	20	0.75	0.90	0.02	A
Manhattan-bound East Ramp Passageway	19.6	17.6	19	52	0.75	0.90	0.02	A
<b>Weekend Post-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	135	15	0.90	0.90	0.17	A
Roosevelt Avenue (North) S2 Stair	8.0	6.8	15	3	0.90	0.90	0.02	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	150	18	0.90	0.90	0.11	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	392	13	0.75	1.00	0.32	A
Flushing-bound West P10 Stair	9.6	8.3	314	21	0.75	0.90	0.30	A
Flushing-bound East P4 Stair	9.9	8.7	360	15	0.75	1.00	0.29	A
Flushing-bound East P2 Stair	10.1	8.8	588	9	0.75	1.00	0.45	B
Manhattan-bound West Ramp Passageway	17.6	15.6	719	4	0.75	1.00	0.21	A
Manhattan-bound East Ramp Passageway	19.6	17.6	394	8	0.75	1.00	0.10	A
<b>Notes:</b>								
Capacities were calculated based on rates presented in the <i>CEQR Technical Manual</i> (January 2012 edition).								
Surging factors are only applied to the exiting pedestrian volume ( <i>CEQR Technical Manual</i> ).								
V/C Stairway = $[\text{Vin} / (150 * \text{We} * \text{Sf} * \text{Ff})] + [\text{Vx} / (150 * \text{We} * \text{Sf} * \text{Ff})]$								
V/C Passageway = $[\text{Vin} / (225 * \text{We} * \text{Sf} * \text{Ff})] + [\text{Vx} / (225 * \text{We} * \text{Sf} * \text{Ff})]$								
Where								
Vin = Peak 15-minute entering passenger volume								
Vx = Peak 15-minute exiting passenger volume								
We = Effective width of stairs/passageways								
Sf = Surging factor (if applicable)								
Ff = Friction factor (if applicable)								



Table 14-103

2028 No Action Condition: Subway Station Control Area Analysis

Mets-Willets Point No. 7 Train Station Control Area Elements	Quantity	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
		Into Control Area	Out from Control Area				
<b>Weekday AM Non-Game</b>							
Main Control Area Turnstiles (R532)	5	90	123	0.80	0.90	0.10	A
<b>Weekday PM Non-Game</b>							
Main Control Area Turnstiles (R532)	5	89	168	0.80	0.90	0.12	A
<b>Weekday Pre-Game</b>							
Manhattan-bound East Ramp Turnstiles	7	25	23	0.75	0.90	0.02	A
Manhattan-bound West Ramp Turnstiles	6	62	20	0.75	0.90	0.03	A
Flushing-bound East Stair Turnstiles	8	11	660	0.80	1.00	0.16	A
Flushing-bound West Stair Turnstiles	6	7	888	0.80	1.00	0.29	A
<b>Weekend Pre-Game</b>							
Manhattan-bound East Ramp Turnstiles	7	19	52	0.75	0.90	0.02	A
Manhattan-bound West Ramp Turnstiles	6	52	20	0.75	0.90	0.03	A
Flushing-bound East Stair Turnstiles	8	8	718	0.80	1.00	0.18	A
Flushing-bound West Stair Turnstiles	6	2	570	0.80	1.00	0.18	A
<b>Weekend Post-Game</b>							
Manhattan-bound East Ramp Turnstiles	7	394	8	0.75	1.00	0.14	A
Manhattan-bound West Ramp Turnstiles	6	719	4	0.75	1.00	0.29	A
Flushing-bound East Stair Turnstiles	8	949	24	0.80	1.00	0.29	A
Flushing-bound West Stair Turnstiles	6	706	34	0.80	1.00	0.29	A
<b>Notes:</b> Capacities were calculated based on rates presented in the <i>CEQR Technical Manual</i> (January 2012 edition). $V/C = V_{in} / (C_{in} \times F_f) + V_x / (C_x \times S_f \times F_f)$ $V_{in}$ = Peak 15 Min Entering Passenger Volume $C_{in}$ = Total 15-Minute Capacity of all turnstiles for entering Passengers $V_x$ = Peak 15- Minute Exiting Passenger $C_x$ = Total 15-minute Capacity of all turnstile for exiting Passengers $S_f$ = Surging Factor $F_f$ = Friction Factor							

*SUBWAY LINE HAUL LEVELS*

The No. 7 line subway ridership numbers were also adjusted to 2028 levels using an annual background growth rate of 0.50 percent for the first five years and then 0.25 for the remaining years, and incorporating trips associated with projected No Action projects, as described under “2018 No Action Condition.” As shown in **Table 14-104**, the No. 7 line would operate within guideline capacity during the weekday AM peak period for the Manhattan-bound local service and during the PM peak period for the Flushing-bound service. However, the No.7 Manhattan-bound express service would continue to exceed the guideline capacity during the weekday AM peak period under the 2028 No Action condition. ~~Between the Draft SEIS and Final SEIS, a detailed examination of line haul conditions on the N/Q lines will also prepared, in coordination with NYCT. As described under “2018 No Action Condition,” the estimated 19.5 percent background growth was applied to the 2028 No Action analysis to account for the No Action project generated subway riders on the N and Q lines. As shown in Table 14-104, the N and Q lines would continue to operate within the guideline capacity during the PM peak hour for Queens-bound service while both lines would continue to exceed the guideline capacity during the AM peak hour for Manhattan-bound service.~~

**Table 14-104**  
**2028 No Action Condition: Peak Hour Subway Line Haul**

Subway lines Direction of Travel	Station	Trains/ Hour	Volume	Leave Load		Available Capacity
				Guideline Capacity	V/C Ratio	
<b>AM Peak Period</b>						
No. 7 Manhattan-bound Express	Woodside-61st Street	45	49,900	18,150	4.40	-4,750
		14	17,677	16,930	1.04	-737
No. 7 Manhattan-bound Local	40th Street	14	45,598	16,940	0.92	4,342
			13,757		0.81	3,183
N Manhattan-bound	Queensboro Plaza	8	13,504	11,600	1.16	-1,904
Q (W) Manhattan-bound <sup>1</sup>	Queensboro Plaza	8	12,777	11,600	1.10	-1,177
<b>PM Peak Period</b>						
No. 7 Queens -bound Express + Local	Queensboro Plaza	23	22,550	27,830	0.81	5,280
		25	22,102	30,250	0.73	8,148
N Queens-bound	Queensboro Plaza	7	7,869	10,150	0.78	2,281
Q (W) Queens-bound <sup>1</sup>	Queensboro Plaza	7	6,677	10,150	0.66	3,473
<b>Notes:</b>						
For the AM peak hour, while a total of 29 trains would be expected to traverse the respective express and local peak load points, the total number of scheduled trains during this hour would be 28 trains.						
<sup>1</sup> W is a tentative designation for a line that would replace the Q service in Queens.						
<b>Sources:</b> New York City Transit						

*BUS LINE HAUL LEVELS*

The 2028 No Action condition analysis of bus line-haul levels incorporates annual growth rates on the three study area bus routes as mentioned above by applying a 0.50 percent for the first-five years and a 0.25 percent for the remaining years. The No Action analysis results are presented in **Table 14-105**. As shown, all three bus routes would continue to operate within the guideline capacity during the AM and PM Peak periods.

**Table 14-105**  
**2028 No Action Condition: Bus Line Haul at NYCT Maximum and District Load Points**

Route	Peak Period	Buses Per Hour	Eastbound		Buses Per Hour	Westbound	
			Load Point	AP		Load Point	AP
Q19	AM	3	Astoria Blvd/ 102nd St	43	3	Astoria Blvd/ 77th St	45
	PM	3	Astoria Blvd/ 94th St	28	3	Astoria Blvd/Humphrey St	33
Q48	AM	5	Roosevelt at 126th	34	3	Roosevelt at 126th	9
	PM	5	Roosevelt at 126th	22	5	Roosevelt at 126th	23
Q66 (to Woodside and LIC)	AM	15	Northern Blvd/ 110th St	48	14	Northern Blvd/ 72nd St	47
	PM	10	Northern Blvd/ 110th St	21	10	Northern Blvd/ 106th St	21
<b>Note:</b> AP = average passengers per bus; (#) = exceeds NYCT guideline capacity							
<b>Source:</b> Q48 ridership data provided by NYCT; Q19 and Q66 ridership data provided by the MTA Bus Company							

*STREET-LEVEL PEDESTRIAN OPERATIONS*

As described above under “2018 No Action Condition,” since new trips associated with the No Action projects are not expected to traverse the study area analysis locations, the 2028 No Action pedestrian volumes incorporate only an annual background growth rate of 0.50 percent for the first five years and 0.25 percent for the remaining years for an overall compounded growth rate of approximately 5.4 percent. The 2028 No Action peak hour pedestrian volumes are shown in **Appendix D**. As shown in **Tables 14-106 through 14-110**, all sidewalk, corner reservoir, and crosswalk analysis locations would continue to operate at acceptable levels (maximum of 8.5 PMF platoon flows for sidewalks; minimum of 19.5 SFP for corners and crosswalks), except at the following locations:

**Willetts Point Development**

- The north crosswalk of 34th Avenue and 126th Street, which operates at LOS F with 4.5 SFP during the weekend post-game peak 15-minute period.
- The south crosswalk of 34th Avenue and 126th Street, which operates at LOS E with 10.2 SFP during the weekend post-game peak 15-minute period.

**Table 14-106**

**2028 No Action Condition: Weekday Pedestrian LOS Analysis for Sidewalks**

Location	Sidewalk	Effective Width (feet)	1-Hour Two-Way Volume	Peak Hour Factor (PHF)	Platoon	
					PMF	LOS
<b>Weekday AM Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	45	0.81	0.10	A
	West	6.0	0	0.80	0.00	A
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	42	0.91	0.05	A
	South	12.5	31	0.80	0.05	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	87	0.80	0.15	A
	South	11.5	43	0.80	0.08	A
34th Avenue between 126th Street and 126th Place	North	11.5	3	0.80	0.01	A
	East	2.5	40	0.80	0.33	A
126th Street between Northern Boulevard and 34th Avenue	West	8.0	0	0.80	0.00	A
	South	9.5	20	0.80	0.04	A
Northern Boulevard between 126th Street and 126th Place	North	7.0	67	0.80	0.20	A
	South	8.5	92	0.80	0.23	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	12.5	85	0.80	0.14	A
	South	13.0	85	0.83	0.13	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	61	0.80	0.25	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	14	0.80	0.05	A
<b>Weekday Midday Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	31	0.80	0.07	A
	West	6.0	3	0.80	0.01	A
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	36	0.80	0.05	A
	South	12.5	46	0.80	0.08	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	54	0.80	0.09	A
	South	11.5	35	0.80	0.06	A
34th Avenue between 126th Street and 126th Place	North	11.5	2	0.80	0.00	A
	East	2.5	31	0.80	0.26	A
126th Street between Northern Boulevard and 34th Avenue	West	8.0	1	0.80	0.00	A
	South	9.5	20	0.80	0.04	A
Northern Boulevard between 126th Street and 126th Place	North	7.0	58	0.80	0.17	A
	South	8.5	35	0.80	0.09	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	12.5	66	0.80	0.11	A
	South	13.0	39	0.80	0.06	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	79	0.80	0.33	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	11	0.80	0.04	A
<b>Weekday PM Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	16	0.80	0.04	A
	West	6.0	8	0.80	0.03	A
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	22	0.80	0.03	A
	South	12.5	45	0.80	0.08	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	57	0.80	0.10	A
	South	11.5	42	0.80	0.08	A
34th Avenue between 126th Street and 126th Place	North	11.5	0	0.80	0.00	A
	East	2.5	60	0.80	0.50	A
126th Street between Northern Boulevard and 34th Avenue	West	8.0	0	0.80	0.00	A
	South	9.5	20	0.80	0.04	A
Northern Boulevard between 126th Street and 126th Place	North	7.0	43	0.80	0.13	A
	South	8.5	49	0.80	0.12	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	12.5	82	0.80	0.14	A
	South	13.0	51	0.80	0.08	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	53	0.80	0.22	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	27	0.80	0.09	A

**Table 14-106 (cont'd)**  
**2028 No Action Condition: Weekday Pedestrian LOS Analysis for Sidewalks**

Location	Sidewalk	Effective Width (feet)	1-Hour Two-Way Volume	Peak Hour Factor (PHF)	Platoon	
					PMF	LOS
<b>Weekday Pre-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	149	0.80	0.33	A
	West	6.0	195	0.83	0.65	B
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	98	0.88	0.12	A
	South	12.5	87	0.80	0.15	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	129	0.80	0.22	A
	South	11.5	69	0.82	0.12	A
34th Avenue between 126th Street and 126th Place	North	11.5	86	0.80	0.16	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	141	0.80	1.18	B
	West	8.0	30	0.80	0.08	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	205	0.80	0.45	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	353	0.80	1.05	B
	South	8.5	199	0.80	0.49	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	249	0.82	0.41	A
	South	13.0	80	0.80	0.13	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	212	0.86	0.82	B
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	147	0.80	0.51	B

Note: PMF = pedestrians per minute per foot.

Table 14-107

2028 No Action Condition: Weekend Pedestrian LOS Analysis for Sidewalks

Location	Sidewalk	Effective Width (feet)	1-Hour Two-Way Volume	Peak Hour Factor (PHF)	Platoon	
					PMF	LOS
<b>Weekend Midday Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	35	0.80	0.08	A
	West	6.0	7	0.80	0.02	A
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	74	0.80	0.10	A
	South	12.5	63	0.80	0.11	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	128	0.82	0.21	A
	South	11.5	44	0.80	0.08	A
34th Avenue between 126th Street and 126th Place	North	11.5	20	0.80	0.04	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	43	0.80	0.36	A
	West	8.0	0	0.80	0.00	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	29	0.80	0.06	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	126	0.85	0.35	A
	South	8.5	165	0.80	0.40	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	116	0.89	0.17	A
	South	13.0	110	0.80	0.18	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	81	0.80	0.34	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	36	0.80	0.13	A
<b>Weekend Pre-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	98	0.80	0.21	A
	West	6.0	280	0.80	0.88	B
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	100	0.80	0.13	A
	South	12.5	165	0.80	0.28	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	132	0.85	0.21	A
	South	11.5	111	0.80	0.20	A
34th Avenue between 126th Street and 126th Place	North	11.5	26	0.80	0.05	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	270	0.80	2.25	B
	West	8.0	25	0.80	0.07	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	171	0.93	0.32	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	324	0.87	0.89	B
	South	8.5	260	0.80	0.64	B
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	154	0.86	0.24	A
	South	13.0	87	0.80	0.14	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	242	0.80	1.01	B
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	62	0.80	0.22	A
<b>Weekend Post-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	455	0.80	1.00	B
	West	6.0	869	0.80	3.02	C
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	141	0.80	0.19	A
	South	12.5	162	0.80	0.27	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	165	0.80	0.28	A
	South	11.5	156	0.80	0.28	A
34th Avenue between 126th Street and 126th Place	North	11.5	0	0.80	0.00	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	585	0.80	4.88	C
	West	8.0	35	0.80	0.09	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	514	0.80	1.13	B
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	662	0.80	1.97	B
	South	8.5	258	0.80	0.63	B
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	257	0.80	0.43	A
	South	13.0	64	0.80	0.10	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	411	0.80	1.71	B
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	125	0.80	0.43	A

Note: PMF = pedestrians per minute per foot.

**Table 14-108**  
**2028 No Action Condition: Pedestrian LOS Analysis for Corners**

Location	Corner	Weekday								Weekend					
		AM		Midday		PM		Pre-Game		Midday Non-Game		Pre-Game		Post-Game	
		SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS
Roosevelt Avenue and 126th Street	Northwest	1620.2	A	2299.4	A	2848.0	A	840.1	A	1458.4	A	895.5	A	566.7	A
	Northeast	1270.2	A	1328.8	A	2513.2	A	508.2	A	1074.7	A	578.0	A	336.1	A
Roosevelt Avenue and 114th Street	Northwest	1656.7	A	1452.5	A	1662.7	A	357.1	A	973.9	A	434.8	A	218.7	A
	Southwest	1214.3	A	1536.7	A	1102.5	A	350.1	A	517.5	A	427.4	A	357.5	A

Note: SFP = square feet per pedestrian.

**Table 14-109**  
**2028 No Action Condition: Weekday Pedestrian LOS Analysis for Crosswalks**

Location	Cross walk	Street Width (feet)	Cross walk Width (feet)	Conditions with Conflicting Vehicles											
				Weekday AM			Weekday Midday			Weekday PM			Weekday Pre-Game		
				2-way Volume	SFP	LOS	2-way Volume	SFP	LOS	2-way Volume	SFP	LOS	2-way Volume	SFP	LOS
Roosevelt Avenue and 126th Street	North	53.0	16.0	47	1633.3	A	42	1660.5	A	25	2683.6	A	118	656.5	A
	East	43.0	14.0	4	3734.2	A	7	2016.4	A	2	6763.1	A	6	2334.4	A
	South	50.0	13.0	23	2685.2	A	39	1565.5	A	29	2131.1	A	87	713.1	A
	West	43.0	13.5	6	2812.3	A	10	1565.9	A	8	2038.8	A	45	152.5	A
34th Avenue and 126th Street	North	81.0	12.5	3	3142.8	A	0	N/A	A	4	2139.3	A	16	476.0	A
	East	30.0	7.0	10	2035.8	A	13	1502.7	A	21	937.3	A	229	78.0	A
	South	61.0	10.5	2	2963.7	A	1	5783.6	A	2	3158.9	A	141	43.8	B
	West	47.5	12.5	0	N/A	A	0	N/A	A	2	19115.5	A	42	907.1	A
Northern Boulevard and 126th Street	East	43.5	14.0	2	6403.9	A	2	5656.4	A	2	5527.5	A	18	584.6	A
	South	51.0	15.0	7	11652.5	A	1	81604.6	A	3	27198.9	A	28	2903.2	A
Roosevelt Avenue and 114th Street	North	41.0	12.5	59	1116.0	A	61	963.3	A	51	1227.2	A	329	157.3	A
	East	44.0	11.0	8	1252.2	A	4	2954.1	A	7	1144.7	A	28	316.5	A
	South	32.5	12.0	70	791.6	A	42	1232.8	A	58	820.1	A	199	230.3	A
	West	43.0	13.0	13	1462.3	A	19	1113.4	A	22	878.2	A	54	338.5	A

Notes: SFP = square feet per pedestrian.  
N/A = Crosswalk volume is zero, and SFP is not calculable. LOS is assumed to be A.

**Table 14-110**  
**2028 No Action Condition: Weekend Pedestrian LOS Analysis for Crosswalks**

Location	Crosswalk	Street Width (feet)	Cross walk Width (feet)	Conditions with Conflicting Vehicles								
				Weekend Midday Non-Game			Weekend Pre-Game			Weekend Post-Game		
				2-way Volume	SFP	LOS	2-way Volume	SFP	LOS	2-way Volume	SFP	LOS
Roosevelt Avenue and 126th Street	North	53.0	16.0	58	1181.0	A	91	709.9	A	136	545.7	A
	East	43.0	14.0	5	2771.9	A	11	1424.1	A	23	383.0	A
	South	50.0	13.0	67	923.2	A	168	364.9	A	163	380.7	A
	West	43.0	13.5	15	1075.8	A	67	103.2	A	74	187.1	A
34th Avenue and 126th Street	North	81.0	12.5	4	2704.6	A	215	37.3	C	584	4.5	F
	East	30.0	7.0	26	756.1	A	2	9927.5	A	0	N/A	A
	South	61.0	10.5	5	1207.9	A	191	21.9	D	343	10.2	E
	West	47.5	12.5	4	9812.4	A	29	1201.6	A	179	191.2	A
Northern Boulevard and 126th Street	East	43.5	14.0	8	1681.7	A	10	1086.8	A	70	130.4	A
	South	51.0	15.0	3	27198.9	A	10	8152.0	A	7	11647.7	A
Roosevelt Avenue and 114th Street	North	41.0	12.5	111	476.0	A	237	209.2	A	587	70.1	A
	East	44.0	11.0	14	554.0	A	37	157.1	A	43	210.7	A
	South	32.5	12.0	141	334.5	A	145	318.3	A	148	316.5	A
	West	43.0	13.0	34	559.6	A	66	261.2	A	93	186.9	A

Notes: SFP = square feet per pedestrian.  
N/A = Crosswalk volume is zero, and SFP is not calculable. LOS is assumed to be A.

**2032 NO ACTION CONDITION**

*TRANSIT AND PEDESTRIAN VOLUME PROJECTIONS*

Estimates of peak hour transit and pedestrian volumes in the No Action condition were developed by applying the CEQR-recommended 0.50 percent annual background growth rate for the first five years (year 2012 to year 2017) and then 0.25 percent for the remaining fifteen years (year 2017 to year 2032) onto existing transit and pedestrian volumes and by adding the estimated transit and pedestrian volumes generated by projects within and near the study area that would be completed independent of the proposed project, as described above under “2018 No Action Condition.”

*SUBWAY STATION OPERATIONS*

The same station elements previously analyzed for existing conditions were analyzed under the 2032 No Action condition. Pedestrian volumes were adjusted to 2032 levels using an annual background growth rate of 0.50 percent for the first five years and then 0.25 percent for the remaining years for an overall compounded growth rate of approximately 6.4 percent by 2032. **Table 14-111** details the operating conditions for stairways and ramps while **Table 14-112** details operating conditions at control areas within the station in the future 2032 No Action condition. As shown, all analyzed stairways and ramps and control areas would continue to operate at acceptable levels during all peak hours.

**Table 14-111**

**2032 No Action Condition: Subway Station Vertical Circulation Analysis**

Mets-Willets Point No. 7 Train Station Vertical Circulation Elements	Width (feet)	Effective Width (feet)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
			Up	Down				
<b>Weekday AM Non-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	13	27	0.90	0.90	0.05	A
Roosevelt Avenue (North) S2 Stair	8.0	6.8	7	16	0.90	0.90	0.03	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	20	43	0.90	0.90	0.04	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	1	36	0.75	1.00	0.04	A
Flushing-bound West P10 Stair	9.6	8.3	1	33	0.75	1.00	0.04	A
Flushing-bound East P4 Stair	9.9	8.7	1	39	0.75	1.00	0.04	A
Flushing-bound East P2 Stair	10.1	8.8	3	34	0.75	0.90	0.04	A
Manhattan-bound West Ramp Passageway	17.6	15.6	67	6	0.75	0.90	0.02	A
Manhattan-bound East Ramp Passageway	19.6	17.6	33	11	0.75	0.90	0.01	A
<b>Weekday PM Non-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	24	21	0.90	0.90	0.05	A
Roosevelt Avenue (North) S2 Stair	8.0	6.8	22	15	0.90	0.90	0.04	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	46	36	0.90	0.90	0.06	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	2	46	0.75	1.00	0.05	A
Flushing-bound West P10 Stair	9.6	8.3	1	43	0.75	1.00	0.05	A
Flushing-bound East P4 Stair	9.9	8.7	3	55	0.75	0.90	0.07	A
Flushing-bound East P2 Stair	10.1	8.8	9	47	0.75	0.90	0.06	A
Manhattan-bound West Ramp Passageway	17.6	15.6	72	4	0.75	0.90	0.02	A
Manhattan-bound East Ramp Passageway	19.6	17.6	22	6	0.75	0.90	0.01	A

**Table 14-111 (cont'd)**  
**2032 No Action Condition: Subway Station Vertical Circulation Analysis**

Mets-Willets Point No. 7 Train Station Vertical Circulation Elements	Width (feet)	Effective Width (feet)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
			Up	Down				
<b>Weekday Pre-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	10	217	0.90	1.00	0.26	A
Roosevelt Avenue (North) S2 Stair	8.0	6.8	10	10	0.90	0.90	0.02	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	20	227	0.90	0.90	0.18	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	4	434	0.75	1.00	0.45	A
Flushing-bound West P10 Stair	9.6	8.3	3	463	0.75	1.00	0.50	B
Flushing-bound East P4 Stair	9.9	8.7	4	403	0.75	1.00	0.42	A
Flushing-bound East P2 Stair	10.1	8.8	6	263	0.75	1.00	0.27	A
Manhattan-bound West Ramp Passageway	17.6	15.6	63	20	0.75	0.90	0.03	A
Manhattan-bound East Ramp Passageway	19.6	17.6	26	23	0.75	0.90	0.02	A
<b>Weekend Pre-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	10	321	0.90	1.00	0.38	A
Roosevelt Avenue (North) S2 Stair	8.0	6.8	2	6	0.90	0.90	0.01	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	12	327	0.90	1.00	0.22	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	2	292	0.75	1.00	0.30	A
Flushing-bound West P10 Stair	9.6	8.3	0	284	0.75	1.00	0.30	A
Flushing-bound East P4 Stair	9.9	8.7	2	448	0.75	1.00	0.46	B
Flushing-bound East P2 Stair	10.1	8.8	6	277	0.75	1.00	0.28	A
Manhattan-bound West Ramp Passageway	17.6	15.6	52	20	0.75	0.90	0.02	A
Manhattan-bound East Ramp Passageway	19.6	17.6	19	52	0.75	0.90	0.02	A
<b>Weekend Post-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	136	15	0.90	0.90	0.17	A
Roosevelt Avenue (North) S2 Stair	8.0	6.8	15	3	0.90	0.90	0.02	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	151	18	0.90	0.90	0.11	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	396	13	0.75	1.00	0.32	A
Flushing-bound West P10 Stair	9.6	8.3	317	21	0.75	0.90	0.31	A
Flushing-bound East P4 Stair	9.9	8.7	364	15	0.75	1.00	0.30	A
Flushing-bound East P2 Stair	10.1	8.8	594	10	0.75	1.00	0.46	B
Manhattan-bound West Ramp Passageway	17.6	15.6	726	4	0.75	1.00	0.21	A
Manhattan-bound East Ramp Passageway	19.6	17.6	398	9	0.75	1.00	0.10	A
<b>Notes:</b>								
Capacities were calculated based on rates presented in the <i>CEQR Technical Manual</i> (January 2012 edition).								
Surging factors are only applied to the exiting pedestrian volume ( <i>CEQR Technical Manual</i> ).								
V/C Stairway = $[V_{in} / (150 * W_e * S_f * F_f)] + [V_{x} / (150 * W_e * S_f * F_f)]$								
V/C Passageway = $[V_{in} / (225 * W_e * S_f * F_f)] + [V_{x} / (225 * W_e * S_f * F_f)]$								
Where								
V <sub>in</sub> = Peak 15-minute entering passenger volume								
V <sub>x</sub> = Peak 15-minute exiting passenger volume								
W <sub>e</sub> = Effective width of stairs/passageways								
S <sub>f</sub> = Surging factor (if applicable)								
F <sub>f</sub> = Friction factor (if applicable)								



Table 14-112

2032 No Action Condition: Subway Station Control Area Analysis

Mets-Willets Point No. 7 Train Station Control Area Elements	Quantity	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
		Into Control Area	Out from Control Area				
<b>Weekday AM Non-Game</b>							
Main Control Area Turnstiles (R532)	5	90	125	0.80	0.90	0.10	A
<b>Weekday PM Non-Game</b>							
Main Control Area Turnstiles (R532)	5	89	169	0.80	0.90	0.12	A
<b>Weekday Pre-Game</b>							
Manhattan-bound East Ramp Turnstiles	7	26	23	0.75	0.90	0.02	A
Manhattan-bound West Ramp Turnstiles	6	63	20	0.75	0.90	0.04	A
Flushing-bound East Stair Turnstiles	8	11	666	0.80	1.00	0.16	A
Flushing-bound West Stair Turnstiles	6	7	897	0.80	1.00	0.29	A
<b>Weekend Pre-Game</b>							
Manhattan-bound East Ramp Turnstiles	7	19	52	0.75	0.90	0.02	A
Manhattan-bound West Ramp Turnstiles	6	52	20	0.75	0.90	0.03	A
Flushing-bound East Stair Turnstiles	8	9	725	0.80	1.00	0.18	A
Flushing-bound West Stair Turnstiles	6	2	576	0.80	1.00	0.19	A
<b>Weekend Post-Game</b>							
Manhattan-bound East Ramp Turnstiles	7	398	9	0.75	1.00	0.14	A
Manhattan-bound West Ramp Turnstiles	6	726	4	0.75	1.00	0.29	A
Flushing-bound East Stair Turnstiles	8	958	24	0.80	1.00	0.29	A
Flushing-bound West Stair Turnstiles	6	713	34	0.80	1.00	0.29	A
<b>Notes:</b> Capacities were calculated based on rates presented in the <i>CEQR Technical Manual</i> (January 2012 edition). $V/C = V_{in} / (C_{in} \times F_f) + V_x / (C_x \times S_f \times F_f)$ $V_{in}$ = Peak 15 Min Entering Passenger Volume $C_{in}$ = Total 15-Minute Capacity of all turnstiles for entering Passengers $V_x$ = Peak 15-Minute Exiting Passenger $C_x$ = Total 15-minute Capacity of all turnstile for exiting Passengers $S_f$ = Surging Factor $F_f$ = Friction Factor							

*SUBWAY LINE HAUL LEVELS*

The No.7 line subway ridership numbers were also adjusted to 2032 levels using an annual background growth rate of 0.50 percent for the first five years and then 0.25 percent for the remaining years, and incorporating trips associated with projected No Action projects, as described under “2018 No Action Condition.” As shown in **Table 14-113**, the No. 7 line would operate within guideline capacity during the weekday AM peak period for the Manhattan-bound local service and during the PM peak period for the Flushing-bound service. However, the Manhattan-bound express service would continue to exceed the guideline capacity during the weekday AM peak period under the 2032 No Action condition. ~~Between the Draft SEIS and Final SEIS, a detailed examination of line haul conditions on the N/Q lines will also prepared, in coordination with NYCT.~~

As described under “2018 No Action Condition,” the estimated 19.5 percent background growth rate was applied to the 2032 No Action analysis to account for the No Action project generated subway riders on the N and Q lines. As shown in Table 14-113, the N and Q lines would continue to operate within the guideline capacity during the PM peak hour for Queens-bound service while both lines would continue to exceed the guideline capacity during the AM peak hour for Manhattan-bound service.

**Table 14-113**  
**2032 No Action Condition: Peak Hour Subway Line Haul**

Subway Lines Direction of Travel	Station	Trains/ Hour	Volume	Leave Load		Available Capacity
				Guideline Capacity	V/C Ratio	
<b>AM Peak Period</b>						
<u>No. 7</u> Manhattan-bound Express	Woodside–61st Street	15	20,082	18,150	1.11	-1,932
		14	17,838	16,940	1.05	-898
<u>No. 7</u> Manhattan-bound Local	40th Street	14	15,745	16,940	0.93	1,195
			13,886		0.82	3,054
<u>N</u> Manhattan-bound	<u>Queensboro Plaza</u>	8	13,504	11,600	1.16	-1,904
<u>Q (W)</u> Manhattan-bound <sup>1</sup>	<u>Queensboro Plaza</u>	8	12,777	11,600	1.10	-1,177
<b>PM Peak Period</b>						
<u>No. 7</u> Flushing-bound Express + Local	Queensboro Plaza	23	22,755	27,830	0.82	5,075
		25	22,303	30,250	0.74	7,947
<u>N</u> Queens-bound	<u>Queensboro Plaza</u>	7	7,869	10,150	0.78	2,281
<u>Q (W)</u> Queens-bound <sup>1</sup>	<u>Queensboro Plaza</u>	7	6,677	10,150	0.66	3,473
Sources: New York City Transit						
Notes:						
For the AM peak hour, while a total of 29 trains would be expected to traverse the respective express and local peak load points, the total number of scheduled trains during this hour would be 28 trains.						
<sup>1</sup> W is a tentative designation for a line that would replace the Q service in Queens.						

*BUS LINE HAUL LEVELS*

The 2032 No Action condition analysis of bus line-haul levels incorporates annual growth rates on the three study area bus routes as mentioned above by applying a 0.50 percent for the first-five years and a 0.25 percent for the remaining years. The No Action analysis results are presented in **Table 14-114**. As shown, all three bus routes would continue to operate within the guideline capacity during the AM and PM peak periods.

**Table 14-114**  
**2032 No Action Condition: Bus Line Haul at NYCT Maximum and District Load Points**

Route	Peak Period	Buses Per Hour	Eastbound		Buses Per Hour	Westbound	
			Load Point	AP		Load Point	AP
Q19	AM	3	Astoria Blvd/ 102nd St	44	3	Astoria Blvd/ 77th St	45
	PM	3	Astoria Blvd/ 94th St	29	3	Astoria Blvd/Humphrey St	33
Q48	AM	5	Roosevelt at 126th	34	3	Roosevelt at 126th	9
	PM	5	Roosevelt at 126th	22	5	Roosevelt at 126th	23
Q66 (to Woodside and LIC)	AM	15	Northern Blvd/ 110th St	48	14	Northern Blvd/ 72nd St	48
	PM	10	Northern Blvd/ 110th St	21	10	Northern Blvd/ 106th St	21
Note: AP = average passengers per bus; (#) = exceeds NYCT guideline capacity							
Source: Q48 ridership data provided by NYCT; Q19 and Q66 ridership data provided by the MTA Bus Company							

*STREET-LEVEL PEDESTRIAN OPERATIONS*

As described above under “2018 No Action Condition,” since new trips associated with the No Action projects are not expected to traverse the study area analysis locations, the 2032 No Action pedestrian volumes incorporate only an annual background growth rate of 0.50 percent for the first five years and 0.25 percent for the remaining years for an overall compounded growth rate of approximately 6.4 percent. The 2032 No Action peak hour pedestrian volumes are shown in **Appendix D**. As shown in **Tables 14-115** through **14-119**, all sidewalk, corner reservoir,

**Willetts Point Development**

and crosswalk analysis locations would continue to operate at acceptable levels (maximum of 8.5 PMF platoon flows for sidewalks; minimum of 19.5 SFP for corners and crosswalks), except at the following locations:

- The north crosswalk of 34th Avenue and 126th Street, which operates at LOS F with 4.4 SFP during the weekend post-game peak 15-minute period.
- The south crosswalk of 34th Avenue and 126th Street, which operates at LOS E with 10.0 SFP during the weekend post-game peak 15-minute period.

**Table 14-115**

**2032 No Action Condition: Weekday Pedestrian LOS Analysis for Sidewalks**

Location	Sidewalk	Effective Width (feet)	1-Hour Two-Way Volume	Peak Hour Factor (PHF)	Platoon	
					PMF	LOS
<b>Weekday AM Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	45	0.81	0.10	A
	West	6.0	0	0.80	0.00	A
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	43	0.91	0.05	A
	South	12.5	32	0.80	0.05	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	88	0.80	0.15	A
	South	11.5	43	0.80	0.08	A
34th Avenue between 126th Street and 126th Place	North	11.5	3	0.80	0.01	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	41	0.80	0.34	A
	West	8.0	0	0.80	0.00	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	20	0.80	0.04	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	67	0.80	0.20	A
	South	8.5	94	0.80	0.23	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	87	0.80	0.15	A
	South	13.0	86	0.83	0.13	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	62	0.80	0.26	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	15	0.80	0.05	A
<b>Weekday Midday Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	31	0.80	0.07	A
	West	6.0	3	0.80	0.01	A
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	36	0.80	0.05	A
	South	12.5	47	0.80	0.08	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	56	0.80	0.09	A
	South	11.5	35	0.80	0.06	A
34th Avenue between 126th Street and 126th Place	North	11.5	2	0.80	0.00	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	31	0.80	0.26	A
	West	8.0	1	0.80	0.00	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	21	0.80	0.05	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	58	0.80	0.17	A
	South	8.5	37	0.80	0.09	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	67	0.80	0.11	A
	South	13.0	40	0.80	0.06	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	80	0.80	0.33	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	12	0.80	0.04	A
<b>Weekday PM Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	16	0.80	0.04	A
	West	6.0	8	0.80	0.03	A
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	22	0.80	0.03	A
	South	12.5	46	0.80	0.08	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	57	0.80	0.10	A
	South	11.5	43	0.80	0.08	A
34th Avenue between 126th Street and 126th Place	North	11.5	0	0.80	0.00	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	61	0.80	0.51	B
	West	8.0	0	0.80	0.00	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	21	0.80	0.05	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	43	0.80	0.13	A
	South	8.5	49	0.80	0.12	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	83	0.80	0.14	A
	South	13.0	51	0.80	0.08	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	53	0.80	0.22	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	28	0.80	0.10	A

**Table 14-115 (Cont'd)**  
**2032 No Action Condition: Weekday Pedestrian LOS Analysis for Sidewalks**

Location	Sidewalk	Effective Width (feet)	1-Hour Two-Way Volume	Peak Hour Factor (PHF)	Platoon	
					PMF	LOS
<b>Weekday Pre-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	150	0.80	0.33	A
	West	6.0	196	0.83	0.66	B
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	99	0.88	0.12	A
	South	12.5	87	0.80	0.15	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	131	0.80	0.22	A
	South	11.5	69	0.82	0.12	A
34th Avenue between 126th Street and 126th Place	North	11.5	87	0.80	0.16	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	143	0.80	1.19	B
	West	8.0	30	0.80	0.08	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	206	0.80	0.45	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	357	0.80	1.06	B
	South	8.5	201	0.80	0.49	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	251	0.82	0.41	A
	South	13.0	81	0.80	0.13	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	214	0.86	0.83	B
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	148	0.80	0.51	B
<b>Note:</b> PMF = pedestrians per minute per foot.						

Table 14-116

2032 No Action Condition: Weekend Pedestrian LOS Analysis for Sidewalks

Location	Sidewalk	Effective Width (feet)	1-Hour Two-Way Volume	Peak Hour Factor (PHF)	Platoon	
					PMF	LOS
<b>Weekend Midday Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	35	0.80	0.08	A
	West	6.0	7	0.80	0.02	A
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	75	0.80	0.10	A
	South	12.5	64	0.80	0.11	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	130	0.82	0.21	A
	South	11.5	45	0.80	0.08	A
34th Avenue between 126th Street and 126th Place	North	11.5	20	0.80	0.04	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	43	0.80	0.36	A
	West	8.0	0	0.80	0.00	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	29	0.80	0.06	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	126	0.85	0.35	A
	South	8.5	166	0.80	0.41	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	117	0.89	0.18	A
	South	13.0	111	0.80	0.18	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	82	0.80	0.34	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	36	0.80	0.13	A
<b>Weekend Pre-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	99	0.80	0.22	A
	West	6.0	283	0.80	0.89	B
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	101	0.80	0.14	A
	South	12.5	167	0.80	0.28	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	133	0.85	0.21	A
	South	11.5	112	0.80	0.20	A
34th Avenue between 126th Street and 126th Place	North	11.5	26	0.80	0.05	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	272	0.80	2.27	B
	West	8.0	25	0.80	0.07	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	173	0.93	0.33	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	327	0.87	0.90	B
	South	8.5	262	0.80	0.64	B
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	156	0.86	0.24	A
	South	13.0	89	0.80	0.14	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	243	0.80	1.01	B
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	63	0.80	0.22	A
<b>Weekend Post-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	9.5	459	0.80	1.01	B
	West	6.0	877	0.80	3.05	C
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	142	0.80	0.19	A
	South	12.5	163	0.80	0.27	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	167	0.80	0.28	A
	South	11.5	158	0.80	0.29	A
34th Avenue between 126th Street and 126th Place	North	11.5	0	0.80	0.00	A
126th Street between Northern Boulevard and 34th Avenue	East	2.5	592	0.80	4.93	C
	West	8.0	35	0.80	0.09	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	519	0.80	1.14	B
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	668	0.80	1.99	B
	South	8.5	260	0.80	0.64	B
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	260	0.80	0.43	A
	South	13.0	65	0.80	0.10	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	415	0.80	1.73	B
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	126	0.80	0.44	A

Note: PMF = pedestrians per minute per foot.

**Table 14-117**  
**2032 No Action Condition: Pedestrian LOS Analysis for Corners**

Location	Corner	Weekday								Weekend					
		AM		Midday		PM		Pre-Game		Midday Non-Game		Pre-Game		Post-Game	
		SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS
Roosevelt Avenue and 126th Street	Northwest	1620.2	A	2268.2	A	2800.5	A	836.4	A	1433.5	A	886.2	A	558.9	A
	Northeast	1270.2	A	1303.3	A	2513.2	A	504.7	A	1057.7	A	573.0	A	331.1	A
Roosevelt Avenue and 114th Street	Northwest	1642.0	A	1428.6	A	1662.7	A	352.9	A	967.9	A	431.0	A	216.5	A
	Southwest	1200.8	A	1514.3	A	1102.5	A	343.4	A	511.8	A	425.4	A	352.0	A

Note: SFP = square feet per pedestrian.

**Table 14-118**  
**2032 No Action Condition: Weekday Pedestrian LOS Analysis for Crosswalks**

Location	Cross walk	Street Width (feet)	Cross walk Width (feet)	Conditions with Conflicting Vehicles											
				Weekday AM			Weekday Midday			Weekday PM			Weekday Pre-Game		
				2-way Volume	SFP	LOS	2-way Volume	SFP	LOS	2-way Volume	SFP	LOS	2-way Volume	SFP	LOS
Roosevelt Avenue and 126th Street	North	53.0	16.0	47	1630.7	A	43	1621.1	A	25	2680.2	A	119	650.3	A
	East	43.0	14.0	4	3727.0	A	7	2012.3	A	2	6748.7	A	6	2329.5	A
	South	50.0	13.0	23	2684.1	A	39	1564.3	A	29	2131.1	A	87	713.1	A
	West	43.0	13.5	6	2807.7	A	10	1560.4	A	8	2031.8	A	45	149.4	A
34th Avenue and 126th Street	North	81.0	12.5	3	3137.7	A	0	N/A	A	4	2131.7	A	16	475.0	A
	East	30.0	7.0	10	2035.8	A	14	1394.7	A	21	937.3	A	232	76.9	A
	South	61.0	10.5	2	2947.4	A	1	5767.3	A	2	3150.8	A	142	43.4	B
Northern Boulevard and 126th Street	West	47.5	12.5	0	N/A	A	0	N/A	A	2	19103.5	A	43	885.2	A
	South	51.0	15.0	7	11652.5	A	1	81604.6	A	3	27198.9	A	29	2802.6	A
Roosevelt Avenue and 114th Street	North	41.0	12.5	60	1096.4	A	62	946.7	A	51	1226.0	A	332	155.5	A
	East	44.0	11.0	8	1243.8	A	4	2937.4	A	7	1135.1	A	28	313.3	A
	South	32.5	12.0	71	779.3	A	42	1232.1	A	58	818.5	A	202	226.5	A
	West	43.0	13.0	13	1462.3	A	20	1057.6	A	22	878.2	A	56	326.3	A

Notes: SFP = square feet per pedestrian.

N/A = Crosswalk volume is zero, and SFP is not calculable. LOS is assumed to be A.

**Table 14-119**  
**2032 No Action Condition: Weekend Pedestrian LOS Analysis for Crosswalks**

Location	Crosswalk	Street Width (feet)	Cross walk Width (feet)	Conditions with Conflicting Vehicles								
				Weekend Midday Non-Game			Weekend Pre-Game			Weekend Post-Game		
				2-way Volume	SFP	LOS	2-way Volume	SFP	LOS	2-way Volume	SFP	LOS
Roosevelt Avenue and 126th Street	North	53.0	16.0	59	1158.5	A	92	700.6	A	138	537.3	A
	East	43.0	14.0	5	2760.3	A	11	1421.5	A	23	379.2	A
	South	50.0	13.0	67	923.2	A	170	360.6	A	164	378.3	A
	West	43.0	13.5	15	1072.1	A	68	99.5	A	75	183.4	A
34th Avenue and 126th Street	North	81.0	12.5	4	2699.8	A	217	36.8	C	590	4.4	F
	East	30.0	7.0	26	755.4	A	2	9908.5	A	0	N/A	A
	South	61.0	10.5	5	1204.7	A	193	21.4	D	347	10.0	E
Northern Boulevard and 126th Street	West	47.5	12.5	4	9806.4	A	30	1159.6	A	181	188.9	A
	East	43.5	14.0	8	1672.8	A	10	1083.9	A	70	129.6	A
Roosevelt Avenue and 114th Street	South	51.0	15.0	3	27198.9	A	11	7409.9	A	7	11647.7	A
	North	41.0	12.5	112	471.0	A	239	207.1	A	592	69.2	A
	East	44.0	11.0	14	547.5	A	37	154.1	A	44	204.3	A
	South	32.5	12.0	143	329.1	A	145	317.7	A	150	311.5	A
	West	43.0	13.0	34	559.6	A	67	256.9	A	95	182.6	A

Notes: SFP = square feet per pedestrian.

N/A = Crosswalk volume is zero, and SFP is not calculable. LOS is assumed to be A.

## **K. PROBABLE IMPACTS OF THE PROPOSED PROJECT (TRANSIT AND PEDESTRIANS)**

The future with the proposed project or the “With Action” condition would result in increased transit and pedestrian volumes within the study area. This section describes the projected travel patterns of the site-related trips and assesses their potential impacts on nearby transit and pedestrian facilities for the 2018, 2028, and 2032 analysis years. Where significant adverse impacts are identified, measures to mitigate the impacts are described in Chapter 21, “Mitigation.”

### **2018 WITH ACTION CONDITION**

#### *TRIP DISTRIBUTION AND ASSIGNMENT*

Transit and pedestrian volumes for the With Action condition were estimated by overlaying peak hour volumes derived from the trip generation estimates presented in the “Traffic and Parking” section, onto the No Action analysis networks. These volumes were then assigned to the transit and pedestrian analysis locations based on the following assumptions.

- Automobile and taxi person trips associated with the District are expected to have a negligible effect on the pedestrian network, since both would be dispersed throughout the District east of 126th Street, and the associated pedestrian trips, which would mostly occur in the District itself, would traverse a limited number of the pedestrian elements included for analysis. The Willetts West development would have an on-site parking garage for autos and a designated taxi drop-off/pick-up area, and therefore, no auto and taxi trips associated with Willetts West would traverse any of the pedestrian elements included for analysis. As part of the Willetts West development, approximately 3,700 existing CitiField parking spaces would be displaced from the current CitiField parking lot. Specific to Phase 1A, 2,750 of the displaced spaces would be constructed in an interim surface parking lot within the District, with the remaining displaced spaces to be replaced in a new CitiField garage, south of Roosevelt Avenue, within the current “South Lot.” The CitiField patrons who in Phase 1A would park in the District’s interim parking lot would then need to cross 126th Street to access the stadium. It was assumed that half of the patrons would cross 126th Street at 37th Avenue with the other half would cross at 38th Avenue. The patrons who would park in the new South Lot garage would connect with CitiField via the Mets-Willetts Point subway station, as they do currently during game days, and would not traverse any of the pedestrian elements included for analysis. It should be noted that NYCT may ultimately decide to revert back to its pre-CitiField station operating plan. Under this operating plan, the station would function during Met games as it would on non-game days—the wider portion of the mezzanine, which is within the paid zone on most occasions but currently is converted to an unpaid zone during games would be kept as a part of the paid zone at all times. The unpaid corridor at the western end of the mezzanine would remain unpaid at all times and thus could serve as a means of crossing Roosevelt Avenue through the station. If this plan is implemented, NYCT would reposition the agent booth in the unpaid zone to provide added circulation space in the corridor.
- Subway trips were assigned to the Mets-Willetts Point subway station. The assignments to specific stairways were based on logical patterns between the subway station and Willetts West and the District.

- Based on existing ridership patterns, bus trips were assigned to the study area bus routes as follows: 15 percent to the Q19, 70 percent to the Q66, and 15 percent to the Q48 bus routes. Assignments on these bus routes were made with logical origins and destinations. This allocation of projected bus trips conservatively does not assume other service improvements, such as new bus routes or extension of existing bus routes, that are typical with areas undergoing substantial growth in ridership from new developments. As stated in the FGEIS, discussions were initiated with the MTA to explore opportunities to extend existing bus routes from adjacent neighborhoods (e.g., downtown Flushing) and/or creating new bus routes. Potential bus service improvements discussed include: 1) increasing service frequency on the Q19 and providing westbound stop/loop service to Willets Point; 2) extending some or all bus routes that currently terminate in downtown Flushing to Willets Point, including the Q12, Q13, Q15/Q15A, Q16, Q26, and Q28; and 3) possibly extending the limited Q50 along Roosevelt Avenue through Willets Point. These potential service improvements would require new bus stops and layover areas in and around the project site. Between the Draft and Final SEIS, additional discussions were initiated with MTA NYCT regarding the potential bus service improvements discussed above. MTA NYCT considered the Q19 westbound loop to serve Willets West and the District to be unfavorable due to its circuitous routing. The MTA Bus Company would consider extending the Q50 and NYCT would consider extending one of the current bus routes terminating in downtown Flushing to Willets West and the District initially. Additional bus route extensions to Willets West and the District would be considered based on future demand. In addition, several conceptual bus routing options were explored to provide the necessary layover areas and stop locations for the potential bus route extensions. MTA NYCT has found the conceptual bus routing options to be generally reasonable and feasible. While no definitive plans have been made at this time, the City and the applicant will continue to collaborate with the MTA NYCT during and after this environmental review process to ensure that adequate bus service improvements would be implemented, no definitive plans have been made at this time.
- Walk-only trips, primarily within the District, were evenly distributed to the surrounding street network. Even though the majority of the future uses within the District would not be developed yet in Phase 1A, the walk only trips were conservatively distributed to the street network, assuming a higher percentage of trips originating from Corona and Flushing. As part of the later phases, a higher percentage of walk only trips would be generated by other uses within the District, resulting in an increased internal trip capture percentage and a lower percentage of trips originating from Corona and Flushing. As a result of the increased internal capture percentage, a high number of walk only trips generated by uses within the District would not appear on any of the pedestrian elements included for analysis. As for the walk-only trips that would be generated by the Willets West development, all were distributed to the street network, including a portion assumed to originate from or destined to future uses in the District, and no internal capture was assumed. Since the Willets West development would already be developed in Phase 1A and included in the two subsequent phases, the trip distribution remained consistent for all phases. Unlike the uses within the District, however, the percentage of walk-only trips originating from Corona and Flushing would be consistent for all three phases.



### *CHANGES IN THE PEDESTRIAN ENVIRONMENT*

The 2018 With Action condition pedestrian analysis reflects geometric changes to crosswalk lengths, sidewalk widths, and corner dimensions consistent with those outlined in the FGEIS. Specific geometric changes affecting the analysis elements include:

- Modifying 126th Street to serve as the main entryway to the District, resulting in enlarged pedestrian circulation areas on sidewalks on the east side of the street and a new bicycle path on both sides of the street;
- Constructing new streets within the District, resulting in different crossing distances and sidewalk widths from the No Action condition; and
- As part of the project's overall plan of developing Willets West and moving the majority of Mets parking to the south side of Roosevelt Avenue, pedestrian plazas would form within what are currently enclosed parking areas for the Mets. These pedestrian plazas would provide additional means of pedestrian circulation adjacent to Willets West and CitiField.

### *SUBWAY STATION OPERATIONS*

The same station elements previously analyzed for the existing and No Action conditions were analyzed under the With Action condition. Project-generated subway trips were added to the 2018 No Action volumes to generate the 2018 With Action volumes for the analysis of station operations. It was assumed that all incremental subway trips would access the Mets-Willets Point subway station via the street-level and street-mezzanine stairways on the north side of Roosevelt Avenue. Once inside the station, these trips were distributed to the Manhattan-bound and Flushing-bound platforms using the directional split developed for the subway line-haul analysis, as detailed in the next sub-section. Passenger movements between the mezzanine and platform levels were distributed based on existing flow patterns during the various analysis time periods.

As shown in **Tables 14-120** and **14-121**, all analyzed stairways and ramps and control areas would continue to operate at acceptable levels. Therefore, the proposed project would not result in any significant adverse subway station impacts under the 2018 With Action condition. However, as described above, if NYCT reverts back to its pre-CitiField station operating plan, whereby passage through the station between parking in South Lot/Lot D and the north side of Roosevelt Avenue could be made only within the unpaid zone, additional impacts for the station's street-level connections and the unpaid zone passageway could occur during game days. Because game-day conditions occur on average only approximately 80 ~~40 to 50~~ times a year and are subject to game-day traffic and pedestrian management, such impacts would be intermittent and may not require permanent mitigation measures. Furthermore, since the planning and design of this station reconfiguration has not yet taken place, the specific nature of the potential game-day impacts cannot be ascertained and any mitigation measures that may be deemed feasible to address the potential game-day impacts also cannot be identified at this time. If NYCT decides to proceed with this station reconfiguration, which would take place independent of the proposed project, additional interagency coordination is expected to ~~take~~ place to develop the appropriate game-day management strategies. For purposes of disclosure in this Final Draft SEIS, any impacts that may be attributed to future passage of a reconfigured Mets-Willets Point subway station may potentially be deemed unmitigatable.

Table 14-120

**2018 With Action Condition: Subway Station Vertical Circulation Analysis**

Mets-Willets Point No. 7 Train Station Vertical Circulation Elements	Width (feet)	Effective Width (feet)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	VC Ratio	LOS
			Up	Down				
<b>Weekday AM Non-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	52	94	0.90	0.90	0.18	A
Roosevelt Avenue (North) S2 Stair	8.0	6.8	11	19	0.90	0.90	0.04	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	63	113	0.90	0.90	0.12	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	1	52	0.75	1.00	0.05	A
Flushing-bound West P10 Stair	9.6	8.3	2	48	0.75	1.00	0.05	A
Flushing-bound East P4 Stair	9.9	8.7	1	57	0.75	1.00	0.06	A
Flushing-bound East P2 Stair	10.1	8.8	4	49	0.75	0.90	0.06	A
Manhattan-bound West Ramp Passageway	17.6	15.6	89	7	0.75	0.90	0.03	A
Manhattan-bound East Ramp Passageway	19.6	17.6	46	12	0.75	0.90	0.02	A
<b>Weekday PM Non-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	212	196	0.90	0.90	0.49	B
Roosevelt Avenue (North) S2 Stair	8.0	6.8	35	27	0.90	0.90	0.07	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	247	223	0.90	0.90	0.32	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	3	84	0.75	1.00	0.09	A
Flushing-bound West P10 Stair	9.6	8.3	2	78	0.75	1.00	0.08	A
Flushing-bound East P4 Stair	9.9	8.7	5	105	0.75	1.00	0.11	A
Flushing-bound East P2 Stair	10.1	8.8	14	89	0.75	0.90	0.11	A
Manhattan-bound West Ramp Passageway	17.6	15.6	200	7	0.75	1.00	0.06	A
Manhattan-bound East Ramp Passageway	19.6	17.6	66	12	0.75	0.90	0.02	A
<b>Weekday Pre-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	161	367	0.90	0.90	0.65	B
Roosevelt Avenue (North) S2 Stair	8.0	6.8	12	12	0.90	0.90	0.03	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	173	379	0.90	0.90	0.38	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	6	465	0.75	1.00	0.49	A
Flushing-bound West P10 Stair	9.6	8.3	4	494	0.75	1.00	0.53	B
Flushing-bound East P4 Stair	9.9	8.7	6	435	0.75	1.00	0.45	B
Flushing-bound East P2 Stair	10.1	8.8	9	280	0.75	1.00	0.29	A
Manhattan-bound West Ramp Passageway	17.6	15.6	173	23	0.75	0.90	0.06	A
Manhattan-bound East Ramp Passageway	19.6	17.6	73	29	0.75	0.90	0.03	A
<b>Weekend Pre-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	146	479	0.90	0.90	0.77	C
Roosevelt Avenue (North) S2 Stair	8.0	6.8	6	10	0.90	0.90	0.02	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	152	489	0.90	0.90	0.45	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	4	324	0.75	1.00	0.34	A
Flushing-bound West P10 Stair	9.6	8.3	0	313	0.75	1.00	0.33	A
Flushing-bound East P4 Stair	9.9	8.7	4	498	0.75	1.00	0.51	B
Flushing-bound East P2 Stair	10.1	8.8	11	306	0.75	1.00	0.32	A
Manhattan-bound West Ramp Passageway	17.6	15.6	162	22	0.75	0.90	0.06	A
Manhattan-bound East Ramp Passageway	19.6	17.6	59	58	0.75	0.90	0.04	A

Table 14-120 (cont'd)

2018 With Action Condition: Subway Station Vertical Circulation Analysis

Mets-Willets Point No. 7 Train Station Vertical Circulation Elements	Width (feet)	Effective Width (feet)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
			Up	Down				
<b>Weekend Post-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	311	156	0.90	0.90	0.55	B
Roosevelt Avenue (North) S2 Stair	8.0	6.8	18	7	0.90	0.90	0.03	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	329	163	0.90	0.90	0.33	A
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	384	43	0.75	0.90	0.38	A
Flushing-bound West P10 Stair	9.6	8.3	308	72	0.75	0.90	0.36	A
Flushing-bound East P4 Stair	9.9	8.7	354	49	0.75	0.90	0.36	A
Flushing-bound East P2 Stair	10.1	8.8	577	31	0.75	0.90	0.52	B
Manhattan-bound West Ramp Passageway	17.6	15.6	814	7	0.75	1.00	0.23	A
Manhattan-bound East Ramp Passageway	19.6	17.6	445	12	0.75	1.00	0.12	A
<b>Notes:</b>								
Capacities were calculated based on rates presented in the <i>CEQR Technical Manual</i> (January 2012 edition).								
Surging factors are only applied to the exiting pedestrian volume ( <i>CEQR Technical Manual</i> ).								
V/C Stairway = $[V_{in} / (150 * W_e * S_f * F_f)] + [V_x / (150 * W_e * S_f * F_f)]$								
V/C Passageway = $[V_{in} / (225 * W_e * S_f * F_f)] + [V_x / (225 * W_e * S_f * F_f)]$								
Where								
V <sub>in</sub> = Peak 15-minute entering passenger volume								
V <sub>x</sub> = Peak 15-minute exiting passenger volume								
W <sub>e</sub> = Effective width of stairs/passageways								
S <sub>f</sub> = Surging factor (if applicable)								
F <sub>f</sub> = Friction factor (if applicable)								

Table 14-121

2018 With Action Condition: Subway Station Control Area Analysis

Mets-Willets Point No. 7 Train Station Control Area Elements	Quantity	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
		Into Control Area	Out from Control Area				
<b>Weekday AM Non-Game</b>							
Main Control Area Turnstiles (R532)	5	128	186	0.80	0.90	0.15	A
<b>Weekday PM Non-Game</b>							
Main Control Area Turnstiles (R532)	5	282	346	0.80	0.90	0.30	A
<b>Weekday Pre-Game</b>							
Manhattan-bound East Ramp Turnstiles	7	73	29	0.75	0.90	0.04	A
Manhattan-bound West Ramp Turnstiles	6	173	23	0.75	0.90	0.09	A
Flushing-bound East Stair Turnstiles	8	15	715	0.80	1.00	0.18	A
Flushing-bound West Stair Turnstiles	6	10	953	0.80	1.00	0.31	A
<b>Weekend Pre-Game</b>							
Manhattan-bound East Ramp Turnstiles	7	59	58	0.75	0.90	0.04	A
Manhattan-bound West Ramp Turnstiles	6	162	22	0.75	0.90	0.08	A
Flushing-bound East Stair Turnstiles	8	14	794	0.80	1.00	0.20	A
Flushing-bound West Stair Turnstiles	6	3	625	0.80	1.00	0.20	A
<b>Weekend Post-Game</b>							
Manhattan-bound East Ramp Turnstiles	7	445	12	0.75	1.00	0.15	A
Manhattan-bound West Ramp Turnstiles	6	814	7	0.75	1.00	0.33	A
Flushing-bound East Stair Turnstiles	8	931	81	0.80	0.90	0.33	A
Flushing-bound West Stair Turnstiles	6	693	115	0.80	0.90	0.35	A
<b>Notes:</b>							
Capacities were calculated based on rates presented in the <i>CEQR Technical Manual</i> (January 2012 edition).							
$V/C = V_{in} / (C_{in} * F_f) + V_x / (C_x * S_f * F_f)$							
V <sub>in</sub> = Peak 15 Min Entering Passenger Volume							
C <sub>in</sub> = Total 15-Minute Capacity of all turnstiles for entering Passengers							
V <sub>x</sub> = Peak 15- Minute Exiting Passenger							
C <sub>x</sub> = Total 15-minute Capacity of all turnstile for exiting Passengers							
S <sub>f</sub> = Surging Factor							
F <sub>f</sub> = Friction Factor							

*SUBWAY LINE HAUL LEVELS*

Trips associated with the proposed project were ~~superimposed onto~~ added to the No Action line-haul volumes to generate the With Action peak period volumes for the subway line-haul analysis. Census data were reviewed to estimate directional travel patterns between Willets Point and Flushing and with various locations to the west. Ratios and trip distribution patterns of current subway trips originating in the area near the project site were developed based on information provided by NYCT, as summarized in **Table 14-122**. Although there are various uses planned for the District and Willets West, subway trip-making patterns during the commuter peak hours are likely to be similar for all uses. Hence, this set of trip distribution patterns was used for assigning all AM and PM peak hour project-generated subway trips to different segments of the No. 7 subway line.

**Table 14-122**  
**Distribution of Willets West and District Subway Trips**

No. 7 Train Load	Percent of Total Trips
<b><i>Westbound Trips (from District)</i></b>	
Transfer to E/F/M/R	6%
Express Line-Haul @ Woodside	73%
Local Line-Haul @ 40th Street	12%
Transfer to SB N/Q @ Queensboro Plaza	19%
Transfer to SB 4/5 @ Grand Central	10%
Transfer to SB 6 @ Grand Central	6%
<b><i>Eastbound Trips (to District)</i></b>	
Transfer from NB 6 @ Grand Central	6%
Transfer from NB 4/5 @ Grand Central	10%
Transfer from NB N/Q @ Queensboro Plaza	19%
Combined Line-Haul East of Queensboro Plaza	85%
Transfer from E/F/M/R	6%
<b>Sources:</b> NYCT	

The projected peak hour subway trip increments at the peak load points for the No. 7, the N, and the Q subway lines, were ~~superimposed onto~~ added to the respective No Action line-haul volumes. As shown in **Table 14-123**, ~~with the overlay of these project-generated trips~~, the No. 7 subway line would continue to operate within guideline capacity during the AM peak period for the Manhattan-bound local service and during the PM peak period for the Flushing-bound service. As with the 2018 No Action condition, the Manhattan-bound express service would continue to exceed the guideline capacity during the weekday AM peak period under the 2018 With Action condition. On average, the project-generated subway trips would add one passenger per car to the Manhattan-bound express line at the peak load point during the AM peak period, which is less than the *CEQR Technical Manual* impact threshold of five passengers per car. Hence, Phase 1A of the proposed project would not result in a significant adverse line-haul impact on the No. 7 line.

In addition, because NYCT expects that there would be notable transfer activities between the No. 7 line and the N/Q lines at the Queensboro Plaza subway station (across the platform transfers), a detailed examination of line-haul conditions on the N/Q lines will be prepared, in coordination with NYCT, for the Final EIS. However, since the estimated Phase 1A project-generated increments would be fewer than 5 persons per subway car (up to 108 passengers in 120 to 130 train cars) on the N/Q trains, Phase 1A of the proposed project would similarly not result in a significant adverse line-haul impact on the N/Q lines.

The N and the Q lines would continue to operate within guideline capacity during the PM peak hour. As with 2018 No Action condition, the N and the Q lines would continue to exceed the guideline

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capacity during the weekday AM peak period under the 2018 With Action condition. On average, the project-generated subway trips would add one passenger per car to each of the N and the Q lines at the peak load point during the AM peak period, which is fewer than the CEQR Technical Manual impact threshold of five passengers per car. Therefore, Phase 1A (2018) of the proposed project would not result in a significant adverse line-haul impact on the N and the Q lines.

**Table 14-123  
2018 With Action Condition: Peak Hour Subway Line Haul**

Subway Lines Direction of Travel	Station	Trains /Hour	Volume	Leave Load		Available Capacity
				Guideline Capacity	V/C Ratio	
<b>AM Peak Period</b>						
No. 7 Manhattan-bound Express	Woodside-61st Street	15	49,526	18,150	1.08	-1,376
		14	17,358	16,940	1.02	-418
No. 7 Manhattan-bound Local	40th Street	14	45,232	16,940	0.90	1,708
			13,436		0.79	3,504
N Manhattan-bound	Queensboro Plaza	8	13,515	11,600	1.17	-1,915
Q (W) Manhattan-bound <sup>1</sup>	Queensboro Plaza	8	12,788	11,600	1.10	-1,188
<b>PM Peak Period</b>						
No. 7 Flushing-bound Express + Local	Queensboro Plaza	23	22,503	27,830	0.84	5,327
		25	22,066	30,250	0.73	8,184
N Queens-bound	Queensboro Plaza	7	7,923	10,150	0.78	2,227
Q (W) Queens-bound <sup>1</sup>	Queensboro Plaza	7	6,731	10,150	0.66	3,419
<b>Sources:</b> New York City Transit						
<b>Notes:</b>						
For the AM peak hour, while a total of 29 trains would be expected to traverse the respective express and local peak load points, the total number of scheduled trains during this hour would be 28 trains.						
<sup>1</sup> W is a tentative designation for a line that would replace the Q service in Queens.						

**BUS LINE HAUL LEVELS**

As discussed above, although there would potentially be other bus routes serving the project site once development components of the proposed project are completed and occupied, the 2018 With Action analysis of potential bus line-haul impacts considers only the bus routes and stops that exist currently. Peak hour bus ridership levels were estimated by adding the incremental trips associated with the proposed project to bus stop locations along Roosevelt Avenue at 126th Street for the Q48 and to maximum load points along the Q19 and Q66. It was estimated that 40-60 percent of the bus trips would originate from Corona and the remaining 60-40 percent from Flushing. Bus trip assignments were divided into trips coming into and departing from Willetts West and the District as follows:

- Into the project site traveling eastbound from Corona
  - 15-9 percent would take the Q48 along Roosevelt Avenue;
  - 15-9 percent would take the Q19 along Northern Boulevard; and
  - 70-42 percent would take the Q66 along Northern Boulevard.
- Into the project site traveling westbound from Flushing
  - 15-6 percent would take the Q48 along Roosevelt Avenue; and
  - 85-34 percent would take the Q66 along Northern Boulevard (As discussed, according to the MTA Bus Company, the westbound Q19 does not make a stop within the study area; therefore, no westbound trips were assigned to this route.).
- Out from the project site traveling westbound to Corona

- 18 percent would take Q48 along Roosevelt Avenue (this includes 9 percent that would transfer to Q19 outside the study area); and
- 42 percent would take Q66 along Northern Boulevard.
- Out from the project site traveling eastbound to Flushing
  - 6 percent would take Q48 along Roosevelt Avenue;
  - 28 percent would take Q66 along Northern Boulevard; and
  - 6 percent would take Q19 along Northern Boulevard.

As described above, impacts to bus line-haul levels would be considered significant if a proposed action would result in operating conditions above guideline capacities. As shown in **Table 14-124**, all three bus routes would continue to operate within guideline capacity (54 passengers per bus) during the AM and PM peak period under the 2018 With Action condition. Hence, Phase 1A of the proposed project would not result in a significant adverse impact on bus line-haul conditions.

**Table 14-124**  
**2018 With Action Condition: Bus Line Haul at NYCT Maximum and District Load Points**

Route	Peak Period	Buses Per Hour	Eastbound		Buses Per Hour	Westbound	
			Load Point	AP		Load Point	AP
Q19	AM	3	Astoria Blvd/ 102nd St	50	3	Astoria Blvd/ 77th St	49
	PM	3	Astoria Blvd/ 94th St	47	3	Astoria Blvd/Humphrey St	54
Q48	AM	5	Roosevelt at 126th	38	3	Roosevelt at 126th	15
	PM	5	Roosevelt at 126th	41	5	Roosevelt at 126th	48
Q66 (to Woodside and LIC)	AM	15	Northern Blvd/ 110th St	54	14	Northern Blvd/ 72nd St	51
	PM	10	Northern Blvd/ 110th St	48	10	Northern Blvd/ 106th St	50

**Note:** AP = average passengers per bus; (#) = exceeds NYCT guideline capacity  
**Source:** Q48 ridership data provided by NYCT; Q19 and Q66 ridership data provided by the MTA Bus Company

*STREET-LEVEL PEDESTRIAN OPERATIONS*

As described above under “Changes in the Pedestrian Environment,” the east side of 126th Street would be developed with larger pedestrian circulation areas. In accordance with the District’s design guidelines, the at-grade sidewalks would be at least 15 feet wide. Adjacent to these sidewalks would be plazas of 20 to 35 feet wide. These plazas would provide additional outdoor activity areas and serve as transitions to the building façade and entrances located several feet above grade. Based on current illustrative designs of these pedestrian circulation areas, the at-grade sidewalks are expected to provide a minimum clear path of 10 feet while the elevated plazas would provide a minimum clear path of 8 feet. Since pedestrians are expected to use both pedestrian areas to traverse the east side of 126th Street, the analyses presented herein conservatively accounted for an effective “sidewalk” width of 10 feet within the cumulative 18 feet of clear path.

In addition, related pedestrian analyses were prepared for the three intersections (126th Street at 36th Avenue, 126th Street at 37th Avenue, and Northern Boulevard at 126th Place) where additional traffic analyses were conducted and presented in this Final SEIS.

The study area sidewalks, corner reservoirs, and crosswalks were assessed for the weekday AM, midday, PM, and pre-game peak periods, as well as, the weekend midday non-game, pre-game, and post-game peak periods by superimposing project-generated trips onto the No Action pedestrian analysis networks. The 2018 With Action peak hour pedestrian volumes are shown in

**Appendix D.** As shown in **Tables 14-125 through 14-127**, all sidewalks and corner reservoirs would continue to operate at acceptable levels (within mid-LOS D, with a maximum of 8.5 PMF platoon flows for sidewalks; minimum of 19.5 SFP for corners) or incur degradations that, when compared to the No Action condition, do not exceed the *CEQR Technical Manual* sliding scale impact thresholds (See **Tables 14-81 and 14-82**). However, as shown in **Tables 14-128 and 14-129**, several study area crosswalks would operate beyond mid-LOS D (less than 19.5 SFP) and incur degradations that, when compared to the No Action condition, would exceed the *CEQR Technical Manual* sliding scale impact thresholds. These significant adverse pedestrian impacts are detailed below. Measures that can potentially mitigate these impacts are discussed in Chapter 21, “Mitigation.”

*Northern Boulevard and 126th Street*

- The east crosswalk would deteriorate to beyond mid-LOS D (15.6 SFP) from a No Action LOS A (5699.3 SFP), LOS E (14.0 SFP) from a No Action LOS A (5584.8 SFP), beyond mid-LOS D (16.1 SFP) from a No Action LOS A (625.9 SFP), LOS E (11.7 ~~11.6~~ SFP) from a No Action LOS A (1695.1 SFP), LOS E (14.7 SFP) from a No Action LOS A (1095.3 SFP), and to LOS E (10.7 SFP) from a No Action LOS A (136.4 SFP) during the weekday midday, weekday PM, weekday pre-game, weekend midday non-game, weekend pre-game, and weekend post-game peak periods, respectively.

*Roosevelt Avenue and 126th Street*

- The west crosswalk would deteriorate to LOS F (-67.6 SFP) from a No Action LOS A (194.6 SFP) during the weekend post-game peak period.

*34th Avenue and 126th Street*

- The north crosswalk would deteriorate to beyond mid-LOS D (17.9 SFP) from a No Action LOS A (2714.0 SFP) during the weekend non-game peak period.
- The south crosswalk would deteriorate to beyond mid-LOS D (16.5 SFP) from a No Action LOS A (5848.7 SFP), beyond mid-LOS D (18.1 SFP) from a No Action LOS A (3183.4 SFP), LOS E (11.8 SFP) from a No Action LOS A (1217.7 SFP), and to LOS E (14.1 SFP) from a No Action LOS D (23.0 SFP) during the weekday midday, weekday PM, weekend midday non-game, and weekend pre-game peak periods, respectively.
- The east crosswalk would deteriorate to LOS E (10.4 SFP) from a No Action LOS A (80.0 SFP), LOS E (14.3 SFP) from a No Action LOS A (820.4 SFP), and to LOS E (11.4 SFP) from a No Action LOS A (9927.5 SFP) during the weekday pre-game, weekend midday non-game, and weekend pre-game peak periods, respectively.

*37th Avenue and 126th Street*

- The north crosswalk would operate at LOS E (8.2 SFP), LOS E (8.6 SFP), and LOS D (18.4 SFP) during the weekday pre-game, weekend pre-game, and weekend post-game peak periods, respectively.
- The south crosswalk would operate at LOS E (8.6 SFP) and LOS E (9.3 SFP) during the weekday pre-game and weekend pre-game peak periods, respectively.

The significant adverse pedestrian impacts detailed above for the 2018 analysis year are summarized in **Table 14-130**.

**Table 14-125**

**2018 With Action Condition: Weekday Pedestrian LOS Analysis for Sidewalks**

Location	Sidewalk	Effective Width (feet)	1-Hour Two-Way Volume	Peak Hour Factor (PHF)	Platoon	
					PMF	LOS
<b>Weekday AM Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	10.0	94	0.81	0.19	A
	West	6.0	3	0.80	0.01	A
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	62	0.91	0.07	A
	South	12.5	40	0.80	0.07	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	136	0.80	0.23	A
	South	11.5	85	0.80	0.15	A
34th Avenue between 126th Street and 126th Place	North	11.5	9	0.80	0.02	A
126th Street between Northern Boulevard and 34th Avenue	East	10.0	395	0.80	0.82	B
	West	8.0	6	0.80	0.02	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	218	0.80	0.48	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	91	0.80	0.27	A
	South	8.5	95	0.80	0.23	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	91	0.80	0.15	A
	South	13.0	89	0.83	0.14	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	66	0.80	0.28	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	21	0.80	0.07	A
<b>Weekday Midday Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	10.0	260	0.80	0.54	B
	West	6.0	10	0.80	0.03	A
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	124	0.80	0.17	A
	South	12.5	97	0.80	0.16	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	250	0.80	0.42	A
	South	11.5	164	0.80	0.30	A
34th Avenue between 126th Street and 126th Place	North	11.5	23	0.80	0.04	A
126th Street between Northern Boulevard and 34th Avenue	East	10.0	1126	0.80	2.35	B
	West	8.0	19	0.80	0.05	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	626	0.80	1.37	B
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	132	0.80	0.39	A
	South	8.5	42	0.80	0.10	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	87	0.80	0.15	A
	South	13.0	60	0.80	0.10	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	98	0.80	0.41	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	32	0.80	0.11	A
<b>Weekday PM Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	10.0	191	0.80	0.40	A
	West	6.0	13	0.80	0.05	A
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	99	0.80	0.13	A
	South	12.5	79	0.80	0.13	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	237	0.80	0.40	A
	South	11.5	168	0.80	0.30	A
34th Avenue between 126th Street and 126th Place	North	11.5	28	0.80	0.05	A
126th Street between Northern Boulevard and 34th Avenue	East	10.0	1155	0.80	2.41	B
	West	8.0	23	0.80	0.06	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	617	0.80	1.35	B
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	125	0.80	0.37	A
	South	8.5	55	0.80	0.13	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	105	0.80	0.18	A
	South	13.0	74	0.80	0.12	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	74	0.80	0.31	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	50	0.80	0.17	A



Table 14-125 (cont'd)

2018 With Action Condition: Weekday Pedestrian LOS Analysis for Sidewalks

(Location)	Sidewalk	Effective Width (feet)	1-Hour Two-Way Volume	Peak Hour Factor (PHF)	Platoon	
					PMF	LOS
<b>Weekday Pre-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	10.0	200	0.80	0.42	A
	West	6.0	194	0.83	0.65	B
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	169	0.88	0.21	A
	South	12.5	110	0.80	0.18	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	212	0.80	0.35	A
	South	11.5	171	0.82	0.30	A
34th Avenue between 126th Street and 126th Place	North	11.5	117	0.80	0.21	A
	East	10.0	1090	0.80	2.27	B
126th Street between Northern Boulevard and 34th Avenue	West	8.0	52	0.80	0.14	A
	South	9.5	726	0.80	1.59	B
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	422	0.80	1.26	B
	South	8.5	197	0.80	0.48	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	263	0.82	0.43	A
	South	13.0	99	0.80	0.16	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	226	0.86	0.88	B
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	162	0.80	0.56	B

Note: PMF = pedestrians per minute per foot.

**Table 14-126**

**2018 With Action Condition: Weekend Pedestrian LOS Analysis for Sidewalks**

Location	Sidewalk	Effective Width (feet)	1-Hour Two-Way Volume	Peak Hour Factor (PHF)	Platoon	
					PMF	LOS
<b>Weekend Midday Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	10.0	214	0.80	0.45	A
	West	6.0	11	0.80	0.04	A
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	179	0.80	0.24	A
	South	12.5	108	0.80	0.18	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	326	0.82	0.53	B
	South	11.5	220	0.80	0.40	A
34th Avenue between 126th Street and 126th Place	North	11.5	56	0.80	0.10	A
	East	10.0	1584	0.80	3.30	C
126th Street between Northern Boulevard and 34th Avenue	West	8.0	30	0.80	0.08	A
	South	9.5	876	0.80	1.92	B
Northern Boulevard between 126th Street and 126th Place	North	7.0	236	0.85	0.66	B
	South	8.5	167	0.80	0.41	A
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	12.5	145	0.89	0.22	A
	South	13.0	139	0.80	0.22	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	109	0.80	0.45	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	65	0.80	0.23	A
<b>Weekend Pre-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	10.0	173	0.80	0.36	A
	West	6.0	278	0.80	0.88	B
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	182	0.80	0.24	A
	South	12.5	198	0.80	0.33	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	228	0.85	0.36	A
	South	11.5	232	0.80	0.42	A
34th Avenue between 126th Street and 126th Place	North	11.5	55	0.80	0.10	A
	East	10.0	1376	0.80	2.87	B
126th Street between Northern Boulevard and 34th Avenue	West	8.0	49	0.80	0.13	A
	South	9.5	785	0.93	1.49	B
Northern Boulevard between 126th Street and 126th Place	North	7.0	398	0.87	1.09	B
	South	8.5	255	0.80	0.63	B
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	174	0.86	0.27	A
	South	13.0	109	0.80	0.17	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	257	0.80	1.07	B
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	82	0.80	0.28	A
<b>Weekend Post-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	10.0	520	0.80	1.08	B
	West	6.0	852	0.80	2.96	B
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	216	0.80	0.29	A
	South	12.5	189	0.80	0.32	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	256	0.80	0.43	A
	South	11.5	249	0.80	0.45	A
34th Avenue between 126th Street and 126th Place	North	11.5	35	0.80	0.06	A
	East	10.0	1478	0.80	3.08	C
126th Street between Northern Boulevard and 34th Avenue	West	8.0	58	0.80	0.15	A
	South	9.5	1000	0.80	2.19	B
Northern Boulevard between 126th Street and 126th Place	North	7.0	720	0.80	2.14	B
	South	8.5	254	0.80	0.62	B
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	12.5	271	0.80	0.45	A
	South	13.0	84	0.80	0.13	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	421	0.80	1.75	B
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	143	0.80	0.50	A

**Note:** PMF = pedestrians per minute per foot.

Willetts Point Development

Table 14-127  
2018 With Action Condition: Pedestrian LOS Analysis for Corners

Location	Corner	Weekday								Weekend					
		AM		Midday		PM		Pre-Game		Midday Non-Game		Pre-Game		Post-Game	
		SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS
Roosevelt Avenue and 126th Street	Northwest	1110.3	A	616.9	A	689.6	A	616.1	A	528.3	A	585.0	A	434.0	A
	Northeast	1487.0	A	508.2	A	648.3	A	729.0	A	559.4	A	666.2	A	518.4	A
Roosevelt Avenue and 114th Street	Northwest	1473.1	A	1093.5	A	1213.0	A	334.4	A	728.9	A	396.6	A	212.6	A
	Southwest	1039.0	A	929.8	A	733.4	A	309.7	A	396.2	A	364.5	A	316.9	A

Note: SFP = square feet per pedestrian.

Table 14-128  
2018 With Action Condition: Weekday Pedestrian LOS Analysis for Crosswalks

Location	Cross walk	Street Width (feet)	Cross walk Width (feet)	Conditions with Conflicting Vehicles											
				Weekday AM			Weekday Midday			Weekday PM			Weekday Pre-Game		
				2-way Volume	SFP	LOS	2-way Volume	SFP	LOS	2-way Volume	SFP	LOS	2-way Volume	SFP	LOS
Roosevelt Avenue and 126th Street	North	53.0	16.0	96	794.4 793.7	A	232	289.3 288.8	A	203	349.7 319.2	A	200	261.4 261.1	A
	East	43.0	14.0	14	1054.4	A	63	211.5	A	38	336.7	A	22	638.4	A
	South	50.0	13.0	33	1870.9	A	76	800.7	A	61	1010.6	A	102	607.9	A
	West	43.0	13.5	8	2084.0	A	12	1230.3	A	10	1530.2	A	44	334.7	A
34th Avenue and 126th Street	North	81.0	12.5	89	98.1	A	259	25.8	C	280	21.4	D	275	67.9	A
	East	43.0	7.0	286	74.3	A	872	20.8	D	867	21.2	D	948	10.4	E+
	South	61.0	10.5	88	60.9	A	260	16.5	D+	278	18.1	D+	398	23.8	D
Northern Boulevard and 126th Street	West	47.5	12.5	6	6444.5	A	18	2047.8	A	25	1431.8	A	64	325.7	A
	East	43.5	14.0	162	71.0	A	512	15.6	D+	523	14.0	E+	466	16.1	D+
Roosevelt Avenue and 114th Street	South	51.0	15.0	13	6272.3	A	19	4289.6	A	26	3133.2	A	51	1592.6	A
	North	41.0	12.5	74	875.4	A	101	546.7	A	95	607.1	A	360	133.2	A
Roosevelt Avenue and 114th Street	East	44.0	11.0	20	495.1	A	38	291.9	A	45	166.6	A	63	131.4	A
	South	32.5	12.0	85	652.9	A	83	621.2	A	103	460.5	A	234	196.0	A
	West	43.0	13.0	13	1464.4	A	18	1177.3	A	20	969.2	A	54	339.0	A
37th Avenue and 126th Street	North	50.0	15.0	38	610.5	A	115	184.6	A	125	179.3	A	1181	8.2	E+
	South	50.0	15.0	38	592.9	A	109	214.1	A	117	199.4	A	1175	8.6	E+
36th Avenue and 126th Street	North	50.0	15.0	35	1053.4	A	103	349.7	A	113	304.5	A	109	168.3	A
	South	50.0	15.0	34	1101.6	A	99	369.7	A	106	345.3	A	105	181.7	A

Notes: SFP = square feet per pedestrian.

+ Denotes a significant adverse impact.

Table 14-129  
2018 With Action Condition: Weekend Pedestrian LOS Analysis for Crosswalks

Location	Crosswalk	Street Width (feet)	Crosswalk Width (feet)	Conditions with Conflicting Vehicles								
				Weekend Midday Non-Game			Weekend Pre-Game			Weekend Post-Game		
				2-way Volume	SFP	LOS	2-way Volume	SFP	LOS	2-way Volume	SFP	LOS
Roosevelt Avenue and 126th Street	North	53.0	16.0	255	<del>258.8</del> 258.4	A	186	<del>267.2</del> 266.9	A	224	<del>327.6</del> 327.4	A
	East	43.0	14.0	47	282.6	A	36	433.7	A	47	178.2	A
	South	50.0	13.0	107	576.2	A	188	325.7	A	177	350.1	A
	West	43.0	13.5	16	887.0	A	68	161.2	A	74	-67.6	F+
34th Avenue and 126th Street	North	81.0	12.5	397	17.9	D+	504	34.1	C	820	6.9	F
	East	43.0	7.0	1209	14.3	E+	850	11.4	E+	692	31.4	C
	South	61.0	10.5	398	11.8	E+	481	14.1	E+	586	9.95	E
	West	47.5	12.5	34	1068.0	A	53	366.1	A	199	128.0	A
Northern Boulevard and 126th Street	East	43.5	14.0	731	<del>41.6</del> 11.7	E+	529	14.7	E+	503	10.7	E+
	South	51.0	15.0	33	2467.3	A	34	2394.1	A	31	2626.2	A
Roosevelt Avenue and 114th Street	North	41.0	12.5	168	284.4	A	274	168.6	A	610	62.3	A
	East	44.0	11.0	67	104.4	A	77	69.0	A	78	111.6	A
	South	32.5	12.0	198	237.1	A	183	252.1	A	183	256.3	A
	West	43.0	13.0	32	596.5	A	65	266.5	A	91	191.7	A
37th Avenue and 126th Street	North	50.0	15.0	176	122.5	A	1112	8.6	E+	1765	18.4	D+
	South	50.0	15.0	166	139.2	A	1107	9.3	E+	1757	22.8	D
36th Avenue and 126th Street	North	50.0	15.0	159	220.0	A	120	106.9	A	105	358.3	A
	South	50.0	15.0	152	239.0	A	117	119.6	A	101	470.6	A

Notes: SFP = square feet per pedestrian.  
+ Denotes a significant adverse impact.

Table 14-130  
Summary of 2018 Significant Adverse Transit and Pedestrian Impacts

Analysis Element		Analysis Time Period						
		Weekday				Weekend		
		AM	Midday	PM	Pre-Game	Midday	Pre-Game	Post-Game
<b>Pedestrian Impacts</b>								
Northern Blvd & 126th St	E Crosswalk		X	X	X	X	X	X
Roosevelt Ave & 126th St	W Crosswalk							X
34th Ave & 126th St	N Crosswalk					X		
	S Crosswalk		X	X		X	X	
37th Avenue & 126th Street	E Crosswalk				X	X	X	
	N Crosswalk				X		X	X
	S Crosswalk				X		X	

Notes: X = Significantly Impacted

2028 WITH ACTION CONDITION

TRIP DISTRIBUTION AND ASSIGNMENT

Transit and pedestrian volumes for the 2028 With Action condition were estimated by overlaying peak hour volumes derived from the trip generation estimates presented in the “Traffic and Parking” section onto the No Action analysis networks. These volumes were then assigned to the transit and pedestrian analysis locations based on the following assumptions.

- As detailed above under “2018 With Action Condition,” automobile and taxi person trips associated with the District are expected to have a negligible effect on the pedestrian network, since both would be dispersed throughout the District east of 126th Street, and the associated pedestrian trips, which would mostly occur in the District itself, would traverse a

## Willets Point Development

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limited number of the pedestrian elements included for analysis. The Willets West development would have an on-site parking garage for autos and a designated taxi drop-off/pick-up area, and therefore, no auto and taxi trips associated with Willets West would traverse any of the pedestrian elements included for analysis. Prior to or during the development of Phase 1B uses in the District, the 2,750-space interim surface parking lot constructed in Phase 1A would be eliminated and replaced by two additional CitiField parking garages south of Roosevelt Avenue, within the current South Lot and Lot D. Therefore, the CitiField patrons who would park within the interim surface parking lot in the District in Phase 1A would instead park within South Lot/Lot D and no longer need to traverse the pedestrian study area in Phase 1B. As in Phase 1A, CitiField patrons who park in the new South Lot/Lot D garages would connect with CitiField via the Met-Willets Point subway station, as they do currently during game days, and would not traverse any of the pedestrian elements included for analysis. As noted for the 2018 With Action analysis, NYCT may ultimately decide to revert back to its pre-CitiField station operating plan. Under this operating plan, the station would function during Met games as it would on non-game days—the wider portion of the mezzanine, which is within the paid zone on most occasions but currently is converted to an unpaid zone during games would be kept as a part of the paid zone at all times. The unpaid corridor at the western end of the mezzanine would remain unpaid at all times and thus could serve as a means of crossing Roosevelt Avenue through the station. If this plan is implemented, NYCT would reposition the agent booth in the unpaid zone to provide added circulation space in the corridor.

- Subway trips were assigned to the Mets-Willets Point subway station. The assignments to specific stairways were based on logical patterns of travel to/from the subway station and Willets West and the District.
- Based on existing ridership patterns, bus trips were assigned to the study area bus routes as follows: 15 percent to the Q19, 70 percent to the Q66, and 15 percent to the Q48 bus routes. Assignments on these bus routes were made with logical origins and destinations. As with the analysis prepared for Phase 1A, the allocation of projected bus trips conservatively does not assume other potential service improvements, such as new bus routes or extension of existing bus routes.
- Walk-only trips, primarily within the District, were evenly distributed to the surrounding street network. As detailed above under “2018 With Action Condition,” a higher percentage of walk only trips in Phase 1B would be generated by other uses within the District, resulting in an increased internal trip capture percentage and a lower percentage of trips originating from Corona and Flushing. As a result of the increased internal capture percentage, a high number of walk-only trips generated by uses in the District would not appear on any of the pedestrian elements included for analysis. The walk-only trip assignments for Willets West during Phase 1B would be the same as those described for Phase 1A.

### *CHANGES IN THE PEDESTRIAN ENVIRONMENT*

In addition to the geometric changes identified above under “2018 With Action Condition” and the completion of numerous internal roadways within the District to serve the future Phase 1B uses, Willets Point Boulevard would be realigned and change its intersection with 126th Street from its existing location at Roosevelt Avenue to a new location further north at approximately the same location as existing 38th Avenue. This change, along with the build-out of Phase 1B’s southern development components, would also necessitate the reconfiguration of the Roosevelt Avenue and 126th Street intersection’s northeast corner.

SUBWAY STATION OPERATIONS

Phase 1B project-generated subway trips were added to the 2028 No Action volumes in the same manner as described for Phase 1A. As shown in **Tables 14-131** and **14-132**, all analyzed stairways and ramps and control areas would continue to operate at acceptable levels. Therefore, the proposed project would not result in any significant adverse subway station impacts under the 2028 With Action condition. However, as with the 2018 With Action condition, if NYCT decides to proceed with the reconfiguration of the Mets-Willets Point subway station, which

**Table 14-131**  
**2028 With Action Condition: Subway Station Vertical Circulation Analysis**

Mets-Willets Point No. 7 Train Station Vertical Circulation Elements	Width (feet)	Effective Width (feet)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
			Up	Down				
<b>Weekday AM Non-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	182	153	0.90	0.90	0.40	A
Roosevelt Avenue (North) S2 Stair	8.0	6.8	209	167	0.90	0.90	0.43	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	391	320	0.90	0.90	0.48	B
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	5	103	0.75	1.00	0.11	A
Flushing-bound West P10 Stair	9.6	8.3	5	94	0.75	0.90	0.12	A
Flushing-bound East P4 Stair	9.9	8.7	4	111	0.75	1.00	0.12	A
Flushing-bound East P2 Stair	10.1	8.8	11	97	0.75	0.90	0.12	A
Manhattan-bound West Ramp Passageway	17.6	15.6	270	11	0.75	1.00	0.08	A
Manhattan-bound East Ramp Passageway	19.6	17.6	148	19	0.75	0.90	0.05	A
<b>Weekday PM Non-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	313	337	0.90	0.90	0.78	C
Roosevelt Avenue (North) S2 Stair	8.0	6.8	259	252	0.90	0.90	0.59	B
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	572	589	0.90	0.90	0.79	C
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	5	162	0.75	1.00	0.17	A
Flushing-bound West P10 Stair	9.6	8.3	3	152	0.75	1.00	0.16	A
Flushing-bound East P4 Stair	9.9	8.7	9	207	0.75	1.00	0.22	A
Flushing-bound East P2 Stair	10.1	8.8	23	176	0.75	0.90	0.22	A
Manhattan-bound West Ramp Passageway	17.6	15.6	413	14	0.75	1.00	0.12	A
Manhattan-bound East Ramp Passageway	19.6	17.6	138	23	0.75	0.90	0.05	A
<b>Weekday Pre-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	222	471	0.90	0.90	0.85	C
Roosevelt Avenue (North) S2 Stair	8.0	6.8	139	202	0.90	0.90	0.40	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	361	673	0.90	0.90	0.71	C
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	8	550	0.75	1.00	0.58	B
Flushing-bound West P10 Stair	9.6	8.3	6	584	0.75	1.00	0.63	B
Flushing-bound East P4 Stair	9.9	8.7	8	519	0.75	1.00	0.54	B
Flushing-bound East P2 Stair	10.1	8.8	12	327	0.75	1.00	0.34	A
Manhattan-bound West Ramp Passageway	17.6	15.6	298	29	0.75	0.90	0.11	A
Manhattan-bound East Ramp Passageway	19.6	17.6	127	38	0.75	0.90	0.05	A
<b>Weekend Pre-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	213	561	0.90	0.90	0.95	C
Roosevelt Avenue (North) S2 Stair	8.0	6.8	147	154	0.90	0.90	0.35	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	360	715	0.90	0.90	0.74	C
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	6	380	0.75	1.00	0.40	A
Flushing-bound West P10 Stair	9.6	8.3	0	365	0.75	1.00	0.39	A
Flushing-bound East P4 Stair	9.9	8.7	6	584	0.75	1.00	0.60	B
Flushing-bound East P2 Stair	10.1	8.8	17	359	0.75	1.00	0.37	A
Manhattan-bound West Ramp Passageway	17.6	15.6	317	24	0.75	0.90	0.11	A
Manhattan-bound East Ramp Passageway	19.6	17.6	114	69	0.75	0.90	0.06	A

Willets Point Development

Table 14-131 (cont'd)

2028 With Action Condition: Subway Station Vertical Circulation Analysis

Mets-Willets Point No. 7 Train Station Vertical Circulation Elements	Width (feet)	Effective Width (feet)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
			Up	Down				
<b>Weekend Post-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	392	229	0.90	0.90	0.74	C
Roosevelt Avenue (North) S2 Stair	8.0	6.8	153	134	0.90	0.90	0.33	A
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	545	363	0.90	0.90	0.61	B
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	396	86	0.75	0.90	0.44	A
Flushing-bound West P10 Stair	9.6	8.3	317	141	0.75	0.90	0.45	A
Flushing-bound East P4 Stair	9.9	8.7	364	97	0.75	0.90	0.42	A
Flushing-bound East P2 Stair	10.1	8.8	595	62	0.75	0.90	0.57	B
Manhattan-bound West Ramp Passageway	17.6	15.6	964	11	0.75	1.00	0.28	A
Manhattan-bound East Ramp Passageway	19.6	17.6	524	18	0.75	1.00	0.14	A
<b>Notes:</b>								
Capacities were calculated based on rates presented in the <i>CEQR Technical Manual</i> (January 2012 edition).								
Surging factors are only applied to the exiting pedestrian volume ( <i>CEQR Technical Manual</i> ).								
V/C Stairway = $[V_{in} / (150 * W_e * S_f * F_f)] + [V_{x} / (150 * W_e * S_f * F_f)]$								
V/C Passageway = $[V_{in} / (225 * W_e * S_f * F_f)] + [V_{x} / (225 * W_e * S_f * F_f)]$								
Where								
V <sub>in</sub> = Peak 15-minute entering passenger volume								
V <sub>x</sub> = Peak 15-minute exiting passenger volume								
W <sub>e</sub> = Effective width of stairs/passageways								
S <sub>f</sub> = Surging factor (if applicable)								
F <sub>f</sub> = Friction factor (if applicable)								

Table 14-132

2028 With Action Condition: Subway Station Control Area Analysis

Mets-Willets Point No. 7 Train Station Control Area Elements	Quantity	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
		Into Control Area	Out from Control Area				
<b>Weekday AM Non-Game</b>							
Main Control Area Turnstiles (R532)	5	431	378	0.80	0.90	0.39	A
<b>Weekday PM Non-Game</b>							
Main Control Area Turnstiles (R532)	5	602	707	0.80	0.90	0.62	B
<b>Weekday Pre-Game</b>							
Manhattan-bound East Ramp Turnstiles	7	127	38	0.75	0.90	0.06	A
Manhattan-bound West Ramp Turnstiles	6	298	29	0.75	0.90	0.14	A
Flushing-bound East Stair Turnstiles	8	22	849	0.80	1.00	0.21	A
Flushing-bound West Stair Turnstiles	6	13	1115	0.80	1.00	0.37	A
<b>Weekend Pre-Game</b>							
Manhattan-bound East Ramp Turnstiles	7	114	69	0.75	0.90	0.07	A
Manhattan-bound West Ramp Turnstiles	6	317	24	0.75	0.90	0.15	A
Flushing-bound East Stair Turnstiles	8	21	921	0.80	1.00	0.23	A
Flushing-bound West Stair Turnstiles	6	5	719	0.80	1.00	0.23	A
<b>Weekend Post-Game</b>							
Manhattan-bound East Ramp Turnstiles	7	524	18	0.75	1.00	0.18	A
Manhattan-bound West Ramp Turnstiles	6	963	11	0.75	1.00	0.39	A
Flushing-bound East Stair Turnstiles	8	961	159	0.80	0.90	0.36	A
Flushing-bound West Stair Turnstiles	6	714	227	0.80	0.90	0.40	A
<b>Notes:</b> Capacities were calculated based on rates presented in the <i>CEQR Technical Manual</i> (January 2012 edition).							
V/C = $V_{in} / (C_{in} * F_f) + V_x / (C_x * S_f * F_f)$							
V <sub>in</sub> = Peak 15 Min Entering Passenger Volume							
C <sub>in</sub> = Total 15-Minute Capacity of all turnstiles for entering Passengers							
V <sub>x</sub> = Peak 15- Minute Exiting Passenger							
C <sub>x</sub> = Total 15-minute Capacity of all turnstile for exiting Passengers							
S <sub>f</sub> = Surging Factor							
F <sub>f</sub> = Friction Factor							

would take place independent of the proposed project, additional interagency coordination is expected to take place to develop the appropriate game-day management strategies. For purposes of disclosure in this Draft SEIS, any impacts that may be attributed to future passage of the reconfigured station may potentially be deemed unmitigatable.

#### *SUBWAY LINE HAUL LEVELS*

As described for the 2018 With Action condition, the projected peak hour subway trip increments were distributed to the peak load points on the No.7, the N, and the Q subway lines based on information provided by NYCT and ~~superimposed onto~~ added to the respective No Action line-haul volumes. As shown in **Table 14-133**, ~~with the overlay of these project-generated trips~~, the No. 7 subway line would continue to operate within guideline capacity during the AM peak period for the Manhattan-bound local service and during the PM peak period for the Flushing-bound service. As with the 2028 No Action condition, the Manhattan-bound express service would continue to exceed the guideline capacity during the weekday AM peak period under the 2028 With Action condition. On average, the project-generated subway trips would add ~~just under over~~ just over five passengers per car to the Manhattan-bound express line at the peak load point during the AM peak period, which is ~~less more~~ more than the *CEQR Technical Manual* impact threshold of five passengers per car. Hence, Phase 1B of the proposed project would ~~not~~ result in a significant adverse line-haul impact on the No. 7 line.

It should be noted that in the event NYCT is able to process one additional express train Manhattan-bound during the AM peak hour, as assumed in the DSEIS, the above significant adverse line-haul impact on the No. 7 line would not occur. Also as discussed, the City had consulted with the MTA on extending regular LIRR service to Willets Point when the actual demand shows that such service improvement is warranted. The addition of regular LIRR service to Willets Point would provide substantial relief to the No. 7 subway line and may prevent this significant adverse subway impact from materializing. Since there are constraints on what service improvements are available to NYCT, the identified significant line-haul capacity impact on the No. 7 line would likely remain unmitigated absent additional train service or the introduction of new LIRR service to the area.

In addition, because NYCT expects that there would be notable transfer activities between the No. 7 line and the N/Q lines at the Queensboro Plaza subway station (across the platform transfers), a detailed examination of line haul conditions on the N/Q lines will be prepared, in coordination with NYCT, for the Final EIS. However, since the estimated Phase 1B project generated increments would be fewer than 5 persons per subway car (up to 319 passengers in 120 to 130 train cars) on the N/Q trains, Phase 1B of the proposed project would similarly not result in a significant adverse line-haul impact on the N/Q lines.

Similar to the 2028 No Action condition, the N and the Q lines would continue to operate within guideline capacity during the PM peak hour and exceed the guideline capacity during the weekday AM peak period under the 2028 With Action condition. On average, the project-generated subway trips would add two passengers per car to each of the N and the Q lines at the peak load point during the AM peak period, which is fewer than the *CEQR Technical Manual* impact threshold of five passengers per car. Therefore, Phase 1B (2028) of the proposed project would not result in a significant adverse line-haul impact on the N and the Q lines.



Table 14-133

2028 With Action Condition: Peak Hour Subway Line Haul

Subway Lines Direction of Travel	Station	Trains/ Hour	Volume	Leave Load		Available Capacity
				Guideline Capacity	V/C Ratio	
<b>AM Peak Period</b>						
No. 7 Manhattan-bound Express	Woodside-61st Street	15	20,723	18,160	1.14	-2,573
		14	18,500	16,940	1.09	-1,560
No. 7 Manhattan-bound Local	40th Street	14	46,732	16,940	0.93	1,208
			13,891		0.82	3,049
N Manhattan-bound	Queensboro Plaza	8	13,611	11,600	1.17	-2,011
Q (W) Manhattan-bound <sup>1</sup>	Queensboro Plaza	8	12,884	11,600	1.11	-1,284
<b>PM Peak Period</b>						
No. 7 Flushing-bound Express + Local	Queensboro Plaza	23	23,977	27,830	0.86	3,853
		25	23,529	30,250	0.78	6,721
N Queens-bound	Queensboro Plaza	7	8,029	10,150	0.79	2,121
Q (W) Queens-bound <sup>1</sup>	Queensboro Plaza	7	6,837	10,150	0.67	3,313
Sources: New York City Transit						
Notes:						
For the AM peak hour, while a total of 29 trains would be expected to traverse the respective express and local peak load points, the total number of scheduled trains during this hour would be 28 trains.						
<sup>1</sup> W is a tentative designation for a line that would replace the Q service in Queens.						

BUS LINE HAUL LEVELS

As with the 2018 With Action condition analysis, no potential new or extended bus routes serving the project site were assumed in the 2028 (Phase 1B) bus line-haul analysis. Peak hour bus ridership levels were estimated by adding the incremental trips associated with the proposed project to bus stop locations along Roosevelt Avenue at 126th Street for the Q48 and to maximum load points along the Q19 and Q66. Impacts to bus line-haul levels would be considered significant if a proposed action would result in operating conditions above guideline capacities. As shown in **Table 14-134**, the eastbound and westbound Q48 would continue to operate within guideline capacity (54 passengers per bus) during the AM peak period but would operate above the guideline capacity during the PM peak period. The eastbound and westbound Q19 and Q66 would operate above guideline capacity during both the AM and PM peak periods. These projected increases in bus ridership beyond guideline capacities constitute significant adverse bus line-haul impacts.

Table 14-134

2028 With Action Condition: Bus Line Haul at NYCT Maximum and District Load Points

Route	Peak Period	Buses Per Hour	Eastbound		Buses Per Hour	Westbound	
			Load Point	AP		Load Point	AP
Q19	AM	3	Astoria Blvd/ 102nd St	(65)	3	Astoria Blvd/ 77th St	(61)
	PM	3	Astoria Blvd/ 94th St	(69)	3	Astoria Blvd/Humphrey St	(80)
Q48	AM	5	Roosevelt at 126th	47	3	Roosevelt at 126th	29
	PM	5	Roosevelt at 126th	(63)	5	Roosevelt at 126th	(79)
Q66 (to Woodside and LIC)	AM	15	Northern Blvd/ 110th St	(68)	14	Northern Blvd/ 72nd St	(64)
	PM	10	Northern Blvd/ 110th St	(78)	10	Northern Blvd/ 106th St	(87)
Note: AP = average passengers per bus; (#) = exceeds NYCT guideline capacity							
Source: Q48 ridership data provided by NYCT; Q19 and Q66 ridership data provided by the MTA Bus Company							

Potential measures to mitigate the significant adverse bus line-haul impacts include scheduling additional buses to increase capacity. NYCT routinely monitors changes in bus ridership and would make the necessary service adjustments where warranted. These service adjustments are

subject to fiscal and operational constraints and, if implemented, are expected to occur over time. These measures are discussed in greater detail in Chapter 21, “Mitigation.”

#### *STREET-LEVEL PEDESTRIAN OPERATIONS*

The study area sidewalks, corner reservoirs, and crosswalks were assessed for the weekday AM, midday, PM, and pre-game peak periods, as well as, the weekend midday non-game, pre-game, and post-game peak periods by superimposing project-generated trips onto the No Action pedestrian analysis networks. The 2028 With Action peak hour pedestrian volumes are shown in **Appendix D**. As shown in **Tables 14-135** through **14-137**, all sidewalks and corner reservoirs would continue to operate at acceptable levels (within mid-LOS D, with a maximum of 8.5 PMF platoon flows for sidewalks; minimum of 19.5 SFP for corners) or incur degradations that, when compared to the No Action condition, do not exceed the *CEQR Technical Manual* sliding scale impact thresholds (See **Tables 14-81** and **14-82**). However, as shown in **Tables 14-138** and **14-139**, several study area crosswalks would operate beyond mid-LOS D (less than 19.5 SFP) and incur degradations that, when compared to the No Action condition, would exceed the *CEQR Technical Manual* sliding scale impact thresholds. These significant adverse pedestrian impacts are detailed below. Measures that can potentially mitigate these impacts are discussed in Chapter 21, “Mitigation.”

#### *Northern Boulevard and 126th Street*

- The east crosswalk would deteriorate to LOS F (4.9 SFP) from a No Action LOS A (5656.4 SFP), LOS F (4.8 SFP) from a No Action LOS A (5527.5 SFP), LOS F (6.5 SFP) from a No Action LOS A (584.6 SFP), LOS F (4.7 SFP) from a No Action LOS A (1681.7 SFP), LOS F (5.7 SFP) from a No Action LOS A (1086.8 SFP), and to LOS F (-2.7 SFP) from a No Action LOS A (130.4 SFP) during the weekday midday, weekday PM, weekday pre-game, weekend midday non-game, weekend pre-game, and weekend post-game peak periods, respectively.

#### *Roosevelt Avenue and 126th Street*

- The west crosswalk would deteriorate to LOS F (~~-40.9~~ ~~-22.6~~ SFP) from a No Action LOS A (152.5 SFP) and to LOS F (~~-34.7~~ ~~-22.4~~ SFP) from a No Action LOS A (103.2 SFP) during the weekday pre-game and weekend pre-game peak periods, respectively.

#### *34th Avenue and 126th Street*

- The north crosswalk would deteriorate to beyond mid-LOS D (16.2 SFP) from a No Action LOS A (2139.3 SFP), and to LOS E (13.7 SFP) from a No Action LOS A (2704.6 SFP) during the weekday PM and weekend non-game peak periods, respectively.
- The south crosswalk would deteriorate to LOS E (9.9 SFP) from a No Action LOS A (5783.6 SFP), LOS E (14.7 SFP) from a No Action LOS A (3158.9 SFP), LOS E (8.4 SFP) from a No Action LOS A (1207.9 SFP), and to beyond mid-LOS D (19.1 SFP) from a No Action LOS D (21.9 SFP) during the weekday midday, weekday PM, weekend midday non-game, and weekend pre-game peak periods, respectively.
- The east crosswalk would deteriorate to beyond mid-LOS D (18.8 SFP) from a No Action LOS A (2035.8 SFP), LOS F (6.2 SFP) from a No Action LOS A (1502.7 SFP), LOS F (6.9 SFP) from a No Action LOS A (937.3 SFP), LOS F (3.8 SFP) from a No Action LOS A (78.0 SFP), LOS F (5.3 SFP) from a No Action LOS A (756.1 SFP), LOS F (4.2 SFP) from a No Action LOS A (9927.5 SFP), and to LOS F (5.1 SFP) from a No Action LOS A during the weekday AM, weekday midday, weekday PM, weekday pre-game, weekend midday non-game, weekend pre-game, and weekend post-game peak periods, respectively.

Table 14-135

2028 With Action Condition: Weekday Pedestrian LOS Analysis for Sidewalks

Location	Sidewalk	Effective Width (feet)	1-Hour Two-Way Volume	Peak Hour Factor (PHF)	Platoon	
					PMF	LOS
<b>Weekday AM Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	10.0	1158	0.81	2.39	B
	West	6.0	184	0.80	0.64	B
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	705	0.91	0.83	B
	South	12.5	40	0.80	0.07	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	1379	0.80	2.30	B
	South	11.5	169	0.80	0.31	A
34th Avenue between 126th Street and 126th Place	North	11.5	9	0.80	0.02	A
126th Street between Northern Boulevard and 34th Avenue	East	10.0	1083	0.80	2.26	B
	West	8.0	6	0.80	0.02	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	585	0.80	1.28	B
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	115	0.80	0.34	A
	South	8.5	117	0.80	0.29	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	104	0.80	0.17	A
	South	13.0	103	0.83	0.16	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	79	0.80	0.33	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	32	0.80	0.11	A
<b>Weekday Midday Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	10.0	2065	0.80	4.30	C
	West	6.0	206	0.80	0.72	B
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	1274	0.80	1.71	B
	South	12.5	94	0.80	0.16	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	1577	0.80	2.63	B
	South	11.5	330	0.80	0.60	B
34th Avenue between 126th Street and 126th Place	North	11.5	23	0.80	0.04	A
126th Street between Northern Boulevard and 34th Avenue	East	10.0	2530	0.80	5.27	C
	West	8.0	19	0.80	0.05	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	1371	0.80	3.01	C
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	173	0.80	0.51	B
	South	8.5	79	0.80	0.19	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	109	0.80	0.18	A
	South	13.0	80	0.80	0.13	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	119	0.80	0.50	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	51	0.80	0.18	A
<b>Weekday PM Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	10.0	1976	0.80	4.12	C
	West	6.0	253	0.80	0.88	B
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	1280	0.80	1.72	B
	South	12.5	78	0.80	0.13	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	1953	0.80	3.26	C
	South	11.5	322	0.80	0.58	B
34th Avenue between 126th Street and 126th Place	North	11.5	28	0.80	0.05	A
126th Street between Northern Boulevard and 34th Avenue	East	10.0	2412	0.80	5.03	C
	West	8.0	23	0.80	0.06	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	1271	0.80	2.79	B
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	170	0.80	0.51	B
	South	8.5	100	0.80	0.25	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	128	0.80	0.21	A
	South	13.0	96	0.80	0.15	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	96	0.80	0.40	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	70	0.80	0.24	A

Table 14-135 (cont'd)

**2028 With Action Condition: Weekday Pedestrian LOS Analysis for Sidewalks**

Location	Sidewalk	Effective Width (feet)	1-Hour Two-Way Volume	Peak Hour Factor (PHF)	Platoon	
					PMF	LOS
<b>Weekday Pre-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	10.0	1540	0.80	3.21	C
	West	6.0	381	0.83	1.28	B
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	991	0.88	1.22	B
	South	12.5	113	0.80	0.19	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	1456	0.80	2.43	B
	South	11.5	300	0.82	0.53	B
34th Avenue between 126th Street and 126th Place	North	11.5	119	0.80	0.22	A
	East	10.0	2040	0.80	4.25	C
126th Street between Northern Boulevard and 34th Avenue	West	8.0	53	0.80	0.14	A
	South	9.5	1235	0.80	2.71	B
Northern Boulevard between 126th Street and 126th Place	North	7.0	471	0.80	1.40	B
	South	8.5	240	0.80	0.59	B
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	12.5	291	0.82	0.47	A
	South	13.0	121	0.80	0.19	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	251	0.86	0.98	B
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	186	0.80	0.65	B

**Note:** PMF = pedestrians per minute per foot.

Table 14-136

2028 With Action Condition: Weekend Pedestrian LOS Analysis for Sidewalks

Location	Sidewalk	Effective Width (feet)	1-Hour Two-Way Volume	Peak Hour Factor (PHF)	Platoon	
					PMF	LOS
<b>Weekend Midday Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	10.0	2090	0.80	4.35	C
	West	6.0	215	0.80	0.75	B
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	1315	0.80	1.77	B
	South	12.5	106	0.80	0.18	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	1734	0.82	2.80	B
	South	11.5	412	0.80	0.75	B
34th Avenue between 126th Street and 126th Place	North	11.5	57	0.80	0.10	A
126th Street between Northern Boulevard and 34th Avenue	East	10.0	2923	0.80	6.09	D
	West	8.0	30	0.80	0.08	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	1587	0.80	3.48	C
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	311	0.85	0.87	B
	South	8.5	239	0.80	0.59	B
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	185	0.89	0.28	A
	South	13.0	177	0.80	0.28	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	146	0.80	0.61	B
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	101	0.80	0.35	A
<b>Weekend Pre-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	10.0	1757	0.80	3.66	C
	West	6.0	450	0.80	1.42	B
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	1099	0.80	1.48	B
	South	12.5	201	0.80	0.34	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	1431	0.85	2.23	B
	South	11.5	394	0.80	0.71	B
34th Avenue between 126th Street and 126th Place	North	11.5	57	0.80	0.10	A
126th Street between Northern Boulevard and 34th Avenue	East	10.0	2509	0.80	5.23	C
	West	8.0	49	0.80	0.13	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	1386	0.93	2.63	B
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	465	0.87	1.28	B
	South	8.5	318	0.80	0.78	B
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	209	0.86	0.32	A
	South	13.0	140	0.80	0.22	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	293	0.80	1.22	B
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	113	0.80	0.39	A
<b>Weekend Post-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	10.0	1897	0.80	3.95	C
	West	6.0	1027	0.80	3.57	C
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	1015	0.80	1.36	B
	South	12.5	194	0.80	0.32	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	1334	0.80	2.22	B
	South	11.5	389	0.80	0.70	B
34th Avenue between 126th Street and 126th Place	North	11.5	35	0.80	0.06	A
126th Street between Northern Boulevard and 34th Avenue	East	10.0	2454	0.80	5.11	C
	West	8.0	59	0.80	0.15	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	1512	0.80	3.32	C
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	789	0.80	2.35	B
	South	8.5	308	0.80	0.75	B
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	307	0.80	0.51	B
	South	13.0	110	0.80	0.18	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	456	0.80	1.90	B
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	170	0.80	0.59	B

Note: PMF = pedestrians per minute per foot.

Table 14-137  
2028 With Action Condition: Pedestrian LOS Analysis for Corners

Location	Corner	Weekday								Weekend					
		AM		Midday		PM		Pre-Game		Midday Non-Game		Pre-Game		Post-Game	
		SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS
Roosevelt Avenue and 126th Street	Northwest	121.9	A	97.6	A	79.1	A	112.7	A	88.4	A	104.0	A	107.0	A
	Northeast	126.2	A	84.4	A	74.3	A	113.0	A	93.4	A	96.8	A	104.8	A
Roosevelt Avenue and 114th Street	Northwest	1234.2	A	858.1	A	911.9	A	300.7	A	535.8	A	337.9	A	193.7	A
	Southwest	857.4	A	676.4	A	539.4	A	269.2	A	301.4	A	291.7	A	267.6	A

Note: SFP = square feet per pedestrian.

Table 14-138  
2028 With Action Condition: Weekday Pedestrian LOS Analysis for Crosswalks

Location	Cross walk	Street Width (feet)	Cross walk Width (feet)	Conditions with Conflicting Vehicles											
				Weekday AM			Weekday Midday			Weekday PM			Weekday Pre-Game		
				2-way Volume	SFP	LOS	2-way Volume	SFP	LOS	2-way Volume	SFP	LOS	2-way Volume	SFP	LOS
Roosevelt Avenue and 126th Street	North	53.0	16.0	1167	<del>67.3</del> 57.2	B	1384	<del>41.4</del> 40.9	B	1703	<del>32.0</del> 31.8	C	1281	<del>64.4</del> 54.3	B
	East	43.0	14.0	87	<del>448.4</del> 152.6	A	205	<del>46.4</del> 52.6	B	167	<del>64.2</del> 63.2	B	129	<del>83.7</del> 93.3	A
	South	50.0	13.0	106	577.8	A	221	271.1	A	194	313.3	A	212	289.1	A
	West	43.0	13.5	19	<del>822.8</del> 803.8	A	33	<del>381.6</del> 343.0	A	32	<del>366.8</del> 320.1	A	66	<del>-22.6</del> -40.9	F+
34th Avenue and 126th Street	North	81.0	12.5	89	80.4	A	259	22.4	D	280	16.2	D+	276	74.5	A
	East	43.0	7.0	973	18.8	D+	2274	6.2	F+	2124	6.9	F+	1899	3.8	F+
	South	61.0	10.5	88	35.4	C	260	9.9	E+	278	14.7	E+	401	34.7	C
	West	47.5	12.5	6	6381.0	A	18	1914.3	A	25	1279.8	A	65	273.9	A
Northern Boulevard and 126th Street	East	43.5	14.0	483	21.6	D	1168	4.9	F+	1124	4.8	F+	909	6.5	F+
	South	51.0	15.0	15	5435.2	A	21	3880.5	A	29	2808.4	A	53	1532.3	A
Roosevelt Avenue and 114th Street	North	41.0	12.5	97	660.7	A	141	376.2	A	141	379.8	A	409	113.5	A
	East	44.0	11.0	20	480.7	A	38	289.0	A	45	161.2	A	65	100.9	A
	South	32.5	12.0	107	516.2	A	120	426.7	A	147	319.7	A	277	163.8	A
126th Street and New Willets Point Boulevard	North	50.0	15.0	<del>226</del> 194	<del>99.9</del> 117.0	A	<del>366</del> 260	<del>62.5</del> 73.4	B	447	<del>40.0</del> 53.4	C	<del>366</del> 265	<del>67.4</del> 78.2	B
	South	50.0	15.0	<del>233</del> 200	<del>91.5</del> 107.1	A	<del>375</del> 275	<del>47.8</del> 66.2	B	427	<del>38.4</del> 52.0	C	<del>365</del> 269	<del>46.4</del> 64.0	B
37th Avenue and 126th Street	North	50.0	15.0	170	129.2	A	283	65.7	A	319	62.9	A	270	77.5	A
36th Avenue and 126th Street	North	50.0	15.0	161	136.3	A	278	81.1	A	304	74.1	A	256	88.8	A
36th Avenue and 126th Street	South	50.0	15.0	139	124.6	A	164	94.2	A	219	64.4	A	187	86.6	A
	South	50.0	15.0	126	147.5	A	156	115.2	A	200	89.6	A	173	104.2	A

Notes: SFP = square feet per pedestrian.

+ Denotes a significant adverse impact.

Table 14-139

2028 With Action Condition: Weekend Pedestrian LOS Analysis for Crosswalks

Location	Crosswalk	Street Width (feet)	Cross walk Width (feet)	Conditions with Conflicting Vehicles								
				Weekend Midday Non-Game			Weekend Pre-Game			Weekend Post-Game		
				2-way Volume	SFP	LOS	2-way Volume	SFP	LOS	2-way Volume	SFP	LOS
Roosevelt Avenue and 126th Street	North	53.0	16.0	1494	37.4 37.0	C	1248	47.4 47.3	B	1174	34.2 34.1	C
	East	43.0	14.0	200	46.4 54/4	B	168	70.9 77.9	A	159	75.4 81.3	A
	South	50.0	13.0	264	229.7	A	323	187.1	A	294	208.4	A
	West	43.0	13.5	54	230.4 199.4	A	98	-22.4 -34.7	F+	101	116.4 106.0	A
34th Avenue and 126th Street	North	81.0	12.5	397	13.7	E+	510	33.0	C	835	24.8	C
	East	43.0	7.0	2550	5.3	F+	1976	4.2	F+	1654	5.1	F+
	South	61.0	10.5	398	8.4	E+	486	19.1	D+	594	34.2	C
	West	47.5	12.5	34	1008.7	A	53	381.8	A	203	72.6	A
Northern Boulevard and 126th Street	East	43.5	14.0	1358	4.7	F+	1055	5.7	F+	962	-2.7	F+
	South	51.0	15.0	39	2086.9	A	40	2034.2	A	37	2199.5	A
Roosevelt Avenue and 114th Street	North	41.0	12.5	242	188.3	A	338	131.2	A	677	54.0	B
	East	44.0	11.0	68	99.6	A	78	45.4	B	79	107.4	A
	South	32.5	12.0	269	172.2	A	244	186.6	A	234	198.9	A
	West	43.0	13.0	34	559.6	A	66	261.2	A	93	186.9	A
126th Street and New Willetts Point Boulevard	North	50.0	15.0	468 327	41.4 60.8	B A	367 261	52.4 75.0	B A	322 237	64.0 88.1	A
	South	50.0	15.0	478 327	37.5 56.2	C B	377 265	43.8 63.4	B A	333 241	58.6 82.1	B A
37th Avenue and 126th Street	North	50.0	15.0	345	70.0	A	272	64.6	A	243	85.2	A
	South	50.0	15.0	331	82.7	A	266	85.2	A	232	95.2	A
36th Avenue and 126th Street	North	50.0	15.0	221	67.1	A	175	83.7	A	162	74.3	A
	South	50.0	15.0	207	86.4	A	168	107.2	A	152	119.8	A

Notes: SFP = square feet per pedestrian.  
+ Denotes a significant adverse impact.

The significant adverse transit and pedestrian impacts detailed above for the 2028 analysis year are summarized in Table 14-140.

Table 14-140

Summary of 2028 Significant Adverse Transit and Pedestrian Impacts

Analysis Element		Analysis Time Period						
		Weekday				Weekend		
		AM	Midday	PM	Pre-Game	Midday	Pre-Game	Post-Game
<b>Subway Line haul impact</b>								
No. 7 Line-Haul	WB	X						
<b>Bus Impacts</b>								
Q19 Bus Route	EB	X		X				
	WB	X		X				
Q48 Bus Route	EB			X				
	WB			X				
Q66 Bus Route	EB	X		X				
	WB	X		X				
<b>Pedestrian Impacts</b>								
Northern Blvd & 126th St	E Crosswalk		X	X	X	X	X	X
Roosevelt Ave & 126th St	W Crosswalk				X		X	
34th Ave & 126th St	N Crosswalk			X		X		
	S Crosswalk		X	X		X	X	
	E Crosswalk	X	X	X	X	X	X	X

Notes: X = Significantly Impacted

## 2032 WITH ACTION CONDITION

### *TRIP DISTRIBUTION AND ASSIGNMENT*

Transit and pedestrian volumes for the 2032 With Action condition were estimated by overlaying peak hour volumes derived from the trip generation estimates presented in the “Traffic and Parking” section, onto the No Action analysis networks. These volumes were then assigned to the transit and pedestrian analysis locations based on the same assumptions described above for the 2028 With Action condition. In addition, the reasonable worst-case development scenario assumes that Lot B development would be completed by 2032, with its parking demand accommodated by available parking within the South Lot/Lot D. Therefore, the auto person trips associated with Lot B were assumed to cross Roosevelt Avenue at the Lot B driveway or 126th Street crosswalks to access the development.

### *CHANGES IN THE PEDESTRIAN ENVIRONMENT*

In addition to the geometric changes described above for the 2018 and 2028 With Action conditions, the intersection of Roosevelt Avenue and Lot B driveway, which would incur more notable pedestrian trip-making, was added to the pedestrian study area. This intersection is comprised of three crosswalks, two crosswalks across Roosevelt Avenue and one crosswalk across the Lot B driveway along the north side of Roosevelt Avenue.

### *SUBWAY STATION OPERATIONS*

Project-generated subway trips were added to the 2032 No Action volumes in the same manner as described for Phase 1A. As shown in **Tables 14-141** and **14-142**, all analyzed stairways and ramps and control areas would continue to operate at acceptable levels, except for the north stairway (S-3) on Roosevelt Avenue that faces Willets West, which would operate at LOS D with a v/c ratio of 1.21, 1.14, 1.20, and 1.02 during the weekday PM non-game, weekday pre-game, weekend pre-game, and weekend post-game peak periods, respectively, for the north stairway (S-2) on Roosevelt Avenue that faces the District, which would operate at LOS D with a v/c ratio of 1.1 during the weekday PM non-game peak period, and for the north stairway (M-4) that connects to the mezzanine and street level stairways, which would operate at LOS E with a v/c ratio of 1.34 during the weekday PM non-game peak period and LOS D with a v/c ratio of 1.10 and 1.08 during the weekday pre-game and weekend pre-game peak periods, respectively.

As described above, station stairway impacts are defined in terms of width increment threshold based on the minimum amount of additional capacity that would be required to either mitigate the location to its service conditions (LOS) under the No Action levels, or to bring it to a v/c ratio of 1.00, whichever is greater. Compared to the No Action service levels, the calculated WITs are greater than the *CEQR Technical Manual* WIT impact thresholds for stairway S-3 during the weekday PM non-game, weekday pre-game, and weekend pre-game peak periods, for stairway S-2 during the weekday PM non-game peak period, and for stairway M-4 during the weekday PM non-game, weekday pre-game, and weekend pre-game peak periods. Therefore, the proposed project would be expected to result in significant adverse subway station impacts under the 2032 With Action condition. Measures that can be implemented to mitigate these impacts are discussed in Chapter 21, “Mitigation.” In addition, as with the 2018 and 2028 With Action conditions, if NYCT decides to proceed with the reconfiguration of the Mets-Willets Point subway station, which would take place independent of the proposed project, additional interagency coordination is expected to take place to develop the appropriate game-day



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management strategies. For purposes of disclosure in this Draft SEIS, any impacts that may be attributed to future passage of the reconfigured station may potentially be deemed unmitigatable.

**Table 14-141  
2032 With Action Condition: Subway Station Vertical Circulation Analysis**

Mets-Willets Point No. 7 Train Station Vertical Circulation Elements	Width (feet)	Effective Width (feet)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
			Up	Down				
<b>Weekday AM Non-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	384	259	0.90	0.90	0.77	C
Roosevelt Avenue (North) S2 Stair	8.0	6.8	420	314	0.90	0.90	0.84	C
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	804	573	0.90	0.90	0.93	C
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	9	163	0.75	0.90	0.20	A
Flushing-bound West P10 Stair	9.6	8.3	9	150	0.75	0.90	0.19	A
Flushing-bound East P4 Stair	9.9	8.7	7	176	0.75	1.00	0.19	A
Flushing-bound East P2 Stair	10.1	8.8	21	154	0.75	0.90	0.19	A
Manhattan-bound West Ramp Passageway	17.6	15.6	498	15	0.75	1.00	0.15	A
Manhattan-bound East Ramp Passageway	19.6	17.6	276	27	0.75	0.90	0.09	A
<b>Weekday PM Non-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	477	528	0.90	0.90	1.21	D+
Roosevelt Avenue (North) S2 Stair	8.0	6.8	487	473	0.90	0.90	1.11	D+
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	964	1001	0.90	0.90	1.34	E+
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	8	251	0.75	1.00	0.27	A
Flushing-bound West P10 Stair	9.6	8.3	4	235	0.75	1.00	0.25	A
Flushing-bound East P4 Stair	9.9	8.7	13	320	0.75	1.00	0.34	A
Flushing-bound East P2 Stair	10.1	8.8	36	273	0.75	0.90	0.34	A
Manhattan-bound West Ramp Passageway	17.6	15.6	667	21	0.75	1.00	0.20	A
Manhattan-bound East Ramp Passageway	19.6	17.6	224	35	0.75	0.90	0.08	A
<b>Weekday Pre-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	325	604	0.90	0.90	1.14	D+
Roosevelt Avenue (North) S2 Stair	8.0	6.8	286	382	0.90	0.90	0.78	C
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	611	986	0.90	0.90	1.10	D+
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	11	363	0.75	1.00	0.67	B
Flushing-bound West P10 Stair	9.6	8.3	8	674	0.75	1.00	0.73	C
Flushing-bound East P4 Stair	9.9	8.7	12	603	0.75	1.00	0.63	B
Flushing-bound East P2 Stair	10.1	8.8	16	376	0.75	1.00	0.39	A
Manhattan-bound West Ramp Passageway	17.6	15.6	465	35	0.75	0.90	0.16	A
Manhattan-bound East Ramp Passageway	19.6	17.6	199	48	0.75	0.90	0.07	A
<b>Weekend Pre-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	306	671	0.90	0.90	1.20	D+
Roosevelt Avenue (North) S2 Stair	8.0	6.8	283	304	0.90	0.90	0.68	B
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	589	975	0.90	0.90	1.08	D+
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	8	442	0.75	1.00	0.46	B
Flushing-bound West P10 Stair	9.6	8.3	0	421	0.75	1.00	0.45	A
Flushing-bound East P4 Stair	9.9	8.7	8	678	0.75	1.00	0.70	C
Flushing-bound East P2 Stair	10.1	8.8	25	416	0.75	0.90	0.49	B
Manhattan-bound West Ramp Passageway	17.6	15.6	487	27	0.75	0.90	0.17	A
Manhattan-bound East Ramp Passageway	19.6	17.6	175	80	0.75	0.90	0.08	A

**Table 14-141 (cont'd)**  
**2032 With Action Condition: Subway Station Vertical Circulation Analysis**

Mets-Willets Point No. 7 Train Station Vertical Circulation Elements	Width (feet)	Effective Width (feet)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
			Up	Down				
<b>Weekend Post-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	8.0	6.5	516	339	0.90	0.90	1.02	D
Roosevelt Avenue (North) S2 Stair	8.0	6.8	302	269	0.90	0.90	0.66	B
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	818	608	0.90	0.90	0.96	C
<b>Mezzanine to Platform</b>								
Flushing-bound West P12 Stair	9.8	8.6	404	139	0.75	0.90	0.51	B
Flushing-bound West P10 Stair	9.6	8.3	323	226	0.75	0.90	0.55	B
Flushing-bound East P4 Stair	9.9	8.7	372	155	0.75	0.90	0.49	B
Flushing-bound East P2 Stair	10.1	8.8	607	100	0.75	0.90	0.62	B
Manhattan-bound West Ramp Passageway	17.6	15.6	1139	16	0.75	1.00	0.33	A
Manhattan-bound East Ramp Passageway	19.6	17.6	618	27	0.75	1.00	0.17	A
<b>Notes:</b> Capacities were calculated based on rates presented in the <i>CEQR Technical Manual</i> (January 2012 edition). Surging factors are only applied to the exiting pedestrian volume ( <i>CEQR Technical Manual</i> ). $V/C \text{ Stairway} = [V_{in} / (150 * W_e * S_f * F_f)] + [V_{x} / (150 * W_e * S_f * F_f)]$ $V/C \text{ Passageway} = [V_{in} / (225 * W_e * S_f * F_f)] + [V_{x} / (225 * W_e * S_f * F_f)]$ Where $V_{in}$ = Peak 15-minute entering passenger volume $V_x$ = Peak 15-minute exiting passenger volume $W_e$ = Effective width of stairs/passageways $S_f$ = Surging factor (if applicable) $F_f$ = Friction factor (if applicable) + Denotes a significant adverse impact								

**Table 14-142**  
**2032 With Action Condition: Subway Station Control Area Analysis**

Mets-Willets Point No. 7 Train Station Control Area Elements	Quantity	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
		Into Control Area	Out from Control Area				
<b>Weekday AM Non-Game</b>							
Main Control Area Turnstiles (R532)	5	810	613	0.80	0.90	0.69	B
<b>Weekday PM Non-Game</b>							
Main Control Area Turnstiles (R532)	5	984	1110	0.80	0.90	1.00	C
<b>Weekday Pre-Game</b>							
Manhattan-bound East Ramp Turnstiles	7	199	48	0.75	0.90	0.09	A
Manhattan-bound West Ramp Turnstiles	6	465	35	0.75	0.90	0.22	A
Flushing-bound East Stair Turnstiles	8	30	983	0.80	1.00	0.25	A
Flushing-bound West Stair Turnstiles	6	18	1277	0.80	1.00	0.42	A
<b>Weekend Pre-Game</b>							
Manhattan-bound East Ramp Turnstiles	7	175	80	0.75	0.90	0.09	A
Manhattan-bound West Ramp Turnstiles	6	487	27	0.75	0.90	0.23	A
Flushing-bound East Stair Turnstiles	8	31	1059	0.80	1.00	0.27	A
Flushing-bound West Stair Turnstiles	6	7	821	0.80	1.00	0.27	A
<b>Weekend Post-Game</b>							
Manhattan-bound East Ramp Turnstiles	7	618	27	0.75	1.00	0.22	A
Manhattan-bound West Ramp Turnstiles	6	1139	16	0.75	1.00	0.46	B
Flushing-bound East Stair Turnstiles	8	978	254	0.80	0.90	0.39	A
Flushing-bound West Stair Turnstiles	6	726	364	0.80	0.90	0.45	B
<b>Notes:</b> Capacities were calculated based on rates presented in the <i>CEQR Technical Manual</i> (January 2012 edition). $V/C = V_{in} / (C_{in} * F_f) + V_x / (C_x * S_f * F_f)$ $V_{in}$ = Peak 15 Min Entering Passenger Volume $C_{in}$ = Total 15-Minute Capacity of all turnstiles for entering Passengers $V_x$ = Peak 15-Minute Exiting Passenger $C_x$ = Total 15-minute Capacity of all turnstile for exiting Passengers $S_f$ = Surging Factor $F_f$ = Friction Factor							

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*SUBWAY LINE HAUL LEVELS*

As described for the 2018 With Action condition, the projected peak hour subway trip increments were distributed to the peak load points on the No. 7, the N, and the Q subway lines based on information provided by NYCT and superimposed onto added to the respective No Action line-haul volumes. As shown in **Table 14-143**, with the overlay of these project-generated trips, the No. 7 subway line would continue to operate within guideline capacity during the AM peak period for the Manhattan-bound local service and during the PM peak period for the Flushing-bound service. As with the 2032 No Action condition, the Manhattan-bound express service would continue to exceed the guideline capacity during the weekday AM peak period under the 2032 With Action condition. On average, the project-generated subway trips would add 11 passengers per car to the Manhattan-bound express line at the peak load point during the AM peak period, which is more than the *CEQR Technical Manual* impact threshold of five passengers per car. Hence, the proposed project in 2032 would be expected to result in a significant adverse line-haul impact on the No. 7 line. As discussed in the 2028 With Action condition above, the City had consulted with the MTA on extending regular LIRR service to Willets Point when the actual demand shows that such service improvement is warranted. The addition of regular LIRR service to Willets Point would provide substantial relief to the No. 7 subway line and may prevent this significant adverse subway impact from materializing. Since there are constraints on what service improvements are available to NYCT, the identified significant line-haul capacity impact on the No. 7 line would likely remain unmitigated absent the introduction of new LIRR service to the area.

**Table 14-143**  
**2032 With Action Condition: Peak Hour Subway Line Haul**

Subway Lines Direction of Travel	Station	Trains/ Hour	Volume	Leave Load		Available Capacity
				Guideline Capacity	V/C Ratio	
<b>AM Peak Period</b>						
No. 7 Manhattan-bound Express	Woodside-61st Street	15	21,823	18,150	1.20	-3,673
		14	19,579	16,940	1.16	-2,639
No. 7 Manhattan-bound Local	40th Street	14	16,028	16,940	0.96	912
			14,169		0.84	2,771
N Manhattan-bound	Queensboro Plaza	8	13,730	11,600	1.18	-2,130
Q (W) Manhattan-bound <sup>1</sup>	Queensboro Plaza	8	13,003	11,600	1.12	-1,403
<b>PM Peak Period</b>						
No. 7 Flushing-bound Express + Local	Queensboro Plaza	23	25,247	27,830	0.91	2,583
		25	24,795	30,250	0.82	5,455
N Queens-bound	Queensboro Plaza	7	8,148	10,150	0.80	2,002
Q (W) Queens-bound <sup>1</sup>	Queensboro Plaza	7	6,956	10,150	0.69	3,194
<b>Sources:</b> New York City Transit						
<b>Notes:</b>						
For the AM peak hour, while a total of 29 trains would be expected to traverse the respective express and local peak load points, the total number of scheduled trains during this hour would be 28 trains.						
<sup>1</sup> W is a tentative designation for a line that would replace the Q service in Queens.						

In addition, because NYCT expects that there would be notable transfer activities between the No. 7 line and the N/Q lines at the Queensboro Plaza subway station (across the platform transfers), a detailed examination of line-haul conditions on the N/Q lines will be prepared, in coordination with NYCT, for the Final EIS. However, since the estimated Phase 2 project-generated increments would be fewer than 5 persons per subway car (up to 557 passengers in 120 to 130 train cars) on the N/Q trains, Phase 2 of the proposed project would not result in a significant adverse line-haul impact on the N/Q lines.

Similar to the 2032 No Action condition, the N and the Q lines would continue to operate within guideline capacity during the PM peak hour and exceed the guideline capacity during the weekday AM peak period under the 2032 With Action condition. On average, the project-generated subway trips would add three passengers per car to each of the N and the Q lines at the peak load point during the AM peak period, which is fewer than the CEQR Technical Manual impact threshold of five passengers per car. Therefore, Phase 2 (2032) of the proposed project would not result in a significant adverse line-haul impact on the N and the Q lines.

*BUS LINE HAUL LEVELS*

As with the 2018 and 2028 With Action condition analyses, no potential new or extended bus routes serving the project site were assumed in the 2032 bus line-haul analysis. Peak hour bus ridership levels were estimated by adding the incremental trips associated with the proposed project to bus stop locations along Roosevelt Avenue at 126th Street for the Q48 and to maximum load points along the Q19 and Q66. Impacts to bus line-haul levels would be considered significant if a proposed action would result in operating conditions above guideline capacities. As shown in **Table 14-144**, the eastbound and westbound Q48 would continue to operate within guideline capacity (54 passengers per bus) during the AM peak period but would operate above the guideline capacity during the PM peak period. The eastbound and westbound Q19 and Q66 would operate above guideline capacity during both the AM and PM peak periods. These projected increases in bus ridership beyond guideline capacities constitute significant adverse bus line-haul impacts.

**Table 14-144**

**2032 With Action Condition: Bus Line Haul at NYCT Maximum and District Load Points**

Route	Peak Period	Buses Per Hour	Eastbound		Buses Per Hour	Westbound	
			Load Point	AP		Load Point	AP
Q19	AM	3	Astoria Blvd/ 102nd St	(77)	3	Astoria Blvd/ 77th St	(74)
	PM	3	Astoria Blvd/ 94th St	(87)	3	Astoria Blvd/Humphrey St	(100)
Q48	AM	5	Roosevelt at 126th	54	3	Roosevelt at 126th	44
	PM	5	Roosevelt at 126th	(80)	5	Roosevelt at 126th	(103)
Q66 (to Woodside and LIC)	AM	15	Northern Blvd/ 110th St	(79)	14	Northern Blvd/ 72nd St	(77)
	PM	10	Northern Blvd/ 110th St	(103)	10	Northern Blvd/ 106th St	(114)

**Note:** AP = average passengers per bus; (#) = exceeds NYCT guideline capacity  
**Source:** Q48 ridership data provided by NYCT; Q19 and Q66 ridership data provided by the MTA Bus Company

Potential measures to mitigate the significant adverse bus line-haul impacts include scheduling additional buses to increase capacity. NYCT routinely monitors changes in bus ridership and would make the necessary service adjustments where warranted. These service adjustments are subject to fiscal and operational constraints and, if implemented, are expected to occur over time. These measures are discussed in greater detail in Chapter 21, “Mitigation.”

*STREET-LEVEL PEDESTRIAN OPERATIONS*

The study area sidewalks, corner reservoirs, and crosswalks were assessed for the weekday AM, midday, PM, and pre-game peak periods, as well as, the weekend midday non-game, pre-game, and post-game peak periods by superimposing project-generated trips onto the No Action pedestrian analysis networks. The 2032 With Action peak hour pedestrian volumes are shown in **Appendix D**. As shown in **Tables 14-145** through **14-147**, all sidewalks and corner reservoirs would continue to operate at acceptable levels (within mid-LOS D, with a maximum of 8.5 PMF platoon flows for sidewalks; minimum of 19.5 SFP for corners) or incur degradations that, when

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compared to the No Action condition, do not exceed the *CEQR Technical Manual* sliding scale impact thresholds (See **Tables 14-81** and **14-82**). However, as shown in **Tables 14-148** and **14-149**, several study area crosswalks would operate beyond mid-LOS D (less than 19.5 SFP) and incur degradations that, when compared to the No Action condition, would exceed the *CEQR Technical Manual* sliding scale impact thresholds. These significant adverse pedestrian impacts are detailed below. Measures that can potentially mitigate these impacts are discussed in Chapter 21, “Mitigation.”

**Table 14-145**  
**2032 With Action Condition: Weekday Pedestrian LOS Analysis for Sidewalks**

Location	Sidewalk	Effective Width (feet)	1-Hour Two-Way Volume	Peak Hour Factor (PHF)	Platoon	
					PMF	LOS
<b>Weekday AM Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	10.0	1862	0.81	3.84	C
	West	6.0	1010	0.80	3.51	C
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	1127	0.91	1.33	B
	South	12.5	41	0.80	0.07	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	3009	0.80	5.02	C
	South	11.5	810	0.80	1.47	B
34th Avenue between 126th Street and 126th Place	North	11.5	398	0.80	0.72	B
126th Street between Northern Boulevard and 34th Avenue	East	10.0	1366	0.80	2.85	B
	West	8.0	62	0.80	0.16	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	1232	0.80	2.70	B
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	166	0.80	0.49	A
	South	8.5	136	0.80	0.33	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	130	0.80	0.22	A
	South	13.0	120	0.83	0.18	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	96	0.80	0.40	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	49	0.80	0.17	A
<b>Weekday Midday Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	10.0	3182	0.80	6.63	D
	West	6.0	1659	0.80	5.76	C
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	1908	0.80	2.56	B
	South	12.5	95	0.80	0.16	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	3410	0.80	5.68	C
	South	11.5	1406	0.80	2.55	B
34th Avenue between 126th Street and 126th Place	North	11.5	234	0.80	0.42	A
126th Street between Northern Boulevard and 34th Avenue	East	10.0	3106	0.80	6.47	D
	West	8.0	89	0.80	0.23	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	2229	0.80	4.89	C
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	316	0.80	0.94	B
	South	8.5	95	0.80	0.23	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	170	0.80	0.28	A
	South	13.0	115	0.80	0.18	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	154	0.80	0.64	B
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	86	0.80	0.30	A
<b>Weekday PM Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	10.0	2991	0.80	6.23	D
	West	6.0	1618	0.80	5.62	C
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	1861	0.80	2.50	B
	South	12.5	79	0.80	0.13	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	4253	0.80	7.09	D
	South	11.5	1562	0.80	2.83	B
34th Avenue between 126th Street and 126th Place	North	11.5	379	0.80	0.69	B
126th Street between Northern Boulevard and 34th Avenue	East	10.0	2930	0.80	6.10	D
	West	8.0	111	0.80	0.29	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	2103	0.80	4.61	C
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	239	0.80	0.71	B
	South	8.5	119	0.80	0.29	A
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	160	0.80	0.27	A
	South	13.0	116	0.80	0.19	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	116	0.80	0.48	A
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	91	0.80	0.32	A

**Table 14-145 (cont'd)**  
**2032 With Action Condition: Weekday Pedestrian LOS Analysis for Sidewalks**

Location	Sidewalk	Effective Width (feet)	1-Hour Two-Way Volume	Peak Hour Factor (PHF)	Platoon	
					PMF	LOS
<b>Weekday Pre-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	10.0	2301	0.80	4.79	C
	West	6.0	1201	0.83	4.03	C
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	1405	0.88	1.73	B
	South	12.5	113	0.80	0.19	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	3034	0.80	5.06	C
	South	11.5	1070	0.82	1.90	B
34th Avenue between 126th Street and 126th Place	North	11.5	397	0.80	0.72	B
	East	10.0	2409	0.80	5.02	C
126th Street between Northern Boulevard and 34th Avenue	West	8.0	111	0.80	0.29	A
	South	9.5	1850	0.80	4.06	C
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	509	0.80	1.51	B
	South	8.5	258	0.80	0.63	B
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	309	0.82	0.50	B
	South	13.0	133	0.80	0.21	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	264	0.86	1.03	B
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	198	0.80	0.69	B

Note: PMF = pedestrians per minute per foot.

**Table 14-146**  
**2032 With Action Condition: Weekend Pedestrian LOS Analysis for Sidewalks**

Location	Sidewalk	Effective Width (feet)	1-Hour Two-Way Volume	Peak Hour Factor (PHF)	Platoon	
					PMF	LOS
<b>Weekend Midday Non-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	10.0	3081	0.80	6.42	D
	West	6.0	1498	0.80	5.20	C
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	1731	0.80	2.33	B
	South	12.5	107	0.80	0.18	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	3741	0.82	6.05	D
	South	11.5	1743	0.80	3.16	C
34th Avenue between 126th Street and 126th Place	North	11.5	456	0.80	0.83	B
	East	10.0	3502	0.80	7.30	D
126th Street between Northern Boulevard and 34th Avenue	West	8.0	127	0.80	0.33	A
	South	9.5	2343	0.80	5.14	C
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	387	0.85	1.08	B
	South	8.5	280	0.80	0.69	B
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	223	0.89	0.34	A
	South	13.0	205	0.80	0.33	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	174	0.80	0.73	B
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	128	0.80	0.44	A
<b>Weekend Pre-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	10.0	2629	0.80	5.48	C
	West	6.0	1434	0.80	4.53	C
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	1473	0.80	1.98	B
	South	12.5	203	0.80	0.34	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	3053	0.85	4.76	C
	South	11.5	1393	0.80	2.52	B
34th Avenue between 126th Street and 126th Place	North	11.5	411	0.80	0.74	B
	East	10.0	2988	0.80	6.23	D
126th Street between Northern Boulevard and 34th Avenue	West	8.0	125	0.80	0.33	A
	South	9.5	2045	0.93	3.88	C
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	530	0.87	1.46	B
	South	8.5	355	0.80	0.87	B
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	243	0.86	0.38	A
	South	13.0	165	0.80	0.26	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	317	0.80	1.32	B
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	137	0.80	0.48	A

Table 14-146 (cont'd)

2032 With Action Condition: Weekend Pedestrian LOS Analysis for Sidewalks

Location	Sidewalk	Effective Width (feet)	1-Hour Two-Way Volume	Peak Hour Factor (PHF)	Platoon	
					PMF	LOS
<b>Weekend Post-Game</b>						
126th Street between 34th Avenue and Roosevelt Avenue	East	10.0	2763	0.80	5.76	C
	West	6.0	1845	0.80	6.41	D
Roosevelt Avenue between 126th Street and the Van Wyck Expressway	North	15.5	1387	0.80	1.86	B
	South	12.5	195	0.80	0.33	A
Roosevelt Avenue between 126th Street and Grand Central Parkway	North	12.5	2811	0.80	4.69	C
	South	11.5	1179	0.80	2.14	B
34th Avenue between 126th Street and 126th Place	North	11.5	422	0.80	0.76	B
126th Street between Northern Boulevard and 34th Avenue	East	10.0	2894	0.80	6.03	D
	West	8.0	123	0.80	0.32	A
Northern Boulevard between 126th Street and 126th Place	South	9.5	2153	0.80	4.72	C
Roosevelt Avenue between 114th Street and Grand Central Parkway	North	7.0	855	0.80	2.54	B
	South	8.5	345	0.80	0.85	B
Roosevelt Avenue between 114th Street and 112th Street	North	12.5	340	0.80	0.57	B
	South	13.0	133	0.80	0.21	A
114th Street between Roosevelt Avenue and 39th Avenue	West	5.0	482	0.80	2.01	B
114th Street between Roosevelt Avenue and 41st Avenue	West	6.0	193	0.80	0.67	B

Note: PMF = pedestrians per minute per foot.

Table 14-147

2032 With Action Condition: Pedestrian LOS Analysis for Corners

Location	Corner	Weekday								Weekend					
		AM		Midday		PM		Pre-Game		Midday Non-Game		Pre-Game		Post-Game	
		SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS	SFP	LOS
Roosevelt Avenue and 126th Street	Northwest	48.3	B	31.8	C	23.3	D	43.1	B	28.2	C	37.7	C	41.6	B
	Northeast	68.2	A	48.6	B	43.4	B	68.8	A	56.0	B	59.7	B	63.2	A
Roosevelt Avenue and 114th Street	Northwest	972.3	A	578.6	A	731.7	A	282.7	A	438.6	A	301.0	A	180.4	A
	Southwest	687.4	A	457.8	A	442.4	A	248.3	A	255.1	A	253.9	A	235.0	A

Note: SFP = square feet per pedestrian.

Table 14-148

2032 With Action Condition: Weekday Pedestrian LOS Analysis for Crosswalks

Location	Cross walk	Street Width (feet)	Cross walk Width (feet)	Conditions with Conflicting Vehicles											
				Weekday AM			Weekday Midday			Weekday PM			Weekday Pre-Game		
				2-way Volume	SFP	LOS	2-way Volume	SFP	LOS	2-way Volume	SFP	LOS	2-way Volume	SFP	LOS
Roosevelt Avenue and 126th Street	North	53.0	16.0	2133	<del>27.6</del> 27.5	C	2426	<del>29.2</del> 20.1	D	2884	<del>16.4</del> 16.3	D+	2135	<del>29.6</del> 29.5	C
	East	43.0	14.0	141	<del>80.6</del> 83.6	A	292	<del>23.2</del> 28.7	<del>D</del> C	248	<del>20.8</del> 31.8	<del>D</del> C	189	<del>40.8</del> 53.3	B
	South	50.0	13.0	160	374.6	A	308	189.7	A	275	216.9	A	272	222.0	A
	West	43.0	13.5	607	<del>20.4</del> 19.7	D	1022	<del>8.0</del> 6.7	E+	1191	<del>4.4</del> 2.6	F+	775	<del>-4.8</del> -7.4	F+
34th Avenue and 126th Street	North	81.0	12.5	130	39.4	C	302	16.8	D+	337	9.7	E+	315	62.5	A
	East	43.0	7.0	1530	10.6	E+	2786	4.6	F+	2736	4.8	F+	2346	3.0	F+
	South	61.0	10.5	104	13.9	E+	288	1.9	F+	312	6.8	F+	423	29.1	C
	West	47.5	12.5	104	355.0	A	131	237.9	A	168	160.8	A	164	104.4	A
Northern Boulevard and 126th Street	East	43.5	14.0	785	12.0	E+	1686	2.3	F+	1600	2.2	F+	1250	3.5	F+
	South	51.0	15.0	74	1097.0	A	93	871.7	A	120	674.3	A	115	703.1	A
Roosevelt Avenue and 114th Street	North	41.0	12.5	137	463.1	A	234	217.4	A	190	252.8	A	439	99.3	A
	East	44.0	11.0	33	283.4	A	89	121.1	A	64	111.3	A	72	89.4	A
	South	32.5	12.0	138	398.3	A	185	274.1	A	185	252.1	A	303	149.0	A
	West	43.0	13.0	13	1462.3	A	20	1057.6	A	22	878.2	A	56	326.3	A
Roosevelt Avenue and Lot B Driveway	North	30.0	12.5	<del>2720</del> 2737	<del>43.7</del> 14.8	E+	<del>2949</del> 3003	<del>11.8</del> 13.3	E+	<del>3819</del> 3879	<del>7.3</del> 7.9	F+	<del>2624</del> 2685	<del>14.3</del> 15.3	E+ D+
	East	43.0	12.5	5	<del>4329.2</del> 3988.5	A	0	N/A	A	0	N/A	A	0	N/A	A
	West	43.0	12.5	54	<del>398.4</del> 362.8	A	141	<del>462.8</del> 146.4	A	121	<del>476.6</del> 213.3	A	99	<del>246.3</del> 196.3	A
126th Street and New Willets Point Boulevard	North	50.0	15.0	<del>539</del> 507	<del>47.3</del> 50.6	B	<del>621</del> 525	<del>33.0</del> 39.6	C	<del>786</del> 686	<del>22.7</del> 26.4	D C	<del>624</del> 533	<del>36.4</del> 42.1	C B
	South	50.0	15.0	<del>550</del> 517	<del>36.8</del> 39.3	C	<del>642</del> 542	<del>26.0</del> 31.2	C	<del>798</del> 692	<del>18.7</del> 21.9	D+	<del>634</del> 538	<del>26.2</del> 31.3	C
37th Avenue and 126th Street	North	<u>50.0</u>	<u>15.0</u>	<u>330</u>	<u>63.0</u>	<u>A</u>	<u>406</u>	<u>40.6</u>	<u>B</u>	<u>510</u>	<u>35.8</u>	<u>C</u>	<u>413</u>	<u>47.5</u>	<u>B</u>
	South	<u>50.0</u>	<u>15.0</u>	<u>302</u>	<u>70.7</u>	<u>A</u>	<u>393</u>	<u>55.9</u>	<u>B</u>	<u>475</u>	<u>46.0</u>	<u>B</u>	<u>383</u>	<u>58.0</u>	<u>B</u>
36th Avenue and 126th Street	North	<u>50.0</u>	<u>15.0</u>	<u>298</u>	<u>54.5</u>	<u>B</u>	<u>287</u>	<u>46.6</u>	<u>B</u>	<u>408</u>	<u>30.5</u>	<u>C</u>	<u>330</u>	<u>45.4</u>	<u>B</u>
	South	<u>50.0</u>	<u>15.0</u>	<u>267</u>	<u>67.7</u>	<u>A</u>	<u>271</u>	<u>64.4</u>	<u>A</u>	<u>370</u>	<u>46.8</u>	<u>B</u>	<u>300</u>	<u>58.6</u>	<u>B</u>

Notes: SFP = square feet per pedestrian.  
N/A = Crosswalk volume is zero, and SFP is not calculable. LOS is assumed to be A.  
+ Denotes a significant adverse impact.



Table 14-149

2032 With Action Condition: Weekend Pedestrian LOS Analysis for Crosswalks

Location	Crosswalk	Street Width (feet)	Crosswalk Width (feet)	Conditions with Conflicting Vehicles								
				Weekend Midday Non-Game			Weekend Pre-Game			Weekend Post-Game		
				2-way Volume	SFP	LOS	2-way Volume	SFP	LOS	2-way Volume	SFP	LOS
Roosevelt Avenue and 126th Street	North	53.0	16.0	2418	<del>19.8</del> 19.7	D	2046	<del>25.5</del> 25.4	C	1972	<del>17.4</del> 17.3	D+
	East	43.0	14.0	280	<del>21.6</del> 30.3	<del>D</del> C	240	<del>38.7</del> 45.7	<del>G</del> B	228	<del>38.5</del> 46.2	<del>C</del> B
	South	50.0	13.0	344	172.3	A	397	149.7	A	364	165.8	A
	West	43.0	13.5	1306	<del>6.7</del> 4.3	F+	1026	<del>-4.0</del> -5.4	F+	823	<del>9.6</del> 7.8	<del>E+</del> F+
34th Avenue and 126th Street	North	81.0	12.5	460	8.0	F+	563	33.5	C	887	8.2	E
	East	30.0	7.0	3233	3.7	F+	2558	3.3	F+	2224	5.4	F+
	South	61.0	10.5	435	3.4	F+	515	20.6	D	619	14.6	E
	West	47.5	12.5	193	161.4	A	180	117.7	A	316	76.0	A
Northern Boulevard and 126th Street	East	43.5	14.0	1799	2.5	F+	1428	3.2	F+	1312	-2.9	F+
	South	51.0	15.0	143	564.9	A	123	657.7	A	109	742.9	A
Roosevelt Avenue and 114th Street	North	41.0	12.5	306	140.6	A	392	108.4	A	733	47.2	B
	East	44.0	11.0	81	81.7	A	88	38.2	C	88	95.2	A
	South	32.5	12.0	324	141.6	A	289	156.3	A	279	165.8	A
	West	43.0	13.0	34	559.6	A	67	256.9	A	95	182.6	A
Roosevelt Avenue and Lot B Driveway	North	30.0	12.5	<del>3228</del> 3312	<del>40.7</del> 11.7	E+	<del>2606</del> 2670	<del>44.2</del> 15.5	<del>E+</del> D+	<del>2343</del> 2403	<del>16.4</del> 17.7	D+
	East	43.0	12.5	17	<del>1270.9</del> 1167.1	A	0	N/A	A	0	N/A	A
	West	43.0	12.5	183	<del>181.0</del> 103.4	A	118	<del>181.0</del> 163.1	A	91	<del>236.5</del> 213.7	A
126th Street and New Willets Point Boulevard	North	50.0	15.0	<del>736</del> 594	<del>29.1</del> 36.8	C	<del>596</del> 490	<del>36.6</del> 45.2	<del>C</del> B	<del>547</del> 462	<del>41.3</del> 49.5	B
	South	50.0	15.0	<del>747</del> 596	<del>21.9</del> 28.1	<del>D</del> C	<del>607</del> 495	<del>27.0</del> 33.6	C	<del>560</del> 468	<del>33.9</del> 41.1	<del>C</del> B
37th Avenue and 126th Street	North	50.0	15.0	488	36.2	C	399	40.6	B	370	51.8	B
	South	50.0	15.0	461	47.5	B	381	58.2	B	350	61.5	A
36th Avenue and 126th Street	North	50.0	15.0	360	37.0	C	298	44.6	B	287	37.0	C
	South	50.0	15.0	337	51.7	B	283	62.1	A	270	65.6	A

Notes: SFP = square feet per pedestrian.  
 N/A = Crosswalk volume is zero, and SFP is not calculable. LOS is assumed to be A.  
 + Denotes a significant adverse impact.

Northern Boulevard and 126th Street

- The east crosswalk would deteriorate to LOS E (12.0 SFP) from a No Action LOS A (6403.9 SFP), LOS F (2.3 SFP) from a No Action LOS A (5642.1 SFP), LOS F (2.2 SFP) from a No Action LOS A (5513.2 SFP), LOS F (3.5 SFP) from a No Action LOS A (583.0 SFP), LOS F (2.5 SFP) from a No Action LOS A (1672.8 SFP), LOS F (3.2 SFP) from a No Action LOS A (1083.9 SFP), and to LOS F (-2.9 SFP) from a No Action LOS A (129.6 SFP) during the weekday AM, weekday midday, weekday PM, weekday pre-game, weekend midday non-game, weekend pre-game, and weekend post-game peak periods, respectively.

Roosevelt Avenue and 126th Street

- The west crosswalk would deteriorate to LOS ~~F~~ E (6.7 ~~8.0~~ SFP) from a No Action LOS A (1560.4 SFP), LOS F (2.6 ~~4.4~~ SFP) from a No Action LOS A (2031.8 SFP), LOS F (~~-7.4~~ -4.8 SFP) from a No Action LOS A (149.4 SFP), LOS F (4.3 ~~5.7~~ SFP) from a No Action LOS A (1072.1 SFP), LOS F (~~-5.4~~ -4.0 SFP) from a No Action LOS A (99.5 SFP), and to

LOS ~~E E~~ (7.8 ~~9.6~~ SFP) from a No Action LOS A (183.4 SFP) during the weekday midday, weekday PM, weekday pre-game, weekend non-game, weekend pre-game, and weekend post-game peak periods, respectively.

The north crosswalk would deteriorate to beyond mid-LOS D (16.3 ~~16.4~~ SFP) from a No Action LOS A (2680.2 SFP), and to beyond mid-LOS D (17.3 ~~17.4~~ SFP) from a No Action LOS A (537.3 SFP) during the weekday PM and weekend post-game peak periods, respectively.

*34th Avenue and 126th Street*

- The north crosswalk would deteriorate to beyond mid-LOS D (16.8 SFP) from a No Action LOS A, LOS E (9.7 SFP) from a No Action LOS A (2131.7 SFP), and to LOS F (8.0 SFP) from a No Action LOS A (2699.8 SFP) during the weekday midday, weekday PM, and weekend midday non-game peak periods, respectively.
- The south crosswalk would deteriorate to LOS E (13.9 SFP) from a No Action LOS A (2947.4 SFP), LOS F (1.9 SFP) from a No Action LOS A (5767.3 SFP), LOS F (6.8 SFP) from a No Action LOS A (3150.8 SFP), and to LOS F (3.4 SFP) from a No Action LOS A (1204.7 SFP) during the weekday AM, weekday midday, weekday PM, and weekend midday non-game peak periods, respectively.
- The east crosswalk would deteriorate to LOS E (10.6 SFP) from a No Action LOS A (2035.8 SFP), LOS F (4.6 SFP) from a No Action LOS A (1394.7 SFP), LOS F (4.8 SFP) from a No Action LOS A (937.3 SFP), LOS F (3.0 SFP) from a No Action LOS A (76.9 SFP), LOS F (3.7 SFP) from a No Action LOS A (755.4 SFP), LOS F (3.3 SFP) from a No Action LOS A (9908.5 SFP), and to LOS F (5.4 SFP) from a No Action LOS A during the weekday AM, weekday midday, weekday PM, weekday pre-game, weekend midday non-game, weekend pre-game, and weekend post-game peak periods, respectively.

*Roosevelt Avenue and the Lot B Driveway*

- The north crosswalk would operate at LOS E (14.8 ~~13.7~~ SFP), LOS E (13.3 ~~11.8~~ SFP), LOS F (7.9 ~~7.3~~ SFP), LOS ~~D E~~ (15.3 ~~14.3~~ SFP), LOS E (11.7 ~~10.7~~ SFP), LOS ~~D E~~ (15.5 ~~14.2~~ SFP), and LOS D (17.7 ~~16.1~~ SFP) during the weekday AM, weekday midday, weekday PM, weekday pre-game, weekend midday non-game, weekend pre-game, and weekend post-game peak periods, respectively.

*126th Street and New Willets Point Boulevard*

- ~~The south crosswalk would operate at beyond mid-LOS D (18.7 SFP) during the weekday PM peak period.~~

The significant adverse transit and pedestrian impacts detailed above for the 2032 analysis year are summarized in **Table 14-150**.

Table 14-150

Summary of 2032 Significant Adverse Transit and Pedestrian Impacts

Analysis Element		Analysis Time Period						
		Weekday				Weekend		
		AM	Midday	PM	Pre-Game	Midday	Pre-Game	Post-Game
<b>Subway Impacts</b>								
Mets-Willets Point Station	S2 Stairs			X				
	S3 Stairs			X	X		X	
	M4A/4B Stairs			X	X		X	
No. 7 Line-Haul	WB	X						
<b>Bus Impacts</b>								
Q19 Bus Route	EB	X		X				
	WB	X		X				
Q48 Bus Route	EB			X				
	WB			X				
Q66 Bus Route	EB	X		X				
	WB	X		X				
<b>Pedestrian Impacts</b>								
Northern Blvd & 126th St	E Crosswalk	X	X	X	X	X	X	X
Roosevelt Ave & 126th St	N Crosswalk			X				X
	W Crosswalk		X	X	X	X	X	X
34th Ave & 126th St	N Crosswalk		X	X		X		
	S Crosswalk	X	X	X		X		
	E Crosswalk	X	X	X	X	X	X	X
New Willets Point Blvd & 126th St	S Crosswalk			X				
Roosevelt Ave & Lot B Driveway	N Crosswalk	X	X	X	X	X	X	X

Notes: X = Significantly Impacted

## L. VEHICULAR AND PEDESTRIAN SAFETY

Crash data for the study area intersections were obtained from the New York State Department of Transportation (NYSDOT) for the time period between January 1, 2009 and December 31, 2011. The data obtained quantify the total number of reportable accidents (involving fatality, injury, or more than \$1,000 in property damage), fatalities, and injuries during the study period, as well as a yearly breakdown of pedestrian- and bicycle-related accidents at each location. According to the *CEQR Technical Manual*, a high accident location is one where there were five or more pedestrian/bicyclist-related accidents or 48 or more reportable and non-reportable accidents in any consecutive 12 months within the most recent 3-year period for which data are available.

During the January 1, 2009 to December 31, 2011 3-year period, a total of 709 reportable and non-reportable accidents, 2 fatalities, 697 injuries, and 166 pedestrian/bicyclist-related accidents occurred at the study area intersections. A rolling total of accident data identifies seven study area intersections as high pedestrian accident locations in the 2009 to 2011 period. These locations are 114th Street at Roosevelt Avenue, Main Street at Northern Boulevard, Main Street at Roosevelt Avenue, Main Street at 41st Avenue/Kissena Boulevard, Union Street at Northern Boulevard, Union Street at Roosevelt Avenue and Parsons Boulevard at Northern Boulevard. **Table 14-151** depicts total accident characteristics by intersection during the study period, as well as a breakdown of pedestrian and bicycle accidents by year and location. **Table 14-152** shows a detailed description of each accident at the seven high accident locations during the three year period.

**Table 14-151**  
**Accident Summary**

Intersection		Study Period					Accidents by Year					
North-South Roadway	East-West Roadway	All Accidents by Year			Total Fatalities	Total Injuries	Pedestrian			Bicycle		
		2009	2010	2011			2009	2010	2011	2009	2010	2011
108th Street	Astoria Blvd	1	8	5	0	20						
108th Street	Northern Blvd	4	10	11	0	31			4			
108th Street	Roosevelt Ave	5	5	6	0	17	2		2	1		1
111th Street	Roosevelt Ave	4	5	1	0	10		4		2		
114th Street	Northern Blvd	16	17	8	0	47						
114th Street	34th Avenue	2	3	2	0	16						
<b>114th Street</b>	<b>Roosevelt Ave</b>	9	12	7	0	25		1		5	2	1
126th Street	Northern Blvd	23	29	25	0	106						
126th Street	34th Avenue	2	3	2	0	9						
126th Street	Roosevelt Ave	8	8	6	0	22				1	3	1
Willetts Point Blvd	Northern Blvd	1	1	0	0	0						
College Point Blvd	32nd Avenue	3	3	2	0	9					1	
College Point Blvd	Northern Blvd	5	1	2	0	8						
College Point Blvd	Roosevelt Ave	16	13	11	0	42	1	1	1		2	1
College Point Blvd	Sanford Ave	4	4	3	0	9	1	1	2	1		
Prince Street	Northern Blvd	15	7	14	0	37						
Prince Street	Roosevelt Ave	13	9	2	0	9	2		1	2		1
<b>Main Street</b>	<b>Northern Blvd</b>	14	11	17	0	29	3	2	3	1		
<b>Main Street</b>	<b>Roosevelt Ave</b>	10	12	7	0	29	6	6	4		4	2
<b>Main Street</b>	<b>41st Avenue</b>	9	6	6	1	16	4	2	4		1	
<b>Union Street</b>	<b>Northern Blvd</b>	40	33	25	1	92	10	15	6	2		
<b>Union Street</b>	<b>Roosevelt Ave</b>	16	5	9	0	19	6		4	2		
Union Street	Sanford Ave	9	12	3	0	11	1	1	1		2	
<b>Parsons Blvd</b>	<b>Northern Blvd</b>	16	20	18	0	56	3	5	6	1		
Parsons Blvd	Roosevelt Ave	4	8	5	0	8	1	2	2			1
Parsons Blvd	Sanford Ave	3	10	5	0	20	1		3			1
Shea Road	CitiField Lot N.	0	0	0	0	0						
Shea Road	GCP On/Off ramp	0	0	0	0	0						

**Note:** **Bold** intersections are high pedestrian accident locations.  
**Source:** NYSDOT January 1, 2009 and December 31, 2011 accident data.

Table 14-152  
Vehicle and Pedestrian Accident Details

Intersection	Year	Date	Time	Accident Class		Action of Vehicle	Action of Pedestrian	Cause of Accident			
				Injured	Killed			Left / Right Turns	Pedestrian Error/ Confusion	Driver Inattention	Other
114th Street & Roosevelt Avenue	2009	8/27	10:53 AM	X		Unknown	Unknown				Unknown
		9/13	4:10 AM	X		Going straight – East	Crossing against signal		X		Alcohol involvement
		9/18	9:45 AM	x		Merging – East	Crossing				Unknown
		10/27	14:50 PM	X		Going straight – East	Unknown				Unknown
		11/2	7:10 AM	X		Making right turn – East	Crossing with signal	X			
	2010	5/4	14:50 PM	X		Going straight – West	Crossing		X		
		6/27	9:00 AM	X		Going straight – West	Crossing with signal				Following too closely, Failure to yield R.o.W.
		7/25	3:00 AM	X		Going straight – West	Crossing				Unknown
	2011	3/26	18:00 PM	X		Going straight – Unknown	Along highway with traffic				Driver inexperience
	Main Street & Northern Boulevard	2009	4/24	20:40 PM	x		Making left turn – Northwest	Crossing with signal	X		
5/9			22:59 PM	X		Unknown	Crossing with signal				Unknown
8/3			18:20 PM	X		Unknown	Unknown				Unknown
8/16			8:20 AM	X		Making left turn – South	Crossing	X			
2010		10/11	11:01 AM	X		Going straight – West	Crossing against signal		X		
		11/25	21:10 PM	X		Going straight – East	Crossing against signal		X		
2011		1/6	13:05 PM	X		Making right turn – North	Crossing with signal	X			Other electronic device
		2/11	20:00 PM	X		Going straight – West	Unknown				Unknown
		10/7	15:45 PM	X		Backing – West	Crossing with signal				Unknown

Table 14-152 (cont'd)  
Vehicle and Pedestrian Accident Details

Intersection	Year	Date	Time	Accident Class		Action of Vehicle	Action of Pedestrian	Cause of Accident			
				Injured	Killed			Left / Right Turns	Pedestrian Error/ Confusion	Driver Inattention	Other
Main Street & Roosevelt Avenue	2009	6/21	N/A	X		Making left turn – North	Crossing with signal	X			
		9/3	11:50 AM	x		Going straight – North	Crossing against signal		x	X	
		9/17	7:35 AM	X		Going straight – North	Crossing against signal		X		
		9/17	10:15 AM	X		Going straight – Unknown	Crossing against signal		X		
		12/22	8:50 AM	X		Making right turn – East	Crossing with signal	X			
		12/22	8:40 AM	X		Going straight – North	Crossing with signal				Unknown
	2010	1/14	18:35 PM	X		Going straight – West	Crossing against signal		X		
		4/8	15:00 PM	X		Starting from parking – West	Not in roadway		X		
		5/3	7:13 AM	X		Making left turn – North	Crossing against signal	X	X		Oversized vehicle
		5/24	40:45 AM	X		Making U turn – East	Along highway against traffic	X			
		6/27	10:40 AM	X		Making U turn – East	Going straight – South	X			Turning improper
		6/30	20:11 PM	X		Going straight – East	Crossing with signal			X	
		8/30	7:30 AM	X		Stopped in traffic – West	Going straight – West				Unknown
		9/29	14:30 PM	X		Going straight – South	Going straight – East		X		
		11/9	7:50 AM	X		Going straight – East	Crossing		X		
		12/8	16:05 PM	X		Going straight – East	Crossing with signal				Driver inexperience, Traffic control disregarded
	2011	2/11	12:15 PM	X		Backing – Northeast	Other actions in roadway			X	Backing unsafely
		4/8	18:50 PM	X		Going straight – South	Crossing				Unknown
		7/17	11:15 AM	X		Going straight – South	Crossing against signal		X		Failure to yield R.o.W.
		8/5	19:35 PM	X		Starting from parking – East	Along highway with traffic				Unsafe lane change
8/9		11:10 AM	X		Parked – West	Other actions in roadway		X			
12/6		10:00 AM	X		Backing – East	Other actions in roadway				Backing unsafely	

Table 14-152 (cont'd)  
Vehicle and Pedestrian Accident Details

Intersection	Year	Date	Time	Accident Class		Action of Vehicle	Action of Pedestrian	Cause of Accident				
				Injured	Killed			Left / Right Turns	Pedestrian Error/ Confusion	Driver Inattention	Other	
Main Street & 41st Avenue / Kissena Boulevard	2009	1/27	12:06 PM	X		Going straight – South	Other actions in roadway		X		Failure to keep right	
		8/4	9:40 AM	X		Going straight – West	Other actions in roadway				Unknown	
		12/26	15:07 PM	X		Starting from parking – South	Working in roadway				Aggressive driving / road rage	
	2010	2/18	17:10 PM	X		Going straight – North	Crossing				Unknown	
		5/23	12:00 PM	X		Making right turn – South	Crossing with signal	X			Unsafe speed, Failure to yield R.o.W.	
		7/4	16:48 PM	X		Going straight – South	Crossing				Unknown	
		7/16	10:14 AM		X	Going straight – South	Along highway with traffic				Pavement defective	
	2011	2/26	8:00 AM	X		Making right turn – North	Crossing with signal	X			Failure to yield R.o.W.	
		5/14	9:55 AM	X		Making left turn – West	Crossing with signal	X	X	X		
		8/27	18:30 PM	X		Making right turn – North	Crossing with signal	X			Failure to yield R.o.W.	
		12/4	15:50 PM	X		Making left turn – Southwest	Crossing with signal	X			Turning improper, unsafe speed	
	Union Street & Northern Boulevard	2009	3/9	14:00 PM	X		Making right turn – North	Crossing with signal	X			
			3/26	20:17 PM	X		Making left turn – Northwest	Crossing with signal	X			
			5/1	20:25 PM	X		Making left turn – West	Crossing	X			
5/14			11:15 AM	X		Going straight – South	Crossing against signal		X			
5/15			10:00 AM	X		Unknown	Not in roadway				Unknown	
6/3			9:40 AM	X		Going straight – North	Crossing against signal		X			
6/27			15:30 PM	X		Unknown	Unknown				Unknown	
7/28			13:30 PM	X		Making left turn – Southeast	Crossing with signal	X				
8/24			18:45 PM	X		Making right turn – South	Crossing with signal	X				
11/5			19:10 PM	X		Making left turn – West	Crossing with signal	X		X		
11/9		10:15 AM	X		Making left turn – West	Crossing with signal	X			Failure to yield R.o.W.		
11/21		8:23 AM	X		Making right turn on red – West	Making right turn on red – West	X	X	X	Driver inexperience, Passenger distraction		
2010		2/1	15:45 PM	X		Making left turn – North	Crossing with signal	X				
		2/18	15:32 PM	X		Making left turn – West	Crossing with signal	X	X			
	2/25	13:37 PM	X		Making left turn – Southeast	Crossing with signal	X					
	2/27	23:30 PM	X		Going straight – West	Crossing with signal				Unknown		
	3/22	9:15 AM	X		Going straight – South	Unknown		X	X			
	3/23	17:35 PM	X		Making left turn – North	Unknown	X	X				

Table 14-152 (cont'd)  
Vehicle and Pedestrian Accident Details

Intersection	Year	Date	Time	Accident Class		Action of Vehicle	Action of Pedestrian	Cause of Accident			
				Injured	Killed			Left / Right Turns	Pedestrian Error/ Confusion	Driver Inattention	Other
Union Street & Northern Boulevard	2010	5/8	16:50 PM	X		Making left turn – East	Crossing with signal	X			Failure to yield R.o.W.
		6/13	11:10 AM	X		Making left turn – Northwest	Crossing with signal	X			Failure to yield R.o.W.
		6/14	14:20 PM	X		Going straight – North	Crossing				Unknown
		7/28	8:15 AM	X		Making right turn – West	Crossing with signal	X			Failure to yield R.o.W.
		9/22	12:40 PM	X		Going straight – East	Crossing against signal		X		
		10/14	20:00 PM	X		Unknown	Crossing				Unknown
		11/8	21:17 PM		X	Going straight – North	Crossing with signal				Failure to yield R.o.W.
	12/17	9:35 AM	X		Making left turn – East	Crossing with signal	X			Failure to yield R.o.W.	
	2011	1/28	23:28 PM	X		Making left turn – Southwest	Crossing with signal	X			Alcohol involvement
		2/16	20:40 PM	X		Making right turn – North	Unknown	X			
		3/24	22:10 PM	X		Going straight – East	Crossing				Unknown
		9/16	14:00 PM	X		Making right turn – West	Crossing with signal	X	X	X	
		9/22	17:15 PM	X		Making right turn – East	Crossing with signal	X			
		10/7	15:00 PM	X		Making right turn – West	Crossing with signal	X			
11/4		22:30 PM	X		Making right turn – Northeast	Crossing with signal	X			Turning improper	
Union Street & Roosevelt Avenue	2009	1/12	14:44 PM	X		Making left turn – West	Crossing with signal	X			Glare
		1/15	14:35 PM	X		Making left turn – South	Crossing with signal	X			
		2/17	10:30 AM	X		Unknown	Unknown				Unknown
		3/12	13:00 PM	X		Making right turn – East	Along highway with traffic	X			
		5/24	13:00 PM	X		Stopped in traffic – West	Crossing with signal				Brakes defective
		8/4	19:00 PM			Starting in traffic – North	Unknown				Aggressive driving / road rage
		12/23	19:45 PM	X		Making left turn – Southeast	Crossing with signal	X			Turning improper
	12/26	22:00 PM	X		Making right turn – North	Crossing with signal	X				
	2011	2/11	10:45 AM	X		Backing - East	Crossing				Backing unsafely
		3/10	10:15 AM	X		Making right turn – Southeast	Child getting on/off school bus	X		X	
9/24		8:10 AM	X		Going straight – East	Crossing		X			
	11/28	18:00 PM	X		Making right turn – Southeast	Crossing with signal	X				



Table 14-152 (cont'd)  
Vehicle and Pedestrian Accident Details

Intersection	Year	Date	Time	Accident Class		Action of Vehicle	Action of Pedestrian	Cause of Accident			
				Injured	Killed			Left / Right Turns	Pedestrian Error/ Confusion	Driver Inattention	Other
Parsons Boulevard & Northern Boulevard	2009	4/17	15:30 PM	X		Making left turn – West	Unknown	X			
		4/22	12:04 PM	X		Making left turn – Southwest	Crossing	X			
		8/4	10:30 AM	X		Making right turn – Southeast	Unknown	X			
		10/22	12:53 PM	X		Going straight – West	Crossing against signal		X	X	Unsafe speed, Failure to yield R.o.W.
	2010	2/2	13:15 PM	X		Going straight – West	Crossing against signal		X		Failure to yield R.o.W.
		7/6	17:25 PM	X		Unknown	Unknown				Unknown
		8/3	21:00 PM	X		Unknown	Unknown				Unknown
		12/24	18:30 PM	X		Going straight – West	Crossing		X		
	2011	1/27	12:45 PM	X		Backing – North	Crossing with signal				Backing unsafely
		7/25	18:50 PM	X		Making left turn – Northwest	Crossing with signal	X			
		8/22	13:00 PM	X		Making left turn – West	Crossing with signal	X			Failure to yield R.o.W.
		8/23	14:20 PM	X		Other – Northwest	Not in roadway			X	
		9/28	13:50 PM	X		Making left turn – Southeast	Crossing with signal	X			
		11/2	15:30 PM	X		Unknown	Unknown				Unknown

Source: NYSDOT January 1, 2009 and December 31, 2011 accident data.

**114TH STREET AND ROOSEVELT AVENUE**

Based on the review of the accident history at the intersection of 114th Street and Roosevelt Avenue, no prevailing trends with regard to geometric deficiencies were identified as the primary causes of recorded accidents. With respect to geometric deficiencies that could potentially cause safety hazards, the intersection of 114th Street and Roosevelt Avenue is signalized and provides two high-visibility crosswalks and two regular crosswalks. In terms of project-generated activity, the intersection would experience incremental peak-hour volume increases of approximately 810 or fewer vehicle trips and 200 or fewer pedestrian trips at any crosswalks at this intersection during each of the seven analysis peak hours by the 2032 With Action condition. As discussed in the “Traffic and Parking” section, this intersection would be impacted during all seven analysis peak hours under the 2032 With Action condition.

As described in Chapter 21, “Mitigation,” the predicted impacts at this intersection could be fully mitigated with standard traffic engineering measures under the 2018 and 2028 With Action conditions. For the 2032 With Action condition, the predicted impacts at this intersection would be fully mitigated during the non-game analysis peak hours and would be partially mitigated during the game day analysis peak hours. In addition, the Queens Development Group, LLC (QDG), in consultation with the lead agency and NYCDOT, would develop and conduct a detailed traffic monitoring plan at various interim buildout phases of the proposed project to determine whether actual future With Action conditions have, in fact, resulted in significant traffic impacts and verify the need and effectiveness of the proposed mitigation measures identified in this SEIS or similar measures identified through the traffic monitoring plan.

Therefore, the proposed project is not anticipated to exacerbate any of the current causes of pedestrian-related accidents. Nonetheless, additional safety measures, such as the installation of pedestrian safety signs (i.e., “Turning Vehicles Yield to Pedestrians” signs on all approaches), the installation of countdown timers for all crosswalks, and restriping the north and south crosswalks as high-visibility crosswalks, can be implemented to improve pedestrian safety at this intersection.

#### **MAIN STREET AND NORTHERN BOULEVARD**

Based on the review of the accident history at the intersection of Main Street and Northern Boulevard, no prevailing trends with regard to geometric deficiencies were identified as the primary causes of recorded accidents. With respect to geometric deficiencies that could potentially cause safety hazards, Main Street and Northern Boulevard is a signalized, three-way intersection with three high-visibility crosswalks. In addition, countdown timers are installed for all crosswalks at this intersection. In terms of project-generated activity, this intersection is located in the secondary traffic study area and would experience incremental peak-hour volume increases of approximately 580 or fewer vehicle trips (all through) and there would not be any project-generated pedestrian trips at any crosswalks at this intersection during each of the seven analysis peak hours by the 2032 With Action condition. As discussed in the “Traffic and Parking” section, this intersection would be impacted during all seven analysis peak hours under the 2032 With Action condition.

As described in Chapter 21, “Mitigation,” the predicted impacts at this intersection could not be mitigated with standard traffic engineering measures under the 2032 With Action condition. However, as described above, all the proposed project-generated vehicle trips would be through trips at this intersection and there would be a negligible number of project-generated pedestrian trips at any crosswalks at this intersection, while a review of the vehicle and pedestrian accident details presented in **Table 14-152** indicates that the majority of pedestrian-related accidents were caused by pedestrian inattentiveness and driver failure to yield right of way. Since these accidents occurred primarily during vehicles making left and right turning movements, the through vehicle trips generated by the proposed project is not anticipated to result in additional conflicts with normal pedestrian flow. In addition, QDG, in consultation with the lead agency and NYCDOT, would develop and conduct a detailed traffic monitoring plan at various interim buildout phases of the proposed project to determine whether actual future With Action conditions have, in fact, resulted in significant traffic impacts and verify the need and effectiveness of the proposed mitigation measures identified in the this SEIS or similar measures identified through the traffic monitoring plan. Therefore, the proposed project is not anticipated to exacerbate any of the current causes of pedestrian-related accidents. Nonetheless, additional safety measures, such as the installation of pedestrian safety signs (i.e., “Turning Vehicles Yield to Pedestrians” signs on all approaches and “Wait for Walk Signal” signs for pedestrians) can be implemented to improve pedestrian safety at this intersection.

#### **MAIN STREET AND ROOSEVELT AVENUE**

Based on the review of the accident history at the intersection of Main Street and Roosevelt Avenue, no prevailing trends with regard to geometric deficiencies were identified as the primary causes of recorded accidents. With respect to geometric deficiencies that could potentially cause safety hazards, the intersection of Main Street and Roosevelt Avenue is signalized and provides four school crosswalks. In addition, countdown timers are installed at all crosswalks at this intersection. Based on the detailed description, half of the pedestrian-related accidents were related to pedestrian error, with pedestrians crossing against the signal listed as a

contributing factor in six of the twenty-two accidents. In terms of project-generated activity, this intersection is located in the secondary traffic study area and would experience incremental peak-hour volume increases of approximately 220 or fewer vehicle trips (all through) and there would not be any project-generated pedestrian trips at any crosswalks at this intersection during each of the seven analysis peak hours by the 2032 With Action condition. As discussed in the “Traffic and Parking” section, this intersection would be impacted during all seven analysis peak hours under the 2032 With Action condition.

As described in Chapter 21, “Mitigation,” the predicted impacts at this intersection could be fully or partially mitigated with standard traffic engineering measures during the weekday AM and weekend midday non-game, weekday and weekend pre-game and weekend post-game peak hours, and could not be mitigated during the weekday midday and PM non-game peak hours under the 2032 With Action condition. However, as described above, all the proposed project-generated vehicle trips would be through trips at this intersection and there would be a negligible number of project-generated pedestrian trips at any crosswalks at this intersection, while a review of the vehicle and pedestrian accident details presented in **Table 14-152** indicates that the majority of pedestrian-related accidents were caused by pedestrian inattentiveness and driver failure to yield right of way. Since these accidents occurred primarily during vehicles making left and right turning movements and pedestrian inattentiveness, the through vehicle trips generated by the proposed project is not anticipated to result in additional conflicts with normal pedestrian flow. In addition, QDG, in consultation with the lead agency and NYCDOT, would develop and conduct a detailed traffic monitoring plan at various interim buildout phases of the proposed project to determine whether actual future With Action conditions have, in fact, resulted in significant traffic impacts and verify the need and effectiveness of the proposed mitigation measures identified in the this SEIS or similar measures identified through the traffic monitoring plan. Therefore, the proposed project is not anticipated to exacerbate any of the current causes of pedestrian-related accidents. Nonetheless, additional safety measures, such as the installation of pedestrian safety signs (i.e., “Turning Vehicles Yield to Pedestrians” signs on all approaches and “Wait for Walk Signal” signs for pedestrians) can be implemented to improve pedestrian safety at this intersection.

### **MAIN STREET AND 41ST AVENUE/KISSENA BOULEVARD**

Based on the review of the accident history at the intersection of Main Street and 41st Avenue/Kissena Boulevard, no prevailing trends with regard to geometric deficiencies were identified as the primary causes of recorded accidents. With respect to geometric deficiencies that could potentially cause safety hazards, the intersection of Main Street and 41st Avenue/Kissena Boulevard is signalized and provides four school crosswalks. In addition, countdown timers are installed at the Kissena Boulevard and Main Street crosswalks. Based on the detailed description, half of the pedestrian-related accidents were related to vehicles making left or right turning movements. In terms of project-generated activity, this intersection is located in the secondary traffic study area and would experience incremental peak-hour volume increases of approximately 10 or fewer vehicle trips and there would be a negligible number of project-generated pedestrian trips at any crosswalks at this intersection during each of the seven analysis peak hours by the 2032 With Action condition. As discussed in the “Traffic and Parking” section, this intersection would be impacted during the weekday and weekend non-game midday peak hours and the weekend pre-game peak hour under the 2032 With Action condition.

As described in Chapter 21, “Mitigation,” the predicted impacts at this intersection could be fully mitigated with standard traffic engineering measures under the 2032 With Action condition. In addition, QDG, in consultation with the lead agency and NYCDOT, would develop and conduct a detailed traffic monitoring plan at various interim buildout phases of the proposed project to determine whether actual future With Action conditions have, in fact, resulted in significant traffic impacts and verify the need and effectiveness of the proposed mitigation measures identified in the this SEIS or similar measures identified through the traffic monitoring plan. Therefore, the proposed project is not anticipated to exacerbate any of the current causes of pedestrian-related accidents. Nonetheless, additional safety measures, such as the installation of pedestrian safety signs (i.e., “Turning Vehicles Yield to Pedestrians” signs on all approaches), the installation of countdown timers on the remaining two crosswalks (the east and west crosswalks of 41st Avenue), and restriping a faded crosswalk on the western leg of 41st Avenue, can be implemented to improve pedestrian safety at this intersection.

### **UNION STREET AND NORTHERN BOULEVARD**

Based on the review of the accident history at the intersection of Union Street and Northern Boulevard, no prevailing trends with regard to geometric deficiencies were identified as the primary causes of recorded accidents. With respect to geometric deficiencies that could potentially cause safety hazards, the intersection of Union Street and Northern Boulevard is signalized and provides three school crosswalks and one regular crosswalk. In addition, countdown timers are installed at all crosswalks at this intersection and School Advance Warning Signs are located at all approaches except to the west. Based on the detailed description, two-thirds of the pedestrian-related accidents were related to vehicles making left or right turning movements. In all of these accidents, pedestrians were crossing with the signal; failure to yield right-of-way was listed as a contributing factor in five. In terms of project-generated activity, this intersection is located in the secondary traffic study area and would experience incremental peak-hour volume increases of approximately 580 or fewer vehicle trips (mostly through) and there would be a negligible number of project-generated pedestrian trips at any crosswalks at this intersection during each of the seven analysis peak hours by the 2032 With Action condition. As discussed in the “Traffic and Parking” section, this intersection would be impacted during all seven analysis peak hours under the 2032 With Action condition.

As described in Chapter 21, “Mitigation,” the predicted impacts at this intersection could be partially mitigated with standard traffic engineering measures during all analysis peak hours except for the weekday AM non-game peak hour where it could not be mitigated under the 2032 With Action condition. However, as described above, most of the proposed project-generated vehicle trips would be through trips at this intersection and there would not be any project-generated pedestrian trips at any crosswalks at this intersection, while a review of the vehicle and pedestrian accident details presented in **Table 14-152** indicates that the majority of pedestrian-related accidents were caused by pedestrian inattentiveness and driver failure to yield right of way. Since these accidents occurred primarily during vehicles making left and right turning movements, the mostly through vehicle trips generated by the proposed project is not anticipated to result in additional conflicts with normal pedestrian flow. In addition, QDG, in consultation with the lead agency and NYCDOT, would develop and conduct a detailed traffic monitoring plan at various interim buildout phases of the proposed project to determine whether actual future With Action conditions have, in fact, resulted in significant traffic impacts and verify the need and effectiveness of the proposed mitigation measures identified in the this SEIS or similar measures identified through the traffic monitoring plan. Therefore, the proposed project is not anticipated to exacerbate any of the current causes of pedestrian-related accidents.

Nonetheless, additional safety measures, such as the installation of pedestrian safety signs (i.e., “Turning Vehicles Yield to Pedestrians” signs on all approaches) and restriping the southern crosswalk as a high-visibility crosswalk, can be implemented to improve pedestrian safety at this intersection.

### **UNION STREET AND ROOSEVELT AVENUE**

Based on the review of the accident history at the intersection of Union Street and Roosevelt Avenue, no prevailing trends with regard to geometric deficiencies were identified as the primary causes of recorded accidents. With respect to geometric deficiencies that could potentially cause safety hazards, the intersection of Union Street and Roosevelt Avenue is signalized and provides two school crosswalks and two regular crosswalks. Based on the detailed description, half of the pedestrian-related accidents were related to vehicles making left or right turning movements. In all of these accidents, pedestrians were crossing with the signal. In terms of project-generated activity, this intersection is located in the secondary traffic study area and would experience incremental peak-hour volume increases of approximately 220 or fewer vehicle trips (mostly through) and there would be a negligible number of project-generated pedestrian trips at any crosswalks at this intersection during each of the seven analysis peak hours by the 2032 With Action condition. As discussed in the “Traffic and Parking” section, this intersection would be impacted during all seven analysis peak hours under the 2032 With Action condition.

As described in Chapter 21, “~~Mitigation~~,” the predicted impacts at this intersection could not be mitigated with standard traffic engineering measures under the 2032 With Action condition. However, as described above, most of the proposed project-generated vehicle trips would be through trips at this intersection and there would not be any project-generated pedestrian trips at any crosswalks at this intersection, while a review of the vehicle and pedestrian accident details presented in **Table 14-152** indicates that the majority of pedestrian-related accidents were caused by driver failure to yield right of way. Since these accidents occurred primarily during vehicles making left and right turning movements, the mostly through vehicle trips generated by the proposed project is not anticipated to result in additional conflicts with normal pedestrian flow. In addition, QDG, in consultation with the lead agency and NYCDOT, would develop and conduct a detailed traffic monitoring plan at various interim buildout phases of the proposed project to determine whether actual future With Action conditions have, in fact, resulted in significant traffic impacts and verify the need and effectiveness of the proposed mitigation measures identified in the this SEIS or similar measures identified through the traffic monitoring plan. Therefore, the proposed project is not anticipated to exacerbate any of the current causes of pedestrian-related accidents. Nonetheless, additional safety measures, such as the installation of pedestrian safety signs (i.e., “Turning Vehicles Yield to Pedestrians” signs on all approaches), the installation of countdown timers on all crosswalks, and restriping the north and south crosswalks as high-visibility crosswalks, can be implemented to improve pedestrian safety at this intersection.

### **PARSONS BOULEVARD AND NORTHERN BOULEVARD**

Based on the review of the accident history at the intersection of Parsons Boulevard and Northern Boulevard, no prevailing trends with regard to geometric deficiencies were identified as the primary causes of recorded accidents. With respect to geometric deficiencies that could potentially cause safety hazards, the intersection of Parsons Boulevard and Northern Boulevard is signalized and provides four high-visibility crosswalks. In addition, countdown timers are installed at the north and south crosswalks at this intersection. Based on the detailed description,

half of the pedestrian-related accidents were related to vehicles making left or right turning movements. In terms of project-generated activity, this intersection is located in the secondary traffic study area and would experience incremental peak-hour volume increases of approximately 580 or fewer vehicle trips (mostly through) and there would be a negligible number of project-generated pedestrian trips at any crosswalks at this intersection during each of the seven analysis peak hours by the 2032 With Action condition. As discussed in the “Traffic and Parking” section, this intersection would be impacted during all seven analysis peak hours under the 2032 With Action condition.

As described in Chapter 21, “Mitigation,” the predicted impacts at this intersection could be fully or partially mitigated with standard traffic engineering measures during all analysis peak hours under the 2032 With Action condition. However, as described above, most of the proposed project-generated vehicle trips would be through trips at this intersection and there would not be any project-generated pedestrian trips at any crosswalks at this intersection, while a review of the vehicle and pedestrian accident details presented in **Table 14-152** indicates that the majority of pedestrian-related accidents were caused by pedestrian inattentiveness and driver failure to yield right of way. Since these accidents occurred primarily during vehicles making left and right turning movements, the mostly through vehicle trips generated by the proposed project is not anticipated to result in additional conflicts with normal pedestrian flow. In addition, QDG, in consultation with the lead agency and NYCDOT, would develop and conduct a detailed traffic monitoring plan at various interim buildout phases of the proposed project to determine whether actual future With Action conditions have, in fact, resulted in significant traffic impacts and verify the need and effectiveness of the proposed mitigation measures identified in the this SEIS or similar measures identified through the traffic monitoring plan. Therefore, the proposed project is not anticipated to exacerbate any of the current causes of pedestrian-related accidents. Nonetheless, additional safety measures, such as the installation of pedestrian safety signs (i.e., “Turning Vehicles Yield to Pedestrians” signs on all approaches), the installation of countdown timers on the remaining two crosswalks, can be implemented to improve pedestrian safety at this intersection.

## **M. DUAL EVENT CONDITIONS WITH U.S. TENNIS OPEN**

Met home games and the US Tennis Open event occur during the same two-week period in late August/early September every other year. The 2008 FGEIS stated that the proposed Willets Point Development Plan “would add significant traffic volumes to the surrounding highway network and key local roadways, such as Northern Boulevard and Roosevelt Avenue,” and that the Dual Event Condition with a Met game and the US Open “would experience worsened delays and additional queuing compared with the No Action condition,” and that “more rigorous management of traffic operations at locations where control is already maintained during the Dual Event Condition would likely be necessary with the proposed Development Plan,” but that “this condition would represent an infrequent special case with the overlap of two concurrent events in combination with the expected traffic activity of the proposed Development Plan”. These conclusions vis-à-vis the US Open would again apply to conditions with the newly-proposed Development Plan that is the subject of this SEIS.

## **N. POTENTIAL MAJOR LEAGUE SOCCER STADIUM**

### **TRAFFIC AND PARKING**

Major League Soccer (MLS) is considering a number of existing venues or potential future development sites in the City to house its newly-created New York team. Major League Soccer

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~~(MLS) is proposing to build a stadium~~ One of these sites is within the eastern section of Flushing Meadows-Corona Park on Industry Pond. While there has been no definitive decision as to where a new stadium might be sited, this Final SEIS continues to consider a stadium on Industry Pond in Flushing Meadows-Corona Park as a possible site and continues to make reasonable assumptions as to the playing schedule and impacts that such a project may generate, as was discussed in the Draft SEIS.

The stadium plans currently call for an initial 25,000-seat stadium that can be expanded to accommodate 10,000 more seats—to a total of 35,000 seats—in the future. The planned year would be 2016, with the expectation that the stadium would be expanded approximately ten years later, in or about 2026. It is possible that the full stadium shell could be built by 2016 with the initial 25,000 seats ready for use at that time, with the additional seating added ten years or so later. MLS games are expected to occur on approximately 17 to 20 days of the year (17 pre-season and regular season games, plus up to three playoff games should the team advance to and through the playoffs). Scheduling of Met and soccer games would avoid any concurrency or overlap in trips between games at the two stadiums. Similarly, off-season events that may take place at CitiField and the MLS stadium would be coordinated to avoid any concurrency or overlap in scheduling. Since a Met game and an MLS game would be representative worst-case events at the respective venues, these other off-season events are expected to generate relatively smaller attendances and trip-making. Thus, the discussion below focuses on a comparison of trip-making characteristics between a Met game and an MLS game.

The expectation is that the vast majority of MLS games (approximately 85 percent) would be played on a Saturday night and the remainder would be played on a weekday night (15 percent). MLS parking would occur primarily within parking facilities used by Met fans and would be supplemented by parking spaces to be provided within the park, likely under a section of the Van Wyck Expressway or other parking lots within Flushing Meadows-Corona Park. While the exact location and number of parking spaces to be provided within the park is not known at this time, the most recent information from MLS on the anticipated parking within the park and its planned use of Mets parking was used in the assessments discussed below.

Because MLS is expecting to start with a stadium with 25,000 seats and expand to one with 35,000 seats—both less than the capacity of CitiField—it is not expected that an MLS game would add more traffic to the roadway network than would a Met game. Traffic analyses being prepared for MLS by others indicate that the attendance would be approximately 90 percent of stadium capacity (22,500 fans for a 25,000 seat stadium; 31,500 fans for a 35,000 seat stadium) on a typical day, which would be within the 85th percentile attendance analyzed for conditions with a Met game. For the purposes of a conservative analysis, the assessments presented below are based on the construction of 35,000 seats in 2016. The auto and taxi share of MLS trips (estimated by MLS based on actual surveys of MLS games to range between 49 and 52 percent) is also expected to be lower than those for Met trips (62 percent per the Shea Stadium Redevelopment FEIS, 2001). For the average number of patrons per vehicle, MLS estimated that it would be the same as the Mets, at 2.7. MLS also estimated based on surveys that 55 percent of the arrivals on weekends and 65 percent of the arrivals on weekdays would occur during the peak arrival hour, as compared to 61 percent for the Met. So overall, an MLS event would generate fewer vehicle trips than would a Met game. Although traffic routes used by MLS fans will be similar to those used by Met fans, it is possible that MLS vehicular trip patterns will be slightly different from those for Met games since trip origins may be somewhat different and since some percentage of MLS fans will take routes to parking within Flushing Meadows-Corona Park that are not used by Met fans.

Although consideration of an MLS event would include less overall vehicular traffic than would a Met game, two sets of traffic assignments were conducted—one for just Met game-generated vehicle trips and the other for just MLS soccer-generated vehicle trips for both types of events for a weeknight arrival peak hour and for a weekend arrival peak hour. This was done so this SEIS could preliminarily identify which, if any, traffic analysis locations could possibly have more vehicle traffic in the baseline (No Action) condition due to differences in traffic routes used to get to each venue, especially since MLS fans driving to a soccer game would, to some degree, park at locations within Flushing Meadows-Corona Park and therefore use routes that Met fans might not use en route to parking at CitiField. These sets of traffic assignments—and the conclusions reached—are preliminary, for the purposes of this SEIS, since they are based on preliminary information available at this time. ~~Follow-up analyses will be conducted if updated information becomes available, potentially during the period between certification of this Draft SEIS and the Final SEIS. There has been no new information since certification of the Draft SEIS; therefore the assessments presented below are based on the information cited above.~~ Based on the assessments presented below, for the majority of the traffic study area intersections, an MLS game would result in fewer vehicle trips than a Met game. However, based on the assessment of information available at this time, it is possible that higher traffic volumes could occur at up to nine study area intersections with an MLS game during peak arrival periods. These intersections could potentially incur worsened significant impacts with an MLS game in the background condition, or it is also possible that the magnitude of significant impacts identified earlier in this chapter would remain the same or could be lower with an MLS game. For those intersections that could operate at somewhat worsened conditions with an MLS event in the background instead of a Met game, it is possible that additional mitigation may be needed or it may be possible that one or more additional intersections could not be mitigated.

#### *WEEKNIGHT PRE-GAME VEHICLE TRAFFIC ARRIVALS*

Traffic assignments were prepared for the peak arrival hour for a weeknight Met game and for the peak arrival hour for a weeknight MLS game, and a comparison was made of traffic volumes for each traffic analysis location (intersection analysis locations and highway segments). The Met weeknight pregame traffic arrival peak hour (for a 7 PM start time) is 5:30 to 6:30 PM; the MLS weeknight pregame traffic arrival peak hour (for a 7 PM expected start time) is expected to be somewhat later at 6:15 to 7:15 PM. Overall, Met game vehicle trips are approximately 43 percent higher than MLS vehicle trips. Also, MLS games are only expected to occur on weeknights approximately three times per year. The detailed route-by-route, intersection-by-intersection trip assignments, however, show—in Phase 1A with a fully built 35,000 seat MLS stadium—that there could be up to nine intersections where background volumes for an MLS event are higher than those for a Met game, including the following:

- Northern Boulevard at Parsons Boulevard, Union Street, Main Street, and Prince Street
- Northern Boulevard westbound service road at College Point Boulevard
- Northern Boulevard at 126th Street
- College Point Boulevard at Roosevelt Avenue and at Sanford Avenue
- Roosevelt Avenue at 126th Street

There are three other intersections analyzed along Roosevelt Avenue west of CitiField—at 114th Street, 111th Street, and 108th Street—where the increase in traffic volumes with MLS is just one vehicle trip higher than for Met game nights; it is unlikely that this difference of just one vehicle trip would significantly change level of service, delay or significant traffic impact



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conclusions at these three intersections, where such an increase would represent less than 0.1 percent of the existing peak hour traffic volumes at these intersections. At some of the nine intersections cited above, the increase of vehicle trips between Met games and MLS games may occur for one specific traffic movement (e.g., left turns from westbound Roosevelt Avenue onto southbound College Point Boulevard) while the overall volumes through the intersection are higher for Met games than for MLS games. Therefore, the number of intersections with worsened conditions may be fewer than the nine intersections listed above.

As noted above, the preliminary volume comparison is based on the full 35,000 seat MLS stadium being built in 2016 (and is assumed to thus be in place by the proposed project's Phase 1A Build year) even though future MLS updates may confirm that only a 25,000 seat stadium would be in place by Phase 1A, in which case the magnitude of MLS-generated volumes would be lower and its volumes may exceed Met-generated volumes at fewer than the nine intersections listed above. For Phases 1B and 2, with the full 35,000 seat MLS stadium built, the comparison of vehicle trip assignments shows that the same nine intersections cited above could have volumes higher than on Met weeknight games.

Overall, MLS trips that are expected to arrive via the highway network are lower than Met trips arriving from the same origins via the highway network. However, due to the proposed MLS parking facilities located under a section of the Van Wyck Expressway or other parking lots within Flushing Meadows-Corona Park, three highway mainline segments and ramps analyzed for this SEIS would experience volumes higher than for a Met game: the southbound Van Wyck Expressway between Roosevelt Avenue and the LIE; the ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway; and the ramp from the southbound Whitestone Expressway to the southbound Van Wyck Expressway. These three highway elements do not carry any Met trips under existing conditions and are not expected to carry any Met trips under No Action or With Action conditions.

### *WEEKNIGHT POST-GAME VEHICLE TRAFFIC DEPARTURES*

The weeknight post-game condition would generally occur much later at night, and only three times per year, when traffic generated by the proposed project would be much lower and background traffic volumes are much lower than in the peak hours analyzed in the FGEIS and in the SEIS. Therefore a weeknight post-game traffic analysis is not needed either for background conditions with an MLS game or with a Met game. As noted above, an MLS game would only occur approximately three times per year on a weeknight.

### *WEEKEND PRE-GAME VEHICLE TRAFFIC ARRIVALS*

Traffic assignments were also prepared for the peak arrival hour for a weekend Met game and for the peak arrival hour for a weekend MLS game, and a comparison was made of traffic volumes for each traffic analysis location (intersection analysis locations and highway segments). Overall, Met game vehicle trips are approximately 47 percent higher than MLS vehicle trips. The detailed route-by-route, intersection-by-intersection trip assignments, however, show—in Phase 1A with a fully built 35,000 seat MLS stadium -- that there could be up to nine intersections where background volumes for an MLS event are higher than those for a Met game; these are the same locations listed above for weeknights.

As noted above for the weeknight pre-game condition, at some of the intersections, the increase of vehicle trips between Met games and MLS games may occur for one specific traffic movement (e.g., left turns from westbound Roosevelt Avenue onto southbound College Point Boulevard) while the overall volumes through the intersection are higher for Met games than for

MLS games. Therefore, the number of intersections with worsened conditions may be less than the nine intersections listed above.

Overall, MLS trips that are expected to arrive via the highway network are lower than Met trips arriving from the same origins via the highway network. However, due to the proposed MLS parking facilities located under a section of the Van Wyck Expressway or other parking lots within Flushing Meadows-Corona Park, three highway mainline segments and ramps analyzed for this SEIS would experience volumes higher than for a Met game: the southbound Van Wyck Expressway between Roosevelt Avenue and the LIE; the ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway; and the ramp from the southbound Whitestone Expressway to the southbound Van Wyck Expressway. These three highway elements do not carry any Met trips under existing conditions and are not expected to carry any Met trips under No Action or With Action conditions.

#### *WEEKEND POST-GAME VEHICLE TRAFFIC DEPARTURES*

The weekend post-game condition would generally occur much later at night as was noted above for weeknight post-game conditions, when traffic generated by the proposed project would be much lower and background traffic conditions are also much lower than in the peak hours analyzed in the FGEIS and in the SEIS. Therefore a weekend post-game traffic analysis is not needed either for background conditions with an MLS game or with a Met game.

#### *LEVELS OF SERVICE AND THE POTENTIAL FOR ADDITIONAL OR WORSENERD SIGNIFICANT TRAFFIC IMPACTS*

For conditions with a Met game, previous sections of this chapter indicate that eight of the nine intersections identified above would be significantly impacted in Phases 1A and 1B of the proposed project; during Phase 2 of the proposed project, all nine would be significantly impacted on Met game nights. These intersections could potentially incur worsened significant impacts with an MLS game in the background condition, or it is also possible that the magnitude of significant impacts identified earlier in this chapter would remain the same or could be lower with an MLS game. As described in Chapter 21, "Mitigation", several of these intersections can be mitigated using standard traffic capacity improvements such as signal timing changes, parking regulation modifications, lane re-striping, geometric improvements, or other measures for conditions with a Met game as part of the background condition. For those intersections that could operate at somewhat worsened conditions with an MLS event in the background instead of a Met game, it is possible that additional mitigation may be needed or it may be possible that one or more additional intersections could not be mitigated. An updated analysis of these intersections ~~is not needed since new will be conducted if updated~~ MLS information ~~has not become available~~ ~~becomes available, potentially during the period between~~ ~~since~~ certification of this ~~the~~ Draft SEIS, ~~and the Final SEIS. If more information is available, Therefore,~~ the traffic assignments conducted for this ~~the~~ Draft SEIS ~~will be reviewed and do not need to be updated, if necessary,~~ and a full level of service impact analysis ~~is not needed, will be conducted for~~ locations where volumes with MLS would significantly exceed those with a Met game, ~~on weekends, to determine whether new impacts or worsened impacts could be expected under future baseline conditions with an MLS stadium.~~ A weeknight pregame traffic level of service analysis ~~would~~ ~~is~~ not be needed since it is expected that MLS will have games on only three weeknights of the year.

## TRANSIT AND PEDESTRIANS

For transit use, the current projections prepared for MLS show approximately 45 percent higher peak hour usage of the Mets-Willetts Point subway station for weekday and weekend arrival than accounted for Met games in this ~~Draft~~ Final SEIS's transit analysis. At the station's street-level stairways on the north side of Roosevelt Avenue, although significant adverse impacts have been identified, they would not be exacerbated by an MLS event since all of its trip-making through this station would be directed to the south end of the station. The MLS pedestrian movements would be facilitated by the station's southern connection to the passerelle, similar to what would occur during the US Open at the National Tennis Center. However, there would be more projected subway riders at the station elements connecting to the No. 7 train platforms (i.e., stairways, ramps, and control areas) during the peak arrival hour to an MLS game than to a Met game. Based on the impact analysis conducted for these station elements, no significant adverse impacts were identified with Met trips assumed in the future No Action background. It is expected that the higher MLS trips would not result in new impacts on the Manhattan-bound ramps and turnstiles during these peak arrival periods. However, at the Queens-bound stairways and connecting turnstiles, the higher background volumes from the MLS could result in the potential for new significant adverse impacts that would not otherwise occur with the Mets. Since there has not been new ~~Between the Draft and Final SEIS, if more updated information made available on~~ from the MLS study becomes available, it will be used to examine ~~certification of the Draft SEIS and preparation of this Final SEIS, no additional analyses were prepared to ascertain~~ the potential for significant adverse impacts at these station elements or, if necessary, develop. ~~If impacts are identified, improvement measures, such as stairway widenings, will be explored to mitigate these impacts to the extent practicable. Therefore, should the impacts occur, they would be deemed unmitigatable for the purposes of this Final SEIS. If no feasible measures can be identified at that time, these impacts will be disclosed as unmitigatable.~~ In addition, as discussed in Section ~~I.H~~, "Scope of Analysis (Transit and Pedestrians)," NYCT's potential future reconfiguration of the Mets-Willetts Point subway station to maintain a single set of fare zone condition for game-day and non-game day operations could alter the circulation path of MLS patrons through the station, possibly via more constrained station elements. This potentially more congested background condition overlaid with project-generated trips could result in worse or new significant adverse impacts at the existing and future station elements. ~~Accordingly, potential improvement measures will be explored to mitigate these impacts to the extent practicable. If no feasible measures can be identified at that time, these impacts will likewise be disclosed as unmitigatable. However, no changes to operating plans were announced by NYCT between the Draft and Final Supplemental Environmental Impact Statements; therefore, any potential changes that may be considered for future implementation will be addressed outside of this environmental review.~~

With regard to pedestrian conditions analyzed in this ~~Draft~~ Final SEIS, an MLS game may also result in increased volumes at some of the study area pedestrian analysis locations. As discussed above, all MLS trips made to the Mets-Willetts Point subway station would be directed onto the passerelle and would not affect on-street elements in the pedestrian study area. MLS's projected higher travel by City buses would also have minimal effects (Q48 passengers only along Roosevelt Avenue) since this would still be a very small percentage of MLS's overall trip-making. Its walk-only trips would largely be limited to locations near the MLS stadium, outside of this ~~Draft~~ Final SEIS's pedestrian study area. The only travel that could potentially have an effect on the study area pedestrian elements would be related to auto trips accommodated in Met parking facilities and walking via the passerelle to the MLS stadium. For those parking in

Southfield/Lot D, they would not traverse the study area pedestrian elements. Hence, during Phase 1B and Phase 2 of the proposed project, with all MLS parkers accommodated within parking near the MLS stadium and within parking in Southfield/Lot D, a background condition with a Met game would be conservatively representative for evaluating potential impacts at this ~~Draft~~ Final SEIS's pedestrian study area.

During Phase 1A when approximately 2,750 parking spaces would be provided in the interim parking lots within the District, Met and MLS parkers would need to walk at-grade for part of their trips to CitiField or the MLS stadium. The numbers of vehicles arriving at the District's interim parking lots during the Met weekday pre-game and weekend pre-game peak hours were estimated at approximately 1,500. Based on MLS's current projections, the corresponding numbers of MLS parkers during these arrival periods would be approximately 1,750. At 2.7 persons per vehicle, the Met arrivals during the weekday pre-game and weekend pre-game peak hours would yield approximately 4,000 pedestrians, who would need to cross 126th Street to get to CitiField. The corresponding numbers of MLS pedestrians during these arrival periods, also at 2.7 persons per vehicle, would be approximately 4,700. On Met game days, traffic control officers are present to facilitate vehicular and pedestrian flow and to minimize conflicts at strategic locations. For those parking at the District's interim parking lots during Phase 1A, pedestrians crossing 126th Street between 34th and Roosevelt Avenues are expected to be managed by these traffic control officers. Game-day management of patrons parking at the District's interim parking lots is expected to be comparable on an MLS game day. After crossing over to the west side of 126th Street, however, the MLS patrons would be expected to either use the pedestrian plaza adjacent to CitiField and Willets West or along the north side of Roosevelt Avenue to walk to the grand stairs connecting to the Mets-Willets Point subway station. As with Met game days, crossing Roosevelt Avenue at this location is restricted by traffic control officers. Therefore, these MLS patrons would be expected then to walk up the grand stairs, through the station, and continue south onto the passerelle, or as noted above via other existing or new station circulation elements.

As discussed above, crossing 126th Street between 34th and Roosevelt Avenues would be managed by traffic control officers and the slightly higher pedestrian volumes associated with the MLS parkers would not be expected to materially affect how the game-day management here would take place. However, at Roosevelt Avenue, an MLS game could result in more pedestrian trips at the 126th Street north crosswalk and on the north sidewalk of Roosevelt Avenue between 126th Street and the Mets-Willets Point subway station. Under Phase 1A, neither of these pedestrian elements was determined to incur significant adverse pedestrian impacts. ~~If~~ Since there has not been new information on the MLS project ~~becomes available between~~ since certification of the Draft and Final SEIS regarding the phased construction of the MLS stadium, ~~it will be used~~ there has not been a need to examine if new significant adverse pedestrian impacts could potentially occur at these locations. ~~Where appropriate, mitigation measures similar to those presented in this Draft SEIS will be explored to address these impacts to the extent practicable, and where pedestrian impacts cannot be feasibly mitigated, they will be disclosed as unmitigatable.~~

## **Detailed Intersection Level of Service Tables**

TABLE 1  
CITIFIELD - WILLIAMS POINT DEVELOPMENT STUDY  
2012 EXISTING TRAFFIC LEVELS OF SERVICE - NON-GAME DAY

INTERSECTION & APPROACH	Weekday AM Peak Hour (8:00 - 9:00 AM)				Weekday Midday Peak Hour (1:00 - 2:00 PM)				Weekday PM Peak Hour (5:00 - 6:00 PM)				Saturday Midday Peak Hour (1:30 - 2:30 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>SIGNALIZED INTERSECTIONS</b>																	
<b>ASTORIA BOULEVARD</b>																	
<b>108th Street at Astoria Boulevard</b>																	
108th Street	NB	DefL	0.61	47.9	D	DefL	0.32	23.3	C	DefL	0.42	40.7	D	DefL	0.39	24.5	C
	T		0.19	35.1	D	T	0.09	19.7	B	T	0.17	34.8	C	T	0.16	20.5	C
	SB	LTR	0.31	37.5	D	LTR	0.13	20.1	C	LTR	0.32	37.6	D	LTR	0.21	21.0	C
Astoria Boulevard	EB	TR	0.54	24.5	C	TR	0.73	26.1	C	TR	0.84	24.9	C	TR	0.84	28.0	C
	WB	L	0.51	13.0	B	L	0.61	22.7	C	L	0.68	42.8	D	L	0.53	21.9	C
	TR	TR	0.73	7.3	A	TR	0.29	12.0	B	TR	0.30	9.4	A	TR	0.32	12.2	B
Overall Intersection	-	-	0.70	15.9	B	-	0.59	21.2	C	-	0.71	23.8	C	-	0.64	22.3	C
<b>NORTHERN BOULEVARD</b>																	
<b>108th Street at Northern Boulevard (RT. 25A)</b>																	
108th Street	NB	LTR	1.03	72.6	E	LTR	1.00	62.3	E	LTR	1.00	64.5	E	LTR	0.97	59.9	E
	SB	LTR	0.82	58.1	E	LTR	0.74	49.9	D	LTR	0.95	58.6	E	LTR	0.76	50.8	D
Northern Boulevard (Rt. 25A)	EB	T	0.07	16.2	B	L	0.06	16.7	B	L	0.12	22.7	C	L	0.15	29.2	C
	TR	TR	0.65	17.8	B	TR	0.73	22.2	C	TR	0.75	11.9	B	TR	0.81	24.3	C
	WB	L	0.33	14.8	B	L	0.48	26.2	C	L	0.51	30.9	C	L	0.51	30.8	C
	TR	TR	0.92	15.5	B	TR	0.81	24.5	C	TR	0.96	26.8	C	TR	1.02	39.3	D
Overall Intersection	-	-	0.83	22.2	C	-	0.87	29.1	C	-	0.91	24.7	C	-	0.90	35.9	D
<b>114th Street at Northern Boulevard (RT. 25A)</b>																	
114th Street	SB	LTR	0.45	47.1	D	LTR	0.37	45.9	D	LTR	0.38	45.5	D	LTR	0.35	43.3	D
Northern Boulevard (Rt. 25A)	EB	T	0.70	33.8	C	T	0.61	21.7	C	T	0.99	24.0	C	T	0.58	20.7	C
	R	R	0.66	34.9	C	R	0.57	18.0	B	R	0.74	15.5	B	R	0.51	20.6	C
	WB	LT	1.01	25.6	C	DefL	0.40	10.6	B	DefL	0.82	48.7	D	DefL	0.58	12.0	B
	-	-	-	-	-	T	0.59	9.8	A	T	0.77	11.7	B	T	0.84	14.5	B
Overall Intersection	-	-	0.90	28.8	C	-	0.94	16.2	B	-	1.33	19.9	B	-	1.11	17.6	B
<b>126th Street at Northern Boulevard (RT. 25A)</b>																	
126th Street	NB	L	0.17	39.6	D	L	0.33	41.8	D	L	0.27	40.9	D	L	0.34	41.9	D
	R	R	0.25	40.9	D	R	0.20	41.6	D	R	0.26	40.9	D	R	0.32	41.8	D
Northern Boulevard	EB	T	0.17	6.0	A	T	0.25	6.5	A	T	0.30	6.8	A	T	0.24	6.4	A
	WB	T	0.57	9.5	A	T	0.23	6.4	A	T	0.30	6.9	A	T	0.23	6.3	A
Grand Central Parkway Ramp	EB	T	0.34	7.2	A	T	0.29	6.8	A	T	0.38	7.5	A	T	0.32	7.0	A
Van Wyck & Whitestone Expressway Ramp	WB	T	1.05	85.4	F	T	0.71	14.3	B	T	0.84	19.9	B	T	0.70	13.6	B
Overall Intersection	-	-	0.86	34.9	C	-	0.62	13.1	B	-	0.71	13.8	B	-	0.62	13.1	B
<b>Prince Street at Northern Boulevard (RT. 25A)</b>																	
Prince Street	NB	LTR	1.04	88.7	F	LTR	1.05	73.2	E	LTR	1.05	75.0	E	LTR	1.05	72.2	E
	SB	LTR	0.75	51.3	D	LTR	0.51	40.6	D	LTR	0.49	41.0	D	LTR	0.44	36.3	D
Northern Boulevard (Rt. 25A)	EB	L	0.91	83.9	F	L	0.85	67.1	E	L	0.58	44.8	D	L	0.63	48.4	D
	T	T	0.60	17.4	B	T	0.64	23.6	C	T	0.73	25.4	C	T	0.75	26.0	C
	WB	L	0.82	72.7	E	L	0.80	76.7	E	L	0.74	65.9	E	L	0.76	60.6	E
	T	T	0.96	27.1	C	T	0.79	32.5	C	T	0.79	34.6	C	T	0.86	34.7	C
Northern Boulevard Service Rd.	EB	TR	0.30	14.2	B	TR	0.39	20.8	C	TR	0.41	21.1	C	TR	0.47	22.1	C
	WB	TR	0.57	17.2	B	TR	0.60	20.7	C	TR	0.56	31.6	C	TR	0.63	30.7	C
Overall Intersection	-	-	0.97	31.0	C	-	0.88	35.3	D	-	0.83	34.5	C	-	0.87	34.9	C
<b>Main Street at Northern Boulevard (RT. 25A)</b>																	
Main Street	NB	L	0.43	34.5	C	L	0.43	34.4	C	L	0.40	33.9	C	L	0.45	34.8	C
	R	R	0.78	47.0	D	R	0.63	36.9	D	R	0.65	45.3	E	R	0.83	53.9	D
Northern Boulevard (Rt. 25A)	EB	T	0.70	28.2	C	T	0.66	27.1	C	T	0.80	26.2	C	T	0.68	27.3	C
	R	R	0.81	39.2	D	R	0.87	42.6	D	R	0.85	36.5	D	R	1.03	68.0	E
Northern Boulevard (Rt. 25A)	WB	L	0.16	26.3	C	L	0.10	25.6	C	L	0.16	26.7	C	L	0.08	25.1	C
	T	T	0.95	19.8	B	T	0.67	20.5	C	T	0.68	20.7	C	T	0.84	24.5	C
Overall Intersection	-	-	0.80	26.5	C	-	0.76	27.8	C	-	0.85	27.7	C	-	0.94	33.2	C
<b>Union Street at Northern Boulevard (RT. 25A)</b>																	
Union Street	NB	TR	0.59	32.9	C	TR	0.62	33.6	C	TR	0.66	34.4	C	TR	0.62	33.6	C
	SB	TR	0.83	38.9	D	TR	0.50	31.1	C	TR	0.75	36.5	D	TR	0.59	32.9	C
Northern Boulevard (Rt. 25A)	EB	L	0.89	53.7	D	L	0.48	19.3	B	L	0.72	33.5	C	L	0.69	30.8	C
	TR	TR	0.88	38.0	D	TR	0.88	38.5	D	TR	0.83	33.3	C	TR	1.01	47.6	D
	WB	L	0.79	32.9	C	L	0.73	32.3	C	L	0.65	31.4	C	L	0.60	28.3	C
	TR	TR	0.89	34.5	C	TR	0.74	34.4	C	TR	0.84	36.7	D	TR	0.93	39.2	D
Overall Intersection	-	-	0.87	36.6	D	-	0.79	34.7	C	-	0.82	34.8	C	-	0.84	39.8	D
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>																	
Parsons Boulevard	NB	L	0.85	68.4	E	L	0.61	47.9	D	L	0.74	56.2	E	L	0.71	53.4	D
	TR	TR	0.53	38.9	D	TR	0.49	36.9	D	TR	0.47	34.7	C	TR	0.57	39.9	D
Northern Boulevard (Rt. 25A)	SB	LTR	0.75	43.5	D	LTR	1.02	62.1	E	LTR	1.04	65.3	E	LTR	1.04	67.3	E
	EB	L	0.50	43.3	D	L	0.64	44.9	D	L	0.40	40.0	D	L	0.44	44.1	D
	TR	TR	0.90	37.6	D	TR	0.86	34.7	C	TR	0.82	27.9	C	TR	0.94	37.2	D
	WB	L	0.38	30.3	C	L	0.29	27.1	C	L	0.36	33.1	C	L	0.44	37.5	D
	TR	TR	1.02	42.7	D	TR	1.00	42.5	D	TR	0.96	38.3	D	TR	1.03	48.5	D
Overall Intersection	-	-	0.97	42.0	D	-	0.98	41.7	D	-	0.94	37.3	D	-	1.05	45.8	D
<b>14TH AVENUE</b>																	
<b>114th Street at 34th Avenue</b>																	
114th Street	SB	L	0.74	33.5	C	L	0.70	34.6	C	L	0.88	42.7	D	L	0.85	42.7	D
	T	T	0.30	24.4	C	T	0.22	23.9	C	T	0.38	25.7	C	T	0.32	25.1	C
34th Avenue	EB	TR	0.42	11.7	B	TR	0.38	11.2	B	TR	0.36	11.0	B	TR	0.54	13.2	B
Overall Intersection	-	-	0.53	21.7	C	-	0.49	22.1	C	-	0.54	27.6	C	-	0.65	25.4	C

TABLE 1  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2012 EXISTING TRAFFIC LEVELS OF SERVICE - NON-GAME DAY

INTERSECTION & APPROACH	Weekday AM Peak Hour (6:00 - 9:00 AM)				Weekday Midday Peak Hour (1:00 - 2:00 PM)				Weekday PM Peak Hour (5:00 - 6:00 PM)				Saturday Midday Peak Hour (1:30 - 2:30 PM)				
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS			Delay	LOS	
<b>126th Street/GCP Ramp at 34th Avenue</b>																	
126th Street	NB	-	-	-	-	-	-	-	-	Defl.	0.31	22.8	C	-	-	-	
	LTR	0.13	19.4	B	LTR	0.20	20.2	C	TR	0.19	20.2	C	LTR	0.21	20.4	C	
Northern Boulevard Ramp	SB	LTR	0.25	21.3	C	LTR	0.30	22.1	C	LTR	0.21	20.8	C	LTR	0.29	22.0	C
GCP Ramp	SB	LTR	0.37	30.1	D	LTR	0.60	31.2	D	LTR	0.55	49.5	D	LTR	0.63	32.4	D
Shea Road	EB	LTR	0.45	42.7	D	LTR	0.53	44.2	D	LTR	0.42	42.1	D	LTR	0.59	45.5	D
34th Avenue	WB	LTR	0.60	51.1	D	LTR	0.60	50.8	D	LTR	0.91	78.3	E	LTR	0.74	59.8	E
Overall Intersection	-	0.41	36.2	D	-	0.44	35.5	D	-	0.52	39.7	D	-	0.49	37.3	D	
<b>ROOSEVELT AVENUE</b>																	
<b>108th Street at Roosevelt Avenue</b>																	
108th Street	NB	LTR	0.91	57.5	E	LTR	0.91	58.8	E	LTR	0.96	59.0	E	LTR	1.03	69.3	E
	SB	LTR	0.95	60.8	E	LTR	1.03	70.1	E	LTR	1.03	67.9	E	LTR	1.00	59.8	E
Roosevelt Avenue	EB	LTR	0.49	11.6	B	LTR	0.54	12.7	B	LTR	0.57	6.4	A	LTR	0.55	12.5	B
	WB	LTR	0.69	7.1	A	LTR	0.63	14.1	B	LTR	0.60	12.0	B	LTR	0.63	12.0	B
Overall Intersection	-	0.76	26.3	C	-	0.74	32.1	C	-	0.71	30.3	C	-	0.74	31.9	C	
<b>111th Street at Roosevelt Avenue</b>																	
111th Street	NB	LTR	0.94	57.7	E	LTR	0.69	48.9	D	LTR	0.81	52.8	D	LTR	0.99	60.9	E
Roosevelt Avenue	EB	LTR	0.48	11.4	B	LTR	0.48	11.1	B	LTR	0.59	6.4	A	LTR	0.64	14.2	B
	WB	LTR	0.79	9.6	A	LTR	0.65	14.7	B	LTR	0.94	24.9	C	LTR	0.98	27.7	C
Overall Intersection	-	0.83	20.9	C	-	0.66	19.6	B	-	0.90	23.8	C	-	0.98	29.5	C	
<b>114th Street at Roosevelt Avenue</b>																	
114th Street	NB	LTR	0.96	59.7	E	LTR	0.67	48.7	D	LTR	0.93	54.4	D	LTR	0.96	58.5	E
	SB	LTR	0.98	63.7	E	LTR	0.63	49.4	D	LTR	1.03	68.6	E	LTR	1.04	71.3	E
Roosevelt Avenue	EB	LTR	0.60	14.1	B	LTR	0.61	14.2	B	LTR	0.68	8.2	A	LTR	0.91	24.6	C
	WB	LTR	0.47	4.6	A	LTR	0.36	9.4	A	LTR	0.57	12.0	B	LTR	0.58	12.0	B
Overall Intersection	-	0.71	22.8	C	-	0.62	20.5	C	-	0.78	24.2	C	-	0.95	29.6	C	
<b>126th Street at Roosevelt Avenue</b>																	
126th Street	NB	LTR	0.21	36.9	D	LTR	0.84	58.4	E	LTR	0.61	50.2	D	LTR	0.33	39.7	D
	SB	Defl.	0.70	56.4	E	Defl.	0.63	53.8	D	Defl.	0.66	49.3	D	Defl.	0.72	53.8	D
	TR	0.63	50.9	D	TR	0.60	49.9	D	TR	0.62	46.4	D	TR	0.50	43.0	D	
Roosevelt Avenue	EB	LTR	0.40	10.0	A	LTR	0.35	9.4	A	LTR	0.49	4.9	A	LTR	0.50	11.2	B
	WB	LTR	0.47	4.7	A	LTR	0.33	9.1	A	LTR	0.38	9.6	A	LTR	0.35	9.3	A
Overall Intersection	-	0.53	17.6	B	-	0.49	23.0	C	-	0.53	19.2	B	-	0.56	20.3	C	
<b>College Point Boulevard at Roosevelt Avenue</b>																	
College Point Boulevard	NB	L	0.55	34.6	C	L	0.66	37.0	D	L	0.66	48.6	D	L	0.77	43.7	D
	TR	0.51	22.0	C	TR	0.67	22.5	C	TR	0.60	26.7	C	TR	0.76	24.4	C	
	SB	TR	0.58	33.7	C	TR	0.67	30.2	C	TR	0.70	39.1	D	TR	0.69	29.8	C
Roosevelt Avenue	EB	L	0.19	34.7	C	L	0.31	26.4	C	L	0.32	34.0	C	L	0.40	18.9	B
	TR	0.71	33.2	C	TR	0.96	33.6	C	TR	0.96	40.1	D	TR	0.99	36.6	D	
	WB	L	0.21	45.0	D	L	0.25	33.0	C	L	0.22	43.2	D	L	0.31	33.8	C
	TR	0.37	40.8	D	TR	0.34	24.8	C	TR	0.32	33.3	C	TR	0.37	24.9	C	
Overall Intersection	-	0.73	31.5	C	-	0.90	28.6	C	-	0.90	36.1	D	-	0.95	29.4	C	
<b>Prince Street at Roosevelt Avenue</b>																	
Prince Street	SB	LTR	0.45	29.4	C	LTR	0.66	34.5	C	LTR	0.50	30.1	C	LTR	0.78	38.1	D
Roosevelt Avenue	EB	-	-	-	-	-	-	-	Defl.	0.39	20.4	C	-	-	-		
	LTR	0.41	18.2	B	LTR	0.44	9.9	A	TR	0.58	22.0	C	LTR	0.49	10.3	B	
	WB	LTR	0.73	24.7	C	LTR	0.38	9.9	A	LTR	0.46	18.4	B	LTR	0.46	10.8	B
Overall Intersection	-	0.61	23.3	C	-	0.51	16.1	B	-	0.54	21.9	C	-	0.58	17.4	B	
<b>Main Street at Roosevelt Avenue</b>																	
Main Street	NB	T	0.55	21.2	C	T	0.62	23.3	C	T	0.47	20.3	C	T	0.71	24.9	C
	SB	T	0.41	19.0	B	T	0.48	21.1	C	T	0.50	21.0	C	T	0.61	23.0	C
Roosevelt Avenue	EB	LTR	0.60	37.5	D	LTR	0.75	34.5	C	LTR	0.97	79.1	E	LTR	0.83	38.3	D
	WB	LTR	0.89	48.7	D	LTR	0.72	29.5	C	LTR	0.95	59.4	E	LTR	0.70	26.0	C
Overall Intersection	-	0.69	30.6	C	-	0.68	26.0	C	-	0.69	39.3	D	-	0.77	27.0	C	
<b>Union Street at Roosevelt Avenue</b>																	
Union Street	NB	TR	0.53	18.5	B	TR	0.48	17.6	B	TR	0.36	15.9	B	TR	0.49	17.8	B
	SB	LT	0.87	28.5	C	LT	0.65	21.3	C	LT	0.71	22.5	C	LT	0.79	24.5	C
	R	0.33	15.7	B	R	0.43	19.8	B	R	0.49	20.8	C	R	0.45	18.8	B	
Roosevelt Avenue	EB	LTR	0.67	26.2	C	LTR	0.61	23.8	C	LTR	0.60	22.6	C	LTR	0.75	27.0	C
	WB	LT	0.87	32.8	C	LT	0.48	22.2	C	LT	0.47	22.2	C	LT	0.45	21.6	C
	R	0.78	34.1	C	R	0.43	24.5	C	R	0.64	35.2	D	R	0.69	41.7	D	
Overall Intersection	-	0.87	26.3	C	-	0.63	21.0	C	-	0.68	21.9	C	-	0.77	23.7	C	
<b>Parsons Boulevard at Roosevelt Avenue</b>																	
Parsons Boulevard	NB	LTR	1.02	51.6	D	LTR	0.55	21.6	C	LTR	0.72	31.4	C	LTR	0.72	25.8	C
	SB	LTR	0.77	32.4	C	LTR	0.61	22.5	C	LTR	0.67	29.2	C	LTR	0.75	25.5	C
Roosevelt Avenue	EB	LTR	0.44	24.4	C	LTR	0.48	20.7	C	LTR	0.42	24.1	C	LTR	0.64	23.9	C
	WB	LTR	0.99	44.0	D	LTR	0.61	23.9	C	LTR	0.65	29.9	C	LTR	0.72	26.9	C
Overall Intersection	-	1.01	39.8	D	-	0.61	22.2	C	-	0.68	29.2	C	-	0.73	25.5	C	
<b>KISSENA BOULEVARD</b>																	
<b>Main Street at Kissena Boulevard</b>																	
Main Street	NB	L	0.64	27.7	C	L	0.63	29.4	C	L	0.59	27.0	C	L	0.89	53.5	D
	TR	0.65	23.8	C	TR	0.59	21.3	C	TR	0.55	21.5	C	TR	0.65	22.3	C	
	SB	L	0.62	36.7	D	L	0.44	19.9	B	L	0.80	47.1	D	L	0.52	21.3	C
Kissena Boulevard	WB	TR	0.36	18.0	B	TR	0.48	18.8	B	TR	0.42	18.7	B	TR	0.53	19.5	B
	T	0.70	36.5	D	T	0.69	25.6	C	T	0.53	34.2	C	T	0.71	25.6	C	
Overall Intersection	-	0.67	26.1	C	-	0.66	21.7	C	-	0.68	27.1	C	-	0.80	24.8	C	
<b>SANFORD AVENUE</b>																	
<b>College Point Boulevard at Sanford Avenue</b>																	
College Point Boulevard	NB	L	0.15	9.0	A	L	0.34	12.6	B	L	0.20	10.7	B	L	0.37	14.4	B
	T	0.43	10.9	B	T	0.46	11.2	B	T	0.43	10.9	B	T	0.56	12.4	B	
	SB	TR	0.42	10.9	B	TR	0.56	12.5	B	TR	0.64	13.5	B	TR	0.69	14.3	B
Sanford Avenue	WB	L	0.71	40.1	D	L	0.54	33.6	C	L	0.63	37.2	D	L	0.65	37.1	D
	TR	0.52	29.2	C	TR	0.34	26.5	C	TR	0.33	26.4	C	TR	0.47	28.5	C	
Overall Intersection	-	0.52	17.4	B	-	0.55	15.2	B	-	0.63	15.9	B	-	0.68	17.1	B	

**TABLE 1  
CITIFIELD - WILLETTS POINT DEVELOPMENT STUDY  
2012 EXISTING TRAFFIC LEVELS OF SERVICE - NON-GAME DAY**

INTERSECTION & APPROACH	Weekday AM Peak Hour (8:00 - 9:00 AM)				Weekday Midday Peak Hour (1:00 - 2:00 PM)				Weekday PM Peak Hour (5:00 - 6:00 PM)				Saturday Midday Peak Hour (1:30 - 2:30 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>Union Street at Sanford Avenue</b>																	
Union Street	NB	LTR	0.64	27.8	C	LTR	0.26	19.5	B	LTR	0.26	19.5	B	LTR	0.34	20.7	C
	SB	LTR	0.55	23.3	C	LTR	0.30	22.0	C	LTR	0.63	24.0	C	LTR	0.64	24.4	C
Sanford Avenue	EB	Defl.	0.48	21.7	C	Defl.	0.33	17.0	B	-	-	-	-	Defl.	0.38	18.0	B
	TR	LTR	0.27	14.4	B	TR	0.17	13.3	B	LTR	0.24	13.9	B	TR	0.30	14.9	B
	WB	LTR	0.82	25.0	C	LTR	0.80	24.4	C	LTR	0.58	19.4	B	LTR	0.79	24.0	C
Overall Intersection	-	-	0.74	23.4	C	-	0.66	21.5	C	-	0.60	20.3	C	-	0.72	22.1	C
<b>Parsons Boulevard at Sanford Avenue</b>																	
Parsons Boulevard	NB	LTR	1.05	50.0	D	LTR	1.04	50.7	D	LTR	0.82	28.9	C	LTR	0.85	30.3	C
	SB	LTR	0.90	31.2	C	LTR	0.67	23.9	C	LTR	0.73	25.4	C	LTR	0.80	27.2	C
Sanford Avenue	EB	LTR	0.60	22.9	C	LTR	0.47	20.3	C	LTR	0.59	22.6	C	LTR	0.63	23.2	C
	WB	LTR	0.74	26.5	C	LTR	0.72	25.5	C	LTR	0.64	23.9	C	LTR	0.75	26.5	C
Overall Intersection	-	-	0.99	33.7	C	-	0.88	31.3	C	-	0.73	25.4	C	-	0.80	26.9	C
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>																	
<b>College Point Boulevard at 32nd Avenue</b>																	
College Point Boulevard	NB	T	0.41	23.5	C	T	0.71	30.4	C	T	0.44	24.4	C	T	0.33	22.9	C
	TR	LTR	0.55	27.2	C	TR	0.55	27.0	C	TR	0.57	27.2	C	TR	0.60	27.9	C
	SB	L	0.48	35.9	D	L	0.71	45.5	D	L	0.46	33.8	C	L	0.50	35.1	D
	T	LTR	0.47	11.3	B	T	0.39	10.4	B	T	0.36	10.1	B	T	0.33	9.8	A
32nd Avenue	WB	LTR	0.82	40.0	D	LTR	0.74	37.5	D	LTR	0.84	40.3	D	LTR	0.50	31.0	C
Overall Intersection	-	-	1.37	22.3	C	-	1.26	25.9	C	-	1.12	23.3	C	-	1.03	21.6	C
<b>NORTHERN BOULEVARD SERVICE ROAD</b>																	
<b>College Point Boulevard at Northern Boulevard Service Road</b>																	
College Point Boulevard	NB	TR	0.36	11.2	B	TR	0.43	11.9	B	TR	0.43	11.9	B	TR	0.47	12.3	B
	SB	LT	0.68	16.3	B	LT	0.64	15.4	B	LT	0.63	15.6	B	LT	0.61	14.9	B
Northern Blvd Service Rd	WB	LR	0.67	31.7	C	LR	0.66	31.4	C	LR	0.61	30.1	C	LR	0.57	29.0	C
Overall Intersection	-	-	0.68	17.3	B	-	0.65	16.8	B	-	0.64	16.5	B	-	0.59	16.1	B
<b>STADIUM ROAD</b>																	
<b>Boat Basin Road at Stadium Road</b>																	
Boat Basin Road	NB	LTR	0.08	7.3	A	LTR	0.07	7.2	A	LTR	0.05	7.1	A	LTR	0.08	7.2	A
	SB	-	-	-	-	Defl.	0.26	9.1	A	-	-	-	-	Defl.	0.19	8.3	A
	LTR	0.37	9.5	A	TR	0.17	8.0	A	LTR	0.21	8.1	A	TR	0.15	7.8	A	
Stadium	WB	LTR	0.22	25.7	C	LTR	0.18	25.2	C	LTR	0.28	26.2	C	LTR	0.26	26.0	C
Overall Intersection	-	-	0.32	12.7	B	-	0.23	12.4	B	-	0.24	14.7	B	-	0.21	14.3	B
<b>UNSIGNALIZED INTERSECTIONS</b>																	
<b>Willetts Point Boulevard at 126th Street</b>																	
126th Street	SB	LT	-	8.0	A	LT	-	8.0	A	LT	-	8.0	A	LT	-	8.3	A
Willetts Point Boulevard	WB	LR	-	10.3	B	LR	-	11.0	B	LR	-	12.5	B	LR	-	13.2	B
Overall Intersection	-	-	-	9.6	A	-	-	9.9	A	-	-	10.7	B	-	-	12.3	B
<b>Boat Basin Road at Worlds Fair Marina</b>																	
Boat Basin Road	NB	L	-	34.7	D	L	-	18.2	C	L	-	15.6	C	L	-	16.1	C
	R	-	-	8.7	A	R	-	8.4	A	R	-	8.7	A	R	-	8.6	A
Worlds Fair Marina	WB	LT	-	8.8	A	LT	-	8.2	A	LT	-	7.8	A	LT	-	7.9	A
Overall Intersection	-	-	-	9.8	A	-	-	9.3	A	-	-	8.9	A	-	-	9.6	A
<b>Willetts Point Boulevard at Northern Boulevard</b>																	
Willetts Point Boulevard	NB	TR	-	10.2	B	TR	-	10.5	B	TR	-	9.8	A	TR	-	9.1	A
Overall Intersection	-	-	-	10.2	B	-	-	10.5	B	-	-	9.8	A	-	-	9.1	A
<b>Boat Basin Road at Stadium Road / Citifield Entrance 8</b>																	
Citifield Entrance 8	NB	T	-	10.5	B	T	-	11.3	B	T	-	10.6	B	T	-	11.9	B
Boat Basin Road	SB	LT	-	11.3	B	LT	-	11.3	B	LT	-	11.2	B	LT	-	-	-
Stadium Road	EB	LT	-	7.4	A	LT	-	7.4	A	LT	-	7.4	A	LT	-	7.5	A
Overall Intersection	-	-	-	8.5	A	-	-	8.7	A	-	-	9.1	A	-	-	7.5	A
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>																	
Grand Central Parkway Off-Ramp	EB	L	-	11.2	B	L	-	10.1	B	L	-	10.5	B	L	-	11.0	B
	R	-	-	9.3	A	R	-	8.7	A	R	-	9.3	A	R	-	9.2	A
Overall Intersection	-	-	-	10.9	B	-	-	9.8	A	-	-	10.0	A	-	-	10.6	B
<b>126th Street at 36th Avenue</b>																	
126th Street	SB	LT	-	8.0	A	LT	-	8.1	A	LT	-	7.9	A	LT	-	8.1	A
36th Avenue	WB	LR	-	12.2	B	LR	-	13.6	B	LR	-	10.8	B	LR	-	12.0	B
Overall Intersection	-	-	-	8.7	A	-	-	10.0	A	-	-	10.1	B	-	-	10.1	B
<b>126th Street at 37th Avenue</b>																	
126th Street	SB	LT	-	7.7	A	LT	-	8.0	A	LT	-	7.9	A	LT	-	7.9	A
37th Avenue	WB	LR	-	11.1	B	LR	-	11.3	B	LR	-	11.4	B	LR	-	11.0	B
Overall Intersection	-	-	-	10.6	B	-	-	9.8	A	-	-	10.2	B	-	-	10.2	B
<b>Northern Boulevard at 126th Place</b>																	
126th Place	NB	R	-	12.2	B	R	-	13.1	B	R	-	15.6	C	R	-	13.6	B
Overall Intersection	-	-	-	12.2	B	-	-	13.1	B	-	-	15.6	C	-	-	13.6	B

Notes  
(1): Control delay is measured in seconds per vehicle.  
(2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.  
(3): This table has been revised for the Final SEIS.



TABLE 2  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2012 EXISTING TRAFFIC LEVELS OF SERVICE - GAME DAY

INTERSECTION & APPROACH	Wednesday Pre-Game (4:30 - 6:30 PM)				Saturday Pre-Game (3:15 - 4:15 PM)				Saturday Post-Game (7:15 - 8:15 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>SIGNALIZED INTERSECTIONS</b>													
<b>ASTORIA BOULEVARD</b>													
108th Street at Astoria Boulevard													
108th Street	NB	DefL	0.54	44.7	D	DefL	0.37	24.0	C	DefL	0.42	25.0	C
		T	0.24	36.1	D	T	0.16	20.5	C	T	0.18	20.7	C
	SB	LTR	0.29	36.9	D	LTR	0.18	20.7	C	LTR	0.15	20.3	C
Astoria Boulevard	EB	TR	1.00	30.8	C	TR	0.67	25.0	C	TR	0.61	24.0	C
	WB	L	0.70	46.2	D	L	0.69	26.8	C	L	0.79	32.3	C
		TR	0.26	9.0	A	TR	0.26	11.6	B	TR	0.27	11.7	D
Overall Intersection	-		0.84	28.7	C	-	0.58	21.2	C	-	0.55	21.2	C
<b>NORTHERN BOULEVARD</b>													
108th Street at Northern Boulevard (RT. 25A)													
108th Street	NB	LTR	1.04	73.1	E	LTR	1.02	64.5	E	LTR	1.04	75.5	E
	SB	LTR	0.98	62.0	E	LTR	0.92	56.6	E	LTR	0.99	58.7	E
Northern Boulevard (Rt. 25A)	EB	L	0.15	22.9	C	L	0.08	25.7	C	L	0.11	25.9	C
		TR	0.77	12.3	B	TR	0.85	25.4	C	TR	0.83	25.1	C
	WB	L	0.60	35.9	D	L	0.61	35.6	D	L	0.74	40.3	D
		TR	0.93	26.0	C	TR	0.99	31.8	C	TR	0.96	29.6	C
Overall Intersection	-		0.94	25.6	C	-	0.92	24.5	C	-	0.96	25.0	C
114th Street at Northern Boulevard (RT. 25A)													
114th Street	SB	LTR	0.73	54.6	D	LTR	0.58	48.5	D	LTR	0.45	45.2	D
Northern Boulevard (Rt. 25A)	EB	T	0.88	19.7	B	T	0.63	21.5	C	T	0.55	20.1	C
		R	0.57	13.8	B	R	0.70	25.0	C	R	0.57	21.9	C
	WB	DefL	0.68	26.8	C	DefL	0.67	16.9	B	DefL	1.04	45.0	D
		T	0.76	11.5	B	T	0.72	11.8	B	T	1.04	39.1	D
Overall Intersection	-		1.33	18.0	B	-	1.14	18.9	B	-	1.55	24.3	C
126th Street at Northern Boulevard (RT. 25A)													
126th Street	NB	L	0.39	42.7	D	L	0.51	44.4	D	L	1.03	68.3	E
	R	T	0.36	42.9	D	R	0.30	41.3	D	R	0.59	43.4	D
Northern Boulevard	EB	T	0.27	6.6	A	T	0.17	5.9	A	T	0.17	6.0	A
	WB	T	0.67	12.0	B	T	0.52	9.4	A	T	0.23	6.3	A
Grand Central Parkway Ramp	EB	T	0.47	8.4	A	T	0.35	7.3	A	T	0.38	7.5	A
Van Wyck & Whitestone Expressway Ramp	WB	T	0.74	13.1	B	T	0.69	11.9	B	T	0.59	11.0	B
Overall Intersection	-		0.66	13.7	D	-	0.65	13.9	B	-	0.69	23.3	C
Prince Street at Northern Boulevard (RT. 25A)													
Prince Street	NB	LTR	1.05	74.2	E	LTR	1.03	66.4	E	LTR	1.01	62.7	E
	SB	LTR	0.56	41.5	D	LTR	0.48	37.1	D	LTR	0.38	38.3	D
Northern Boulevard (Rt. 25A)	EB	L	0.92	64.1	E	L	0.95	73.8	E	L	0.85	61.4	E
		T	0.81	27.3	C	T	0.71	25.1	C	T	0.78	26.6	C
	WB	L	0.73	64.3	E	L	0.90	83.3	F	L	0.82	78.2	E
		T	0.82	35.3	D	T	0.85	34.2	C	T	0.72	30.6	C
Northern Boulevard Service Rd.	EB	TR	0.46	22.0	C	TR	0.36	20.2	C	TR	0.31	19.3	B
	WB	TR	0.69	36.0	D	TR	0.66	31.8	C	TR	0.47	27.2	C
Overall Intersection	-		0.91	37.2	D	-	0.93	36.7	D	-	0.85	33.9	C
Main Street at Northern Boulevard (RT. 25A)													
Main Street	NB	L	0.41	34.1	C	L	0.43	34.3	C	L	0.41	34.1	C
	R	T	0.85	54.0	D	R	0.88	57.5	E	R	0.69	39.1	D
Northern Boulevard (Rt. 25A)	EB	T	0.91	29.8	C	T	0.70	27.9	C	T	0.81	30.6	C
	R	T	0.89	35.6	D	R	0.97	55.5	E	R	0.84	36.9	D
Northern Boulevard (Rt. 25A)	WB	L	0.22	27.7	C	L	0.16	26.4	C	L	0.11	25.8	C
		T	0.71	21.3	C	T	0.79	23.1	C	T	0.62	19.5	B
Overall Intersection	-		0.88	29.1	C	-	0.93	31.7	C	-	0.77	28.3	C
Union Street at Northern Boulevard (RT. 25A)													
Union Street	NB	TR	0.59	32.9	C	TR	0.59	32.7	C	TR	0.55	32.0	C
	SB	TR	0.64	33.8	C	TR	0.55	31.9	C	TR	0.62	33.2	C
Northern Boulevard (Rt. 25A)	EB	L	0.60	28.7	C	L	0.65	31.9	C	L	0.68	23.2	C
		TR	0.91	35.3	D	TR	0.90	38.7	D	TR	0.94	39.7	D
	WB	L	0.58	26.8	C	L	0.68	30.7	C	L	0.74	41.7	D
		TR	0.92	40.6	D	TR	0.89	38.3	D	TR	0.77	35.9	D
Overall Intersection	-		0.78	36.0	D	-	0.77	36.3	D	-	0.81	36.1	D
Parsons Boulevard at Northern Boulevard (RT. 25A)													
Parsons Boulevard	NB	L	0.75	60.4	E	L	0.56	43.8	D	L	0.64	48.6	D
		TR	0.55	39.4	D	TR	0.51	38.3	D	TR	0.56	37.5	D
	SB	LTR	1.05	70.3	E	LTR	1.03	64.0	E	LTR	1.04	66.4	E
Northern Boulevard (Rt. 25A)	EB	L	0.46	44.8	D	L	0.34	36.7	D	L	0.37	36.9	D
		TR	0.88	29.2	C	TR	0.98	39.9	D	TR	1.00	42.5	D
	WB	L	0.46	38.0	D	L	0.40	37.4	D	L	0.50	43.4	D
		TR	1.02	44.9	D	TR	0.94	36.7	D	TR	0.99	41.4	D
Overall Intersection	-		1.03	41.1	D	-	0.93	40.8	D	-	1.02	44.3	D
<b>34TH AVENUE</b>													
114th Street at 34th Avenue													
114th Street	SB	L	0.93	54.1	D	L	0.92	47.3	D	L	1.05	70.9	E
		T	0.51	28.3	C	T	0.51	28.1	C	T	0.33	24.8	C
34th Avenue	EB	TR	0.54	13.2	B	TR	0.44	11.9	B	TR	0.40	11.4	B
Overall Intersection	-		0.68	30.7	C	-	0.60	29.4	C	-	0.64	43.3	D

TABLE 2  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2012 EXISTING TRAFFIC LEVELS OF SERVICE - GAME DAY

INTERSECTION & APPROACH	Weekday Pre-Game (5:30 - 6:30 PM)				Saturday Pre-Game (3:15 - 4:15 PM)				Saturday Post-Game (7:15 - 8:15 PM)				
	Mv/L	V/C	Control		Mv/L	V/C	Control		Mv/L	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS	
<b>126th Street/GCP Ramp at 34th Avenue</b>													
126th Street	NB	DefL	0.62	52.3	D	DefL	0.89	69.5	E	DefL	0.82	60.2	E
	TR		0.30	34.5	C	TR	0.40	31.9	C	TR	0.63	40.1	D
<b>Northern Boulevard Ramp</b>													
GCP Ramp	SB	LTR	0.65	44.8	D	LTR	0.47	34.6	C	LTR	0.22	34.1	C
	SD	LTR	0.59	70.6	E	LTR	0.94	57.1	E	LTR	0.77	65.5	E
<b>Shea Road</b>													
	EB	DefL	0.60	43.4	D	LTR	0.79	52.1	D	DefL	1.05	79.6	E
	TR		0.37	35.9	D	-	-	-	-	TR	0.59	29.1	C
34th Avenue	WB	LTR	0.36	35.7	D	LTR	0.98	64.9	E	LTR	0.36	25.5	C
	Overall Intersection	-	0.74	54.1	D	-	0.93	51.3	D	-	0.93	50.5	D
<b>ROOSEVELT AVENUE</b>													
<b>108th Street at Roosevelt Avenue</b>													
108th Street	NB	LTR	1.02	66.4	E	LTR	1.04	70.4	E	LTR	1.01	62.3	E
	SB	LTR	1.02	66.1	E	LTR	1.02	65.5	E	LTR	1.04	72.8	E
Roosevelt Avenue	EB	LTR	0.58	6.3	A	LTR	0.63	14.1	B	LTR	0.50	11.8	B
	WB	LTR	0.55	10.7	B	LTR	0.80	15.3	B	LTR	0.75	14.0	B
	Overall Intersection	-	0.70	30.3	C	-	0.87	33.6	C	-	0.83	33.8	C
<b>111th Street at Roosevelt Avenue</b>													
111th Street	NB	LTR	0.99	59.8	E	LTR	1.00	59.1	E	LTR	1.01	61.2	E
Roosevelt Avenue	EB	LTR	0.63	5.7	A	LTR	0.69	15.0	B	LTR	0.57	12.9	B
	WB	LTR	1.00	31.7	C	LTR	0.99	29.2	C	LTR	1.01	32.1	C
	Overall Intersection	-	1.00	27.6	C	-	0.99	29.9	C	-	1.01	33.0	C
<b>114th Street at Roosevelt Avenue</b>													
114th Street	NB	LTR	0.86	53.8	D	LTR	1.03	65.8	E	LTR	0.64	44.4	D
	SB	LTR	1.05	73.6	E	LTR	1.05	70.6	E	LTR	1.05	71.3	E
Roosevelt Avenue	EB	LTR	0.82	10.4	B	LTR	1.00	31.6	C	LTR	0.99	31.3	C
	WB	LTR	0.60	12.5	B	LTR	0.50	11.1	B	LTR	0.68	13.9	B
	Overall Intersection	-	0.89	25.0	C	-	1.01	36.5	D	-	1.00	30.8	C
<b>126th Street at Roosevelt Avenue</b>													
126th Street	NB	LTR	0.52	50.0	D	LTR	0.61	53.4	D	LTR	0.20	37.0	D
	SB	-	-	-	-	-	-	-	-	DefL	1.01	80.9	F
	LTR		1.02	61.4	E	LTR	0.99	55.7	E	TR	0.48	29.6	C
Roosevelt Avenue	EB	DefL	0.75	17.7	B	DefL	0.80	32.3	C	-	-	-	-
	TR		0.60	6.3	A	TR	0.44	10.6	B	LTR	0.47	19.7	B
	WB	LTR	0.52	11.1	B	LTR	0.53	11.2	B	LTR	0.36	17.9	B
	Overall Intersection	-	0.82	24.0	C	-	0.85	26.9	C	-	0.70	35.2	D
<b>College Point Boulevard at Roosevelt Avenue</b>													
College Point Boulevard	NB	L	1.04	94.6	F	L	1.04	80.8	F	L	0.53	30.2	C
	TR		0.60	26.6	C	TR	0.70	23.2	C	TR	0.63	22.0	C
	SB	TR	0.68	38.8	D	TR	0.86	34.0	C	TR	0.56	28.3	C
Roosevelt Avenue	EB	L	0.40	35.3	D	L	0.36	27.0	C	L	0.45	28.3	C
	TR		1.05	59.3	E	TR	1.03	46.9	D	TR	1.05	50.7	D
	WB	L	0.29	44.4	D	L	0.26	33.0	C	L	0.22	32.5	C
	TR		0.41	34.7	C	TR	0.44	26.1	C	TR	0.32	24.2	C
	Overall Intersection	-	1.04	47.1	D	-	1.03	37.9	D	-	0.91	32.8	C
<b>Prince Street at Roosevelt Avenue</b>													
Prince Street	SB	LTR	0.46	29.4	C	LTR	0.67	34.7	C	LTR	0.63	33.4	C
Roosevelt Avenue	EB	-	-	-	-	-	-	-	-	-	-	-	-
	LTR		0.58	20.7	C	LTR	0.46	9.9	A	LTR	0.54	10.9	B
	WB	LTR	0.53	19.8	B	LTR	0.52	11.5	D	LTR	0.49	10.7	B
	Overall Intersection	-	0.53	22.4	C	-	0.57	16.2	B	-	0.57	15.5	B
<b>Main Street at Roosevelt Avenue</b>													
Main Street	NB	T	0.59	22.6	C	T	0.63	23.3	C	T	0.63	23.3	C
	SB	T	0.50	21.0	C	T	0.59	22.8	C	T	0.50	21.4	C
Roosevelt Avenue	EB	LTR	0.91	63.3	E	LTR	0.73	32.5	C	LTR	0.92	44.1	D
	WB	LTR	0.87	53.6	D	LTR	0.75	32.5	C	LTR	0.84	35.7	D
	Overall Intersection	-	0.72	35.8	D	-	0.69	26.5	C	-	0.78	30.3	C
<b>Union Street at Roosevelt Avenue</b>													
Union Street	NB	TR	0.47	17.5	B	TR	0.39	16.3	D	TR	0.39	16.3	B
	SB	LT	0.97	31.6	C	LT	0.73	23.6	C	LT	0.86	28.7	C
	R		0.47	16.9	B	R	0.56	22.1	C	R	0.48	18.4	B
Roosevelt Avenue	EB	LTR	0.90	34.9	C	LTR	0.76	29.5	C	LTR	0.90	34.6	C
	WB	LT	0.72	28.0	C	LT	0.49	22.3	C	LT	0.62	26.2	C
	R		0.49	25.2	C	R	0.58	34.3	C	R	0.68	40.9	D
	Overall Intersection	-	0.94	27.2	C	-	0.74	23.4	C	-	0.88	27.1	C
<b>Parsons Boulevard at Main Street</b>													
Parsons Boulevard	NB	LTR	0.70	31.3	C	LTR	0.61	22.9	C	LTR	0.82	28.4	C
	SB	LTR	0.74	31.4	C	LTR	0.70	24.3	C	LTR	0.72	25.2	C
Roosevelt Avenue	EB	LTR	0.60	28.4	C	LTR	0.38	18.7	B	LTR	0.61	23.1	C
	WB	LTR	0.80	35.3	D	LTR	0.52	21.3	C	LTR	0.63	24.0	C
	Overall Intersection	-	0.77	31.7	C	-	0.61	22.3	C	-	0.72	25.4	C
<b>KISSENA BOULEVARD</b>													
<b>Main Street at Kissena Boulevard</b>													
Main Street	NB	L	0.46	21.9	C	L	0.66	31.3	C	L	0.52	23.9	C
	TR		0.55	21.4	C	TR	0.56	20.6	C	TR	0.63	21.8	C
	SB	L	0.83	48.8	D	L	0.69	20.7	C	L	0.42	19.3	B
	TR		0.35	17.8	B	TR	0.50	19.1	B	TR	0.45	18.4	B
Kissena Boulevard	WB	T	0.69	36.2	D	T	0.62	23.5	C	T	0.62	23.4	C
	Overall Intersection	-	0.67	27.5	C	-	0.64	21.5	C	-	0.62	20.8	C
<b>SANFORD AVENUE</b>													
<b>College Point Boulevard at Sanford Avenue</b>													
College Point Boulevard	NB	L	0.27	11.5	B	L	0.32	12.3	B	L	0.15	9.9	A
	T		0.61	13.2	B	T	0.67	14.1	B	T	0.43	10.8	B
	SB	TR	0.64	13.5	B	TR	0.66	13.8	B	TR	0.65	13.6	B
Sanford Avenue	WB	L	0.69	39.7	D	L	0.82	48.0	D	L	0.54	33.2	C
	TR		0.43	27.8	C	TR	0.47	28.4	C	TR	0.31	26.1	C
	Overall Intersection	-	0.65	16.9	B	-	0.71	18.6	B	-	0.61	15.3	B

TABLE 2  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2012 EXISTING TRAFFIC LEVELS OF SERVICE - GAMEDAY

INTERSECTION & APPROACH	Weekday Pre-Game (5:30 - 6:30 PM)				Saturday Pre-Game (3:15 - 4:15 PM)				Saturday Post-Game (7:15 - 8:15 PM)				
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS	
<b>Union Street at Sanford Avenue</b>													
Union Street	NB	LTR	0.33	20.6	C	LTR	0.39	22.0	C	LTR	0.37	21.2	C
	SB	LTR	0.61	23.8	C	LTR	0.81	27.9	C	LTR	0.68	25.2	C
Sanford Avenue	EB	-	-	-	-	DxL	0.45	19.7	D	-	-	-	-
	LTR	0.24	13.8	B	TR	0.27	14.4	B	LTR	0.19	13.3	B	
	WB	LTR	0.80	24.5	C	LTR	0.68	21.2	C	LTR	0.63	20.3	C
Overall Intersection	-	-	0.71	21.9	C	-	0.74	23.2	C	-	0.65	21.3	C
<b>Parsons Boulevard at Sanford Avenue</b>													
Parsons Boulevard	NB	LTR	0.95	34.3	C	LTR	0.78	27.4	C	LTR	0.85	29.7	C
	SB	LTR	0.66	23.6	C	LTR	0.69	24.4	C	LTR	0.70	24.5	C
Sanford Avenue	EB	LTR	0.53	21.4	C	LTR	0.54	21.2	C	LTR	0.70	25.1	C
	WB	LTR	0.63	23.4	C	LTR	0.73	25.9	C	LTR	0.69	25.2	C
Overall Intersection	-	-	0.79	26.4	C	-	0.75	24.9	C	-	0.77	26.2	C
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>													
<b>College Point Boulevard at 32nd Avenue</b>													
College Point Boulevard	NB	T	0.37	23.4	C	T	0.33	22.9	C	T	0.41	23.5	C
	TR	0.20	21.3	C	TR	0.47	24.3	C	TR	0.27	22.1	C	
	SB	L	0.43	32.8	C	L	0.55	36.9	D	L	0.26	27.2	C
	T	0.34	10.0	A	T	0.38	10.3	B	T	0.23	9.0	A	
32nd Avenue	WB	LTR	0.71	36.0	D	LTR	0.44	29.6	C	LTR	0.29	26.6	C
Overall Intersection	-	-	1.08	29.8	C	-	1.02	21.0	C	-	0.99	19.4	B
<b>NORTHERN BOULEVARD SERVICE ROAD</b>													
<b>College Point Boulevard at Northern Boulevard Service Road</b>													
College Point Boulevard	ND	TR	0.42	11.8	B	TR	0.47	12.4	B	TR	0.44	12.0	B
	SB	LT	0.69	16.2	B	LT	0.73	17.1	B	LT	0.41	12.0	B
Northern Blvd Service Rd	WB	LR	0.62	30.2	C	LR	0.62	29.8	C	LR	0.47	27.1	C
Overall Intersection	-	-	0.66	16.8	B	-	0.69	17.2	B	-	0.45	14.4	B
<b>STADIUM ROAD</b>													
<b>Boat Basin Road at Stadium Road</b>													
Boat Basin Road	NB	-	-	-	-	-	-	-	-	L	1.01	44.6	D
	LTR	0.51	43.0	D	LTR	0.47	38.8	D	TR	0.37	13.2	B	
Stadium	SB	LTR	0.85	31.5	C	LTR	0.90	38.0	D	LTR	0.15	6.2	A
	WB	LTR	0.83	30.8	C	LTR	0.51	24.5	C	LTR	0.65	34.8	C
Overall Intersection	-	-	0.79	32.1	C	-	0.67	34.1	C	-	0.92	25.3	C
<b>UNSIGNALIZED INTERSECTIONS</b>													
<b>Willets Point Boulevard at 126th Street</b>													
126th Street	SB	LT	-	8.0	A	LT	-	8.7	A	LT	-	7.9	A
Willets Point Boulevard	WB	LR	-	11.8	B	LR	-	10.5	B	LR	-	9.5	A
Overall Intersection	-	-	-	11.8	B	-	-	10.5	B	-	-	8.6	A
<b>Boat Basin Road at Worlds Fair Marina</b>													
Boat Basin Road	NB	L	-	41.1	E	L	-	32.8	D	L	-	63.2	F
	R	-	8.6	A	R	-	8.7	A	R	-	12.7	B	
Worlds Fair Marina	WB	LT	-	11.5	B	LT	-	10.6	B	LT	-	7.7	A
Overall Intersection	-	-	-	12.4	B	-	-	11.3	B	-	-	38.3	E
<b>Willets Point Boulevard at Northern Boulevard</b>													
Willets Point Boulevard	NB	TR	-	9.5	A	TR	-	9.1	A	TR	-	9.0	A
Overall Intersection	-	-	-	9.5	A	-	-	9.1	A	-	-	9.0	A
<b>Boat Basin Road at Stadium Road / Citifield Entrance 8</b>													
Citifield Entrance 8	NB	-	-	-	-	-	-	-	-	-	-	-	-
Boat Basin Road	SB	LT	-	8.3	A	LT	-	7.7	A	-	-	-	-
Stadium Road	EB	LT	-	27.2	D	LT	-	52.7	F	-	-	-	-
	TR	-	29.9	D	TR	-	27.6	D	LT	-	56.2	F	
Citifield Entrance 9	WB	R	-	10.2	B	R	-	9.3	A	R	-	47.2	E
Overall Intersection	-	-	-	27.8	D	-	-	37.3	E	-	-	54.1	F
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>													
Grand Central Parkway Off-Ramp	EB	L	-	28.0	D	L	-	28.1	D	L	-	41.3	E
	R	-	9.5	A	R	-	9.1	A	R	-	20.3	C	
Overall Intersection	-	-	-	25.8	D	-	-	26.3	D	-	-	33.7	D
<b>126th Street at 36th Avenue</b>													
126th Street	SB	LT	-	8.1	A	LT	-	9.1	A	LT	-	8.2	A
36th Avenue	WB	LR	-	15.2	C	LR	-	19.3	C	LR	-	12.1	B
Overall Intersection	-	-	-	11.2	B	-	-	14.2	B	-	-	11.8	B
<b>126th Street at 37th Avenue</b>													
126th Street	SB	LT	-	8.1	A	LT	-	8.5	A	LT	-	8.2	A
37th Avenue	WB	LR	-	14.1	B	LR	-	14.7	B	LR	-	14.4	B
Overall Intersection	-	-	-	11.6	B	-	-	12.7	B	-	-	13.5	B
<b>Northern Boulevard at 126th Place</b>													
126th Place	NB	R	-	16.9	C	R	-	13.0	B	R	-	13.8	B
Overall Intersection	-	-	-	16.9	C	-	-	13.0	B	-	-	13.8	B

Notes  
(1): Control delay is measured in seconds per vehicle.  
(2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.  
(3): This table has been revised for the Final SEIS.

TABLE 3  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A NO ACTION TRAFFIC LEVELS OF SERVICE - NON-GAME DAY

INTERSECTION & APPROACH	Weekday AM Peak Hour (8:00 - 9:00 AM)				Weekday Midday Peak Hour (1:00 - 2:00 PM)				Weekday PM Peak Hour (5:00 - 6:00 PM)				Saturday Midday Peak Hour (1:30 - 2:30 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>SIGNALIZED INTERSECTIONS</b>																	
<b>ASTORIA BOULEVARD</b>																	
108th Street at Astoria Boulevard																	
108th Street	NB	DeL	0.76	59.1	E	DeL	0.47	26.5	C	DeL	0.56	45.8	D	DeL	0.50	27.1	C
	T		0.21	35.5	D	T	0.13	20.1	C	T	0.21	35.6	D	T	0.20	23.0	C
	SB	LTR	0.35	38.3	D	LTR	0.17	20.6	C	LTR	0.38	38.9	D	LTR	0.25	21.6	C
Astoria Boulevard	EB	TR	0.59	25.4	C	TR	0.82	28.6	C	TR	0.88	26.4	C	TR	0.92	31.8	C
	WB	L	0.55	14.3	B	L	0.71	29.8	C	L	0.71	45.3	D	L	0.54	23.2	C
	TR		0.76	7.8	A	TR	0.33	12.3	B	TR	0.33	9.7	A	TR	0.35	12.5	B
Overall Intersection	-		0.76	17.6	B	-	0.69	23.3	C	-	0.78	25.2	C	-	0.73	24.6	C
<b>NORTHERN BOULEVARD</b>																	
108th Street at Northern Boulevard (RT. 25A)																	
108th Street	NB	LTR	1.10	100.2	F	LTR	1.15	119.4	F	LTR	1.12	107.1	F	LTR	1.09	97.2	F
	SB	LTR	0.96	77.2	E	LTR	0.90	65.7	E	LTR	1.09	102.2	F	LTR	0.89	63.5	E
Northern Boulevard (Rt. 25A)	EB	L	0.07	20.8	C	L	0.08	22.9	C	L	0.15	33.0	C	L	0.17	37.8	D
	TR		0.74	20.3	C	TR	0.86	27.6	C	TR	0.82	13.5	B	TR	0.92	30.4	C
	WB	L	0.42	26.3	C	L	0.69	42.9	D	L	0.65	40.5	D	L	0.69	41.3	D
	TR		1.02	30.5	C	TR	0.99	42.5	D	TR	1.12	81.4	F	TR	1.16	101.1	F
Overall Intersection	-		0.91	34.2	C	-	0.98	45.0	D	-	1.05	52.4	D	-	1.06	69.5	E
114th Street at Northern Boulevard (RT. 25A)																	
114th Street	SB	LTR	0.46	47.5	D	LTR	0.38	44.2	D	LTR	0.38	45.6	D	LTR	0.36	43.4	D
Northern Boulevard (Rt. 25A)	EB	T	0.86	39.9	D	T	0.79	26.5	C	T	1.12	74.4	E	T	0.70	23.3	C
	R		0.73	37.7	D	R	0.45	19.2	B	R	0.82	17.1	B	R	0.58	22.2	C
	WB	DeL	0.48	13.6	B	DeL	0.49	15.8	B	DeL	0.85	55.6	E	DeL	0.68	17.8	B
	T		1.16	89.8	F	T	0.73	12.4	B	T	0.90	17.0	B	T	0.97	23.5	C
Overall Intersection	-		1.30	67.8	E	-	1.16	19.4	B	-	1.53	41.6	D	-	1.29	23.6	C
126th Street at Northern Boulevard (RT. 25A)																	
126th Street	NB	L	0.28	41.1	D	L	0.45	43.8	D	L	0.42	43.1	D	L	0.43	43.4	D
	R		0.27	41.2	D	R	0.32	42.0	D	R	0.27	41.1	D	R	0.34	42.2	D
Northern Boulevard	EB	T	0.53	38.0	D	T	0.78	46.0	D	T	1.21	154.8	F	T	0.72	42.8	D
	WB	T	0.64	10.6	B	T	0.33	7.1	A	T	0.39	7.6	A	T	0.30	6.9	A
Grand Central Parkway Ramp	EB	T	0.82	40.9	D	T	0.77	38.2	D	T	0.73	29.7	C	T	0.83	40.8	D
Van Wyck & Whitestone Expressway Ramp	WB	T	1.09	101.3	F	T	0.75	15.9	B	T	0.88	23.0	C	T	0.73	14.7	B
Overall Intersection	-		0.91	48.5	D	-	0.69	29.1	C	-	0.77	48.8	D	-	0.66	29.1	C
Prince Street at Northern Boulevard (RT. 25A)																	
Prince Street	NB	LTR	1.13	124.0	F	LTR	1.13	107.5	F	LTR	1.17	122.7	F	LTR	1.10	91.6	F
	SB	LTR	0.78	52.5	D	LTR	0.52	41.0	D	LTR	0.51	41.4	D	LTR	0.45	36.6	D
Northern Boulevard (Rt. 25A)	EB	L	0.94	89.0	F	L	0.87	69.8	E	L	0.60	45.4	D	L	0.65	49.1	D
	T		0.79	22.0	C	T	0.92	34.0	C	T	0.95	35.7	D	T	1.04	56.8	E
	WB	L	0.94	88.4	F	L	0.89	88.0	F	L	0.79	70.6	E	L	0.80	65.5	E
	T		1.15	85.4	F	T	1.11	92.6	F	T	1.12	98.3	F	T	1.14	102.8	F
Northern Boulevard Service Rd.	EB	TR	0.44	16.5	B	TR	0.60	26.0	C	TR	0.64	27.1	C	TR	0.61	25.5	C
	WB	TR	0.65	18.8	B	TR	0.69	34.2	C	TR	0.65	34.8	C	TR	0.73	34.3	C
Overall Intersection	-		1.10	57.2	E	-	1.07	61.2	E	-	1.00	62.0	E	-	1.02	69.7	E
Main Street at Northern Boulevard (RT. 25A)																	
Main Street	NB	L	0.76	43.1	D	L	0.97	62.8	E	L	0.95	59.2	E	L	0.92	54.6	D
	R		0.83	52.1	D	R	0.66	38.7	D	R	0.95	71.2	E	R	0.87	58.7	E
Northern Boulevard (Rt. 25A)	EB	T	0.92	37.9	D	T	0.95	41.3	D	T	1.05	59.7	E	T	0.94	37.8	D
	R		1.14	113.1	F	R	1.25	157.1	F	R	1.16	115.7	F	R	1.34	192.6	F
Northern Boulevard (Rt. 25A)	WB	L	0.16	26.4	C	L	0.10	25.6	C	L	0.16	26.7	C	L	0.08	25.1	C
	T		1.03	34.9	C	T	0.74	22.3	C	T	0.75	22.5	C	T	0.92	28.1	C
Overall Intersection	-		0.99	45.0	D	-	1.00	54.3	D	-	1.06	54.5	D	-	1.12	56.8	E
Union Street at Northern Boulevard (RT. 25A)																	
Union Street	NB	TR	0.66	34.6	C	TR	0.76	38.1	D	TR	0.76	37.8	D	TR	0.75	37.3	D
	SB	TR	0.87	41.0	D	TR	0.54	32.1	C	TR	0.81	38.7	D	TR	0.63	33.9	C
Northern Boulevard (Rt. 25A)	EB	L	0.94	61.6	E	L	0.53	21.3	C	L	0.75	41.8	D	L	0.71	32.5	C
	TR		1.20	131.0	F	TR	1.35	198.2	F	TR	1.11	87.6	F	TR	1.43	229.9	F
	WB	L	1.00	71.7	E	L	1.16	136.0	F	L	0.84	47.5	D	L	0.85	45.5	D
	TR		0.94	37.3	D	TR	0.81	36.7	D	TR	0.90	39.9	D	TR	1.00	49.3	D
Overall Intersection	-		1.05	68.1	E	-	1.37	104.5	F	-	0.97	59.2	E	-	1.08	114.1	F
Parsons Boulevard at Northern Boulevard (RT. 25A)																	
Parsons Boulevard	NB	L	0.91	81.5	F	L	0.70	54.6	D	L	0.81	65.4	E	L	0.81	63.9	E
	TR		0.55	39.5	D	TR	0.51	38.4	D	TR	0.49	35.0	D	TR	0.58	40.3	D
Northern Boulevard (Rt. 25A)	SB	LTR	0.79	45.4	D	LTR	1.11	96.7	F	LTR	1.09	86.3	F	LTR	1.10	89.9	F
	EB	L	0.52	44.7	D	L	0.78	56.1	E	L	0.42	44.2	D	L	0.49	46.7	D
	TR		1.01	53.4	D	TR	1.02	57.4	E	TR	0.98	42.1	D	TR	1.06	65.4	E
	WB	L	0.42	35.3	D	L	0.34	34.3	C	L	0.35	38.9	D	L	0.48	43.2	D
	TR		1.10	75.1	E	TR	1.14	100.2	F	TR	1.11	87.4	F	TR	1.14	96.3	F
Overall Intersection	-		1.06	62.0	E	-	1.12	75.5	E	-	1.05	61.8	E	-	1.07	76.9	E
<b>34TH AVENUE</b>																	
114th Street at 34th Avenue																	
114th Street	SB	L	0.82	37.5	D	L	0.82	41.7	D	L	0.98	56.6	E	L	0.96	57.2	E
	T		0.31	24.5	C	T	0.22	23.9	C	T	0.39	25.9	C	T	0.33	25.2	C
34th Avenue	EB	T	0.41	11.8	B	T	0.39	11.6	B	T	0.37	11.3	B	T	0.56	13.8	B
	R		0.11	8.8	A	R	0.07	8.5	A	R	0.07	8.5	A	R	0.10	8.7	A
Overall Intersection	-		0.56	23.2	C	-	0.54	25.9	C	-	0.58	34.5	C	-	0.70	31.3	C

TABLE 3  
CITIFIELD - WILLETTS POINT DEVELOPMENT STUDY  
2018 PHASE 1A NO ACTION TRAFFIC LEVELS OF SERVICE - NON-GAME DAY

INTERSECTION & APPROACH	Weekday AM Peak Hour (8:00 - 9:00 AM)				Weekday Midday Peak Hour (1:00 - 2:00 PM)				Weekday PM Peak Hour (5:00 - 6:00 PM)				Saturday Midday Peak Hour (1:30 - 2:30 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>126th Street/GCP Ramp at 34th Avenue</b>																	
126th Street	NB	-	-	-	-	-	-	-	Defl.	0.35	23.5	C	-	-	-	-	
	LTR	0.17	19.9	B	LTR	0.25	20.8	C	TR	0.27	21.1	C	LTR	0.25	20.8	C	
Northern Boulevard Ramp	SB	LTR	0.31	22.3	C	LTR	0.37	23.5	C	LTR	0.27	21.6	C	LTR	0.35	23.0	C
GCP Ramp	SB	LTR	0.81	64.0	E	LTR	0.88	72.2	E	LTR	0.74	58.6	E	LTR	0.80	62.9	E
Shea Road	EB	LTR	0.46	43.0	D	LTR	0.54	44.5	D	LTR	0.43	42.4	D	LTR	0.61	46.1	D
34th Avenue	WB	LTR	0.63	52.9	D	LTR	0.63	52.4	D	LTR	0.95	86.9	F	LTR	0.79	64.3	E
Overall Intersection	-	0.51	39.8	D	-	0.55	40.8	D	-	0.59	41.8	D	-	0.57	39.7	D	
<b>ROOSEVELT AVENUE</b>																	
<b>109th Street at Roosevelt Avenue</b>																	
109th Street	NB	LTR	0.99	70.3	E	LTR	1.05	90.7	F	LTR	1.06	85.6	F	LTR	1.16	119.5	F
	SB	LTR	1.05	83.8	F	LTR	1.19	132.5	F	LTR	1.15	114.9	F	LTR	1.11	100.5	F
Roosevelt Avenue	EB	LTR	0.67	15.6	B	LTR	0.74	18.2	B	LTR	0.72	9.3	A	LTR	0.69	15.9	B
	WB	LTR	0.80	9.7	A	LTR	0.83	21.8	C	LTR	0.82	17.1	B	LTR	0.76	14.5	B
Overall Intersection	-	0.87	32.5	C	-	0.92	49.7	D	-	0.91	43.2	D	-	0.87	48.1	D	
<b>111th Street at Roosevelt Avenue</b>																	
111th Street	NB	LTR	0.97	63.1	E	LTR	0.71	49.8	D	LTR	0.83	54.4	D	LTR	1.03	69.7	E
Roosevelt Avenue	EB	LTR	0.66	15.1	B	LTR	0.71	16.2	B	LTR	0.77	10.2	B	LTR	0.83	21.6	C
	WB	LTR	0.91	16.0	B	LTR	0.85	23.7	C	LTR	1.20	113.5	F	LTR	1.17	100.6	F
Overall Intersection	-	0.92	24.9	C	-	0.81	24.4	C	-	1.10	67.6	E	-	1.13	65.1	E	
<b>114th Street at Roosevelt Avenue</b>																	
114th Street	NB	LTR	1.00	66.8	E	LTR	0.68	49.6	D	LTR	0.95	57.8	E	LTR	0.99	64.4	E
	SB	LTR	1.07	90.0	F	LTR	0.66	51.1	D	LTR	1.05	77.6	E	LTR	1.06	80.1	F
Roosevelt Avenue	EB	LTR	0.80	21.5	C	LTR	0.85	25.2	C	LTR	0.89	17.4	B	LTR	1.15	93.9	F
	WB	LTR	0.55	5.3	A	LTR	0.46	10.5	B	LTR	0.72	15.0	B	LTR	0.67	13.9	B
Overall Intersection	-	0.88	27.7	C	-	0.80	23.5	C	-	0.94	27.6	C	-	1.12	51.4	D	
<b>126th Street at Roosevelt Avenue</b>																	
126th Street	NB	LTR	0.21	36.9	D	LTR	0.87	62.0	E	LTR	0.64	52.2	D	LTR	0.35	40.1	D
	SB	Defl.	1.20	164.2	F	Defl.	1.17	159.0	F	Defl.	1.01	95.7	F	Defl.	1.08	116.7	F
	TR	0.65	51.6	D	TR	0.61	50.6	D	TR	0.64	47.1	D	TR	0.52	45.4	D	
Roosevelt Avenue	EB	LTR	0.55	12.2	B	LTR	0.50	11.3	B	LTR	0.68	7.5	A	LTR	0.66	14.3	B
	WB	LTR	0.61	5.9	A	LTR	0.49	11.0	B	LTR	0.59	12.4	B	LTR	0.47	10.6	B
Overall Intersection	-	0.75	32.9	C	-	0.67	35.2	D	-	0.77	26.0	C	-	0.77	30.8	C	
<b>College Point Boulevard at Roosevelt Avenue</b>																	
College Point Boulevard	NB	L	1.38	230.9	F	L	1.34	204.5	F	L	1.22	171.2	F	L	1.27	172.5	F
	TR	0.72	27.0	C	TR	0.86	29.7	C	TR	0.74	30.5	C	TR	0.91	32.0	C	
	SB	TR	0.84	42.5	D	TR	1.18	119.8	F	TR	1.30	181.6	F	TR	0.99	50.4	D
Roosevelt Avenue	EB	L	0.44	39.9	D	L	0.55	30.2	C	L	0.47	37.0	D	L	0.56	20.7	C
	TR	0.96	55.8	E	TR	1.23	130.9	F	TR	1.18	115.0	F	TR	1.21	120.9	F	
	WB	L	0.22	45.2	D	L	0.27	33.4	C	L	0.24	43.6	D	L	0.33	34.2	C
	TR	0.67	46.0	D	TR	0.57	30.1	C	TR	0.44	35.7	D	TR	0.48	26.9	C	
Overall Intersection	-	1.07	65.2	E	-	1.33	91.2	F	-	1.29	111.6	F	-	1.24	64.3	E	
<b>Prince Street at Roosevelt Avenue</b>																	
Prince Street	SB	LTR	0.50	30.7	C	LTR	0.83	45.0	D	LTR	0.58	32.6	C	LTR	0.94	54.2	D
Roosevelt Avenue	EB	Defl.	1.26	165.4	F	Defl.	0.93	34.5	C	Defl.	1.07	85.6	F	Defl.	0.78	19.1	B
	TR	0.57	22.7	C	TR	0.66	13.9	B	TR	0.67	24.6	C	TR	0.73	15.2	B	
	WB	LTR	0.88	32.0	C	LTR	0.52	11.9	B	LTR	0.59	20.5	C	LTR	0.56	12.4	B
Overall Intersection	-	0.94	63.3	E	-	0.90	25.4	C	-	0.86	40.3	D	-	0.83	24.1	C	
<b>Main Street at Roosevelt Avenue</b>																	
Main Street	NB	T	0.58	21.9	C	T	0.65	24.0	C	T	0.50	20.8	C	T	0.74	25.8	C
	SB	T	0.44	19.5	B	T	0.51	21.7	C	T	0.54	21.9	C	T	0.65	24.0	C
Roosevelt Avenue	EB	L	0.41	43.0	D	L	0.29	21.6	C	L	0.45	40.3	D	L	0.22	19.5	B
	TR	0.56	35.8	D	TR	0.73	32.5	C	TR	0.87	58.2	E	TR	0.91	47.6	D	
	WB	L	0.10	25.3	C	L	0.13	16.4	B	L	0.19	26.6	C	L	0.03	14.8	B
	TR	0.97	61.5	E	TR	0.82	34.5	C	TR	0.99	65.1	E	TR	0.84	31.3	C	
Overall Intersection	-	0.74	34.5	C	-	0.73	27.1	C	-	0.72	37.2	D	-	0.82	30.4	C	
<b>Union Street at Roosevelt Avenue</b>																	
Union Street	NB	TR	0.58	19.6	B	TR	0.57	19.2	B	TR	0.40	16.5	B	TR	0.55	18.8	B
	SB	LT	1.04	59.4	E	LT	0.96	46.3	D	LT	0.88	32.8	C	LT	1.02	56.1	E
	R	0.83	37.5	C	R	0.85	300.0+	F	R	2.48	705.0	F	R	2.35	822.2	F	
Roosevelt Avenue	EB	LTR	1.35	196.4	F	LTR	1.99	480.0	F	LTR	1.80	393.4	F	LTR	2.38	607.1	F
	WB	LT	0.97	44.8	D	LT	0.61	25.4	C	LT	0.55	24.2	C	LT	0.54	23.4	C
	R	1.08	92.6	F	R	0.91	77.2	E	R	1.11	133.8	F	R	1.29	208.0	F	
Overall Intersection	-	1.18	69.9	E	-	3.00+	478.6	F	-	2.17	211.2	F	-	2.54	301.8	F	
<b>Parsons Boulevard at Roosevelt Avenue</b>																	
Parsons Boulevard	NB	LTR	1.09	78.0	E	LTR	0.63	23.7	C	LTR	0.82	37.6	D	LTR	0.83	32.2	C
	SB	LTR	0.79	33.6	C	LTR	0.63	23.0	C	LTR	0.69	29.9	C	LTR	0.77	26.5	C
Roosevelt Avenue	EB	LTR	0.48	25.5	C	LTR	0.57	22.8	C	LTR	0.49	25.7	C	LTR	0.73	27.4	C
	WB	LTR	1.12	90.5	F	LTR	0.75	29.4	C	LTR	0.74	33.9	C	LTR	0.84	34.3	C
Overall Intersection	-	1.11	61.8	E	-	0.69	24.8	C	-	0.78	52.3	C	-	0.84	29.9	C	
<b>KISSENA BOULEVARD</b>																	
<b>Main Street at Kissena Boulevard</b>																	
Main Street	NB	L	0.71	31.6	C	L	0.82	45.4	D	L	0.74	36.2	D	L	1.12	114.7	F
	TR	0.68	24.6	C	TR	0.62	21.9	C	TR	0.57	22.1	C	TR	0.67	22.9	C	
	SB	L	0.63	37.5	C	L	0.45	28.2	C	L	0.82	49.5	D	L	0.53	21.6	C
Roosevelt Avenue	EB	TR	0.58	18.2	B	TR	0.50	19.2	B	TR	0.45	19.2	B	TR	0.56	19.9	B
	WB	T	0.72	37.5	D	T	0.71	26.3	C	T	0.64	34.9	C	T	0.73	26.4	C
Overall Intersection	-	0.71	27.1	C	-	0.76	23.8	C	-	0.78	28.7	C	-	0.93	32.3	C	
<b>SANFORD AVENUE</b>																	
<b>College Point Boulevard at Sanford Avenue</b>																	
College Point Boulevard	NB	L	0.20	10.1	B	L	0.53	21.4	C	L	0.51	30.5	C	L	0.57	25.8	C
	T	0.67	14.7	B	T	0.65	14.1	B	T	0.59	13.0	B	T	0.72	15.4	B	
	SB	TR	0.57	13.0	B	TR	0.75	16.4	B	TR	0.96	29.4	C	TR	0.83	18.3	B
Sanford Avenue	WB	L	0.77	43.9	D	L	0.56	34.3	C	L	0.75	44.9	D	L	0.68	38.5	D
	TR	0.54	29.7	C	TR	0.56	26.9	C	TR	0.55	26.7	C	TR	0.51	29.1	C	
Overall Intersection	-	0.70	18.7	B	-	0.69	17.7	B	-	0.89	25.1	C	-	0.78	19.9	B	

TABLE 3  
CITIFIELD - WILLETTS POINT DEVELOPMENT STUDY  
2018 PHASE 1A NO ACTION TRAFFIC LEVELS OF SERVICE - NON-GAME DAY

INTERSECTION & APPROACH	Weekday AM Peak Hour (8:00 - 9:00 AM)				Weekday Midday Peak Hour (1:00 - 2:00 PM)				Weekday PM Peak Hour (5:00 - 6:00 PM)				Saturday Midday Peak Hour (1:30 - 2:30 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>Union Street at Sanford Avenue</b>																	
Union Street	NB	LTR	0.68	29.3	C	LTR	0.33	20.5	C	LTR	0.29	20.0	C	LTR	0.38	21.4	C
	SB	LTR	0.59	24.2	C	LTR	0.59	23.8	C	LTR	0.70	25.9	C	LTR	0.72	26.7	C
Sanford Avenue	EB	DefL	0.55	24.8	C	DefL	0.40	18.8	B	-	-	-	-	DefL	0.46	20.5	C
	TR		0.36	15.7	B	TR	0.20	13.6	B	LTR	0.31	14.6	B	TR	0.34	15.4	B
	WB	LTR	0.86	27.6	C	LTR	0.85	27.3	C	LTR	0.66	21.6	C	LTR	0.85	27.4	C
Overall Intersection	-	-	0.78	24.9	C	-	0.74	23.4	C	-	0.68	21.8	C	-	0.79	24.3	C
<b>Parsons Boulevard at Sanford Avenue</b>																	
Parsons Boulevard	NB	LTR	1.08	61.9	E	LTR	1.10	74.4	E	LTR	0.86	31.2	C	LTR	0.88	33.4	C
	SB	LTR	0.93	34.1	C	LTR	0.69	24.7	C	LTR	0.75	26.2	C	LTR	0.82	28.4	C
Sanford Avenue	EB	LTR	0.71	26.6	C	LTR	0.55	21.9	C	LTR	0.68	25.3	C	LTR	0.71	25.9	C
	WB	LTR	0.80	29.7	C	LTR	0.84	32.2	C	LTR	0.77	28.9	C	LTR	0.88	35.1	D
Overall Intersection	-	-	0.95	38.8	D	-	0.98	39.8	D	-	0.81	28.0	C	-	0.88	30.7	C
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>																	
<b>College Point Boulevard at 32nd Avenue</b>																	
College Point Boulevard	NB	T	0.43	23.7	C	T	0.71	30.1	C	T	0.49	25.1	C	T	0.35	23.1	C
	TR		0.69	31.2	C	TR	0.79	35.3	D	TR	0.91	44.7	D	TR	0.77	33.5	C
	SB	L	0.49	36.3	D	L	0.73	47.0	D	L	0.47	34.3	C	L	0.51	35.7	D
	T		0.58	12.8	B	T	0.48	11.5	B	T	0.42	10.8	B	T	0.40	10.6	B
32nd Avenue	WB	LTR	0.84	42.1	D	LTR	0.76	38.5	D	LTR	0.87	42.4	D	LTR	0.52	31.5	C
Overall Intersection	-	-	1.38	23.4	C	-	1.28	27.4	C	-	1.14	28.2	C	-	1.04	23.0	C
<b>NORTHERN BOULEVARD SERVICE ROAD</b>																	
<b>College Point Boulevard at Northern Boulevard Service Road</b>																	
College Point Boulevard	NB	TR	0.41	11.7	B	TR	0.51	12.9	B	TR	0.54	13.3	B	TR	0.53	13.1	B
	SB	LT	0.83	22.3	C	LT	0.83	21.6	C	LT	0.82	21.4	C	LT	0.76	19.1	B
Northern Blvd Service Rd	WB	LR	0.77	35.8	D	LR	0.77	35.8	D	LR	0.71	33.6	C	LR	0.68	32.0	C
Overall Intersection	-	-	0.82	21.0	C	-	0.81	20.5	C	-	0.78	19.8	B	-	0.73	18.6	B
<b>STADIUM ROAD</b>																	
<b>Boat Basin Road at Stadium Road</b>																	
Boat Basin Road	NB	LTR	0.08	7.3	A	LTR	0.07	7.2	A	LTR	0.05	7.1	A	LTR	0.08	7.2	A
	SB	-	-	-	-	DefL	0.27	9.2	A	-	-	-	-	DefL	0.20	8.3	A
	L		0.38	9.6	A	TR	0.17	8.0	A	LTR	0.22	8.2	A	TR	0.15	7.8	A
Stadium Road	WB	LTR	0.23	25.7	C	LTR	0.18	25.2	C	LTR	0.29	26.3	C	LTR	0.27	26.1	C
Overall Intersection	-	-	0.33	12.8	B	-	0.24	12.4	B	-	0.24	14.7	B	-	0.22	14.3	B
<b>UNSIGNALIZED INTERSECTIONS</b>																	
<b>Willetts Point Boulevard at 126th Street</b>																	
126th Street	SB	LT	-	8.1	A	LT	-	8.3	A	LT	-	8.3	A	LT	-	8.5	A
Willetts Point Boulevard	WB	LR	-	11.1	B	LR	-	12.1	B	LR	-	14.7	B	LR	-	15.2	C
Overall Intersection	-	-	-	10.2	B	-	-	10.7	B	-	-	12.1	B	-	-	14.0	B
<b>Boat Basin Road at Worlds Fair Marina</b>																	
Boat Basin Road	NB	L	-	37.4	E	L	-	18.9	C	L	-	16.2	C	L	-	16.7	C
	R		-	8.7	A	R	-	8.4	A	R	-	8.8	A	R	-	8.6	A
Worlds Fair Marina	WB	LT	-	8.8	A	LT	-	8.2	A	LT	-	7.8	A	LT	-	7.9	A
Overall Intersection	-	-	-	9.9	A	-	-	9.4	A	-	-	9.0	A	-	-	9.7	A
<b>Willetts Point Boulevard at Northern Boulevard</b>																	
Willetts Point Boulevard	NB	TR	-	10.3	B	TR	-	10.6	B	TR	-	9.8	A	TR	-	9.2	A
Overall Intersection	-	-	-	10.3	B	-	-	10.6	B	-	-	9.8	A	-	-	9.2	A
<b>Boat Basin Road at Stadium Road / Citifield Entrance 8</b>																	
Citifield Entrance 8	NB	T	-	10.5	B	T	-	11.3	B	T	-	10.7	B	T	-	12.0	B
Boat Basin Road	SB	LT	-	11.3	B	LT	-	11.3	B	LT	-	11.3	B	LT	-	-	-
Stadium Road	EB	LT	-	7.4	A	LT	-	7.4	A	LT	-	7.4	A	LT	-	7.5	A
Overall Intersection	-	-	-	8.5	A	-	-	8.6	A	-	-	9.2	A	-	-	7.5	A
<b>Grand Central Parkway Ramp at West Park Loop/ Stadium Road</b>																	
Grand Central Parkway Off-Ramp	EB	L	-	11.3	B	L	-	10.7	B	L	-	10.6	B	L	-	11.1	B
	R		-	9.3	A	R	-	9.2	A	R	-	9.4	A	R	-	9.3	A
Overall Intersection	-	-	-	10.8	B	-	-	10.2	B	-	-	10.0	A	-	-	10.6	B
<b>126th Street at 36th Avenue</b>																	
126th Street	SB	LT	-	8.2	A	LT	-	8.4	A	LT	-	8.2	A	LT	-	8.3	A
36th Avenue	WB	LR	-	13.4	B	LR	-	14.9	B	LR	-	11.7	B	LR	-	13.2	D
Overall Intersection	-	-	-	9.0	A	-	-	10.7	B	-	-	10.9	B	-	-	10.9	B
<b>126th Street at 37th Avenue</b>																	
126th Street	SB	LT	-	7.8	A	LT	-	8.3	A	LT	-	8.2	A	LT	-	8.1	A
37th Avenue	WB	LR	-	12.3	B	LR	-	12.5	B	LR	-	12.5	B	LR	-	11.8	B
Overall Intersection	-	-	-	11.7	B	-	-	10.6	B	-	-	11.0	B	-	-	10.9	B
<b>Northern Boulevard at 126th Place</b>																	
126th Place	NB	R	-	13.8	B	R	-	15.9	C	R	-	18.7	C	R	-	16.2	C
Overall Intersection	-	-	-	13.8	B	-	-	15.9	C	-	-	18.7	C	-	-	16.2	C

**Notes**  
(1): Control delay is measured in seconds per vehicle.  
(2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.  
(3): V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+".  
(4): This table has been revised for the Final SEIS.

TABLE 4  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A NO ACTION TRAFFIC LEVELS OF SERVICE - GAME DAY

INTERSECTION & APPROACH	Weekday Pre-Game (6:30 - 6:30 PM)				Saturday Pre-Game (3:15 - 4:15 PM)				Saturday Post-Game (7:15 - 8:15 PM)						
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>SIGNALIZED INTERSECTIONS</b>															
<b>ASTORIA BOULEVARD</b>															
108th Street at Astoria Boulevard															
108th Street	NB	DeFL	0.65	50.2	D	DeFL	0.45	25.7	C	DeFL	0.52	27.3	C		
		T	0.27	36.7	D	T	0.19	20.9	C	T	0.21	21.2	C		
	SB	LTR	0.34	37.8	D	LTR	0.22	21.4	C	LTR	0.19	20.8	C		
Astoria Boulevard	EB	TR	1.04	46.9	D	TR	0.74	26.3	C	TR	0.67	25.0	C		
	WB	L	0.73	49.2	D	L	0.76	33.5	C	L	0.88	44.3	D		
		TR	0.28	5.2	A	TR	0.29	11.9	D	TR	0.30	12.0	D		
Overall Intersection	-	-	0.90	40.2	D	-	-	0.65	22.5	C	-	-	0.67	23.2	C
<b>NORTHERN BOULEVARD</b>															
108th Street at Northern Boulevard (RT. 25A)															
108th Street	NB	LTR	1.12	106.6	F	LTR	1.11	99.6	F	LTR	1.14	115.6	F		
	SB	LTR	1.09	95.6	F	LTR	1.04	84.0	F	LTR	1.13	109.5	F		
Northern Boulevard (RT. 25A)	EB	L	0.18	30.1	C	L	0.09	34.1	C	L	0.14	35.1	D		
		TR	0.84	13.8	B	TR	0.95	32.8	C	TR	0.94	32.3	C		
	WB	L	0.71	44.0	D	L	0.79	45.4	D	L	0.95	59.5	E		
		TR	1.04	48.7	D	TR	1.14	96.5	F	TR	1.11	78.7	E		
Overall Intersection	-	-	1.01	39.3	D	-	-	1.08	67.4	E	-	-	1.16	66.3	E
114th Street at Northern Boulevard (RT. 25A)															
114th Street	SB	LTR	0.75	55.4	E	LTR	0.60	49.0	D	LTR	0.46	45.6	D		
Northern Boulevard (RT. 25A)	EB	T	0.98	28.3	C	T	0.74	24.2	C	T	0.65	22.2	C		
		R	0.62	14.6	B	R	0.77	27.9	C	R	0.65	24.2	C		
	WB	DeFL	0.78	42.8	D	DeFL	0.79	31.7	C	DeFL	1.22	125.9	F		
		T	0.85	14.2	B	T	0.83	15.0	B	T	1.17	56.3	F		
Overall Intersection	-	-	1.47	23.1	C	-	-	1.28	22.4	C	-	-	1.82	74.3	F
126th Street at Northern Boulevard (RT. 25A)															
126th Street	NB	L	0.46	43.8	D	L	0.61	46.5	D	L	1.14	112.8	F		
		R	0.38	41.3	D	R	0.32	41.7	D	R	0.63	43.9	D		
Northern Boulevard	EB	T	1.08	106.8	F	T	0.54	38.0	D	T	0.55	38.2	D		
	WB	T	0.79	15.7	B	T	0.67	12.3	B	T	0.31	6.9	A		
Grand Central Parkway Ramp	EB	T	0.87	37.2	D	T	0.86	42.9	D	T	0.90	46.3	D		
Van Wyck & Whitestone Expressway Ramp	WB	T	0.77	13.9	B	T	0.72	12.5	B	T	0.62	11.6	B		
Overall Intersection	-	-	0.72	35.8	D	-	-	0.69	26.3	C	-	-	0.74	45.3	D
Prince Street at Northern Boulevard (RT. 25A)															
Prince Street	NB	LTR	1.10	92.3	F	LTR	1.08	85.5	F	LTR	1.10	93.5	F		
	SB	LTR	0.58	42.0	D	LTR	0.50	37.4	D	LTR	0.40	38.5	D		
Northern Boulevard (Rt. 25A)	EB	L	0.95	68.2	E	L	0.97	78.9	E	L	0.87	63.3	E		
		T	1.02	48.9	D	T	0.95	36.7	D	T	1.01	45.3	D		
	WB	L	0.77	67.3	E	L	0.95	94.7	F	L	0.88	86.1	F		
		T	1.08	81.6	F	T	1.11	90.1	F	T	0.97	45.8	D		
Northern Boulevard Service Rd.	EB	TR	0.53	24.8	C	TR	0.50	22.9	C	TR	0.44	21.7	C		
	WB	TR	0.77	40.6	D	TR	0.73	34.7	C	TR	0.53	28.7	C		
Overall Intersection	-	-	1.05	60.6	E	-	-	1.07	60.3	E	-	-	0.98	47.5	D
Main Street at Northern Boulevard (RT. 25A)															
Main Street	NB	L	0.89	51.4	D	L	0.85	47.3	D	L	0.84	47.3	D		
		R	0.88	58.6	E	R	0.92	64.0	E	R	0.72	40.8	D		
Northern Boulevard (Rt. 25A)	EB	T	1.12	85.5	F	T	0.94	38.3	D	T	1.03	56.7	E		
		R	1.20	124.0	F	R	1.31	177.6	F	R	1.15	112.5	F		
Northern Boulevard (Rt. 25A)	WB	L	0.22	27.8	C	L	0.16	26.5	C	L	0.11	25.9	C		
		T	0.78	22.6	C	T	0.86	25.6	C	T	0.68	20.8	C		
Overall Intersection	-	-	1.05	63.8	E	-	-	1.13	53.4	D	-	-	0.95	50.1	D
Union Street at Northern Boulevard (RT. 25A)															
Union Street	NB	TR	0.68	35.3	D	TR	0.68	35.1	D	TR	0.65	34.4	C		
	SB	TR	0.68	34.8	C	TR	0.59	32.8	C	TR	0.66	34.3	C		
Northern Boulevard (Rt. 25A)	EB	L	0.62	30.4	C	L	0.68	33.9	C	L	0.72	31.5	C		
		TR	1.15	104.2	F	TR	1.25	150.1	F	TR	1.21	134.7	F		
	WB	L	0.78	40.0	D	L	0.96	63.8	E	L	0.98	75.5	E		
		TR	0.97	48.8	D	TR	0.96	43.2	D	TR	0.83	38.0	D		
Overall Intersection	-	-	0.83	67.9	E	-	-	0.97	80.4	F	-	-	0.92	76.0	E
Parsons Boulevard at Northern Boulevard (RT. 25A)															
Parsons Boulevard	NB	L	0.85	75.0	E	L	0.66	49.3	D	L	0.72	54.5	D		
		TR	0.57	35.9	D	TR	0.53	38.7	D	TR	0.58	38.0	D		
Northern Boulevard (Rt. 25A)	SB	LTR	1.15	109.0	F	LTR	1.10	91.0	F	LTR	1.10	88.8	F		
	EB	L	0.46	45.3	D	L	0.41	42.8	D	L	0.44	42.9	D		
		TR	0.99	41.1	D	TR	1.10	83.3	F	TR	1.13	91.5	F		
	WB	L	0.43	40.3	D	L	0.44	43.6	D	L	0.51	45.7	D		
		TR	1.13	101.6	F	TR	1.04	59.1	E	TR	1.10	79.8	F		
Overall Intersection	-	-	1.09	69.9	E	-	-	1.08	68.1	E	-	-	1.08	78.9	E
<b>34TH AVENUE</b>															
114th Street at 34th Avenue															
114th Street	SB	L	1.03	72.5	E	L	1.01	66.0	E	L	1.15	106.1	F		
		T	0.53	28.5	C	T	0.53	28.4	C	T	0.34	24.9	C		
34th Avenue	EB	T	0.49	12.8	B	T	0.42	11.9	B	T	0.43	12.1	B		
		R	0.16	9.1	A	R	0.11	8.8	A	R	0.06	8.4	A		
Overall Intersection	-	-	0.68	37.5	D	-	-	0.63	37.5	D	-	-	0.70	62.5	E

TABLE 4  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A NO ACTION TRAFFIC LEVELS OF SERVICE - GAME DAY

INTERSECTION & APPROACH	Weekday Pre-Game (5:30 - 6:30 PM)				Saturday Pre-Game (3:15 - 4:15 PM)				Saturday Post-Game (7:15 - 8:15 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
126th Street/GCP Ramp at 34th Avenue													
126th Street	NB	DefL	0.69	59.2	E	DefL	1.34	227.6	F	-	-	-	-
	TR		0.35	35.3	D	TR	0.57	40.1	D	LTR	0.44	19.8	B
Northern Boulevard Ramp	SB	LTR	0.72	48.1	D	LTR	0.63	45.1	D	LTR	0.16	16.7	B
GCP Ramp	SB	LTR	1.27	179.6	F	LTR	1.26	171.3	F	LTR	0.96	92.7	F
Shea Road	EB	DefL	0.52	35.7	D	-	-	-	-	DefL	3.00+	1000.0+	F
	TR		0.32	30.5	C	LTR	0.45	32.3	C	TR	1.80	420.2	F
34th Avenue	WB	LTR	0.32	30.4	C	LTR	0.45	31.7	C	LTR	0.86	79.0	F
Overall Intersection	-	-	0.79	101.0	F	-	0.98	110.2	F	-	1.21	289.6	F
<b>ROOSEVELT AVENUE</b>													
108th Street at Roosevelt Avenue													
108th Street	NB	LTR	1.11	100.8	F	LTR	1.14	111.7	F	LTR	1.12	104.0	F
	SB	LTR	1.11	101.2	F	LTR	1.14	109.3	F	LTR	1.16	120.9	F
Roosevelt Avenue	EB	LTR	0.69	8.1	A	LTR	0.76	18.3	B	LTR	0.62	14.4	B
	WB	LTR	0.64	12.0	B	LTR	0.97	25.1	C	LTR	0.91	18.7	B
Overall Intersection	-	-	0.81	42.4	D	-	1.02	50.9	D	-	0.97	50.5	D
111th Street at Roosevelt Avenue													
111th Street	NB	LTR	1.02	67.5	E	LTR	1.03	67.8	E	LTR	1.03	69.2	E
Roosevelt Avenue	EB	LTR	0.74	8.9	A	LTR	0.84	21.1	C	LTR	0.72	16.8	B
	WB	LTR	1.15	91.2	F	LTR	1.18	101.2	F	LTR	1.19	107.1	F
Overall Intersection	-	-	1.12	55.0	E	-	1.13	63.4	E	-	1.15	69.8	E
114th Street at Roosevelt Avenue													
114th Street	NB	LTR	0.89	57.0	E	LTR	1.06	75.7	E	LTR	0.66	45.2	D
	SB	LTR	1.07	83.6	F	LTR	1.08	84.0	F	LTR	1.08	82.8	F
Roosevelt Avenue	EB	LTR	0.95	20.5	C	LTR	1.20	110.9	F	LTR	1.24	179.7	F
	WB	LTR	0.67	13.9	B	LTR	0.58	12.3	B	LTR	0.77	16.3	B
Overall Intersection	-	-	0.99	29.5	C	-	1.16	64.9	E	-	1.19	58.2	E
126th Street at Roosevelt Avenue													
126th Street	NB	LTR	0.60	56.7	E	LTR	0.73	66.4	E	LTR	0.20	37.0	D
	SB	-	-	-	-	-	-	-	-	DefL	1.22	153.7	F
	TR		1.14	108.5	F	LTR	1.12	101.8	F	TR	0.50	29.9	C
Roosevelt Avenue	EB	DefL	0.96	48.6	D	DefL	1.13	116.6	F	-	-	-	-
	TR		0.69	7.7	A	TR	0.54	12.2	B	LTR	0.60	22.5	C
	WB	LTR	0.60	12.4	B	LTR	0.65	13.2	B	LTR	0.49	20.0	D
Overall Intersection	-	-	1.01	40.6	D	-	1.13	47.4	D	-	0.87	52.7	D
College Point Boulevard at Roosevelt Avenue													
College Point Boulevard	NB	L	1.26	177.2	F	L	1.29	177.8	F	L	1.00	81.3	F
	TR		0.68	28.5	C	TR	0.81	26.7	C	TR	0.76	25.3	C
	SB	TR	0.87	46.2	D	TR	1.19	122.2	F	TR	0.87	38.7	D
Roosevelt Avenue	EB	L	0.49	37.1	D	L	0.48	28.8	C	L	0.57	30.3	C
	TR		1.22	132.0	F	TR	1.21	122.4	F	TR	1.21	118.3	F
	WB	L	0.31	44.8	D	L	0.28	33.3	C	L	0.24	32.7	C
	TR		0.48	36.2	D	TR	0.54	28.0	C	TR	0.41	25.7	C
Overall Intersection	-	-	1.20	75.5	E	-	1.34	89.7	F	-	1.14	56.8	E
Prince Street at Roosevelt Avenue													
Prince Street	SB	LTR	0.51	30.7	C	LTR	0.79	40.5	D	LTR	0.70	36.1	D
Roosevelt Avenue	EB	DefL	0.72	30.9	C	DefL	0.76	17.7	B	DefL	0.76	17.9	B
	TR		0.78	28.0	C	TR	0.63	12.8	B	TR	0.81	17.3	B
	WB	LTR	0.59	21.2	C	LTR	0.61	13.0	B	LTR	0.59	12.1	B
Overall Intersection	-	-	0.67	27.2	C	-	0.77	19.9	B	-	0.77	19.6	B
Main Street at Roosevelt Avenue													
Main Street	NB	T	0.62	23.2	C	T	0.66	23.9	C	T	0.66	23.9	C
	SB	T	0.54	21.9	C	T	0.63	23.8	C	T	0.54	22.0	C
Roosevelt Avenue	EB	L	0.34	35.3	D	L	0.25	20.2	C	L	0.23	19.1	B
	TR		0.91	62.2	E	TR	0.73	31.8	C	TR	0.53	45.6	D
	WB	L	0.19	28.1	C	L	0.07	15.5	B	L	0.19	17.2	B
	TR		0.87	52.8	D	TR	0.83	37.8	D	TR	0.84	34.8	C
Overall Intersection	-	-	0.73	35.8	D	-	0.74	27.9	C	-	0.80	30.4	C
Union Street at Roosevelt Avenue													
Union Street	NB	TR	0.53	18.6	B	TR	0.45	17.2	B	TR	0.44	17.1	B
	SB	LT	1.23	128.1	F	LT	0.97	47.8	D	LT	1.17	109.2	F
	R		1.87	417.7	F	R	2.58	746.9	F	R	1.85	417.1	F
Roosevelt Avenue	EB	LTR	2.26	595.0	F	LTR	1.89	433.8	F	LTR	1.92	446.6	F
	WB	LT	0.79	31.5	C	LT	0.56	24.1	C	LT	0.71	29.8	C
	R		0.72	46.0	D	R	1.19	174.2	F	R	1.41	258.7	F
Overall Intersection	-	-	2.04	224.7	F	-	2.26	239.8	F	-	1.88	210.1	F
Parsons Boulevard at Roosevelt Avenue													
Parsons Boulevard	NB	LTR	0.78	35.4	D	LTR	0.71	26.4	C	LTR	0.91	36.6	D
	SB	LTR	0.76	32.5	C	LTR	0.72	25.2	C	LTR	0.74	25.9	C
Roosevelt Avenue	EB	LTR	0.67	30.7	C	LTR	0.44	19.7	B	LTR	0.69	25.6	C
	WB	LTR	0.90	43.2	D	LTR	0.61	23.6	C	LTR	0.73	27.3	C
Overall Intersection	-	-	0.84	35.6	D	-	0.67	24.2	C	-	0.82	19.2	C
<b>KISSENA BOULEVARD</b>													
Main Street at Kissena Boulevard													
Main Street	NB	L	0.71	34.5	C	L	0.84	48.5	D	L	0.66	29.8	C
	TR		0.57	21.9	C	TR	0.58	21.1	C	TR	0.65	22.4	C
	SB	L	0.85	51.6	D	L	0.50	21.0	C	L	0.43	19.5	B
Kissena Boulevard	EB	TR	0.49	19.9	B	TR	0.52	19.4	B	TR	0.47	18.7	B
	WB	T	0.71	37.1	D	T	0.64	24.0	C	T	0.64	23.9	C
Overall Intersection	-	-	0.77	29.1	C	-	0.74	23.6	C	-	0.65	21.7	C
<b>SANFORD AVENUE</b>													
College Point Boulevard at Sanford Avenue													
College Point Boulevard	NB	L	0.36	14.2	B	L	0.48	19.3	B	L	0.23	12.5	B
	T		0.71	15.6	B	T	0.83	17.4	B	T	0.55	12.4	B
	SB	TR	0.73	15.5	B	TR	0.80	17.4	B	TR	0.78	16.7	B
Sanford Avenue	WB	L	0.79	46.9	D	L	0.85	51.8	D	L	0.56	34.0	C
	TR		0.46	28.3	C	TR	0.50	29.0	C	TR	0.33	26.4	C
Overall Intersection	-	-	0.75	19.2	B	-	0.82	21.3	C	-	0.71	17.1	B



TABLE 4  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A NO ACTION TRAFFIC LEVELS OF SERVICE - GAME DAY

INTERSECTION & APPROACH	Weekday Pre-Game (5:30 - 6:30 PM)				Saturday Pre-Game (1:15 - 4:15 PM)				Saturday Post-Game (7:15 - 8:15 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>Upton Street at Sanford Avenue</b>													
Upton Street	NB	LTR	0.37	21.3	C	LTR	0.45	23.3	C	LTR	0.41	21.9	C
	SB	LTR	0.68	23.4	C	LTR	0.90	32.6	C	LTR	0.39	28.6	C
Sanford Avenue	EB	-	-	-	DefL	0.55	23.2	C	-	-	-	-	
	LTR	0.28	14.2	B	TR	0.32	15.0	B	LTR	0.23	13.7	B	
	WB	LTR	0.88	29.1	C	LTR	0.73	22.8	C	LTR	0.68	21.7	C
<b>Overall Intersection</b>	-	-	<b>0.79</b>	<b>24.2</b>	<b>C</b>	-	<b>0.80</b>	<b>26.0</b>	<b>C</b>	-	<b>0.73</b>	<b>23.3</b>	<b>C</b>
<b>Parsons Boulevard at Sanford Avenue</b>													
Parsons Boulevard	NB	LTR	0.58	39.7	D	LTR	0.82	29.6	C	LTR	0.89	32.7	C
	SD	LTR	0.68	24.2	C	LTR	0.71	25.1	C	LTR	0.72	25.2	C
Sanford Avenue	EB	LTR	0.60	23.1	C	LTR	0.61	22.9	C	LTR	0.39	28.6	C
	WB	LTR	0.74	27.3	C	LTR	0.83	31.3	C	LTR	0.75	30.0	C
<b>Overall Intersection</b>	-	-	<b>0.64</b>	<b>29.3</b>	<b>C</b>	-	<b>0.82</b>	<b>27.4</b>	<b>C</b>	-	<b>0.84</b>	<b>29.1</b>	<b>C</b>
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>													
College Point Boulevard at 32nd Avenue													
College Point Boulevard	NB	T	0.38	23.6	C	T	0.35	23.2	C	T	0.43	23.8	C
	TR	0.26	22.0	C	TR	0.57	25.8	C	TR	0.34	22.8	C	
	SB	L	0.44	33.2	C	L	0.57	37.6	D	L	0.27	27.3	C
	T	0.40	10.5	B	T	0.44	11.0	B	T	0.29	9.5	A	
32nd Avenue	WB	LTR	0.72	36.8	D	LTR	0.45	29.8	C	LTR	0.29	26.7	C
<b>Overall Intersection</b>	-	-	<b>1.09</b>	<b>28.9</b>	<b>C</b>	-	<b>1.03</b>	<b>21.7</b>	<b>C</b>	-	<b>0.85</b>	<b>19.4</b>	<b>B</b>
<b>NORTHERN BOULEVARD SERVICE ROAD</b>													
College Point Boulevard at Northern Boulevard Service Road													
College Point Boulevard	NB	TR	0.48	12.5	B	TR	0.53	13.2	B	TR	0.50	12.7	B
	SB	LT	0.81	20.2	C	LT	0.88	23.8	C	LT	0.53	13.6	B
Northern Blvd Service Rd	WB	LR	0.70	33.1	C	LR	0.70	32.3	C	LR	0.55	28.7	C
<b>Overall Intersection</b>	-	-	<b>0.77</b>	<b>19.1</b>	<b>B</b>	-	<b>0.81</b>	<b>30.7</b>	<b>C</b>	-	<b>0.53</b>	<b>15.6</b>	<b>B</b>
<b>STADIUM ROAD</b>													
Boat Basin Road at Stadium Road													
Boat Basin Road	NB	-	-	-	-	-	-	-	-	L	1.76	375.0	F
	LTR	0.52	43.3	D	LTR	0.66	48.6	D	TR	1.38	202.4	F	
	SB	LTR	0.87	33.0	C	LTR	0.76	25.0	C	LTR	0.29	20.0	C
Stadium Road	WB	LTR	0.85	31.7	C	LTR	0.93	35.6	D	LTR	0.30	13.6	B
<b>Overall Intersection</b>	-	-	<b>0.82</b>	<b>33.2</b>	<b>C</b>	-	<b>0.80</b>	<b>31.3</b>	<b>C</b>	-	<b>0.94</b>	<b>221.9</b>	<b>F</b>
<b>UNSIGNALIZED INTERSECTIONS</b>													
Willets Point Boulevard at 126th Street													
126th Street	SB	LT	-	8.1	A	LT	-	8.8	A	LT	-	8.0	A
Willets Point Boulevard	WB	LR	-	11.9	B	LR	-	10.5	B	LR	-	9.8	A
<b>Overall Intersection</b>	-	-	-	<b>11.9</b>	<b>B</b>	-	-	<b>10.7</b>	<b>B</b>	-	-	<b>9.8</b>	<b>A</b>
Boat Basin Road at Worlds Fair Marina													
Boat Basin Road	NB	L	-	45.9	E	L	-	36.1	E	L	-	79.7	F
	R	-	4.6	A	R	-	8.7	A	R	-	12.9	B	
Worlds Fair Marina	WB	LT	-	11.8	B	LT	-	10.8	B	LT	-	7.7	A
<b>Overall Intersection</b>	-	-	-	<b>12.8</b>	<b>B</b>	-	-	<b>11.6</b>	<b>B</b>	-	-	<b>43.0</b>	<b>F</b>
Willets Point Boulevard at Northern Boulevard													
Willets Point Boulevard	NB	TR	-	9.5	A	TR	-	9.1	A	TR	-	9.1	A
<b>Overall Intersection</b>	-	-	-	<b>9.5</b>	<b>A</b>	-	-	<b>9.1</b>	<b>A</b>	-	-	<b>9.1</b>	<b>A</b>
Boat Basin Road at Stadium Road / Citifield Entrance #													
Citifield Entrance #	NB	-	-	-	-	-	-	-	-	-	-	-	
Boat Basin Road	SB	LT	-	8.3	A	LT	-	7.7	A	-	-	-	
Stadium Road	EB	LT	-	28.9	D	LT	-	62.2	F	LY	-	64.2	F
	TR	-	27.8	D	TR	-	30.1	D	-	-	-	-	
Citifield Entrance 9	WB	R	-	10.3	B	R	-	9.3	A	R	-	50.9	F
<b>Overall Intersection</b>	-	-	-	<b>27.2</b>	<b>D</b>	-	-	<b>42.5</b>	<b>E</b>	-	-	<b>62.4</b>	<b>F</b>
Grand Central Parkway Ramp at West Park Loop/Stadium Road													
Grand Central Parkway Off-Ramp	EB	L	-	30.9	D	L	-	30.8	D	L	-	46.3	E
	R	-	9.6	A	R	-	9.1	A	R	-	21.5	C	
<b>Overall Intersection</b>	-	-	-	<b>28.3</b>	<b>D</b>	-	-	<b>28.5</b>	<b>D</b>	-	-	<b>36.9</b>	<b>E</b>
126th Street at 36th Avenue													
126th Street	SB	LT	-	8.3	A	LT	-	9.4	A	LT	-	8.4	A
36th Avenue	WB	LR	-	16.8	C	LR	-	23.4	C	LR	-	12.9	B
<b>Overall Intersection</b>	-	-	-	<b>12.0</b>	<b>B</b>	-	-	<b>16.4</b>	<b>C</b>	-	-	<b>12.6</b>	<b>B</b>
126th Street at 37th Avenue													
126th Street	SB	LT	-	8.2	A	LT	-	8.8	A	LT	-	8.4	A
37th Avenue	WB	LR	-	15.3	C	LR	-	16.7	C	LR	-	16.3	C
<b>Overall Intersection</b>	-	-	-	<b>12.3</b>	<b>B</b>	-	-	<b>14.1</b>	<b>B</b>	-	-	<b>15.2</b>	<b>C</b>
Northern Boulevard at 126th Place													
126th Place	NB	R	-	20.1	C	R	-	15.3	C	R	-	16.1	C
<b>Overall Intersection</b>	-	-	-	<b>20.1</b>	<b>C</b>	-	-	<b>15.3</b>	<b>C</b>	-	-	<b>16.1</b>	<b>C</b>

**Notes**

- (1) Control delay is measured in seconds per vehicle.
- (2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3) V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+".
- (4) This table has been revised for the Final SDIS.

TABLE 5  
 CITIFIELD-WILLETTS POINT DEVELOPMENT STUDY  
 2028 PHASE 1B NO ACTION TRAFFIC LEVELS OF SERVICE - NON-GAMEDAY

INTERSECTION & APPROACH	Weekday AM Peak Hour (8:00 - 9:00 AM)				Weekday Midday Peak Hour (1:00 - 2:00 PM)				Weekday PM Peak Hour (5:00 - 6:00 PM)				Saturday Midday Peak Hour (1:30 - 2:30 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>SIGNALIZED INTERSECTIONS</b>																	
<b>ASTORIA BOULEVARD</b>																	
<b>108th Street at Astoria Boulevard</b>																	
108th Street	NB	DefL	0.78	61.4	E	DefL	0.48	26.8	C	DefL	0.57	46.6	D	DefL	0.51	27.4	C
	T		0.21	35.6	D	T	0.13	20.1	C	T	0.22	35.7	D	T	0.20	21.1	C
	SB	LTR	0.36	38.5	D	LTR	0.18	20.7	C	LTR	0.40	39.4	D	LTR	0.25	21.7	C
Astoria Boulevard	EB	TR	0.60	25.7	C	TR	0.84	29.3	C	TR	0.91	27.3	C	TR	0.94	33.6	C
	WB	L	0.57	14.9	B	L	0.74	32.4	C	L	0.72	47.0	D	L	0.56	23.9	C
	TR		0.78	8.1	A	TR	0.34	12.4	B	TR	0.34	9.8	A	TR	0.36	12.6	B
Overall Intersection	-	-	0.78	18.0	B	-	0.70	23.9	C	-	0.81	25.9	C	-	0.75	25.6	C
<b>NORTHERN BOULEVARD</b>																	
<b>108th Street at Northern Boulevard (RT. 25A)</b>																	
108th Street	NB	LTR	1.14	113.7	F	LTR	1.20	159.0	F	LTR	1.17	129.2	F	LTR	1.12	109.4	F
	SB	LTR	0.98	81.6	F	LTR	0.93	70.1	E	LTR	1.13	116.0	F	LTR	0.92	67.4	E
Northern Boulevard (Rt. 25A)	EB	T	0.98	32.6	C	T	0.88	23.9	C	T	0.15	34.4	C	L	0.18	39.5	D
	TR		0.75	20.8	C	TR	0.88	28.8	C	TR	0.84	14.1	B	TR	0.94	32.6	C
	WB	L	0.44	21.5	C	L	0.72	45.5	D	L	0.67	42.2	D	L	0.71	42.9	D
	TR		1.05	39.0	D	TR	1.02	47.9	D	TR	1.15	92.0	F	TR	1.19	113.2	F
Overall Intersection	-	-	0.94	40.3	D	-	1.01	49.7	D	-	1.08	59.1	E	-	1.09	76.9	E
<b>114th Street at Northern Boulevard (RT. 25A)</b>																	
114th Street	SB	LTR	0.47	47.8	D	LTR	0.40	44.5	D	LTR	0.39	45.8	D	LTR	0.36	43.6	D
Northern Boulevard (Rt. 25A)	EB	T	0.87	41.1	D	T	0.81	27.1	C	T	1.15	85.9	F	T	0.71	28.7	C
	R		0.74	38.5	D	R	0.46	19.4	B	R	0.84	17.6	B	R	0.59	22.5	C
	WB	DefL	0.50	15.4	B	DefL	0.51	16.9	B	DefL	0.87	58.5	E	DefL	0.71	20.6	C
	T		1.19	102.1	F	T	0.75	12.8	B	T	0.92	18.5	B	T	0.99	27.7	C
Overall Intersection	-	-	1.31	75.5	E	-	1.18	20.0	B	-	1.56	46.9	D	-	1.31	26.1	C
<b>126th Street at Northern Boulevard (RT. 25A)</b>																	
126th Street	NB	L	0.28	41.1	D	L	0.46	44.0	D	L	0.42	43.2	D	L	0.44	43.6	D
	R		0.27	41.3	D	R	0.32	42.1	D	R	0.28	41.2	D	R	0.35	42.4	D
Northern Boulevard	EB	T	0.54	38.2	D	T	0.80	46.8	D	T	1.23	165.1	F	T	0.73	43.4	D
	WB	T	0.66	10.9	B	T	0.33	7.1	A	T	0.40	7.7	A	T	0.31	6.9	A
Grand Central Parkway Ramp	EB	T	0.83	42.0	D	T	0.79	38.8	D	T	0.74	30.3	C	T	0.84	41.8	D
Van Wyck & Whalesone Expressway Ramp	WB	T	1.12	111.2	F	T	0.77	16.7	B	T	0.90	25.2	C	T	0.75	15.3	B
Overall Intersection	-	-	0.93	51.7	D	-	0.70	29.6	C	-	0.79	51.4	D	-	0.68	29.7	C
<b>Prince Street at Northern Boulevard (RT. 25A)</b>																	
Prince Street	NB	LTR	1.15	132.8	F	LTR	1.19	129.9	F	LTR	1.23	148.9	F	LTR	1.13	105.2	F
	SB	LTR	0.80	53.5	D	LTR	0.54	41.3	D	LTR	0.53	41.7	D	LTR	0.47	36.9	D
Northern Boulevard (Rt. 25A)	EB	L	0.96	94.8	F	L	0.89	72.8	E	L	0.62	45.8	D	L	0.66	49.6	D
	T		0.81	22.5	C	T	0.93	35.6	D	T	0.97	38.1	D	T	1.06	64.0	E
	WB	L	0.96	92.6	F	L	0.90	91.0	F	L	0.81	72.6	E	L	0.82	65.3	E
	T		1.16	96.2	F	T	1.13	101.0	F	T	1.14	106.9	F	T	1.16	112.3	F
Northern Boulevard Service Rd.	EB	TR	0.45	16.7	B	TR	0.62	26.4	C	TR	0.66	27.5	C	TR	0.62	25.8	C
	WB	TR	0.57	19.1	B	TR	0.71	35.1	D	TR	0.66	35.4	D	TR	0.75	53.0	D
Overall Intersection	-	-	1.12	62.5	E	-	1.10	66.1	E	-	1.03	67.1	E	-	1.04	76.4	E
<b>Main Street at Northern Boulevard (RT. 25A)</b>																	
Main Street	NB	L	0.77	43.7	D	L	0.98	64.9	E	L	0.96	61.0	E	L	0.93	56.1	E
	R		0.85	55.0	D	R	0.68	39.6	D	R	0.97	76.1	E	R	0.89	62.7	E
Northern Boulevard (Rt. 25A)	EB	T	0.94	39.8	D	T	0.97	44.1	D	T	1.07	63.4	E	T	0.56	32.9	D
	R		1.17	124.0	F	R	1.28	168.4	F	R	1.19	127.1	F	R	1.38	209.6	F
Northern Boulevard (Rt. 25A)	WB	L	0.17	26.4	C	L	0.10	25.7	C	L	0.17	26.8	C	L	0.08	25.2	C
	T		1.05	44.3	D	T	0.76	22.8	C	T	0.77	23.0	C	T	0.94	29.8	C
Overall Intersection	-	-	1.01	50.8	D	-	1.02	57.3	E	-	1.08	59.3	E	-	1.16	60.5	E
<b>Union Street at Northern Boulevard (RT. 25A)</b>																	
Union Street	NB	TR	0.67	35.0	C	TR	0.78	38.8	D	TR	0.78	38.5	D	TR	0.76	37.9	D
	SB	TR	0.89	42.3	D	TR	0.56	32.4	C	TR	0.82	39.5	D	TR	0.65	34.4	C
Northern Boulevard (Rt. 25A)	EB	L	0.96	65.4	E	L	0.55	22.0	C	L	0.77	43.4	D	L	0.73	33.0	C
	TR		1.23	141.8	F	TR	1.38	209.8	F	TR	1.13	97.5	F	TR	1.45	242.3	F
	WB	L	1.02	78.5	E	L	1.18	142.7	F	L	0.86	49.4	D	L	0.86	46.6	D
	TR		0.96	39.5	D	TR	0.83	37.5	D	TR	0.93	41.4	D	TR	1.03	56.1	E
Overall Intersection	-	-	1.12	72.8	E	-	1.42	106.6	F	-	0.98	63.9	E	-	1.10	120.9	F
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>																	
Parsons Boulevard	NB	L	0.96	92.2	F	L	0.72	57.4	E	L	0.84	70.0	E	L	0.84	68.1	E
	TR		0.56	39.8	D	TR	0.52	38.8	D	TR	0.50	35.3	D	TR	0.60	40.8	D
Northern Boulevard (Rt. 25A)	SB	LTR	0.82	47.6	D	LTR	1.16	118.2	F	LTR	1.12	96.5	F	LTR	1.13	102.6	F
	EB	L	0.53	45.4	D	L	0.80	57.9	E	L	0.43	44.7	D	L	0.50	47.3	D
	TR		1.03	60.9	E	TR	1.04	64.4	E	TR	1.01	47.4	D	TR	1.08	75.0	E
	WB	L	0.44	36.7	D	L	0.36	35.7	D	L	0.36	39.5	D	L	0.49	44.0	D
	TR		1.12	86.3	F	TR	1.17	113.2	F	TR	1.14	99.2	F	TR	1.16	107.8	F
Overall Intersection	-	-	1.02	69.9	E	-	1.19	85.2	F	-	1.06	69.4	E	-	1.09	86.1	F
<b>34TH AVENUE</b>																	
<b>114th Street at 34th Avenue</b>																	
114th Street	SB	L	0.84	38.8	D	L	0.84	43.2	D	L	1.00	62.0	E	L	0.98	62.0	E
	T		0.31	24.6	C	T	0.23	24.0	C	T	0.40	26.1	C	T	0.34	25.3	C
34th Avenue	EB	T	0.42	12.0	B	T	0.40	11.7	B	T	0.39	11.5	B	T	0.57	14.0	B
	R		0.11	8.8	A	R	0.07	8.5	A	R	0.07	8.5	A	R	0.11	8.7	A
Overall Intersection	-	-	0.57	23.8	C	-	0.55	26.5	C	-	0.60	37.0	D	-	0.71	33.3	C

TABLE 5  
CITYFIELD - WILLETSPOINT DEVELOPMENT STUDY  
2028 PHASE 1B NO ACTION TRAFFIC LEVELS OF SERVICE - NON-GAMEDAY

INTERSECTION & APPROACH	Weekday AM Peak Hour (8:00 - 9:00 AM)				Weekday Midday Peak Hour (1:00 - 2:00 PM)				Weekday PM Peak Hour (5:00 - 6:00 PM)				Saturday Midday Peak Hour (1:30 - 3:30 PM)				
	Control		Control		Control		Control		Control		Control		Control				
	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	Mvt.	V/C	Delay	LOS	
<b>126th Street/GCP Ramp at 34th Avenue</b>																	
126th Street	NB	-	-	-	-	-	-	-	DefL	0.36	23.8	C	-	-	-	-	
	LTR	0.17	19.9	B	LTR	0.25	20.9	C	TR	0.27	21.2	C	LTR	0.26	20.9	C	
Norham Boulevard Ramp	SB	LTR	0.32	22.4	C	LTR	0.38	23.7	C	LTR	0.28	21.7	C	LTR	0.36	23.1	C
GCP Ramp	SB	LTR	0.82	65.2	E	LTR	0.89	74.3	E	LTR	0.76	59.9	E	LTR	0.81	64.6	E
Steez Road	EB	LTR	0.47	43.1	D	LTR	0.56	45.0	D	LTR	0.44	42.6	D	LTR	0.63	46.6	D
34th Avenue	WB	LTR	0.64	53.4	D	LTR	0.66	54.6	D	LTR	0.99	96.6	F	LTR	0.81	66.8	E
Overall Intersection	-	0.52	40.2	D	-	0.57	41.6	D	-	0.61	43.7	D	-	0.58	40.5	D	
<b>ROOSEVELT AVENUE</b>																	
<b>108th Street at Roosevelt Avenue</b>																	
108th Street	NB	LTR	1.03	81.3	F	LTR	1.08	100.1	F	LTR	1.11	103.1	F	LTR	1.19	134.9	F
	SB	LTR	1.10	100.9	F	LTR	1.23	150.3	F	LTR	1.18	128.7	F	LTR	1.16	118.8	F
Roosevelt Avenue	EB	LTR	0.69	16.3	B	LTR	0.75	18.8	B	LTR	0.74	9.9	A	LTR	0.70	16.4	B
	WB	LTR	0.82	10.6	B	LTR	0.84	22.8	C	LTR	0.83	17.7	B	LTR	0.78	15.0	B
Overall Intersection	-	0.90	37.4	D	-	0.95	54.8	D	-	0.93	48.9	D	-	0.89	54.3	D	
<b>111th Street at Roosevelt Avenue</b>																	
111th Street	NB	LTR	1.00	69.6	E	LTR	0.72	50.9	D	LTR	0.86	56.9	E	LTR	1.05	77.4	E
	SB	LTR	0.67	15.4	B	LTR	0.73	16.7	B	LTR	0.79	10.8	B	LTR	0.85	22.9	C
Roosevelt Avenue	EB	LTR	0.93	18.7	B	LTR	0.87	25.3	C	LTR	1.24	129.8	F	LTR	1.21	118.3	F
Overall Intersection	-	0.95	27.5	C	-	0.83	25.5	C	-	1.13	76.2	E	-	1.17	74.9	E	
<b>114th Street at Roosevelt Avenue</b>																	
114th Street	NB	LTR	1.03	76.1	E	LTR	0.70	50.7	D	LTR	0.98	63.6	E	LTR	1.02	72.1	E
	SB	LTR	1.12	111.0	F	LTR	0.68	52.8	D	LTR	1.08	87.8	F	LTR	1.09	91.5	F
Roosevelt Avenue	EB	LTR	0.82	22.7	C	LTR	0.88	28.5	C	LTR	0.91	20.4	C	LTR	1.20	115.0	F
	WB	LTR	0.57	5.4	A	LTR	0.47	10.6	B	LTR	0.74	15.5	B	LTR	0.69	14.3	B
Overall Intersection	-	0.91	31.6	C	-	0.83	25.0	C	-	0.96	30.5	C	-	1.17	60.0	E	
<b>126th Street at Roosevelt Avenue</b>																	
126th Street	NB	LTR	0.22	37.1	D	LTR	0.90	65.1	E	LTR	0.67	54.4	D	LTR	0.35	40.3	D
	SB	DnL	1.22	173.6	F	DnL	1.21	171.3	F	DnL	1.03	99.7	F	DnL	1.10	125.2	F
	TR	0.67	52.5	D	TR	0.63	51.1	D	TR	0.65	47.4	D	TR	0.53	43.8	D	
Roosevelt Avenue	EB	LTR	0.56	12.5	B	LTR	0.52	11.6	B	LTR	0.69	7.9	A	LTR	0.68	14.8	B
	WB	LTR	0.62	6.1	A	LTR	0.50	11.1	B	LTR	0.60	12.7	B	LTR	0.48	10.8	B
Overall Intersection	-	0.77	34.2	C	-	0.69	37.1	D	-	0.79	26.8	C	-	0.79	32.2	C	
<b>College Point Boulevard at Roosevelt Avenue</b>																	
College Point Boulevard	NB	L	1.41	244.3	F	L	1.35	212.5	F	L	1.24	174.8	F	L	1.29	181.9	F
	TR	0.73	27.4	C	TR	0.88	31.0	C	TR	0.75	31.1	C	TR	0.93	34.4	C	
	SB	TR	0.85	43.4	D	TR	1.20	128.1	F	TR	1.32	190.5	F	TR	1.01	55.4	E
Roosevelt Avenue	EB	L	0.44	40.0	D	L	0.56	30.4	C	L	0.48	37.1	D	L	0.37	20.8	C
	TR	0.98	60.1	E	TR	1.26	143.8	F	TR	1.21	128.8	F	TR	1.24	132.8	F	
	WB	L	0.22	45.2	D	L	0.28	33.5	C	L	0.25	43.7	D	L	0.34	34.3	C
	TR	0.68	44.5	D	TR	0.58	30.4	C	TR	0.43	35.9	D	TR	0.49	27.0	C	
Overall Intersection	-	1.10	67.8	E	-	1.29	97.0	F	-	1.32	117.5	F	-	1.26	69.1	E	
<b>Prince Street at Roosevelt Avenue</b>																	
Prince Street	SB	LTR	0.52	31.0	C	LTR	0.86	47.3	D	LTR	0.60	33.2	C	LTR	0.96	58.3	E
	EB	DnL	1.28	173.3	F	DnL	0.95	37.2	D	DnL	1.09	94.6	F	DnL	0.79	19.8	B
Roosevelt Avenue	TR	0.59	23.1	C	TR	0.67	14.3	B	TR	0.69	25.3	C	TR	0.75	15.7	B	
	WB	LTR	0.90	33.9	C	LTR	0.53	12.0	B	LTR	0.60	20.7	C	LTR	0.57	12.6	B
Overall Intersection	-	0.96	66.2	E	-	0.92	26.7	C	-	0.88	42.8	D	-	0.85	25.4	C	
<b>Main Street at Roosevelt Avenue</b>																	
Main Street	NB	T	0.60	22.3	C	T	0.67	24.4	C	T	0.51	21.1	C	T	0.76	26.4	C
	SB	T	0.45	19.7	B	T	0.52	21.9	C	T	0.56	22.2	C	T	0.66	24.4	C
Roosevelt Avenue	EB	L	0.43	45.8	D	L	0.31	22.1	C	L	0.48	42.6	D	L	0.22	19.6	B
	TR	0.57	36.2	D	TR	0.74	33.3	C	TR	0.89	61.0	E	TR	0.93	59.1	D	
	WB	L	0.12	25.6	C	L	0.13	16.5	B	L	0.20	26.8	C	L	0.03	14.8	B
	TR	1.00	68.1	E	TR	0.84	35.9	D	TR	1.01	69.7	E	TR	0.86	32.3	C	
Overall Intersection	-	0.77	36.6	D	-	0.75	27.7	C	-	0.74	38.8	D	-	0.84	31.3	C	
<b>Union Street at Roosevelt Avenue</b>																	
Union Street	NB	TR	0.60	20.0	B	TR	0.58	19.4	B	TR	0.42	16.7	B	TR	0.56	19.2	B
	SB	LT	1.09	75.8	E	LT	0.99	52.8	D	LT	0.92	36.8	D	LT	1.07	71.4	E
	R	0.85	35.3	D	R	3.00+	1000.0+	F	R	2.58	73.0	F	R	2.83	85.2	F	
Roosevelt Avenue	EB	LTR	1.40	220.7	F	LTR	2.04	503.2	F	LTR	1.84	408.5	F	LTR	2.33	630.2	F
	WB	LT	1.00	51.1	D	LT	0.62	25.8	C	LT	0.56	24.4	C	LT	0.55	25.8	C
	R	1.12	106.5	F	R	0.93	82.4	F	R	1.14	146.0	F	R	1.35	235.5	F	
Overall Intersection	-	1.23	86.1	F	-	3.00+	492.8	F	-	2.23	322.0	F	-	2.60	315.8	F	
<b>Parsons Boulevard at Roosevelt Avenue</b>																	
Parsons Boulevard	NB	LTR	1.14	96.6	F	LTR	0.65	24.6	C	LTR	0.85	40.0	D	LTR	0.86	34.8	C
	SB	LTR	0.81	34.6	C	LTR	0.65	23.6	C	LTR	0.71	30.6	C	LTR	0.79	27.2	C
Roosevelt Avenue	EB	LTR	0.49	25.8	C	LTR	0.59	23.2	C	LTR	0.50	26.0	C	LTR	0.75	28.3	C
	WB	LTR	1.15	104.6	F	LTR	0.77	30.3	C	LTR	0.75	34.5	C	LTR	0.87	37.2	D
Overall Intersection	-	1.14	71.4	E	-	0.71	25.5	C	-	0.80	33.4	C	-	0.87	31.6	C	
<b>KISSENA BOULEVARD</b>																	
<b>Main Street at Kissena Boulevard</b>																	
Main Street	NB	L	0.75	34.0	C	L	0.86	51.1	D	L	0.77	38.8	D	L	1.18	136.5	F
	TR	0.69	25.1	C	TR	0.63	22.2	C	TR	0.58	22.4	C	TR	0.69	23.4	C	
	SB	L	0.65	38.3	D	L	0.46	20.4	C	L	0.84	51.7	D	L	0.55	21.9	C
	TR	0.39	18.3	B	TR	0.52	19.4	B	TR	0.46	19.3	B	TR	0.57	20.2	C	
Kissena Boulevard	WB	T	0.73	38.3	D	T	0.72	27.1	C	T	0.66	35.5	D	T	0.75	27.2	C
Overall Intersection	-	0.74	27.8	C	-	0.79	24.7	C	-	0.80	29.6	C	-	0.97	35.0	D	
<b>SANFORD AVENUE</b>																	
<b>College Point Boulevard at Sanford Avenue</b>																	
College Point Boulevard	NB	L	0.21	10.2	B	L	0.56	23.6	C	L	0.52	31.5	C	L	0.63	31.0	C
	T	0.68	14.9	B	T	0.60	14.4	B	T	0.60	13.2	B	T	0.74	15.8	B	
	SB	TR	0.59	13.2	B	TR	0.76	16.8	B	TR	0.98	32.5	C	TR	0.85	19.2	B
Sanford Avenue	WB	L	0.79	45.6	D	L	0.57	34.8	C	L	0.77	46.6	D	L	0.69	39.1	D
	TR	0.55	30.0	C	TR	0.37	27.0	C	TR	0.36	26.8	C	TR	0.52	28.4	C	
Overall Intersection	-	0.72	19.1	B	-	0.70	18.1	B	-	0.91	26.9	C	-	0.80	20.5	C	

**TABLE 5  
CITYFIELD-WILLETSPONT DEVELOPMENT STUDY  
2028 PHASE 1B NO ACTION TRAFFIC LEVELS OF SERVICE - NON-GAME DAY**

INTERSECTION & APPROACH	Weekday AM Peak Hour (8:00 - 9:00 AM)				Weekday Midday Peak Hour (1:00 - 2:00 PM)				Weekday PM Peak Hour (5:00 - 6:00 PM)				Saturday Midday Peak Hour (1:30 - 2:30 PM)				
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS			Delay	LOS	
<b>Union Street at Sanford Avenue</b>																	
Union Street	NB	LTR	0.70	30.1	C	LTR	0.34	20.8	C	LTR	0.30	20.1	C	LTR	0.39	21.8	C
	SB	LTR	0.61	24.7	C	LTR	0.61	24.2	C	LTR	0.73	26.6	C	LTR	0.74	27.4	C
Sanford Avenue	EB	DefL	0.57	25.6	C	DefL	0.42	19.5	B	-	-	-	-	DefL	0.48	21.2	C
	WB	TR	0.37	15.8	B	TR	0.21	13.7	B	LTR	0.32	14.7	B	TR	0.35	15.5	B
	WB	LTR	0.88	29.1	C	LTR	0.88	29.3	C	LTR	0.68	22.2	C	LTR	0.87	28.8	C
<b>Overall Intersection</b>	-	-	<b>0.80</b>	<b>25.7</b>	<b>C</b>	-	<b>0.76</b>	<b>24.4</b>	<b>C</b>	-	<b>0.70</b>	<b>22.3</b>	<b>C</b>	-	<b>0.81</b>	<b>25.1</b>	<b>C</b>
<b>Parsons Boulevard at Sanford Avenue</b>																	
Parsons Boulevard	NB	LTR	1.10	73.7	E	LTR	1.15	94.1	F	LTR	0.89	33.8	C	LTR	0.92	37.8	D
	SB	LTR	0.96	38.1	D	LTR	0.91	25.1	C	LTR	0.77	27.2	C	LTR	0.85	29.6	C
Sanford Avenue	EB	LTR	0.72	27.2	C	LTR	0.56	22.2	C	LTR	0.70	26.0	C	LTR	0.73	26.6	C
	WB	LTR	0.82	31.0	C	LTR	0.87	34.4	C	LTR	0.78	29.7	C	LTR	0.91	38.6	D
<b>Overall Intersection</b>	-	-	<b>0.97</b>	<b>43.6</b>	<b>D</b>	-	<b>1.01</b>	<b>46.0</b>	<b>D</b>	-	<b>0.84</b>	<b>29.3</b>	<b>C</b>	-	<b>0.92</b>	<b>33.1</b>	<b>C</b>
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>																	
<b>College Point Boulevard at 32nd Avenue</b>																	
College Point Boulevard	NB	T	0.44	23.8	C	T	0.71	30.0	C	T	0.50	25.2	C	T	0.36	23.2	C
	TR	0.71	31.7	C	TR	0.80	36.0	D	TR	0.93	46.9	D	TR	0.79	34.4	C	
	SB	L	0.51	36.8	D	L	0.75	48.2	D	L	0.49	34.8	C	L	0.52	36.1	D
	T	0.59	12.9	B	T	0.49	11.6	B	T	0.43	10.9	B	T	0.41	10.7	B	
32nd Avenue	WB	LTR	0.87	44.3	D	LTR	0.78	39.6	D	LTR	0.89	44.7	D	LTR	0.54	31.9	C
<b>Overall Intersection</b>	-	-	<b>1.40</b>	<b>23.9</b>	<b>C</b>	-	<b>1.29</b>	<b>27.8</b>	<b>C</b>	-	<b>1.15</b>	<b>29.1</b>	<b>C</b>	-	<b>1.05</b>	<b>23.3</b>	<b>C</b>
<b>NORTHERN BOULEVARD SERVICE ROAD</b>																	
<b>College Point Boulevard at Northern Boulevard Service Road</b>																	
College Point Boulevard	NB	TR	0.42	11.8	B	TR	0.53	13.1	B	TR	0.55	13.5	B	TR	0.54	13.3	B
	SB	LT	0.87	23.9	C	LT	0.86	23.5	C	LT	0.86	23.4	C	LT	0.79	20.2	C
Northern Blvd Service Rd	WB	LR	0.79	36.8	D	LR	0.79	37.0	D	LR	0.73	34.2	C	LR	0.69	32.5	C
<b>Overall Intersection</b>	-	-	<b>0.84</b>	<b>22.0</b>	<b>C</b>	-	<b>0.83</b>	<b>21.6</b>	<b>C</b>	-	<b>0.81</b>	<b>20.7</b>	<b>C</b>	-	<b>0.75</b>	<b>19.2</b>	<b>B</b>
<b>STADIUM ROAD</b>																	
<b>Boat Basin Road at Stadium Road</b>																	
Boat Basin Road	NB	LTR	0.09	7.3	A	LTR	0.07	7.2	A	LTR	0.05	7.1	A	LTR	0.08	7.2	A
	SB	-	-	-	-	DefL	0.27	9.2	A	-	-	-	-	DefL	0.20	8.4	A
	LTR	0.39	9.7	A	TR	0.18	8.1	A	LTR	0.23	8.2	A	TR	0.16	7.9	A	
Stadium Road	WB	LTR	0.24	25.8	C	LTR	0.19	25.2	C	LTR	0.30	26.4	C	LTR	0.28	26.2	C
<b>Overall Intersection</b>	-	-	<b>0.34</b>	<b>12.8</b>	<b>B</b>	-	<b>0.25</b>	<b>12.5</b>	<b>B</b>	-	<b>0.25</b>	<b>14.8</b>	<b>B</b>	-	<b>0.23</b>	<b>14.4</b>	<b>B</b>
<b>UN SIGNALIZED INTERSECTIONS</b>																	
<b>Willetts Point Boulevard at 126th Street</b>																	
Willetts Point Boulevard	SB	LT	-	8.2	A	LT	-	8.3	A	LT	-	8.3	A	LT	-	8.5	A
	WB	LR	-	11.1	B	LR	-	12.2	B	LR	-	14.9	B	LR	-	15.4	C
<b>Overall Intersection</b>	-	-	-	<b>10.2</b>	<b>B</b>	-	-	<b>10.7</b>	<b>B</b>	-	-	<b>12.2</b>	<b>B</b>	-	-	<b>14.1</b>	<b>B</b>
<b>Boat Basin Road at Worlds Fair Marina</b>																	
Boat Basin Road	NB	L	-	40.2	E	L	-	19.5	C	L	-	16.6	C	L	-	17.2	C
	R	-	8.7	A	R	-	8.5	A	R	-	8.8	A	R	-	8.6	A	
Worlds Fair Marina	WB	LT	-	8.9	A	LT	-	8.2	A	LT	-	7.8	A	LT	-	7.9	A
<b>Overall Intersection</b>	-	-	-	<b>10.2</b>	<b>B</b>	-	-	<b>9.4</b>	<b>A</b>	-	-	<b>9.1</b>	<b>A</b>	-	-	<b>9.9</b>	<b>A</b>
<b>Willetts Point Boulevard at Northern Boulevard</b>																	
Willetts Point Boulevard	NB	TR	-	10.3	B	TR	-	10.6	B	TR	-	9.9	A	TR	-	9.2	A
<b>Overall Intersection</b>	-	-	-	<b>10.3</b>	<b>B</b>	-	-	<b>10.6</b>	<b>B</b>	-	-	<b>9.9</b>	<b>A</b>	-	-	<b>9.2</b>	<b>A</b>
<b>Boat Basin Road at Stadium Road / Cityfield Entrance 8</b>																	
Cityfield Entrance 8	NB	T	-	10.5	B	T	-	11.4	B	T	-	10.7	B	T	-	12.1	B
Boat Basin Road	SB	LT	-	11.3	B	LT	-	11.4	B	LT	-	11.3	B	LT	-	-	-
Stadium Road	EB	LT	-	7.4	A	LT	-	7.4	A	LT	-	7.4	A	LT	-	7.5	A
<b>Overall Intersection</b>	-	-	-	<b>8.5</b>	<b>A</b>	-	-	<b>8.6</b>	<b>A</b>	-	-	<b>9.1</b>	<b>A</b>	-	-	<b>7.5</b>	<b>A</b>
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>																	
Grand Central Parkway Off-Ramp	EB	L	-	11.4	B	L	-	10.7	B	L	-	10.7	B	L	-	11.2	B
	R	-	9.4	A	R	-	9.2	A	R	-	9.4	A	R	-	9.3	A	
<b>Overall Intersection</b>	-	-	-	<b>10.9</b>	<b>B</b>	-	-	<b>10.2</b>	<b>B</b>	-	-	<b>10.0</b>	<b>A</b>	-	-	<b>10.7</b>	<b>B</b>
<b>126th Street at 36th Avenue</b>																	
126th Street	SB	LT	-	8.2	A	LT	-	8.4	A	LT	-	8.2	A	LT	-	8.4	A
36th Avenue	WB	LR	-	13.5	B	LR	-	16.0	C	LR	-	12.1	B	LR	-	13.4	B
<b>Overall Intersection</b>	-	-	-	<b>9.1</b>	<b>A</b>	-	-	<b>11.1</b>	<b>B</b>	-	-	<b>11.2</b>	<b>B</b>	-	-	<b>11.0</b>	<b>B</b>
<b>126th Street at 37th Avenue</b>																	
126th Street	SB	LT	-	7.8	A	LT	-	8.3	A	LT	-	8.2	A	LT	-	8.1	A
37th Avenue	WB	LR	-	12.5	B	LR	-	12.7	B	LR	-	13.1	B	LR	-	12.0	B
<b>Overall Intersection</b>	-	-	-	<b>11.8</b>	<b>B</b>	-	-	<b>10.7</b>	<b>B</b>	-	-	<b>11.4</b>	<b>B</b>	-	-	<b>11.0</b>	<b>B</b>
<b>Northern Boulevard at 126th Place</b>																	
126th Place	NB	R	-	14.1	B	R	-	16.2	C	R	-	19.2	C	R	-	16.6	C
<b>Overall Intersection</b>	-	-	-	<b>14.1</b>	<b>B</b>	-	-	<b>16.2</b>	<b>C</b>	-	-	<b>19.2</b>	<b>C</b>	-	-	<b>16.6</b>	<b>C</b>

**Notes**

- (1) Control delay is measured in seconds per vehicle.
- (2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3) V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+".
- (4) This table has been revised for the Final SEIS.

TABLE 6  
CITIFIELD-WILLETTS POINT DEVELOPMENT STUDY  
2028 PHASE 1B NO ACTION TRAFFIC LEVELS OF SERVICE - GAMEDAY

INTERSECTION & APPROACH	Weekday Pre-Game (5:30 - 6:30 PM)				Saturday Pre-Game (3:15 - 4:15 PM)				Saturday Post-Game (7:15 - 8:15 PM)				
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS	
<b>SIGNALIZED INTERSECTIONS</b>													
<b>ASTORIA BOULEVARD</b>													
108th Street at Astoria Boulevard													
108th Street	NB	DcL	0.67	51.7	D	DcL	0.46	25.9	C	DcL	0.53	27.6	C
		T	0.28	36.8	D	T	0.20	21.0	C	T	0.21	21.2	C
	SB	LTR	0.35	38.0	D	LTR	0.22	21.4	C	LTR	0.19	20.9	C
Astoria Boulevard	EB	TR	1.07	58.1	E	TR	0.75	26.8	C	TR	0.68	25.4	C
	WB	L	0.74	51.1	D	L	0.79	37.1	D	L	0.92	51.3	D
		TR	0.28	9.3	A	TR	0.29	11.9	B	TR	0.30	12.0	B
Overall Intersection	-	-	0.92	48.0	D	-	0.66	23.1	C	-	0.72	24.1	C
<b>NORTHERN BOULEVARD</b>													
108th Street at Northern Boulevard (RT. 25A)													
108th Street	NB	LTR	1.17	125.0	F	LTR	1.15	117.0	F	LTR	1.18	132.0	F
	SB	LTR	1.12	108.4	F	LTR	1.08	96.6	F	LTR	1.18	129.8	F
Northern Boulevard (Rt. 25A)	EB	L	0.19	37.3	C	L	0.09	35.8	D	L	0.14	36.5	D
		TR	0.86	14.4	B	TR	0.97	36.3	D	TR	0.97	35.5	D
	WB	L	0.73	45.9	D	L	0.83	47.7	D	L	0.99	68.6	E
		TR	1.07	58.3	E	TR	1.16	101.9	F	TR	1.13	89.5	F
Overall Intersection	-	-	1.04	45.2	D	-	1.11	76.0	E	-	1.13	75.4	E
114th Street at Northern Boulevard (RT. 25A)													
114th Street	SB	LTR	0.77	56.7	E	LTR	0.62	49.6	D	LTR	0.47	45.9	D
Northern Boulevard (Rt. 25A)	EB	T	1.00	33.3	C	T	0.76	24.7	C	T	0.67	22.6	C
		R	0.63	14.9	B	R	0.79	28.8	C	R	0.66	24.6	C
	WB	DcL	0.82	48.9	D	DcL	0.82	36.4	D	DcL	1.27	149.3	F
		T	0.87	15.1	B	T	0.85	15.8	B	T	1.20	108.6	F
Overall Intersection	-	-	1.51	25.7	C	-	1.31	23.4	C	-	1.91	83.5	F
126th Street at Northern Boulevard (RT. 25A)													
126th Street	NB	L	0.47	44.0	D	L	0.62	46.9	D	L	1.17	124.2	F
	R	0.39	43.6	D	R	0.33	41.9	D	R	0.65	44.2	D	
Northern Boulevard	EB	T	1.11	115.5	F	T	0.55	38.2	D	T	0.56	38.4	D
	WB	T	0.81	16.5	B	T	0.68	12.6	B	T	0.31	6.8	A
Grand Central Parkway Ramp	EB	T	0.89	38.9	D	T	0.88	44.4	D	T	0.92	48.4	D
Van Wyck & Whitestone Expressway Ramp	WB	T	0.79	14.5	B	T	0.74	12.9	B	T	0.64	11.9	B
Overall Intersection	-	-	0.73	37.9	D	-	0.71	26.9	C	-	0.76	48.2	D
Prince Street at Northern Boulevard (RT. 25A)													
Prince Street	NB	LTR	1.12	102.0	F	LTR	1.11	98.7	F	LTR	1.13	109.9	F
	SB	LTR	0.59	42.3	D	LTR	0.51	37.7	D	LTR	0.41	38.7	D
Northern Boulevard (Rt. 25A)	EB	L	0.97	73.3	E	L	1.00	84.9	F	L	0.89	66.0	E
		T	1.04	55.8	E	T	0.97	39.4	D	T	1.03	51.1	D
	WB	L	0.78	69.0	E	L	0.97	99.7	F	L	0.90	89.7	F
		T	1.10	89.8	F	T	1.13	96.3	F	T	0.98	49.4	D
Northern Boulevard Service Rd.	EB	TR	0.59	25.1	C	TR	0.51	23.1	C	TR	0.45	21.8	C
	WB	TR	0.79	41.6	D	TR	0.75	35.5	D	TR	0.54	29.1	C
Overall Intersection	-	-	1.08	66.7	E	-	1.10	65.6	E	-	1.04	52.1	D
Main Street at Northern Boulevard (RT. 25A)													
Main Street	NB	L	0.90	52.7	D	L	0.86	48.1	D	L	0.85	47.9	D
	R	0.91	62.7	E	R	0.95	68.8	E	R	0.74	42.2	D	
Northern Boulevard (Rt. 25A)	EB	T	1.14	95.9	F	T	0.96	40.5	D	T	1.05	64.2	E
		R	1.23	137.5	F	R	1.34	192.7	F	R	1.18	124.2	F
Northern Boulevard (Rt. 25A)	WB	L	0.23	28.0	C	L	0.16	26.6	C	L	0.12	25.9	C
		T	0.78	23.2	C	T	0.88	26.6	C	T	0.70	23.1	C
Overall Intersection	-	-	1.07	69.8	E	-	1.16	56.6	E	-	0.98	54.6	D
Union Street at Northern Boulevard (RT. 25A)													
Union Street	NB	TR	0.70	35.8	D	TR	0.69	35.6	D	TR	0.66	34.8	C
	SB	TR	0.69	35.3	D	TR	0.62	33.1	C	TR	0.68	34.8	C
Northern Boulevard (Rt. 25A)	EB	L	0.64	31.6	C	L	0.69	34.9	C	L	0.74	34.3	C
		TR	1.18	115.2	F	TR	1.27	160.6	F	TR	1.24	145.9	F
	WB	L	0.79	41.1	D	L	0.98	67.7	E	L	1.00	69.1	E
		TR	1.00	63.2	E	TR	0.98	46.9	D	TR	0.85	38.9	D
Overall Intersection	-	-	0.85	76.7	E	-	0.99	85.5	F	-	0.97	80.4	F
Parsons Boulevard at Northern Boulevard (RT. 25A)													
Parsons Boulevard	NB	L	0.88	79.4	E	L	0.68	50.8	D	L	0.74	57.2	E
	TR	0.58	40.4	D	TR	0.54	39.1	D	TR	0.59	28.4	D	
Northern Boulevard (Rt. 25A)	SB	LTR	1.18	122.9	F	LTR	1.13	103.0	F	LTR	1.13	100.4	F
	EB	L	0.47	45.9	D	L	0.41	43.3	D	L	0.45	43.5	D
		TR	1.01	47.4	D	TR	1.13	94.5	F	TR	1.15	102.7	F
	WB	L	0.44	40.9	D	L	0.44	44.2	D	L	0.52	46.2	D
		TR	1.18	113.9	F	TR	1.07	68.9	E	TR	1.12	91.0	F
Overall Intersection	-	-	1.11	78.3	E	-	1.10	77.1	E	-	1.09	88.3	F
<b>34TH AVENUE</b>													
114th Street at 34th Avenue													
114th Street	SB	L	1.05	79.9	E	L	1.03	72.3	E	L	1.17	117.3	F
		T	0.54	28.9	C	T	0.54	28.6	C	T	0.35	25.1	C
34th Avenue	ED	T	0.50	13.0	B	T	0.43	12.0	B	T	0.45	12.2	B
		R	0.16	9.2	A	R	0.11	8.8	A	R	0.06	8.4	A
Overall Intersection	-	-	0.70	40.3	D	-	0.64	40.2	D	-	0.72	68.3	E

TABLE 6  
CITIFIELD-WILLETTS POINT DEVELOPMENT STUDY  
2028 PHASE 1B NO ACTION TRAFFIC LEVELS OF SERVICE- GAMEDAY

INTERSECTION & APPROACH	Weekday Pre-Game (5:30 - 6:30 PM)				Saturday Pre-Game (3:15 - 4:15 PM)				Saturday Post-Game (7:15 - 8:15 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>126th Street/GCP Ramp at 34th Avenue</b>													
126th Street	NB	DefL	0.82	78.7	E	DefL	1.20	168.9	F	DefL	0.89	69.2	E
	TR		0.38	37.3	D	TR	0.53	37.1	D	TR	0.68	39.5	D
Northern Boulevard Ramp	SB	LTR	0.78	54.5	D	LTR	0.99	41.1	D	LTR	0.36	32.5	C
GCP Ramp	SB	LTR	1.35	212.5	F	LTR	1.47	267.9	F	LTR	0.65	47.7	D
Shea Road	EB	DefL	0.50	32.9	C	-	-	-	-	DefL	1.83	419.6	F
	TR		0.31	28.2	C	LTR	0.45	31.6	C	TR	0.97	70.0	E
34th Avenue	WB	LTR	0.30	28.0	C	LTR	0.44	31.0	C	LTR	0.56	40.3	D
Overall Intersection	-	-	0.82	118.2	F	-	0.98	141.1	F	-	1.17	125.9	F
<b>ROOSEVELT AVENUE</b>													
<b>108th Street at Roosevelt Avenue</b>													
108th Street	NB	LTR	1.16	119.5	F	LTR	1.18	127.3	F	LTR	1.16	118.2	F
	SB	LTR	1.17	126.6	F	LTR	1.17	125.8	F	LTR	1.21	140.7	F
Roosevelt Avenue	EB	LTR	0.71	8.4	A	LTR	0.78	19.4	B	LTR	0.64	14.9	B
	WB	LTR	0.66	12.3	B	LTR	1.00	31.3	C	LTR	0.92	19.7	B
Overall Intersection	-	-	0.83	50.6	D	-	1.05	58.8	E	-	0.99	57.1	E
<b>111th Street at Roosevelt Avenue</b>													
111th Street	NB	LTR	1.05	77.5	E	LTR	1.06	76.7	E	LTR	1.06	78.8	E
Roosevelt Avenue	EB	LTR	0.76	9.4	A	LTR	0.86	22.9	C	LTR	0.74	17.8	B
	WB	LTR	1.19	108.0	F	LTR	1.22	120.1	F	LTR	1.23	124.7	F
Overall Intersection	-	-	1.15	64.3	E	-	1.17	73.7	E	-	1.18	80.2	F
<b>114th Street at Roosevelt Avenue</b>													
114th Street	NB	LTR	0.91	59.6	E	LTR	1.09	89.3	F	LTR	0.67	45.8	D
	SB	LTR	1.10	94.4	F	LTR	1.11	96.2	F	LTR	1.11	93.2	F
Roosevelt Avenue	EB	LTR	0.99	26.8	C	LTR	1.04	130.9	F	LTR	1.29	154.7	F
	WB	LTR	0.69	14.3	B	LTR	0.60	12.6	B	LTR	0.79	17.0	B
Overall Intersection	-	-	1.02	33.4	C	-	1.20	75.4	E	-	1.24	66.8	E
<b>126th Street at Roosevelt Avenue</b>													
126th Street	NB	LTR	0.64	60.2	E	LTR	0.83	80.5	F	LTR	0.22	37.4	D
	SB	-	-	-	-	-	-	-	-	DefL	1.25	163.9	F
	LTR		1.17	122.0	F	LTR	1.15	114.7	F	TR	0.51	30.2	C
Roosevelt Avenue	EB	DefL	1.02	64.4	E	DefL	1.19	138.6	F	-	-	-	-
	TR		0.71	8.0	A	TR	0.55	12.4	B	LTR	0.61	22.8	C
	WB	LTR	0.62	12.8	B	LTR	0.66	13.6	B	LTR	0.50	20.1	C
Overall Intersection	-	-	1.06	45.7	D	-	1.18	53.5	D	-	0.89	55.2	E
<b>College Point Boulevard at Roosevelt Avenue</b>													
College Point Boulevard	NB	L	1.29	188.9	F	L	1.32	190.6	F	L	1.04	91.6	F
	TR		0.99	29.0	C	TR	0.83	27.7	C	TR	0.78	26.0	C
	SB	TR	0.89	47.6	D	TR	1.22	132.3	F	TR	0.89	39.8	D
Roosevelt Avenue	EB	L	0.50	37.4	D	L	0.49	28.9	C	L	0.58	30.5	C
	TR		1.26	147.7	F	TR	1.24	132.9	F	TR	1.24	129.6	F
	WB	L	0.31	44.9	D	L	0.28	33.4	C	L	0.24	32.8	C
	TR		0.48	36.4	D	TR	0.55	28.3	C	TR	0.42	25.8	C
Overall Intersection	-	-	1.21	80.6	F	-	1.37	96.2	F	-	1.14	60.9	E
<b>Prince Street at Roosevelt Avenue</b>													
Prince Street	SB	LTR	0.52	31.0	C	LTR	0.80	41.4	D	LTR	0.72	37.1	D
Roosevelt Avenue	EB	DefL	0.81	32.4	C	DefL	0.77	18.3	B	DefL	0.77	18.7	B
	TR		0.80	29.0	C	TR	0.65	13.1	B	TR	0.83	18.2	B
	WB	LTR	0.61	21.5	C	LTR	0.61	13.2	B	LTR	0.60	12.3	B
Overall Intersection	-	-	0.69	27.9	C	-	0.78	20.3	C	-	0.79	20.3	C
<b>Main Street at Roosevelt Avenue</b>													
Main Street	NB	T	0.63	23.6	C	T	0.67	24.3	C	T	0.67	24.3	C
	SB	T	0.55	22.2	C	T	0.65	24.1	C	T	0.55	22.3	C
Roosevelt Avenue	EB	L	0.35	35.9	D	L	0.26	20.4	C	L	0.26	19.4	B
	TR		0.93	63.4	E	TR	0.74	32.7	C	TR	0.95	49.7	D
	WB	L	0.21	28.8	C	L	0.07	15.5	B	L	0.20	17.3	B
	TR		0.90	55.6	E	TR	0.85	40.1	D	TR	0.86	36.2	D
Overall Intersection	-	-	0.75	37.2	D	-	0.76	28.8	C	-	0.82	31.8	C
<b>Union Street at Roosevelt Avenue</b>													
Union Street	NB	TR	0.54	18.8	B	TR	0.46	17.3	B	TR	0.45	17.3	B
	SB	LT	1.27	146.5	F	LT	1.01	55.9	E	LT	1.21	127.2	F
	R		1.91	437.2	F	R	2.65	781.7	F	R	1.90	439.9	F
Roosevelt Avenue	EB	LTR	2.32	624.7	F	LTR	1.93	450.8	F	LTR	1.97	469.0	F
	WB	LT	0.81	33.0	C	LT	0.57	28.3	C	LT	0.74	31.0	C
	R		0.82	50.1	D	R	1.27	204.8	F	R	1.49	293.1	F
Overall Intersection	-	-	2.10	238.1	F	-	2.31	251.7	F	-	1.93	224.5	F
<b>Parsons Boulevard at Roosevelt Avenue</b>													
Parsons Boulevard	NB	LTR	0.81	37.3	D	LTR	0.73	27.4	C	LTR	0.95	41.6	D
	SB	LTR	0.78	33.3	C	LTR	0.74	25.8	C	LTR	0.77	26.9	C
Roosevelt Avenue	EB	LTR	0.69	31.8	C	LTR	0.46	20.0	B	LTR	0.71	26.3	C
	WB	LTR	0.92	47.0	D	LTR	0.63	24.2	C	LTR	0.74	28.1	C
Overall Intersection	-	-	0.87	37.4	D	-	0.68	24.9	C	-	0.84	31.1	C
<b>KISSENA BOULEVARD</b>													
<b>Main Street at Kissena Boulevard</b>													
Main Street	NB	L	0.74	37.6	D	L	0.89	56.5	E	L	0.68	31.6	C
	TR		0.59	22.2	C	TR	0.60	21.4	C	TR	0.67	22.8	C
	SB	L	0.87	54.4	D	L	0.52	21.3	C	L	0.44	19.7	B
Kissena Boulevard	TR		0.50	20.1	C	TR	0.54	19.6	B	TR	0.48	18.8	B
	WB	T	0.73	38.0	D	T	0.66	24.5	C	T	0.65	24.4	C
Overall Intersection	-	-	0.80	36.1	C	-	0.77	24.6	C	-	0.67	22.1	C
<b>SANFORD AVENUE</b>													
<b>College Point Boulevard at Sanford Avenue</b>													
College Point Boulevard	NB	L	0.38	15.1	B	L	0.52	21.8	C	L	0.24	12.9	B
	T		0.75	16.0	B	T	0.82	18.0	B	T	0.56	12.6	B
	SB	TR	0.75	15.9	B	TR	0.82	18.0	B	TR	0.80	17.2	B
Sanford Avenue	WB	L	0.81	49.2	D	L	0.87	54.6	D	L	0.58	34.6	C
	TR		0.47	28.5	C	TR	0.51	29.2	C	TR	0.34	26.5	C
Overall Intersection	-	-	0.77	19.7	B	-	0.84	22.1	C	-	0.73	17.5	B

TABLE 6  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B NO ACTION TRAFFIC LEVELS OF SERVICE - GAMEDAY

INTERSECTION & APPROACH	Weekday Pre-Game (5:30 - 6:30 PM)				Saturday Pre-Game (3:15 - 4:15 PM)				Saturday Post-Game (7:15 - 8:15 PM)				
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS	
<b>Union Street at Sanford Avenue</b>													
Union Street	NB	LTR	0.39	21.7	C	LTR	0.46	23.6	C	LTR	0.42	22.2	C
	SB	LTR	0.70	25.9	C	LTR	0.92	35.0	C	LTR	0.81	29.6	C
Sanford Avenue	EB	-	-	-	-	DGL	0.57	24.1	C	-	-	-	-
	WB	LTR	0.29	14.3	B	TR	0.33	15.1	B	LTR	0.24	13.7	B
	WB	LTR	0.90	31.4	C	LTR	0.74	23.5	C	LTR	0.70	22.3	C
Overall Intersection	-	-	0.81	25.2	C	-	0.82	27.3	C	-	0.75	23.8	C
<b>Parsons Boulevard at Sanford Avenue</b>													
Parsons Boulevard	NB	LTR	1.03	51.7	D	LTR	0.85	31.7	C	LTR	0.92	35.9	D
	SB	LTR	0.70	25.0	C	LTR	0.73	25.8	C	LTR	0.74	26.1	C
Sanford Avenue	EB	LTR	0.61	23.6	C	LTR	0.63	23.4	C	LTR	0.81	29.8	C
	WB	LTR	0.76	28.3	C	LTR	0.85	33.0	C	LTR	0.82	31.5	C
Overall Intersection	-	-	0.89	33.2	C	-	0.85	28.6	C	-	0.87	30.8	C
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>													
<b>College Point Boulevard at 32nd Avenue</b>													
College Point Boulevard	NB	T	0.39	23.7	C	T	0.36	23.3	C	T	0.44	24.0	C
	TR	-	0.27	22.0	C	TR	0.59	26.1	C	TR	0.35	22.5	C
	SB	L	0.45	33.3	C	L	0.58	38.1	D	L	0.28	27.7	C
	T	-	0.41	10.6	B	T	0.45	11.1	B	T	0.30	9.6	A
32nd Avenue	WB	LTR	0.74	37.8	D	LTR	0.46	30.1	C	LTR	0.30	26.8	C
Overall Intersection	-	-	1.10	21.1	C	-	1.04	21.9	C	-	0.86	19.5	D
<b>NORTHERN BOULEVARD SERVICE ROAD</b>													
<b>College Point Boulevard at Northern Boulevard Service Road</b>													
College Point Boulevard	NB	TR	0.49	12.6	B	TR	0.55	13.3	B	TR	0.51	12.8	B
	SB	LT	0.84	21.6	C	LT	0.91	26.5	C	LT	0.55	14.0	B
Northern Blvd Service Rd	WB	LR	0.72	33.7	C	LR	0.71	32.9	C	LR	0.56	29.0	C
Overall Intersection	-	-	0.80	19.9	B	-	0.84	22.0	C	-	0.55	15.8	B
<b>STADIUM ROAD</b>													
<b>Boat Basin Road at Stadium Road</b>													
Boat Basin Road	NB	-	-	-	-	-	-	-	-	L	1.82	401.9	F
	SB	LTR	0.54	43.8	D	LTR	0.49	49.3	D	TR	1.42	218.7	F
Stadium Road	SB	LTR	0.89	34.7	C	LTR	0.57	33.0	C	LTR	0.30	20.1	C
	WB	LTR	0.87	32.6	C	LTR	0.87	29.2	C	LTR	0.31	13.7	B
Overall Intersection	-	-	0.84	34.5	C	-	0.83	32.9	C	-	0.97	238.6	F
<b>UNSIGNALED INTERSECTIONS</b>													
<b>Willets Point Boulevard at 126th Street</b>													
126th Street	SB	LT	-	8.1	A	LT	-	8.8	A	LT	-	8.0	A
Willets Point Boulevard	WB	LR	-	12.0	B	LR	-	10.6	B	LR	-	9.9	A
Overall Intersection	-	-	-	12.0	B	-	-	10.6	B	-	-	9.9	A
<b>Boat Basin Road at Worlds Fair Marina</b>													
Boat Basin Road	NB	L	-	52.2	F	L	-	39.3	E	L	-	95.0	F
	R	-	8.6	A	R	-	8.7	A	R	-	13.2	B	
Worlds Fair Marina	WB	LT	-	12.2	B	LT	-	11.1	B	LT	-	7.7	A
Overall Intersection	-	-	-	13.4	B	-	-	12.0	B	-	-	50.1	F
<b>Willets Point Boulevard at Northern Boulevard</b>													
Willets Point Boulevard	NB	TR	-	9.5	A	TR	-	9.2	A	TR	-	9.1	A
Overall Intersection	-	-	-	9.5	A	-	-	9.2	A	-	-	9.1	A
<b>Boat Basin Road at Stadium Road / Citifield Entrance 8</b>													
Citifield Entrance 8	NB	-	-	-	-	-	-	-	-	-	-	-	-
Boat Basin Road	SB	LT	-	8.4	A	LT	-	7.8	A	-	-	-	-
Stadium Road	EB	LT	-	30.7	D	LT	-	81.8	F	LT	-	77.2	F
	TR	-	29.9	D	TR	-	37.8	E	-	-	-	-	-
Citifield Entrance 9	WB	R	-	10.3	B	R	-	9.3	A	R	-	55.4	F
Overall Intersection	-	-	-	29.7	D	-	-	55.3	F	-	-	74.3	F
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>													
Grand Central Parkway Off-Ramp	EB	L	-	34.1	D	L	-	34.2	D	L	-	51.0	F
	R	-	9.6	A	R	-	9.1	A	R	-	32.5	C	
Overall Intersection	-	-	-	31.1	D	-	-	31.5	D	-	-	40.1	E
<b>126th Street at 36th Avenue</b>													
126th Street	SB	LT	-	8.3	A	LT	-	9.5	A	LT	-	8.4	A
36th Avenue	WB	LR	-	17.3	C	LR	-	24.8	C	LR	-	13.2	B
Overall Intersection	-	-	-	12.2	B	-	-	17.2	C	-	-	12.9	B
<b>126th Street at 37th Avenue</b>													
126th Street	SB	LT	-	8.2	A	LT	-	8.8	A	LT	-	8.4	A
37th Avenue	WB	LR	-	15.7	C	LR	-	17.4	C	LR	-	16.8	C
Overall Intersection	-	-	-	12.6	B	-	-	14.6	B	-	-	15.6	C
<b>Northern Boulevard at 126th Place</b>													
126th Place	NB	R	-	20.7	C	R	-	15.6	C	R	-	16.4	C
Overall Intersection	-	-	-	20.7	C	-	-	15.6	C	-	-	16.4	C

**Notes**

- (1) Control delay is measured in seconds per vehicle.
- (2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3) V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+".
- (4) This table has been revised for the Final SEIS.

TABLE 7  
CITYFIELD - WILLETTS POINT DEVELOPMENT STUDY  
2032 PHASE 2 NO ACTION TRAFFIC LEVELS OF SERVICE - NON-GAME DAY

INTERSECTION & APPROACH	Weekday AM Peak Hour (8:00 - 9:00 AM)				Weekday Midday Peak Hour (1:00 - 2:00 PM)				Weekday PM Peak Hour (5:00 - 6:00 PM)				Saturday Midday Peak Hour (1:30 - 3:30 PM)				
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS			Delay	LOS	
<b>SIGNALIZED INTERSECTIONS</b>																	
<b>ASTORIA BOULEVARD</b>																	
108th Street at Astoria Boulevard																	
108th Street	NB	DefL	0.79	62.6	E	DefL	0.48	26.9	C	DefL	0.58	47.0	D	DefL	0.52	27.6	C
	T		0.21	35.6	D	T	0.13	20.1	C	T	0.22	35.7	D	T	0.21	21.1	C
	SB	LTR	0.36	38.5	D	LTR	0.18	20.7	C	LTR	0.40	39.4	D	LTR	0.26	21.7	C
Astoria Boulevard	EB	TR	0.61	25.8	C	TR	0.84	29.6	C	TR	0.91	27.7	C	TR	0.95	34.5	C
	L		0.58	15.3	B	L	0.75	33.5	C	L	0.73	48.0	D	L	0.57	24.3	C
	WB	TR	0.79	8.2	A	TR	0.34	12.4	B	TR	0.34	9.8	A	TR	0.37	12.6	B
	Overall Intersection	-	0.79	18.2	B	-	0.71	24.2	C	-	0.81	26.3	C	-	0.75	26.1	C
<b>NORTHERN BOULEVARD</b>																	
108th Street at Northern Boulevard (RT. 25A)																	
108th Street	NB	LTR	1.17	125.6	F	LTR	1.21	144.5	F	LTR	1.19	134.5	F	LTR	1.13	112.4	F
	SB	LTR	1.00	85.5	F	LTR	0.94	71.9	E	LTR	1.15	124.9	F	LTR	0.94	70.3	E
Northern Boulevard (Rt. 25A)	EB	L	0.08	23.2	C	L	0.08	24.3	C	L	0.15	35.0	C	L	0.18	40.1	D
	TR		0.77	21.0	C	TR	0.89	29.3	C	TR	0.85	14.3	B	TR	0.95	33.6	C
	L		0.45	22.1	C	L	0.73	46.6	D	L	0.67	42.9	D	L	0.72	43.4	D
	WB	TR	1.06	43.2	D	TR	1.03	50.7	D	TR	1.16	97.1	F	TR	1.20	118.1	F
	Overall Intersection	-	0.95	43.8	D	-	1.02	51.7	D	-	1.09	62.1	E	-	1.11	79.9	E
114th Street at Northern Boulevard (RT. 25A)																	
114th Street	SB	LTR	0.48	47.9	D	LTR	0.40	44.5	D	LTR	0.40	46.1	D	LTR	0.38	43.8	D
Northern Boulevard (Rt. 25A)	EB	T	0.88	41.7	D	T	0.82	27.5	C	T	1.16	90.5	F	T	0.72	23.9	C
	R		0.75	38.9	D	R	0.46	19.5	B	R	0.85	17.8	B	R	0.60	22.7	C
	WB	DefL	0.50	16.0	B	DefL	0.52	17.5	B	DefL	0.88	52.4	D	DefL	0.73	22.1	C
	T		1.20	107.2	F	T	0.75	13.0	B	T	0.93	19.2	B	T	1.00	30.1	C
	Overall Intersection	-	1.32	78.8	E	-	1.19	20.2	C	-	1.58	48.7	D	-	1.33	27.5	C
126th Street at Northern Boulevard (RT. 25A)																	
126th Street	NB	L	0.28	41.2	D	L	0.46	44.1	D	L	0.43	43.3	D	L	0.45	43.6	D
	R		0.27	41.3	D	R	0.33	42.2	D	R	0.28	41.2	D	R	0.35	42.4	D
Northern Boulevard	EB	T	0.54	38.3	D	T	0.80	47.3	D	T	1.24	169.6	F	T	0.74	43.7	D
	WB	T	0.66	11.0	B	T	0.33	7.1	A	T	0.41	7.7	A	T	0.31	6.9	A
Grand Central Parkway Ramp	EB	T	0.84	42.4	D	T	0.79	39.1	D	T	0.75	30.5	C	T	0.85	42.3	D
Van Wyck & Whitestone Expressway Ramp	WB	T	1.13	115.7	F	T	0.78	17.0	B	T	0.91	26.2	C	T	0.75	15.6	B
	Overall Intersection	-	0.54	53.2	D	-	0.71	29.8	C	-	0.80	52.6	D	-	0.68	29.9	C
Prince Street at Northern Boulevard (RT. 25A)																	
Prince Street	NB	LTR	1.17	140.0	F	LTR	1.21	141.8	F	LTR	1.25	159.4	F	LTR	1.14	108.9	F
	SB	LTR	0.81	54.1	D	LTR	0.54	41.4	D	LTR	0.53	41.8	D	LTR	0.47	36.9	D
Northern Boulevard (Rt. 25A)	EB	L	0.97	96.9	F	L	0.90	73.8	E	L	0.62	46.0	D	L	0.67	49.9	D
	T		0.82	22.8	C	T	0.94	36.3	D	T	0.97	39.4	D	T	1.07	67.0	E
	WB	L	0.96	94.1	F	L	0.91	93.1	F	L	0.82	73.7	E	L	0.83	66.0	E
	T		1.17	100.6	F	T	1.14	104.5	F	T	1.15	110.5	F	T	1.17	118.5	F
Northern Boulevard Service Rd.	EB	TR	0.45	16.7	B	TR	0.62	26.5	C	TR	0.66	27.6	C	TR	0.63	26.0	C
	WB	TR	0.67	19.3	B	TR	0.71	35.3	D	TR	0.67	35.7	D	TR	0.76	35.4	D
	Overall Intersection	-	1.13	64.9	E	-	1.11	68.3	E	-	1.05	69.4	E	-	1.05	79.2	E
Main Street at Northern Boulevard (RT. 25A)																	
Main Street	NB	L	0.78	43.8	D	L	0.98	66.3	E	L	0.97	62.1	E	L	0.94	56.9	E
	R		0.86	36.1	E	R	0.69	40.0	D	R	0.99	79.7	E	R	0.90	63.9	E
Northern Boulevard (Rt. 25A)	EB	T	0.95	40.7	D	T	0.98	45.5	D	T	1.08	70.7	E	T	0.96	40.9	D
	R		1.18	128.3	F	R	1.29	173.4	F	R	1.20	132.4	F	R	1.40	216.1	F
Northern Boulevard (Rt. 25A)	WB	L	0.17	26.5	C	L	0.11	25.7	C	L	0.17	26.9	C	L	0.08	25.2	C
	T		1.06	48.5	D	T	0.77	23.0	C	T	0.78	23.2	C	T	0.95	30.6	C
	Overall Intersection	-	1.02	53.3	D	-	1.03	58.7	E	-	1.10	61.5	E	-	1.17	62.1	E
Union Street at Northern Boulevard (RT. 25A)																	
Union Street	NB	TR	0.68	35.2	D	TR	0.79	39.1	D	TR	0.79	38.9	D	TR	0.77	38.2	D
	SB	TR	0.90	43.3	D	TR	0.56	32.5	C	TR	0.83	39.9	D	TR	0.66	34.6	C
Northern Boulevard (Rt. 25A)	EB	L	0.97	68.6	E	L	0.55	22.2	C	L	0.78	44.3	D	L	0.74	33.5	C
	TR		1.24	145.7	F	TR	1.39	214.5	F	TR	1.14	101.5	F	TR	1.47	247.2	F
	L		1.03	79.7	E	L	1.19	146.1	F	L	0.86	50.4	D	L	0.87	47.0	D
	WB	TR	0.97	40.7	D	TR	0.84	37.8	D	TR	0.94	42.2	D	TR	1.04	55.6	E
	Overall Intersection	-	1.13	74.6	E	-	1.44	111.6	F	-	0.99	65.9	E	-	1.10	123.8	F
Parsons Boulevard at Northern Boulevard (RT. 25A)																	
Parsons Boulevard	NB	L	0.57	95.3	F	L	0.74	59.0	E	L	0.86	72.5	E	L	0.86	70.4	E
	TR		0.57	39.9	D	TR	0.53	39.0	D	TR	0.50	35.4	D	TR	0.61	41.1	D
Northern Boulevard (Rt. 25A)	SB	LTR	0.83	48.1	D	LTR	1.19	127.7	F	LTR	1.13	100.8	F	LTR	1.14	108.0	F
	L		0.54	45.6	D	L	0.80	58.0	E	L	0.44	45.0	D	L	0.51	47.6	D
	TR		1.04	64.3	E	TR	1.06	68.8	E	TR	1.02	50.0	D	TR	1.09	79.2	E
	L		0.44	37.1	D	L	0.36	36.3	D	L	0.37	39.8	D	L	0.50	44.2	D
	WB	TR	1.13	91.8	F	TR	1.19	118.2	F	TR	1.15	103.4	F	TR	1.18	113.1	F
	Overall Intersection	-	1.03	73.4	E	-	1.20	89.6	F	-	1.07	72.2	E	-	1.10	90.3	F
<b>34TH AVENUE</b>																	
114th Street at 34th Avenue																	
114th Street	SB	L	0.85	39.3	D	L	0.84	43.9	D	L	1.01	64.3	E	L	0.99	63.9	E
	T		0.32	24.6	C	T	0.23	24.0	C	T	0.41	26.1	C	T	0.35	25.4	C
34th Avenue	EB	T	0.43	12.0	H	T	0.41	11.8	B	T	0.39	11.5	B	T	0.57	14.2	B
	R		0.11	8.8	A	R	0.07	8.5	A	R	0.07	8.5	A	R	0.11	8.8	A
	Overall Intersection	-	0.58	24.0	C	-	0.56	26.9	C	-	0.61	38.2	D	-	0.72	34.0	C



TABLE 7  
CITYFIELD - WILLETSPONT DEVELOPMENT STUDY  
2032 PHASE 2 NO ACTION TRAFFIC LEVELS OF SERVICE - NON-GAME DAY

INTERSECTION & APPROACH	Weekday AM Peak Hour (8:00 - 9:00 AM)				Weekday Midday Peak Hour (1:00 - 2:00 PM)				Weekday PM Peak Hour (5:00 - 6:00 PM)				Saturday Midday Peak Hour (1:30 - 2:30 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>126th Street/GCP Ramp at 34th Avenue</b>																	
126th Street	NB	-	-	-	-	-	-	-	DefL	0.36	23.9	C	-	-	-	-	
	LTR	0.17	19.9	B	LTR	0.26	20.9	C	TR	0.27	21.2	C	LTR	0.26	20.9	C	
Northern Boulevard Ramp	SB	LTR	0.33	22.5	C	LTR	0.39	23.7	C	LTR	0.28	21.7	C	LTR	0.37	23.3	C
GCP Ramp	SB	LTR	0.83	66.1	E	LTR	0.90	75.7	E	LTR	0.76	60.2	E	LTR	0.82	65.2	E
Shaw Road	EH	LTR	0.48	45.4	D	LTR	0.57	45.1	D	LTR	0.45	42.8	D	LTR	0.64	46.9	D
34th Avenue	WB	LTR	0.57	55.9	E	LTR	0.67	54.9	D	LTR	1.00	99.0	F	LTR	0.82	68.5	E
Overall Intersection	-	0.53	40.7	D	-	0.58	42.0	D	-	0.62	44.1	D	-	0.59	40.8	D	
<b>ROOSEVELT AVENUE</b>																	
<b>108th Street at Roosevelt Avenue</b>																	
108th Street	NB	LTR	1.04	83.4	F	LTR	1.11	109.2	F	LTR	1.13	113.2	F	LTR	1.22	145.5	F
	SB	LTR	1.12	108.7	F	LTR	1.24	157.6	F	LTR	1.20	138.5	F	LTR	1.17	125.0	F
Roosevelt Avenue	EB	LTR	0.69	16.3	B	LTR	0.76	19.3	B	LTR	0.75	10.1	B	LTR	0.71	16.8	B
	WB	LTR	0.83	10.8	B	LTR	0.85	23.9	C	LTR	0.84	18.3	B	LTR	0.79	15.1	B
Overall Intersection	-	0.91	39.2	D	-	0.96	58.0	E	-	0.94	52.6	D	-	0.90	57.5	E	
<b>111th Street at Roosevelt Avenue</b>																	
111th Street	NB	LTR	1.02	73.8	E	LTR	0.73	51.2	D	LTR	0.86	57.2	E	LTR	1.05	81.0	F
Roosevelt Avenue	EB	LTR	0.67	15.6	B	LTR	0.73	16.9	B	LTR	0.79	11.1	B	LTR	0.86	23.7	C
	WB	LTR	0.94	20.2	C	LTR	0.88	26.2	C	LTR	1.25	133.7	F	LTR	1.23	124.6	F
Overall Intersection	-	0.96	29.2	C	-	0.84	26.1	C	-	1.14	78.3	E	-	1.18	78.6	E	
<b>114th Street at Roosevelt Avenue</b>																	
114th Street	NB	LTR	1.04	79.3	E	LTR	0.71	51.1	D	LTR	0.59	64.9	E	LTR	1.03	74.0	E
	SB	LTR	1.15	121.3	F	LTR	0.70	53.9	D	LTR	1.09	91.4	F	LTR	1.11	96.6	F
Roosevelt Avenue	EB	LTR	0.83	23.4	C	LTR	0.89	29.9	C	LTR	0.95	22.7	C	LTR	1.22	124.1	F
	WB	LTR	0.57	5.5	A	LTR	0.48	10.7	B	LTR	0.74	15.7	B	LTR	0.69	14.4	B
Overall Intersection	-	0.92	33.3	C	-	0.84	25.6	C	-	0.98	31.7	C	-	1.19	63.6	E	
<b>126th Street at Roosevelt Avenue</b>																	
126th Street	NB	LTR	0.22	37.1	D	LTR	0.91	67.9	E	LTR	0.68	55.0	D	LTR	0.37	40.7	D
	SB	DefL	1.23	175.4	F	DefL	1.22	176.1	F	DefL	1.03	100.7	F	DefL	1.11	127.6	F
	TR	0.57	52.7	D	TR	0.63	51.4	D	TR	0.66	48.0	D	TR	0.53	44.0	D	
Roosevelt Avenue	EB	LTR	0.57	12.6	B	LTR	0.53	11.6	B	LTR	0.70	8.0	A	LTR	0.68	15.0	B
	WB	LTR	0.63	6.2	A	LTR	0.51	11.2	B	LTR	0.60	12.7	B	LTR	0.49	10.8	B
Overall Intersection	-	0.77	34.5	C	-	0.69	37.9	D	-	0.79	27.1	C	-	0.80	32.6	C	
<b>College Point Boulevard at Roosevelt Avenue</b>																	
College Point Boulevard	NB	L	1.43	252.6	F	L	1.37	217.4	F	L	1.25	176.0	F	L	1.30	185.0	F
	TR	0.74	27.7	C	TR	0.89	31.5	C	TR	0.76	31.3	C	TR	0.94	35.6	D	
Roosevelt Avenue	SB	TR	0.86	43.8	D	TR	1.20	129.9	F	TR	1.33	193.8	F	TR	1.02	57.0	E
	EB	L	0.44	40.0	D	L	0.56	30.4	C	L	0.48	37.2	D	L	0.57	20.9	C
	TR	0.99	61.8	E	TR	1.27	148.2	F	TR	1.22	133.8	F	TR	1.25	138.1	F	
	WB	L	0.23	45.3	D	L	0.28	33.5	C	L	0.25	43.7	D	L	0.34	34.4	C
	TR	0.69	44.8	D	TR	0.58	30.6	C	TR	0.45	35.9	D	TR	0.49	27.1	C	
Overall Intersection	-	1.10	69.3	E	-	1.29	98.9	F	-	1.33	119.6	F	-	1.26	71.0	E	
<b>Prince Street at Roosevelt Avenue</b>																	
Prince Street	SB	LTR	0.52	31.1	C	LTR	0.86	47.9	D	LTR	0.61	33.3	C	LTR	0.97	60.6	E
Roosevelt Avenue	EB	DefL	1.30	180.6	F	DefL	0.96	38.2	D	DefL	1.10	97.0	F	DefL	0.80	20.3	C
	TR	0.59	23.3	C	TR	0.68	14.4	B	TR	0.69	25.4	C	TR	0.75	15.9	B	
	WB	LTR	0.91	34.7	C	LTR	0.54	12.1	B	LTR	0.61	20.9	C	LTR	0.58	12.8	B
Overall Intersection	-	0.96	67.7	E	-	0.93	27.1	C	-	0.89	43.4	D	-	0.86	26.1	C	
<b>Main Street at Roosevelt Avenue</b>																	
Main Street	NB	T	0.60	22.4	C	T	0.67	24.6	C	T	0.51	21.2	C	T	0.77	26.7	C
	SB	T	0.45	19.8	B	T	0.53	22.1	C	T	0.56	22.3	C	T	0.67	24.5	C
Roosevelt Avenue	EB	L	0.44	46.6	D	L	0.31	22.1	C	L	0.48	43.1	D	L	0.22	19.7	B
	TR	0.57	36.4	D	TR	0.76	34.2	C	TR	0.90	61.9	E	TR	0.94	52.8	D	
	WB	L	0.12	25.7	C	L	0.15	16.7	B	L	0.20	26.8	C	L	0.03	14.8	B
	TR	1.01	69.5	E	TR	0.84	36.3	D	TR	1.02	73.9	E	TR	0.86	32.6	C	
Overall Intersection	-	0.77	37.1	D	-	0.76	28.0	C	-	0.75	39.9	D	-	0.85	32.1	C	
<b>Union Street at Roosevelt Avenue</b>																	
Union Street	NB	TR	0.61	20.1	C	TR	0.58	19.5	B	TR	0.42	16.8	B	TR	0.57	19.2	B
	SB	LT	1.10	80.0	E	LT	1.01	59.5	E	LT	0.93	37.9	D	LT	1.08	75.2	E
	R	0.85	35.8	D	R	3.00+	100.0+	F	R	2.61	765.5	F	R	2.83	836.2	F	
Roosevelt Avenue	EB	LTR	1.43	231.1	F	LTR	2.05	505.0	F	LTR	1.86	416.9	F	LTR	2.35	641.1	F
	WB	LT	1.01	83.3	D	LT	0.62	25.9	C	LT	0.57	24.6	C	LT	0.55	23.9	C
	K	1.13	111.6	F	K	0.95	88.1	F	K	1.17	155.3	F	K	1.40	254.6	F	
Overall Intersection	-	1.25	83.9	F	-	3.00+	496.8	F	-	2.26	226.3	F	-	2.61	319.9	F	
<b>Parsons Boulevard at Roosevelt Avenue</b>																	
Parsons Boulevard	NB	LTR	1.15	104.8	F	LTR	0.66	24.8	C	LTR	0.86	41.1	D	LTR	0.88	36.2	D
	SB	LTR	0.82	35.1	D	LTR	0.66	23.8	C	LTR	0.71	30.8	C	LTR	0.79	27.6	C
Roosevelt Avenue	EB	LTR	0.50	26.0	C	LTR	0.59	23.3	C	LTR	0.50	26.1	C	LTR	0.76	28.8	C
	WB	LTR	1.17	112.5	F	LTR	0.77	30.6	C	LTR	0.76	35.2	D	LTR	0.88	37.9	D
Overall Intersection	-	1.16	76.1	E	-	0.72	25.7	C	-	0.81	34.0	C	-	0.88	32.4	C	
<b>KISSENA BOULEVARD</b>																	
<b>Main Street at Kissena Boulevard</b>																	
Main Street	NB	L	0.75	34.6	C	L	0.88	54.1	D	L	0.78	40.5	D	L	1.21	147.6	F
	TR	0.70	25.4	C	TR	0.64	22.5	C	TR	0.59	22.6	C	TR	0.70	25.6	C	
	SB	L	0.66	38.7	D	L	0.47	20.5	C	L	0.85	52.7	D	L	0.55	22.1	C
Kissena Boulevard	WB	TR	0.39	18.4	B	TR	0.52	19.5	B	TR	0.46	19.4	B	TR	0.58	24.1	C
	T	0.74	38.9	D	T	0.73	27.4	C	T	0.67	35.8	D	T	0.76	27.4	C	
Overall Intersection	-	0.75	28.1	C	-	0.80	25.2	C	-	0.81	30.0	C	-	0.98	36.3	D	
<b>SANFORD AVENUE</b>																	
<b>College Point Boulevard at Sanford Avenue</b>																	
College Point Boulevard	NB	L	0.22	10.4	B	L	0.57	24.1	C	L	0.54	32.5	C	L	0.64	32.2	C
	T	0.69	15.0	B	T	0.67	14.5	B	T	0.61	13.3	B	T	0.74	15.9	B	
	SB	TR	0.59	13.2	B	TR	0.77	16.9	B	TR	0.99	33.9	C	TR	0.86	19.5	B
Sanford Avenue	WB	L	0.79	46.2	D	L	0.57	35.0	C	L	0.78	47.6	D	L	0.71	39.9	D
	TR	0.56	30.1	C	TR	0.38	27.1	C	TR	0.57	26.9	C	TR	0.52	29.5	C	
Overall Intersection	-	0.72	19.3	B	-	0.70	18.2	B	-	0.92	27.8	C	-	0.81	20.8	C	

TABLE 7  
CITIFIELD - WILLETTS POINT DEVELOPMENT STUDY  
2032 PHASE 2 NO ACTION TRAFFIC LEVELS OF SERVICE - NON-GAME DAY

INTERSECTION & APPROACH	Weekday AM Peak Hour (8:00 - 9:00 AM)				Weekday Midday Peak Hour (1:00 - 2:00 PM)				Weekday PM Peak Hour (5:00 - 6:00 PM)				Saturday Midday Peak Hour (1:30 - 2:30 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>Union Street at Sanford Avenue</b>																	
Union Street	NB	LTR	0.71	31.0	C	LTR	0.34	20.8	C	LTR	0.31	20.3	C	LTR	0.40	21.8	C
	SB	LTR	0.62	24.8	C	LTR	0.61	24.3	C	LTR	0.73	26.8	C	LTR	0.75	27.7	C
Sanford Avenue	EB	DefL	0.58	26.4	C	DefL	0.43	19.7	B	-	-	-	-	DefL	0.49	21.6	C
	TR		0.37	15.8	B	TR	0.21	13.7	B	LTR	0.52	14.7	B	TR	0.36	15.6	B
	WB	LTR	0.90	30.1	C	LTR	0.89	29.7	C	LTR	0.68	22.4	C	LTR	0.89	29.9	C
Overall Intersection	-	-	0.81	26.3	C	-	0.76	24.6	C	-	0.71	22.4	C	-	0.83	25.7	C
<b>Parsons Boulevard at Sanford Avenue</b>																	
Parsons Boulevard	NB	LTR	1.12	79.7	E	LTR	1.17	102.6	F	LTR	0.90	35.5	D	LTR	0.94	40.0	D
	SB	LTR	0.97	39.3	D	LTR	0.72	25.4	C	LTR	0.78	27.5	C	LTR	0.85	30.1	C
Sanford Avenue	EB	LTR	0.73	27.5	C	LTR	0.56	22.3	C	LTR	0.71	26.3	C	LTR	0.74	26.9	C
	WB	LTR	0.83	31.7	C	LTR	0.87	34.7	C	LTR	0.79	30.0	C	LTR	0.91	39.1	D
Overall Intersection	-	-	0.98	45.8	D	-	1.02	48.5	D	-	0.85	30.0	C	-	0.93	34.0	C
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>																	
<b>College Point Boulevard at 32nd Avenue</b>																	
College Point Boulevard	NB	T	0.44	23.9	C	T	0.71	29.9	C	T	0.50	25.3	C	T	0.36	23.3	C
	TR		0.71	31.8	C	TR	0.81	36.4	D	TR	0.93	47.3	D	TR	0.79	34.6	C
	SB	L	0.52	37.2	D	L	0.75	48.8	D	L	0.49	34.9	C	L	0.53	36.4	D
	T		0.60	13.0	B	T	0.50	11.7	B	T	0.44	10.9	B	T	0.42	10.7	B
32nd Avenue	WB	LTR	0.88	44.9	D	LTR	0.79	40.6	D	LTR	0.90	45.6	D	LTR	0.54	32.0	C
Overall Intersection	-	-	1.41	24.0	C	-	1.30	28.1	C	-	1.16	29.4	C	-	1.05	23.4	C
<b>NORTHERN BOULEVARD SERVICE ROAD</b>																	
<b>College Point Boulevard at Northern Boulevard Service Road</b>																	
College Point Boulevard	NB	TR	0.42	11.8	B	TR	0.53	13.2	B	TR	0.56	13.6	B	TR	0.55	13.3	B
	SB	LT	0.89	25.0	C	LT	0.87	24.4	C	LT	0.87	24.2	C	LT	0.80	20.8	C
Northern Blvd Service Rd	WB	LR	0.79	37.0	D	LR	0.79	37.3	D	LR	0.74	34.7	C	LR	0.69	32.7	C
Overall Intersection	-	-	0.85	22.6	C	-	0.84	22.0	C	-	0.82	21.1	C	-	0.76	19.5	B
<b>STADIUM ROAD</b>																	
<b>Boat Basin Road at Stadium Road</b>																	
Boat Basin Road	NB	LTR	0.09	7.3	A	LTR	0.07	7.2	A	LTR	0.05	7.1	A	LTR	0.08	7.2	A
	SB	-	-	-	-	DefL	0.28	9.3	A	-	-	-	-	DefL	0.20	8.4	A
	LTR		0.39	9.8	A	TR	0.18	8.1	A	LTR	0.23	8.2	A	TR	0.16	7.9	A
Stadium Road	WB	LTR	0.24	25.8	C	LTR	0.19	25.3	C	LTR	0.30	26.4	C	LTR	0.28	26.2	C
Overall Intersection	-	-	0.34	12.8	B	-	0.25	12.5	B	-	0.25	14.8	B	-	0.23	14.4	B
<b>SIGNALIZED INTERSECTIONS</b>																	
<b>Willetts Point Boulevard at 126th Street</b>																	
126th Street	SB	LT	-	8.2	A	LT	-	8.3	A	LT	-	8.4	A	LT	-	8.5	A
Willetts Point Boulevard	WB	LR	-	11.2	B	LR	-	12.3	B	LR	-	15.0	B	LR	-	15.6	C
Overall Intersection	-	-	-	10.3	B	-	-	10.7	B	-	-	12.4	B	-	-	14.3	B
<b>Boat Basin Road at Worlds Fair Marina</b>																	
Boat Basin Road	NB	L	-	41.2	E	L	-	19.7	C	L	-	16.7	C	L	-	17.4	C
	R		-	8.7	A	R	-	8.5	A	R	-	8.8	A	R	-	8.6	A
Worlds Fair Marina	WB	LT	-	8.9	A	LT	-	8.2	A	LT	-	7.8	A	LT	-	8.0	A
Overall Intersection	-	-	-	10.2	B	-	-	9.5	A	-	-	9.1	A	-	-	10.0	A
<b>Willetts Point Boulevard at Northern Boulevard</b>																	
Willetts Point Boulevard	NB	TR	-	10.3	B	TR	-	10.6	B	TR	-	9.9	A	TR	-	9.2	A
Overall Intersection	-	-	-	10.3	B	-	-	10.6	B	-	-	9.9	A	-	-	9.2	A
<b>Boat Basin Road at Stadium Road / Citifield Entrance 8</b>																	
Citifield Entrance 8	NB	T	-	10.5	B	T	-	11.4	B	T	-	10.7	B	T	-	12.1	B
Boat Basin Road	SB	LT	-	11.4	B	LT	-	11.4	B	LT	-	11.4	B	LT	-	-	-
Stadium Road	EB	LT	-	7.4	A	LT	-	7.5	A	LT	-	7.4	A	LT	-	7.5	A
Overall Intersection	-	-	-	8.5	A	-	-	8.8	A	-	-	9.2	A	-	-	7.5	A
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>																	
Grand Central Parkway Off-Ramp	EB	L	-	11.5	B	L	-	10.8	B	L	-	10.7	B	L	-	11.2	B
	R		-	9.4	A	R	-	9.2	A	R	-	9.4	A	R	-	9.3	A
Overall Intersection	-	-	-	10.9	B	-	-	10.3	B	-	-	10.0	A	-	-	10.7	B
<b>126th Street at 36th Avenue</b>																	
126th Street	SB	LT	-	8.2	A	LT	-	8.4	A	LT	-	8.2	A	LT	-	8.4	A
36th Avenue	WB	LR	-	13.6	B	LR	-	16.2	C	LR	-	12.1	B	LR	-	13.5	B
Overall Intersection	-	-	-	9.1	A	-	-	11.1	B	-	-	11.2	B	-	-	11.1	B
<b>126th Street at 37th Avenue</b>																	
126th Street	SB	LT	-	7.8	A	LT	-	8.3	A	LT	-	8.2	A	LT	-	8.2	A
37th Avenue	WB	LR	-	12.5	B	LR	-	12.7	B	LR	-	13.1	B	LR	-	12.0	B
Overall Intersection	-	-	-	11.9	B	-	-	10.7	B	-	-	11.4	B	-	-	11.0	B
<b>Northern Boulevard at 126th Place</b>																	
126th Place	NB	R	-	14.1	B	R	-	16.3	C	R	-	19.4	C	R	-	16.6	C
Overall Intersection	-	-	-	14.1	B	-	-	16.3	C	-	-	19.4	C	-	-	16.6	C

**Notes**  
(1): Control delay is measured in seconds per vehicle.  
(2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.  
(3): V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+".  
(4): This table has been revised for the Final SEIS.

**TABLE 8**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2032 PHASE 2 NO ACTION TRAFFIC LEVELS OF SERVICE - GAME DAY**

INTERSECTION & APPROACH	Weekday Pre-Game (5:30 - 6:30 PM)				Saturday Pre-Game (3:15 - 4:15 PM)				Saturday Post-Game (7:15 - 8:15 PM)				
	Mvt	V/C	Control		Mvt	V/C	Control		Mvt	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS	
<b>SIGNALIZED INTERSECTIONS</b>													
<b>ASTORIA BOULEVARD</b>													
108th Street at Astoria Boulevard													
108th Street	NB	DefL	0.67	51.9	D	DefL	0.46	23.9	C	DefL	0.53	27.8	C
	T		0.28	35.8	D	T	0.20	21.0	C	T	0.22	21.3	C
	SB	LTR	0.35	38.1	D	LTR	0.23	21.4	C	LTR	0.19	20.9	C
Astoria Boulevard	EB	TR	1.08	62.7	F	TR	0.76	27.0	C	TR	0.69	25.5	C
	WB	L	0.75	49.2	D	L	0.81	39.4	D	L	0.93	54.4	D
	TR		0.29	9.3	A	TR	0.30	12.0	B	TR	0.31	12.1	B
Overall Intersection	-		0.93	51.1	D	-	0.66	23.4	C	-	0.73	24.5	C
<b>NORTHERN BOULEVARD</b>													
108th Street at Northern Boulevard (RT. 25A)													
108th Street	NB	LTR	1.18	128.9	F	LTR	1.16	121.8	F	LTR	1.19	135.2	F
	SB	LTR	1.14	115.9	F	LTR	1.09	101.6	F	LTR	1.19	134.3	F
Northern Boulevard (Rt. 25A)	EB	L	0.19	32.9	C	L	0.09	36.4	D	L	0.14	37.1	D
	TR		0.87	14.7	B	TR	0.98	38.1	D	TR	0.97	36.9	D
	WB	L	0.74	46.8	D	L	0.84	48.6	D	L	1.01	73.8	E
	TR		1.08	62.9	E	TR	1.17	106.4	F	TR	1.15	94.1	F
Overall Intersection	-		1.07	47.8	D	-	1.12	79.4	E	-	1.14	78.8	E
114th Street at Northern Boulevard (RT. 25A)													
114th Street	SB	LTR	0.78	57.6	E	LTR	0.62	49.9	D	LTR	0.48	46.0	D
Northern Boulevard (Rt. 25A)	EB	T	1.01	35.8	D	T	0.76	24.9	C	T	0.67	22.7	C
	R		0.64	14.9	B	R	0.80	29.3	C	R	0.67	28.9	C
	WB	DefL	0.84	51.2	D	DefL	0.84	39.0	D	DefL	1.29	159.4	F
	T		0.87	15.5	B	T	0.86	16.1	B	T	1.21	113.3	F
Overall Intersection	-		1.52	24.9	C	-	1.32	23.8	C	-	1.95	87.2	F
126th Street at Northern Boulevard (RT. 25A)													
126th Street	NB	L	0.47	44.1	D	L	0.63	47.0	D	L	1.18	129.3	F
	R		0.40	43.6	D	R	0.33	41.9	D	R	0.66	44.3	D
Northern Boulevard	EB	T	1.12	118.9	F	T	0.55	38.3	D	T	0.57	38.6	D
	WB	T	0.82	16.8	B	T	0.68	12.7	B	T	0.32	6.9	A
Grand Central Parkway Ramp	EB	T	0.90	35.6	D	T	0.89	45.0	D	T	0.93	49.4	D
Van Wyck & Whitestone Expressway Ramp	WB	T	0.80	14.8	B	T	0.74	13.1	B	T	0.64	12.1	B
Overall Intersection	-		0.74	38.7	D	-	0.72	27.2	C	-	0.76	49.6	D
Prince Street at Northern Boulevard (RT. 25A)													
Prince Street	NB	LTR	1.13	107.6	F	LTR	1.12	101.5	F	LTR	1.15	115.1	F
	SB	LTR	0.60	42.5	D	LTR	0.51	37.8	D	LTR	0.41	38.7	D
Northern Boulevard (Rt. 25A)	EB	L	0.98	75.2	E	L	1.01	87.7	F	L	0.91	67.7	E
	T		1.05	58.9	E	T	0.98	40.8	D	T	1.03	53.8	D
	WB	L	0.79	69.4	E	L	0.98	102.3	F	L	0.90	90.6	F
	T		1.11	93.3	F	T	1.14	103.1	F	T	0.99	51.1	D
Northern Boulevard Service Rd.	EB	TR	0.59	25.2	C	TR	0.51	23.2	C	TR	0.45	21.9	C
	WB	TR	0.80	42.3	D	TR	0.76	35.9	D	TR	0.55	29.3	C
Overall Intersection	-		1.09	69.4	E	-	1.11	67.8	E	-	1.65	54.1	D
Main Street at Northern Boulevard (RT. 25A)													
Main Street	NB	L	0.91	53.1	D	T	0.87	48.5	D	T	0.86	48.2	D
	R		0.92	64.7	E	R	0.96	71.5	E	R	0.75	42.6	D
Northern Boulevard (Rt. 25A)	EB	T	1.15	99.8	F	T	0.96	41.6	D	T	1.06	67.3	E
	R		1.24	143.2	F	R	1.36	200.0	F	R	1.20	131.0	F
Northern Boulevard (Rt. 25A)	WB	L	0.23	28.0	C	L	0.17	26.6	C	L	0.12	26.0	C
	T		0.79	23.4	C	T	0.89	27.0	C	T	0.71	21.3	C
Overall Intersection	-		1.08	72.1	E	-	1.17	58.2	E	-	0.99	56.7	E
Union Street at Northern Boulevard (RT. 25A)													
Union Street	NB	TR	0.70	36.0	D	TR	0.70	35.8	D	TR	0.67	34.9	C
	SB	TR	0.70	35.5	D	TR	0.61	33.3	C	TR	0.68	35.0	C
Northern Boulevard (Rt. 25A)	EB	L	0.64	31.9	C	L	0.70	35.5	D	L	0.75	35.7	D
	TR		1.19	119.7	F	TR	1.28	165.0	F	TR	1.25	149.8	F
	WB	L	0.80	41.8	D	L	0.99	69.8	E	L	1.01	69.8	E
	TR		1.01	65.7	E	TR	0.99	48.6	D	TR	0.86	39.4	D
Overall Intersection	-		0.95	79.4	E	-	0.95	87.7	F	-	0.98	82.1	F
Parsons Boulevard at Northern Boulevard (RT. 25A)													
Parsons Boulevard	NB	L	0.90	84.4	F	L	0.69	51.0	D	L	0.76	58.2	E
	TR		0.39	40.4	D	TR	0.54	39.2	D	TR	0.60	38.6	D
	SB	LTR	1.19	129.2	F	LTR	1.14	107.6	F	LTR	1.13	104.3	F
Northern Boulevard (Rt. 25A)	EB	L	0.48	46.2	D	L	0.42	43.5	D	L	0.46	43.7	D
	TR		1.02	50.3	D	TR	1.14	99.2	F	TR	1.16	107.4	F
	WB	L	0.45	41.1	D	L	0.45	44.5	D	L	0.52	46.4	D
	TR		1.19	118.8	F	TR	1.08	72.9	E	TR	1.14	96.4	F
Overall Intersection	-		1.11	81.9	F	-	1.11	90.7	F	-	1.10	92.4	F
<b>34TH AVENUE</b>													
114th Street at 34th Avenue													
114th Street	SB	L	1.06	83.8	F	L	1.04	74.5	E	L	1.18	121.6	F
	T		0.55	29.0	C	T	0.55	28.8	C	T	0.36	25.1	C
34th Avenue	EB	T	0.51	13.0	B	T	0.43	12.1	B	T	0.43	12.3	B
	R		0.16	9.3	A	R	0.11	8.8	A	R	0.06	8.4	A
Overall Intersection	-		0.70	41.9	D	-	0.65	41.2	D	-	0.72	70.5	E

TABLE 8  
CITYFIELD - WILKES POINT DEVELOPMENT STUDY  
2032 PHASE 2 NO ACTION TRAFFIC LEVELS OF SERVICE - GAME DAY

INTERSECTION & APPROACH	Weekday Pre-Game (5:30 - 6:30 PM)				Saturday Pre-Game (3:15 - 4:15 PM)				Saturday Post-Game (7:15 - 8:15 PM)			
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control	
			Delay	LOS			Delay	LOS			Delay	LOS
<b>126th Street/GCP Ramp at 34th Avenue</b>												
126th Street	NB	DefL	0.74	64.0	E	DefL	1.03	104.7	F	-	-	-
		TR	0.36	35.5	D	TR	0.48	33.4	C	LTR	0.58	29.3
<b>Northern Boulevard Ramp</b>												
GCP Ramp	SB	LTR	0.74	49.8	D	LTR	0.54	36.6	D	LTR	0.20	34.2
	SB	LTR	1.47	266.5	F	LTR	2.09	545.7	F	LTR	0.94	87.3
<b>Shea Road</b>												
	EB	DefL	0.50	33.0	C	-	-	-	-	DefL	1.98	488.9
	TR	0.31	28.3	C	LTR	0.41	28.4	F	TR	1.07	99.8	
34th Avenue	WB	LTR	0.30	28.1	C	LTR	0.41	28.0	F	LTR	0.60	43.4
	Overall Intersection	-	0.82	140.5	F	-	0.97	241.8	F	-	1.15	141.6
<b>ROOSEVELT AVENUE</b>												
<b>108th Street at Roosevelt Avenue</b>												
108th Street	NB	LTR	1.18	128.0	F	LTR	1.20	137.9	F	LTR	1.18	129.9
	SB	LTR	1.19	132.8	F	LTR	1.20	136.6	F	LTR	1.22	146.9
<b>Roosevelt Avenue</b>												
	EB	LTR	0.71	8.6	A	LTR	0.79	19.6	B	LTR	0.65	15.1
	WB	LTR	0.67	12.4	B	LTR	1.01	33.5	C	LTR	0.94	20.4
	Overall Intersection	-	0.84	53.3	D	-	1.07	63.3	E	-	1.01	66.5
<b>111th Street at Roosevelt Avenue</b>												
111th Street	NB	LTR	1.05	78.7	E	LTR	1.07	80.2	F	LTR	1.08	85.9
	EB	LTR	0.77	9.7	A	LTR	0.87	23.3	C	LTR	0.75	17.9
Roosevelt Avenue	WB	LTR	1.21	115.3	F	LTR	1.13	126.6	F	LTR	1.24	130.2
	Overall Intersection	-	1.17	67.8	E	-	1.19	77.3	E	-	1.20	84.4
<b>114th Street at Roosevelt Avenue</b>												
114th Street	NB	LTR	0.91	60.5	E	LTR	1.10	94.5	F	LTR	0.69	46.6
	SB	LTR	1.12	100.8	F	LTR	1.12	100.4	F	LTR	1.11	97.5
<b>Roosevelt Avenue</b>												
	EB	LTR	1.00	31.0	C	LTR	1.26	137.8	F	LTR	1.33	170.5
	WB	LTR	0.69	14.5	B	LTR	0.61	12.7	B	LTR	0.80	17.4
	Overall Intersection	-	1.04	35.8	D	-	1.22	79.1	E	-	1.26	71.4
<b>126th Street at Roosevelt Avenue</b>												
126th Street	NB	LTR	0.66	61.7	E	LTR	0.84	83.3	F	LTR	0.22	37.4
	SB	-	-	-	-	-	-	-	-	DefL	1.25	167.0
	LTR	1.18	126.0	F	LTR	1.16	119.6	F	TR	0.52	30.4	
<b>Roosevelt Avenue</b>												
	EB	DefL	1.04	70.9	E	DefL	1.22	150.9	F	-	-	-
	TR	0.71	8.1	A	TR	0.56	12.5	B	LTR	0.62	23.0	
	WB	LTR	0.63	12.9	B	LTR	0.67	13.7	B	LTR	0.51	20.2
	Overall Intersection	-	1.08	47.4	D	-	1.21	56.0	E	-	0.89	56.0
<b>College Point Boulevard at Roosevelt Avenue</b>												
College Point Boulevard	NB	L	1.30	194.3	F	L	1.33	195.3	F	L	1.05	93.9
	TR	0.70	29.2	C	TR	0.84	28.1	C	TR	0.78	26.3	
	SB	TR	0.90	48.2	D	TR	1.23	136.8	F	TR	0.89	40.4
<b>Roosevelt Avenue</b>												
	EB	L	0.50	37.4	D	L	0.50	29.0	C	L	0.59	30.5
	TR	1.27	153.5	F	TR	1.25	140.1	F	TR	1.25	134.7	
	WB	L	0.31	45.0	D	L	0.29	33.5	C	L	0.25	32.9
	TR	0.49	36.5	D	TR	0.55	28.4	C	TR	0.42	25.8	
	Overall Intersection	-	1.23	82.7	F	-	1.38	99.4	F	-	1.14	62.6
<b>Prince Street at Roosevelt Avenue</b>												
Prince Street	SB	LTR	0.53	31.2	C	LTR	0.81	42.3	D	LTR	0.73	37.4
<b>Roosevelt Avenue</b>												
	EB	DefL	0.82	33.2	C	DefL	0.78	18.6	B	DefL	0.78	19.0
	TR	0.81	29.4	C	TR	0.66	13.2	B	TR	0.84	18.7	
	WB	LTR	0.61	21.6	C	LTR	0.63	13.4	B	LTR	0.60	12.4
	Overall Intersection	-	0.70	28.3	C	-	0.79	20.7	C	-	0.80	20.5
<b>Main Street at Roosevelt Avenue</b>												
Main Street	NB	T	0.64	23.7	C	T	0.68	24.5	C	T	0.68	24.5
	SB	T	0.56	22.3	C	T	0.65	24.3	C	T	0.56	22.4
<b>Roosevelt Avenue</b>												
	EB	L	0.35	36.3	D	L	0.28	20.9	C	L	0.26	19.5
	TR	0.94	66.9	E	TR	0.75	33.1	C	TR	0.96	50.8	
	WB	L	0.22	28.9	C	L	0.07	7.6	B	L	0.20	17.4
	TR	0.90	56.5	E	TR	0.86	40.9	D	TR	0.87	37.3	
	Overall Intersection	-	0.76	37.7	D	-	0.77	29.1	C	-	0.82	32.3
<b>Union Street at Roosevelt Avenue</b>												
Union Street	NB	TR	0.55	18.9	B	TR	0.46	17.3	B	TR	0.46	17.4
	SB	LT	1.28	154.0	F	LT	1.01	57.9	E	LT	1.23	134.3
	R	1.93	447.1	F	R	2.67	789.3	F	R	1.93	453.3	
<b>Roosevelt Avenue</b>												
	EB	LTR	2.34	633.4	F	LTR	1.95	459.4	F	LTR	2.00	480.3
	WB	LT	0.82	33.3	C	LT	0.58	24.4	C	LT	0.75	31.8
	R	0.83	52.0	D	R	1.29	215.3	F	R	1.53	309.9	
	Overall Intersection	-	2.12	242.7	F	-	2.33	255.8	F	-	1.96	231.5
<b>Parsons Boulevard at Roosevelt Avenue</b>												
Parsons Boulevard	NB	LTR	0.83	38.4	D	LTR	0.74	28.0	C	LTR	0.96	43.7
	SB	LTR	0.80	34.2	C	LTR	0.75	26.1	C	LTR	0.77	27.2
<b>Roosevelt Avenue</b>												
	EB	LTR	0.70	32.1	C	LTR	0.46	20.1	C	LTR	0.72	26.9
	WB	LTR	0.94	49.9	D	LTR	0.64	24.4	C	LTR	0.76	28.8
	Overall Intersection	-	0.88	38.7	D	-	0.69	25.2	C	-	0.86	32.1
<b>KISSENA BOULEVARD</b>												
<b>Main Street at Kissena Boulevard</b>												
Main Street	NB	L	0.76	38.9	D	L	0.91	60.1	E	L	0.70	32.8
	TR	0.59	22.4	C	TR	0.60	21.5	C	TR	0.68	23.0	
<b>Kissena Boulevard</b>												
	SB	L	0.88	55.5	E	L	0.52	21.4	C	L	0.41	19.8
	TR	0.51	20.2	C	TR	0.54	19.7	B	TR	0.49	18.9	
	WB	T	0.73	38.2	D	T	0.66	24.8	C	T	0.66	24.6
	Overall Intersection	-	0.81	38.5	C	-	0.79	26.0	C	-	0.68	22.4
<b>SANFORD AVENUE</b>												
<b>College Point Boulevard at Sanford Avenue</b>												
College Point Boulevard	NB	L	0.40	15.8	B	L	0.53	22.5	C	L	0.24	13.2
	T	0.76	16.2	B	T	0.83	18.3	B	T	0.57	12.7	
<b>Sanford Avenue</b>												
	SB	TR	0.76	16.1	B	TR	0.83	18.3	B	TR	0.80	17.4
	WB	L	0.82	50.2	D	L	0.88	56.5	E	L	0.58	34.8
	TR	0.48	28.6	C	TR	0.52	29.3	C	TR	0.34	26.6	
	Overall Intersection	-	0.78	28.0	B	-	0.85	22.6	C	-	0.73	17.6

**TABLE 8**  
**CITIFIELD - WILLETTS POINT DEVELOPMENT STUDY**  
**2032 PHASE 2 NO ACTION TRAFFIC LEVELS OF SERVICE - GAME DAY**

INTERSECTION & APPROACH	Weekday Pre-Game (5:30 - 6:30 PM)				Saturday Pre-Game (3:15 - 4:15 PM)				Saturday Post-Game (7:15 - 8:15 PM)				
	Mvt	V/C	Control		Mvt	V/C	Control		Mvt	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS	
<b>Union Street at Sanford Avenue</b>													
Union Street	NB	LTR	0.39	21.7	C	LTR	0.49	24.4	C	LTR	0.42	22.2	C
	SB	LTR	0.71	26.3	C	LTR	0.93	36.0	D	LTR	0.82	30.1	C
<b>Sanford Avenue</b>													
	EB	-	-	-	-	DnL	0.58	24.6	C	-	-	-	-
	LTR	0.29	14.3	B	TR	0.33	15.1	B	LTR	0.24	13.8	B	
	WB	LTR	0.91	32.4	C	LTR	0.75	23.8	C	LTR	0.70	22.4	C
	Overall Intersection	-	0.82	25.7	C	-	0.83	28.0	C	-	0.75	24.1	C
<b>Parsons Boulevard at Sanford Avenue</b>													
Parsons Boulevard	NB	LTR	1.05	58.4	E	LTR	0.86	32.6	C	LTR	0.94	38.6	D
	SB	LTR	0.70	25.1	C	LTR	0.74	26.0	C	LTR	0.75	26.4	C
Sanford Avenue	EB	LTR	0.61	23.6	C	LTR	0.63	23.5	C	LTR	0.81	30.1	C
	WB	LTR	0.76	28.5	C	LTR	0.86	33.3	C	LTR	0.83	32.5	C
	Overall Intersection	-	0.90	35.3	D	-	0.86	29.0	C	-	0.88	31.9	C
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>													
<b>College Point Boulevard at 32nd Avenue</b>													
College Point Boulevard	NB	T	0.40	23.8	C	T	0.37	23.3	C	T	0.45	24.0	C
	TR	0.27	22.0	C	TR	0.59	26.1	C	TR	0.35	22.9	C	
	SB	L	0.45	33.6	C	L	0.58	38.3	D	L	0.28	27.8	C
	T	0.41	10.6	B	T	0.46	11.1	B	T	0.30	9.6	A	
32nd Avenue	WB	LTR	0.75	38.4	D	LTR	0.47	30.3	C	LTR	0.31	26.9	C
	Overall Intersection	-	1.10	21.2	C	-	1.05	21.9	C	-	0.86	19.6	B
<b>NORTHERN BOULEVARD SERVICE ROAD</b>													
<b>College Point Boulevard at Northern Boulevard Service Road</b>													
College Point Boulevard	NB	TR	0.49	12.7	B	TR	0.55	13.4	B	TR	0.51	12.9	B
	SB	LT	0.85	22.5	C	LT	0.92	28.0	C	LT	0.55	14.0	B
Northern Blvd Service Rd	WB	LR	0.72	33.9	C	LR	0.72	33.2	C	LR	0.57	29.2	C
	Overall Intersection	-	0.81	28.4	C	-	0.85	22.7	C	-	0.56	15.9	B
<b>STADIUM ROAD</b>													
<b>Boat Basin Road at Stadium Road</b>													
Boat Basin Road	NB	-	-	-	-	-	-	-	-	L	2.39	663.8	F
	LTR	0.54	43.9	D	LTR	0.68	49.6	D	TR	1.90	438.3	F	
	SB	LTR	0.90	35.6	D	LTR	0.77	24.6	C	LTR	0.41	27.7	C
Stadium Road	WB	LTR	0.88	33.1	C	LTR	1.00	45.6	D	LTR	0.27	9.3	A
	Overall Intersection	-	0.85	35.2	D	-	0.83	35.1	D	-	0.98	431.4	F
<b>UNSIGNALED INTERSECTIONS</b>													
<b>Willetts Point Boulevard at 126th Street</b>													
126th Street	SB	LT	-	8.2	A	LT	-	9.0	A	LT	-	8.2	A
Willetts Point Boulevard	WB	LR	-	12.4	B	LR	-	11.0	B	LR	-	10.1	B
	Overall Intersection	-	-	12.3	B	-	-	10.9	B	-	-	8.9	A
<b>Boat Basin Road at Worlds Fair Marina</b>													
Boat Basin Road	NB	L	-	54.8	F	L	-	41.4	E	L	-	103.9	F
	R	-	-	8.6	A	R	-	8.7	A	R	-	13.4	D
Worlds Fair Marina	WB	LT	-	12.4	B	LT	-	11.2	B	LT	-	7.8	A
	Overall Intersection	-	-	13.7	B	-	-	12.2	B	-	-	54.1	F
<b>Willetts Point Boulevard at Northern Boulevard</b>													
Willetts Point Boulevard	NB	TR	-	9.6	A	TR	-	9.2	A	TR	-	9.1	A
	Overall Intersection	-	-	9.6	A	-	-	9.2	A	-	-	9.1	A
<b>Boat Basin Road at Stadium Road / Citifield Entrance 8</b>													
Citifield Entrance 8	NB	-	-	-	-	-	-	-	-	-	-	-	-
Boat Basin Road	SB	LT	-	8.4	A	LT	-	7.8	A	-	-	-	-
Stadium Road	EB	LT	-	31.4	D	LT	-	88.5	F	LT	-	82.9	F
	TR	-	-	31.0	D	TR	-	39.9	E	-	-	-	-
Citifield Entrance 9	WB	R	-	10.3	B	R	-	9.3	A	R	-	56.1	F
	Overall Intersection	-	-	30.0	D	-	-	58.7	F	-	-	79.3	F
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>													
Grand Central Parkway Off-Ramp	EB	L	-	35.6	E	L	-	35.9	E	L	-	53.2	F
	R	-	-	9.6	A	R	-	9.2	A	R	-	22.8	C
	Overall Intersection	-	-	32.4	D	-	-	33.1	D	-	-	41.7	E
<b>126th Street at 36th Avenue</b>													
126th Street	SB	LT	-	8.3	A	LT	-	9.5	A	LT	-	8.4	A
36th Avenue	WB	LR	-	17.5	C	LR	-	25.2	D	LR	-	13.3	B
	Overall Intersection	-	-	12.3	B	-	-	17.4	C	-	-	13.0	B
<b>126th Street at 37th Avenue</b>													
126th Street	SB	LT	-	8.2	A	LT	-	8.9	A	LT	-	8.4	A
37th Avenue	WB	LR	-	15.9	C	LR	-	17.7	C	LR	-	17.0	C
	Overall Intersection	-	-	12.6	B	-	-	14.8	B	-	-	15.7	C
<b>Northern Boulevard at 126th Place</b>													
126th Place	NB	R	-	21.0	C	R	-	15.7	C	R	-	16.6	C
	Overall Intersection	-	-	21.0	C	-	-	15.7	C	-	-	16.6	C

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+".
- (4): This table has been revised for the Final SEIS.

TABLE 9  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WITH ACTION TRAFFIC LEVELS OF SERVICE - NON-GAME DAY

INTERSECTION & APPROACH	Weekday AM Peak Hour (8:00 - 9:00 AM)				Weekday Midday Peak Hour (1:00 - 3:00 PM)				Weekday PM Peak Hour (5:00 - 6:00 PM)				Saturday Midday Peak Hour (1:30 - 2:30 PM)				
	Mov.	V/C	Control		Mov.	V/C	Control		Mov.	V/C	Control		Mov.	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS			Delay	LOS	
<b>SIGNALIZED INTERSECTIONS</b>																	
<b>ASTORIA BOULEVARD</b>																	
<b>108th Street at Astoria Boulevard</b>																	
108th Street	NB	Defl.	0.80	62.6	E	Defl.	0.57	29.6	C	Defl.	0.68	52.5	D	Defl.	0.62	30.8	C
	T		0.21	35.5	D	T	0.13	20.1	C	T	0.21	35.6	D	T	0.20	21.0	C
	SB	LTR	0.35	38.3	D	LTR	0.17	20.6	C	LTR	0.38	38.9	D	LTR	0.25	21.6	C
Astoria Boulevard	EB	TR	0.51	25.8	C	TR	0.88	31.2	C	TR	0.91	27.5	C	TR	1.00	42.0	D
	WB	L	0.56	14.8	B	L	0.74	33.8	C	L	0.71	45.6	D	L	0.54	23.9	C
	TR		0.77	7.9	A	TR	0.35	12.6	B	TR	0.35	9.9	A	TR	0.38	12.7	B
<b>Overall Intersection</b>	-		<b>0.78</b>	<b>18.1</b>	<b>B</b>	-	<b>0.76</b>	<b>25.3</b>	<b>C</b>	-	<b>0.84</b>	<b>26.3</b>	<b>C</b>	-	<b>0.81</b>	<b>30.4</b>	<b>C</b>
<b>NORTHERN BOULEVARD</b>																	
<b>108th Street at Northern Boulevard (RT. 25A)</b>																	
108th Street	NB	LTR	1.20	139.5	F	LTR	1.47	257.2	F	LTR	1.49	267.6	F	LTR	1.50	274.3	F
	SB	LTR	0.97	79.0	E	LTR	0.92	69.0	E	LTR	1.12	112.7	F	LTR	0.93	69.3	E
Northern Boulevard (Rt. 25A)	EB	L	0.07	21.4	C	L	0.08	25.2	C	L	0.15	36.2	D	L	0.17	41.3	D
	TR		0.77	21.1	C	TR	0.94	34.1	C	TR	0.87	14.8	B	TR	1.01	45.4	D
	L		0.44	21.7	C	L	0.75	50.1	D	L	0.66	43.0	D	L	0.76	46.6	D
	TR		1.03	33.7	C	TR	1.04	57.1	E	TR	1.17	104.6	F	TR	1.22	128.0	F
<b>Overall Intersection</b>	-		<b>0.94</b>	<b>39.0</b>	<b>D</b>	-	<b>1.11</b>	<b>66.9</b>	<b>E</b>	-	<b>1.17</b>	<b>73.9</b>	<b>E</b>	-	<b>1.23</b>	<b>102.9</b>	<b>F</b>
<b>114th Street at Northern Boulevard (RT. 25A)</b>																	
114th Street	SB	LTR	0.49	48.2	D	LTR	0.44	45.7	D	LTR	0.45	47.2	D	LTR	0.43	45.0	D
Northern Boulevard (Rt. 25A)	EB	T	0.89	42.1	D	T	0.86	29.9	C	T	1.18	100.1	F	T	0.77	25.6	C
	R		0.74	38.4	D	R	0.48	19.7	B	R	0.85	17.8	B	R	0.62	22.1	C
	WB	Defl.	0.51	16.6	B	Defl.	0.64	27.0	C	Defl.	1.03	89.8	F	Defl.	0.91	43.8	D
	T		1.17	94.4	F	T	0.76	13.3	B	T	0.94	20.1	C	T	1.01	33.1	C
<b>Overall Intersection</b>	-		<b>1.32</b>	<b>70.9</b>	<b>E</b>	-	<b>1.24</b>	<b>22.1</b>	<b>C</b>	-	<b>1.61</b>	<b>55.1</b>	<b>E</b>	-	<b>1.32</b>	<b>31.1</b>	<b>C</b>
<b>126th Street at Northern Boulevard (RT. 25A)</b>																	
126th Street	NB	L	0.37	42.6	D	L	0.66	48.9	D	L	0.52	47.4	D	L	0.65	48.4	D
	R		0.63	53.5	D	R	1.51	205.0	F	R	1.39	251.4	F	R	2.34	670.7	F
Northern Boulevard	EB	T	0.53	38.0	D	T	0.78	46.0	D	T	1.21	154.8	F	T	0.72	42.8	D
	WB	T	0.66	10.9	B	T	0.36	7.3	A	T	0.43	7.9	A	T	0.34	7.2	A
Grand Central Parkway Ramp	EB	T	0.82	40.9	D	T	0.77	38.2	D	T	0.73	29.7	C	T	0.83	40.8	D
Van Wyck & Whitestone Expressway Ramp	WB	T	1.20	144.9	F	T	1.02	50.4	D	T	1.12	83.0	F	T	1.01	46.9	D
<b>Overall Intersection</b>	-		<b>1.07</b>	<b>63.2</b>	<b>E</b>	-	<b>1.13</b>	<b>54.9</b>	<b>D</b>	-	<b>1.18</b>	<b>74.9</b>	<b>E</b>	-	<b>1.31</b>	<b>83.8</b>	<b>F</b>
<b>Prince Street at Northern Boulevard (RT. 25A)</b>																	
Prince Street	NB	LTR	1.13	124.0	F	LTR	1.13	107.5	F	LTR	1.17	122.7	F	LTR	1.10	91.6	F
	SB	LTR	0.78	52.5	D	LTR	0.52	41.0	D	LTR	0.51	41.4	D	LTR	0.45	36.6	D
Northern Boulevard (Rt. 25A)	EB	L	0.94	89.0	F	L	0.87	69.8	E	L	0.60	45.4	D	L	0.65	49.1	D
	T		0.80	22.4	C	T	0.95	37.8	D	T	0.99	42.2	D	T	1.09	77.0	E
	WB	L	0.94	88.4	F	L	0.89	88.0	F	L	0.79	70.6	E	L	0.80	63.5	E
	T		1.15	90.0	F	T	1.15	108.7	F	T	1.16	113.1	F	T	1.19	121.3	F
Northern Boulevard Service Rd.	EB	TR	0.44	16.5	B	TR	0.60	26.0	C	TR	0.64	27.1	C	TR	0.61	25.5	C
	WB	TR	0.67	19.2	B	TR	0.76	37.5	D	TR	0.71	37.6	D	TR	0.81	38.5	D
<b>Overall Intersection</b>	-		<b>1.10</b>	<b>59.1</b>	<b>E</b>	-	<b>1.09</b>	<b>68.3</b>	<b>E</b>	-	<b>1.02</b>	<b>69.4</b>	<b>E</b>	-	<b>1.05</b>	<b>83.6</b>	<b>F</b>
<b>Main Street at Northern Boulevard (RT. 25A)</b>																	
Main Street	NB	L	0.76	43.1	D	L	0.97	62.8	E	L	0.95	59.2	E	L	0.92	54.6	D
	R		0.83	52.1	D	R	0.66	38.7	D	R	0.95	71.2	E	R	0.87	58.7	E
Northern Boulevard (Rt. 25A)	EB	T	0.94	39.4	D	T	1.00	49.4	D	T	1.10	78.3	E	T	0.99	46.3	D
	R		1.14	113.1	F	R	1.25	157.1	F	R	1.16	115.7	F	R	1.34	192.6	F
Northern Boulevard (Rt. 25A)	WB	L	0.16	26.4	C	L	0.10	25.6	C	L	0.16	26.7	C	L	0.08	25.1	C
	T		1.04	40.6	D	T	0.79	23.7	C	T	0.80	23.9	C	T	0.98	34.5	C
<b>Overall Intersection</b>	-		<b>0.99</b>	<b>47.8</b>	<b>D</b>	-	<b>1.00</b>	<b>56.9</b>	<b>E</b>	-	<b>1.06</b>	<b>61.7</b>	<b>E</b>	-	<b>1.12</b>	<b>60.9</b>	<b>E</b>
<b>Union Street at Northern Boulevard (RT. 25A)</b>																	
Union Street	NB	TR	0.66	34.6	C	TR	0.76	38.1	D	TR	0.76	37.8	D	TR	0.75	37.3	D
	SB	TR	0.87	41.0	D	TR	0.54	32.1	C	TR	0.81	38.7	D	TR	0.63	33.9	C
Northern Boulevard (Rt. 25A)	EB	L	0.94	61.7	E	L	0.54	22.7	C	L	0.75	42.2	D	L	0.71	32.9	C
	TR		1.22	139.0	F	TR	1.41	223.1	F	TR	1.16	108.1	F	TR	1.50	263.0	F
	L		1.00	71.8	E	L	1.16	136.3	F	L	0.84	47.9	D	L	0.85	45.5	D
	WB	TR	0.96	38.8	D	TR	0.88	39.6	D	TR	0.97	45.8	D	TR	1.08	76.8	E
<b>Overall Intersection</b>	-		<b>1.05</b>	<b>71.2</b>	<b>E</b>	-	<b>1.37</b>	<b>115.3</b>	<b>F</b>	-	<b>0.99</b>	<b>69.4</b>	<b>E</b>	-	<b>1.11</b>	<b>136.3</b>	<b>F</b>
<b>Pursons Boulevard at Northern Boulevard (RT. 25A)</b>																	
Pursons Boulevard	NB	L	0.91	81.5	F	L	0.71	55.9	E	L	0.83	67.6	E	L	0.84	67.3	E
	TR		0.55	39.5	D	TR	0.51	38.4	D	TR	0.49	35.0	D	TR	0.58	40.3	D
	SB	LTR	0.79	45.7	D	LTR	1.14	108.3	F	LTR	1.12	99.9	F	LTR	1.14	106.9	F
Northern Boulevard (Rt. 25A)	EB	L	0.53	45.1	D	L	0.81	58.6	E	L	0.46	45.9	D	L	0.52	46.4	D
	TR		1.03	60.8	E	TR	1.08	79.0	E	TR	1.03	55.2	E	TR	1.13	97.4	F
	L		0.43	36.4	D	L	0.36	37.5	D	L	0.35	39.7	D	L	0.47	44.5	D
	TR		1.11	83.5	F	TR	1.22	136.0	F	TR	1.18	118.1	F	TR	1.22	133.2	F
<b>Overall Intersection</b>	-		<b>1.00</b>	<b>67.9</b>	<b>E</b>	-	<b>1.18</b>	<b>98.2</b>	<b>F</b>	-	<b>1.07</b>	<b>79.2</b>	<b>E</b>	-	<b>1.15</b>	<b>104.5</b>	<b>F</b>
<b>34TH AVENUE</b>																	
<b>114th Street at 34th Avenue</b>																	
114th Street	SB	L	0.85	39.1	D	L	0.89	49.2	D	L	1.06	78.2	E	L	1.08	90.1	F
	T		0.33	24.8	C	T	0.31	25.1	C	T	0.47	27.1	C	T	0.42	26.6	C
34th Avenue	EB	T	0.41	11.8	B	T	0.39	11.6	B	T	0.37	11.3	B	T	0.56	13.8	B
	R		0.11	8.8	A	R	0.07	8.5	A	R	0.07	8.5	A	R	0.10	8.7	A
<b>Overall Intersection</b>	-		<b>0.57</b>	<b>24.0</b>	<b>C</b>	-	<b>0.57</b>	<b>29.8</b>	<b>C</b>	-	<b>0.61</b>	<b>45.4</b>	<b>D</b>	-	<b>0.74</b>	<b>45.4</b>	<b>D</b>

TABLE 9  
CITYFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WITH ACTION TRAFFIC LEVELS OF SERVICE - NON-GAME DAY

INTERSECTION & APPROACH	Weekday AM Peak Hour (8:00 - 9:00 AM)				Weekday Midday Peak Hour (1:00 - 2:00 PM)				Weekday PM Peak Hour (5:00 - 6:00 PM)				Saturday Midday Peak Hour (1:30 - 2:30 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>126th Street/GCP Ramp at 34th Avenue</b>																	
126th Street	NB	DefL	0.25	22.1	C	DefL	0.47	28.5	C	DefL	0.62	32.5	C	DefL	0.38	25.3	C
	TR		0.23	20.7	C	TR	0.35	22.3	C	TR	0.34	22.1	C	TR	0.35	22.2	C
Northern Boulevard Ramp	SB	LTR	0.39	23.7	C	LTR	0.76	36.3	D	LTR	0.42	24.2	C	LTR	0.64	30.2	C
GCP Ramp	SB	LTR	1.22	169.9	F	LTR	2.04	325.7	F	LTR	1.93	475.9	F	LTR	1.94	483.1	F
Shea Road	EB	-	-	-	-	-	-	-	-	DefL	2.01	524.7	F	DefL	2.35	759.9	F
	LTR	0.76	54.2	D	LTR	1.66	354.2	F	TR	1.59	335.8	F	TR	2.13	571.0	F	
34th Avenue	WB	LTR	0.77	65.9	E	LTR	1.15	166.1	F	LTR	1.22	178.5	F	LTR	0.90	82.3	F
<b>Overall Intersection</b>	-	<b>0.68</b>	<b>73.5</b>	<b>E</b>	-	<b>1.28</b>	<b>255.4</b>	<b>F</b>	-	<b>1.28</b>	<b>253.4</b>	<b>F</b>	-	<b>1.43</b>	<b>330.6</b>	<b>F</b>	
<b>ROOSEVELT AVENUE</b>																	
<b>108th Street at Roosevelt Avenue</b>																	
108th Street	NB	LTR	1.00	73.7	E	LTR	1.09	103.9	F	LTR	1.10	99.7	F	LTR	1.20	139.1	F
	SB	LTR	1.05	85.2	F	LTR	1.20	136.6	F	LTR	1.16	120.0	F	LTR	1.12	105.3	F
Roosevelt Avenue	EB	LTR	0.69	16.5	B	LTR	0.80	21.6	C	LTR	0.79	11.4	B	LTR	0.76	18.8	B
	WB	LTR	0.83	10.7	B	LTR	0.92	31.5	C	LTR	0.92	22.6	C	LTR	0.86	17.4	B
<b>Overall Intersection</b>	-	<b>0.89</b>	<b>33.5</b>	<b>C</b>	-	<b>1.00</b>	<b>55.2</b>	<b>E</b>	-	<b>0.98</b>	<b>47.3</b>	<b>D</b>	-	<b>0.95</b>	<b>52.0</b>	<b>D</b>	
<b>111th Street at Roosevelt Avenue</b>																	
111th Street	NB	LTR	0.97	63.1	E	LTR	0.71	49.8	D	LTR	0.83	54.4	D	LTR	1.03	69.7	E
Roosevelt Avenue	EB	LTR	0.69	15.9	B	LTR	0.79	19.6	B	LTR	0.85	13.5	B	LTR	0.94	32.7	C
	WB	LTR	0.93	18.4	B	LTR	0.93	32.3	C	LTR	1.30	156.4	F	LTR	1.30	158.3	F
<b>Overall Intersection</b>	-	<b>0.94</b>	<b>26.0</b>	<b>C</b>	-	<b>0.87</b>	<b>29.4</b>	<b>C</b>	-	<b>1.17</b>	<b>89.5</b>	<b>F</b>	-	<b>1.23</b>	<b>94.6</b>	<b>F</b>	
<b>114th Street at Roosevelt Avenue</b>																	
114th Street	NB	LTR	1.02	72.4	E	LTR	0.72	52.2	D	LTR	1.01	71.8	E	LTR	1.10	98.5	F
	SB	LTR	1.20	142.3	F	LTR	0.90	73.5	E	LTR	1.22	144.5	F	LTR	1.27	168.9	F
Roosevelt Avenue	EB	LTR	0.85	24.7	C	LTR	1.03	58.0	E	LTR	1.07	57.1	E	LTR	1.51	254.0	F
	WB	LTR	0.60	5.7	A	LTR	0.60	12.6	B	LTR	0.88	22.4	C	LTR	0.91	24.6	C
<b>Overall Intersection</b>	-	<b>0.95</b>	<b>34.4</b>	<b>C</b>	-	<b>0.99</b>	<b>36.9</b>	<b>D</b>	-	<b>1.11</b>	<b>49.0</b>	<b>D</b>	-	<b>1.44</b>	<b>111.6</b>	<b>F</b>	
<b>126th Street at Roosevelt Avenue</b>																	
126th Street	NB	LTR	0.21	36.9	D	LTR	0.95	75.4	E	LTR	0.71	58.2	E	LTR	0.38	41.3	D
	SB	DefL	1.26	187.0	F	DefL	1.39	247.9	F	DefL	1.16	143.2	F	DefL	1.20	162.9	F
Roosevelt Avenue	TR	0.69	53.7	D	TR	0.74	57.6	E	TR	0.76	53.4	D	TR	0.66	48.7	D	
	EB	-	-	-	-	-	-	-	DefL	0.75	30.8	C	-	-	-	-	
	LTR	0.58	12.8	B	LTR	0.62	13.5	B	TR	0.65	7.4	A	LTR	0.80	19.5	B	
	WB	LTR	0.64	6.4	A	LTR	0.59	12.7	B	LTR	0.67	14.0	B	LTR	0.59	12.3	B
<b>Overall Intersection</b>	-	<b>0.79</b>	<b>36.2</b>	<b>D</b>	-	<b>0.81</b>	<b>47.7</b>	<b>D</b>	-	<b>0.86</b>	<b>34.6</b>	<b>C</b>	-	<b>0.91</b>	<b>58.8</b>	<b>D</b>	
<b>College Point Boulevard at Roosevelt Avenue</b>																	
College Point Boulevard	NB	L	1.45	258.0	F	L	1.58	310.3	F	L	1.43	254.8	F	L	1.54	288.3	F
	TR	0.72	27.0	C	TR	0.86	29.7	C	TR	0.74	20.5	C	TR	0.91	32.0	C	
Roosevelt Avenue	SB	TR	0.86	44.1	D	TR	1.26	155.4	F	TR	1.35	204.5	F	TR	1.07	75.5	E
	EB	L	0.44	39.9	D	L	0.56	30.5	C	L	0.49	37.3	D	L	0.57	20.9	C
	TR	1.01	66.4	E	TR	1.38	197.7	F	TR	1.32	179.5	F	TR	1.39	200.6	F	
	WB	L	0.22	45.2	D	L	0.27	33.4	C	L	0.24	43.6	D	L	0.33	34.2	C
	TR	0.69	44.9	D	TR	0.63	31.8	C	TR	0.50	37.1	D	TR	0.55	28.3	C	
<b>Overall Intersection</b>	-	<b>1.12</b>	<b>71.7</b>	<b>E</b>	-	<b>1.50</b>	<b>128.0</b>	<b>F</b>	-	<b>1.43</b>	<b>140.3</b>	<b>F</b>	-	<b>1.39</b>	<b>100.6</b>	<b>F</b>	
<b>Prince Street at Roosevelt Avenue</b>																	
Prince Street	SB	LTR	0.50	36.7	C	LTR	0.83	45.0	D	LTR	0.58	32.6	C	LTR	0.94	54.2	D
Roosevelt Avenue	EB	DefL	1.27	171.0	F	DefL	0.95	37.3	D	DefL	1.10	95.6	F	DefL	0.81	20.5	C
	TR	0.59	23.1	C	TR	0.71	15.2	B	TR	0.74	27.2	C	TR	0.79	17.2	B	
	WB	LTR	0.90	33.3	C	LTR	0.56	12.4	B	LTR	0.64	21.4	C	LTR	0.61	13.3	B
<b>Overall Intersection</b>	-	<b>0.94</b>	<b>64.6</b>	<b>E</b>	-	<b>0.91</b>	<b>25.9</b>	<b>C</b>	-	<b>0.88</b>	<b>42.4</b>	<b>D</b>	-	<b>0.85</b>	<b>24.6</b>	<b>C</b>	
<b>Main Street at Roosevelt Avenue</b>																	
Main Street	NB	T	0.58	21.9	C	T	0.65	24.0	C	T	0.50	20.8	C	T	0.74	25.8	C
	SB	T	0.44	19.5	B	T	0.51	21.7	C	T	0.54	21.9	C	T	0.65	24.0	C
Roosevelt Avenue	EB	L	0.43	45.8	D	L	0.31	22.6	C	L	0.49	44.8	D	L	0.24	20.5	C
	TR	0.58	36.7	D	TR	0.82	38.9	D	TR	1.01	86.5	F	TR	1.04	75.3	E	
	WB	L	0.11	25.4	C	L	0.14	16.7	B	L	0.21	27.1	C	L	0.04	14.9	B
	TR	0.99	66.0	E	TR	0.89	40.7	D	TR	1.07	89.1	F	TR	0.93	38.4	D	
<b>Overall Intersection</b>	-	<b>0.76</b>	<b>36.1</b>	<b>D</b>	-	<b>0.77</b>	<b>30.0</b>	<b>C</b>	-	<b>0.75</b>	<b>48.9</b>	<b>D</b>	-	<b>0.89</b>	<b>38.0</b>	<b>D</b>	
<b>Union Street at Roosevelt Avenue</b>																	
Union Street	NB	TR	0.58	19.6	B	TR	0.57	19.2	B	TR	0.40	16.5	B	TR	0.55	18.8	B
	SB	LT	1.04	59.4	E	LT	0.96	46.3	D	LT	0.88	32.8	C	LT	1.02	56.1	E
Roosevelt Avenue	R	0.83	33.6	C	R	3.00+	1000.0+	F	R	2.48	705.0	F	R	2.75	822.2	F	
	EB	LTR	1.41	221.2	F	LTR	2.18	566.2	F	LTR	2.01	484.2	F	LTR	2.55	728.2	F
	WB	LT	0.99	49.5	D	LT	0.67	27.4	C	LT	0.61	25.9	C	LT	0.61	25.3	C
	R	1.08	92.6	F	R	0.91	77.2	E	R	1.11	133.8	F	R	1.29	208.0	F	
<b>Overall Intersection</b>	-	<b>1.21</b>	<b>75.7</b>	<b>E</b>	-	<b>3.00+</b>	<b>492.6</b>	<b>F</b>	-	<b>2.26</b>	<b>235.4</b>	<b>F</b>	-	<b>2.66</b>	<b>337.9</b>	<b>F</b>	
<b>Parsons Boulevard at Roosevelt Avenue</b>																	
Parsons Boulevard	NB	LTR	1.10	80.2	F	LTR	0.65	24.3	C	LTR	0.85	40.2	D	LTR	0.86	34.6	C
	SB	LTR	0.79	33.6	C	LTR	0.63	23.0	C	LTR	0.69	29.9	C	LTR	0.77	26.5	C
Roosevelt Avenue	EB	LTR	0.50	26.0	C	LTR	0.65	25.3	C	LTR	0.58	28.4	C	LTR	0.84	34.2	C
	WB	LTR	1.14	98.7	F	LTR	0.80	32.2	C	LTR	0.80	37.5	D	LTR	0.93	45.4	D
<b>Overall Intersection</b>	-	<b>1.12</b>	<b>64.9</b>	<b>E</b>	-	<b>0.72</b>	<b>26.2</b>	<b>C</b>	-	<b>0.83</b>	<b>34.3</b>	<b>C</b>	-	<b>0.90</b>	<b>34.7</b>	<b>C</b>	
<b>KISSENA BOULEVARD</b>																	
<b>Main Street at Kissena Boulevard</b>																	
Main Street	NB	L	0.71	31.8	C	L	0.85	48.4	D	L	0.75	37.1	D	L	1.15	123.2	F
	TR	0.68	24.6	C	TR	0.62	21.9	C	TR	0.57	22.1	C	TR	0.67	22.9	C	
	SB	L	0.63	37.5	D	L	0.45	20.2	C	L	0.82	49.5	D	L	0.53	21.6	C
	TR	0.58	18.2	B	TR	0.50	19.2	B	TR	0.45	19.2	B	TR	0.56	19.9	B	
Kissena Boulevard	WB	T	0.72	37.5	D	T	0.71	26.3	C	T	0.64	34.9	C	T	0.73	26.4	C
<b>Overall Intersection</b>	-	<b>0.72</b>	<b>27.1</b>	<b>C</b>	-	<b>0.78</b>	<b>24.2</b>	<b>C</b>	-	<b>0.78</b>	<b>28.9</b>	<b>C</b>	-	<b>0.94</b>	<b>33.4</b>	<b>C</b>	
<b>SANFORD AVENUE</b>																	
<b>College Point Boulevard at Sanford Avenue</b>																	
College Point Boulevard	NB	L	0.20	10.1	B	L	0.55	23.1	C	L	0.51	30.5	C	L	0.61	30.1	C
	TR	0.68	14.8	B	TR	0.66	14.4	B	TR	0.60	13.2	B	TR	0.73	15.7	B	
Sanford Avenue	SB	TR	0.58	13.1	B	TR	0.77	17.0	B	TR	0.99	34.9	C	TR	0.86	19.4	B
	WB	L	0.37	43.9	D	L	0.56	34.3	C	L	0.75	44.9	D	L	0.68	38.5	D
	TR	0.56	30.2	C	TR	0.42	27.8	C	TR	0.41	27.6	C	TR	0.59	30.8	C	
<b>Overall Intersection</b>	-	<b>0.71</b>	<b>18.9</b>	<b>B</b>	-	<b>0.70</b>	<b>18.3</b>	<b>B</b>	-	<b>0.91</b>	<b>28.1</b>	<b>C</b>	-	<b>0.80</b>	<b>20.8</b>	<b>C</b>	

TABLE 9  
CITYFIELD - WILLETTS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WITH ACTION TRAFFIC LEVELS OF SERVICE - NON-GAME DAY

INTERSECTION & APPROACH	Weekday AM Peak Hour (8:00 - 9:00 AM)				Weekday Midday Peak Hour (1:00 - 2:00 PM)				Weekday PM Peak Hour (5:00 - 6:00 PM)				Saturday Midday Peak Hour (1:30 - 2:30 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>Union Street at Sanford Avenue</b>																	
Union Street	NB	LTR	0.68	29.3	C	LTR	0.33	20.5	C	LTR	0.29	20.0	C	LTR	0.38	21.5	C
	SB	LTR	0.60	24.3	C	LTR	0.60	24.0	C	LTR	0.72	26.3	C	LTR	0.74	27.2	C
Sanford Avenue	EB	DefL	0.55	25.0	C	DefL	0.41	19.3	B	-	-	-	-	DefL	0.47	21.1	C
	TR	-	0.56	15.7	B	TR	0.20	13.6	B	LTR	0.31	14.6	B	TR	0.34	15.4	B
	WB	LTR	0.86	27.6	C	LTR	0.85	27.5	C	LTR	0.69	22.4	C	LTR	0.85	27.4	C
<b>Overall Intersection</b>	-	-	<b>0.79</b>	<b>25.1</b>	<b>C</b>	-	<b>0.76</b>	<b>24.4</b>	<b>C</b>	-	<b>0.70</b>	<b>22.1</b>	<b>C</b>	-	<b>0.82</b>	<b>25.4</b>	<b>C</b>
<b>Parsons Boulevard at Sanford Avenue</b>																	
Parsons Boulevard	NB	LTR	1.08	62.9	F	LTR	1.12	81.2	F	LTR	0.87	32.6	C	LTR	0.90	35.1	D
	SB	LTR	0.95	36.2	D	LTR	0.73	26.1	C	LTR	0.82	30.0	C	LTR	0.91	35.8	D
Sanford Avenue	EB	LTR	0.71	26.8	C	LTR	0.56	22.1	C	LTR	0.70	26.0	C	LTR	0.73	26.7	C
	WB	LTR	0.82	30.5	C	LTR	0.87	34.7	C	LTR	0.80	30.5	C	LTR	0.92	39.6	D
<b>Overall Intersection</b>	-	-	<b>0.95</b>	<b>39.9</b>	<b>D</b>	-	<b>1.00</b>	<b>42.5</b>	<b>D</b>	-	<b>0.84</b>	<b>29.9</b>	<b>C</b>	-	<b>0.92</b>	<b>34.6</b>	<b>C</b>
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>																	
<b>College Point Boulevard at 32nd Avenue</b>																	
College Point Boulevard	NB	T	0.43	23.7	C	T	0.71	30.0	C	T	0.50	25.2	C	T	0.36	23.2	C
	TR	-	0.69	31.2	C	TR	0.79	35.3	D	TR	0.91	44.7	D	TR	0.77	33.5	C
	L	-	0.49	36.3	D	L	0.73	47.0	D	L	0.47	34.3	C	L	0.51	35.7	D
	T	-	0.58	17.8	B	T	0.49	11.6	B	T	0.43	10.8	B	T	0.41	10.6	B
32nd Avenue	WB	LTR	0.84	42.1	D	LTR	0.76	38.5	D	LTR	0.87	42.4	D	LTR	0.52	31.5	C
<b>Overall Intersection</b>	-	-	<b>1.38</b>	<b>23.5</b>	<b>C</b>	-	<b>1.28</b>	<b>27.4</b>	<b>C</b>	-	<b>1.14</b>	<b>28.1</b>	<b>C</b>	-	<b>1.04</b>	<b>22.9</b>	<b>C</b>
<b>NORTHERN BOULEVARD SERVICE ROAD</b>																	
<b>College Point Boulevard at Northern Boulevard Service Road</b>																	
College Point Boulevard	NB	TR	0.41	11.7	B	TR	0.52	13.0	B	TR	0.55	13.4	B	TR	0.53	13.2	B
	LT	-	0.85	22.5	C	LT	0.84	22.1	C	LT	0.83	22.0	C	LT	0.77	19.5	B
Northern Blvd Service Rd	WB	LR	0.79	37.2	D	LR	0.83	39.8	D	LR	0.77	36.4	D	LR	0.76	35.5	D
<b>Overall Intersection</b>	-	-	<b>0.83</b>	<b>21.5</b>	<b>C</b>	-	<b>0.84</b>	<b>21.7</b>	<b>C</b>	-	<b>0.81</b>	<b>20.7</b>	<b>C</b>	-	<b>0.77</b>	<b>19.7</b>	<b>B</b>
<b>STADIUM ROAD</b>																	
<b>Boat Basin Road at Stadium Road</b>																	
Boat Basin Road	NB	LTR	0.04	7.0	A	LTR	0.15	7.7	A	LTR	0.22	8.2	A	LTR	0.22	8.2	A
	SB	LTR	0.55	11.8	B	LTR	0.46	10.6	B	LTR	0.59	12.1	B	LTR	0.54	11.3	B
Stadium Road	EB	-	-	-	-	DefL	0.29	28.3	C	DefL	0.81	79.1	E	DefL	0.73	52.1	D
	LTR	-	0.19	25.3	C	TR	0.56	28.1	C	TR	0.38	28.6	C	TR	0.48	30.5	C
	WB	-	-	-	-	DefL	1.59	311.4	F	-	-	-	-	DefL	2.43	686.4	F
	LTR	-	0.62	32.8	C	TR	0.78	43.1	D	LTR	0.95	54.8	D	TR	1.07	91.1	F
<b>Overall Intersection</b>	-	-	<b>0.57</b>	<b>19.0</b>	<b>B</b>	-	<b>0.81</b>	<b>90.1</b>	<b>F</b>	-	<b>0.70</b>	<b>28.4</b>	<b>C</b>	-	<b>1.13</b>	<b>208.2</b>	<b>F</b>
<b>126TH STREET</b>																	
<b>126th Street at 36th Avenue</b>																	
126th Street	NB	TR	0.24	20.2	C	TR	0.36	21.8	C	TR	0.35	21.6	C	TR	0.34	21.6	C
	SB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	LT	-	0.42	16.4	B	LT	0.58	19.3	B	LT	0.46	16.9	B	LT	0.52	18.1	B
36th Avenue	WB	L	0.03	25.1	C	L	0.07	25.6	C	L	0.07	25.6	C	L	0.07	25.6	C
	R	-	0.07	18.4	B	R	0.11	18.9	B	R	0.23	20.6	C	R	0.17	19.8	B
<b>Overall Intersection</b>	-	-	<b>0.25</b>	<b>18.1</b>	<b>B</b>	-	<b>0.36</b>	<b>20.5</b>	<b>C</b>	-	<b>0.30</b>	<b>19.4</b>	<b>B</b>	-	<b>0.33</b>	<b>19.8</b>	<b>B</b>
<b>126th Street at 37th Avenue</b>																	
126th Street	NB	TR	0.19	14.3	B	TR	0.26	15.0	B	TR	0.27	15.2	B	TR	0.25	15.0	B
	SB	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
	LT	-	0.20	7.9	A	LT	0.39	9.9	A	LT	0.34	9.2	A	LT	0.38	9.7	A
37th Avenue	WB	L	0.21	36.9	D	L	0.10	35.1	D	L	0.10	35.1	D	L	0.10	35.1	D
	R	-	0.11	25.0	C	R	0.29	27.9	C	R	0.17	25.9	C	R	0.25	27.5	C
<b>Overall Intersection</b>	-	-	<b>0.27</b>	<b>14.3</b>	<b>B</b>	-	<b>0.29</b>	<b>14.5</b>	<b>B</b>	-	<b>0.29</b>	<b>13.6</b>	<b>B</b>	-	<b>0.28</b>	<b>14.0</b>	<b>B</b>
<b>UNSIGNALIZED INTERSECTIONS</b>																	
<b>Boat Basin Road at Worlds Fair Marina</b>																	
Boat Basin Road	NB	L	-	207.2	F	L	-	850.5	F	L	-	571.4	F	L	-	1000.0+	F
	R	-	8.7	A	R	-	8.7	A	R	-	9.1	A	R	-	8.9	A	
Worlds Fair Marina	WB	LT	-	9.6	A	LT	-	9.7	A	LT	-	8.9	A	LT	-	9.5	A
<b>Overall Intersection</b>	-	-	-	<b>25.1</b>	<b>D</b>	-	-	<b>165.4</b>	<b>F</b>	-	-	<b>128.9</b>	<b>F</b>	-	-	<b>284.4</b>	<b>F</b>
<b>Willetts Point Boulevard at Northern Boulevard</b>																	
Willetts Point Boulevard	NB	TR	-	10.3	B	TR	-	10.6	B	TR	-	9.9	A	TR	-	9.2	A
<b>Overall Intersection</b>	-	-	-	<b>10.3</b>	<b>B</b>	-	-	<b>10.6</b>	<b>B</b>	-	-	<b>9.9</b>	<b>A</b>	-	-	<b>9.2</b>	<b>A</b>
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>																	
Stadium Road	SB	LT	-	7.5	A	LT	-	7.8	A	LT	-	7.8	A	LT	-	8.2	A
Grand Central Parkway Off-Ramp	EB	L	-	15.8	C	L	-	31.4	D	L	-	24.6	C	L	-	74.9	F
	T	-	17.1	C	T	-	192.5	F	T	-	105.9	F	T	-	431.0	F	
	R	-	9.6	A	R	-	10.2	B	R	-	10.5	B	R	-	10.5	B	
Willetts West Center Exit	WB	L	-	20.5	C	L	-	1000.0+	F	L	-	1000.0+	F	L	-	1000.0+	F
	R	-	8.5	A	R	-	8.8	A	R	-	9.0	A	R	-	9.2	A	
<b>Overall Intersection</b>	-	-	-	<b>15.4</b>	<b>C</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	-	<b>1000.0+</b>	<b>F</b>
<b>Northern Boulevard at 126th Place</b>																	
126th Place	NB	R	-	14.1	B	R	-	16.7	C	R	-	19.9	C	R	-	17.2	C
<b>Overall Intersection</b>	-	-	-	<b>14.1</b>	<b>B</b>	-	-	<b>16.7</b>	<b>C</b>	-	-	<b>19.9</b>	<b>C</b>	-	-	<b>17.2</b>	<b>C</b>

Notes

- (1) Control delay is measured in seconds per vehicle.
- (2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3) V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000.0+" seconds and v/c ratios of approximately "3.00+".
- (4) This table has been revised for the Final SEIS.



TABLE 10  
CITYFIELD - WILLETTS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WITH ACTION TRAFFIC LEVELS OF SERVICE - GAME DAY

INTERSECTION & APPROACH	Weekday Pre-Game (5:10 - 6:30 PM)				Saturday Pre-Game (1:15 - 4:15 PM)				Saturday Post-Game (7:15 - 8:15 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>SIGNALIZED INTERSECTIONS</b>													
<b>ASTORIA BOULEVARD</b>													
<b>108th Street at Astoria Boulevard</b>													
108th Street	NB	DefL	0.77	58.8	E	DefL	0.52	27.5	C	DefL	0.60	30.0	C
	T		0.27	36.7	D	T	0.19	20.9	C	T	0.21	21.2	C
	SB	LTR	0.34	37.8	D	LTR	0.22	21.4	C	LTR	0.19	20.8	C
Astoria Boulevard	EB	TR	1.07	53.4	E	TR	0.78	27.5	C	TR	0.70	25.8	C
	L		0.73	49.6	D	L	0.80	38.7	D	L	0.92	51.8	D
	TR		0.29	9.3	A	TR	0.30	12.0	B	TR	0.31	12.1	B
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>47.6</b>	<b>D</b>	-	<b>0.70</b>	<b>23.7</b>	<b>C</b>	-	<b>0.74</b>	<b>24.5</b>	<b>C</b>
<b>NORTHERN BOULEVARD</b>													
<b>108th Street at Northern Boulevard (RT. 25A)</b>													
108th Street	NB	LTR	1.39	223.3	F	LTR	1.37	213.5	F	LTR	1.39	221.0	F
	SB	LTR	1.11	104.9	F	LTR	1.07	92.5	F	LTR	1.17	123.3	F
Northern Boulevard (RT. 25A)	EB	L	0.18	33.0	C	L	0.09	36.8	D	L	0.14	38.3	D
	TR		0.87	15.0	B	TR	1.01	45.7	D	TR	1.00	43.0	D
	WB	L	0.72	46.3	D	L	0.85	49.9	D	L	1.02	76.3	E
	TR		1.09	66.5	E	TR	1.18	109.0	F	TR	1.16	102.5	F
<b>Overall Intersection</b>	-		<b>1.14</b>	<b>55.4</b>	<b>E</b>	-	<b>1.19</b>	<b>90.8</b>	<b>F</b>	-	<b>1.21</b>	<b>91.2</b>	<b>F</b>
<b>114th Street at Northern Boulevard (RT. 25A)</b>													
114th Street	SB	LTR	0.82	60.2	E	LTR	0.67	51.8	D	LTR	0.50	46.6	D
Northern Boulevard (RT. 25A)	EB	T	1.03	39.9	D	T	0.79	25.9	C	T	0.69	23.3	C
	R		0.64	15.0	B	R	0.80	29.3	C	R	0.67	24.9	C
	WB	DefL	0.94	66.6	E	DefL	0.95	58.9	E	DefL	1.40	206.2	F
	T		0.87	15.5	B	T	0.86	16.1	B	T	1.21	110.8	F
<b>Overall Intersection</b>	-		<b>1.54</b>	<b>29.7</b>	<b>C</b>	-	<b>1.34</b>	<b>26.0</b>	<b>C</b>	-	<b>2.14</b>	<b>91.0</b>	<b>F</b>
<b>126th Street at Northern Boulevard (RT. 25A)</b>													
126th Street	NB	L	0.62	47.3	D	L	0.75	51.2	D	L	2.39	674.7	F
	R		1.32	220.9	F	R	1.32	220.3	F	R	2.20	589.5	F
Northern Boulevard	EB	T	1.08	105.8	F	T	0.54	38.0	D	T	0.55	38.2	D
	WB	T	0.85	18.4	B	T	0.72	13.9	B	T	0.33	7.1	A
Grand Central Parkway Ramp	EB	T	0.87	37.2	D	T	0.86	42.9	D	T	0.90	46.3	D
Van Wyck & Whitestone Expressway Ramp	WB	T	0.73	12.8	B	T	0.70	11.9	B	T	0.82	18.4	B
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>45.4</b>	<b>D</b>	-	<b>0.86</b>	<b>36.9</b>	<b>D</b>	-	<b>1.17</b>	<b>274.2</b>	<b>F</b>
<b>Prince Street at Northern Boulevard (RT. 25A)</b>													
Prince Street	NB	LTR	1.10	92.3	F	LTR	1.08	85.5	F	LTR	1.10	93.5	F
	SB	LTR	0.58	42.0	D	LTR	0.50	37.4	D	LTR	0.40	38.5	D
Northern Boulevard (RT. 25A)	EB	L	0.95	68.2	E	L	0.97	78.9	E	L	0.87	63.3	E
	T		1.06	61.6	E	T	0.99	42.2	D	T	1.05	59.3	E
	WB	L	0.77	67.3	E	L	0.95	94.7	F	L	0.88	86.1	F
	T		1.12	95.1	F	T	1.14	103.7	F	T	0.99	51.1	D
Northern Boulevard Service Rd.	EB	TR	0.58	24.8	C	TR	0.50	22.9	C	TR	0.44	21.7	C
	WB	TR	0.83	44.6	D	TR	0.79	37.5	D	TR	0.58	30.0	C
<b>Overall Intersection</b>	-		<b>1.07</b>	<b>69.9</b>	<b>E</b>	-	<b>1.09</b>	<b>67.0</b>	<b>E</b>	-	<b>1.04</b>	<b>54.4</b>	<b>D</b>
<b>Main Street at Northern Boulevard (RT. 25A)</b>													
Main Street	NB	L	0.89	51.4	D	L	0.85	47.3	D	L	0.84	47.2	D
	R		0.88	58.6	E	R	0.92	64.0	E	R	0.72	40.8	D
Northern Boulevard (RT. 25A)	EB	T	1.16	103.9	F	T	0.98	43.7	D	T	1.08	74.1	E
	R		1.20	124.0	F	R	1.31	177.6	F	R	1.15	112.3	F
Northern Boulevard (RT. 25A)	WB	L	0.22	27.8	C	L	0.16	26.5	C	L	0.11	25.9	C
	T		0.80	23.9	C	T	0.91	27.9	C	T	0.72	21.5	C
<b>Overall Intersection</b>	-		<b>1.05</b>	<b>71.2</b>	<b>E</b>	-	<b>1.13</b>	<b>55.4</b>	<b>E</b>	-	<b>0.95</b>	<b>57.0</b>	<b>E</b>
<b>Union Street at Northern Boulevard (RT. 25A)</b>													
Union Street	NB	TR	0.68	35.3	D	TR	0.68	35.1	D	TR	0.65	34.4	C
	SB	TR	0.68	34.8	C	TR	0.59	32.8	C	TR	0.66	34.3	C
Northern Boulevard (RT. 25A)	EB	L	0.62	30.9	C	L	0.68	34.4	C	L	0.72	34.6	C
	TR		1.19	122.4	F	TR	1.29	170.6	F	TR	1.27	158.1	F
	L		0.78	40.4	D	L	0.96	64.1	E	L	0.98	78.1	E
	TR		1.03	73.4	E	TR	1.02	55.0	D	TR	0.88	40.3	D
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>82.9</b>	<b>F</b>	-	<b>0.99</b>	<b>91.9</b>	<b>F</b>	-	<b>0.97</b>	<b>86.5</b>	<b>F</b>
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>													
Parsons Boulevard	NB	L	0.87	77.2	E	L	0.67	49.8	D	L	0.73	55.7	E
	TR		0.57	39.9	D	TR	0.53	38.7	D	TR	0.58	38.0	D
	SB	LTR	1.18	123.4	F	LTR	1.13	103.2	F	LTR	1.13	100.6	F
Northern Boulevard (RT. 25A)	EB	L	0.50	46.9	D	L	0.42	44.2	D	L	0.49	44.5	D
	TR		1.03	52.9	D	TR	1.16	108.0	F	TR	1.18	117.7	F
	L		0.43	40.8	D	L	0.43	44.4	D	L	0.51	46.6	D
	TR		1.21	129.4	F	TR	1.11	85.8	F	TR	1.15	104.0	F
<b>Overall Intersection</b>	-		<b>1.10</b>	<b>85.9</b>	<b>F</b>	-	<b>1.09</b>	<b>88.6</b>	<b>F</b>	-	<b>1.10</b>	<b>98.8</b>	<b>F</b>
<b>34TH AVENUE</b>													
<b>114th Street at 34th Avenue</b>													
114th Street	SB	L	1.11	100.4	F	L	1.08	87.6	F	L	1.21	131.0	F
	T		0.61	30.5	C	T	0.61	30.2	C	T	0.41	25.8	C
34th Avenue	EB	T	0.49	12.8	B	T	0.42	11.9	B	T	0.43	12.1	B
	R		0.16	9.1	A	R	0.11	8.8	A	R	0.06	8.4	A
<b>Overall Intersection</b>	-		<b>0.71</b>	<b>49.2</b>	<b>D</b>	-	<b>0.65</b>	<b>47.6</b>	<b>D</b>	-	<b>0.72</b>	<b>75.8</b>	<b>E</b>

TABLE 10  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WITH ACTION TRAFFIC LEVELS OF SERVICE - GAME DAY

INTERSECTION & APPROACH	Wednesday Pre-Game (5:30 - 6:30 PM)				Saturday Pre-Game (3:15 - 4:15 PM)				Saturday Post-Game (7:15 - 8:15 PM)				
	Mov.	V/C	Control		Mov.	V/C	Control		Mov.	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS	
<b>126th Street/GCP Ramp at 34th Avenue</b>													
126th Street	NB	-	-	-	-	DefL	1.05	160.2	F	DefL	2.19	571.1	F
	LTR		0.39	35.8	D	TR	0.64	42.2	D	TR	1.48	250.8	F
Northern Boulevard Ramp	SB	LTR	1.14	131.2	F	LTR	1.32	203.4	F	LTR	0.35	19.6	B
GCP Ramp	SB	LTR	1.58	311.2	F	LTR	1.57	307.9	F	LTR	1.95	490.2	F
Shea Road	EB	-	-	-	-	-	-	-	-	DefL	1.56	313.4	F
	LTR		2.59	718.3	F	LTR	1.99	487.6	F	TR	0.74	65.5	E
34th Avenue	WB	LTR	0.72	55.3	E	LTR	0.91	46.5	D	LTR	0.88	81.3	F
<b>Overall Intersection</b>	-	<b>1.80</b>	<b>396.3</b>	<b>F</b>	-	<b>1.65</b>	<b>284.4</b>	<b>F</b>	-	<b>1.98</b>	<b>324.6</b>	<b>F</b>	
<b>ROOSEVELT AVENUE</b>													
<b>108th Street at Roosevelt Avenue</b>													
108th Street	NB	LTR	1.14	111.4	F	LTR	1.16	119.9	F	LTR	1.14	113.2	F
	SB	LTR	1.12	104.5	F	LTR	1.14	112.6	F	LTR	1.17	124.3	F
Roosevelt Avenue	EB	LTR	0.75	9.5	A	LTR	0.82	21.3	C	LTR	0.67	15.8	B
	WB	LTR	0.72	13.3	B	LTR	1.07	53.4	D	LTR	0.99	26.6	C
<b>Overall Intersection</b>	-	<b>0.86</b>	<b>43.9</b>	<b>D</b>	-	<b>1.09</b>	<b>63.1</b>	<b>E</b>	-	<b>1.03</b>	<b>54.3</b>	<b>D</b>	
<b>111th Street at Roosevelt Avenue</b>													
111th Street	NB	LTR	1.02	67.5	E	LTR	1.03	67.8	E	LTR	1.03	69.2	E
	EB	LTR	0.81	11.0	B	LTR	0.91	26.8	C	LTR	0.78	19.4	B
Roosevelt Avenue	WB	LTR	1.24	131.1	F	LTR	1.26	138.9	F	LTR	1.28	145.8	F
<b>Overall Intersection</b>	-	<b>1.18</b>	<b>73.1</b>	<b>E</b>	-	<b>1.20</b>	<b>81.1</b>	<b>F</b>	-	<b>1.21</b>	<b>88.5</b>	<b>F</b>	
<b>114th Street at Roosevelt Avenue</b>													
114th Street	NB	LTR	0.89	57.4	E	LTR	1.09	87.8	F	LTR	0.70	47.8	D
	SB	LTR	1.20	137.3	F	LTR	1.16	119.6	F	LTR	1.19	132.9	F
Roosevelt Avenue	EB	LTR	1.12	71.5	E	LTR	1.43	215.2	F	LTR	1.55	270.4	F
	WB	LTR	0.87	21.9	C	LTR	0.74	16.0	B	LTR	1.12	79.8	E
<b>Overall Intersection</b>	-	<b>1.14</b>	<b>54.5</b>	<b>D</b>	-	<b>1.35</b>	<b>102.6</b>	<b>F</b>	-	<b>1.44</b>	<b>131.8</b>	<b>F</b>	
<b>126th Street at Roosevelt Avenue</b>													
126th Street	NB	LTR	0.78	38.6	D	LTR	0.59	51.3	D	LTR	0.60	63.3	E
	SB	DefL	0.88	47.2	D	-	-	-	-	-	-	-	
	TR		0.62	40.0	D	LTR	0.93	48.2	D	LTR	1.63	324.4	F
Roosevelt Avenue	EB	DefL	3.00+	1000.0+	F	DefL	3.00+	1090.0+	F	-	-	-	
	TR		0.76	9.3	A	TR	0.60	13.5	B	LTR	0.70	25.5	C
	WB	LTR	0.80	17.9	B	LTR	0.77	16.7	B	LTR	0.56	21.3	C
<b>Overall Intersection</b>	-	<b>2.85</b>	<b>258.4</b>	<b>F</b>	-	<b>2.87</b>	<b>262.4</b>	<b>F</b>	-	<b>1.11</b>	<b>174.6</b>	<b>F</b>	
<b>College Point Boulevard at Roosevelt Avenue</b>													
College Point Boulevard	NB	L	1.37	222.9	F	L	1.41	230.4	F	L	1.14	126.1	F
	TR		0.68	28.5	C	TR	0.81	26.7	C	TR	0.76	25.3	C
	SB	TR	0.91	49.1	D	TR	1.24	144.1	F	TR	0.92	43.0	D
Roosevelt Avenue	EB	L	0.50	37.4	D	L	0.49	28.9	C	L	0.61	31.0	C
	TR		1.33	180.0	F	TR	1.32	171.4	F	TR	1.33	172.1	F
	WB	L	0.31	44.8	D	L	0.28	33.3	C	L	0.24	32.7	C
	TR		0.53	37.5	D	TR	0.59	29.2	C	TR	0.46	26.4	C
<b>Overall Intersection</b>	-	<b>1.28</b>	<b>94.1</b>	<b>F</b>	-	<b>1.45</b>	<b>112.5</b>	<b>F</b>	-	<b>1.21</b>	<b>76.7</b>	<b>E</b>	
<b>Prince Street at Roosevelt Avenue</b>													
Prince Street	SB	LTR	0.51	30.7	C	LTR	0.79	40.5	D	LTR	0.70	36.2	D
	EB	DefL	0.80	32.3	C	DefL	0.77	18.4	B	-	-	-	
Roosevelt Avenue	TR		0.85	31.5	C	TR	0.68	13.6	B	LTR	0.78	15.0	B
	WB	LTR	0.63	22.0	C	LTR	0.64	13.6	B	LTR	0.64	13.0	B
<b>Overall Intersection</b>	-	<b>0.70</b>	<b>28.7</b>	<b>C</b>	-	<b>0.78</b>	<b>20.1</b>	<b>C</b>	-	<b>0.76</b>	<b>18.5</b>	<b>B</b>	
<b>Main Street at Roosevelt Avenue</b>													
Main Street	NB	T	0.62	23.2	C	T	0.66	23.9	C	T	0.66	23.9	C
	SB	T	0.54	21.9	C	T	0.63	23.9	C	T	0.54	22.0	C
Roosevelt Avenue	EB	L	0.36	37.2	D	L	0.27	20.9	C	L	0.26	19.6	B
	TR		1.02	85.3	F	TR	0.81	36.9	D	TR	1.02	67.1	E
	WB	L	0.21	29.0	C	L	0.07	15.6	B	L	0.22	18.0	B
	TR		0.94	61.4	E	TR	0.89	43.5	D	TR	0.89	39.2	D
<b>Overall Intersection</b>	-	<b>0.82</b>	<b>42.8</b>	<b>D</b>	-	<b>0.77</b>	<b>30.2</b>	<b>C</b>	-	<b>0.85</b>	<b>37.1</b>	<b>D</b>	
<b>Union Street at Roosevelt Avenue</b>													
Union Street	NB	TR	0.53	18.6	B	TR	0.45	17.2	B	TR	0.44	17.1	B
	SB	L	1.23	128.1	F	L	0.97	47.8	D	L	1.17	109.2	F
	R		1.87	417.7	F	R	2.58	746.9	F	R	1.85	417.1	F
Roosevelt Avenue	EB	LTR	2.48	696.8	F	LTR	2.04	500.4	F	LTR	2.09	521.5	F
	WB	LT	0.85	35.7	D	LT	0.61	25.5	C	LT	0.77	33.0	C
	R		0.78	46.0	D	R	1.19	174.2	F	R	1.41	258.7	F
<b>Overall Intersection</b>	-	<b>2.15</b>	<b>253.7</b>	<b>F</b>	-	<b>2.33</b>	<b>257.7</b>	<b>F</b>	-	<b>1.96</b>	<b>233.8</b>	<b>F</b>	
<b>Parsons Boulevard at Roosevelt Avenue</b>													
Parsons Boulevard	NB	LTR	0.79	35.8	D	LTR	0.72	26.8	C	LTR	0.92	37.4	D
	SB	LTR	0.76	32.5	C	LTR	0.72	25.2	C	LTR	0.74	25.9	C
Roosevelt Avenue	EB	LTR	0.77	35.8	D	LTR	0.51	21.2	C	LTR	0.79	30.5	C
	WB	LTR	0.97	55.5	E	LTR	0.66	25.3	C	LTR	0.78	30.1	C
<b>Overall Intersection</b>	-	<b>0.88</b>	<b>48.0</b>	<b>D</b>	-	<b>0.69</b>	<b>24.9</b>	<b>C</b>	-	<b>0.85</b>	<b>31.0</b>	<b>C</b>	
<b>KISSENA BOULEVARD</b>													
<b>Main Street at Kissena Boulevard</b>													
Main Street	NB	L	0.71	34.8	C	L	0.85	49.1	D	L	0.66	30.0	C
	TR		0.57	21.9	C	TR	0.58	21.1	C	TR	0.65	22.4	C
	SB	L	0.85	51.6	D	L	0.50	21.0	C	L	0.43	19.5	B
	TR		0.49	19.9	B	TR	0.52	19.4	B	TR	0.47	18.7	B
Kissena Boulevard	WB	T	0.71	37.1	D	T	0.64	24.0	C	T	0.64	23.9	C
<b>Overall Intersection</b>	-	<b>0.77</b>	<b>29.2</b>	<b>C</b>	-	<b>0.74</b>	<b>23.6</b>	<b>C</b>	-	<b>0.65</b>	<b>21.7</b>	<b>C</b>	
<b>SANFORD AVENUE</b>													
<b>College Point Boulevard at Sanford Avenue</b>													
College Point Boulevard	NB	L	0.37	14.9	B	L	0.50	20.5	C	L	0.24	13.1	B
	T		0.74	15.8	B	T	0.81	17.6	B	T	0.56	12.5	B
	SB	TR	0.75	15.8	B	TR	0.82	17.9	B	TR	0.80	17.4	B
Sanford Avenue	WB	L	0.39	46.9	D	L	0.85	51.8	D	L	0.56	34.0	C
	TR		0.53	29.5	C	TR	0.55	30.0	C	TR	0.38	27.1	C
<b>Overall Intersection</b>	-	<b>0.76</b>	<b>19.6</b>	<b>B</b>	-	<b>0.83</b>	<b>21.8</b>	<b>C</b>	-	<b>0.72</b>	<b>17.6</b>	<b>B</b>	

TABLE 10  
CITYFIELD - WILKETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WITH ACTION TRAFFIC LEVELS OF SERVICE - GAME DAY

INTERSECTION & APPROACH	Wednesday Pre-Game (6:30 - 6:30 PM)				Saturday Pre-Game (0:15 - 4:15 PM)				Saturday Post-Game (7:15 - 8:15 PM)				
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS	
<b>Union Street at Sanford Avenue</b>													
Union Street	NB	LTR	0.37	21.3	C	LTR	0.45	23.3	C	LTR	0.41	21.9	C
	SB	LTR	0.69	25.7	C	LTR	0.91	33.5	C	LTR	0.80	29.1	C
Sanford Avenue	EB	-	-	-	-	DefL	0.56	23.8	C	-	-	-	-
	WB	LTR	0.28	14.2	B	TR	0.32	15.0	B	LTR	0.23	13.7	B
	WB	LTR	0.90	31.5	C	LTR	0.75	23.7	C	LTR	0.70	22.4	C
<b>Overall Intersection</b>	-	-	<b>0.81</b>	<b>25.1</b>	<b>C</b>	-	<b>0.82</b>	<b>26.7</b>	<b>C</b>	-	<b>0.74</b>	<b>23.6</b>	<b>C</b>
<b>Parsons Boulevard at Sanford Avenue</b>													
Parsons Boulevard	NB	LTR	0.99	42.2	D	LTR	0.82	39.1	C	LTR	0.90	33.9	C
	SB	LTR	0.74	26.6	C	LTR	0.78	28.3	C	LTR	0.80	29.2	C
Sanford Avenue	EB	LTR	0.61	23.5	C	LTR	0.62	23.2	C	LTR	0.79	29.1	C
	WB	LTR	0.77	28.8	C	LTR	0.87	34.0	C	LTR	0.82	31.7	C
<b>Overall Intersection</b>	-	-	<b>0.88</b>	<b>30.9</b>	<b>C</b>	-	<b>0.85</b>	<b>29.2</b>	<b>C</b>	-	<b>0.86</b>	<b>30.9</b>	<b>C</b>
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>													
<b>College Point Boulevard at 32nd Avenue</b>													
College Point Boulevard	NB	T	0.39	23.7	C	T	0.36	23.2	C	T	0.44	23.9	C
	TR	0.26	22.0	C	TR	0.57	25.8	C	TR	0.36	23.0	C	
	SB	L	0.44	33.2	C	L	0.57	37.6	D	L	0.27	27.3	C
	T	0.40	10.5	B	T	0.45	11.0	B	T	0.29	9.5	A	
32nd Avenue	WB	LTR	0.72	36.8	D	LTR	0.45	29.8	C	LTR	0.29	26.7	C
<b>Overall Intersection</b>	-	-	<b>1.09</b>	<b>20.9</b>	<b>C</b>	-	<b>1.00</b>	<b>21.6</b>	<b>C</b>	-	<b>0.85</b>	<b>19.5</b>	<b>B</b>
<b>NORTHERN BOULEVARD SERVICE ROAD</b>													
<b>College Point Boulevard at Northern Boulevard Service Road</b>													
College Point Boulevard	NB	TR	0.48	12.5	B	TR	0.54	13.2	B	TR	0.51	12.8	B
	SB	LT	0.82	20.5	C	LT	0.89	24.2	C	LT	0.54	13.7	B
Northern Blvd Service Rd	WB	LR	0.76	35.4	D	LR	0.75	34.3	C	LR	0.59	29.8	C
<b>Overall Intersection</b>	-	-	<b>0.80</b>	<b>19.9</b>	<b>B</b>	-	<b>0.84</b>	<b>21.4</b>	<b>C</b>	-	<b>0.56</b>	<b>16.0</b>	<b>B</b>
<b>STADIUM ROAD</b>													
<b>Boat Basin Road at Stadium Road</b>													
Boat Basin Road	NB	-	-	-	-	-	-	-	-	DefL	0.86	73.6	E
	LTR	0.97	83.4	F	LTR	0.75	53.0	D	TR	0.27	19.7	B	
	SB	LTR	0.98	48.1	D	LTR	1.07	69.3	E	LTR	0.74	27.6	C
Stadium Road	EB	DefL	0.74	37.6	E	DefL	0.85	74.2	E	DefL	1.20	186.4	F
	TR	0.33	24.0	C	TR	0.48	29.7	C	TR	0.18	12.8	B	
	WB	LTR	0.88	34.2	C	LTR	0.82	32.2	C	LTR	1.07	63.7	E
<b>Overall Intersection</b>	-	-	<b>0.94</b>	<b>46.9</b>	<b>D</b>	-	<b>0.95</b>	<b>56.4</b>	<b>E</b>	-	<b>1.06</b>	<b>51.9</b>	<b>D</b>
<b>126TH STREET</b>													
<b>126th Street at 36th Avenue</b>													
126th Street	NB	TR	0.75	37.7	D	TR	1.02	70.5	E	TR	1.32	186.8	F
	SB	DefL	0.99	61.8	E	DefL	0.98	63.2	E	-	-	-	-
	T	1.01	45.7	D	T	1.12	80.8	F	LT	0.60	34.0	C	
36th Avenue	WB	L	0.01	37.8	D	L	0.01	41.8	D	L	0.62	22.7	C
	R	0.05	13.1	B	R	0.10	16.2	B	R	1.34	190.6	F	
<b>Overall Intersection</b>	-	-	<b>1.21</b>	<b>46.4</b>	<b>D</b>	-	<b>1.35</b>	<b>73.2</b>	<b>E</b>	-	<b>1.33</b>	<b>144.5</b>	<b>F</b>
<b>126th Street at 37th Avenue</b>													
126th Street	NB	TR	1.28	170.0	F	TR	1.27	165.2	F	TR	1.04	94.3	F
	SB	DefL	1.18	137.4	F	DefL	1.01	80.9	F	-	-	-	-
	T	0.49	7.3	A	T	0.72	11.7	B	LT	1.30	184.6	F	
37th Avenue	WB	L	0.02	41.9	D	L	0.01	41.8	D	L	0.58	18.5	B
	R	0.11	16.6	B	R	0.17	17.5	B	R	1.66	322.6	F	
<b>Overall Intersection</b>	-	-	<b>1.82</b>	<b>120.1</b>	<b>F</b>	-	<b>1.22</b>	<b>97.0</b>	<b>F</b>	-	<b>1.61</b>	<b>177.5</b>	<b>F</b>
<b>UN-SIGNALIZED INTERSECTIONS</b>													
<b>Boat Basin Road at Worlds Fair Marina</b>													
Boat Basin Road	NB	L	-	145.2	F	L	-	98.9	F	L	-	813.1	F
	R	-	8.9	A	R	-	8.9	A	R	-	9.2	A	
Worlds Fair Marina	WB	LT	-	11.6	B	LT	-	11.0	B	LT	-	8.4	A
<b>Overall Intersection</b>	-	-	<b>25.6</b>	<b>D</b>	-	-	<b>20.1</b>	<b>C</b>	-	-	<b>370.1</b>	<b>F</b>	
<b>Willets Point Boulevard at Northern Boulevard</b>													
Willets Point Boulevard	NB	TR	-	8.9	A	TR	-	8.7	A	TR	-	8.8	A
<b>Overall Intersection</b>	-	-	<b>8.9</b>	<b>A</b>	-	-	<b>8.7</b>	<b>A</b>	-	-	<b>8.8</b>	<b>A</b>	
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>													
Stadium Road	SB	LT	-	7.8	A	LT	-	9.3	A	LT	-	7.7	A
Grand Central Parkway Off-Ramp	EB	L	-	37.9	E	L	-	38.0	E	L	-	49.9	E
	T	-	12.0	B	T	-	288.3	F	T	-	60.6	F	
	R	-	9.6	A	R	-	12.5	B	R	-	13.2	B	
Willets West Center Exit	WB	L	-	11.1	B	L	-	1080.0+	F	L	-	1000.0+	F
	R	-	8.9	A	R	-	10.5	B	R	-	8.8	A	
<b>Overall Intersection</b>	-	-	<b>34.4</b>	<b>D</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	-	<b>1000.0+</b>	<b>F</b>	
<b>Northern Boulevard at 126th Place</b>													
126th Place	NB	R	-	19.1	C	R	-	16.0	C	R	-	17.0	C
<b>Overall Intersection</b>	-	-	<b>19.1</b>	<b>C</b>	-	-	<b>16.0</b>	<b>C</b>	-	-	<b>17.0</b>	<b>C</b>	

**Notes**

- (1) Control delay is measured in seconds per vehicle.
- (2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3) V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000.0+" seconds and v/c ratios of approximately "3.00+."
- (4) This table has been revised for the Final SETS.

TABLE 11  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2025 PHASE 1B WITH ACTION TRAFFIC LEVELS OF SERVICE - NON-GAME DAY

INTERSECTION & APPROACH	Weekday AM Peak Hour (8:00 - 9:00 AM)				Weekday Midday Peak Hour (1:00 - 2:00 PM)				Weekday PM Peak Hour (5:00 - 6:00 PM)				Saturday Midday Peak Hour (1:30 - 3:30 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>SIGNALIZED INTERSECTIONS</b>																	
<b>ASTORIA BOULEVARD</b>																	
<b>100th Street at Astoria Boulevard</b>																	
100th Street	NB	DefL	0.81	64.8	E	DefL	0.58	29.9	C	DefL	0.70	53.7	D	DefL	0.63	31.2	C
	T		0.21	35.6	D	T	0.13	20.1	C	T	0.22	35.7	D	T	0.20	21.1	C
	SB	LTR	0.36	38.5	D	LTR	0.18	20.7	C	LTR	0.40	39.4	D	LTR	0.25	21.7	C
Astoria Boulevard	EB	TR	0.65	26.6	C	TR	0.95	37.1	D	TR	0.95	30.2	C	TR	1.08	68.0	E
	WB	L	0.60	16.4	B	L	0.76	37.7	D	L	0.72	47.5	D	L	0.56	25.1	C
	TR		0.80	8.4	A	TR	0.40	13.0	B	TR	0.39	10.2	B	TR	0.42	13.2	B
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>18.8</b>	<b>B</b>	-	<b>0.80</b>	<b>28.5</b>	<b>C</b>	-	<b>0.87</b>	<b>27.9</b>	<b>C</b>	-	<b>0.86</b>	<b>43.9</b>	<b>D</b>
<b>NORTHERN BOULEVARD</b>																	
<b>100th Street at Northern Boulevard (RT. 25A)</b>																	
100th Street	NB	LTR	1.23	154.6	F	LTR	1.50	273.2	F	LTR	1.55	294.2	F	LTR	1.54	290.6	F
	SB	LTR	0.99	83.6	F	LTR	0.95	74.0	E	LTR	1.15	125.9	F	LTR	0.95	73.8	E
Northern Boulevard (Rt. 25A)	ED	L	0.08	25.5	C	L	0.09	30.3	C	L	0.15	43.1	D	L	0.18	44.2	D
	TR		0.84	24.2	C	TR	1.04	56.7	E	TR	0.93	17.8	B	TR	1.11	81.8	F
	WB	L	0.49	27.2	C	L	0.85	62.9	E	L	0.67	44.2	D	L	0.77	49.2	D
	TR		1.09	55.7	E	TR	1.14	94.0	F	TR	1.27	147.2	F	TR	1.32	170.7	F
<b>Overall Intersection</b>	-		<b>1.00</b>	<b>53.2</b>	<b>D</b>	-	<b>1.19</b>	<b>91.5</b>	<b>F</b>	-	<b>1.25</b>	<b>93.9</b>	<b>F</b>	-	<b>1.30</b>	<b>135.8</b>	<b>F</b>
<b>114th Street at Northern Boulevard (RT. 25A)</b>																	
114th Street	SB	LTR	0.50	48.5	D	LTR	0.46	46.0	D	LTR	0.45	47.3	D	LTR	0.43	45.2	D
Northern Boulevard (Rt. 25A)	EB	T	0.99	56.5	E	T	0.97	41.4	D	T	1.27	142.3	F	T	0.86	29.9	C
	R		0.76	39.2	D	R	0.49	19.9	B	R	0.87	18.4	B	R	0.83	23.5	C
	WB	DefL	0.55	22.8	C	DefL	0.33	42.3	D	DefL	1.05	96.0	F	DefL	1.03	77.7	E
	T		1.23	121.8	F	T	0.83	15.6	B	T	1.01	34.6	C	T	1.09	60.3	E
<b>Overall Intersection</b>	-		<b>1.37</b>	<b>99.6</b>	<b>F</b>	-	<b>1.36</b>	<b>28.3</b>	<b>C</b>	-	<b>1.73</b>	<b>77.9</b>	<b>E</b>	-	<b>1.56</b>	<b>48.5</b>	<b>D</b>
<b>126th Street at Northern Boulevard (RT. 25A)</b>																	
126th Street	NB	L	0.71	51.1	D	L	1.05	97.8	F	L	1.02	87.1	F	L	1.01	85.2	F
	R		1.16	166.6	F	R	3.50+	1000.0+	F	R	3.00+	1050.0+	F	R	3.00+	1000.0+	F
Northern Boulevard	EB	T	0.57	38.9	D	T	0.81	47.5	D	T	1.27	182.1	F	T	0.76	44.6	D
	WB	T	0.69	11.5	B	T	0.38	7.5	A	T	0.45	8.2	A	T	0.36	7.3	A
Grand Central Parkway Ramp	EB	T	0.85	43.2	D	T	0.80	39.6	D	T	0.78	31.6	C	T	0.89	45.2	D
Van Wyck & Whitestone Expressway Ramp	WB	T	1.35	206.5	F	T	1.16	100.9	F	T	1.24	131.8	F	T	1.15	96.0	F
<b>Overall Intersection</b>	-		<b>1.20</b>	<b>88.5</b>	<b>F</b>	-	<b>2.44</b>	<b>246.6</b>	<b>F</b>	-	<b>2.29</b>	<b>218.4</b>	<b>F</b>	-	<b>2.47</b>	<b>265.6</b>	<b>F</b>
<b>Prince Street at Northern Boulevard (RT. 25A)</b>																	
Prince Street	NB	LTR	1.15	132.8	F	LTR	1.19	129.9	F	LTR	1.23	148.9	F	LTR	1.13	105.2	F
	SB	LTR	0.80	53.5	D	LTR	0.54	41.3	D	LTR	0.53	41.7	D	LTR	0.47	36.9	D
Northern Boulevard (Rt. 25A)	EB	L	0.96	94.8	F	L	0.89	72.8	E	L	0.62	45.8	D	L	0.66	49.6	D
	T		0.84	23.8	C	T	1.01	49.0	D	T	1.04	57.9	E	T	1.15	103.1	F
	WB	L	0.96	92.6	F	L	0.90	91.0	F	L	0.81	72.6	E	L	0.82	65.3	E
	T		1.18	106.9	F	T	1.19	126.0	F	T	1.20	129.5	F	T	1.23	138.9	F
Northern Boulevard Service Rd.	EB	TR	0.45	16.7	B	TR	0.62	26.4	C	TR	0.66	27.5	C	TR	0.62	25.8	C
	WB	TR	0.76	21.9	C	TR	0.90	49.8	D	TR	0.83	45.8	D	TR	0.95	54.3	D
<b>Overall Intersection</b>	-		<b>1.14</b>	<b>66.9</b>	<b>E</b>	-	<b>1.13</b>	<b>86.0</b>	<b>E</b>	-	<b>1.06</b>	<b>82.2</b>	<b>F</b>	-	<b>1.09</b>	<b>100.8</b>	<b>F</b>
<b>Main Street at Northern Boulevard (RT. 25A)</b>																	
Main Street	NB	L	0.77	43.7	D	L	0.98	64.9	E	L	0.96	61.0	E	L	0.93	56.1	E
	R		0.85	55.0	E	R	0.68	39.6	D	R	0.97	76.1	E	R	0.89	62.7	E
Northern Boulevard (Rt. 25A)	EB	T	0.98	46.4	D	T	1.06	68.9	E	T	1.16	104.8	F	T	1.05	65.0	E
	R		1.17	124.0	F	R	1.28	108.4	F	R	1.19	127.1	F	R	1.18	209.6	F
Northern Boulevard (Rt. 25A)	WB	L	0.17	26.4	C	L	0.10	25.7	C	L	0.17	26.8	C	L	0.08	25.2	C
	T		1.10	63.8	E	T	0.85	26.3	C	T	0.86	26.2	C	T	1.04	53.4	D
<b>Overall Intersection</b>	-		<b>1.01</b>	<b>68.8</b>	<b>E</b>	-	<b>1.02</b>	<b>65.7</b>	<b>E</b>	-	<b>1.08</b>	<b>73.9</b>	<b>E</b>	-	<b>1.16</b>	<b>75.7</b>	<b>E</b>
<b>Union Street at Northern Boulevard (RT. 25A)</b>																	
Union Street	NB	TR	0.67	35.0	C	TR	0.78	38.8	D	TR	0.78	38.5	D	TR	0.76	37.9	D
	SB	TR	0.90	43.0	D	TR	0.56	32.4	C	TR	0.82	39.5	D	TR	0.65	34.4	C
Northern Boulevard (Rt. 25A)	EB	L	0.96	65.7	E	L	0.55	27.0	C	L	0.78	44.9	D	L	0.72	34.1	C
	TR		1.28	166.5	F	TR	1.50	262.2	F	TR	1.22	136.8	F	TR	1.58	301.0	F
	WB	L	1.02	77.6	E	L	1.17	126.0	F	L	0.86	50.2	D	L	0.86	46.6	D
	TR		1.01	49.1	D	TR	0.96	46.9	D	TR	1.04	63.4	E	TR	1.16	113.0	F
<b>Overall Intersection</b>	-		<b>1.11</b>	<b>84.3</b>	<b>F</b>	-	<b>1.40</b>	<b>132.8</b>	<b>F</b>	-	<b>1.02</b>	<b>86.6</b>	<b>F</b>	-	<b>1.15</b>	<b>163.5</b>	<b>F</b>
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>																	
Parsons Boulevard	NB	L	0.97	95.4	F	L	0.75	60.0	E	L	0.86	73.5	E	L	0.87	73.0	E
	TR		0.56	39.8	D	TR	0.52	38.8	D	TR	0.50	35.5	D	TR	0.60	40.8	D
Northern Boulevard (Rt. 25A)	SB	LTR	0.84	48.6	D	LTR	1.21	139.4	F	LTR	1.16	116.5	F	LTR	1.18	124.3	F
	ED	L	0.55	46.5	D	L	0.86	63.5	E	L	0.47	46.9	D	L	0.54	48.5	D
	TR		1.11	88.5	F	TR	1.18	117.1	F	TR	1.10	82.0	F	TR	1.22	135.8	F
	WB	L	0.46	39.7	D	L	0.39	41.9	D	L	0.36	41.2	D	L	0.49	46.0	D
	TR		1.18	110.3	F	TR	1.34	185.4	F	TR	1.27	157.9	F	TR	1.31	175.2	F
<b>Overall Intersection</b>	-		<b>1.05</b>	<b>88.8</b>	<b>F</b>	-	<b>1.28</b>	<b>134.3</b>	<b>F</b>	-	<b>1.13</b>	<b>106.2</b>	<b>F</b>	-	<b>1.19</b>	<b>137.0</b>	<b>F</b>
<b>34TH AVENUE</b>																	
<b>114th Street at 34th Avenue</b>																	
114th Street	SB	L	0.87	40.7	D	L	0.91	51.8	D	L	1.08	85.9	F	L	1.10	97.2	F
	T		0.34	25.0	C	T	0.31	25.3	C	T	0.48	27.3	C	T	0.43	26.7	C
34th Avenue	EB	T	0.42	12.0	B	T	0.40	11.7	B	T	0.39	11.5	B	T	0.57	14.0	B
	R		0.12	8.9	A	R	0.07	8.5	A	R	0.07	8.5	A	R	0.11	8.7	A
<b>Overall Intersection</b>	-		<b>0.58</b>	<b>24.6</b>	<b>C</b>	-	<b>0.58</b>	<b>31.0</b>	<b>C</b>	-	<b>0.63</b>	<b>49.0</b>	<b>D</b>	-	<b>0.75</b>	<b>48.3</b>	<b>D</b>

TABLE 11  
CITYFIELD - WILKETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B WITH ACTION TRAFFIC LEVELS OF SERVICE - NON-GAME DAY

INTERSECTION & APPROACH	Weekday AM Peak Hour (8:00 - 9:00 AM)				Weekday Midday Peak Hour (1:00 - 2:00 PM)				Weekday PM Peak Hour (5:00 - 6:00 PM)				Saturday Midday Peak Hour (1:30 - 2:30 PM)				
	Mov.	V/C	Control		Mov.	V/C	Control		Mov.	V/C	Control		Mov.	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS			Delay	LOS	
<b>126th Street/GCP Ramp at 34th Avenue</b>																	
126th Street	NB	DefL	0.36	24.8	C	DefL	1.17	144.7	F	DefL	1.56	297.0	F	DefL	0.86	58.0	E
	TR	0.33	22.1	C	TR	0.55	25.9	C	TR	0.53	25.4	C	TR	0.53	25.3	C	
<b>Northern Boulevard Ramp</b>																	
SD	LTR	0.54	27.1	C	LTR	1.05	85.0	F	LTR	0.61	29.3	C	LTR	1.02	75.6	E	
	LTR	2.52	738.7	F	LTR	3.00+	1000.0+	F	LTR	3.00+	1000.0+	F	LTR	3.00+	1000.0+	F	
<b>GCP Ramp</b>																	
EB	LTR	-	-	-	DefL	2.90	933.3	F	DefL	3.00+	1000.0+	F	DefL	3.00+	1000.0+	F	
	LTR	1.32	291.3	F	TR	3.00+	1000.0+	F	TR	2.31	645.5	F	TR	3.00+	1000.0+	F	
<b>34th Avenue</b>																	
WB	LTR	3.00+	1000.0+	F	LTR	3.00+	1000.0+	F	LTR	3.00+	1000.0+	F	LTR	3.00+	1000.0+	F	
	LTR	3.00+	1000.0+	F	LTR	3.00+	1000.0+	F	LTR	3.00+	1000.0+	F	LTR	3.00+	1000.0+	F	
Overall Intersection	-	1.75	468.8	F	-	2.39	793.1	F	-	2.83	787.7	F	-	3.12	938.2	F	
<b>ROOSEVELT AVENUE</b>																	
<b>108th Street at Roosevelt Avenue</b>																	
108th Street	NB	LTR	1.05	88.8	F	LTR	1.14	122.3	F	LTR	1.15	121.5	F	LTR	1.26	163.4	F
	LTR	1.10	104.3	F	LTR	1.25	158.9	F	LTR	1.19	135.8	F	LTR	1.18	127.6	F	
<b>Roosevelt Avenue</b>																	
EB	LTR	0.77	19.3	D	LTR	0.89	28.3	C	LTR	0.86	15.8	B	LTR	0.84	21.5	C	
	LTR	0.90	15.1	B	LTR	1.04	57.4	E	LTR	1.01	38.3	D	LTR	0.96	24.7	C	
Overall Intersection	-	0.96	40.4	D	-	1.10	71.8	E	-	1.06	59.0	E	-	1.04	61.9	E	
<b>111th Street at Roosevelt Avenue</b>																	
111th Street	NB	LTR	1.00	69.6	E	LTR	0.72	50.9	D	LTR	0.86	56.9	E	LTR	1.05	77.4	E
	LTR	0.75	18.1	B	LTR	0.89	26.0	C	LTR	0.93	20.4	C	LTR	1.04	56.6	E	
<b>Roosevelt Avenue</b>																	
WB	LTR	1.01	32.4	C	LTR	1.03	55.0	D	LTR	1.42	210.1	F	LTR	1.45	223.5	F	
	LTR	1.01	32.4	C	LTR	1.03	55.0	D	LTR	1.42	210.1	F	LTR	1.45	223.5	F	
Overall Intersection	-	1.00	34.0	C	-	0.95	42.4	D	-	1.27	118.7	F	-	1.34	134.4	F	
<b>114th Street at Roosevelt Avenue</b>																	
114th Street	NB	LTR	1.05	83.3	F	LTR	0.74	53.6	D	LTR	1.04	80.2	F	LTR	1.11	101.8	F
	LTR	1.32	196.4	F	LTR	0.92	82.2	F	LTR	1.24	156.6	F	LTR	1.30	179.8	F	
<b>Roosevelt Avenue</b>																	
EB	LTR	0.93	34.6	C	LTR	1.22	130.3	F	LTR	1.27	149.1	F	LTR	1.82	390.6	F	
	LTR	0.65	6.4	A	LTR	0.71	15.0	B	LTR	1.04	52.4	D	LTR	1.05	55.9	F	
Overall Intersection	-	1.04	43.9	D	-	1.14	60.7	E	-	1.26	89.1	F	-	1.66	165.8	F	
<b>126th Street at Roosevelt Avenue</b>																	
126th Street	NB	LTR	0.23	37.3	D	LTR	1.56	234.5	F	LTR	1.34	242.5	F	LTR	0.50	46.8	D
	DefL	1.64	351.1	F	DefL	2.11	563.1	F	DefL	1.65	351.9	F	DefL	1.81	425.3	F	
<b>Roosevelt Avenue</b>																	
EB	DefL	0.75	29.2	C	DefL	0.78	36.5	D	DefL	1.24	161.9	F	DefL	1.25	163.7	F	
	TR	0.55	12.6	B	TR	0.68	15.8	B	TR	0.67	7.7	A	TR	0.71	16.2	B	
WB	LTR	0.79	9.7	A	LTR	0.80	19.2	B	LTR	0.85	21.6	C	LTR	0.78	18.0	B	
	LTR	0.79	9.7	A	LTR	0.80	19.2	B	LTR	0.85	21.6	C	LTR	0.78	18.0	B	
Overall Intersection	-	1.00	64.4	E	-	1.12	120.3	F	-	1.35	119.5	F	-	1.40	98.7	F	
<b>College Point Boulevard at Roosevelt Avenue</b>																	
<b>College Point Boulevard</b>																	
NB	L	1.61	327.8	F	L	1.78	396.6	F	L	1.55	305.4	F	L	1.72	367.7	F	
	TR	0.73	27.4	C	TR	0.88	31.0	C	TR	0.75	31.1	C	TR	0.93	34.4	C	
<b>Roosevelt Avenue</b>																	
SB	TR	0.96	55.3	E	TR	1.42	226.4	F	TR	1.45	246.0	F	TR	1.21	132.9	F	
	L	0.47	40.6	D	L	0.59	31.0	C	L	0.51	37.9	D	L	0.60	21.2	C	
WB	TR	1.10	94.9	F	TR	1.55	276.0	F	TR	1.44	232.3	F	TR	1.53	262.2	F	
	L	0.22	45.2	D	L	0.28	33.5	C	L	0.25	43.7	D	L	0.34	34.3	C	
TR	TR	0.75	47.4	D	TR	0.70	34.3	C	TR	0.55	38.3	D	TR	0.61	29.7	C	
	TR	0.75	47.4	D	TR	0.70	34.3	C	TR	0.55	38.3	D	TR	0.61	29.7	C	
Overall Intersection	-	1.20	90.4	F	-	1.70	177.2	F	-	1.56	170.9	F	-	1.50	139.3	F	
<b>Prince Street at Roosevelt Avenue</b>																	
<b>Prince Street</b>																	
SB	LTR	0.52	31.0	C	LTR	0.86	47.3	D	LTR	0.60	33.2	C	LTR	0.96	58.3	E	
	DefL	1.32	191.1	F	DefL	0.98	44.9	D	DefL	1.14	112.8	F	DefL	0.83	22.4	C	
<b>Roosevelt Avenue</b>																	
EB	LTR	0.64	24.5	C	TR	0.79	17.7	B	TR	0.82	31.1	C	TR	0.86	20.1	C	
	LTR	0.94	38.8	D	LTR	0.61	13.3	B	LTR	0.68	22.3	C	LTR	0.65	14.2	B	
Overall Intersection	-	0.98	70.3	E	-	0.94	28.6	C	-	0.91	46.9	D	-	0.89	26.6	C	
<b>Main Street at Roosevelt Avenue</b>																	
<b>Main Street</b>																	
NB	T	0.60	22.3	C	T	0.67	24.4	C	T	0.51	21.1	C	T	0.76	26.4	C	
	T	0.45	19.7	D	T	0.52	21.9	C	T	0.56	22.2	C	T	0.66	24.4	C	
<b>Roosevelt Avenue</b>																	
EB	L	0.47	50.3	D	L	0.35	24.7	C	L	0.57	52.2	D	L	0.26	21.7	C	
	TR	0.64	38.9	D	TR	0.94	54.6	D	TR	1.14	127.8	F	TR	1.14	111.3	F	
WB	L	0.13	25.9	C	L	0.16	17.1	B	L	0.24	28.1	C	L	0.04	15.0	B	
	TR	1.05	83.4	F	TR	0.98	55.1	E	TR	1.14	115.9	F	TR	1.00	51.4	D	
Overall Intersection	-	0.79	41.9	D	-	0.92	37.2	D	-	0.79	64.6	E	-	0.95	49.4	D	
<b>Union Street at Roosevelt Avenue</b>																	
<b>Union Street</b>																	
NB	TR	0.60	20.0	B	TR	0.58	19.4	B	TR	0.42	16.7	B	TR	0.56	19.2	D	
	LT	1.09	75.8	E	LT	0.99	52.8	D	LT	0.92	36.8	D	LT	1.07	71.4	E	
<b>Roosevelt Avenue</b>																	
EB	R	0.85	35.3	D	R	3.00+	1000.0+	F	R	2.58	751.0	F	R	2.83	856.2	F	
	LTR	1.58	296.9	F	LTR	2.45	683.8	F	LTR	2.19	566.7	F	LTR	2.79	826.4	F	
WB	LT	1.06	69.3	E	LT	0.74	30.6	C	LT	0.66	27.8	C	LT	0.67	27.5	C	
	R	1.12	106.5	F	R	0.93	82.4	F	R	1.14	146.0	F	R	1.35	233.5	F	
Overall Intersection	-	1.31	99.5	F	-	3.00+	825.6	F	-	2.40	265.8	F	-	2.81	379.3	F	
<b>Parsons Boulevard at Roosevelt Avenue</b>																	
<b>Parsons Boulevard</b>																	
NB	LTR	1.14	99.0	F	LTR	0.69	25.8	C	LTR	0.88	43.3	D	LTR	0.90	38.5	D	
	LTR	0.81	34.7	C	LTR	0.65	23.6	C	LTR	0.71	30.6	C	LTR	0.79	27.3	C	
<b>Roosevelt Avenue</b>																	
EB	LTR	0.55	37.2	C	LTR	0.77	30.8	C	LTR	0.66	31.4	C	LTR	0.95	49.1	D	
	LTR	1.21	130.7	F	LTR	0.88	39.0	D	LTR	0.87	43.3	D	LTR	1.04	70.8	E	
Overall Intersection	-	1.18	80.3	F	-	0.78	36.0	C	-	0.87	37.3	D	-	0.97	45.9	D	
<b>KISSENA BOULEVARD</b>																	
<b>Main Street at Kissena Boulevard</b>																	
<b>Main Street</b>																	
NB	L	0.75	34.7	C	L	0.89	54.8	D	L	0.78	39.5	D	L	1.20	144.1	F	
	TR	0.69	25.1	C	TR	0.63	22.2	C	TR	0.58	22.4	C	TR	0.60	23.4	C	
<b>Kissena Boulevard</b>																	
WB	L	0.65	38.3	D	L	0.46	20.4	C	L	0.84	51.7	D	L	0.55	21.9	C	
	TR	0.39	18.1	B	TR	0.52	19.4	B	TR	0.46	19.3	B	TR	0.57	20.2	C	
TR	T	0.73	38.3	D	T	0.72	27.1	C	T	0.66	35.5	D	T	0.75	27.3	C	
	T	0.73	38.3	D	T	0.72	27.1	C	T	0.66	35.5	D	T	0.75	27.3	C	
Overall Intersection	-	0.75	27.8	C	-	0.89	25.1	C	-	0.81	29.6	C	-	0.98	36.0	D	
<b>SANFORD AVENUE</b>																	
<b>College Point Boulevard at Sanford Avenue</b>																	
<b>College Point Boulevard</b>																	
NB	L	0.21	10.4	B	L	0.62	28.3	C	L	0.52	31.5	C	L	0.71	42.2	D	
	T	0.70	15.2	B	T	0.68	14.8	B	T	0.62	13.5	B	T	0.76	16.4	B	
<b>Sanford Avenue</b>																	
WB	L	0.60	13.4	B	L	0.82	18.1	B	L	1.02	42.8	D	L	0.89	21.3	C	
	TR	0.79	45.6	D	L	0.57	34.8	C	L	0.77	46.6	D	L	0.69	39.1	D	
TR	TR	0.62	31.5	C	TR	0.48	28.8	C	TR	0.46	28.4	C	TR	0.65			

TABLE 11  
CITIFIELD - WILLETTS POINT DEVELOPMENT STUDY  
2028 PHASE 1B WITH ACTION TRAFFIC LEVELS OF SERVICE - NON-GAME DAY

INTERSECTION & APPROACH	Weekday AM Peak Hour (8:00 - 9:00 AM)				Weekday Midday Peak Hour (1:00 - 2:00 PM)				Weekday PM Peak Hour (5:00 - 6:00 PM)				Saturday Midday Peak Hour (1:30 - 2:30 PM)				
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS			Delay	LOS	
Union Street at Sanford Avenue	NB	LTR	0.70	30.3	C	LTR	0.34	20.8	C	LTR	0.30	20.1	C	LTR	0.40	21.8	C
Union Street	SB	LTR	0.62	24.9	C	LTR	0.62	24.4	C	LTR	0.74	27.2	C	LTR	0.76	28.0	C
Sanford Avenue	EB	DeFL	0.58	26.6	C	DeFL	0.45	20.5	C	-	-	-	-	DeFL	0.50	22.3	C
	TR	0.37	15.8	B	TR	0.21	13.7	B	LTR	0.32	14.7	B	TR	0.35	15.5	B	
	WB	LTR	0.91	31.6	C	LTR	0.93	34.9	C	LTR	0.72	23.8	C	LTR	0.93	34.2	C
Overall Intersection	-	-	0.82	26.8	C	-	0.79	26.8	C	-	0.73	23.0	C	-	0.85	27.4	C
Parsons Boulevard at Sanford Avenue	NB	LTR	1.12	78.7	E	LTR	1.18	107.5	F	LTR	0.91	35.9	D	LTR	0.95	41.9	D
Parsons Boulevard	SB	LTR	0.99	43.4	D	LTR	0.80	29.4	C	LTR	0.90	37.5	D	LTR	1.01	54.2	D
Sanford Avenue	EB	LTR	0.73	27.7	C	LTR	0.88	22.8	C	LTR	0.73	27.1	C	LTR	0.75	27.5	C
	WB	LTR	0.86	33.4	C	LTR	0.93	41.4	D	LTR	0.84	33.3	C	LTR	0.98	50.6	D
Overall Intersection	-	-	0.99	47.0	D	-	1.06	52.2	D	-	0.87	33.7	C	-	1.00	44.6	D
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>																	
College Point Boulevard at 32nd Avenue	NB	T	0.45	24.0	C	T	0.70	29.8	C	T	0.59	25.6	C	T	0.38	23.5	C
College Point Boulevard	TR	0.71	31.7	C	TR	0.80	36.0	D	TR	0.93	46.9	D	TR	0.79	34.4	C	
	SB	L	0.51	36.8	D	L	0.75	48.2	D	L	0.49	34.8	C	L	0.52	36.1	D
	T	0.60	13.1	B	T	0.50	11.8	B	T	0.44	11.0	D	T	0.42	10.8	B	
32nd Avenue	WB	LTR	0.87	44.3	D	LTR	0.78	39.6	D	LTR	0.89	44.7	D	LTR	0.54	31.9	C
Overall Intersection	-	-	1.40	23.9	C	-	1.29	27.8	C	-	1.15	29.1	C	-	1.05	23.3	C
<b>NORTHERN BOULEVARD SERVICE ROAD</b>																	
College Point Boulevard at Northern Boulevard Service Road	NB	TR	0.42	11.8	B	TR	0.54	13.3	B	TR	0.57	13.7	B	TR	0.55	13.4	B
College Point Boulevard	SB	LT	0.89	25.1	C	LT	0.88	25.1	C	LT	0.88	24.9	C	LT	0.81	21.3	C
Northern Blvd Service Rd	WB	LR	0.90	46.3	D	LR	0.98	59.8	E	LR	0.88	44.8	D	LR	0.90	46.4	D
Overall Intersection	-	-	0.89	24.9	C	-	0.92	27.7	C	-	0.88	23.8	C	-	0.84	23.3	C
<b>STADIUM ROAD</b>																	
Boat Basin Road at Stadium Road	NB	LTR	0.04	7.0	A	LTR	0.15	7.7	A	LTR	0.23	8.3	A	LTR	0.24	8.4	A
Boat Basin Road	SB	DeFL	0.59	14.3	B	DeFL	0.75	21.7	C	-	-	-	-	-	-	-	-
	TR	0.68	16.3	B	TR	0.42	10.4	B	LTR	0.74	15.4	B	LTR	0.71	14.8	B	
Stadium Road	EB	-	-	-	DeFL	0.57	42.7	D	DeFL	1.06	148.7	F	DeFL	1.71	397.1	F	
	LTR	0.27	26.3	C	TR	0.40	28.9	C	TR	0.41	29.2	C	TR	0.53	31.6	C	
	WB	-	-	-	DeFL	1.62	325.7	F	-	-	-	-	DeFL	2.49	711.0	F	
	LTR	0.81	40.4	D	TR	1.41	231.4	F	LTR	1.48	253.5	F	TR	1.69	351.7	F	
Overall Intersection	-	-	0.72	23.7	C	-	1.02	130.1	F	-	0.97	111.7	F	-	1.27	266.8	F
<b>126TH STREET</b>																	
126th Street at 36th Avenue	NB	TR	0.37	15.2	B	TR	0.47	17.9	B	TR	0.49	18.3	B	TR	0.43	17.3	B
126th Street	SB	DeFL	0.72	17.4	B	DeFL	0.83	29.3	C	-	-	-	-	-	-	-	-
	T	0.49	9.2	A	T	0.75	15.6	B	LT	0.65	11.8	B	LT	0.76	14.8	B	
36th Avenue	WB	L	0.06	38.4	D	L	0.14	39.6	D	L	0.13	39.5	D	L	0.13	39.5	D
	R	0.17	26.0	C	R	0.38	30.3	C	R	0.56	36.2	D	R	0.48	33.2	C	
Overall Intersection	-	-	0.77	14.0	B	-	1.07	19.8	B	-	0.54	17.4	B	-	0.59	17.7	B
126th Street at 37th Avenue	NB	TR	0.23	14.7	B	TR	0.38	16.5	D	TR	0.44	17.3	B	TR	0.35	16.2	B
126th Street	SB	-	-	-	DeFL	0.90	55.2	E	-	-	-	-	-	-	-	-	-
	LT	0.44	10.5	B	T	0.58	13.0	B	LT	0.61	13.3	B	LT	0.64	14.0	B	
37th Avenue	WB	L	0.22	37.1	D	TR	0.11	35.3	D	L	0.10	35.2	D	L	0.10	35.2	D
	R	0.20	26.6	C	R	0.61	38.1	D	R	0.41	31.5	C	R	0.51	34.6	C	
Overall Intersection	-	-	0.36	15.0	B	-	1.00	24.6	C	-	0.48	17.0	B	-	0.54	17.4	B
<b>UNSIGNALIZED INTERSECTIONS</b>																	
Boat Basin Road at World's Fair Marina	NB	L	-	1000.0+	F	L	-	1000.0+	F	L	-	1000.0+	F	L	-	1000.0+	F
Boat Basin Road	R	-	-	8.7	A	R	-	8.7	A	R	-	9.1	A	R	-	8.9	A
World's Fair Marina	WB	LT	-	11.2	B	LT	-	11.1	B	LT	-	9.6	A	LT	-	10.8	B
Overall Intersection	-	-	-	987.9	F	-	-	1000.0+	F	-	-	1000.0+	F	-	-	1080.0+	F
Willetts Point Boulevard at Northern Boulevard	EB	T	-	12.5	B	T	-	14.6	B	T	-	14.1	B	T	-	14.4	B
Willetts Point Boulevard	-	-	-	12.5	B	-	-	14.6	B	-	-	14.1	B	-	-	14.4	B
Overall Intersection	-	-	-	12.5	B	-	-	14.6	B	-	-	14.1	B	-	-	14.4	B
Grand Central Parkway Ramp at West Park Loop/Stadium Road	SB	LT	-	7.5	A	LT	-	7.8	A	LT	-	7.8	A	LT	-	8.2	A
Stadium Road	L	-	-	19.3	C	L	-	51.6	F	L	-	36.0	E	L	-	177.8	F
Grand Central Parkway OD-Ramp	T	-	-	17.7	C	T	-	243.2	F	T	-	159.1	F	T	-	516.2	F
	R	-	-	9.8	A	R	-	10.8	B	R	-	11.6	B	R	-	11.3	B
Willetts West Center Exit	WB	L	-	20.9	C	L	-	1000.0+	F	L	-	1000.0+	F	L	-	1000.0+	F
	R	-	-	8.5	A	R	-	8.8	A	R	-	9.0	A	R	-	9.2	A
Overall Intersection	-	-	-	18.0	C	-	-	1000.0+	F	-	-	1000.0+	F	-	-	1000.0+	F
Northern Boulevard at 126th Place	NB	R	-	15.5	C	R	-	18.5	C	R	-	24.2	C	R	-	20.4	C
126th Place	-	-	-	15.5	C	-	-	18.5	C	-	-	24.2	C	-	-	20.4	C
Overall Intersection	-	-	-	15.5	C	-	-	18.5	C	-	-	24.2	C	-	-	20.4	C
<b>NEW (WITH ACTION) SIGNALIZED INTERSECTIONS</b>																	
126th Street at New Willetts Point Boulevard	NB	TR	0.39	19.5	B	TR	0.60	23.8	C	TR	0.56	22.7	C	TR	0.57	22.0	C
126th Street	SB	-	-	-	DeFL	0.67	18.9	B	DeFL	0.54	15.2	B	DeFL	0.57	15.7	B	
	LT	0.32	9.0	A	T	0.38	9.9	A	T	0.42	10.5	B	T	0.43	10.5	B	
New Willetts Point Boulevard	WB	L	0.24	37.3	D	L	0.55	44.6	D	L	0.69	50.0	D	L	0.52	43.4	D
	R	0.12	22.2	C	R	0.50	30.3	C	R	0.67	36.7	D	R	0.36	26.6	C	
Overall Intersection	-	-	0.43	16.6	B	-	0.79	23.2	C	-	0.84	25.1	C	-	0.80	21.4	C

Notes  
(1) Control delay is measured in seconds per vehicle.  
(2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.  
(3) V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000.0+" seconds and v/c ratios of approximately "3.00+."  
(4) This table has been revised for the Final SEIS.

TABLE 12  
CITYFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B WITH ACTION TRAFFIC LEVELS OF SERVICE - GAME DAY

INTERSECTION & APPROACH	Weekday Pre-Game (5:30 - 6:30 PM)				Saturday Pre-Game (3:15 - 4:15 PM)				Saturday Post-Game (7:15 - 8:15 PM)				
	MvL	V/C	Control Delay	LOS	MvL	V/C	Control Delay	LOS	MvL	V/C	Control Delay	LOS	
<b>SIGNALIZED INTERSECTIONS</b>													
<b>ASTORIA BOULEVARD</b>													
108th Street at Astoria Boulevard													
108th Street	NB	DefL	0.70	61.3	F	DefL	0.53	27.8	C	DefL	0.62	30.4	C
		T	0.28	36.8	D	T	0.20	21.0	C	T	0.21	21.2	C
	SD	LTR	0.35	38.0	D	LTR	0.22	21.4	C	LTR	0.19	20.9	C
Astoria Boulevard	EB	TR	1.11	76.7	E	TR	0.84	29.5	C	TR	0.75	27.0	C
	WB	L	0.74	51.2	D	L	0.82	45.5	D	L	0.99	73.4	E
		TR	0.32	9.6	A	TR	0.33	12.3	B	TR	0.35	12.4	B
Overall Intersection	-		0.98	60.6	E	-	0.73	25.1	C	-	0.84	26.9	C
<b>NORTHERN BOULEVARD</b>													
108th Street at Northern Boulevard (RT. 25A)													
108th Street	NB	LTR	1.44	245.2	F	LTR	1.42	234.5	F	LTR	1.43	241.2	F
	SB	LTR	1.15	118.5	F	LTR	1.10	104.9	F	LTR	1.21	144.6	F
Northern Boulevard (RT. 25A)	EB	L	0.19	37.0	D	L	0.09	43.4	D	L	0.14	44.3	D
		TR	0.93	18.0	B	TR	1.10	78.2	E	TR	1.09	72.1	E
	WB	L	0.73	47.6	D	L	0.88	53.8	D	L	1.06	90.3	F
		TR	1.15	95.2	F	TR	1.27	148.7	F	TR	1.25	141.1	F
Overall Intersection	-		1.16	69.1	E	-	1.26	121.8	F	-	1.28	121.1	F
114th Street at Northern Boulevard (RT. 25A)													
114th Street	SB	LTR	0.91	69.8	E	LTR	0.75	55.8	E	LTR	0.51	46.8	D
Northern Boulevard (RT. 25A)	EB	T	1.10	69.2	E	T	0.88	29.8	C	T	0.76	25.4	C
		R	0.74	17.1	B	R	0.90	37.6	D	R	0.68	25.4	C
	WB	DefL	0.96	71.8	E	DefL	1.07	96.1	F	DefL	1.55	279.0	F
		T	0.93	19.0	B	T	0.92	20.0	B	T	1.28	144.5	F
Overall Intersection	-		1.65	42.7	D	-	1.66	32.9	C	-	2.52	116.5	F
126th Street at Northern Boulevard (RT. 25A)													
126th Street	NB	L	0.96	73.7	E	L	1.10	109.7	F	L	2.45	698.6	F
		R	3.00+	1000.0+	F	R	3.00+	1000.0+	F	R	3.00+	1000.0+	F
Northern Boulevard	EB	T	1.14	126.9	F	T	0.57	38.7	D	T	0.58	39.0	D
	WB	T	0.89	21.2	C	T	0.77	15.4	B	T	0.95	7.2	A
Grand Central Parkway Ramp	EB	T	0.92	41.9	D	T	0.91	47.6	D	T	0.95	53.4	D
Van Wyck & Whistone Expressway Ramp	WB	T	0.79	14.5	B	T	0.76	13.6	B	T	0.91	26.5	C
Overall Intersection	-		1.59	107.5	F	-	1.85	156.0	F	-	3.00+	1000.0+	F
Prince Street at Northern Boulevard (RT. 25A)													
Prince Street	NB	LTR	1.12	102.0	F	LTR	1.11	98.7	F	LTR	1.13	109.9	F
	SB	LTR	0.59	42.3	D	LTR	0.51	37.7	D	LTR	0.41	38.7	D
Northern Boulevard (RT. 25A)	EB	L	0.97	73.3	E	L	1.00	84.9	F	L	0.89	66.0	E
		T	1.10	81.0	F	T	1.04	57.0	E	T	1.10	80.0	E
	WB	L	0.78	69.0	E	L	0.97	99.7	F	L	0.90	89.7	F
		T	1.15	109.8	F	T	1.18	120.4	F	T	1.02	59.5	E
Northern Boulevard Service Rd.	EB	TR	0.59	25.1	C	TR	0.51	23.1	C	TR	0.45	21.8	C
	WB	TR	0.94	59.7	E	TR	0.91	48.8	D	TR	0.67	33.1	C
Overall Intersection	-		1.10	83.5	F	-	1.12	79.4	E	-	1.08	67.1	E
Main Street at Northern Boulevard (RT. 25A)													
Main Street	NB	L	0.90	52.7	D	L	0.86	48.1	D	L	0.85	47.9	D
		R	0.91	62.7	E	R	0.95	68.8	E	R	0.74	42.2	D
Northern Boulevard (RT. 25A)	EB	T	1.22	128.5	F	T	1.03	58.5	E	T	1.14	99.7	F
		R	1.23	137.5	F	R	1.34	192.7	F	R	1.18	124.2	F
Northern Boulevard (RT. 25A)	WB	L	0.23	28.0	C	L	0.16	26.6	C	L	0.12	25.9	C
		T	0.85	25.9	C	T	0.97	34.0	C	T	0.76	22.8	C
Overall Intersection	-		1.07	83.0	F	-	1.16	64.0	E	-	0.98	68.8	E
Union Street at Northern Boulevard (RT. 25A)													
Union Street	NB	TR	0.70	35.8	D	TR	0.69	35.6	D	TR	0.66	34.8	C
	SB	TR	0.69	35.3	D	TR	0.60	33.1	C	TR	0.68	34.8	C
Northern Boulevard (RT. 25A)	EB	L	0.64	32.5	C	L	0.69	35.8	D	L	0.74	36.0	D
		TR	1.25	147.1	F	TR	1.36	202.7	F	TR	1.34	189.3	F
	WB	L	0.79	41.8	D	L	0.98	53.9	D	L	1.00	83.5	F
		TR	1.11	102.9	F	TR	1.09	84.0	F	TR	0.94	46.4	D
Overall Intersection	-		0.98	102.5	F	-	1.03	113.2	F	-	0.97	101.3	F
Parsons Boulevard at Northern Boulevard (RT. 25A)													
Parsons Boulevard	NB	L	0.90	84.6	F	L	0.70	52.2	D	L	0.76	59.1	E
		TR	0.58	40.4	D	TR	0.54	39.1	D	TR	0.59	38.4	D
Northern Boulevard (RT. 25A)	SB	LTR	1.22	142.7	F	LTR	1.18	126.8	F	LTR	1.17	119.2	F
	EB	L	0.52	47.3	D	L	0.46	46.2	D	L	0.52	46.0	D
		TR	1.09	75.9	E	TR	1.24	145.1	F	TR	1.26	153.0	F
	WB	L	0.44	41.9	D	L	0.44	45.8	D	L	0.51	43.6	D
		TR	1.29	163.9	F	TR	1.20	124.2	F	TR	1.23	139.8	F
Overall Intersection	-		1.18	109.7	F	-	1.14	119.6	F	-	1.16	127.3	F
<b>34TH AVENUE</b>													
114th Street at 34th Avenue													
114th Street	SB	L	1.13	108.9	F	L	1.11	96.4	F	L	1.23	142.7	F
		T	0.81	38.6	D	T	0.80	37.4	D	T	0.42	26.0	C
34th Avenue	ED	T	0.50	13.0	B	T	0.43	12.0	B	T	0.45	12.2	B
		R	0.16	9.2	A	R	0.11	8.8	A	R	0.06	8.4	A
Overall Intersection	-		0.73	53.2	D	-	0.69	52.0	D	-	0.74	51.8	F

TABLE 12  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B WITH ACTION TRAFFIC LEVELS OP SERVICE - GAME DAY

INTERSECTION & APPROACH	Weekday Pk. Game (5:30 - 6:30 PM)				Saturday Pk. Game (3:15 - 4:15 PM)				Saturday Post-Game (7:15 - 8:15 PM)			
	Mov.	V/C	Control		Mov.	V/C	Control		Mov.	V/C	Control	
			Delay	LOS			Delay	LOS			Delay	LOS
<b>126th Street/GCP Ramp at 34th Avenue</b>												
126th Street	NB	DefL	1.41	278.1	F	DefL	1.56	337.1	F	-	-	-
		TR	0.65	43.2	D	TR	0.83	48.5	D	LTR	2.32	636.5
Northern Boulevard Ramp	SB	LTR	1.73	285.1	F	LTR	1.93	472.7	F	LTR	2.98	957.7
GCP Ramp	SB	LTR	1.54	295.1	F	LTR	1.71	372.2	F	LTR	2.17	577.3
Shea Road	EB	DefL	1.73	383.7	F	-	-	-	-	DefL	2.84	876.5
		TR	2.20	586.6	F	LTR	1.70	358.7	F	TR	0.92	59.5
34th Avenue	WB	LTR	1.43	248.8	F	LTR	2.55	737.7	F	LTR	1.27	186.5
<b>Overall Intersection</b>			<b>1.88</b>	<b>317.1</b>	<b>F</b>		<b>2.11</b>	<b>361.4</b>	<b>F</b>		<b>2.69</b>	<b>602.8</b>
<b>ROOSEVELT AVENUE</b>												
<b>108th Street at Roosevelt Avenue</b>												
108a Street	NB	LTR	1.20	138.7	F	LTR	1.23	149.0	F	LTR	1.20	135.5
	SB	LTR	1.19	134.0	F	LTR	1.19	124.5	F	LTR	1.22	146.1
Roosevelt Avenue	EB	LTR	0.82	11.9	B	LTR	0.90	28.3	C	LTR	0.75	18.4
	WB	LTR	0.81	15.3	B	LTR	1.18	104.4	F	LTR	1.09	64.8
<b>Overall Intersection</b>			<b>0.92</b>	<b>53.4</b>	<b>D</b>		<b>1.20</b>	<b>92.0</b>	<b>F</b>		<b>1.12</b>	<b>75.8</b>
<b>111th Street at Roosevelt Avenue</b>												
111th Street	NB	LTR	1.05	77.5	E	LTR	1.06	76.7	E	LTR	1.06	78.8
Roosevelt Avenue	EB	LTR	0.88	15.1	B	LTR	1.00	44.5	D	LTR	0.87	24.9
	WB	LTR	1.36	180.9	F	LTR	1.40	199.0	F	LTR	1.40	199.9
<b>Overall Intersection</b>			<b>1.27</b>	<b>98.0</b>	<b>F</b>		<b>1.30</b>	<b>115.1</b>	<b>F</b>		<b>1.31</b>	<b>117.2</b>
<b>114th Street at Roosevelt Avenue</b>												
114th Street	NB	LTR	0.91	60.1	E	LTR	1.12	99.5	F	LTR	0.72	48.8
	SB	LTR	1.50	269.0	F	LTR	1.36	206.9	F	LTR	1.23	148.0
Roosevelt Avenue	EB	LTR	1.26	141.5	F	LTR	1.67	321.0	F	LTR	1.82	389.8
	WB	LTR	0.98	35.5	D	LTR	0.85	21.1	C	LTR	1.25	137.2
<b>Overall Intersection</b>			<b>1.33</b>	<b>101.4</b>	<b>F</b>		<b>1.58</b>	<b>152.8</b>	<b>F</b>		<b>1.64</b>	<b>195.6</b>
<b>126th Street at Roosevelt Avenue</b>												
126th Street	NB	LTR	1.13	185.8	F	LTR	1.76	437.6	F	LTR	0.24	38.1
	SB	-	-	-	-	-	-	-	-	DefL	0.89	57.2
		TR	1.91	454.5	F	LTR	2.00	497.3	F	TR	0.81	43.5
Roosevelt Avenue	EB	DefL	1.84	417.4	F	DefL	2.28	616.6	F	DefL	3.00+	1000.0+
		TR	0.78	9.9	A	TR	0.62	13.8	B	TR	1.06	75.7
	WB	LTR	0.79	17.5	B	LTR	0.83	18.9	B	LTR	0.74	26.5
<b>Overall Intersection</b>			<b>1.86</b>	<b>191.7</b>	<b>F</b>		<b>2.20</b>	<b>241.0</b>	<b>F</b>		<b>3.00+</b>	<b>996.9</b>
<b>College Point Boulevard at Roosevelt Avenue</b>												
College Point Boulevard	NB	L	1.48	272.0	F	L	1.55	292.6	F	L	1.32	194.3
	TR	0.69	29.0	C	TR	0.83	27.7	C	TR	0.78	26.0	
	SB	TR	0.99	62.3	E	TR	1.37	200.7	F	TR	1.03	65.9
Roosevelt Avenue	EB	L	0.52	37.8	D	L	0.52	29.4	C	L	0.64	31.6
		TR	1.45	232.6	F	TR	1.47	235.6	F	TR	1.44	222.7
	WB	L	0.31	44.9	D	L	0.28	33.4	C	L	0.24	32.8
		TR	0.57	38.6	D	TR	0.65	30.9	C	TR	0.51	27.4
<b>Overall Intersection</b>			<b>1.37</b>	<b>116.7</b>	<b>F</b>		<b>1.61</b>	<b>150.8</b>	<b>F</b>		<b>1.40</b>	<b>102.8</b>
<b>Prince Street at Roosevelt Avenue</b>												
Prince Street	SB	LTR	0.52	31.0	C	LTR	0.80	41.4	D	LTR	0.72	37.1
Roosevelt Avenue	EB	DefL	0.84	35.6	D	DefL	0.80	20.0	B	-	-	-
		TR	0.91	37.5	D	TR	0.74	14.9	B	LTR	0.82	16.3
	WB	LTR	0.67	23.0	C	LTR	0.68	14.6	B	LTR	0.68	13.9
<b>Overall Intersection</b>			<b>0.75</b>	<b>31.6</b>	<b>C</b>		<b>0.80</b>	<b>21.0</b>	<b>C</b>		<b>0.79</b>	<b>19.2</b>
<b>Main Street at Roosevelt Avenue</b>												
Main Street	NB	T	0.63	23.6	C	T	0.67	24.3	C	T	0.67	24.3
	SB	T	0.55	22.2	C	T	0.65	24.1	C	T	0.55	22.3
Roosevelt Avenue	EB	L	0.40	40.7	D	L	0.29	22.2	C	L	0.29	20.6
		TR	1.11	113.0	F	TR	0.91	47.4	D	TR	1.12	97.9
	WB	L	0.26	31.0	C	L	0.08	15.8	D	L	0.26	19.3
		TR	1.00	74.9	E	TR	0.97	56.6	E	TR	0.93	47.9
<b>Overall Intersection</b>			<b>0.86</b>	<b>52.1</b>	<b>D</b>		<b>0.82</b>	<b>35.7</b>	<b>D</b>		<b>0.90</b>	<b>47.5</b>
<b>Union Street at Roosevelt Avenue</b>												
Union Street	NB	TR	0.54	18.8	B	TR	0.46	17.3	B	TR	0.45	17.3
	SB	LT	1.27	146.5	F	LT	1.01	55.9	E	LT	1.21	127.2
		R	1.91	437.2	F	R	2.65	781.7	F	R	1.90	439.9
Roosevelt Avenue	EB	LTR	2.70	796.8	F	LTR	2.23	386.8	F	LTR	2.29	608.9
	WB	LT	0.91	43.0	D	LT	0.67	27.5	C	LT	0.84	38.4
		R	0.82	50.1	D	R	1.27	204.8	F	R	1.49	293.1
<b>Overall Intersection</b>			<b>2.27</b>	<b>289.0</b>	<b>F</b>		<b>2.45</b>	<b>289.8</b>	<b>F</b>		<b>2.08</b>	<b>269.2</b>
<b>Parsons Boulevard at Roosevelt Avenue</b>												
Parsons Boulevard	NB	LTR	0.83	39.2	D	LTR	0.76	29.0	C	LTR	0.97	46.2
	SB	LTR	0.78	33.4	C	LTR	0.74	25.8	C	LTR	0.77	26.9
Roosevelt Avenue	EB	LTR	0.88	45.0	D	LTR	0.60	23.5	C	LTR	0.88	37.9
	WB	LTR	1.05	78.5	E	LTR	0.73	28.1	C	LTR	0.84	34.7
<b>Overall Intersection</b>			<b>0.94</b>	<b>49.3</b>	<b>D</b>		<b>0.75</b>	<b>26.7</b>	<b>C</b>		<b>0.93</b>	<b>36.6</b>
<b>KISSENA BOULEVARD</b>												
<b>Main Street at Kissena Boulevard</b>												
Main Street	NB	L	0.75	38.3	D	L	0.90	59.1	E	L	0.70	32.7
	TR	0.59	22.2	C	TR	0.50	21.4	C	TR	0.67	22.8	
	SB	L	0.87	54.4	D	L	0.52	23.3	C	L	0.44	19.7
Kissena Boulevard	TR	0.50	20.1	C	TR	0.54	19.6	B	TR	0.48	18.8	
	WB	T	0.73	38.0	D	T	0.66	24.5	C	T	0.65	24.4
<b>Overall Intersection</b>			<b>0.89</b>	<b>30.2</b>	<b>C</b>		<b>0.78</b>	<b>24.9</b>	<b>C</b>		<b>0.68</b>	<b>22.2</b>
<b>SANFORD AVENUE</b>												
<b>College Point Boulevard at Sanford Avenue</b>												
College Point Boulevard	NB	L	0.41	16.4	B	L	0.58	26.0	C	L	0.27	14.4
		T	0.76	16.4	B	T	0.84	18.7	B	T	0.58	12.8
	SB	TR	0.78	16.7	B	TR	0.85	19.3	B	TR	0.84	18.6
Sanford Avenue	WB	L	0.81	49.2	D	L	0.87	54.6	D	L	0.58	34.6
		TR	0.58	30.6	C	TR	0.61	31.3	C	TR	0.42	27.8
<b>Overall Intersection</b>			<b>0.79</b>	<b>20.6</b>	<b>C</b>		<b>0.86</b>	<b>23.3</b>	<b>C</b>		<b>0.75</b>	<b>18.5</b>



TABLE 12  
CITYFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1B WITH ACTION TRAFFIC LEVELS OF SERVICE - GAME DAY

INTERSECTION & APPROACH	Weekday Pre-Game (5:30 - 6:30 PM)				Saturday Pre-Game (3:15 - 4:15 PM)				Saturday Post-Game (7:15 - 8:15 PM)				
	MvT	V/C	Control Delay	LOS	MvT	V/C	Control Delay	LOS	MvT	V/C	Control Delay	LOS	
<b>Union Street at Sanford Avenue</b>													
Union Street	NB	LTR	0.39	21.7	C	LTR	0.47	23.7	C	LTR	0.42	22.2	C
	SB	LTR	0.71	26.3	C	LTR	0.94	36.5	D	LTR	0.82	30.2	C
Sanford Avenue	EB	-	-	-	-	DefL	0.59	25.4	C	-	-	-	-
	LTR	0.29	14.3	B	TR	0.33	15.1	B	LTR	0.24	13.8	B	
	WB	LTR	0.95	36.9	D	LTR	0.79	25.3	C	LTR	0.73	23.6	C
Overall Intersection	-	-	0.84	27.4	C	-	0.86	28.6	C	-	0.77	24.5	C
<b>Parsons Boulevard at Sanford Avenue</b>													
Parsons Boulevard	NB	LTR	1.04	56.9	E	LTR	0.87	34.0	C	LTR	0.94	39.2	D
	SB	LTR	0.81	30.5	C	LTR	0.87	34.6	C	LTR	0.88	35.8	D
Sanford Avenue	EB	LTR	0.63	24.1	C	LTR	0.65	24.0	C	LTR	0.82	30.7	C
	WB	LTR	0.81	31.3	C	LTR	0.91	38.9	D	LTR	0.86	35.1	D
Overall Intersection	-	-	0.93	36.8	D	-	0.89	33.3	C	-	0.90	35.2	D
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>													
<b>College Point Boulevard at 32nd Avenue</b>													
College Point Boulevard	NB	T	0.41	23.9	C	T	0.38	23.5	C	T	0.46	24.2	C
	TR	0.27	22.0	C	TR	0.19	26.1	C	TR	0.36	23.1	C	
	SB	L	0.49	33.5	C	L	0.58	38.1	D	L	0.28	27.8	C
	T	0.42	10.7	B	T	0.46	11.2	B	T	0.30	9.6	A	
32nd Avenue	WB	LTR	0.74	37.8	D	LTR	0.46	30.1	C	LTR	0.30	26.8	C
Overall Intersection	-	-	1.10	21.1	C	-	1.04	21.9	C	-	0.86	19.7	B
<b>NORTHERN BOULEVARD SERVICE ROAD</b>													
<b>College Point Boulevard at Northern Boulevard Service Road</b>													
College Point Boulevard	NB	TR	0.59	12.7	B	TR	0.55	13.4	B	TR	0.53	13.1	B
	SB	LT	0.86	22.6	C	LT	0.93	28.7	C	LT	0.57	14.3	B
Northern Blvd Service Rd	WB	LR	0.87	43.3	D	LR	0.87	42.5	D	LR	0.70	33.2	C
Overall Intersection	-	-	0.86	22.7	C	-	0.91	25.2	C	-	0.61	17.3	B
<b>STADIUM ROAD</b>													
<b>Boat Basin Road at Stadium Road</b>													
Boat Basin Road	NB	-	-	-	-	-	-	-	-	DefL	1.29	220.0	F
	LTR	0.99	88.7	F	LTR	0.76	53.5	D	TR	0.28	19.7	B	
	SB	LTR	1.15	105.2	F	LTR	1.40	210.4	F	LTR	1.00	55.7	F
Stadium Road	EB	DefL	1.30	231.2	F	DefL	1.20	179.1	F	DefL	2.94	867.4	F
	TR	0.35	24.4	C	TR	0.45	26.1	C	TR	0.53	17.5	D	
	WB	LTR	1.10	84.9	F	LTR	0.94	35.5	D	LTR	0.77	21.8	C
Overall Intersection	-	-	1.19	96.3	F	-	1.23	135.6	F	-	2.17	159.5	F
<b>126TH STREET</b>													
<b>126th Street at 36th Avenue</b>													
126th Street	NB	TR	0.31	15.7	B	TR	0.43	17.2	B	TR	0.94	34.0	C
	SB	-	-	-	-	-	-	-	-	DefL	0.68	50.5	D
	LT	0.82	17.0	B	LT	1.04	51.6	D	T	0.52	9.8	A	
36th Avenue	WB	L	0.12	39.4	D	L	0.13	39.5	D	L	0.11	39.2	D
	R	0.31	28.7	C	R	0.48	32.9	C	R	0.85	59.3	E	
Overall Intersection	-	-	0.66	17.8	B	-	0.83	40.5	D	-	1.68	32.0	C
<b>126th Street at 37th Avenue</b>													
126th Street	NB	TR	0.28	15.3	B	TR	0.34	16.0	B	TR	1.08	72.8	F
	SB	-	-	-	-	-	-	-	-	DefL	0.68	51.0	D
	LT	0.77	17.2	B	LT	1.01	44.9	D	T	0.46	11.0	B	
37th Avenue	WB	L	0.10	35.2	D	L	0.10	35.2	D	L	0.18	36.4	D
	R	0.32	29.2	C	R	0.73	45.0	D	R	0.35	29.8	C	
Overall Intersection	-	-	0.57	17.8	B	-	0.90	38.0	D	-	1.07	56.8	E
<b>UNSIGNALED INTERSECTIONS</b>													
<b>Boat Basin Road at Worlds Fair Marina</b>													
Boat Basin Road	NB	L	-	781.3	F	L	-	700.9	F	L	-	1000.0+	F
	R	-	-	8.9	A	R	-	8.9	A	R	-	10.7	B
Worlds Fair Marina	WB	LT	-	13.6	B	LT	-	12.9	B	LT	-	5.9	A
Overall Intersection	-	-	-	491.1	F	-	-	428.5	F	-	-	1000.0+	F
<b>Willets Point Boulevard at Northern Boulevard</b>													
Willets Point Boulevard	EB	T	-	13.8	B	T	-	12.3	B	T	-	49.4	E
Overall Intersection	-	-	-	13.8	B	-	-	12.3	B	-	-	49.4	E
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>													
Stadium Road	SB	LT	-	9.2	A	LT	-	9.4	A	LT	-	13.0	B
Grand Central Parkway Off-Ramp	EB	L	-	186.4	F	L	-	191.9	F	L	-	179.9	F
	T	-	-	461.7	F	T	-	520.6	F	T	-	701.8	F
	R	-	-	242.3	F	R	-	314.1	F	R	-	11.5	B
Willets West Center Exit	WB	L	-	1000.0+	F	L	-	1000.0+	F	L	-	1000.0+	F
	R	-	-	10.2	B	R	-	10.3	B	R	-	13.3	B
Overall Intersection	-	-	-	1000.0+	F	-	-	1000.0+	F	-	-	1000.0+	F
<b>Northern Boulevard at 126th Place</b>													
126th Place	NB	R	-	24.7	C	R	-	18.2	C	R	-	19.5	C
Overall Intersection	-	-	-	24.7	C	-	-	18.2	C	-	-	19.5	C
<b>NEW (WITH ACTION) SIGNALIZED INTERSECTIONS</b>													
<b>126th Street at New Willets Point Boulevard</b>													
126th Street	NB	TR	0.42	20.1	C	TR	0.52	22.1	C	TR	0.96	44.6	D
	SB	-	-	-	-	-	-	-	-	DefL	0.54	35.0	D
	LT	0.70	15.0	B	LT	0.72	15.9	B	T	0.46	11.0	B	
New Willets Point Boulevard	WB	L	0.65	48.3	D	L	0.70	50.4	D	L	0.40	40.4	D
	R	0.30	25.3	C	R	0.42	28.0	C	R	0.29	24.9	C	
Overall Intersection	-	-	0.67	21.3	C	-	0.70	23.1	C	-	1.02	36.5	D

**Notes**

- (1) Control delay is measured in seconds per vehicle.
- (2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3) V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000.0+" seconds and v/c ratios of approximately "3.00+".
- (4) This table has been revised for the Final SEIS.

TABLE 13  
CITYFIELD - WILLETS POINT DEVELOPMENT STUDY  
2022 PHASE 2 WITH ACTION TRAFFIC LEVELS OF SERVICE: NON-GAMEDAY

INTERSECTION & APPROACH	Weekday AM Peak Hour (8:00 - 9:00 AM)				Weekday Midday Peak Hour (1:00 - 2:00 PM)				Weekday PM Peak Hour (5:00 - 6:00 PM)				Saturday Midday Peak Hour (1:30 - 4:30 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>SIGNALIZED INTERSECTIONS</b>																	
<b>ASTORIA BOULEVARD</b>																	
10th Street at Astoria Boulevard																	
10th Street	NB	DeL	0.83	66.7	E	DeL	0.58	30.1	C	DeL	0.71	54.7	D	DeL	0.63	31.5	C
	T		0.21	35.6	D	T	0.13	20.1	C	T	0.22	35.7	D	T	0.21	21.1	C
	SB	LTR	0.36	38.5	D	LTR	0.18	20.7	C	LTR	0.40	39.4	D	LTR	0.26	21.7	C
Astoria Boulevard	EB	TR	0.68	27.3	C	TR	1.00	45.7	D	TR	0.98	33.2	C	TR	1.13	89.4	F
	WB	L	0.62	17.7	B	L	0.77	38.5	D	L	0.73	48.7	D	L	0.57	26.0	C
	TR		0.82	8.8	A	TR	0.43	13.4	B	TR	0.41	10.5	B	TR	0.44	13.5	B
<b>Overall Intersection</b>	-	-	<b>0.82</b>	<b>19.4</b>	<b>B</b>	-	<b>0.82</b>	<b>32.8</b>	<b>C</b>	-	<b>0.89</b>	<b>29.8</b>	<b>C</b>	-	<b>0.88</b>	<b>56.1</b>	<b>E</b>
<b>NORTHERN BOULEVARD</b>																	
10th Street at Northern Boulevard (RT. 25A)																	
10th Street	NB	LTR	1.26	165.1	F	LTR	1.52	282.2	F	LTR	1.50	302.4	F	LTR	1.55	294.2	F
	SB	LTR	1.00	86.6	F	LTR	0.96	76.2	E	LTR	1.18	135.2	F	LTR	0.97	77.5	E
Northern Boulevard (Rt. 25A)	EB	L	0.08	29.6	C	L	0.09	34.3	C	L	0.15	45.1	D	L	0.18	45.4	D
	WB	TR	0.90	28.4	C	TR	1.12	87.4	F	TR	0.98	23.3	C	TR	1.20	119.4	F
	WB	L	0.53	32.6	C	L	0.86	66.4	E	L	0.67	45.1	D	L	0.77	50.6	D
	TR		1.13	75.0	E	TR	1.22	127.3	F	TR	1.35	183.7	F	TR	1.39	203.0	F
<b>Overall Intersection</b>	-	-	<b>1.05</b>	<b>65.8</b>	<b>E</b>	-	<b>1.25</b>	<b>117.4</b>	<b>F</b>	-	<b>1.30</b>	<b>111.6</b>	<b>F</b>	-	<b>1.35</b>	<b>164.9</b>	<b>F</b>
114th Street at Northern Boulevard (RT. 25A)																	
114th Street	SB	LTR	0.51	48.8	D	LTR	0.46	46.1	D	LTR	0.47	47.9	D	LTR	0.45	45.6	D
Northern Boulevard (Rt. 25A)	EB	T	1.08	84.8	F	T	1.06	65.4	E	T	1.35	179.3	F	T	0.98	38.1	D
	WB	R	0.76	39.5	D	R	0.49	20.9	D	R	0.87	38.6	B	R	0.63	23.7	C
	WB	DeL	0.57	26.3	C	DeL	0.77	50.8	D	DeL	1.06	100.3	F	DeL	1.13	116.6	F
	T		1.28	144.2	F	T	0.88	18.3	B	T	1.08	56.5	E	T	1.15	86.0	F
<b>Overall Intersection</b>	-	-	<b>1.41</b>	<b>110.6</b>	<b>F</b>	-	<b>1.46</b>	<b>39.3</b>	<b>D</b>	-	<b>1.78</b>	<b>102.1</b>	<b>F</b>	-	<b>1.93</b>	<b>66.3</b>	<b>E</b>
126th Street at Northern Boulevard (RT. 25A)																	
126th Street	NB	L	1.09	112.5	F	L	1.43	248.4	F	L	1.41	240.8	F	L	1.38	229.1	F
	R		2.21	622.0	F	R	3.00+	1000.0+	F	R	3.00+	1000.0+	F	R	3.00+	1000.0+	F
Northern Boulevard	EB	T	0.62	40.2	D	T	0.84	49.7	D	T	1.35	214.2	F	T	0.82	47.6	D
	WB	T	0.72	12.2	B	T	0.41	7.8	A	T	0.47	8.4	A	T	0.30	7.6	A
Orval Cont./ Pelkey Ramp	EB	T	0.93	51.4	D	T	0.87	44.0	D	T	0.84	34.9	C	T	1.01	65.9	E
Van Wyck & Whitezone Expressway Ramp	WB	T	1.48	265.0	F	T	1.32	166.2	F	T	1.35	179.7	F	T	1.30	159.2	F
<b>Overall Intersection</b>	-	-	<b>1.64</b>	<b>133.6</b>	<b>F</b>	-	<b>2.94</b>	<b>367.8</b>	<b>F</b>	-	<b>2.70</b>	<b>317.1</b>	<b>F</b>	-	<b>2.89</b>	<b>366.6</b>	<b>F</b>
Price Street at Northern Boulevard (RT. 25A)																	
Price Street	NB	LTR	1.17	140.0	F	LTR	1.21	141.8	F	LTR	1.25	159.4	F	LTR	1.14	108.9	F
	SB	LTR	0.81	54.1	D	LTR	0.74	41.4	D	LTR	0.53	41.8	D	LTR	0.47	36.9	D
Northern Boulevard (Rt. 25A)	EB	L	0.97	96.9	F	L	0.90	73.8	E	L	0.62	46.0	D	L	0.67	49.9	D
	WB	T	0.87	25.2	C	T	1.05	63.7	E	T	1.10	81.2	F	T	1.21	128.1	F
	WB	L	0.95	94.1	F	L	0.91	93.1	F	L	0.82	73.7	E	L	0.83	66.0	E
	T		1.22	120.8	F	T	1.23	141.1	F	T	1.23	141.9	F	T	1.26	154.3	F
Northern Boulevard Service Rd	EB	TR	0.45	16.7	B	TR	0.62	26.5	C	TR	0.66	27.6	C	TR	0.63	26.0	C
	WB	TR	0.86	26.4	C	TR	1.03	77.1	E	TR	0.83	58.8	E	TR	1.09	91.9	F
<b>Overall Intersection</b>	-	-	<b>1.16</b>	<b>73.3</b>	<b>E</b>	-	<b>1.15</b>	<b>92.9</b>	<b>F</b>	-	<b>1.10</b>	<b>96.3</b>	<b>F</b>	-	<b>1.13</b>	<b>118.3</b>	<b>F</b>
Main Street at Northern Boulevard (RT. 25A)																	
Main Street	NB	L	0.78	43.8	D	T	0.98	66.1	E	T	0.97	62.1	E	T	0.94	56.9	E
	R		0.86	56.1	E	R	0.69	40.0	D	R	0.99	79.7	E	R	0.90	63.9	E
Northern Boulevard (Rt. 25A)	EB	T	1.62	55.7	E	T	1.12	90.6	F	T	1.23	125.3	F	T	1.11	87.7	F
	WB	R	1.16	128.3	F	R	1.29	173.4	F	R	1.20	132.4	F	R	1.40	216.1	F
	WB	L	0.17	26.5	C	L	0.11	25.7	C	L	0.17	26.9	C	L	0.08	25.2	C
	T		1.15	86.7	F	T	0.91	30.0	C	T	0.90	29.0	C	T	1.11	79.1	E
<b>Overall Intersection</b>	-	-	<b>1.02</b>	<b>73.9</b>	<b>E</b>	-	<b>1.03</b>	<b>74.8</b>	<b>E</b>	-	<b>1.10</b>	<b>87.6</b>	<b>F</b>	-	<b>1.17</b>	<b>93.2</b>	<b>F</b>
Union Street at Northern Boulevard (RT. 25A)																	
Union Street	NB	TR	0.68	35.2	D	TR	0.79	39.1	D	TR	0.79	38.9	D	TR	0.77	38.2	D
	SB	TR	0.92	44.8	D	TR	0.56	32.5	C	TR	0.83	40.0	D	TR	0.66	34.7	C
Northern Boulevard (Rt. 25A)	EB	L	0.97	69.1	E	L	0.56	28.3	C	L	0.79	46.1	D	L	0.74	25.7	C
	WB	TR	1.33	188.3	F	TR	1.57	294.1	F	TR	1.29	167.3	F	TR	1.66	336.0	F
	WB	L	1.02	78.9	E	L	1.18	144.3	F	L	0.88	39.9	D	L	0.87	47.0	D
	TR		1.06	67.3	E	TR	1.03	64.7	E	TR	1.10	86.6	F	TR	1.25	149.3	F
<b>Overall Intersection</b>	-	-	<b>1.13</b>	<b>98.4</b>	<b>F</b>	-	<b>1.42</b>	<b>152.0</b>	<b>F</b>	-	<b>1.66</b>	<b>106.3</b>	<b>F</b>	-	<b>1.19</b>	<b>190.0</b>	<b>F</b>
Parsons Boulevard at Northern Boulevard (RT. 25A)																	
Parsons Boulevard	NB	L	1.00	164.0	F	L	0.78	63.7	E	L	0.88	77.4	E	L	0.90	77.8	E
	TR		0.57	39.9	D	TR	0.53	39.0	D	TR	0.50	35.4	D	TR	0.61	41.1	D
Northern Boulevard (Rt. 25A)	EB	LTR	0.87	51.1	D	LTR	1.27	166.5	F	LTR	1.19	178.1	F	LTR	1.22	148.9	F
	WB	L	0.57	47.7	D	L	0.91	64.9	E	L	0.50	47.8	D	L	0.58	49.2	D
	WB	TR	1.17	115.0	F	TR	1.25	151.0	F	TR	1.18	114.1	F	TR	1.30	172.1	F
	WB	L	0.47	41.9	D	L	0.39	43.1	D	L	0.36	42.8	D	L	0.49	43.9	D
	TR		1.23	135.4	F	TR	1.43	229.3	F	TR	1.34	189.1	F	TR	1.40	215.1	F
<b>Overall Intersection</b>	-	-	<b>1.07</b>	<b>108.6</b>	<b>F</b>	-	<b>1.16</b>	<b>166.7</b>	<b>F</b>	-	<b>1.18</b>	<b>132.0</b>	<b>F</b>	-	<b>1.26</b>	<b>168.2</b>	<b>F</b>
<b>4TH AVENUE</b>																	
114th Street at 34th Avenue																	
114th Street	SB	L	0.87	41.3	D	L	0.92	52.8	D	L	1.09	89.1	F	L	1.11	100.9	F
	T		0.35	25.0	C	T	0.31	25.3	C	T	0.48	27.4	C	T	0.43	26.8	C
34th Avenue	EB	T	0.43	12.0	B	T	0.41	11.8	B	T	0.30	11.5	B	T	0.37	14.2	B
	R		0.14	9.0	A	R	0.07	8.5	A	R	0.07	8.5	A	R	0.11	8.8	A
<b>Overall Intersection</b>	-	-	<b>0.58</b>	<b>24.6</b>	<b>C</b>	-	<b>0.59</b>	<b>31.4</b>	<b>C</b>	-	<b>0.63</b>	<b>58.5</b>	<b>D</b>	-	<b>0.76</b>	<b>49.7</b>	<b>D</b>

TABLE 13  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2032 PHASE 1 WITH ACTION TRAFFIC LEVELS OF SERVICE - NON-GAME DAY

INTERSECTION & APPROACH	Weekday AM Peak Hour (8:00 - 9:00 AM)				Weekday Midday Peak Hour (1:00 - 3:00 PM)				Weekday PM Peak Hour (5:00 - 6:00 PM)				Saturday Midday Peak Hour (11:30 - 2:30 PM)							
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS				
<b>116th Street/GCP Ramp at 34th Avenue</b>																				
116th Street	NB	DefL	0.59	33.6	C	DefL	2.26	615.4	F	DefL	3.00+	961.3	F	DefL	1.90	317.1	F			
	TR		0.46	24.3	C	TR	0.76	32.2	C	TR	0.74	31.1	C	TR	0.72	30.5	C			
Northern Boulevard Ramp	SB	LTR	0.68	32.1	C	LTR	1.46	251.0	F	LTR	0.86	45.8	D	LTR	1.72	365.2	F			
GCP Ramp	SB	LTR	3.00+	1000.0+	F	LTR	3.00+	1000.0+	F	LTR	3.00+	1000.0+	F	LTR	3.00+	1000.0+	F			
Shea Road	EB	-	-	-	-	DefL	3.00+	1000.0+	F	DefL	3.00+	1000.0+	F	DefL	3.00+	1000.0+	F			
	LTR		2.46	71.5	F	TR	3.00+	1000.0+	F	TR	3.00+	1000.0+	F	TR	3.00+	1000.0+	F			
34th Avenue	WB	LTR	3.00+	1000.0+	F	LTR	3.00+	1000.0+	F	LTR	3.00+	1000.0+	F	LTR	3.00+	1000.0+	F			
<b>Overall Intersection</b>	-	-	<b>3.00+</b>	<b>1060.0+</b>	<b>F</b>	-	-	<b>3.00+</b>	<b>1000.0+</b>	<b>F</b>	-	-	<b>3.00+</b>	<b>1000.0+</b>	<b>F</b>	-	-	<b>3.00+</b>	<b>1000.0+</b>	<b>F</b>
<b>ROOSEVELT AVENUE</b>																				
<b>108th Street at Roosevelt Avenue</b>																				
108th Street	NB	LTR	1.08	97.3	F	LTR	1.19	140.3	F	LTR	1.19	138.5	F	LTR	1.30	183.3	F			
	SB	LTR	1.13	116.0	F	LTR	1.27	170.9	F	LTR	1.27	147.9	F	LTR	1.19	135.8	F			
Roosevelt Avenue	EB	LTR	0.82	22.6	C	LTR	0.96	39.6	D	LTR	0.93	21.9	C	LTR	0.92	30.7	C			
	WB	LTR	0.96	21.3	C	LTR	1.14	96.3	F	LTR	1.10	68.9	E	LTR	1.05	48.9	D			
<b>Overall Intersection</b>	-	-	<b>1.00</b>	<b>45.8</b>	<b>D</b>	-	-	<b>1.18</b>	<b>93.6</b>	<b>F</b>	-	-	<b>1.13</b>	<b>75.8</b>	<b>E</b>	-	-	<b>1.12</b>	<b>75.6</b>	<b>E</b>
<b>111th Street at Roosevelt Avenue</b>																				
111th Street	NB	LTR	1.02	73.8	E	LTR	0.73	51.2	D	LTR	0.86	57.2	E	LTR	1.06	81.0	F			
	EB	LTR	0.81	21.0	C	LTR	0.96	37.0	D	LTR	0.99	33.0	C	LTR	1.13	89.1	F			
Roosevelt Avenue	WB	LTR	1.07	51.9	D	LTR	1.11	83.4	F	LTR	1.31	251.7	F	LTR	1.57	277.3	F			
<b>Overall Intersection</b>	-	-	<b>1.05</b>	<b>44.2</b>	<b>D</b>	-	-	<b>1.01</b>	<b>60.1</b>	<b>E</b>	-	-	<b>1.33</b>	<b>144.1</b>	<b>F</b>	-	-	<b>1.43</b>	<b>172.2</b>	<b>F</b>
<b>114th Street at Roosevelt Avenue</b>																				
114th Street	NB	LTR	1.08	94.1	F	LTR	0.82	61.2	E	LTR	1.09	96.1	F	LTR	1.14	116.1	F			
	SB	LTR	1.44	246.0	F	LTR	0.98	55.7	F	LTR	1.27	167.8	F	LTR	1.32	191.9	F			
Roosevelt Avenue	EB	LTR	1.01	52.9	D	LTR	1.39	204.3	F	LTR	1.53	265.6	F	LTR	2.15	537.9	F			
	WB	LTR	0.70	7.2	A	LTR	0.81	19.0	B	LTR	1.23	130.9	F	LTR	1.21	114.9	F			
<b>Overall Intersection</b>	-	-	<b>1.13</b>	<b>55.5</b>	<b>E</b>	-	-	<b>1.28</b>	<b>87.2</b>	<b>F</b>	-	-	<b>1.45</b>	<b>162.8</b>	<b>F</b>	-	-	<b>1.90</b>	<b>241.4</b>	<b>F</b>
<b>116th Street at Roosevelt Avenue</b>																				
116th Street	NB	LTR	3.00+	1000.0+	F	LTR	3.00+	1000.0+	F	LTR	3.00+	1000.0+	F	LTR	3.00+	1000.0+	F			
	SB	-	-	-	-	DefL	3.00+	1000.0+	F	DefL	3.00+	1000.0+	F	DefL	3.00+	1000.0+	F			
Roosevelt Avenue	EB	LTR	3.00+	1000.0+	F	TR	3.00+	1000.0+	F	TR	3.00+	1000.0+	F	TR	3.00+	1000.0+	F			
	LTR		1.13	117.7	F	DefL	1.28	181.8	F	DefL	1.85	425.1	F	DefL	2.52	497.5	F			
	TR		0.82	14.1	B	TR	0.74	17.9	B	TR	0.71	8.5	A	TR	0.75	17.9	B			
	WB	LTR	1.05	45.3	D	LTR	1.09	73.9	E	LTR	1.31	81.6	F	LTR	1.05	58.8	E			
<b>Overall Intersection</b>	-	-	<b>1.86</b>	<b>479.4</b>	<b>F</b>	-	-	<b>2.98</b>	<b>821.5</b>	<b>F</b>	-	-	<b>3.00+</b>	<b>1000.0+</b>	<b>F</b>	-	-	<b>3.00+</b>	<b>853.2</b>	<b>F</b>
<b>College Point Boulevard at Roosevelt Avenue</b>																				
College Point Boulevard	NB	L	1.79	419.8	F	L	2.01	509.9	F	L	1.70	368.8	F	L	1.93	464.3	F			
	TR		0.74	23.7	C	TR	0.89	31.5	C	TR	0.76	31.3	C	TR	0.94	33.6	D			
	SB	TR	1.06	81.2	F	TR	1.57	292.4	F	TR	1.53	284.5	F	TR	1.35	194.4	F			
Roosevelt Avenue	EB	L	0.49	41.3	D	L	0.61	31.4	C	L	0.33	38.4	D	L	0.63	21.6	C			
	TR		1.19	132.2	F	TR	1.73	355.4	F	TR	1.61	307.1	F	TR	1.69	335.2	F			
	WB	L	0.23	45.3	C	L	0.28	33.5	C	L	0.28	43.2	D	L	0.34	34.4	C			
	TR		0.81	51.0	D	TR	0.77	38.1	D	TR	0.60	39.7	D	TR	0.67	31.4	C			
<b>Overall Intersection</b>	-	-	<b>1.37</b>	<b>118.0</b>	<b>F</b>	-	-	<b>1.90</b>	<b>229.3</b>	<b>F</b>	-	-	<b>1.71</b>	<b>207.8</b>	<b>F</b>	-	-	<b>1.78</b>	<b>185.7</b>	<b>F</b>
<b>Prince Street at Roosevelt Avenue</b>																				
Prince Street	SB	LTR	0.52	31.1	C	LTR	0.86	47.9	D	LTR	0.61	33.3	C	LTR	0.97	60.6	E			
Roosevelt Avenue	EB	DefL	1.97	211.9	F	DefL	1.01	52.2	D	DefL	1.18	126.9	F	DefL	0.87	25.2	C			
	TR		0.67	25.8	C	TR	0.85	20.9	C	TR	0.89	36.6	D	TR	0.91	23.0	C			
	WB	LTR	0.99	47.4	D	LTR	0.65	14.2	B	LTR	0.72	23.2	C	LTR	0.70	15.4	B			
<b>Overall Intersection</b>	-	-	<b>1.01</b>	<b>77.2</b>	<b>E</b>	-	-	<b>0.96</b>	<b>33.0</b>	<b>C</b>	-	-	<b>0.93</b>	<b>50.9</b>	<b>D</b>	-	-	<b>0.93</b>	<b>28.8</b>	<b>C</b>
<b>Main Street at Roosevelt Avenue</b>																				
Main Street	NB	T	0.60	22.4	C	T	0.67	24.6	C	T	0.51	21.2	C	T	0.77	26.7	C			
	SB	T	0.45	19.9	B	T	0.53	22.1	C	T	0.56	22.3	C	T	0.67	24.5	C			
Roosevelt Avenue	EB	L	0.47	59.3	D	L	0.70	27.1	C	L	0.63	61.8	E	L	0.29	23.5	C			
	TR		0.70	41.3	D	TR	1.06	84.9	F	TR	1.28	181.9	F	TR	1.25	153.9	F			
	WB	L	0.14	26.1	C	L	0.19	18.1	B	L	0.29	29.6	C	L	0.05	15.2	B			
	TR		1.11	101.5	F	TR	1.06	78.5	E	TR	1.22	147.6	F	TR	1.07	73.3	E			
<b>Overall Intersection</b>	-	-	<b>0.81</b>	<b>48.0</b>	<b>D</b>	-	-	<b>0.92</b>	<b>50.3</b>	<b>D</b>	-	-	<b>0.85</b>	<b>85.8</b>	<b>F</b>	-	-	<b>1.00</b>	<b>65.0</b>	<b>E</b>
<b>Union Street at Roosevelt Avenue</b>																				
Union Street	NB	TR	0.61	20.1	C	TR	0.58	19.5	B	TR	0.42	16.8	B	TR	0.57	19.2	B			
	SB	LT	1.10	80.0	F	LT	1.01	59.5	E	LT	0.93	37.9	D	LT	1.08	75.2	E			
	R		0.85	35.8	D	R	3.00+	1000.0+	F	R	2.61	765.5	F	R	2.83	856.2	F			
Roosevelt Avenue	EB	LTR	1.75	372.1	F	LTR	2.90	797.9	F	LTR	2.39	657.4	F	LTR	3.00+	941.2	F			
	WB	LT	1.12	93.7	F	LT	0.82	35.3	D	LT	0.72	30.2	C	LT	0.74	30.1	C			
	R		1.13	111.6	F	R	0.95	88.1	F	R	1.17	155.3	F	R	1.40	254.6	F			
<b>Overall Intersection</b>	-	-	<b>1.40</b>	<b>121.8</b>	<b>F</b>	-	-	<b>3.00+</b>	<b>553.9</b>	<b>F</b>	-	-	<b>2.51</b>	<b>295.7</b>	<b>F</b>	-	-	<b>2.92</b>	<b>414.5</b>	<b>F</b>
<b>Parsons Boulevard at Roosevelt Avenue</b>																				
Parsons Boulevard	NB	LTR	1.17	112.0	F	LTR	0.72	27.4	C	LTR	0.92	49.2	D	LTR	0.93	44.3	D			
	SB	LTR	0.82	35.1	D	LTR	0.66	23.9	C	LTR	0.71	30.8	C	LTR	0.79	27.6	C			
Roosevelt Avenue	EB	LTR	0.58	28.4	C	LTR	0.88	40.0	D	LTR	0.75	35.8	D	LTR	1.05	73.6	E			
	WB	LTR	1.28	161.7	F	LTR	0.95	50.1	D	LTR	0.94	53.3	D	LTR	1.12	99.2	F			
<b>Overall Intersection</b>	-	-	<b>1.23</b>	<b>94.0</b>	<b>F</b>	-	-	<b>0.84</b>	<b>36.0</b>	<b>D</b>	-	-	<b>0.93</b>	<b>42.4</b>	<b>D</b>	-	-	<b>1.03</b>	<b>61.3</b>	<b>E</b>
<b>KISSINA BOULEVARD</b>																				
<b>Main Street at Kissina Boulevard</b>																				
Main Street	NB	L	0.78	36.7	D	L	0.92	61.0	E	L	0.80	47.4	D	L	1.25	163.4	F			
	TR		0.70	25.4	C	TR	0.64	22.5	C	TR	0.59	22.6	C	TR	0.70	23.6	C			
	SB	L	0.66	38.7	D	L	0.47	20.5	C	L	0.85	52.7	D	L	0.55	22.1	C			
Kissina Boulevard	WB	TR	0.39	18.4	B	TR	0.52	19.5	B	TR	0.46	19.4	B	TR	0.58	20.3	C			
	T		0.74	38.9	D	T	0.73	27.4	C	T	0.67	33.8	D	T	0.76	27.4	C			
<b>Overall Intersection</b>	-	-	<b>0.76</b>	<b>28.4</b>	<b>C</b>	-	-	<b>0.82</b>	<b>26.0</b>	<b>C</b>	-	-	<b>0.82</b>	<b>30.3</b>	<b>C</b>	-	-	<b>1.00</b>	<b>38.5</b>	<b>D</b>
<b>SANFORD AVENUE</b>																				
<b>College Point Boulevard at Sanford Avenue</b>																				
College Point Boulevard	NB	L	0.29	10.7	B	L	0.66	33.1	C	L	0.44	32.5	C	L	0.78	54.4	D			
	T		0.71	15.6	B	T	0.70	15.3	B	T	0.63	13.8	B	T	0.78	17.0	B			
	SB	TR	0.62	13.8	B	TR	0.83	19.2	B	TR	1.06	55.2	E	TR	0.92	23.6	C			
Sanford Avenue	WB	L	0.79	46.2	D	L	0.57	35.0	C	L	0.78	47.6	D	L						

TABLE 13  
CITYFIELD - WILLETTS POINT DEVELOPMENT STUDY  
2032 PHASE 2 WITH ACTION TRAFFIC LEVELS OF SERVICE - NON GAME DAY

INTERSECTION & APPROACH	Weekday AM Peak Hour (8:00 - 9:00 AM)				Weekday Midday Peak Hour (1:00 - 2:00 PM)				Weekday PM Peak Hour (5:00 - 6:00 PM)				Saturday Midday Peak Hour (11:30 - 1:30 PM)				
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS			Delay	LOS	
<b>Union Street at Sanford Avenue</b>																	
Union Street	NB	LTR	0.72	31.5	C	LTR	0.34	20.8	C	LTR	0.31	20.3	C	LTR	0.40	21.8	C
	SB	LTR	0.63	25.3	C	LTR	0.63	24.6	C	LTR	0.75	27.5	C	LTR	0.77	28.6	C
Sanford Avenue	EB	DeD.	0.60	28.0	C	DeD.	0.46	30.9	C	-	-	-	DeD.	0.52	23.2	C	
	TR	-	0.37	15.8	B	TR	0.21	13.7	B	LTR	0.32	14.7	B	TR	0.36	15.6	B
	WB	LTR	0.94	35.7	D	LTR	0.96	38.8	D	LTR	0.74	24.5	C	LTR	0.96	38.9	D
<b>Overall Intersection</b>	-	-	<b>0.84</b>	<b>28.7</b>	<b>C</b>	-	<b>0.81</b>	<b>28.6</b>	<b>C</b>	-	<b>0.75</b>	<b>23.4</b>	<b>C</b>	-	<b>0.88</b>	<b>29.4</b>	<b>C</b>
<b>Parsons Boulevard at Sanford Avenue</b>																	
Parsons Boulevard	NB	LTR	1.14	88.9	F	LTR	1.22	124.5	F	LTR	0.93	39.3	D	LTR	0.98	47.7	D
	SB	LTR	1.00	47.4	D	LTR	0.85	32.9	C	LTR	0.97	49.0	D	LTR	1.07	74.6	E
Sanford Avenue	EB	LTR	0.75	28.5	C	LTR	0.59	23.1	C	LTR	0.74	27.8	C	LTR	0.76	28.1	C
	WB	LTR	0.89	36.1	D	LTR	0.95	45.1	D	LTR	0.87	35.8	D	LTR	1.01	57.2	E
<b>Overall Intersection</b>	-	-	<b>1.02</b>	<b>51.7</b>	<b>D</b>	-	<b>1.09</b>	<b>58.6</b>	<b>E</b>	-	<b>0.92</b>	<b>38.6</b>	<b>D</b>	-	<b>1.04</b>	<b>54.0</b>	<b>D</b>
<b>WHITESTONE EXPRESSWAY/JIND AVENUE</b>																	
<b>College Point Boulevard at 32nd Avenue</b>																	
College Point Boulevard	NB	T	0.47	24.2	C	T	0.71	29.7	C	T	0.54	25.9	C	T	0.39	23.6	C
	TR	-	0.71	31.8	C	TR	0.81	36.4	D	TR	0.93	47.3	D	TR	0.79	34.6	C
	SB	L	0.52	37.2	D	L	0.75	48.8	D	L	0.49	35.0	C	L	0.53	36.4	D
	T	-	0.61	13.2	B	T	0.51	11.9	B	T	0.46	11.1	B	T	0.44	10.9	B
32nd Avenue	WB	LTR	0.88	44.9	D	LTR	0.79	40.6	D	LTR	0.90	45.6	D	LTR	0.54	32.0	C
<b>Overall Intersection</b>	-	-	<b>1.41</b>	<b>24.3</b>	<b>C</b>	-	<b>1.30</b>	<b>28.0</b>	<b>C</b>	-	<b>1.16</b>	<b>39.3</b>	<b>C</b>	-	<b>1.05</b>	<b>21.3</b>	<b>C</b>
<b>NORTHERN BOULEVARD SERVICE ROAD</b>																	
<b>College Point Boulevard at Northern Boulevard Service Road</b>																	
College Point Boulevard	NB	TR	0.43	12.0	B	TR	0.55	13.4	B	TR	0.58	13.8	B	TR	0.56	13.6	B
	SB	LT	0.91	27.7	C	LT	0.90	27.2	C	LT	0.96	27.4	C	LT	0.84	22.9	C
Northern Blvd Service Rd	WB	LR	1.01	66.9	E	LR	1.11	98.3	F	LR	0.98	60.6	E	LR	1.04	75.5	F
<b>Overall Intersection</b>	-	-	<b>0.95</b>	<b>31.1</b>	<b>C</b>	-	<b>0.98</b>	<b>38.2</b>	<b>D</b>	-	<b>0.93</b>	<b>38.4</b>	<b>D</b>	-	<b>0.91</b>	<b>31.4</b>	<b>C</b>
<b>STADIUM ROAD</b>																	
<b>Boat Basin Road at Stadium Road</b>																	
Boat Basin Road	NB	LTR	0.94	7.9	A	LTR	0.15	7.6	A	LTR	0.21	8.1	A	LTR	0.21	8.1	A
	SB	DeD.	0.91	32.9	C	DeD.	1.12	93.8	F	DeD.	0.94	41.1	D	DeD.	1.07	73.7	E
	TR	-	0.69	16.4	B	TR	0.42	10.4	B	TR	0.71	15.6	B	TR	0.69	13.8	B
Stadium Road	EB	-	-	-	-	DeD.	1.11	163.7	F	DeD.	1.16	179.7	F	DeD.	1.83	446.5	F
	TR	-	0.37	27.8	C	TR	0.47	30.3	C	TR	0.46	30.0	C	TR	0.63	34.4	C
	WB	-	-	-	-	-	-	-	-	-	-	-	-	DeD.	2.72	817.4	F
	LTR	-	0.97	59.9	E	LTR	2.01	492.1	F	LTR	2.00	487.5	F	TR	2.26	607.5	F
<b>Overall Intersection</b>	-	-	<b>0.93</b>	<b>35.1</b>	<b>D</b>	-	<b>1.40</b>	<b>247.5</b>	<b>F</b>	-	<b>1.27</b>	<b>231.2</b>	<b>F</b>	-	<b>1.59</b>	<b>356.2</b>	<b>F</b>
<b>126TH STREET</b>																	
<b>126th Street at 36th Avenue</b>																	
126th Street	NB	TR	0.34	16.1	B	TR	0.66	21.8	C	TR	0.74	24.1	C	TR	0.50	20.4	C
	SB	DeD.	0.88	45.3	D	DeD.	1.24	157.5	F	DeD.	0.80	41.9	D	DeD.	0.95	56.2	E
	T	-	0.71	13.7	B	T	1.07	63.9	E	T	0.88	23.4	C	T	0.97	35.7	D
36th Avenue	WB	L	0.06	38.3	D	L	0.16	40.0	D	L	0.14	39.6	D	L	0.14	39.6	D
	R	-	0.28	28.2	C	R	0.65	49.3	D	R	0.77	49.6	D	R	0.65	40.9	D
<b>Overall Intersection</b>	-	-	<b>1.08</b>	<b>21.4</b>	<b>C</b>	-	<b>1.79</b>	<b>58.3</b>	<b>E</b>	-	<b>1.21</b>	<b>27.7</b>	<b>C</b>	-	<b>1.34</b>	<b>31.8</b>	<b>C</b>
<b>126th Street at 37th Avenue</b>																	
126th Street	NB	TR	0.29	15.4	B	TR	0.53	18.9	B	TR	0.66	21.6	C	TR	0.50	18.4	B
	SB	-	-	-	-	DeD.	1.33	208.7	F	DeD.	0.90	51.7	D	-	-	-	-
	LT	-	0.62	13.6	B	T	0.84	23.8	C	T	0.78	19.1	B	LT	0.94	32.6	C
	L	-	0.23	37.2	D	L	0.13	35.6	D	L	0.11	35.3	D	L	0.11	35.3	D
37th Avenue	WB	R	0.31	28.0	C	R	0.85	58.0	E	R	0.61	38.9	D	R	0.60	43.6	D
<b>Overall Intersection</b>	-	-	<b>0.50</b>	<b>16.5</b>	<b>B</b>	-	<b>1.61</b>	<b>53.7</b>	<b>D</b>	-	<b>1.12</b>	<b>25.1</b>	<b>C</b>	-	<b>0.84</b>	<b>28.6</b>	<b>C</b>
<b>UNIGNALIZED INTERSECTIONS</b>																	
<b>Boat Basin Road at World's Fair Marina</b>																	
Boat Basin Road	NB	L	-	1000.0+	F	L	-	1000.0+	F	L	-	1000.0+	F	L	-	1000.0+	F
	R	-	8.7	A	R	-	8.7	A	R	-	9.1	A	R	-	8.9	A	R
World's Fair Marina	WB	LT	-	14.6	B	LT	-	14.4	B	LT	-	10.8	B	LT	-	13.9	B
<b>Overall Intersection</b>	-	-	<b>585.7</b>	<b>F</b>	-	<b>1090.0+</b>	<b>F</b>	-	<b>1000.0+</b>	<b>F</b>	-	<b>1000.0+</b>	<b>F</b>	-	<b>1000.0+</b>	<b>F</b>	
<b>Willetts Point Boulevard at Northern Boulevard</b>																	
Northern Boulevard	EB	T	-	21.6	C	T	-	73.0	F	T	-	1000.0+	F	T	-	713.5	F
<b>Overall Intersection</b>	-	-	<b>21.6</b>	<b>C</b>	-	<b>73.0</b>	<b>F</b>	-	<b>1000.0+</b>	<b>F</b>	-	<b>1000.0+</b>	<b>F</b>	-	<b>713.5</b>	<b>F</b>	
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>																	
Stadium Road	SB	LT	-	7.5	A	LT	-	7.8	A	LT	-	7.8	A	LT	-	8.2	A
Grand Central Parkway Off-Ramp	EH	L	-	26.6	D	L	-	122.9	F	L	-	68.2	F	L	-	407.6	F
	T	-	18.5 </td <td>C</td> <td>T</td> <td>-</td> <td>292.0</td> <td>F</td> <td>T</td> <td>-</td> <td>235.7</td> <td>F</td> <td>T</td> <td>-</td> <td>529.9</td> <td>F</td>	C	T	-	292.0	F	T	-	235.7	F	T	-	529.9	F	
	R	-	10.2	B	R	-	11.6	B	R	-	13.3	B	R	-	12.4	B	
Willetts West Center Exit	WB	L	-	22.3	C	L	-	1000.0+	F	L	-	1000.0+	F	L	-	1000.0+	F
	R	-	8.5	A	R	-	8.8	A	R	-	9.0	A	R	-	9.2	A	
<b>Overall Intersection</b>	-	-	<b>19.7</b>	<b>C</b>	-	<b>1000.0+</b>	<b>F</b>	-	<b>1000.0+</b>	<b>F</b>	-	<b>1000.0+</b>	<b>F</b>	-	<b>1000.0+</b>	<b>F</b>	
<b>Northern Boulevard at 126th Place</b>																	
126th Place	NB	R	-	18.4	C	R	-	22.2	C	R	-	38.4	E	R	-	29.3	D
<b>Overall Intersection</b>	-	-	<b>18.4</b>	<b>C</b>	-	<b>22.2</b>	<b>C</b>	-	<b>38.4</b>	<b>E</b>	-	<b>38.4</b>	<b>E</b>	-	<b>29.3</b>	<b>D</b>	
<b>NEW WITH ACTIONS SIGNALIZED INTERSECTIONS</b>																	
<b>126th Street at New Willets Point Boulevard</b>																	
126th Street	NB	TR	0.60	23.8	C	TR	1.30	172.2	F	TR	1.28	162.7	F	TR	1.22	158.5	F
	SB	-	-	-	-	DeD.	1.33	212.6	F	DeD.	1.60	99.2	F	DeD.	1.03	103.7	F
	LT	-	0.51	13.8	B	T	0.58	15.7	B	T	0.61	16.4	B	T	0.64	17.0	B
New Willets Point Boulevard	WB	L	0.63	43.3	D	L	0.96	75.3	E	L	1.08	108.5	F	L	0.96	73.8	E
	R	-	0.21	23.8	C	R	0.79	46.2	D	R	1.04	92.9	F	R	0.61	34.4	C
<b>Overall Intersection</b>	-	-	<b>0.72</b>	<b>33.0</b>	<b>C</b>	-	<b>1.48</b>	<b>115.5</b>	<b>F</b>	-	<b>1.53</b>	<b>108.9</b>	<b>F</b>	-	<b>1.47</b>	<b>85.5</b>	<b>F</b>
<b>City Field at B at Roosevelt Avenue</b>																	
City Field at B	SR	LR	0.02	34.0	C	LR	0.03	34.2	C	LR	0.02	28.3	C	LR	0.04	34.3	C
Roosevelt Avenue	EB	LT	0.43	10.0	B	LT	0.51	11.1	B	LT	0.60	16.5	B	LT	0.60	12.5	B
	WB	TR	0.48	10.7	B	TR	0.57	11.9	B	TR	0.82	22.9	C	TR	0.63	13.0	B
<b>Overall Intersection</b>	-	-	<b>0.35</b>	<b>10.5</b>	<b>B</b>	-	<b>0.42</b>	<b>11.7</b>	<b>B</b>	-	<b>0.54</b>	<b>20.3</b>	<b>C</b>	-	<b>0.47</b>	<b>12.9</b>	<b>B</b>

Notes  
 (1). Control delay is measured in seconds per vehicle.  
 (2). Overall intersection V/C ratio is the critical lane groups' V/C ratio.  
 (3). V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+."  
 (4). This table has been revised for the Final SEIS.

TABLE 14  
CITYFIELD - WILLETS POINT DEVELOPMENT STUDY  
2031 PHASE 2 WITH ACTION TRAFFIC LEVELS OF SERVICE - GAME DAY

INTERSECTION & APPROACH	Weekday Pre-Game (5:30 - 6:10 PM)				Saturday Pre-Game (3:15 - 4:15 PM)				Saturday Post-Game (7:15 - 8:15 PM)						
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>SIGNALIZED INTERSECTIONS</b>															
<b>ASTORIA BOULEVARD</b>															
<b>108th Street at Astoria Boulevard</b>															
108th Street	NB	DwL	0.79	61.7	E	DwL	0.43	27.8	C	DwL	0.62	30.7	C		
	T		0.28	36.8	D	T	0.20	21.0	C	T	0.32	21.3	C		
	SB	LTR	0.35	38.1	D	LTR	0.23	21.4	C	LTR	0.19	20.9	C		
Astoria Boulevard	EB	TR	1.13	87.2	F	TR	0.88	31.2	C	TR	0.79	28.0	C		
	WB	L	0.75	51.5	D	L	0.84	47.7	D	L	1.04	88.4	F		
	TR	L	0.33	9.7	A	TR	0.36	12.5	B	TR	0.57	12.7	B		
<b>Overall Intersection</b>	-	-	<b>1.00</b>	<b>67.5</b>	<b>E</b>	-	-	<b>0.75</b>	<b>26.1</b>	<b>C</b>	-	-	<b>0.90</b>	<b>28.6</b>	<b>C</b>
<b>NORTHERN BOULEVARD</b>															
<b>108th Street at Northern Boulevard (RT. 25A)</b>															
108th Street	NB	LTR	1.45	290.0	F	LTR	1.43	238.6	F	LTR	1.44	247.2	F		
	SB	LTR	1.16	126.3	F	LTR	1.12	110.3	F	LTR	1.23	149.3	F		
Northern Boulevard (Rt. 25A)	EB	L	0.19	40.4	D	L	0.09	44.3	D	L	0.14	48.8	D		
	TR	L	0.97	22.3	C	TR	1.18	109.1	F	TR	1.16	102.8	F		
	WB	L	0.74	48.5	D	L	0.88	54.9	D	L	1.07	95.4	F		
	TR	L	1.21	119.6	F	TR	1.34	179.4	F	TR	1.33	174.5	F		
<b>Overall Intersection</b>	-	-	<b>1.10</b>	<b>80.5</b>	<b>F</b>	-	-	<b>1.30</b>	<b>146.8</b>	<b>F</b>	-	-	<b>1.33</b>	<b>146.9</b>	<b>F</b>
<b>114th Street at Northern Boulevard (RT. 25A)</b>															
114th Street	SB	LTR	0.92	72.3	E	LTR	0.76	56.5	E	LTR	0.52	47.1	D		
Northern Boulevard (Rt. 25A)	EB	T	1.16	94.0	F	T	0.95	36.2	D	T	0.82	27.9	C		
	R		0.73	17.4	B	R	0.91	38.6	D	R	0.69	25.6	C		
	WB	DwL	0.97	74.3	E	DwL	1.16	132.3	F	DwL	1.68	342.4	F		
	T		0.97	24.2	C	T	0.97	26.1	C	T	1.34	171.6	F		
<b>Overall Intersection</b>	-	-	<b>1.72</b>	<b>54.2</b>	<b>D</b>	-	-	<b>2.05</b>	<b>39.9</b>	<b>D</b>	-	-	<b>2.98</b>	<b>137.1</b>	<b>F</b>
<b>126th Street at Northern Boulevard (RT. 25A)</b>															
126th Street	NB	L	1.16	134.2	F	L	1.43	249.8	F	L	2.80	899.2	F		
	R		3.00+	1000.0+	F	R	3.00+	1000.0+	F	R	3.00+	1000.0+	F		
Northern Boulevard	EB	T	1.19	149.3	F	T	0.62	39.9	D	T	0.63	40.2	D		
	WB	T	0.92	24.2	C	T	0.81	17.3	B	T	0.37	7.4	A		
Grand Central Parkway Ramp	RB	T	0.98	31.5	D	T	1.02	68.1	E	T	1.05	78.2	E		
Van Wyck & Whitestone Expressway Ramp	WB	T	0.83	16.3	D	T	0.83	16.3	B	T	1.03	50.9	D		
<b>Overall Intersection</b>	-	-	<b>2.30</b>	<b>217.0</b>	<b>F</b>	-	-	<b>2.12</b>	<b>216.3</b>	<b>F</b>	-	-	<b>3.00+</b>	<b>1000.0+</b>	<b>F</b>
<b>Prince Street at Northern Boulevard (RT. 25A)</b>															
Prince Street	NB	LTR	1.13	107.6	F	LTR	1.12	101.5	F	LTR	1.15	115.1	F		
	SB	LTR	0.60	42.5	D	LTR	0.51	37.8	D	LTR	0.41	38.7	D		
Northern Boulevard (Rt. 25A)	EB	L	0.98	75.2	E	L	1.01	87.7	F	L	0.91	67.7	E		
	T		1.15	102.0	F	T	1.08	73.6	E	T	1.15	102.8	F		
	WB	L	0.79	69.4	E	L	0.98	102.3	F	L	0.90	70.6	F		
	T		1.17	119.4	F	T	1.21	134.4	F	T	1.05	68.2	E		
Northern Boulevard Service Rd	EB	TR	0.59	25.2	C	TR	0.51	23.2	C	TR	0.43	21.9	C		
	WB	TR	1.03	80.6	F	TR	1.03	73.7	E	TR	0.76	37.6	D		
<b>Overall Intersection</b>	-	-	<b>1.11</b>	<b>96.3</b>	<b>F</b>	-	-	<b>1.14</b>	<b>92.1</b>	<b>F</b>	-	-	<b>1.12</b>	<b>79.9</b>	<b>E</b>
<b>Main Street at Northern Boulevard (RT. 25A)</b>															
Main Street	NB	L	0.91	53.1	D	T	0.87	48.5	D	T	0.86	48.2	D		
	R		0.92	64.7	E	R	0.96	71.5	E	R	0.75	42.6	D		
Northern Boulevard (Rt. 25A)	EB	T	1.28	153.5	F	T	1.08	76.5	E	T	1.20	125.9	F		
	R		1.24	143.2	F	R	1.36	200.0	F	R	1.20	131.0	F		
Northern Boulevard (Rt. 25A)	WB	L	0.23	28.0	C	L	0.17	26.6	C	L	0.12	26.0	C		
	T		0.89	27.7	C	T	1.02	47.2	D	T	0.81	24.3	C		
<b>Overall Intersection</b>	-	-	<b>1.88</b>	<b>94.5</b>	<b>F</b>	-	-	<b>1.17</b>	<b>75.2</b>	<b>E</b>	-	-	<b>0.99</b>	<b>80.6</b>	<b>F</b>
<b>Union Street at Northern Boulevard (RT. 25A)</b>															
Union Street	NB	TR	0.70	36.0	D	TR	0.70	35.8	D	TR	0.67	34.9	C		
	SB	TR	0.70	35.5	D	TR	0.61	33.4	C	TR	0.69	35.0	D		
Northern Boulevard (Rt. 25A)	EB	L	0.64	33.5	C	L	0.70	37.2	D	L	0.76	37.5	D		
	TR	L	1.30	172.6	F	TR	1.43	230.1	F	TR	1.40	218.9	F		
	WB	L	0.80	31.9	C	L	0.99	70.1	E	L	1.01	84.6	F		
	TR	L	1.16	124.9	F	TR	1.17	115.5	F	TR	1.00	68.9	B		
<b>Overall Intersection</b>	-	-	<b>1.81</b>	<b>120.4</b>	<b>F</b>	-	-	<b>1.06</b>	<b>135.0</b>	<b>F</b>	-	-	<b>1.04</b>	<b>120.1</b>	<b>F</b>
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>															
Parsons Boulevard	NB	L	0.93	91.7	F	L	0.71	53.5	D	L	0.78	62.0	D		
	TR	L	0.59	40.4	D	TR	0.54	39.2	D	TR	0.60	38.6	E		
Northern Boulevard (Rt. 25A)	SB	LTR	1.25	155.8	F	LTR	1.23	144.6	F	LTR	1.20	132.9	F		
	EB	L	0.54	47.8	D	L	0.48	46.9	D	L	0.36	47.4	D		
	TR	L	1.15	101.6	F	TR	1.32	177.2	F	TR	1.34	187.9	F		
	WB	L	0.44	42.9	D	L	0.45	47.0	D	L	0.51	47.1	D		
	TR	L	1.34	189.1	F	TR	1.28	160.4	F	TR	1.31	173.6	F		
<b>Overall Intersection</b>	-	-	<b>1.22</b>	<b>130.7</b>	<b>F</b>	-	-	<b>1.20</b>	<b>147.8</b>	<b>F</b>	-	-	<b>1.22</b>	<b>155.0</b>	<b>F</b>
<b>44TH AVENUE</b>															
<b>114th Street at 34th Avenue</b>															
114th Street	SB	L	1.15	113.7	F	L	1.11	99.3	F	L	1.24	147.1	F		
	T		0.81	39.0	D	T	0.80	37.8	D	T	0.42	26.0	C		
34th Avenue	EB	T	0.51	13.0	B	T	0.43	12.1	B	T	0.45	12.3	B		
	R		0.16	9.2	A	R	0.12	8.8	A	R	0.06	8.5	A		
<b>Overall Intersection</b>	-	-	<b>0.73</b>	<b>55.0</b>	<b>E</b>	-	-	<b>0.67</b>	<b>53.1</b>	<b>D</b>	-	-	<b>0.75</b>	<b>84.0</b>	<b>F</b>

TABLE 14  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2012 PHASE 2 WITH ACTION TRAFFIC LEVELS OF SERVICE - GAME DAY

INTERSECTION & APPROACH	Weekday Pre-Game (6:30 - 6:30 PM)				Saturday Pre-Game (3:15 - 4:15 PM)				Saturday Post-Game (7:15 - 8:15 PM)			
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS
<b>126th Street &amp; GCP Ramp at 34th Avenue</b>												
126th Street	NB	DefL	2.60	790.1	F	DefL	2.12	570.6	F	-	-	-
	TR		0.84	50.3	D	TR	0.97	62.9	E	LTR	3.06	513.6
Northern Boulevard Ramp	SB	LTR	2.47	720.2	F	LTR	2.82	871.0	F	LTR	3.00+	1000.0+
GCP Ramp	SB	LTR	1.99	498.3	F	LTR	3.00+	982.6	F	LTR	3.00+	1000.0+
Stein Road	EB	DefL	2.59	768.4	F	-	-	-	-	DefL	3.00+	1000.0+
	TR		2.63	781.7	F	LTR	1.91	448.9	F	TR	1.66	345.3
34th Avenue	WB	LTR	3.00+	1000.0+	F	LTR	3.00+	1000.0+	F	LTR	3.00+	1000.0+
<b>Overall Intersection</b>	-	-	<b>2.90</b>	<b>656.4</b>	<b>F</b>	-	-	<b>3.00+</b>	<b>739.1</b>	<b>F</b>	-	-
<b>ROOSEVELT AVENUE</b>												
<b>109th Street at Roosevelt Avenue</b>												
109th Street	NB	LTR	1.23	150.8	F	LTR	1.27	165.8	F	LTR	1.23	152.2
	SB	LTR	1.20	140.2	F	LTR	1.22	147.5	F	LTR	1.24	154.2
Roosevelt Avenue	EB	LTR	0.86	14.6	B	LTR	0.96	38.0	D	LTR	0.80	21.0
	WB	LTR	0.86	17.0	B	LTR	1.28	149.3	F	LTR	1.18	104.2
<b>Overall Intersection</b>	-	-	<b>0.96</b>	<b>56.8</b>	<b>E</b>	-	-	<b>1.28</b>	<b>116.6</b>	<b>F</b>	-	-
<b>111th Street at Roosevelt Avenue</b>												
111th Street	NB	LTR	1.05	78.7	E	LTR	1.07	80.2	F	LTR	1.08	83.9
	EB	LTR	0.94	20.2	C	LTR	1.07	64.9	E	LTR	0.93	32.0
Roosevelt Avenue	WB	LTR	1.43	216.0	F	LTR	1.50	244.9	F	LTR	1.49	242.3
<b>Overall Intersection</b>	-	-	<b>1.33</b>	<b>115.9</b>	<b>F</b>	-	-	<b>1.37</b>	<b>143.7</b>	<b>F</b>	-	-
<b>114th Street at Roosevelt Avenue</b>												
114th Street	NB	LTR	0.92	62.1	E	LTR	1.14	109.7	F	LTR	0.74	50.3
	SB	LTR	1.52	280.3	F	LTR	1.38	216.1	F	LTR	1.24	153.9
Roosevelt Avenue	EB	LTR	1.42	213.5	F	LTR	1.88	417.9	F	LTR	2.14	534.2
	WB	LTR	1.12	83.5	F	LTR	0.86	33.5	C	LTR	1.39	250.3
<b>Overall Intersection</b>	-	-	<b>1.45</b>	<b>145.1</b>	<b>F</b>	-	-	<b>1.73</b>	<b>187.4</b>	<b>F</b>	-	-
<b>126th Street at Roosevelt Avenue</b>												
126th Street	NB	LTR	3.00+	1000.0+	F	LTR	3.00+	1000.0+	F	LTR	2.83	889.5
	SB	DefL	3.00	946.9	F	-	-	-	-	DefL	1.90	456.2
Roosevelt Avenue	EB	LTR	3.00+	1000.0+	F	LTR	3.00+	1000.0+	F	TR	1.96	476.0
	WB	DefL	2.53	727.5	F	DefL	3.00+	1000.0+	F	DefL	3.00+	1000.0+
	TR		0.82	11.3	B	TR	0.65	14.6	B	TR	1.12	95.9
	WB	LTR	0.94	29.4	C	LTR	1.03	48.4	D	LTR	1.01	57.7
<b>Overall Intersection</b>	-	-	<b>3.00+</b>	<b>1000.0+</b>	<b>F</b>	-	-	<b>3.00+</b>	<b>1000.0+</b>	<b>F</b>	-	-
<b>College Point Boulevard at Roosevelt Avenue</b>												
College Point Boulevard	NB	L	1.56	307.3	F	L	1.69	352.9	F	L	1.47	260.9
	TR		0.70	29.2	C	TR	0.84	28.1	C	TR	0.78	26.3
	SB	TR	1.05	89.1	F	TR	1.49	252.2	F	TR	1.14	103.3
Roosevelt Avenue	EB	L	0.53	38.1	D	L	0.55	29.8	C	L	0.67	32.0
	TR		1.56	283.5	F	TR	1.60	296.4	F	TR	1.53	272.4
	WB	L	0.31	45.0	D	L	0.29	33.5	D	L	0.25	32.9
	TR		0.61	39.8	D	TR	0.71	32.8	C	TR	0.55	28.3
<b>Overall Intersection</b>	-	-	<b>1.54</b>	<b>139.3</b>	<b>F</b>	-	-	<b>1.77</b>	<b>187.7</b>	<b>F</b>	-	-
<b>Prince Street at Roosevelt Avenue</b>												
Prince Street	SB	LTR	0.53	31.2	C	LTR	0.81	42.3	D	LTR	0.73	37.4
	EB	DefL	0.87	38.3	C	DefL	0.83	21.7	C	-	-	-
Roosevelt Avenue	TR		0.97	45.5	D	TR	0.78	16.3	B	LTR	0.85	17.6
	WB	LTR	0.70	23.8	C	LTR	0.73	15.8	B	LTR	0.72	14.7
<b>Overall Intersection</b>	-	-	<b>0.78</b>	<b>35.2</b>	<b>D</b>	-	-	<b>0.82</b>	<b>22.0</b>	<b>C</b>	-	-
<b>Main Street at Roosevelt Avenue</b>												
Main Street	NB	T	0.64	23.7	C	T	0.68	24.5	C	T	0.68	24.5
	SB	T	0.56	23.3	C	T	0.65	24.3	C	T	0.56	22.4
Roosevelt Avenue	EB	L	0.43	48.7	D	L	0.34	24.6	C	L	0.31	21.6
	TR		1.19	143.2	F	TR	0.98	61.8	E	TR	1.19	127.5
	WB	L	0.29	32.8	C	L	0.09	16.1	B	L	0.32	21.5
	TR		1.64	87.0	F	TR	1.03	72.3	B	TR	1.01	61.7
<b>Overall Intersection</b>	-	-	<b>0.86</b>	<b>62.1</b>	<b>E</b>	-	-	<b>0.87</b>	<b>42.6</b>	<b>D</b>	-	-
<b>Union Street at Roosevelt Avenue</b>												
Union Street	NB	TR	0.55	18.9	B	TR	0.46	17.3	B	TR	0.66	17.4
	SB	LT	1.28	154.0	F	LT	1.01	57.9	E	LT	1.23	134.3
	R		1.93	447.1	F	R	2.67	789.3	F	R	1.93	453.3
Roosevelt Avenue	EB	LTR	2.88	873.9	F	LTR	2.42	672.2	F	LTR	2.47	690.8
	WB	LT	0.66	59.7	D	LT	0.73	29.7	C	LT	0.91	46.5
	R		0.83	52.0	D	R	1.29	215.3	F	R	1.53	399.9
<b>Overall Intersection</b>	-	-	<b>2.37</b>	<b>315.8</b>	<b>F</b>	-	-	<b>2.58</b>	<b>316.9</b>	<b>F</b>	-	-
<b>Parsons Boulevard at Roosevelt Avenue</b>												
Parsons Boulevard	NB	LTR	0.86	42.5	D	LTR	0.80	31.3	C	LTR	1.00	54.3
	SB	LTR	0.80	34.2	C	LTR	0.75	28.1	C	LTR	0.77	27.2
Roosevelt Avenue	EB	LTR	0.95	56.6	E	LTR	0.67	25.8	C	LTR	0.96	50.4
	WB	LTR	1.12	103.4	F	LTR	0.78	30.8	C	LTR	0.91	41.8
<b>Overall Intersection</b>	-	-	<b>0.99</b>	<b>59.8</b>	<b>E</b>	-	-	<b>0.79</b>	<b>28.5</b>	<b>C</b>	-	-
<b>KISSENA BOULEVARD</b>												
<b>Main Street at Kissena Boulevard</b>												
Main Street	NB	L	0.78	41.1	D	L	0.94	65.9	E	L	0.72	34.4
	TR		0.59	22.4	C	TR	0.60	21.5	C	TR	0.68	23.0
	SB	L	0.88	55.5	E	L	0.52	21.4	C	L	0.44	19.8
	TR		0.51	20.2	C	TR	0.54	19.7	B	TR	0.49	18.9
Kissena Boulevard	WB	T	0.73	39.2	D	T	0.66	24.8	C	T	0.66	24.6
<b>Overall Intersection</b>	-	-	<b>0.82</b>	<b>30.8</b>	<b>C</b>	-	-	<b>0.80</b>	<b>25.7</b>	<b>C</b>	-	-
<b>SANFORD AVENUE</b>												
<b>College Point Boulevard at Sanford Avenue</b>												
College Point Boulevard	NB	L	0.46	18.9	D	L	0.62	36.3	C	L	0.59	15.8
	T		0.78	16.9	B	T	0.86	19.7	B	T	0.59	13.1
	SB	TR	0.80	17.5	B	TR	0.87	20.5	C	TR	0.86	19.9
Sanford Avenue	WB	L	0.82	50.2	D	L	0.88	56.5	E	L	0.58	34.8
	TR		0.61	31.6	C	TR	0.65	32.5	C	TR	0.46	28.5
<b>Overall Intersection</b>	-	-	<b>0.81</b>	<b>21.3</b>	<b>C</b>	-	-	<b>0.89</b>	<b>24.5</b>	<b>C</b>	-	-

TABLE 14  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2012 PHASE 2 WITH ACTION TRAFFIC LEVELS OF SERVICE - GAMEDAY

INTERSECTION & APPROACH	Weekday Pre-Game (5:30 - 6:30 PM)				Saturday Pre-Game (3:15 - 4:15 PM)				Saturday Post-Game (7:15 - 8:15 PM)				
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>Union Street at Sanford Avenue</b>													
Union Street	NB	LTR	0.39	21.7	C	LTR	0.49	24.5	C	LTR	0.42	22.2	C
	SB	LTR	0.72	26.7	C	LTR	0.95	38.3	D	LTR	0.83	30.9	C
Sanford Avenue	EB	-	-	-	-	DeFL	0.61	36.6	C	-	-	-	-
	TR	LTR	0.29	14.4	B	TR	0.33	15.1	B	LTR	0.24	13.8	B
	WB	LTR	0.97	40.7	D	LTR	0.81	26.5	C	LTR	0.75	24.2	C
	Overall Intersection	-	0.85	28.9	C	-	0.87	29.8	C	-	0.79	25.0	C
<b>Parsons Boulevard at Sanford Avenue</b>													
Parsons Boulevard	NB	LTR	1.08	68.6	E	LTR	0.91	37.6	D	LTR	0.97	45.6	D
	SB	LTR	0.85	34.1	C	LTR	0.94	43.9	D	LTR	0.95	44.6	D
Sanford Avenue	EB	LTR	0.63	24.2	C	LTR	0.66	24.2	C	LTR	0.83	31.5	C
	WB	LTR	0.83	32.3	C	LTR	0.93	41.9	D	LTR	0.89	38.3	D
	Overall Intersection	-	0.95	41.3	D	-	0.94	37.7	D	-	0.93	40.1	D
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>													
<b>College Point Boulevard at 32nd Avenue</b>													
College Point Boulevard	NB	T	0.42	24.1	C	T	0.39	23.7	C	T	0.48	24.4	C
	TR	LTR	0.27	22.0	C	TR	0.59	26.1	C	TR	0.37	23.1	C
	SB	L	0.45	33.6	C	L	0.58	38.3	D	L	0.28	28.0	C
32nd Avenue	T	LTR	0.42	19.8	B	T	0.47	11.3	B	T	0.31	9.7	A
	WB	LTR	0.75	38.4	D	LTR	0.47	30.3	C	LTR	0.31	26.9	C
	Overall Intersection	-	1.10	21.2	C	-	1.05	21.9	C	-	0.86	19.8	B
<b>NORTHERN BOULEVARD SERVICE ROAD</b>													
<b>College Point Boulevard at Northern Boulevard Service Road</b>													
College Point Boulevard	NB	TR	0.50	12.8	B	TR	0.57	13.6	B	TR	0.54	13.2	B
	SB	LT	0.88	24.3	C	LT	0.96	32.7	C	LT	0.58	14.6	B
Northern Blvd Service Rd	WB	LR	0.95	34.5	D	LR	0.98	59.5	E	LR	0.80	38.3	D
	Overall Intersection	-	0.91	26.1	C	-	0.97	30.8	C	-	0.66	18.9	B
<b>STADIUM ROAD</b>													
<b>Boat Basin Road at Stadium Road</b>													
Boat Basin Road	NB	-	-	-	-	-	-	-	-	DeFL	1.37	256.3	F
	SB	LTR	0.98	85.0	F	LTR	0.76	53.5	D	TR	0.35	26.3	C
Stadium Road	EB	DeFL	1.35	247.7	F	DeFL	1.69	390.8	F	DeFL	3.00+	1000.0+	F
	TR	LTR	0.38	24.9	C	TR	0.63	34.6	C	TR	0.49	12.2	B
	WB	LTR	1.43	225.2	F	LTR	1.43	227.5	F	LTR	0.81	18.2	D
	Overall Intersection	-	1.29	169.0	F	-	1.43	205.0	F	-	2.84	276.7	F
<b>124TH STREET</b>													
<b>124th Street at 36th Avenue</b>													
124th Street	NB	TR	0.45	17.6	B	TR	0.62	23.7	C	TR	1.08	70.3	E
	SB	-	-	-	-	-	-	-	-	DeFL	0.89	82.2	F
36th Avenue	WB	LT	1.07	63.4	E	LT	1.30	159.7	F	T	0.71	14.0	B
	L	L	0.13	39.5	D	L	0.14	39.6	D	L	0.13	39.5	D
	R	R	0.44	32.4	C	R	0.59	34.0	C	R	1.12	128.9	F
	Overall Intersection	-	0.84	48.1	D	-	1.09	107.6	F	-	1.33	62.1	E
<b>124th Street at 37th Avenue</b>													
124th Street	NB	TR	0.41	16.9	B	TR	0.43	17.3	B	TR	1.10	80.8	F
	SB	-	-	-	-	-	-	-	-	DeFL	0.89	82.0	F
37th Avenue	WB	LT	1.04	55.7	E	LT	1.19	112.7	F	T	0.64	14.5	B
	L	L	0.11	33.3	D	L	0.11	33.3	D	L	0.20	36.7	D
	R	R	0.45	32.6	C	R	0.89	64.0	E	R	0.52	34.7	C
	Overall Intersection	-	0.82	43.4	D	-	1.10	81.3	F	-	1.23	61.2	E
<b>UNIGNALIZED INTERSECTIONS</b>													
<b>Boat Basin Road at Worlds Fair Marina</b>													
Boat Basin Road	NB	L	-	1000.0+	F	L	-	1000.0+	F	L	-	1000.0+	F
	R	-	-	-	-	R	-	9.0	A	R	-	10.7	B
Worlds Fair Marina	WB	LT	-	16.6	C	LT	-	17.8	C	LT	-	9.8	A
	Overall Intersection	-	-	420.1	F	-	-	435.9	F	-	-	1000.0+	F
<b>Willets Point Boulevard at Northern Boulevard</b>													
Northern Boulevard	EB	T	-	463.3	F	T	-	83.7	F	T	-	1000.0+	F
	Overall Intersection	-	-	463.3	F	-	-	83.7	F	-	-	1000.0+	F
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>													
Stadium Road	SB	LT	-	9.2	A	LT	-	9.5	A	LT	-	13.1	B
Grand Central Parkway Off-Ramp	EB	L	-	326.9	F	L	-	268.4	F	L	-	333.6	F
	T	-	-	547.0	F	T	-	592.1	F	T	-	761.5	F
	R	-	-	334.7	F	R	-	496.7	F	R	-	12.5	B
Willets West Center Exit	WB	L	-	1000.0+	F	L	-	1000.0+	F	L	-	1000.0+	F
	R	-	-	10.2	B	R	-	10.3	B	R	-	13.4	B
	Overall Intersection	-	-	1000.0+	F	-	-	1000.0+	F	-	-	1000.0+	F
<b>Northern Boulevard at 124th Place</b>													
124th Place	NB	R	-	34.5	D	R	-	23.5	C	R	-	26.5	D
	Overall Intersection	-	-	34.5	D	-	-	23.5	C	-	-	26.5	D
<b>NEW WILLETS POINT SIGNALIZED INTERSECTIONS</b>													
<b>124th Street at New Willets Point Boulevard</b>													
124th Street	NB	TR	0.86	36.7	D	TR	0.90	39.8	D	TR	1.34	158.1	F
	SB	-	-	-	-	-	-	-	-	DeFL	0.78	69.6	E
New Willets Point Boulevard	WB	LT	0.97	40.6	D	LT	1.03	55.9	E	T	0.63	16.7	B
	L	L	0.96	75.2	B	L	0.99	81.7	F	L	0.76	49.8	D
	R	R	0.56	32.4	C	R	0.68	34.7	C	R	0.52	30.9	C
	Overall Intersection	-	0.99	44.6	D	-	1.00	53.2	D	-	1.47	119.0	F
<b>Cit Field Exit at Roosevelt Avenue</b>													
Cit Field Exit	SB	LR	0.01	33.9	C	LR	0.03	34.0	C	LR	0.02	33.9	C
Roosevelt Avenue	EB	LT	0.56	11.8	B	LT	0.50	11.0	B	LT	1.07	61.4	E
	WB	TR	1.02	46.0	D	TR	1.05	56.0	E	TR	0.55	11.6	B
	Overall Intersection	-	0.75	34.4	C	-	0.77	42.2	D	-	0.78	43.9	D

Notes

- (1) Control delay is measured in seconds per vehicle.
- (2) Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3) V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000.0+" seconds and v/c ratios of approximately "3.00+".
- (4) This table has been revised for the Final SEIS.

Attachment L  
to comments of Robert LoScalzo

Willetts Point Development  
Final Supplemental Environmental Impact Statement  
Chapter 21: Mitigation



**A. INTRODUCTION**

The preceding chapters of this Draft Supplemental Environmental Impact Statement (DSEIS) discuss the potential for significant adverse environmental impacts to result from the proposed project and potential future development on Lot B. Such potential impacts were identified in the areas of historic resources, community facilities, transportation, and construction. Measures have been examined to minimize or eliminate these anticipated impacts. These mitigation measures are discussed below. This chapter also discusses the potential effect of traffic mitigation measures on air quality and noise.

**B. COMMUNITY FACILITIES AND SERVICES**

As discussed in Chapter 4, “Community Facilities and Services,” the analysis of potential indirect effects on library services finds that the holdings per resident ratio for the combined study area would decrease from 3.03 under the No Action condition to 2.80 with the proposed project in 2032. This ratio would decrease to 5.02 for the Flushing Library and to 0.69 for the Corona Library. For both the Flushing Library and Corona Library, the catchment area population increase would exceed five percent, which may represent a significant adverse impact on library services according to the *CEQR Technical Manual*. However, as noted above, many of the residents in the catchment areas also reside within the catchment areas for other nearby libraries and would also be served by these libraries, residents of the study area would have access to the entire Queens Library system through the inter-library loan system, and would also have access to libraries near their places of work. In consideration of the above, the lead agency, in consultation with the Queens Public Library, has determined that the additional population introduced by the proposed project would impair the delivery of library services in the study area in 2032. Therefore, Phase 2 of the proposed project would result in a significant adverse impact on library services. To mitigate this impact, adequate space<sup>1</sup> within the 125,000 square feet of as-yet-unprogrammed community facility space in the program for Phase 2 would be made available to ~~could potentially~~ be utilized as a branch library or auxiliary facility for the Queens Library system, or additional volumes or programs to accommodate new users could be provided if adequate space in nearby branches exists. Although no developer has yet been designated for Phase 2, the provision of additional library space in Phase 2 would be based on further consultation with Queens Public Library and the lead agency.

As discussed in Chapter 4, the analysis of indirect effects on child care facilities finds that the proposed project may result in significant adverse impacts on publicly funded child care facilities in 2028. Therefore, consistent with the conclusions of the 2008 FGEIS, to mitigate the potential impact on child care facilities that could occur by 2028, the Queens Development

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<sup>1</sup> In other projects, 15,000–20,000 square feet of community facility space has been adequate for the operation of a branch library.

## **Willets Point Development**

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Group (i) would consult with ACS to determine the appropriate way to meet demand for child care services generated by ~~development on the proposed project;~~ and (ii) would, as directed by ACS, add capacity to existing facilities or provide a new child care facility within or near the area surrounding the project site. To mitigate the potential impact on child care facilities that could occur by 2032, EDC would require, as part of the developer's agreement, that the designated developer of Phase 2 consult with the New York City Administration for Child Services (ACS) to determine the appropriate way to meet demand for child care services generated by development in the District by 2032 and would, as directed by ACS, add capacity to existing facilities or provide a new child care facility within or near the area surrounding the project site.

Possible mitigation measures, which would be implemented by the developer(s) of Phase 1B and Phase 2, include adding capacity to existing facilities or providing a new child care facility within or near the area surrounding the project site. At this point, however, it is not possible to know exactly which type of mitigation would be most appropriate and when, because several factors may limit the number of children in need of publicly funded child care slots. Families in the study area could make use of alternatives to publicly funded child care facilities, such as homes licensed to provide family child care which families of eligible children could elect to use instead of a public child care center. In addition, parents of eligible children may use ACS vouchers to finance care at private child care centers either within the study area or could use facilities outside of study area.

### **C. HISTORIC AND CULTURAL RESOURCES**

As discussed in Chapter 7, "Historic and Cultural Resources," there are substantial challenges inherent in retaining the historic building located in the District—the Former Empire Millwork Corporation Building—and the proposed project contemplates demolition of this building in Phase 2. A developer for Phase 2 has not yet been selected, and the Queens Development Group may or may not be selected as the designated developer for Phase 2. Before the development of Phase 2, the selected developer will consult with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) and the New York City Landmarks Preservation Commission (LPC) to evaluate any remaining potential alternatives to demolition. If none are identified, measures to mitigate this adverse impact would be developed in consultation with OPRHP and LPC. The mitigation measures could include recording the building through a Historic American Buildings Survey (HABS)-level photographic documentation and accompanying narrative.

### **D. TRAFFIC AND PARKING**

As discussed in Chapter 14, "Transportation," the proposed project would result in significant adverse traffic impacts at many locations within the study area. The sections below identify the mitigation that may be needed at each location for each phase of development and provide descriptions of mitigation findings at the intersections analyzed and within the highway network. A separate section is then provided describing implementation of the mitigation measures. ~~The effectiveness and feasibility of proposed mitigation measures will be further assessed between the draft and final SEIS.~~ Detailed LOS tables are presented at the end of the chapter.

**TRAFFIC—PHASE 1A (2018)**

**Table 21-1** presents a summary of significant adverse traffic impacts and their ability to be mitigated, and **Table 21-2** summarizes the unmitigated traffic study area locations by time period. Details of the intersection capacity results and traffic mitigation measures are provided in tables at the back of the chapter.

**Table 21-1**  
**Traffic Impact Mitigation Summary—Phase 1A (2018)**

Intersection	Without a Mets Game				With a Mets Game		
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday Pre-Game PM	Saturday Pre-Game Midday	Saturday Post-Game PM
No Significant Impact	44 17	42 16	9 12	9 12	9 9	42 13	40 11
Fully Mitigated Impact	43 12	43 12	15	16	46 13	43 10	43 11
Partially Mitigated Impact	0 1	1	1	1	4 3	4 4	3 5
Unmitigated Impact	2	3	4	3	6 7	3 5	3 5

**Table 21-2**  
**Summary of Unmitigated Intersections—Phase 1A (2018)**

Intersection	Without a Mets Game				With a Mets Game		
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday Pre-Game PM	Saturday Pre-Game Midday	Saturday Post-Game PM
Astoria Boulevard at 108th Street			X		X		
Northern Boulevard at 108th Street							
Northern Boulevard at 114th Street							
Northern Boulevard at 126th Street							
Northern Boulevard at Prince Street	X	X	X	X	X	X	X
Northern Boulevard at Main Street		X	X	X	X		X
Northern Boulevard at Union Street							
Northern Boulevard at Parsons Boulevard							
34th Avenue at 114th Street							
34th Avenue at 126th Street							
Roosevelt Avenue at 108th Street							
Roosevelt Avenue at 111th Street							
Roosevelt Avenue at 114th Street							
Roosevelt Avenue at 126th Street					X	X	
Roosevelt Avenue at College Point Boulevard							
Roosevelt Avenue at Prince Street							
Roosevelt Avenue at Main Street							
Roosevelt Avenue at Union Street	X	X	X	X	X	X	X
Roosevelt Avenue at Parsons Boulevard							
Kissena Boulevard at Main Street							
Sanford Avenue at College Point Boulevard							
Sanford Avenue at Union Street							
Sanford Avenue at Parsons Boulevard							
32nd Avenue at College Point Boulevard							
Northern Boulevard at College Point Boulevard							
Boat Basin Road at Stadium Road							
Boat Basin Road at World's Fair Marina							
Stadium Road at Grand Central Parkway							
Willetts Point Boulevard at Northern Boulevard							
126th Street at 36th Avenue					X	X	X
126th Street at 37th Avenue					X	X	X
Northern Boulevard at 126th Place							

**Notes:** "X" means the intersection would be unmitigated in the corresponding peak hour

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The overall finding of the traffic mitigation analysis is that the majority of locations analyzed under the proposed project would be significantly impacted, and that a broad range of mitigation measures would be needed. Depending on the peak hour, approximately one-half or more of the significantly impacted locations could be fully or partially mitigated with traffic signal operation changes, such as signal phasing and/or timing changes, signalization of an unsignalized intersection, lane re-striping, parking prohibitions, or turn prohibitions (i.e., the prohibition of right turns from southbound College Point Boulevard at Roosevelt Avenue, the prohibition of left turns from westbound Roosevelt Avenue at College Point Boulevard, and the prohibition of left turns from westbound Northern Boulevard at 114th Street).

Three locations—including 126th Street at Northern Boulevard, 126th Street/Grand Central Parkway (GCP) ramp at 34th Avenue, and the GCP exit ramp at West Park Loop/Stadium Road—would require special, more intensive mitigation measures to mitigate the significant impacts in all peak hours. This more intensive mitigation is explained in detail in the following sections. The locations that were fully or partially mitigated during any of the seven peak analysis hours are listed below:

~~The overall finding of the traffic mitigation analysis is that the majority of locations analyzed under the proposed project would be significantly impacted, and that a broad range of mitigation measures would be needed. Depending on the peak hour, approximately one-half or more of the significantly impacted locations could be fully or partially mitigated with traffic signal operation changes, such as signal phasing and/or timing changes, signalization of an unsignalized intersection, lane re-striping, parking prohibitions, or turn prohibitions (i.e., the prohibition of right turns from southbound College Point Boulevard at Roosevelt Avenue, the prohibition of left turns from westbound Roosevelt Avenue at College Point Boulevard, and the prohibition of left turns from westbound Northern Boulevard at 114th Street).~~

~~Three locations—including 126th Street at Northern Boulevard, 126th Street/Grand Central Parkway (GCP) ramp at 34th Avenue, and the GCP exit ramp at West Park Loop/Stadium Road—would require special, more intensive mitigation measures to mitigate the significant impacts in all peak hours. This more intensive mitigation is explained in detail in the following sections. The locations that were fully or partially mitigated during any of the seven peak analysis hours are listed below:~~

- 108th Street at Astoria Boulevard
- 108th Street at Northern Boulevard
- 114th Street at Northern Boulevard
- 126th Street at Northern Boulevard
- Union Street at Northern Boulevard
- Parsons Boulevard at Northern Boulevard
- 114th Street at 34th Avenue
- 126th Street/GCP Ramp at 34th Avenue
- 108th Street at Roosevelt Avenue
- 111th Street at Roosevelt Avenue
- 114th Street at Roosevelt Avenue
- 126th Street at Roosevelt Avenue
- College Point Boulevard at Roosevelt Ave
- Prince Street at Roosevelt Avenue
- Main Street at Roosevelt Avenue
- Parsons Boulevard at Roosevelt Avenue
- Main Street at Kissena Boulevard
- Parsons Boulevard at Sanford Avenue
- Boat Basin Road at Stadium Road
- Boat Basin Road at World's Fair Marina
- GCP Ramp at West Park Loop/Stadium Road

The following intersections could only be partially mitigated or could not be mitigated at all during the following time periods:

- In the weekday non-game AM peak hour, 114th Street at Roosevelt Avenue would be partially mitigated and there would be two unmitigatable intersections—Union Street at Roosevelt Avenue, and Prince Street at Northern Boulevard.
- In the non-game weekday midday peak hour, College Point Boulevard at Roosevelt Avenue would be partially mitigated, and three intersections including the Northern Boulevard intersections at Prince Street and at Main Street, and the intersection of Union Street at Roosevelt Avenue could not be mitigated.
- In the non-game weekday PM peak hour, College Point Boulevard at Roosevelt Avenue would be partially mitigated, and four intersections including 108th Street at Astoria Boulevard, the Northern Boulevard intersections at Prince Street and at Main Street, and the intersection of Union Street at Roosevelt Avenue could not be mitigated.
- In the non-game Saturday midday peak hour, College Point Boulevard at Roosevelt Avenue would be partially mitigated, and three intersections including the Northern Boulevard intersections at Prince Street and at Main Street, and the intersection of Union Street at Roosevelt Avenue could not be mitigated.
- In the weekday pre-game peak hour, 126th Street/GCP Ramp at 34th Avenue, College Point Boulevard at Roosevelt Avenue, and Boat Basin Road at Stadium Road would be partially mitigated, and five seven intersections could not be mitigated, including 108th Street at Astoria Boulevard, the Northern Boulevard intersections at Prince Street and at Main Street, ~~and~~ the Roosevelt Avenue intersections at 126th Street and at Union Street, and the 126th Street intersections at 36th and 37th Avenues.
- In the Saturday pre-game peak hour, 126th Street/GCP Ramp at 34th Avenue, 108th Street at Roosevelt Avenue, 114th Street at Roosevelt Avenue, and 126th Street at Roosevelt Avenue College Point Boulevard at Roosevelt Avenue could be partially mitigated, and three five intersections could not be mitigated, including Prince Street at Northern Boulevard, ~~and~~ the Roosevelt Avenue intersections at 126th Street and at Union Street, and the 126th Street intersections at 36th and 37th Avenues.
- In the Saturday post-game peak hour, there would be ~~three~~ five partially mitigated intersections—126th Street at Northern Boulevard, 126th Street/GCP Ramp at 34th Avenue, 114th Street at Roosevelt Avenue, 126th Street at Roosevelt Avenue, and College Point Boulevard at Roosevelt Avenue, ~~and Boat Basin Road at Stadium Road~~—and three five intersections could not be mitigated, including the Northern Boulevard intersections at Prince Street and at Main Street, ~~and~~ the intersection of Union Street at Roosevelt Avenue, and the 126th Street intersections at 36th and 37th Avenues.

A summary of the traffic mitigation findings for each analysis location, including the proposed mitigation measures where applicable, is provided below.

#### *ASTORIA BOULEVARD*

The analyzed intersection at 108th Street would be significantly impacted during the non-game weekday PM, weekday pre-game and weekend post-game peak hours. The impacts on the northbound de-facto left turn lane on 108th Street and on the eastbound Astoria Boulevard approach could not be mitigated during the non-game PM and weekday pre-game peak hours. Signal timing modifications at this intersection would not be possible without creating new significant impacts, and geometric modifications to improve capacity would not be feasible, except during the weekend post-game peak hour, where the impact on the westbound left turn lane on Astoria Boulevard could be fully mitigated by modifying the signal timing plan.

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### NORTHERN BOULEVARD

~~All seven~~ Seven of the eight intersections analyzed along Northern Boulevard would be significantly impacted during the non-game weekday PM, weekday pre-game arrival and weekend post-game departure peak hours. Six of the ~~seven eight~~ intersections analyzed along Northern Boulevard would be significantly impacted during the non-game weekday AM and midday peak hours and the Saturday midday peak hour, and ~~five six~~ would be significantly impacted during the pre-game Saturday midday arrival peak hour.

#### *Northern Boulevard at 108th Street*

This intersection would be significantly impacted during all non-game and game day peak hours. This intersection could be fully mitigated by installing “No Standing Anytime” regulations along the east curb and west curb of the northbound and southbound approaches, respectively, for 250 feet from the intersection to allow for two moving lanes, restriping the southbound approach of 108th Street from one 23-foot-wide lane to one 11-foot-wide exclusive left-turn lane and one 12-foot-wide shared through-right lane for 175 feet, and modifying the signal timing plan in all seven time periods.

#### *Northern Boulevard at 114th Street*

Mitigation would not be necessary during the non-game weekday and Saturday midday peak hours. Significant adverse impacts would be ~~partially mitigated during the Saturday post game departure peak hour and~~ fully mitigated during all other peak hours ~~the Saturday pre game and non game Saturday midday peak hours~~ by modifying the signal timing plan and by monitoring the westbound Northern Boulevard traffic conditions by Traffic Enforcement Agents (TEAs) who can manually override the traffic signal timing patterns to improve traffic operation for intersection approaches experiencing congestion during the Saturday post game peak hour. In order to fully mitigate significant impacts in all peak hours, in addition to the signal timing changes, ~~other mitigation measures would include prohibition of~~ prohibiting left turns from westbound Northern Boulevard and diverting them to southbound 114th Street, ~~prohibition of~~ prohibiting parking along the ~~west east~~ side of southbound 114th Street and lane restriping restriping the southbound 114th Street approach as two 11-foot-wide travel lanes and the receiving lanes as two 11-foot-wide moving lanes with parking on both sides.

#### *Northern Boulevard at 126th Street*

This intersection would be significantly impacted during all seven peak hours ~~except during the Saturday pre game peak hour.~~ Significant impacts expected on the northbound 126th Street approach and on westbound Northern Boulevard (leading to the intersection from the Van Wyck and Whitestone Expressway off-ramps) could be fully mitigated in all non-game peak hours and during the weekday and Saturday pre-game peak hours and partially mitigated in the Saturday post-game peak hour by modifying the signal timing plan in addition to more intensive measures discussed below, and by having TEAs monitor traffic conditions (i.e., manually override the traffic signal timing patterns to improve traffic operation for intersection approaches experiencing congestion) on the northbound approach. None of the significant impacts expected ~~during the remaining analysis peak hours could be mitigated by applying the above mentioned mitigation measures.~~ Because this intersection is the convergence point of Northern Boulevard, 126th Street, and two highway exit ramps, it would carry significant project-generated traffic volumes. Under existing conditions, consistently long queues are experienced on the westbound Northern Boulevard approach, especially the lane adjacent to the north curb, which receives the traffic volume from the southbound Whitestone Expressway and the northbound Van Wyck

Expressway exit ramps. One of the mitigation measures at 126th Street/GCP Ramp at 34th Avenue includes closure of the eastbound Northern Boulevard ramp to 126th Street and diversion of traffic through this intersection to 126th Place. Therefore, In order to fully mitigate the significant impacts during all seven peak hours, this intersection would require additional cost intensive mitigation measures including installation of quick curb (i.e., plastic reflective pylons used for channelizing the traffic) Jersey barriers and traffic signal louvers (used on traffic signals to avoid confusion on two closely spaced intersection approaches where approaching motorists may be able to see the signal indication for another approach) on the westbound approach between the right-most lane and the center lane to allow Van Wyck and Whitestone Expressway ramp traffic to operate as free flow through the intersection, plus widening the westbound Northern Boulevard approach by shifting the north and south curbs to allow for a 15-foot-wide right-most lane, modification of signal timing, widening of the eastbound Northern Boulevard approach from two 12-foot-wide lanes to three 10-foot-wide lanes, prohibiting pedestrian crossing in the east crosswalk, channelizing the northbound left-turn lanes to allow for smoother turns onto westbound Northern Boulevard, and implementation of signal timing changes needed to coordinate the northbound 126th Street approach with the upstream signal at the intersection of 126th Street and 34th Avenue.

*Northern Boulevard at 126th Place*

Significant impacts are not expected during any of the analysis peak hours. However, a traffic signal would be installed to allow pedestrians to cross safely from the south side of Northern Boulevard to the proposed MTA bus stop in the median of Northern Boulevard.

*Northern Boulevard at Prince Street*

None of the significant impacts expected during the seven analysis peak hours could be mitigated. With impacts occurring on the Northern Boulevard approaches, the geometric complexity and signal timing characteristics of this intersection, ~~there is limited~~ limit opportunity for mitigation.

*Northern Boulevard at Main Street*

Mitigation would not be required during the weekday non-game AM peak hour and the Saturday pre-game arrival peak hour. Significant impacts during the other five peak hours could not be mitigated.

*Northern Boulevard at Union Street*

This intersection would be significantly impacted during all non-game and game day peak hours with significant impacts expected on eastbound Northern Boulevard during the non-game weekday AM and midday peak hours and the Saturday post-game peak hour, and on both eastbound and westbound Northern Boulevard during the non-game weekday PM, Saturday midday, weekday pre-game, and the Saturday pre-game peak hours. Installing “No Standing 7 AM–10 PM” regulations along the north curb of the westbound Northern Boulevard approach 200 feet from the intersection to allow for one 10-foot-wide daylighted shared through-right lane, and signal timing adjustments, could fully mitigate significant impacts in all seven peak hours.

*Northern Boulevard at Parsons Boulevard*

This intersection would be significantly impacted during all non-game and game day peak hours. Installing “No Standing Anytime” regulations along the south side of eastbound Northern Boulevard, north side of westbound Northern Boulevard, and west side of southbound Parsons

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Boulevard and signal timing adjustments during the non-game weekday AM and PM, and weekday pre-game peak hours could fully mitigate significant impacts in all seven time periods.

### *34TH AVENUE*

The intersection of 34th Avenue at 126th Street (and the Grand Central Parkway and eastbound Northern Boulevard ramps) would be significantly impacted during all seven peak hours since the intersection would be a key gateway to the District. The other intersection, 34th Avenue at 114th Street, would be significantly impacted during all seven peak hours except the non-game weekday AM peak hour.

#### *34th Avenue at 114th Street*

Significant impacts are expected during all seven peak hours except the non-game weekday AM peak hour, which could be fully mitigated by modifying the signal timing plan.

#### *34th Avenue at 126th Street*

Significant impacts are expected during all seven analysis peak hours. As a key entrance point to the District, this intersection would carry significant volumes of project generated traffic. Its geometric complexity, with approaches from two exit ramps in addition to the 126th Street northbound and 34th Avenue eastbound and westbound approaches, limits traditional capacity improvement options. ~~Signal timing changes would fully mitigate the significant adverse impacts only during the weekday AM peak hour, but would only partially mitigate impacts during the remaining six peak hours.~~ To fully mitigate significant impacts during all non-game peak hours six of the seven and partially mitigate significant impacts during the game day time periods, this intersection would require cost intensive mitigation measures including closure of the existing slip ramp from GCP/Astoria Boulevard eastbound Northern Boulevard to 126th Street and ~~combining it with the existing ramp from eastbound Northern Boulevard to 126th Street~~ diverting traffic to 126th Place, striping the proposed ~~combined~~ widened GCP/Astoria Boulevard ramp as one 12-foot-wide shared left-through lane 11-foot-wide left-turn lane and two 11-foot-wide through lanes, one 12-foot-wide exclusive through lane, and one 12-foot-wide exclusive right-turn lane, constructing a channelized right-turn from the GCP/Astoria Boulevard ramp to westbound Shea Road (upstream of the intersection), signalization of the intersection of the Northern Boulevard ramp at GCP/Astoria Boulevard ramp (which currently operates as an unsignalized intersection) widening the westbound 34th Avenue approach to two 11-foot-wide travel lanes and two 11-foot-wide receiving lanes, restriping the northbound 126th Street approach from two 11-foot-wide travel lanes, one 12-foot-wide travel lanes and one 7-foot-wide hatched median to one 12-foot-wide exclusive left-turn lane, two 12-foot-wide travel lanes, and one 5-foot-wide Class II bicycle lane, and modifying the existing signal timing plan.

### *ROOSEVELT AVENUE*

All nine intersections would be significantly impacted during the seven analysis peak hours, except for the intersection of Roosevelt Avenue at 108th Street during the weekday AM peak hour, the intersection at 111th Street during the weekday AM and midday peak hours, the intersection at Prince Street during the weekday midday, non-game Saturday midday and all game day peak hours, the intersection at Main Street during the non-game weekday midday and Saturday pre-game peak hours, and the intersection at Parsons Boulevard during the weekday midday and PM peak hours, and the Saturday pre-game and post-game peak hours. In each time period, the intersection of Roosevelt Avenue at Union Street would be unmitigatable. The intersection of Roosevelt Avenue at College Point Boulevard could be fully mitigated during the non-game weekday AM peak hour and



partially mitigated during the ~~non-game weekday midday, PM and Saturday midday~~ other six peak hours, ~~and during the Saturday post-game peak hour~~. The intersection of Roosevelt Avenue at 126th Street could be partially mitigated during ~~all-game-day~~ the Saturday post-game peak hours and would be unmitigatable during the weekday and Saturday pre-game peak hours, and the intersection at 108th Street could be partially mitigated during the Saturday pre-game arrival peak hour. Limited mitigation options for the Roosevelt Avenue corridor would be possible, due in part to limited space for travel lanes and critical curbside activities, including bus stops, bus layover, and truck loading/unloading, and columns supporting the No. 7 subway line.

*Roosevelt Avenue at 108th Street*

Significant impacts would occur in all peak hours except during the non-game weekday AM peak hour and could be fully mitigated (except during the Saturday pre-game peak hour when it would be only partially mitigated) by providing “No Standing Anytime” parking regulations within 150 feet of the intersection on the east side of northbound 108th Street and the west side of southbound 108th Street, to allow for one 11-foot-wide left-through lane and one 11-foot-wide right-turn lane.

*Roosevelt Avenue at 111th Street*

Significant impacts would occur in all peak hours except during non-game weekday AM and midday peak hours and could be fully mitigated by providing “No Standing 10 AM–10 PM” parking regulations within 100 feet of the intersection on the north side of the westbound Roosevelt Avenue approach, to allow for one 11-foot-wide left-through lane and one 10-foot-wide right-turn lane.

*Roosevelt Avenue at 114th Street*

Significant impacts would occur in all seven peak hours. These impacts could be partially mitigated during the non-game weekday AM and Saturday pre- and post-game peak hours and could be fully mitigated during the remaining four peak hours by shifting the centerline of the southbound 114th Street approach two feet to the east, installing “No Standing Anytime” regulations along the west curb of the southbound 114th Street approach 150 feet from the stop bar to allow for one 12-foot-wide shared left-through lane and one 10-foot-wide right-turn lane, installing “No Standing Anytime” regulations along the south curb of the eastbound Roosevelt Avenue approach 150 feet from the stop bar to allow for one 11-foot-wide left-turn lane and one 11-foot-wide shared through-right lane, shifting the centerline of the westbound Roosevelt Avenue approach eleven feet to the south, and restriping the westbound Roosevelt Avenue approach as one 11-foot-wide left-turn pocket (250 feet long), one 11-foot-wide through lane, and one 11-foot-wide right-turn lane (upstream of the intersection, Roosevelt Avenue would continue to operate as two lanes in each direction). In addition to the above mitigation measures, signal timing changes would be necessary to fully or partially mitigate expected significant impacts during all game and non-game peak hours except during the non-game weekday AM and midday peak hours.

*Roosevelt Avenue at 126th Street*

Significant impacts would occur in all seven peak hours. These impacts could be fully mitigated during all non-game peak hours, and could be partially mitigated in the Saturday post-game peak hour by restriping the southbound 126th Street approach as one 12-foot-wide right-turn lane and one 11-foot-wide shared left-through lane, and by implementing a new signal phasing and timing plan. The significant impacts that occur during the weekday and Saturday pre-game peak hours could not be mitigated.

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### *Roosevelt Avenue at College Point Boulevard*

Significant impacts would occur in all seven peak hours. These impacts could be fully mitigated during the non-game weekday AM peak hour, ~~weekday pre-game and Saturday pre-game peak hours~~, and could be partially mitigated in the remaining ~~four~~ six peak hours. Measures necessary for the full or partial mitigation of the significant impacts include ~~geometric changes~~, signal phasing and timing plan changes, turn prohibitions, limited prohibition of parking, and pavement restriping. ~~The geometry of the east leg of the intersection would be changed by removing the 22-foot-wide center median and replacing it with a 9-foot-wide tapered hatched median between the proposed 13-foot-wide westbound left turn pocket and the westbound through right lanes. The westbound Roosevelt Avenue through-right travel lanes would be restriped from one 13-foot-wide travel lane and one 17-foot-wide travel lane to one 11-foot-wide two 15-foot-wide travel lanes and one 19-foot-wide travel lane for 80 feet. Left turns from westbound Roosevelt Avenue to southbound College Point Boulevard would be prohibited and diverted to Janet Place and 39th Avenue. The northbound College Point Boulevard approach would be restriped from one 9-foot-wide exclusive left-turn lane, one 13-foot-wide travel lane, and one 18-foot-wide travel lane with parking to one two 10-foot-wide exclusive left-turn lanes, and two 10-foot-wide through travel lanes, and one 10-foot-wide exclusive right-turn lane for 200 feet. The southbound College Point Boulevard approach would be restriped from one 11-foot-wide travel lane and one 19-foot-wide travel lane to three 10-foot-wide travel lanes for 200 feet. The eastbound Roosevelt Avenue approach would be restriped from one 14-foot-wide travel lane and one 12-foot-wide travel lane to two 13-foot-wide travel lanes. Parking prohibitions at this location include installing “No Standing Anytime” regulations along the east curb of the northbound approach of College Point Boulevard for 250 feet and installing “No Standing Anytime” regulations along the west curb of the southbound approach of College Point Boulevard for 200 feet. Southbound right-turn traffic on College Point Boulevard would be diverted to 39th Avenue and Janet Place. Signal phasing and timing plan would be modified.~~

### *Roosevelt Avenue at Prince Street*

Significant impacts would occur during the non-game weekday AM and PM peak hours and could be fully mitigated by ~~shifting the center line of the eastbound Roosevelt Avenue approach 6 feet to the north, restriping the eastbound Roosevelt Avenue approach from one 11-foot-wide travel lane and one 19-foot-wide travel lane with parking to one 11-foot-wide exclusive left turn lane, one 11-foot-wide travel lane, one 6-foot-wide hatched buffer, and one 8-foot-wide parking lane for 250 feet, restriping the receiving side of westbound Roosevelt Avenue from one 9-foot-wide travel lane and one 19-foot-wide travel lane to two 11-foot-wide travel lanes for 250 feet and modifying the signal phasing and timing plan.~~

### *Roosevelt Avenue at Main Street*

This intersection would be significantly impacted during all ~~seven~~ peak hours except for the non-game midday and Saturday pre-game peak hours and could be fully mitigated by modifying the signal timing plan.

### *Roosevelt Avenue at Union Street*

None of the significant impacts expected during all seven peak hours could be mitigated.

### *Roosevelt Avenue at Parsons Boulevard*

Significant impacts are expected during the non-game weekday AM, Saturday midday and weekday pre-game peak hours. Significant impacts during the non-game weekday AM and

weekday pre-game peak hour could be fully mitigated by prohibiting parking between 7 AM–10 AM and 4 PM–7 PM (Monday through Friday) on the northbound approach 75 feet from the intersection to allow for a 10-foot-wide daylighted right-turn lane and modifying the signal timing. Significant impacts during the Saturday midday peak hour could be fully mitigated by modifying the signal timing.

*SANFORD AVENUE*

One of the three intersections analyzed along Sanford Avenue, i.e., Parsons Boulevard at Sanford Avenue, would be significantly impacted during the non-game weekday midday peak hour.

*Sanford Avenue at College Point Boulevard*

Significant impacts are not expected during any of the analysis peak hours.

*Sanford Avenue at Union Street*

Significant impacts are not expected during any of the analysis peak hours.

*Sanford Avenue at Parsons Boulevard*

Modifying signal timings would fully mitigate significant impacts expected during the non-game weekday midday peak hour.

*OTHER STUDY AREA LOCATIONS*

*Kissena Boulevard at Main Street*

Modifying signal timings would fully mitigate significant impacts during the Saturday midday peak hour.

*32nd Avenue at College Point Boulevard*

Significant impacts are not expected during any of the analysis peak hours.

*World's Fair Marina at Boat Basin Road*

Significant impacts would occur in all seven peak hours. Significant impacts at this currently unsignalized intersection could be fully mitigated by installing a traffic signal, operating with a 90-second cycle, to provide sufficient gaps for northbound Boat Basin Road left turn traffic toward the entrance ramp to the westbound Grand Central Parkway, striping the westbound approach as one 11-foot-wide left-turn lane and one 11-foot-wide shared left-through lane, and striping the northbound approach as two 10-foot-wide left-turn lanes and one 10-foot-wide right-turn lane.

*Northern Boulevard Service Road at College Point Boulevard*

Significant impacts are not expected during any of the analysis peak hours.

*Boat Basin Road at Stadium Road*

Significant impacts are expected in all peak hours except during the non-game weekday AM and midday peak hours and could be fully mitigated during the non-game weekday PM, Saturday midday, and Saturday pre-game and post-game peak hours, and could be partially mitigated during the weekday pre-game and ~~Saturday post-game~~ peak hours by installing an actuated signal controller and by modifying the signal phasing and timing plan.

*Stadium Road at the Grand Central Parkway Ramp*

Significant adverse impacts are expected during non-game weekday midday, Saturday midday, weekday pre-game, and Saturday pre-game peak hours, and could be fully mitigated by

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widening the exit ramp from the westbound GCP to add one travel lane in the diverge/weave area, which would be a channelized right-turn lane at the intersection, and installing a traffic signal with a 120-second cycle length, striping the westbound approach for as two 12-foot-wide left-turn lanes and one 12-foot-wide right-turn lane, and adding a 12-foot-wide southbound left-turn lane in the median of Stadium Road. The new westbound approach exiting the Willets West Center would continue to operate at unacceptable LOS D or LOS E during all peak hours except the non-game weekday AM peak hour.

*Willets Point Boulevard at Northern Boulevard*

Significant impacts are not expected during any of the analysis peak hours.

~~In addition to the study locations analyzed and reported above, the intersections of 126th Street at 36th Avenue, 126th Street at 37th Avenue, and Northern Boulevard at 126th Place are expected to carry a significant amount of project generated trips in Phase 1A. These three intersections were not analyzed for this Draft SEIS since the majority of project generated trips from the District were assigned to the adjacent analyzed intersections. Since impacts have been identified for these adjacent intersections, the three intersections listed above will be analyzed for the Final SEIS to determine if they would similarly experience significant adverse impacts. If they are found to be significantly impacted under the With Action condition, mitigation measures such as those typically implemented by NYCDOT would be further explored to address the impacts, or if no practicable mitigation measures can be identified, the impacts would be disclosed as being unmitigatable.~~

*126th Street at 36th Avenue*

Significant impacts are expected during all game day peak hours and would be unmitigatable.

*126th Street at 37th Avenue*

Significant impacts are expected during all game day peak hours and would be unmitigatable.

**TRAFFIC—PHASE 1B (2028)**

**Table 21-3** presents a summary of significant adverse traffic impacts and their ability to be mitigated, and **Table 21-4** summarizes the unmitigated traffic study area locations by time period. Details of the intersection capacity results and relevant traffic mitigation measures are provided in tables at the back of this chapter.

**Table 21-3  
Traffic Impact Mitigation Summary—Phase 1B**

Intersection	Without a Mets Game				With a Mets Game		
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday Pre-Game PM	Saturday Pre-Game Midday	Saturday Post-Game PM
No Significant Impact	44 14	9 12	8 12	5 9	8 11	40 12	9 10
Fully Mitigated Impact	45 14	42 13	44 9	43 12	42 10	43 12	44 11
Partially Mitigated Impact	1	6 5	6 8	8	7 9	4 5	4 9
Unmitigated Impact	3 4	3	5 4	4	3	3 4	3

Table 21-4  
Summary of Unmitigated Intersections—Phase 1B

Intersection	Without a Mets Game				With a Mets Game		
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday Pre-Game PM	Saturday Pre-Game Midday	Saturday Post-Game PM
Astoria Boulevard at 108th Street			X		X		
Northern Boulevard at 108th Street							
Northern Boulevard at 114th Street							
Northern Boulevard at 126th Street						X	
Northern Boulevard at Prince Street	X						X
Northern Boulevard at Main Street	X	X	X	X	X	X	X
Northern Boulevard at Union Street							
Northern Boulevard at Parsons Boulevard							
34th Avenue at 114th Street							
34th Avenue at 126th Street							
Roosevelt Avenue at 108th Street							
Roosevelt Avenue at 111th Street							
Roosevelt Avenue at 114th Street							
Roosevelt Avenue at 126th Street	X						
Roosevelt Avenue at College Point Boulevard							
Roosevelt Avenue at Prince Street							
Roosevelt Avenue at Main Street			X				
Roosevelt Avenue at Union Street	X	X	X	X	X	X	X
Astoria Boulevard at 108th Street							
Roosevelt Avenue at Parsons Boulevard							
Kissena Boulevard at Main Street							
Sanford Avenue at College Point Boulevard							
Sanford Avenue at Union Street							
Sanford Avenue at Parsons Boulevard				X			
32nd Avenue at College Point Boulevard							
Northern Boulevard at College Point Boulevard							
Boat Basin Road at Stadium Road		X	X	X		X	
Boat Basin Road at World's Fair Marina							
Stadium Road at Grand Central Parkway							
Willets Point Boulevard at Northern Boulevard							
New Willets Point Boulevard at 126th Street							
126th Street at 36th Avenue							
126th Street at 37th Avenue							
Northern Boulevard at 126th Place							

Notes: "X" means the intersection would be unmitigated in the corresponding peak hour

The overall finding of the traffic mitigation analysis is that the majority of locations analyzed under the proposed project would be significantly impacted, and that the need for a broad range of mitigation measures would be substantial. As noted above for Phase 1A, depending on the peak hour, approximately one-half or more of the significantly impacted locations could be fully or partially mitigated with the same types of measures described for Phase 1A. The locations that were fully or partially mitigated during any of the seven peak analysis hours are listed below:

- 108th Street at Astoria Boulevard
- 108th Street at Northern Boulevard
- 114th Street at Northern Boulevard
- 126th Street at Northern Boulevard
- Prince Street at Northern Boulevard
- Union Street at Northern Boulevard
- Parsons Boulevard at Northern Boulevard
- 114th Street at 34th Avenue
- 126th Street/GCP Ramp at 34th Avenue
- 108th Street at Roosevelt Avenue
- 111th Street at Roosevelt Avenue

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- 114th Street at Roosevelt Avenue
- 126th Street at Roosevelt Avenue
- College Point Boulevard at Roosevelt Avenue
- Prince Street at Roosevelt Avenue
- Main Street at Roosevelt Avenue
- Parsons Boulevard at Roosevelt Avenue
- Main Street at Kissena Boulevard
- Parsons Boulevard at Sanford Avenue
- College Point Boulevard at Northern Boulevard Service Road
- Boat Basin Road at Stadium Road
- Boat Basin Road at World's Fair Marina
- Willets Point Boulevard at Northern Boulevard
- GCP Ramp at West Park Loop/Stadium Road
- 126th Street at 36th Avenue
- 126th Street at 37th Avenue

The following intersections could only be partially mitigated or could not be mitigated at all during the following time periods:

- In the weekday non-game AM peak hour, there would be ~~three~~ four unmitigatable intersections including Prince Street at Northern Boulevard, Main Street at Northern Boulevard, 126th Street at Roosevelt Avenue, and Union Street at Roosevelt Avenue, and the intersection of Union Street at Northern Boulevard would be partially mitigated.
- In the non-game weekday midday peak hour, there would be three unmitigatable intersections including Main Street at Northern Boulevard, Union Street at Roosevelt Avenue, and Boat Basin Road at Stadium Road, and ~~six~~ five intersections including the Northern Boulevard intersections at 126th Street, at Prince Street, and at Union Street, ~~126th Street/GCP ramp at 34th Avenue~~, 126th Street at Roosevelt Avenue, and College Point Boulevard at Roosevelt Avenue, ~~and Main Street at Roosevelt Avenue~~ would be partially mitigated.
- In the non-game weekday PM peak hour, there would be ~~five~~ four unmitigatable intersections including 108th Street at Astoria Boulevard, Main Street at Northern Boulevard, ~~Main~~ Street at Roosevelt Avenue, Union Street at Roosevelt Avenue, and Boat Basin Road at Stadium Road, and ~~six~~ eight intersections including the Northern Boulevard intersections at 126th Street, Prince Street, Union Street, and Parsons Boulevard, 126th Street/GCP ramp at 34th Avenue, 126th Street at Roosevelt Avenue, ~~and~~ College Point Boulevard at Roosevelt Avenue, and Main Street at Roosevelt Avenue would be partially mitigated.
- In the non-game Saturday midday peak hour, there would be four unmitigatable intersections including Main Street at Northern Boulevard, Union Street at Roosevelt Avenue, Parsons Boulevard at Sanford Avenue, and Boat Basin Road at Stadium Road, and eight intersections including the Northern Boulevard intersections at 126th Street, Prince Street and Union Street, ~~126th Street/GCP ramp at 34th Avenue~~, 111th Street at Roosevelt Avenue, 126th Street at Roosevelt Avenue, College Point Boulevard at Roosevelt Avenue, Main Street at Roosevelt Avenue, and Parsons Boulevard at Roosevelt Avenue would be partially mitigated.
- In the weekday pre-game peak hour, there would be three unmitigatable intersections including 108th Street at Astoria Boulevard, Main Street at Northern Boulevard, and Union Street at Roosevelt Avenue, and ~~seven~~ nine intersections including the Northern Boulevard

intersections at 126th Street, Prince Street, Union Street, and Parson Boulevard, 126th Street/GCP ramp at 34th Avenue, 126th Street at Roosevelt Avenue, College Point Boulevard at Roosevelt Avenue, Main Street at Roosevelt Avenue, and Boat Basin Road at Stadium Road would be partially mitigated.

- In the Saturday pre-game peak hour, there would be ~~three~~ four unmitigatable intersections including 126th Street at Northern Boulevard, Main Street at Northern Boulevard, Union Street at Roosevelt Avenue, and Boat Basin Road at Stadium Road, and ~~four~~ five intersections including the Northern Boulevard intersections at Prince Street and Union Street, 126th Street/GCP ramp at 34th Avenue, 126th Street at Roosevelt Avenue, and College Point Boulevard at Roosevelt Avenue would be partially mitigated.
- In the Saturday post-game peak hour, there would be three unmitigatable intersections including Prince and Main Streets at Northern Boulevard, and Union Street at Roosevelt Avenue, and ~~four~~ nine intersections including Northern Boulevard at 126th Street, Northern Boulevard at Union Street, 126th Street/GCP ramp at 34th Avenue, 114th Street at Roosevelt Avenue, 126th Street at Roosevelt Avenue, College Point Boulevard at Roosevelt Avenue, ~~and~~ Main Street at Roosevelt Avenue, 126th Street at 36th Avenue, and 126th Street at 37th Avenue would be partially mitigated.

A summary of the traffic mitigation findings for each analysis location, including the proposed mitigation measures where applicable, is provided below.

#### *ASTORIA BOULEVARD*

The analyzed intersection at 108th Street would be significantly impacted during the non-game weekday PM, Saturday midday, weekday pre-game, Saturday pre-game and Saturday post-game peak hours. The impacts on the northbound de-facto left turn lane on 108th Street, and on the eastbound Astoria Boulevard approach could not be mitigated during the non-game weekday PM and weekday pre-game peak hours. Signal timing modifications at this intersection would not be possible without creating new significant impacts, and geometric modifications to improve capacity would not be feasible. The expected significant impacts could be fully mitigated during the Saturday midday, Saturday pre-game and Saturday post-game peak hours by installing “No Standing Saturday 11 AM–10 PM” regulations along the south curb of the eastbound approach for 150 feet from the intersection to allow for an 11-foot-wide daylighted right-turn lane.

#### *NORTHERN BOULEVARD*

~~All seven~~ Seven of the eight intersections analyzed along Northern Boulevard would be significantly impacted during all seven peak hours except the intersection of Northern Boulevard at 114th Street in the non-game weekday midday peak hour.

#### *Northern Boulevard at 108th Street*

This intersection would be significantly impacted during all non-game and game day peak hours and could be fully mitigated by installing “No Standing Anytime” regulations along the east curb and west curb of the northbound and southbound approaches, respectively, for 250 feet from the intersection to allow for two moving lanes, and restriping the northbound and southbound approaches of 108th Street from one 23-foot-wide lane to one 11-foot-wide exclusive left-turn lane and one 12-foot-wide shared through-right lane for 175 feet. In addition, other measures would be required including modifying the signal timing plan in all peak hours except during the non-game weekday PM peak hour and the weekday pre-game peak hour, and prohibiting parking between 10 AM–9 PM along the north and south curbs of the westbound and eastbound

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approaches, respectively, for 150 feet from the intersection to allow for a 10-foot-wide daylighted right-turn lane in all peak hours except the non-game weekday AM peak hour.

### *Northern Boulevard at 114th Street*

Mitigation would not be necessary during the non-game weekday midday peak hour. Significant adverse impacts would be ~~only partially mitigated during the non-game weekday AM and Saturday post-game departure~~ fully mitigated during all other peak hours by modifying the signal timing plan and by ~~having TEAs monitor traffic conditions on the westbound Northern Boulevard approach (i.e., manually override the traffic signal to improve traffic operation for intersection approaches experiencing congestion) during the weekend post-game departure peak hour. To fully mitigate all significant impacts during all the seven peak hours and to avoid severely congested conditions, in addition to signal timing modifications, other mitigation measures would be required including prohibition of~~ prohibiting left turns from westbound Northern Boulevard and diverting them to southbound 114th Street, ~~prohibition of~~ prohibiting parking along the ~~west east~~ side of southbound 114th Street and restriping the southbound 114th Street approach as two 11-foot-wide travel lanes and the receiving lanes as two 11-foot-wide moving lanes with parking on both sides.

### *Northern Boulevard at 126th Street*

This intersection would be significantly impacted during all seven peak hours. Significant adverse impacts expected on the northbound 126th Street approach, on eastbound Northern Boulevard, on the eastbound Grand Central Parkway ramp, and on westbound Northern Boulevard (leading to the intersection from the Van Wyck and Whitestone Expressway off-ramps) could be fully mitigated in the weekday ~~pre-game~~ non-game AM peak hour and partially mitigated in ~~the Saturday post-game~~ five of the other six peak hours by modifying the signal timing plan ~~and by having TEAs monitor traffic conditions on the northbound approach (i.e., manually override the traffic signal to improve traffic operation for intersection approaches experiencing congestion).~~ None of the significant impacts expected during the remaining analysis peak hours could be mitigated by ~~applying traditional mitigation measures~~ in addition to more intensive measures discussed below. This intersection is the convergence point of Northern Boulevard, 126th Street, and two highway exit ramps carrying significant project-generated traffic volumes. Under existing conditions, consistently long queues are experienced on the westbound approach, especially the lane adjacent to the north curb, which receives the traffic volume from the southbound Whitestone Expressway and the northbound Van Wyck Expressway exit ramps. One of the mitigation measures at 126th Street/GCP Ramp at 34th Avenue includes closure of the eastbound Northern Boulevard ramp to 126th Street and diversion of traffic through this intersection to 126th Place. Therefore, In order to fully mitigate the significant impacts during all seven peak hours the non-game weekday AM peak hour and partially mitigate the remaining peak hours (except for the Saturday pre-game peak hour), this intersection would require the same east-intensive additional mitigation measures identified for Phase 1A.

### *Northern Boulevard at 126th Place*

Significant impacts are not expected during any of the analysis peak hours. However, a traffic signal would be installed to allow pedestrians to cross safely from the south side of Northern Boulevard to the proposed MTA bus stop in the median of Northern Boulevard.

### *Northern Boulevard at Prince Street*

This intersection would have significant adverse impacts during all seven peak hours, which would be unmitigatable in the non-game weekday AM peak hour and the Saturday post-game



peak hour, and would be partially mitigated in the remaining peak hours by installing “No Standing 10 AM–7 PM” regulations along the north curb of the westbound Northern Boulevard service road for 100 feet from the intersection to allow for one 10-foot-wide through lane and one 10-foot-wide daylighted right-turn pocket, and reducing the width of the hatched median between the service road and mainline from 8 feet to 6 feet.

*Northern Boulevard at Main Street*

None of the significant impacts expected during all seven peak hours could be mitigated.

*Northern Boulevard at Union Street*

This intersection would be significantly impacted during all seven peak hours with significant impacts expected on both Northern Boulevard approaches and could be partially mitigated by installing “No Standing 7 AM–10 PM” regulations along the north curb of the westbound Northern Boulevard approach 200 feet from the intersection to allow for one 10-foot-wide daylighted shared through-right lane. During the non-game weekday AM peak hour and the Saturday post-game peak hour, signal timing modifications would also be ~~also~~ required to partially mitigate the significant impacts.

*Northern Boulevard at Parsons Boulevard*

Significant impacts are expected during all seven peak hours and would be partially mitigated in the non-game weekday PM and weekday pre-game PM peak hours, and fully mitigated during the remaining five peak hours by installing “No Standing Anytime” regulations along the south side of eastbound Northern Boulevard for 200 feet from the intersection, north side of westbound Northern Boulevard for 150 feet from the intersection, and west side of southbound Parsons Boulevard for 150 feet from the intersection to allow for a 10-foot-wide daylighted right-turn lane on each approach, and signal timing adjustments during the non-game weekday AM, midday, and PM, and weekday pre-game peak hours.

*34TH AVENUE*

The intersection of 34th Avenue at 126th Street (and the Grand Central Parkway and eastbound Northern Boulevard ramps) would be significantly impacted during all seven peak hours since the intersection would be a key gateway to the District. The other intersection, 34th Avenue at 114th Street, would be significantly impacted during all seven peak hours except the non-game weekday AM peak hour.

*34th Avenue at 114th Street*

Significant impacts are expected during all seven peak hours except the non-game weekday AM peak hour, which could be fully mitigated by modifying the signal timing plan.

*34th Avenue at 126th Street*

Significant impacts are expected during all seven analysis peak hours. As a key entrance point to the District, this intersection would carry significant volumes of project generated traffic. Its geometric complexity, with approaches from two exit ramps in addition to the 126th Street northbound and 34th Avenue eastbound and westbound approaches, limits traditional capacity improvement options. Therefore, this intersection would require the same standard and cost intensive mitigation measures as those discussed for this intersection in Phase 1A. ~~including reconstructing and merging the Grand Central Parkway and Northern Boulevard ramp approaches to have two 10 foot wide travel lanes and one 11 foot wide exclusive right turn lane, widening the roadway on the east leg of the intersection to 40 feet to provide two 10 foot wide westbound approach lanes and two 10 foot-~~

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~~wide eastbound receiving lanes, restriping the northbound 126th Street approach from two 11-foot-wide travel lanes, one 12-foot-wide travel lane, and one 7-foot-wide hatched median to three 12-foot-wide travel lanes and one 5-foot-wide Class II bicycle lane, and modifying the signal timing and phasing plan.~~ These measures would fully mitigate significant impacts during the non-game weekday AM, midday, and Saturday midday peak hour and ~~all game day peak hours~~, and would partially mitigate the significant impacts in the remaining peak hours, i.e., the non-game ~~midday and PM peak hours~~ and the Saturday midday all game day peak hours.

### *ROOSEVELT AVENUE*

All nine intersections would be significantly impacted during the seven analysis peak hours, except for the intersection of Roosevelt Avenue at 111th Street during the non-game weekday AM ~~and midday~~ peak hours, the intersection at Prince Street during the non-game weekday midday, ~~PM,~~ and Saturday midday peak hours and all game day peak hours, and the intersection at Parsons Boulevard during the non-game weekday midday and PM peak hours, and the Saturday pre-game and post-game peak hours. In each time period, the intersection of Roosevelt Avenue at Union Street would be unmitigatable. Limited mitigation options for the Roosevelt Avenue corridor would be possible, due in part to limited space for travel lanes and critical curbside activities, including bus stops, bus layover, and truck loading/unloading, and columns supporting the No. 7 subway line.

#### *Roosevelt Avenue at 108th Street*

Significant impacts would occur in all seven peak hours and could be fully mitigated by using the same measures described for Phase 1A.

#### *Roosevelt Avenue at 111th Street*

Significant impacts would occur in all peak hours except during the non-game weekday AM peak hour and could be partially mitigated in the Saturday midday peak hour, and fully mitigated in the remaining peak hours by providing the same measures described for Phase 1A.

#### *Roosevelt Avenue at 114th Street*

Significant impacts would occur in all seven peak hours. Measures necessary for full mitigation of significant impacts during six of the seven peak hours and partial mitigation during the Saturday post-game peak hour include geometric changes, signal phasing and timing plan changes, limited prohibition of parking, and pavement restriping. The centerline on the westbound approach would be shifted 11 feet to the south and the approach would be restriped from two 11-foot-wide travel lanes to one 11-foot-wide exclusive left-turn lane, one 11-foot-wide through lane, and one 11-foot-wide exclusive right-turn lane (upstream of the intersection, Roosevelt Avenue would continue to operate as two lanes in each direction). The eastbound approach of Roosevelt Avenue would be restriped from two 11-foot-wide travel lanes to one 11-foot-wide exclusive left-turn lane and one 11-foot-wide shared through-right travel lane. The centerline of the northbound 114th Street approach would be shifted 3 feet to the east and the approach would be restriped from one 16-foot-wide travel lane to one 13-foot-wide travel lane. The centerline of the southbound 114th Street approach would be shifted two feet to the east. Parking prohibitions at this location include installing “No Standing Anytime” regulations along the south curb of the eastbound Roosevelt Avenue approach 250 feet from the intersection, installing “No Standing Anytime” regulations along the east curb of the northbound 114th Street approach 250 feet from the intersection, and installing “No Standing 3 PM–7 PM” regulations along the west curb of the southbound 114th Street approach 150 feet from the intersection to allow for one 12-foot-wide left-through lane and one 10-foot-wide right-turn lane. Signal phasing and timing plan would be modified.

*Roosevelt Avenue at 126th Street*

Significant impacts would occur in all seven peak hours. These impacts would be unmitigated during the non-game weekday AM peak hour and could be ~~fully mitigated during the non-game AM peak hour and~~ partially mitigated in the remaining peak hours by restriping the northbound approach from one wide 25-foot-wide lane to two 12-foot-wide lanes with a 1-foot buffer at the east curb and modifying the signal phasing and timing plan. In addition to these measures, additional mitigation measures would be required during all game-day peak hours including placing cones on the southbound approach to allow for one 12-foot-wide right-turn lane and one 12-foot-wide shared left-through lane during the weekday and Saturday pre-game peak hours, and on the eastbound approach to allow for one left-turn lane and one shared through-right lane during the Saturday post-game peak hour, and having a TEA operate the signal using the suggested signal timing plan.

*Roosevelt Avenue at College Point Boulevard*

Significant impacts would occur in all seven peak hours. These impacts could be fully mitigated during the non-game weekday AM peak hour and partially mitigated in the remaining six peak hours by using the same measures described for Phase 1A.

*Roosevelt Avenue at Prince Street*

Significant impacts would occur during the non-game weekday AM and PM peak hours and could be fully mitigated by using the same measures described for Phase 1A, ~~and by installing “No Standing 7 AM–4 PM Monday–Friday” regulations on the north curb of the westbound approach 175 feet from the stop bar to allow for an 11-foot-wide daylighted right-turn pocket, and modifying the signal phasing and timing plan.~~

*Roosevelt Avenue at Main Street*

This intersection would be significantly impacted during all seven peak hours and could be fully mitigated in the non-game weekday AM and midday peak hours and the Saturday pre-game peak hours, and partially mitigated in the remaining peak hours ~~(except during non-game weekday PM peak hour when it would be unmitigatable)~~ by modifying the signal timing plan.

*Roosevelt Avenue at Union Street*

None of the significant impacts expected during all seven peak hours could be mitigated.

*Roosevelt Avenue at Parsons Boulevard*

Significant impacts are expected during the non-game weekday AM and ~~the~~ Saturday midday peak hours, and during the weekday pre-game peak hour. These impacts could be fully mitigated by prohibiting parking between 7 AM–10 AM and 4 PM–7 PM (Monday through Friday) on the northbound approach 75 feet from the intersection to allow for a 10-foot-wide daylighted right-turn lane, and modifying the signal timing in the non-game weekday AM and weekday pre-game peak hours. Significant impacts during the Saturday midday peak hour could be partially mitigated by installing “No Standing 10 AM–8 PM, Saturday” regulations on the northbound approach 75 feet from the intersection to allow for a 10-foot-wide daylighted right-turn lane and modifying the signal timing.

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### *SANFORD AVENUE*

One of the three intersections analyzed along Sanford Avenue, i.e., Parsons Boulevard at Sanford Avenue, would be significantly impacted during the non-game weekday AM, midday, and Saturday midday peak hours and weekday pre-game peak hour.

#### *Sanford Avenue at College Point Boulevard*

Significant impacts are not expected during any of the analysis peak hours.

#### *Sanford Avenue at Union Street*

Significant impacts are not expected during any of the analysis peak hours.

#### *Sanford Avenue at Parsons Boulevard*

Modifying signal timings, shifting the northbound centerline one foot to the west to allow for a 20-foot-wide northbound approach, and installing “No Standing 7 AM–7 PM Monday–Friday” regulations on the northbound approach 75 feet from the stop bar to allow for one 10-foot-wide left-through lane and one 10-foot-wide daylighted right-turn pocket would fully mitigate the significant impacts expected during the non-game weekday AM; and midday, PM peak hours and the weekday pre-game peak hours. The intersection would be unmitigated during the Saturday non-game peak hour.

### *OTHER STUDY AREA LOCATIONS*

#### *Kissena Boulevard at Main Street*

Modifying signal timings would fully mitigate significant impacts during the Saturday midday peak hour.

#### *32nd Avenue at College Point Boulevard*

Significant impacts are not expected during any of the analysis peak hours.

#### *World's Fair Marina at Boat Basin Road*

Significant impacts would occur in all seven peak hours. Significant impacts at this currently unsignalized intersection could be fully mitigated by using the same measures described for Phase 1A.

#### *Northern Boulevard Service Road at College Point Boulevard*

Modifying signal timings would fully mitigate significant impacts during all peak hours except the non-game weekday PM, ~~and~~ weekday pre-game, and Saturday pre-game and post-game peak hours when mitigation is not required.

#### *Boat Basin Road at Stadium Road*

Significant impacts are expected in all ~~seven~~ peak hours except the non-game weekday AM peak hour and could be fully mitigated during the ~~non-game weekday AM and the~~ Saturday post-game peak hours, and partially mitigated during the weekday pre-game peak hour by installing an actuated signal controller and by modifying the signal phasing and timing plan. None of the significant impacts expected during the non-game weekday midday, PM and Saturday midday and Saturday pre-game peak hours could be mitigated.

#### *Stadium Road at the Grand Central Parkway Ramp*

Significant adverse impacts are expected during all peak hours except the non-game weekday AM peak hour, and could be fully mitigated by the same measures described for Phase 1A. The

new westbound approach exiting the Willets West Center would continue to operate at unacceptable LOS D or LOS E during all peak hours except the non-game weekday AM peak hour.

*Willets Point Boulevard at Northern Boulevard*

Significant impacts are expected during all the Saturday post-game peak hours, and could be fully mitigated by installing a traffic signal with a 90 second cycle length.

*126th Street at New Willets Point Boulevard*

Significant impacts are not expected during any of the analysis peak hours.

In addition to the study locations analyzed and reported above, the intersections of 126th Street at 36th Avenue, 126th Street at 37th Avenue, and Northern Boulevard at 126th Place are expected to carry a significant amount of project-generated trips in Phase 1B. These three intersections were not analyzed for this Draft SEIS since the majority of project-generated trips from the District were assigned to the adjacent analyzed intersections. Since impacts have been identified for these adjacent intersections, the three intersections listed above will be analyzed for the Final SEIS to determine if they would similarly experience significant adverse impacts. If they are found to be significantly impacted under the With Action condition, mitigation measures such as those typically implemented by NYCDOT would be further explored to address the impacts, or if no practicable mitigation measures can be identified, the impacts would be disclosed as being unmitigatable.

*126th Street at 36th Avenue*

Significant impacts are expected during the Saturday pre-game and post-game peak hours and would be fully mitigated during the Saturday pre-game peak hour by restriping the westbound approach as one 10-foot-wide left-turn lane and one 10-foot-wide right-turn lane. Significant impacts expected during the Saturday post-game peak hour would be partially mitigated.

*126th Street at 37th Avenue*

Significant impacts are expected during the non-game weekday midday and Saturday post-game peak hours and would be fully mitigated during the non-game weekday midday peak hour and partially mitigated during the Saturday post-game peak hour by restriping the westbound approach as one 10-foot-wide left-turn lane and one 10-foot-wide right-turn lane.

**TRAFFIC—PHASE 2 (2032)**

**Table 21-5** presents a summary of significant adverse traffic impacts and their ability to be mitigated, and **Table 21-6** summarizes the unmitigated traffic study area locations by time period. Details of the intersection capacity results and traffic mitigation measures are provided in tables at the back of this chapter.

**Table 21-5**  
**Traffic Impact Mitigation Summary—Phase 2 (2032)**

Intersection	Without a Mets Game				With a Mets Game		
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday Pre-Game PM	Saturday Pre-Game Midday	Saturday Post-Game PM
No Significant Impact	9 11	5 6	5	5 7	6	8 9	8 9
Fully Mitigated Impact	44 13	44 12	43 14	11	44 13	11	44 9
Partially Mitigated Impact	3 5	7 8	7 9	8 9	9	8 7	7 9
Unmitigated Impact	5	5 8	6	7	5 6	4 7	5 7

**Table 21-6**  
**Summary of Unmitigated Intersections—Phase 2 (2032)**

Intersection	Without a Mets Game				With a Mets Game		
	Weekday AM	Weekday Midday	Weekday PM	Saturday Midday	Weekday Pre-Game PM	Saturday Pre-Game Midday	Saturday Post-Game PM
Astoria Boulevard at 108th Street			X	X	X		
Northern Boulevard at 108th Street							
Northern Boulevard at 114th Street							
Northern Boulevard at 126th Street					X	X	
Northern Boulevard at Prince Street	X						X
Northern Boulevard at Main Street	X	X	X	X	X	X	X
Northern Boulevard at Union Street	X						
Northern Boulevard at Parsons Boulevard							
34th Avenue at 114th Street							
34th Avenue at 126th Street							
Roosevelt Avenue at 108th Street							
Roosevelt Avenue at 111th Street			X	X	X	X	X
Roosevelt Avenue at 114th Street							
Roosevelt Avenue at 126th Street							
Roosevelt Avenue at College Point Boulevard							
Roosevelt Avenue at Prince Street		X					
Roosevelt Avenue at Main Street		X	X				
Roosevelt Avenue at Union Street	X	X	X	X	X	X	X
Roosevelt Avenue at Parsons Boulevard				X	X		
Kissena Boulevard at Main Street							
Sanford Avenue at College Point Boulevard							
Sanford Avenue at Union Street							
Sanford Avenue at Parsons Boulevard							
32nd Avenue at College Point Boulevard							
Northern Boulevard at College Point Boulevard	X	X		X		X	
Boat Basin Road at Stadium Road		X	X	X			X
Boat Basin Road at World's Fair Marina							
Stadium Road at Grand Central Parkway							
Willetts Point Boulevard at Northern Boulevard							
New Willetts Point Boulevard at 126th Street							
Citi Field/Lot B at Roosevelt Avenue							
126th Street at 36th Avenue		X	X			X	X
126th Street at 37th Avenue		X				X	X
Northern Boulevard at 126th Place							

Notes: "X" means the intersection would be unmitigated in the corresponding peak hour

The overall finding of the traffic mitigation analysis is that the majority of locations analyzed under the proposed project would be significantly impacted, and that the need for a broad range of mitigation measures would be substantial. As noted for Phases 1A and 1B, approximately one-half or more, depending on the peak hour, of the significantly impacted locations could be fully or partially mitigated with the same types of measures described for Phases 1A and 1B. The locations that were fully or partially mitigated during any of the seven peak analysis hours are listed below:

- 108th Street at Astoria Boulevard
- 108th Street at Northern Boulevard
- 114th Street at Northern Boulevard
- 126th Street at Northern Boulevard
- Prince Street at Northern Boulevard
- Union Street at Northern Boulevard
- Parsons Boulevard at Northern Boulevard
- 114th Street at 34th Avenue
- 126th Street/GCP Ramp at 34th Avenue
- 108th Street at Roosevelt Avenue
- 111th Street at Roosevelt Avenue

- 114th Street at Roosevelt Avenue
- 126th Street at Roosevelt Avenue
- College Point Boulevard at Roosevelt Avenue
- Prince Street at Roosevelt Avenue
- Main Street at Roosevelt Avenue
- Parsons Boulevard at Roosevelt Avenue
- Main Street at Kissena Boulevard
- College Point Boulevard at Sanford Avenue
- Parsons Boulevard at Sanford Avenue
- College Point Boulevard at Northern Boulevard Service Road
- Boat Basin Road at Stadium Road
- Boat Basin Road at World’s Fair Marina
- Willets Point Boulevard at Northern Boulevard
- GCP Ramp at West Park Loop/Stadium Road
- 126th Street at 36th Avenue
- 126th Street at 37th Avenue

The following intersections could only be partially mitigated or could not be mitigated at all during the following time periods:

- In the weekday non-game AM peak hour, there would be five unmitigatable intersections including Prince Street at Northern Boulevard, Main Street at Northern Boulevard, Union Street at Northern Boulevard, Union Street at Roosevelt Avenue, and College Point Boulevard at the westbound Northern Boulevard service road and ~~three~~ five intersections including 108th Street at Northern Boulevard, 126th Street at Northern Boulevard, Parsons Boulevard at Northern Boulevard, 126th Street/GCP Ramp at 34th Avenue, and 126th Street at Roosevelt Avenue would be partially mitigated.
- In the non-game weekday midday peak hour, there would be ~~five~~ eight unmitigatable intersections including Main Street at Northern Boulevard, Main Street at Roosevelt Avenue, Union Street at Roosevelt Avenue, College Point Boulevard at the westbound Northern Boulevard service road, ~~and~~ Boat Basin Road at Stadium Road, 126th Street at 36th Avenue, and 126th Street at 37th Avenue, and ~~seven~~ eight intersections including the Northern Boulevard intersections at 126th Street, Prince Street, Union Street and at Parsons Boulevard, 126th Street/GCP ramp at 34th Avenue, 126th Street at Roosevelt Avenue, College Point Boulevard at Roosevelt Avenue, and 108th Street at Roosevelt Avenue would be partially mitigated.
- In the non-game weekday PM peak hour, there would be six unmitigatable intersections including 108th Street at Astoria Boulevard, Main Street at Northern Boulevard, 111th Street at Roosevelt Avenue, ~~Main Street at Roosevelt Avenue~~, Union Street at Roosevelt Avenue, ~~and~~ Boat Basin Road at Stadium Road, ~~and~~ 126th Street at 36th Avenue, and ~~seven~~ nine intersections including the Northern Boulevard intersections at 126th Street, Prince Street, Union Street, and Parsons Boulevard, 126th Street/GCP ramp at 34th Avenue, and the intersections of Roosevelt Avenue at 108th Street, 126th Street, ~~and~~ College Point Boulevard, ~~and~~ Main Street would be partially mitigated.
- In the non-game Saturday midday peak hour, there would be seven unmitigatable intersections including 108th Street at Astoria Boulevard, Main Street at Northern Boulevard, the intersections of Roosevelt Avenue at 111th Street, Union Street, and Parsons Boulevard, College Point Boulevard at the westbound Northern Boulevard service road, and Boat Basin Road at Stadium Road, and ~~eight~~ nine intersections including the Northern Boulevard intersections at 108th Street, 126th Street, Prince Street, and Union Street, 126th

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Street/GCP ramp at 34th Avenue, and the intersections of Roosevelt Avenue at 108th Street, 126th Street, College Point Boulevard, and Main Street would be partially mitigated.

- In the weekday pre-game peak hour, there would be ~~five~~ six unmitigatable intersections including 108th Street at Astoria Boulevard, 126th Street at Northern Boulevard, Main Street at Northern Boulevard, 111th Street at Roosevelt Avenue, Union Street at Roosevelt Avenue, and Parsons Boulevard at Roosevelt Avenue, and nine intersections including the Northern Boulevard intersections at Prince Street, Union Street, and Parsons Boulevards, 126th Street/GCP ramp at 34th Avenue, the intersections of Roosevelt Avenue at 114th Street, 126th Street, College Point Boulevard, and Main Street, and Boat Basin Road at Stadium Road would be partially mitigated.
- In the Saturday pre-game peak hour, there would be ~~four~~ seven unmitigatable intersections including 126th Street at Northern Boulevard, Main Street at Northern Boulevard, 111th Street at Roosevelt Avenue, Union Street at Roosevelt Avenue, ~~and~~ College Point Boulevard at the westbound Northern Boulevard service road, 126th Street at 36th Avenue, and 126th Street at 37th Avenue, and ~~eight~~ seven intersections including Northern Boulevard intersections at Prince Street, and Union Street, 126th Street/GCP ramp at 34th Avenue, the intersections of Roosevelt Avenue at 108th Street, 126th Street, and College Point Boulevard, ~~and Main Street~~, and Boat Basin Road at Stadium Road would be partially mitigated.
- In the Saturday post-game peak hour, there would be ~~five~~ seven unmitigatable intersections including Main Street at Northern Boulevard, Prince Street at Northern Boulevard, 111th Street at Roosevelt Avenue, Union Street at Roosevelt Avenue, ~~and~~ Boat Basin Road at Stadium Road, 126th Street at 36th Avenue, and 126th Street at 37th Avenue, and ~~seven~~ nine intersections including Northern Boulevard intersections at 114th Street, 126th Street, and Union Street, 126th Street/GCP ramp at 34th Avenue, the intersections of Roosevelt Avenue at 108th Street, 114th Street, 126th Street, College Point Boulevard, and Main Street would be partially mitigated.
- A summary of the traffic mitigation findings for each analysis location, including the proposed mitigation measures where applicable, is provided below.

### *ASTORIA BOULEVARD*

The analyzed intersection at 108th Street would be significantly impacted during all seven peak hours ~~except the non-game weekday AM peak hour~~. The impacts on the northbound de-facto left turn lane on 108th Street, and on the eastbound Astoria Boulevard approach could not be mitigated during the non-game weekday PM, Saturday midday and weekday pre-game peak hours. Signal timing modifications at this intersection during the above mentioned peak hours would not be possible without creating new significant impacts, and geometric modifications to improve capacity would not be feasible. The expected significant impacts could be fully mitigated during the non-game weekday midday, Saturday pre-game and Saturday post-game by installing “No Standing 11 AM–2 PM Monday–Friday” and “No Standing 3 PM–10 PM Saturday” regulations along the south curb of the eastbound approach for 150 feet from the intersection to allow for an 11-foot-wide daylighted right-turn lane, and by modifying the signal timing plan during the weekend game-day peak hours.

### *NORTHERN BOULEVARD*

All ~~seven~~ eight intersections analyzed along Northern Boulevard would be significantly impacted during all seven peak hours, except the intersection of Northern Boulevard at 126th



Place which would only be impacted during the non-game weekday PM and weekday pre-game peak hours.

*Northern Boulevard at 108th Street*

This intersection would be significantly impacted during all non-game and game day peak hours and would be partially mitigated in the non-game weekday AM peak hour and the Saturday midday peak hour, and fully mitigated during the remaining peak hours by installing “No Standing Anytime” regulations along the east curb and west curb of the northbound and southbound approaches, respectively for 250 feet from the intersection to allow for two moving lanes, restriping the northbound approach of 108th Street from one 22-foot-wide lane to one 11-foot-wide exclusive left-turn lane and one 11-foot-wide shared through-right lane for 175 feet, restriping the southbound approach of 108th Street from one 23-foot-wide lane to one 11-foot-wide exclusive left-turn lane and one 12-foot-wide shared through-right lane for 175 feet. In addition to these measures, other measures would be required including modifying the signal timing plan in all peak hours except during the non-game weekday PM and weekday pre-game peak hours, and prohibiting parking between 10 AM–9 PM along the north and south curbs of the westbound and eastbound approaches, respectively for 150 feet from the intersection to allow for a 10-foot-wide daylighted right-turn lane in all peak hours except during the non-game weekday AM peak hour.

*Northern Boulevard at 114th Street*

This intersection would be significantly impacted during all seven peak hours and could not be fully mitigated by applying traditional mitigation measures. Therefore, additional mitigation measures would be required, which would partially mitigate the significant impacts during the Saturday post-game peak hour and fully mitigate significant impacts in the remaining peak hours by prohibiting left turns from westbound Northern Boulevard and diverting them to southbound 114th Street to allow for three exclusive through lanes along westbound Northern Boulevard. Additional mitigation would include prohibiting parking along the ~~west~~ east side of southbound 114th Street and restriping the approach for two 11-foot-wide moving lanes, restriping the southbound 114th Street receiving lanes as two 11-foot-wide moving lanes with parking on both sides, and modifying the signal phasing and timing plan.

*Northern Boulevard at 126th Street*

This intersection would be significantly impacted during all seven peak hours. Significant adverse impacts are expected on the northbound 126th Street approach, on eastbound Northern Boulevard, on the eastbound Grand Central Parkway ramp, and on westbound Northern Boulevard (leading to the intersection from the Van Wyck and Whitestone Expressway off-ramps). None of the significant impacts expected during the seven peak hours could be mitigated by applying traditional mitigation measures. As noted previously for Phases 1A and 1B, this intersection is the convergence point of Northern Boulevard, 126th Street, and two highway exit ramps carrying significant project-generated traffic volumes, and consistently long queues are experienced on the westbound approach, especially the lane adjacent to the north curb. Therefore, to ~~fully~~ partially mitigate the significant impacts during ~~all~~ five of the seven peak hours, this intersection would require the same cost intensive mitigation measures identified for Phases 1A and 1B. Significant impacts during the weekday and Saturday pre-game peak hours would be unmitigated.

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### *Northern Boulevard at 126th Place*

Significant impacts are expected during the non-game weekday PM and weekday pre-game peak hours. These impacts could be fully mitigated by installing a traffic signal with a 120 second cycle.

### *Northern Boulevard at Prince Street*

This intersection would have significant adverse impacts during all seven peak hours, which would be unmitigatable in the non-game weekday AM peak hour and the Saturday post-game peak hour, and partially mitigated in the remaining peak hours by using the same measures described for Phase 1B.

### *Northern Boulevard at Main Street*

None of the significant impacts expected during all seven peak hours could be mitigated.

### *Northern Boulevard at Union Street*

This intersection would be significantly impacted during all seven peak hours with significant impacts expected on both Northern Boulevard approaches, which would be unmitigatable in the non-game weekday AM peak hour, and could be partially mitigated in the remaining six peak hours by installing “No Standing 7 AM–10 PM” regulations along the north curb of the westbound Northern Boulevard approach 200 feet from the intersection to allow for one 10-foot-wide daylighted shared through-right lane. During the Saturday post-game peak hour, signal timing modifications would also be required to partially mitigate the significant impacts.

### *Northern Boulevard at Parsons Boulevard*

Significant adverse impacts are expected during all seven peak hours and would be partially mitigated in the non-game weekday AM, midday, PM and weekday pre-game peak hours, and fully mitigated during the remaining three peak hours by installing “No Standing Anytime” regulations along the south side of eastbound Northern Boulevard for 200 feet from the intersection, north side of westbound Northern Boulevard for 150 feet from the intersection, and west side of southbound Parsons Boulevard for 150 feet from the intersection to allow for a 10-foot-wide daylighted right-turn lane on each approach, and signal timing adjustments during all seven peak hours except the non-game weekday midday peak hour. These are the same measures described for Phase 1B.

### *34TH AVENUE*

The intersection of 34th Avenue at 126th Street (and the Grand Central Parkway and eastbound Northern Boulevard ramps) would be significantly impacted during all seven peak hours since the intersection would be a key gateway to the District. The other intersection, 34th Avenue at 114th Street, would be significantly impacted during all seven peak hours except the non-game weekday AM peak hour.

### *34th Avenue at 114th Street*

Significant impacts are expected during all seven peak hours except the non-game weekday AM peak hour and could be fully mitigated by modifying the signal timing plan.

### *34th Avenue at 126th Street*

Significant impacts are expected during all seven analysis peak hours. As noted previously, this is a key entrance point to the District; this intersection would carry significant volumes of

project generated traffic. Its geometric complexity, with approaches from two exit ramps in addition to the 126th Street northbound and 34th Avenue eastbound and westbound approaches, limits traditional capacity improvement options, and would require the same cost intensive mitigation measures described for Phases 1A and 1B. The above mentioned mitigation measures would ~~fully mitigate significant impacts during the non game weekday AM peak hour, and would partially mitigate significant impacts in the remaining all seven~~ peak hours.

#### *ROOSEVELT AVENUE*

All nine intersections would be significantly impacted during all seven peak hours, except for the intersection at Prince Street during the non-game ~~weekday~~ Saturday midday and Saturday pre-game and post-game peak hours, ~~the intersection at Main Street during the non game weekday PM peak hour, and the intersection at Parsons Boulevard during the Saturday midday, weekday pre-game, and the Saturday pre-game peak hours.~~ In each time period, the intersection of Roosevelt Avenue at Union Street would be unmitigatable. Limited mitigation options for the Roosevelt Avenue corridor would be possible, due in part to limited space for travel lanes and critical curbside activities, including bus stops, bus layover, and truck loading/unloading, and columns supporting the No. 7 subway line.

#### *Roosevelt Avenue at 108th Street*

Significant impacts would occur in all seven peak hours and could be fully mitigated in the non-game weekday AM and weekday pre-game peak hours, and partially mitigated in the remaining peak hours by installing “No Standing Anytime” regulations along the east curb of the northbound 108th Street approach 150 feet from the intersection to allow for one 11-foot-wide left-through lane and one 11-foot-wide right-turn lane, and installing “No Standing Anytime” regulations along the west curb of the southbound 108th Street approach 150 feet from the intersection to allow for one 11-foot-wide left-through lane and one 11-foot-wide right-turn lane.

#### *Roosevelt Avenue at 111th Street*

Significant impacts would occur in all seven peak hours and could be fully mitigated in the non-game weekday AM and midday peak hours by installing “No Standing 7 AM–4 PM Monday–Friday” regulations along the north curb of the westbound Roosevelt Avenue approach 100 feet from the intersection to allow for one 11-foot-wide left-through lane and one 10-foot-wide daylighted right-turn lane. None of the significant impacts in the remaining peak hours could be mitigated.

#### *Roosevelt Avenue at 114th Street*

Significant impacts would occur in all seven peak hours. These impacts could be partially mitigated in the weekday pre-game and Saturday post-game peak hours, and fully mitigated in the remaining ~~six~~ five peak hours by using the same measures described for Phase 1B and replacing the “No Standing 3 PM–7 PM” regulations proposed in Phase 1B along the west curb of the southbound 114th Street approach 150 feet from the intersection with “No Standing 4 PM–7PM Monday-Friday” and “No Standing 1PM–9PM Saturday” regulations along the west curb of the southbound 114th Street approach 150 feet from the intersection.

#### *Roosevelt Avenue at 126th Street*

Significant impacts would occur in all seven peak hours and would be partially mitigated by reconfiguring all approaches to the intersection. The northbound 126th Street approach would have one 10-foot-wide exclusive left-turn lane and two 10-foot-wide travel lanes. The centerline of the southbound 126th Street approach would be shifted nine feet to the east and the approach

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would be restriped from one 11-foot-wide and one 12-foot-wide travel lane to one 11-foot-wide exclusive left-turn lane, one 10-foot-wide through lane, and one 11-foot-wide exclusive right-turn lane for 250 feet. The centerline of the eastbound Roosevelt Avenue approach would be shifted one foot to the north and the approach would be restriped from one 10-foot-wide and 11-foot-wide travel lane to two 11-foot-wide travel lanes. The centerline of the westbound Roosevelt Avenue approach would be shifted one foot to the south and the approach would be restriped from one 11-foot-wide and 10-foot-wide travel lane to two 11-foot-wide travel lanes. In addition, the signal phasing and timing plan would be modified.

### *Roosevelt Avenue at College Point Boulevard*

Significant impacts would occur in all seven peak hours. These impacts could be fully mitigated during the non-game weekday AM peak hour and partially mitigated in the remaining six peak hours by using the same measures described for Phase 1A.

### *Roosevelt Avenue at Prince Street*

This intersection would be significantly impacted during all seven peak hours except during the non-game ~~weekday~~ Saturday midday, Saturday pre-game, and Saturday post-game peak hours and could be fully mitigated during the weekday non-game AM and PM and weekday pre-game PM peaks hours by ~~shifting the center line of the eastbound Roosevelt Avenue approach six feet to the north, restriping the eastbound Roosevelt Avenue approach from one 11-foot wide travel lane and one 19-foot wide travel lane with parking to one 11-foot wide exclusive left-turn lane, one 11-foot wide travel lane, one six-foot hatched buffer, and one 8-foot parking lane for 250 feet, restriping the westbound Roosevelt Avenue receiving side from one 9-foot wide travel lane and one 19-foot wide travel lane to two 11-foot wide travel lanes for 250 feet, installing “No Standing 7 AM–10 AM 4 PM Monday–Friday” regulations on the north curb of the westbound approach 175 feet from the stop bar to allow for an 11-foot wide daylighted right-turn pocket during the non-game weekday AM and midday peak hours, and modifying the signal phasing and timing plan.~~ Significant impacts during the non-game weekday midday peak hour would be unmitigatable.

### *Roosevelt Avenue at Main Street*

This intersection would be significantly impacted during all seven peak hours. Significant impacts could be fully mitigated in the non-game weekday AM and Saturday pre-game peak hours, and partially mitigated in the remaining peak hours (except during the non-game weekday midday ~~and PM~~ peak hours when it would be unmitigatable) by modifying the signal timing plan.

### *Roosevelt Avenue at Union Street*

None of the significant impacts expected during all seven peak hours could be mitigated.

### *Roosevelt Avenue at Parsons Boulevard*

Significant impacts are expected during the non-game weekday AM, midday, PM, and Saturday midday, and the weekday pre-game and weekend post-game peak hours. These impacts could be fully mitigated during the non-game weekday AM, midday, and PM, and the Saturday pre-game and Saturday post-game peak hours by modifying the signal timing plan, installing “No Standing 7 AM–10 AM and 4 PM–7 PM, Monday–Friday” and “No Standing 10 AM–9 PM Saturday” regulations on the northbound approach 75 feet from the intersection to allow for a 10-foot-wide daylighted right-turn lane. Significant impacts during the non-game Saturday midday and weekday pre-game peak hours would be unmitigatable.

*SANFORD AVENUE*

Parsons Boulevard at Sanford Avenue would be significantly impacted during all ~~seven~~ peak hours except during the Saturday pre-game peak hour, and College Point Boulevard at Sanford Avenue would be significantly impacted during the non-game weekday PM and the Saturday midday peak hours.

*Sanford Avenue at College Point Boulevard*

Upgrading to a computerized signal controller, modifying signal timings, and installing “No Standing 4 PM–7 PM, Monday-Friday” regulations on the southbound approach 75 feet from the intersection to allow for a 10-foot-wide daylighted right-turn lane would fully mitigate significant impacts during the non-game weekday PM and the Saturday midday peak hours.

*Sanford Avenue at Union Street*

Significant impacts are not expected during any of the analysis peak hours.

*Sanford Avenue at Parsons Boulevard*

Significant impacts are expected during all seven peak hours. Modifying signal timings, shifting the northbound centerline one foot to the west to allow for a 20-foot-wide northbound approach, installing “No Standing Anytime” regulations on the northbound approach 75 feet from the stop bar to allow for one 10-foot-wide left-through lane and one 10-foot-wide daylighted right-turn pocket, installing “No Standing 10 AM–9 PM” regulations on the southbound approach 75 feet from the stop bar to allow for a 10-foot-wide daylighted right-turn lane in all peak hours except the non-game weekday AM peak hour, and installing “No Standing 10 AM–4 PM” regulations on the westbound approach 100 feet from the stop bar to allow for a 10-foot-wide daylighted right-turn lane would fully mitigate the significant impacts expected during all seven peak hours.

*OTHER STUDY AREA LOCATIONS*

*Kissena Boulevard at Main Street*

Modifying signal timings would fully mitigate significant impacts during the non-game weekday midday, Saturday midday, and weekend pre-game peak hours.

*32nd Avenue at College Point Boulevard*

Significant impacts are not expected during any of the analysis peak hours.

*World's Fair Marina at Boat Basin Road*

Significant impacts would occur in all seven peak hours. Significant impacts at this currently unsignalized intersection could be fully mitigated by using the same measures described for Phase 1A.

*Northern Boulevard Service Road at College Point Boulevard*

Modifying signal timings would fully mitigate the significant impacts expected during the non-game weekday PM and weekday pre-game peak hours. Significant impacts are not expected during the Saturday post-game peak hour. None of the significant impacts in the remaining peak hours could be mitigated.

*Boat Basin Road at Stadium Road*

Significant impacts are expected in all seven peak hours and could be fully mitigated during the non-game weekday AM peak hour, and partially mitigated during the weekday pre-game and Saturday pre-game peak hours by installing an actuated signal controller and by modifying the

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signal phasing and timing plan. None of the significant impacts expected during the non-game weekday midday, PM and Saturday midday, and Saturday post-game peak hours could be mitigated.

### *Stadium Road at the Grand Central Parkway Ramp*

Significant adverse impacts are expected during all peak hours except the non-game weekday AM peak hour, and could be fully mitigated by the same measures described for Phase 1A. The new westbound approach exiting the Willets West Center would continue to operate at unacceptable LOS D, LOS E, or LOS F during all peak hours except the non-game weekday AM peak hour.

### *Willets Point Boulevard at Northern Boulevard*

Significant impacts are expected during all peak hours except the non-game weekday AM peak hour, and could be fully mitigated by installing a traffic signal with a 60 second cycle length, and channelizing the eastbound right-turn traffic and channelizing the eastbound through traffic and the northbound right-turn traffic on the receiving side to allow for concurrent traffic flow.

### *126th Street at New Willets Point Boulevard*

Significant impacts are not expected during any of the analysis peak hours.

### *CitiField/Lot B at Roosevelt Avenue*

Significant impacts are not expected during any of the analysis peak hours.

~~In addition to the study locations analyzed and reported above, the intersections of 126th Street at 36th Avenue, 126th Street at 37th Avenue, and Northern Boulevard at 126th Place are expected to carry a significant amount of project-generated trips in Phase 2. These three intersections were not analyzed for this Draft SEIS since the majority of project-generated trips from the District were assigned to the adjacent analyzed intersections. Since impacts have been identified for these adjacent intersections, the three intersections listed above will be analyzed for the Final SEIS to determine if they would similarly experience significant adverse impacts. If they are found to be significantly impacted under the With Action condition, mitigation measures such as those typically implemented by NYCDOT would be further explored to address the impacts, or if no practicable mitigation measures can be identified, the impacts would be disclosed as being unmitigatable.~~

### *126th Street at 36th Avenue*

Significant impacts are expected during all seven peak hours and would be fully mitigated during the non-game weekday AM and Saturday midday peak hours and during the weekday pre-game peaks hour. Mitigation measures include restriping the westbound approach as one 10-foot-wide left-turn lane and one 10-foot-wide right-turn lane. Significant impacts during the remaining four peak hours would be unmitigatable.

### *126th Street at 37th Avenue*

Significant impacts are expected during all seven peak hours except the non-game weekday AM and Saturday midday peak hours and would be fully mitigated during the non-game weekday PM and weekday pre-game peak hours. Mitigation measures include restriping the westbound approach as one 10-foot-wide left-turn lane and one 10-foot-wide right-turn lane. Significant impacts during the remaining three peak hours would be unmitigatable.

## HIGHWAY MITIGATION

As discussed in Chapter 14, “Transportation,” the proposed project would result in significant adverse highway impacts at a number of ramps and mainlines within the study area. The detailed traffic simulation analyses show that some of these highway impacts are a result of the extension of congestion or spillback from the surrounding local network intersections which affect highway conditions. This chapter discusses mitigation measures that are aimed at improving the system-wide operation of the roadway network including its highways and local street intersections. In some instances, the proposed mitigation measures may slightly or moderately impact new locations while improving system-wide conditions. One reason for this is that some highway elements that experience lower traffic volumes due to upstream “metering” under future conditions with the proposed project may experience higher volumes with the mitigation measures in place. It is important to note that with the proposed highway and local street mitigation measures, the overall operation of the highway system would improve significantly compared to the With Action condition. Highway mitigation measures and nearby local street intersection mitigation measures that would also improve highway conditions are described below. The need for these measures has also been discussed earlier in this chapter for specific intersections under “Traffic-Phase 1A (2018),” “Traffic-Phase 1B (2028),” and “Traffic-Phase 2 (2032).” Each of these measures is assumed to be in place for all three phases of development. ~~If the mitigation measures outlined below are not implemented, it is expected that significant adverse impacts previously identified in Chapter 14, “Transportation,” would remain unmitigated or partially mitigated, including but not necessarily limited to the westbound Grand Central Parkway (the east side, between Roosevelt Avenue and the LIE), the southbound Whitestone Expressway mainline between Northern Boulevard and Linden Place, the ramp from the southbound Whitestone Expressway to westbound Northern Boulevard, the ramp from the westbound Grand Central Parkway toward Stadium Road and the northbound Whitestone Expressway, and the ramp from eastbound Astoria Boulevard and the Grand Central Parkway to the northbound Whitestone Expressway and eastbound Northern Boulevard.~~

- Grand Central Parkway (GCP) Exit Ramp at West Park Loop/Stadium Road: Widen the Grand Central Parkway off-ramp to West Park Loop/Stadium Road from a single lane to two exit lanes. At the exit ramp’s intersection with West Park Loop/Stadium Road, provide three lanes—one left-turn lane, one through lane, and one channelized right-turn lane. Also, reconfigure the southbound Stadium Road approach to provide a southbound left-turn lane in the roadway median, and install a traffic signal at this currently unsignalized intersection. These measures would help prevent spillback of traffic onto the westbound GCP mainline.
- ~~126th Street/GCP Exit Ramp/34th Avenue: Close the existing ramp from Grand Central Parkway /Astoria Boulevard to 126th Street and combine it with the existing ramp from eastbound Northern Boulevard to 126th Street, and stripe the proposed combined ramp as one shared left through lane, one exclusive through lane, and one exclusive right turn lane. Install a new traffic signal at the new intersection of the eastbound Northern Boulevard ramp to 126th Street at its intersection with the GCP/Astoria Boulevard. This new traffic signal would be coordinated with the upstream signals at Northern Boulevard at 126th Street and 34th Avenue at Shea Road. The GCP/Astoria Boulevard ramp would be striped as two through lanes to eastbound Northern Boulevard and one exclusive right turn lane to the Willets Point District. Close the existing slip ramp from eastbound Northern Boulevard to 126th Street and divert traffic to 126th Place, stripe the proposed widened GCP/Astoria Boulevard ramp as one 11-foot-wide left-turn lane and two 11-foot-wide through lanes. Construct a channelized right-turn from the GCP/Astoria Boulevard ramp to westbound~~

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Shea Road, widen the westbound 34th Avenue approach to two 11-foot-wide travel lanes and two 11-foot-wide receiving lanes, restripe the northbound 126th Street approach from two 11-foot-wide travel lanes, one 12-foot-wide travel lanes and one 7-foot-wide hatched median to one 12-foot-wide exclusive left-turn lane, two 12-foot-wide travel lanes, and one 5-foot-wide Class II bicycle lane, and modify the existing signal timing plan. These measures would improve the efficiency of the signal operation and capacity of the intersection, and would reduce queuing and spillback onto upstream intersections and significantly improve the levels of services at the ramp from eastbound Astoria Boulevard and the GCP to the northbound Whitestone Expressway/eastbound Northern Boulevard.

- Northern Boulevard at 126th Street: ~~Install quick-curb channelization (i.e., plastic reflective pylons used for channelizing traffic)~~ Jersey barriers on the westbound Northern Boulevard approach to this intersection, between the right-most lane and the center lane to allow westbound Northern Boulevard traffic (originating from the Van Wyck and Whitestone Expressways) to have uninterrupted flow through the intersection; also, installing louvers (used on traffic signals to avoid confusion on two closely spaced intersection approaches where approaching motorists may be able to see the signal indication for another approach) would be beneficial along the westbound approach. Widen the eastbound Northern Boulevard approach from two 12-foot-wide lanes to three 10-foot-wide lanes and prohibit pedestrian crossing in the east crosswalk. At this intersection, uninterrupted flow of traffic from the Van Wyck and Whitestone Expressway ramps would significantly reduce the queuing of traffic back onto the two highway ramps and potentially the highway mainlines, which currently occurs at times during pre-game peak hours. In addition, modification of the existing signal timing and coordination with the northbound 126th Street approach would be required.
- World's Fair Marina at Boat Basin Road: Install a new traffic signal and implement a new signal timing plan; and restripe the northbound Boat Basin Road and westbound World's Fair Marina approaches. These measures would reduce queuing and spillback onto westbound Northern Boulevard.
- Boat Basin Road at Stadium Road: Install an actuated signal controller and modify the signal phasing and timing plan. These measures would reduce queuing and spillback onto westbound Northern Boulevard.
- Northern Boulevard at 114th Street: Prohibit left turns from westbound Northern Boulevard onto southbound 114th Street to allow for three exclusive through lanes along westbound Northern Boulevard. Westbound left turns would travel through the intersection and make right turns onto northbound 112th Place and then make another right turn onto southbound 114th Street. ~~Prohibit parking along the east side of~~ Restripe the southbound 114th Street approach and re-stripe the approach to provide shared left-through and shared through-right lanes. Modify the existing signal timing plan. These measures would help prevent spillback of westbound Northern Boulevard traffic onto the westbound Grand Central Parkway mainline.

The mitigation measures identified above for the intersections of World's Fair Marina at Boat Basin Road, Boat Basin Road at Stadium Road, and Northern Boulevard at 114th Street have been reviewed and approved by NYCDOT. NYCDOT reviewed and concurs with the operational analysis that was undertaken for the ~~The improvements identified above~~ for the intersections at the Grand Central Parkway westbound exit ramp at West Park Loop/Stadium Road, the intersection of 126th Street/GCP Exit Ramp/34th Avenue, and the intersection of



Northern Boulevard and 126th Street; NYCDOT has given approval for those measures within its jurisdiction (i.e., installation of a traffic signal at the intersection of West Park Loop/Stadium Road), are measures that may call for detailed review by both NYCDOT and NYSDOT and which Final design for construction of those measures which do not fall under the jurisdiction of NYCDOT will be further reviewed by NYSDOT closer to the time of construction. These measures represent preferred improvements that would benefit the overall traffic network. As discussed above, if these mitigation measures are modified or rejected by NYSDOT—the review agencies, significant adverse impacts identified above would may be unmitigated. Additional evaluations may be needed for the Final SEIS and could identify alternative measures that are deemed preferable to those identified above, in which case additional detailed simulation analyses may determine that projected conditions are better than those depicted in the Draft SEIS, or which could identify some deterioration in conditions and potential for previously identified significant adverse impacts that would be unmitigated or partially mitigated.

#### *HIGHWAY MITIGATION—PHASE 1A (2018)*

##### *Non-Game Day*

Resulting highway traffic densities, speeds, and levels of service are detailed in tables at the back of this chapter. In Phase 1A, implementing the mitigation measures at the key locations mentioned above would mitigate all significant impacts during all time periods except the weekday PM and Saturday midday peak hours.

During the non-game weekday AM peak hour, three locations that would be significantly impacted by the proposed project would be fully mitigated.

During the non-game weekday midday peak hour, two four locations that would be significantly impacted would be fully mitigated.

During the non-game weekday PM peak hour, four locations that would be significantly impacted would be fully mitigated and one location would remain unmitigatable—the southbound Van Wyck Expressway mainline (between Roosevelt Avenue and the LIE).

During the Saturday midday peak hour, of the five six locations that would be significantly impacted, two three locations would be fully mitigated and three locations would remain unmitigatable (although vastly improved from With Action conditions) including the westbound Grand Central Parkway mainline (the east side, between Roosevelt Avenue and the LIE), the westbound Grand Central Parkway mainline (the west side, between Roosevelt Avenue and the LIE), and the ramp from the southbound Whitestone Expressway to westbound Northern Boulevard (which would be vastly improved from With Action conditions).

##### *Game Day*

Resulting highway traffic densities, speeds, and levels of service are detailed in tables at the back of this chapter. In Phase 1A, implementing the mitigation measures at the key locations mentioned above would mitigate all significant impacts during all time periods except for the following peak hours and locations discussed below.

During the weekday pre-game peak hour, of the five locations that would be significantly impacted, one four locations that would be significantly impacted by the proposed project would be fully mitigated. would be fully mitigated and one location would remain unmitigatable—the southbound Whitestone Expressway mainline between Northern Boulevard and Linden Place.

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During the weekend pre-game peak hour, of the two ~~five~~ locations that would be significantly impacted, one ~~three~~ locations would be fully mitigated and the other ~~two~~ locations would remain unmitigatable (~~one of which would be~~ although vastly improved from With Action conditions) including ~~the southbound Whitestone Expressway mainline between Northern Boulevard and Linden Place, and the ramp from the southbound Whitestone Expressway to westbound Northern Boulevard.~~ However, due to the proposed measures, one new location would be slightly impacted ~~the eastbound Grand Central Parkway mainline between Roosevelt Avenue and the LIE.~~

During the weekend post-game peak hour, of the three locations that would be significantly impacted, one location would be fully mitigated and two locations would remain unmitigatable including the ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway, and the ramp from eastbound Astoria Boulevard/Grand Central Parkway to the northbound Whitestone Expressway/eastbound Northern Boulevard (which would be vastly improved from With Action conditions).

### *HIGHWAY MITIGATION—PHASE 1B (2028)*

#### *Non-Game Day*

Resulting highway traffic densities, speeds, and levels of service are detailed in tables at the back of this chapter. In Phase 1B, implementing the mitigation measures at the key locations mentioned above, would mitigate all significant impacts during all time periods except for the following peak hours and locations discussed below.

During the non-game weekday AM peak hour, of the six ~~seven~~ locations that would be significantly impacted, four ~~three~~ locations would be fully mitigated and two ~~four~~ locations would remain unmitigatable (~~one of which would be~~ vastly improved) including the northbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE, ~~the southbound Whitestone Expressway mainline between Northern Boulevard and Linden Place, and the ramp from the northbound Van Wyck Expressway to westbound Northern Boulevard.~~ and the ramp from the southbound Whitestone Expressway to westbound Northern Boulevard. However, due to the proposed mitigation measures, one new location would be slightly impacted ~~the eastbound Grand Central Parkway mainline between Roosevelt Avenue and the LIE.~~

During the non-game weekday midday peak hour, of the eight locations that would be significantly impacted, five ~~four~~ locations would be fully mitigated and three ~~four~~ locations would remain unmitigatable (~~all~~ one of which would be vastly improved) including the northbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE, the southbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE, the ramp from eastbound Astoria Boulevard/Grand Central Parkway to the northbound Whitestone Expressway/eastbound Northern Boulevard, the ramp from the westbound Grand Central Parkway toward Stadium Road and the northbound Whitestone Expressway, and the ramp from the southbound Whitestone Expressway to westbound Northern Boulevard. However, due to the proposed mitigation measures, one ~~two~~ new locations would be slightly impacted - ~~including the eastbound Grand Central Parkway mainline between Roosevelt Avenue and the LIE, and the southbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE.~~

During the non-game weekday PM peak hour, of the nine locations that would be significantly impacted, three ~~six~~ locations would be fully mitigated and six ~~three~~ locations would remain unmitigatable including the westbound Grand Central Parkway mainline (the west side, between Roosevelt Avenue and the LIE), the southbound Van Wyck Expressway mainline between

Roosevelt Avenue and the LIE, the northbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE, the ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway, the ramp from eastbound Astoria Boulevard/Grand Central Parkway to the northbound Whitestone Expressway/eastbound Northern Boulevard, and the ramp from the southbound Whitestone Expressway to westbound Northern Boulevard (which would be vastly improved from With Action conditions).

~~However, due to the proposed mitigation measures, one new location would be slightly impacted (the southbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE) and one new location would be more heavily impacted (the ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway).~~

During the Saturday midday peak hour, of the nine ~~10~~ locations that would be significantly impacted, three ~~four~~ locations would be fully mitigated and six locations would remain unmitigatable (three ~~five~~ of which would be vastly improved) including the westbound Grand Central Parkway mainline (the east side, between Roosevelt Avenue and the LIE), the westbound Grand Central Parkway mainline (the west side, between Roosevelt Avenue and the LIE), the northbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE, the ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway, the ramp from eastbound Astoria Boulevard/Grand Central Parkway to the northbound Whitestone Expressway/eastbound Northern Boulevard, and the ramp from the southbound Whitestone Expressway to westbound Northern Boulevard. However, due to the proposed mitigation measures, one new location would be slightly impacted (the southbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE).

#### *Game Day*

Resulting highway traffic densities, speeds, and levels of service are detailed in tables at the back of this chapter. In Phase 1B, implementing the mitigation measures at the key locations mentioned above, would mitigate all significant impacts during all time periods except for the ~~following~~ peak hours and locations discussed below.

During the weekday pre-game peak hour, of the three locations that would be significantly impacted, one ~~two~~ locations would be fully mitigated and two ~~one~~ locations would remain unmitigatable—the northbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE and the southbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE. However, due to the proposed mitigation measures, one ~~two~~ new locations would be slightly impacted including the eastbound Grand Central Parkway mainline between Roosevelt Avenue and the LIE, and — the southbound Whitestone Expressway mainline between Northern Boulevard and Linden Place.

During the weekend pre-game peak hour, ~~of the~~ all seven ~~nine~~ locations that would be significantly impacted, ~~five~~ locations would be fully mitigated and ~~all seven~~ four locations would remain unmitigatable (all of which would be vastly improved) including the westbound Grand Central Parkway mainline (the east side, between Roosevelt Avenue and the LIE), the northbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE, the southbound Whitestone Expressway mainline between Northern Boulevard and Linden Place, the ramp from the northbound Van Wyck Expressway to eastbound Northern Boulevard, the ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway, the ramp from westbound Grand Central Parkway toward Stadium Road and northbound Whitestone Expressway, and the ramp from the southbound Whitestone Expressway to westbound Northern

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Boulevard. However, due to the proposed mitigation measures, one new location would be slightly impacted—the eastbound Grand Central Parkway mainline between Roosevelt Avenue and the LIE.

During the weekend post-game peak hour, of the ~~four~~ six locations that would be significantly impacted, ~~three~~ four locations would be fully mitigated and ~~one~~ two locations would remain unmitigatable — including the northbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE, and the ramp from eastbound Astoria Boulevard/Grand Central Parkway to the northbound Whitestone Expressway/eastbound Northern Boulevard. However, due to the proposed mitigation measures, one new location would be slightly impacted—the ramp from World's Fair Marina / Boat Basin Road to westbound Grand Central Parkway, the northbound Whitestone Expressway to the southbound Van Wyck Expressway.

### *HIGHWAY MITIGATION—PHASE 2 (2032)*

#### *Non-Game Day*

Resulting highway traffic densities, speeds, and levels of service are detailed in tables at the back of this chapter. In Phase 2, implementing the mitigation measures at the key locations mentioned above would mitigate all significant impacts during all time periods except for the following peak hours and locations discussed below.

During the non-game weekday AM peak hour, of the seven locations that would be significantly impacted, two ~~five~~ locations would be fully mitigated and five ~~two~~ locations would remain unmitigatable including the westbound Grand Central Parkway mainline (the west side, between Roosevelt Avenue and the LIE), the northbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE, and the southbound Van Wyck Whitestone Expressway mainline between Northern Boulevard and Linden Place ~~Roosevelt Avenue and the LIE~~, the ramp from the northbound Van Wyck Expressway to westbound Northern Boulevard, and the ramp from the southbound Whitestone Expressway to westbound Northern Boulevard. However, due to the proposed mitigation measures, one new location would be slightly impacted—the southbound Van Wyck Expressway mainline between Roosevelt Avenue and LIE.

During the non-game weekday midday peak hour, of the nine ~~ten~~ locations that would be significantly impacted, four locations would be fully mitigated and five ~~six~~ locations would remain unmitigatable (three ~~two~~ of which would be vastly improved) including ~~the westbound Grand Central Parkway mainline (the east side, between Roosevelt Avenue and the LIE)~~, the northbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE, the southbound Whitestone Expressway mainline between Northern Boulevard and Linden Place, the ramp from the northbound Van Wyck Expressway to west~~east~~bound Northern Boulevard, the ramp from eastbound Astoria Boulevard/Grand Central Parkway to the northbound Whitestone Expressway/eastbound Northern Boulevard, ~~the ramp from the westbound Grand Central Parkway toward Stadium Road and the northbound Whitestone Expressway~~, and the ramp from the southbound Whitestone Expressway to westbound Northern Boulevard. However, due to the proposed mitigation measures, two new locations would be slightly impacted including the southbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE, and the ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway. ~~and one new location would be more heavily impacted including the ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway~~.

During the non-game weekday PM peak hour, of the nine locations that would be significantly impacted, three locations would be fully mitigated and six locations would remain unmitigatable

(two all of which would be vastly improved) including ~~the westbound Grand Central Parkway mainline (the east side, between Roosevelt Avenue and the LIE), the westbound Grand Central Parkway mainline (the west side, between Roosevelt Avenue and the LIE), the northbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE, the southbound Whitestone Expressway mainline between Northern Boulevard and Linden Place, the ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway, the ramp from eastbound Astoria Boulevard/Grand Central Parkway to the northbound Whitestone Expressway/eastbound Northern Boulevard, and the ramp from the southbound Whitestone Expressway to westbound Northern Boulevard.~~ However, due to the proposed mitigation measures, ~~two~~ four new locations would be significantly impacted including the eastbound Grand Central Parkway mainline between Roosevelt Avenue and the LIE, and the ramp from the southbound Whitestone Expressway to the westbound Grand Central Parkway, the northbound Whitestone Expressway mainline between Northern Boulevard and Linden Place, the ramp from World's Fair Marina/Boat Basin Road to the westbound Grand Central Parkway, and the ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway.

During the Saturday midday peak hour, of the 10 locations that would be significantly impacted, two locations would be fully mitigated and eight locations would remain unmitigatable (three of which would be vastly improved) including the westbound Grand Central Parkway mainline (the east side, between Roosevelt Avenue and the LIE), the westbound Grand Central Parkway mainline (the west side, between Roosevelt Avenue and the LIE), the northbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE, the southbound Whitestone Expressway mainline between Northern Boulevard and Linden Place, the ramp from the northbound Van Wyck Expressway to eastbound Northern Boulevard, the ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway, the ramp from eastbound Astoria Boulevard/Grand Central Parkway to the northbound Whitestone Expressway/eastbound Northern Boulevard, and the ramp from the southbound Whitestone Expressway to westbound Northern Boulevard. ~~However, due to the proposed mitigation measures, one new location would be slightly impacted the northbound Whitestone Expressway mainline between Northern Boulevard and Linden Place.~~

#### *Game Day*

Resulting highway traffic densities, speeds, and levels of service are detailed in tables at the back of this chapter. In Phase 2, implementing the mitigation measures at the key locations mentioned above would mitigate all significant impacts during all time periods except for the following peak hours and locations discussed below.

During the weekday pre-game peak hour, of the ~~six~~ eight locations that would be significantly impacted, ~~one~~ five locations would be fully mitigated and ~~five~~ three locations would remain unmitigatable including the westbound Grand Central Parkway mainline (the east side, between Roosevelt Avenue and the LIE), the westbound Grand Central Parkway mainline (the west side, between Roosevelt Avenue and the LIE), the northbound Van Wyck Expressway mainline between Roosevelt Avenue and LIE, the southbound Whitestone Expressway mainline between Northern Boulevard and Linden Place, and the ramp from the northbound Van Wyck Expressway to eastbound Northern Boulevard.

During the weekend pre-game peak hour, of the ~~six~~ ten locations that would be significantly impacted, ~~two~~ four locations would be fully mitigated and ~~four~~ six locations would remain unmitigatable including the northbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE, ~~the southbound Whitestone Expressway mainline between Northern~~

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~~Boulevard and Linden Place, the ramp from the northbound Van Wyck Expressway to eastbound Northern Boulevard, the ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway, the ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway, and the ramp from westbound Grand Central Parkway toward Stadium Road and northbound Whitestone Expressway. the ramp from the southbound Whitestone Expressway to westbound Northern Boulevard.~~ However, due to the proposed mitigation measures, ~~two one~~ two new locations would be slightly impacted—the eastbound Grand Central Parkway mainline between Roosevelt Avenue and the LIE and the westbound Grand Central Parkway mainline (the east side, between Roosevelt Avenue and the LIE).

During the weekend post-game peak hour, of the ~~eight nine~~ eight locations that would be significantly impacted, four locations would be fully mitigated and ~~four five~~ four locations would remain unmitigatable (two of which would be vastly improved) including the westbound Grand Central Parkway mainline (the east side, between Roosevelt Avenue and the LIE), the westbound Grand Central Parkway mainline (the west side, between Roosevelt Avenue and the LIE), the northbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE, the ramp from the northbound Van Wyck Expressway to eastbound Northern Boulevard, and the ramp from eastbound Astoria Boulevard/Grand Central Parkway to the northbound Whitestone Expressway/eastbound Northern Boulevard., and the ramp from the westbound Grand Central Parkway toward Stadium Road and the northbound Whitestone Expressway, and the ramp from the southbound Whitestone Expressway to westbound Northern Boulevard. However, due to the proposed mitigation measures, ~~three two~~ three new locations would be significantly impacted including the northbound Whitestone Expressway mainline between Northern Boulevard and Linden Place, the ramp from World's Fair Marina/Boat Basin Road to the westbound Grand Central Parkway, and the ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway.

### IMPLEMENTATION

Each of the intersection traffic capacity improvements described in this chapter ~~will require~~ has received approval from various divisions of the New York City Department of Transportation (NYCDOT) such as Highway Design, Signals, and ~~possibly~~ others. Overall, these intersection traffic improvements—including signal phasing and timing changes, traffic signal installations, lane additions, lane re-striping, geometric improvements, channelization improvements and parking prohibitions—fall within the range of typical measures employed by NYCDOT in improving traffic conditions in New York City.

Each of the highway network-related improvements described in this chapter beyond the operational improvements which are under NYCDOT jurisdiction would require a collaborative review process between NYCDOT and the New York State Department of Transportation (NYSDOT), and where appropriate, the New York City Department of Parks and Recreation (NYCDPR) closer to the time of construction when the design of those measures is finalized.

With the implementation of the traffic mitigation measures described above, during Phase 1A, new parking prohibitions would result in the removal of approximately ~~60~~ 66 parking or “standing” spaces during various times of the day and days of the week, including 20 parking meters. Northern Boulevard would lose 14 parking meters near Parsons Boulevard and ~~Prince~~ Union Street; Roosevelt Avenue would lose five spaces (including two parking meters) at 111th Street; 108th Street would lose about 20 spaces near Northern Boulevard and Roosevelt Avenue; 114th Street would lose about ~~seven~~ nine spaces near Northern Boulevard and

Roosevelt Avenue; College Point Boulevard would lose 11 spaces near Roosevelt Avenue; and Parsons Boulevard would lose three spaces near Roosevelt Avenue.

During Phase 1B, new parking prohibitions would result in the removal of approximately ~~94~~ 87 parking or “standing” spaces during various times of the day and days of the week, including 24 parking meters. Astoria Boulevard would lose two parking spaces near 108th Street; Northern Boulevard would lose 24 parking spaces (including 18 parking meters) near Parsons Boulevard, 108th Street, Prince Street, and Union Street; Roosevelt Avenue would lose ~~44~~ 7 spaces (including two parking meters) at 111th Street and ~~Prince~~ 114th Street; 108th Street would lose about 20 spaces near Northern Boulevard and Roosevelt Avenue; 114th Street would lose about ~~seven~~ 13 spaces near Northern Boulevard and Roosevelt Avenue; College Point Boulevard would lose 11 spaces near Roosevelt Avenue; and Parsons Boulevard would lose 10 spaces in the vicinity of Northern Boulevard, Roosevelt Avenue, and Sanford Avenue.

During Phase 2, new parking prohibitions would result in the removal of approximately ~~105~~ 101 parking or “standing” spaces during various times of the day and days of the week, including 24 parking meters. Astoria Boulevard would lose two parking spaces near 108th Street; Northern Boulevard would lose 24 parking spaces (including 18 parking meters) in the vicinity of Parsons Boulevard, 108th Street, Prince Street, and Union Street; Roosevelt Avenue would lose ~~44~~ 7 spaces (including two parking meters) at 111th Street, and 114th Street ~~and Prince Street~~; Sanford Avenue would lose four spaces near Parsons Boulevard; 108th Street would lose about 20 spaces near Northern Boulevard and Roosevelt Avenue; 114th Street would lose about ~~42~~ 18 spaces near Northern Boulevard and Roosevelt Avenue; College Point Boulevard would lose 13 spaces near Roosevelt Avenue and Sanford Avenue; and Parsons Boulevard would lose 13 spaces (including four parking meters) in the vicinity of Northern Boulevard, Roosevelt Avenue, and Sanford Avenue. No designated truck loading/unloading or commercial vehicle zones or bus layover space would be affected by the parking modifications proposed.

Of the traffic mitigation measures discussed above, new traffic signals ~~are proposed~~ have been approved at the following, currently unsignalized, intersections: Boat Basin Road at World’s Fair Marina; the intersection of the Grand Central Parkway westbound exit ramp at West Park Loop/Stadium Road; Willets Point Boulevard at Northern Boulevard; New Willets Point Boulevard at 126th Street; and the intersection of the eastbound Northern Boulevard ramp to 126th Street at the eastbound Astoria Boulevard/Grand Central Parkway ramp to eastbound Northern Boulevard; Northern Boulevard at 126th Place; 126th Street at 36th Avenue; and 126th Street at 37th Avenue; and an upgrade to an actuated signal control at the intersection of Boat Basin Road at Stadium Road. Also, it is expected that the intersection of College Point Boulevard at Sanford Avenue would require traffic signal equipment upgrades from the current mechanical systems to computerized systems in order to accommodate variable signal phase green times among the seven analysis time periods. This signal improvement would be similar to NYCDOT’s planned upgrade program for various signalized intersections throughout the City. ~~Signal warrant analyses will be prepared for the Final SEIS. Should NYCDOT determine that any of the proposed traffic signals are not warranted, alternative means of mitigating significant adverse impacts at those locations will need to be developed or unmitigated impacts may result and would be identified as such in the Final SEIS.~~

In order to verify the need and effectiveness of the proposed mitigation measures proposed in this SEIS (especially the more cost intensive highway network improvements), the developer, in consultation with the lead agency and NYCDOT, will develop and conduct a detailed traffic monitoring plan at the completion of the buildout of each phase of the proposed project. The

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developer will inform NYCDOT and the lead agency of the progress of development and submit for NYCDOT's review and approval a scope of work that would include all locations where significant traffic impacts have been identified and any locations analyzed where NYCDOT believes improvement measures may be warranted, including the intersections of Janet Place at Roosevelt Avenue and 39th Avenue at College Point Boulevard, which could be affected by proposed turn prohibitions at Roosevelt Avenue at College Point Boulevard. Data collection conducted for the monitoring plan would include 24-hour Automatic Traffic Recorder (ATR) machine counts, manual turning movement counts, vehicle classification counts, pedestrian counts, intersection geometry and field information, signal timing and signal progression and any relevant information necessary for conducting the traffic monitoring plan. In the areas where parking prohibitions would be needed to mitigate significant impacts, such as Downtown Flushing and Corona, curbside utilization surveys would be conducted to determine the number of vehicles that would be displaced and where the displaced vehicles would be accommodated. Additionally, the traffic monitoring program would include an origin-destination survey performed for the destination retail component of the project. The traffic monitoring program would also include intersection capacity and level of service analyses, and traffic simulations, to determine whether actual future With Action conditions have, in fact, resulted in significant traffic impacts and verify the need for mitigation measures identified in this SEIS or similar measures identified through the traffic monitoring plan.

The developer will submit to NYCDOT and the lead agency design drawings for any mitigation measures as per American Association of State Highway and Transportation Officials (AASHTO) and NYCDOT specifications. NYCDOT will participate in the review process relating to all future modifications to geometric alignment, striping and signage during the preliminary and final design phases. In addition, as mutually agreed upon, the City and the developer will be responsible for any cost associated with the monitoring effort. The developer of each phase of the project will be responsible for the cost of the design and construction of any or all mitigation measures identified in this SEIS, for that phase. **Tables 21-7 through 21-27** show the various LOS with mitigation implemented.



**Table 21-7  
Phase 1A (2018) Highway Level of Service Summary With Mitigation  
Weekday AM Non-Game Day**

Mainlines	No Action			With Action			With Mitigation		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	37.0 36.7	38.7 39.4	E	36.8 36.7	38.9 39.1	E	36.8 36.7	39.5 39.4	E
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	48.8 49.0	22.1 21.8	C	48.7 48.4	23.2 23.0	C	48.6 48.4	23.0 23.3	C
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	44.5 44.2	36.2 36.7	E	44.4 44.3	37.2 37.4	E	44.4 44.0	37.4 37.3	E
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	34.6 34.5	48.4 48.4	F	34.5 34.6	48.6 48.5	F	34.5 34.6	48.6	F
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	39.4 39.5	25.2	C	39.2 38.6	28.4 29.1	D	39.3	26.8 26.5	C
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	45.2	23.4 22.9	C	45.1	24.3 23.6	C	45.1	23.7 23.6	C
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	26.6 26.0	46.0 46.0	F	17.0 17.5	68.5 67.2	F	26.7 26.6	45.5	F
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	34.2	18.9 19.0	B	34.3	18.5 18.3	B	34.1	18.9 19.3	B
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	23.7 23.8	33.4 33.2	D	23.7 23.4	33.4 35.4	D	23.7 23.8	35.1 34.4	E
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	23.2 23.1	33.6 34.4	D	23.1 23.2	36.2 33.8	E	23.2 23.3	36.0 34.4	D
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	33.5 33.6	13.1	B	33.3 33.4	17.1 16.8	B	33.0 33.2	17.7 17.3	B
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.7	26.3	C	28.7	26.5 26.9	C	28.5 28.7	26.8 26.6	C
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	41.5 41.6	6.6 5.5	A	41.5 41.6	6.8 5.7	A	41.6	5.7	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.5 33.4	30.4 30.7	D	33.6 33.5	29.0 28.9	D	33.6	30.3 30.4	D
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	29.5 29.6	17.1 17.3	B	29.4 29.3	16.4 16.1	B	29.5	17.5 17.3	B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	29.8	28.4 28.2	D	29.9 29.8	26.1 26.3	C	29.9 29.8	27.6 27.9	C
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	37.4 37.3	20.3 20.0	C	37.3 37.1	21.6 21.4	C	37.2 37.1	21.4 21.6	C
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	44.5 44.6	7.7	A	44.1 44.0	11.2 11.1	B	44.1	10.9 11.1	B
Ramp from Whitestone Expressway SB to Northern Boulevard WB	13.2 15.2	60.3 48.6	F	3.6 4.5	199.6 169.9	F	26.4 25.1	31.3 33.6	D
<b>Note:</b> Significant Impact									

**Table 21-8**  
**Phase 1A (2018) Highway Level of Service Summary With Mitigation**  
**Weekday Midday Non-Game Day**

	No Action			With Action			With Mitigation		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
<b>Mainlines</b>									
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	37.2	34.7 34.6	D	37.2	34.9 36.0	D	37.2	35.8 35.5	E
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	43.0 43.1	19.2	B	48.5 42.6	44.0 22.9	F C	42.6	22.7 22.8	C
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	45.2 45.3	27.4 27.3	C	45.0 45.1	29.1 28.8	D	45.1	29.2 28.8	D
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	38.9	30.2 30.3	D	38.8	31.0 31.1	D	38.8 38.8	31.4 31.0	D
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	38.6	25.4 24.9	C	38.5 38.8	27.0 28.9	G D	38.5 38.4	27.9 28.1	C D
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	45.4 45.6	20.3	C	45.4 45.3	18.5 23.8	B C	45.3 45.5	21.4 21.5	C
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	34.3	24.0	C	33.4 34.3	25.8 25.0	C	34.3	25.0	C
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	34.4	16.5 16.6	B	34.3 34.4	17.8 17.7	B	34.0 33.0	17.9	B
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	23.5 23.4	33.8 34.5	D	23.5 23.6	35.2 33.5	E D	23.5	34.3 34.7	D
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	23.5 23.4	24.2 24.7	C	23.3	27.6 28.4	G D	23.4 23.3	28.2 28.6	D
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	45.3 45.2	40.7 10.2	B	43.5 43.4	15.6 20.2	B C	43.5	18.0 18.4	B
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.5 28.4	30.4	D	28.4	30.2 30.5	D	28.5 28.3	30.2 30.3	D
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	41.5 41.6	7.1 7.2	A	41.4 41.5	7.7 7.5	A	41.5	7.6 7.7	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.7	27.6 27.9	C	33.6 33.7	27.5 27.3	C	33.6 33.7	27.8 27.4	C
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	28.8 28.6	11.5 11.1	B	28.6 28.7	11.0 11.3	B	28.7 28.6	11.3 11.1	B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	31.2	9.9 10.1	A B	31.3	10.0 10.7	B	31.2	10.2 10.4	B
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	32.1 32.2	20.5	C	4.6 7.1	123.3 119.5	F	31.8 31.8	25.4 25.7	C
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	42.3	7.2 7.7	A	2.3 40.2	165.3 19.4	F B	40.9 41.0	17.5 17.6	B
Ramp from Whitestone Expressway SB to Northern Boulevard WB	30.5 30.4	14.4 14.5	B	3.1 5.2	181.3 123.4	F	29.4 30.0	20.8 20.6	C
<b>Note:</b> Significant Impact									

**Table 21-9  
Phase 1A (2018) Highway Level of Service Summary With Mitigation  
Weekday PM Non-Game Day**

Mainlines	No Action			With Action			With Mitigation		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	33.0 32.9	45.5 45.9	F	33.0 32.9	46.0 46.4	F	32.9 33.0	45.5 45.4	F
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	37.7	25.4 25.0	C	30.9 37.5	33.4 28.3	D	37.3 37.4	28.3 28.4	D
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	44.5 44.7	32.6	D	44.2 44.3	34.4 34.6	D	44.5 44.3	34.4 34.3	D
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	33.6	39.9 39.8	E	33.6	44.0 40.8	E	33.5 33.6	44.0 40.9	E
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	35.5 39.1	34.9 31.6	D	38.7 33.3	34.6 40.1	D E	38.8 36.9	34.4 36.3	D E
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	35.1	49.4 49.5	F	35.4 34.9	48.6 53.1	F	35.1	47.8 48.1	F
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	31.9	34.9	D	31.9 31.8	35.9 36.0	E	31.9	36.9 36.0	E
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	34.4 34.0	19.5 19.6	B	33.8 33.7	21.2 21.7	C	33.6	21.5	C
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	23.5 23.3	30.2 30.1	D	23.6	29.4 29.7	D	23.5 23.6	29.4 29.4	D
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	24.2	20.8 20.9	C	24.2	23.5 24.4	C	24.2	23.6 24.2	C
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	39.3 39.5	40.8 20.2	B C	37.5 37.2	29.8 32.3	D	38.0 37.4	28.8 29.9	D
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.4	29.2	D	28.4 28.3	28.9 29.2	D	28.3 28.4	29.4 29.3	D
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	39.1	20.0	C	39.0	20.4	C	39.0 39.1	18.8	B
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.1	33.2 33.3	D	33.1	33.0 33.5	D	33.4 33.2	33.3 33.1	D
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	31.7	16.9 17.2	B	31.8 31.7	17.6 17.4	B	31.8 31.9	17.4 17.3	B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	32.0	11.0	B	32.0	40.8 11.5	B	32.0	41.0 11.5	B
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	34.7 34.6	25.8 26.1	C	9.0 9.3	104.9 118.7	F	34.0 33.9	30.4 30.4	D
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	41.3 41.5	5.6 5.3	A	6.8 39.8	74.7 18.8	F B	40.0	46.4 16.4	B
Ramp from Whitestone Expressway SB to Northern Boulevard WB	30.4	20.4 20.3	C	44.2 13.3	59.7 65.3	F	28.5 27.7	27.3 28.5	C D
<b>Note: Significant Impact</b>									

**Table 21-10**  
**Phase 1A (2018) Highway Level of Service Summary With Mitigation**  
**Saturday Midday Non-Game Day**

	No Action			With Action			With Mitigation		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
<b>Mainlines</b>									
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	37.1	44.2 43.9	E	37.6 37.4	36.9 41.4	E	37.4 37.2	44.4 43.9	E
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	38.4 38.0	27.0 27.5	C	4.9 37.6	107.0 32.1	F D	37.7 37.6	32.2	D
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	43.8 43.9	37.8 37.3	E	37.7 43.2	48.4 39.8	F F	43.9 42.7	40.2	E
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	38.5 38.6	35.5 35.4	E	38.4 38.5	36.4 36.3	E	38.5	36.4 36.3	E
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	40.9 40.8	28.7 28.9	D	40.8 40.6	30.4 31.8	D	40.6	34.5 31.9	D
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	37.1	27.4 27.4	C	37.3 36.9	20.6 27.8	C	37.4 37.0	26.6 27.5	C
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	33.1	30.1	D	26.0 28.5	30.4 35.5	E	33.4 33.0	31.4	D
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	34.0 33.9	20.4	C	33.8 33.6	49.8 22.0	B C	33.4	24.8 22.1	C
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	23.4	36.2 36.7	E	23.4	35.6 35.7	E	23.5 23.4	35.0 35.4	E
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	26.0	47.7 17.9	B	24.5 25.7	26.8 21.0	C	26.9 25.8	20.3 21.5	C
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	43.4	43.4 13.3	B	42.3 41.5	46.3 22.8	B C	44.8 41.9	22.6 23.0	C
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.1	36.6	E	28.4 28.0	36.6 36.0	E	28.4 28.0	36.4 36.3	E
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	40.2	7.0 6.9	A	39.7 39.9	7.3	A	40.0 39.7	7.3	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.3	32.2	D	33.3	31.9 32.4	D	33.4 33.3	32.0 32.3	D
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	31.3	11.7	B	34.2 23.6	11.5 14.0	E	31.3	11.7	B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	39.3 39.2	9.1	A	39.6 39.1	8.4 9.0	A	39.6 39.1	9.0 9.3	A
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	29.7 29.6	26.4 25.6	C	3.7 5.4	134.0 143.4	F	29.2	30.0 30.5	D
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	43.5 43.4	6.9 7.2	A	0.9 26.6	198.6 24.8	F C	42.7 42.6	46.4 16.2	B
Ramp from Whitestone Expressway SB to Northern Boulevard WB	30.0	20.5 19.8	C B	4.4 4.7	160.5 163.5	F	25.0 24.1	35.3 36.2	E

**Note:** Significant Impact

**Table 21-11**  
**Phase 1A (2018) Highway Level of Service Summary With Mitigation**  
**Weekday Prgame**

Mainlines	No Action			With Action			With Mitigation		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	<del>38.4</del> 38.0	<del>37.6</del> 38.9	E	<del>38.3</del> 38.0	<del>34.8</del> 39.6	F	<del>38.4</del> 38.0	<del>38.7</del> 39.3	E
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	<del>39.3</del> 39.2	<del>26.2</del> 26.1	C	<del>39.2</del> 39.3	<del>28.0</del> 27.8	D	<del>39.3</del> 39.3	28.0	D
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	<del>44.4</del> 44.3	33.9	D	<del>44.5</del> 44.3	<del>33.8</del> 34.3	D	<del>44.5</del> 44.3	<del>33.8</del> 34.1	D
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	<del>38.4</del> 38.5	35.5	E	<del>38.5</del> 38.5	<del>34.9</del> 33.4	D	<del>38.7</del> 38.6	<del>33.3</del> 33.5	D
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	<del>39.3</del> 32.9	<del>34.3</del> 37.2	D	<del>41.4</del> 36.7	<del>25.7</del> 37.5	C	<del>35.3</del> 36.2	<del>34.8</del> 37.2	D
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	<del>40.0</del> 39.3	<del>42.4</del> 45.3	E	<del>40.2</del> 39.9	<del>40.4</del> 46.7	E	<del>40.0</del> 39.9	<del>43.6</del> 44.2	E
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	<del>8.6</del> 9.1	<del>119.6</del> 113.3	F	<del>4.4</del> 2.1	<del>140.4</del> 53.0	F	<del>7.2</del> 12.6	<del>131.0</del> 88.2	F
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	<del>34.5</del> 34.4	15.7	B	<del>34.7</del> 34.0	<del>15.0</del> 19.2	B	<del>34.3</del> 34.1	<del>15.4</del> 17.9	B
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	<del>23.5</del> 23.5	<del>30.6</del> 30.4	D	<del>23.7</del> 23.5	<del>29.7</del> 28.7	D	<del>23.6</del> 23.4	<del>30.1</del> 29.4	D
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	<del>25.4</del> 25.0	<del>20.2</del> 20.7	C	<del>3.6</del> 25.3	<del>39.5</del> 15.2	E	<del>25.3</del> 25.3	<del>12.7</del> 15.0	B
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	<del>38.8</del> 39.3	<del>19.8</del> 21.1	B	<del>38.4</del> 37.5	<del>24.6</del> 31.2	C	<del>37.7</del> 37.8	<del>27.4</del> 27.8	C
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	<del>28.8</del> 28.9	<del>24.5</del> 24.4	C	<del>28.7</del> 28.9	<del>24.8</del> 25.1	C	<del>28.8</del> 28.7	<del>24.8</del> 25.1	C
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	<del>38.4</del> 38.6	<del>25.5</del> 25.6	C	<del>38.5</del> 38.4	<del>26.0</del> 26.5	C	<del>38.4</del> 38.5	<del>25.4</del> 25.5	C
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	<del>33.7</del> 33.7	<del>23.7</del> 23.9	C	<del>33.8</del> 33.3	<del>18.8</del> 30.1	B	<del>33.9</del> 33.4	<del>21.6</del> 27.4	C
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	<del>34.3</del> 31.7	<del>10.4</del> 11.1	B	<del>29.7</del> 32.5	<del>8.8</del> 12.5	A	<del>30.6</del> 32.1	<del>9.6</del> 11.8	A
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	<del>31.0</del> 31.0	<del>8.8</del> 8.8	A	<del>31.0</del> 30.9	<del>6.5</del> 10.0	A	<del>30.9</del> 30.9	<del>10.2</del> 9.7	B
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	<del>9.0</del> 13.9	<del>88.5</del> 73.7	F	<del>6.8</del> 13.3	<del>120.7</del> 85.6	F	<del>37.4</del> 37.3	26.4	C
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	<del>41.4</del> 41.5	11.4	B	<del>4.0</del> 41.0	<del>126.7</del> 17.3	F	<del>44.4</del> 41.2	<del>16.4</del> 15.8	B
Ramp from Whitestone Expressway SB to Northern Boulevard WB	<del>6.1</del> 6.0	<del>180.3</del> 180.2	F	<del>1.6</del> 9.0	<del>223.3</del> 153.1	F	<del>6.1</del> 8.1	<del>178.5</del> 162.6	F

**Note:** Significant Impact

**Table 21-12**  
**Phase 1A (2018) Highway Level of Service Summary With Mitigation**  
**Weekend Pregame**

	No Action			With Action			With Mitigation		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
<b>Mainlines</b>									
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	<del>35.6</del> 35.4	40.0 43.6	E	<del>35.8</del> 35.4	<del>36.2</del> 43.2	E	<del>35.4</del> 35.3	<del>42.6</del> 44.1	E
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	19.4 35.6	60.8 32.9	F D	3.4 35.2	111.4 33.4	F D	35.3	33.4 33.5	D
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	44.1	33.6 33.4	D	43.4 43.9	30.7 33.5	D	43.9	33.4	D
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	35.6	38.7 38.6	E	35.8 35.7	36.7 36.8	E	35.8 35.7	36.7 36.8	E
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	46.9 46.8	24.7 25.6	C	46.9 46.8	22.7 25.8	C	46.7	27.7 27.2	C
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	39.0 38.8	25.2 31.9	C D	39.0 38.8	22.8 32.2	C D	38.9	29.8 28.6	D
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	34.0 34.0	29.5	D	6.3 9.5	105.8 84.0	F	27.6 33.9	36.3 30.5	E D
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	34.8	13.5	B	34.8 34.9	11.2 13.2	B	34.5 34.6	14.2 14.4	B
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	23.5	33.5	D	23.2 23.4	35.1 34.0	E D	23.2 23.3	34.1 35.0	D E
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	31.3 31.2	15.8 16.0	B	12.9 31.5	30.2 10.4	D B	31.5 31.6	10.6 10.1	B
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	35.3 35.1	13.2 16.7	B	34.7 34.0	17.8 26.3	B C	33.7 34.2	25.3 22.7	C
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.2	36.2 36.1	E	28.1 27.7	36.5 37.5	E	27.4 28.0	37.4 37.0	E
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	39.6 39.7	9.0	A	39.7	9.4	A	39.7	7.2 9.4	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.2 33.3	18.5	B	33.4 33.3	15.2 16.0	B	33.3	18.0 18.5	B
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	27.2	17.7	B	26.6 26.9	16.2 15.8	B	27.2	18.3 18.1	B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	38.9	9.4 9.6	A	38.9 38.8	6.4 7.9	A	38.9 38.8	9.9 9.6	A
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	5.2 8.9	120.1 104.9	F	4.6 10.5	122.4 101.7	F	8.7 34.6	112.2 27.7	F C
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	4.7 43.5	103.6 15.1	F B	0.8 42.1	226.2 21.1	F C	42.4 42.1	19.7 20.4	B C
Ramp from Whitestone Expressway SB to Northern Boulevard WB	15.7 20.9	72.7 55.2	F	2.4 5.3	208.5 151.7	F	7.8 21.2	157.4 60.9	F
<b>Note: Significant Impact</b>									

**Table 21-13**

**Phase 1A (2018) Highway Level of Service Summary With Mitigation  
Weekend Postgame**

	No Action			With Action			With Mitigation		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
<b>Mainlines</b>									
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	29.0 29.1	58.4 58.5	F	29.3 29.3	56.2 54.7	F	29.3 29.2	56.1 56.2	F
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	35.7	28.4 28.6	D	35.6 34.3	31.1 32.0	D	35.6 35.6	31.1 31.0	D
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	42.9 42.8	34.9 34.7	D	43.4 42.8	35.5 36.1	E	44.1 43.7	35.0 35.6	D E
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	34.9 35.0	35.1 35.2	E	35.0 35.0	35.9 35.9	E	34.9 34.9	36.0 36.0	E
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	47.3 47.4	22.9 23.0	C	47.3 47.0	24.1 25.7	C	47.0 47.0	25.4 25.0	C
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	38.8	34.3 34.9	D	38.9 38.7	31.7 35.9	D E	38.7 38.7	36.3 36.0	E
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	29.4	28.6	D	29.4 29.3	29.4 29.5	D	29.4 29.4	29.4 29.5	D
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	33.4 33.5	24.2 24.4	C	33.6 33.5	24.3 23.2	C	33.4 32.8	25.0 22.7	C
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	23.3 23.4	33.2 32.1	D	23.5 23.1	33.2 29.1	D	23.6 23.4	32.9 33.4	D
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	31.3	11.5 11.9	B	31.2 31.1	13.3 13.8	B	31.2 31.1	13.4 14.1	B
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	26.5	29.7 31.0	D	26.4 25.3	39.8 44.0	E	24.2 25.4	47.3 43.1	F E
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.6 28.8	27.4 27.2	C	28.4 28.5	27.5 24.7	C	27.8 28.3	28.6 27.5	D
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	39.8 39.6	7.4 7.7	A	39.7 39.7	7.4 7.4	A	39.7 39.7	7.3 7.6	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	32.8 32.9	27.2 27.5	C	32.9 32.9	27.2 22.0	C	32.9 32.8	27.2 26.9	C
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	25.0 25.1	19.1 19.2	B	26.0 25.1	19.7 19.9	B	25.0 25.0	19.2 19.6	B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	38.1	6.6 6.4	A	38.2 38.1	5.7 6.0	A	38.2 38.0	5.8 6.8	A
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	35.5 35.2	28.1 28.4	D	8.7 8.1	103.8 130.3	F	11.9 34.1	100.9 33.1	F D
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	44.8 41.9	9.7 9.6	A	3.9 5.9	420.5 97.7	F	40.3 40.5	23.4 23.2	C
Ramp from Whitestone Expressway SB to Northern Boulevard WB	30.8	14.5 14.5	B	30.0 26.3	19.9 20.3	B C	30.4 30.5	19.4 19.8	B
<b>Note:</b> Significant impact									

**Table 21-14**  
**Phase 1B (2028) Highway Level of Service Summary With Mitigation**  
**Weekday AM Non-Game Day**

	No Action			With Action			With Mitigation		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
<b>Mainlines</b>									
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	<del>36.6</del> 36.5	40.2	E	37.2 36.9	32.4 36.7	D E	36.0 36.2	42.3 41.6	E
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	<del>48.9</del> 48.7	22.4 22.5	C	48.2	26.0 24.9	C	<del>48.3</del> 48.2	24.7 25.0	C
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	44.4 43.9	37.7	E	43.0 43.7	39.0 38.8	E	43.6 43.7	39.3 38.9	E
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	<del>34.3</del> 34.4	<del>49.8</del> 49.6	F	31.1 32.6	68.3 56.2	F	28.6 29.0	63.0 61.9	F
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	37.9 39.3	28.5 27.6	D C	35.4 35.6	36.3	E	39.3 39.1	29.6 29.5	D
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	<del>45.0</del> 45.1	24.4 23.9	C	45.4 44.7	48.8 26.2	B C	45.4 44.9	24.8 25.0	C
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	<del>26.6</del> 25.6	46.2 47.7	F	8.0 8.6	126.7 125.4	F	25.8 26.5	49.4 47.9	F
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	34.4 34.2	49.6 19.7	B	34.5 34.4	48.4 17.1	B	33.8	20.9	C
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	25.9	26.8 26.5	C	26.8 26.4	30.2 27.8	D C	26.6 26.4	27.5 28.5	C
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	23.3 23.2	32.5 33.2	D	23.3 23.1	35.7 36.3	E	23.2	36.8 36.5	E
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	33.6 33.5	14.4 14.2	B	33.4 32.8	12.2 17.7	B	33.4 33.3	15.0 16.8	E
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.5 28.6	22.8	C	28.3 28.4	24.7 23.4	C	28.3 28.4	24.6 23.3	C
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	<del>41.5</del> 41.6	5.7	A	41.5 41.6	6.2 6.3	A	41.6 41.5	6.3	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.3	31.7 32.1	D	33.7	25.6 23.7	C	33.3 33.4	32.2 31.8	C
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	29.7 29.6	48.0 17.7	B	29.4 13.9	45.3 22.3	B C	29.8 29.7	49.0 18.7	E
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	29.7	29.4 28.9	D	29.9	23.3 23.7	C	29.7 29.6	29.5 29.9	C
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	<del>37.5</del> 37.3	20.7 20.9	C	4.4 5.9	124.7 133.3	F	37.2 37.0	23.5 24.1	C
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	44.3	7.7	A	4.4 27.3	493.6 20.4	F C	44.0 43.9	43.0 13.7	B
Ramp from Whitestone Expressway SB to Northern Boulevard WB	9.6 6.1	80.0 120.7	F	4.0 3.9	495.4 197.3	F	7.7 14.2	126.2 72.7	F
<b>Note: Significant Impact</b>									



**Table 21-15**  
**Phase 1B (2028) Highway Level of Service Summary With Mitigation**  
**Weekday Midday Non-Game Day**

	No Action			With Action			With Mitigation		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
<b>Mainlines</b>									
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	37.2	35.2 34.9	E D	37.5 37.3	30.3 32.7	D	36.9 37.0	39.5 38.9	E
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	43.0	19.7	B	0.4 5.5	160.4 98.4	F	42.4 42.3	24.7 24.9	C
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	45.4 45.3	28.4 28.0	D C	40.7 44.5	36.9 34.2	E D	45.0 44.9	30.3 30.1	D
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	38.9	30.9	D	20.5 37.9	53.4 36.6	F E	38.0	36.4	E
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	38.4	27.1	C	38.3 38.2	30.7 31.9	D	38.4 38.2	32.0 32.2	D
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	45.4	20.9 21.6	C	45.8 45.3	16.4 21.2	B C	45.3	23.3 23.9	C
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	34.3	24.5 24.6	C	12.2 16.0	67.5 53.3	F	34.3 34.2	26.6	C
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	34.5	16.7 16.5	B	34.0	15.4 17.9	B	33.8 33.7	19.4 20.3	B C
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	23.6	27.3 28.1	G D	25.6 24.5	28.4 29.7	D	24.5 24.4	29.2 30.0	D
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	23.6 23.7	20.4 19.8	G B	3.9 23.3	111.8 29.5	F D	23.3 23.4	28.5 28.5	D
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	44.9	11.1 11.0	B	44.7 43.5	11.7 16.3	B	43.5	17.9 18.2	B
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.4	24.7	C	28.0 27.9	26.9 27.8	C	27.9 27.8	27.6 28.1	C D
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	41.5 41.6	7.2	A	41.5	7.7 8.1	A	41.5 41.4	8.2 8.1	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.7	28.4 27.9	D C	33.7	26.4 10.8	G E	33.5 33.7	28.8	C
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	28.8 28.7	11.3	B	28.8 29.1	11.7 12.1	E	29.5 29.3	12.8 12.5	B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	31.3	9.9 9.8	A	31.2	8.4 10.8	A E	31.2 31.1	10.5 11.1	B
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	32.4 31.9	24.6 22.1	C	3.0 4.3	134.2 145.6	F	18.0 31.4	56.0 30.2	F D
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	42.4 42.3	7.7 7.8	A	0.4 1.5	247.0 209.3	F	18.6 40.8	37.2 19.5	E B
Ramp from Whitestone Expressway SB to Northern Boulevard WB	30.8 30.6	14.0 14.5	B	1.6 3.4	208.0 202.3	F	24.5 16.3	40.7 53.3	E E
<b>Note: Significant Impact</b>									

**Table 21-16  
Phase 1B (2028) Highway Level of Service Summary With Mitigation  
Weekday PM Non-Game Day**

Mainlines	No Action			With Action			With Mitigation		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	33.0	45.4	F	<del>33.6</del> 33.3	<del>35.3</del> 41.6	E	33.0 33.1	<del>46.2</del> 43.7	F E
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	37.6	<del>26.6</del> 25.7	C	<del>1.7</del> 17.5	<del>162.0</del> 53.8	F	37.3 37.2	<del>30.7</del> 30.8	D
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	44.5	<del>33.8</del> 33.6	D	<del>34.4</del> 43.2	<del>61.2</del> 37.4	F E	44.2 43.4	<del>36.6</del> 37.0	E
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	<del>33.6</del> 33.5	<del>41.1</del> 41.2	E	33.0	46.5	F	33.0	46.5	F
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	<del>26.1</del> 38.5	<del>48.9</del> 33.5	F D	<del>29.0</del> 38.2	<del>48.9</del> 39.5	F E	<del>27.9</del> 38.5	<del>64.4</del> 38.1	F E
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	<del>36.9</del> 35.1	<del>69.4</del> 49.9	F	<del>36.4</del> 35.0	<del>31.4</del> 48.3	D E	<del>36.4</del> 35.0	<del>48.9</del> 46.1	F
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	<del>31.9</del> 31.8	35.9	E	<del>29.9</del> 26.7	<del>66.0</del> 43.7	F	<del>31.8</del> 31.7	<del>37.7</del> 37.8	E
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	33.9	<del>20.2</del> 20.1	C	<del>33.4</del> 33.1	<del>20.8</del> 24.9	C	33.4 32.8	<del>24.9</del> 25.1	C
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	<del>23.4</del> 23.1	<del>23.9</del> 25.2	C	<del>26.6</del> 24.2	<del>28.6</del> 26.0	D C	<del>24.3</del> 24.2	<del>26.6</del> 25.9	C
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	24.3	<del>17.6</del> 19.3	B	<del>13.2</del> 24.1	<del>48.7</del> 27.2	F C	24.0 23.2	<del>28.9</del> 27.4	D C
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	<del>38.8</del> 39.0	<del>20.6</del> 21.1	C	<del>47.0</del> 34.0	<del>69.4</del> 28.7	F D	<del>34.0</del> 36.0	<del>30.6</del> 30.4	D
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.4	<del>23.4</del> 22.9	C	<del>26.3</del> 22.2	<del>30.6</del> 33.9	D	<del>6.9</del> 23.9	<del>118.1</del> 32.9	F D
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	<del>38.9</del> 39.0	20.8	C	<del>3.1</del> 39.0	<del>58.9</del> 20.6	F C	39.2	<del>18.6</del> 19.2	B
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	<del>33.9</del> 33.1	<del>34.4</del> 34.0	D	33.0	<del>36.0</del> 35.4	E	32.9	<del>36.9</del> 36.0	E
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	31.7	<del>46.7</del> 16.8	B	<del>31.7</del> 31.8	<del>16.8</del> 17.3	B	31.8	<del>17.9</del> 17.5	B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	<del>32.9</del> 31.9	<del>11.1</del> 11.0	B	32.0	<del>10.6</del> 12.3	B	32.0	<del>11.6</del> 12.1	B
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	<del>34.6</del> 34.5	<del>26.9</del> 26.3	C	<del>1.9</del> 6.0	<del>137.9</del> 143.3	F	<del>33.8</del> 33.4	<del>32.0</del> 33.2	D
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	41.4	<del>6.4</del> 5.5	A	<del>0.4</del> 2.2	<del>224.7</del> 192.5	F	39.9	<del>18.9</del> 18.1	B
Ramp from Whitestone Expressway SB to Northern Boulevard WB	<del>30.4</del> 30.1	<del>20.8</del> 21.2	C	<del>3.9</del> 6.5	<del>196.3</del> 143.5	F	<del>28.8</del> 26.3	<del>32.8</del> 36.2	D E
<b>Note: Significant Impact</b>									

**Table 21-17**  
**Phase 1B (2028) Highway Level of Service Summary With Mitigation**  
**Saturday Midday Non-Game Day**

Mainlines	No Action			With Action			With Mitigation		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	37.1 44.0	44.1 44.0	E	38.1 37.9	29.4 33.4	D	37.1 37.2	44.0 43.5	E
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	38.1 28.2	27.7 28.2	G D	0.5 4.2	184.0 113.8	F	37.4 37.5	34.4 34.1	D
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	43.6 43.9	39.1 38.3	E	33.4 39.3	56.2 45.7	F	42.3 42.6	42.4 42.6	E
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	38.5	36.4 36.3	E	37.7 41.9	42.0 41.9	E	37.6 37.7	42.0 41.8	E
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	40.7 37.7	30.3 32.6	D	40.5 40.3	32.7 34.9	D	40.3 40.3	36.1 36.0	E
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	37.1	27.3	C	37.5 37.2	47.6 22.6	B C	37.0 37.0	29.0 29.7	D
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	33.1 33.0	30.8 30.9	D	7.6 7.9	116.5 115.8	F	33.0 33.0	33.2 33.2	D
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	33.9	20.8 20.9	C	33.9 33.8	46.7 18.8	B	33.1 32.9	24.6 25.6	C
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	22.3 22.2	30.1 30.5	D	24.8 23.4	34.5 31.9	D	23.3 23.2	31.9 32.9	D
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	26.0 26.1	16.2 15.9	B	17.5 18.3	35.6 35.2	E	25.7 25.8	23.5 22.7	C
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	43.5	13.2 13.1	B	42.2 37.3	42.6 18.9	B	41.4 41.7	21.9 22.1	C
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.0	29.0	D	25.9 26.5	34.7 34.1	D	26.1 25.7	34.7 35.0	D
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	40.1	6.9 7.0	A	39.8 39.7	8.1 7.8	A	39.9 39.7	7.9 8.0	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.2 33.4	33.0 32.8	D	33.6 33.5	26.2 27.2	C	33.2 33.2	34.4 34.7	D
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	31.4	11.7	B	6.7 30.3	23.7 10.1	G B	31.5 31.5	12.2 12.1	B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	39.5 39.1	9.1 9.3	A	39.3 39.0	7.6 8.3	A	39.1 39.0	9.5 10.0	A B
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	29.6	25.9	C	2.9 3.7	126.6 146.5	F	29.1 28.9	33.2 34.1	D
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	43.4 43.3	7.1 7.3	A	0.2 0.7	235.2 227.5	F	42.6 42.6	20.5 20.8	C
Ramp from Whitestone Expressway SB to Northern Boulevard WB	30.9 30.2	20.7 20.3	C	3.5 3.0	200.2 207.9	F	41.2 41.2	95.7 76.2	F
<b>Note:</b> Significant Impact									

**Table 21-18  
Phase 1B (2028) Highway Level of Service Summary With Mitigation  
Weekday Pregame**

	No Action			With Action			With Mitigation		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
<b>Mainlines</b>									
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	<u>38.3</u> 38.0	<u>35.3</u> 38.4	E	<u>38.2</u> 38.0	<u>37.1</u> 39.5	E	38.1	<del>38.8</del> <u>38.6</u>	E
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	<u>39.2</u> 39.3	27.0	C	38.8	<u>30.9</u> 31.0	D	38.9	30.8	D
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	44.4	<u>34.7</u> 34.6	D	<u>44.1</u> 44.2	<u>36.4</u> 36.5	E	<u>44.2</u> 44.4	<u>36.4</u> 36.2	E
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	38.4	<u>36.3</u> 36.4	E	38.2	<u>38.6</u> 38.5	E	38.2	<u>38.5</u> 38.6	E
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	<u>23.1</u> 33.5	<u>52.3</u> 35.2	F	<u>32.8</u> 35.6	<u>43.7</u> 41.1	E	<u>35.2</u> 31.1	<u>40.4</u> 44.3	E
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	<u>40.0</u> 39.9	<u>41.6</u> 47.1	E	39.9	<u>43.7</u> 45.7	E	40.0	<u>43.3</u> 43.4	E
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	<u>9.7</u> 7.8	<u>120.0</u> 121.1	F	9.8	<u>116.4</u> 114.6	F	<u>8.8</u> 8.1	<u>123.0</u> 128.8	F
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	<u>34.3</u> 34.5	<u>16.6</u> 15.4	B	<u>34.3</u> 34.1	<u>17.0</u> 18.0	B	34.0	<u>17.5</u> 17.4	B
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	22.1	<u>26.0</u> 25.2	C	23.0	<u>26.1</u> 28.1	C	<u>23.0</u> 22.8	<u>26.7</u> 28.5	C
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	<u>25.0</u> 25.1	19.9	B	25.3	<u>14.2</u> 13.8	B	25.3	<u>13.7</u> 14.4	B
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	<u>38.3</u> 38.8	<u>49.6</u> 21.4	B	<u>36.6</u> 23.9	<u>26.5</u> 43.0	C	<u>37.5</u> 37.6	<u>27.3</u> 26.2	C
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	<u>27.0</u> 28.9	<u>40.0</u> 19.4	B	<u>27.1</u> 21.5	<u>23.0</u> 28.4	C	<u>28.3</u> 27.9	<u>22.4</u> 22.5	C
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	<u>38.6</u> 38.5	<u>26.2</u> 26.4	C	38.3	<u>26.8</u> 27.0	C	38.4	<u>25.2</u> 25.4	C
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	<u>33.7</u> 33.9	<u>23.8</u> 23.2	C	<u>33.5</u> 33.6	<u>25.3</u> 25.6	C	<u>33.5</u> 33.8	<u>24.5</u> 23.4	C
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	<u>31.4</u> 31.5	<u>40.6</u> 10.8	B	<u>48.5</u> 32.2	<u>17.2</u> 11.8	B	31.8	11.2	B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	<u>31.0</u> 31.1	<u>9.5</u> 8.8	A	<u>30.0</u> 30.8	<u>10.0</u> 10.2	B	30.9	<u>10.1</u> 10.3	B
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	<u>5.7</u> 10.6	<u>120.8</u> 92.2	F	<u>6.0</u> 18.5	<u>114.1</u> 59.0	F	<u>37.0</u> 37.3	<u>26.4</u> 25.6	C
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	<u>41.4</u> 41.2	<u>42.1</u> 11.9	B	<u>45.7</u> 35.0	<u>49.8</u> 23.9	F	<u>40.5</u> 40.6	<u>19.8</u> 20.0	B
Ramp from Whitestone Expressway SB to Northern Boulevard WB	<u>6.1</u> 3.9	<u>170.2</u> 189.6	F	8.7	<u>159.1</u> 157.8	F	<u>8.0</u> 7.6	<u>165.3</u> 168.5	F
<b>Note: Significant Impact</b>									

**Table 21-19**  
**Phase 1B (2028) Highway Level of Service Summary With Mitigation**  
**Weekend Pregame**

Mainlines	No Action			With Action			With Mitigation		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	35.8 35.3	37.4 43.1	E	35.9 35.5	34.4 40.8	D E	35.5 35.6	41.2 38.6	E
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	45.5 35.6	63.6 33.7	F D	4.4 23.7	422.7 49.7	F	26.4 23.3	44.5 48.1	F F
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	44.0 44.2	36.9 34.4	E D	40.5 43.3	36.4 36.2	E	43.7	36.4 34.5	E D
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	35.5	39.7	E	35.2 35.0	42.4 42.5	E	35.3	42.4	E
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	46.8 46.7	25.2 26.5	C	46.7 46.6	27.3 30.8	C D	46.6 46.7	30.3 29.3	D
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	39.4 38.6	23.0 31.6	C D	39.9 38.7	49.8 31.9	B D	39.4 38.8	27.4 23.7	C
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	34.9 33.9	30.2 30.3	D	44.8 24.9	64.2 41.0	F E	33.4 20.3	32.4 50.8	D E
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	34.9 34.7	13.7	B	34.6	12.6 15.4	B	34.4 34.3	15.5 15.2	B
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	24.7 21.8	28.9 29.3	C D	32.5 22.2	34.1 34.7	D	22.3	34.4 35.2	D E
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	31.4	14.9	B	28.9 31.0	12.0 11.4	B	31.2	10.9 11.2	B
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	35.5 35.3	41.3 16.5	B	2.3 33.0	60.0 24.7	F C	34.7 34.5	20.4 22.3	C
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.2 28.0	28.1 28.2	D	25.4 19.6	34.8 43.9	D E	24.6 22.1	35.4 40.1	E
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	39.7 39.6	9.3 9.1	A	40.7 39.6	27.5 10.3	C B	39.6 39.7	7.5 9.5	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.3 33.2	18.6	B	33.2 33.1	17.9 18.5	B	33.2 33.1	19.0 18.5	B
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	27.3 27.2	47.7 18.2	B	27.4 27.3	47.7 19.0	B	27.3 27.4	49.6 18.2	B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	38.9 38.7	9.5	A	38.9 38.7	8.4 9.4	A	38.8 38.9	9.6 9.5	A
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	4.5 6.4	449.4 128.4	F	3.5 6.4	428.2 127.0	F	20.4 23.8	51.9 37.2	F E
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	2.7 43.3	146.7 15.6	F B	1.5 14.1	205.7 61.9	F	9.2 7.8	66.4 70.7	F
Ramp from Whitestone Expressway SB to Northern Boulevard WB	44.3 16.8	81.7 70.1	F	6.5 10.2	436.7 124.9	F	44.4 7.9	99.8 165.8	F
<b>Note: Significant Impact</b>									

**Table 21-20**  
**Phase 1B (2028) Highway Level of Service Summary With Mitigation**  
**Weekend Postgame**

Mainlines	No Action			With Action			With Mitigation		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	29.2	<del>56.8</del> 57.1	F	<del>29.2</del> 29.3	56.7	F	<del>29.2</del> 29.3	<del>57.2</del> 56.6	F
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	35.7	<del>29.5</del> 29.2	D	<del>21.4</del> 35.3	<del>46.9</del> 33.0	F	35.4	<del>33.0</del> 32.7	D
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	<del>43.9</del> 42.3	<del>35.7</del> 36.2	E	<del>42.2</del> 41.6	<del>38.6</del> 38.4	E	43.0	<del>37.5</del> 37.7	E
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	<del>34.8</del> 34.9	36.2	E	34.5	<del>40.0</del> 40.2	E	34.6	<del>40.1</del> 39.9	E
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	47.2	<del>23.4</del> 23.6	C	<del>47.1</del> 46.9	<del>24.3</del> 25.0	C	46.9	<del>25.6</del> 25.5	C
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	38.8	<del>34.8</del> 35.0	D	<del>38.8</del> 38.7	<del>29.9</del> 36.0	D	<del>38.5</del> 38.8	<del>39.0</del> 35.9	E
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	<del>29.4</del> 29.3	29.3	D	29.3	30.9	D	<del>29.4</del> 29.3	<del>30.9</del> 31.0	D
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	<del>33.3</del> 33.4	<del>26.2</del> 25.0	C	<del>33.5</del> 33.2	<del>24.5</del> 27.1	C	<del>32.4</del> 32.3	<del>30.9</del> 31.9	D
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	<del>21.9</del> 22.0	<del>28.5</del> 27.8	D	<del>22.8</del> 22.9	<del>29.6</del> 29.0	D	<del>22.6</del> 22.7	<del>29.6</del> 30.3	D
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	<del>31.4</del> 31.5	<del>40.8</del> 10.4	B	<del>30.5</del> 30.6	<del>49.5</del> 19.4	B	30.6	<del>49.7</del> 19.2	B
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	26.4	<del>30.9</del> 31.1	D	<del>26.4</del> 26.0	<del>27.2</del> 32.1	G	<del>26.1</del> 26.2	<del>35.3</del> 32.8	D
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.7	<del>24.1</del> 21.0	C	<del>27.8</del> 27.3	23.3	C	<del>27.4</del> 27.1	<del>23.3</del> 24.2	C
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	39.7	<del>7.3</del> 7.4	A	<del>39.7</del> 39.6	<del>8.0</del> 8.2	A	39.7	<del>8.0</del> 7.8	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	32.8	<del>28.0</del> 27.7	C	32.8	<del>28.7</del> 28.8	D	32.7	<del>28.8</del> 28.7	D
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	<del>25.4</del> 25.0	<del>49.3</del> 19.4	B	<del>25.3</del> 25.1	<del>23.0</del> 23.9	C	<del>25.2</del> 25.3	<del>23.2</del> 23.3	C
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	<del>38.2</del> 38.1	<del>6.8</del> 6.6	A	38.2	<del>6.5</del> 7.2	A	38.0	<del>7.6</del> 7.9	A
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	35.4	<del>28.3</del> 28.5	D	<del>6.9</del> 9.5	<del>114.7</del> 109.3	F	<del>40.7</del> 34.7	<del>111.3</del> 32.4	F
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	41.9	<del>9.9</del> 9.6	A	<del>4.3</del> 2.6	<del>189.3</del> 170.8	F	<del>40.4</del> 40.3	<del>26.8</del> 26.4	C
Ramp from Whitestone Expressway SB to Northern Boulevard WB	<del>30.8</del> 30.7	15.3	B	<del>22.4</del> 25.2	<del>31.6</del> 29.8	D	<del>29.7</del> 29.5	<del>24.5</del> 24.4	C
<b>Note: Significant Impact</b>									

**Table 21-21  
Phase 2 (2032) Highway Level of Service Summary With Mitigation  
Weekday AM Non-Game Day**

Mainlines	No Action			With Action			With Mitigation		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	36.5	40.5 40.6	E	37.8 37.5	28.8 32.1	D	36.0 36.5	42.6 41.3	E
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	48.8	22.7 22.8	C	6.7 48.0	71.5 26.1	F C	48.4 48.0	25.9 26.0	C
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	44.4 44.0	38.4 37.9	E	41.2 43.5	39.7 40.3	E	43.3 43.4	40.6 40.3	E
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	34.3 34.2	50.4 50.3	F	17.4 17.3	94.6 94.1	F	17.6 17.4	93.0 93.4	F
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	38.8 39.3	28.6 27.8	D C	35.4 37.0	33.2 30.4	D	33.0 38.6	36.5 35.8	E
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	46.4 44.9	24.7 24.6	C	45.3 44.7	15.5 23.7	B C	44.9 44.8	25.5 25.9	C
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	26.3 26.6	47.2 46.7	F	20.3 5.2	57.9 144.1	F	26.6 15.1	46.7 84.4	F
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	34.2 34.1	19.7 19.9	B	34.2 34.6	20.4 16.9	G B	33.8 33.9	21.6 20.8	C
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	25.0 25.8	26.5 26.2	C	26.5 26.8	27.2 26.1	C	24.0 26.8	28.4 25.6	D C
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	23.3 23.2	31.8 32.8	D	41.6 14.8	54.4 53.2	F	23.2 23.1	34.7 35.8	D E
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	33.6	14.4 14.0	B	33.6 32.8	9.8 15.1	A B	33.0 33.4	16.2 17.0	B
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.4	23.4 23.0	C	27.9 28.0	27.5 25.9	C	27.0 27.9	28.6 25.8	D C
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	41.5 41.7	5.8 5.7	A	41.5	6.7	A	41.6 41.7	6.9 6.6	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.4 33.3	31.8 32.0	D	33.3 33.8	30.9 21.0	D C	33.3 33.5	32.2 28.8	D
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	29.6	18.1 18.0	B	30.3 28.7	19.6 13.9	B	29.4 29.7	20.5 18.4	G B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	29.7	28.9 29.2	D	30.0	24.6 17.5	C B	29.8	27.4 27.3	C
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	37.2	21.4 21.0	C	2.7 4.7	132.3 143.3	F	37.4 36.9	25.4 26.2	C
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	44.2 44.6	7.8	A	0.4 4.8	225.6 108.8	F	43.7 43.8	45.0 15.6	B
Ramp from Whitestone Expressway SB to Northern Boulevard WB	6.0 9.3	128.4 85.8	F	5.2 2.0	105.4 217.9	F	29.0 6.0	26.6 176.0	G E
<b>Note: Significant Impact</b>									

**Table 21-22**  
**Phase 2 (2032) Highway Level of Service Summary**  
**Weekday Midday Non-Game Day**

Mainlines	No Action			With Action			With Mitigation		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	37.2	35.2 35.0	E	38.0 37.8	29.2 24.9	C	37.2 37.1	34.9 36.5	D E
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	43.0 42.9	19.9 19.7	B	0.0 1.4	104.4 140.9	F	24.4 42.2	37.5 25.8	F C
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	45.1	28.3 28.6	D	33.0 38.2	46.9 43.1	F	44.5 44.8	31.9 31.5	D
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	38.8	31.4	D	9.2 14.3	110.8 77.5	F	12.9 25.4	86.8 56.4	F
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	38.5	26.8	C	38.3 38.4	27.5 29.1	G D	38.4 38.0	34.4 35.5	D E
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	45.4	21.9 21.8	C	46.0 45.3	12.4 15.5	B	45.2	23.4 24.9	C
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	34.3	24.8	C	6.7 4.8	110.9 131.1	F	30.3 13.5	30.7 63.4	D E
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	34.4	16.8	B	34.0 34.2	12.8	B	33.7 33.6	20.6 21.2	C
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	23.6 23.6	28.6 27.8	D C	9.8 24.8	53.6 28.0	F C	10.6 24.7	68.4 30.1	F D
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	23.6	20.0	B C	2.9	93.4 120.5	F	23.2 22.7	30.6 33.8	D
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	45.0 45.2	11.0 11.1	B	44.8 44.1	8.5 13.2	A	3.4 33.9	61.0 22.8	F C
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.4 28.3	24.3	C	27.6 26.7	27.7 29.0	C D	26.4 23.2	31.6 36.8	D E
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	41.5	7.4 7.3	A	41.5	8.3 8.5	A	27.3 41.5	13.4 8.3	B A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.7	28.2 28.4	D	33.6 33.7	29.7 18.2	G B	33.5	29.3 27.9	D C
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	28.7 28.5	11.4 11.1	B	0.1	48.0 57.2	F	24.8 29.5	15.7 13.2	B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	31.2 31.3	10.0 10.2	B	31.3 31.2	6.2 6.9	A	31.3 31.2	10.6 11.1	B
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	32.0	22.4 22.2	C	4.6 1.7	144.0 150.4	F	6.2 29.3	136.9 36.5	F E
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	42.4 42.3	7.6	A	0.0 0.5	241.6 226.8	F	11.2 40.8	56.2 21.6	F C
Ramp from Whitestone Expressway SB to Northern Boulevard WB	30.9 30.3	14.5	B	1.2 1.4	226.6 221.6	F	6.8 4.1	152.2 194.1	F
<b>Note: Significant Impact</b>									



**Table 21-23  
Phase 2 (2032) Highway Level of Service Summary With Mitigation  
Weekday PM Non-Game Day**

Mainlines	No Action			With Action			With Mitigation		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	33.0 45.0	45.4 45.0	F E	33.6 33.2	35.8 41.2	E	32.9 37.2	47.6 47.5	F D
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	37.7 37.6	25.8 25.6	C	0.4 3.0	404.9 137.1	F	36.9 37.2	32.0 31.4	D
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	44.2 44.1	34.1 34.4	D	36.3 39.8	54.0 42.8	F E	43.9	37.2 37.4	E
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	33.7 33.6	39.8	E	22.4 32.7	67.9 49.2	F	32.6 32.7	49.2	F
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	47.3 10.6	69.7 107.4	F	38.9	36.1 35.6	E	38.6 38.8	44.5 40.8	E
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	36.4 35.0	60.4 50.5	F	36.6 35.1	36.4 46.3	E F	35.1 34.9	52.4 51.7	F
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	31.8	36.2	E	44.2 17.4	89.6 66.4	F	34.6 31.8	38.9 38.7	E
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	34.1	20.0 19.4	B	33.3 33.4	48.3 20.3	B C	33.0 32.8	32.9 26.7	D C
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	23.8 23.6	49.1 21.1	B C	40.4 24.6	44.1 23.1	F C	24.1 24.6	26.2 22.6	C
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	24.3 24.4	48.1 15.3	B	7.2 8.1	58.7 39.2	F E	23.8 23.9	31.0 30.4	D
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	49.5 8.9	40.5 83.8	E F	38.6 7.2	49.9 76.0	B E	35.2 36.3	31.9 30.6	D
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	14.9 6.1	41.2 84.2	E F	24.6 6.6	29.2 115.9	D F	3.5 3.9	497.0 189.2	F
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	38.9 38.8	21.0	C	38.9 38.8	20.2 20.8	C	39.0 38.7	20.6 21.0	C
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.1	33.9 32.7	D	33.4 33.2	30.3 29.7	D	32.9	35.6 35.4	E
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	34.8 32.0	46.9 16.6	B	34.7 31.5	47.8 17.5	B	32.0 32.2	22.1 21.7	C
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	32.0	41.1 10.6	B	32.4 32.0	8.7 10.3	A B	31.9 32.1	42.0 11.4	B
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	34.8 31.7	25.8 28.7	C D	3.4 4.3	138.6 151.6	F	23.8 30.8	50.3 36.8	F E
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	41.4	5.4 5.5	A	0.0 1.0	235.0 227.5	F	40.0 39.7	49.3 19.8	B
Ramp from Whitestone Expressway SB to Northern Boulevard WB	30.4	20.9 21.6	C	3.0 2.6	204.6 213.4	F	46.2 24.6	69.2 42.7	F E

Note: Significant Impact

**Table 21-24  
Phase 2 (2032) Highway Level of Service Summary With Mitigation  
Saturday Non-Game Day**

Mainlines	No Action			With Action			With Mitigation		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	37.1	44.5 44.1	E	38.3	26.2 25.5	C	37.2	43.7 42.7	E
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	38.4 38.0	28.4 28.5	D	0.0 0.9	200.2 158.0	F	37.4 37.3	36.0 36.1	E
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	43.4	39.0	E	34.2 27.6	48.8 56.1	F	42.2 41.8	43.7 44.5	E
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	38.8	32.6	D	42.0 28.6	106.7 56.1	F	42.0 10.9	103.7 107.2	F
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	34.8 29.4	38.2 41.0	E	34.8 40.9	33.8 28.3	D	40.2 40.3	37.9 36.7	E
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	37.0 37.1	27.8	C	37.6 37.3	45.0 16.1	B	36.7 36.9	32.1 30.3	D
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	33.4 33.0	31.2	D	4.4 4.3	447.2 149.1	F	49.7 10.1	54.6 102.6	F
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	33.8	21.4 21.4	C	34.0 34.1	43.6 14.4	B	33.4 33.3	24.2 22.3	C
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	22.6 22.4	24.2 27.3	C	7.2 28.6	59.2 33.9	F D	9.4 9.3	59.0 60.4	F
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	26.1	13.5 13.4	B	4.7 7.5	77.0 80.6	F	25.6 23.6	20.9 21.3	C
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	43.5 43.2	43.3 13.6	B	43.4 43.0	9.5 11.9	A B	37.8 40.7	26.8 22.4	C
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.4 27.4	29.2 29.8	D	24.2 25.7	40.5 35.7	E	6.0 7.4	450.9 116.9	F
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	40.1	7.0 7.1	A	39.8 39.7	7.9 8.5	A	39.9 39.8	8.4 8.0	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.3	32.7 35.5	D	33.7 33.8	22.7 20.6	C	33.3 33.4	34.8 25.6	D C
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	31.4 31.3	11.7	B	30.6 30.1	40.8 10.1	B	32.5 31.7	44.9 12.5	B
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	39.3 39.0	8.9 9.1	A	39.6 39.4	5.2 6.5	A	39.1	9.4 8.9	A
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	29.6	25.9 26.2	C	4.8 2.1	444.2 135.5	F	7.4 18.5	130.4 59.5	F
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	43.3	7.3 7.5	A	0.0 0.4	243.5 234.4	F	32.8 42.6	28.3 22.7	D C
Ramp from Whitestone Expressway SB to Northern Boulevard WB	30.4 30.3	21.0 20.9	C	4.5 2.0	244.8 212.6	F	6.4 6.1	474.0 170.5	F
<b>Note: Significant Impact</b>									

**Table 21-25  
Phase 2 (2032) Highway Level of Service Summary With Mitigation  
Weekday Preamble**

Mainlines	No Action			With Action			With Mitigation		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	<del>38.4</del> <u>38.0</u>	<del>33.1</del> <u>38.9</u>	<del>D</del> <u>F</u>	<del>38.3</del> <u>38.2</u>	<del>36.4</del> <u>37.7</u>	<del>F</del> <u>D</u>	<del>38.3</del> <u>38.2</u>	<del>35.0</del> <u>38.0</u>	<del>F</del> <u>D</u>
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	<del>39.1</del> <u>39.2</u>	<del>27.5</del> <u>27.4</u>	<del>C</del> <u>C</u>	<del>26.2</del> <u>38.7</u>	<del>42.5</del> <u>32.0</u>	<del>F</del> <u>D</u>	<del>38.8</del> <u>38.7</u>	<del>32.1</del> <u>32.1</u>	<del>D</del> <u>D</u>
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	44.4	<del>34.8</del> <u>34.9</u>	<del>D</del> <u>D</u>	44.1	<del>37.7</del> <u>37.3</u>	<del>F</del> <u>F</u>	<del>44.1</del> <u>44.2</u>	<del>37.0</del> <u>37.1</u>	<del>E</del> <u>E</u>
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	<del>22.3</del> <u>38.4</u>	<del>49.6</del> <u>36.7</u>	<del>F</del> <u>F</u>	<del>37.7</del> <u>37.5</u>	<del>41.6</del> <u>42.0</u>	<del>F</del> <u>F</u>	<del>37.7</del> <u>37.4</u>	<del>41.6</del> <u>42.1</u>	<del>E</del> <u>E</u>
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	<del>32.4</del> <u>39.6</u>	<del>34.1</del> <u>31.6</u>	<del>D</del> <u>D</u>	41.5	<del>29.9</del> <u>31.8</u>	<del>D</del> <u>D</u>	<del>40.2</del> <u>40.9</u>	<del>34.4</del> <u>34.9</u>	<del>D</del> <u>D</u>
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	<del>40.1</del> <u>39.8</u>	<del>39.8</del> <u>48.3</u>	<del>E</del> <u>F</u>	<del>40.0</del> <u>39.8</u>	<del>42.6</del> <u>48.2</u>	<del>F</del> <u>F</u>	<del>40.2</del> <u>39.9</u>	<del>38.1</del> <u>45.1</u>	<del>E</del> <u>E</u>
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	<del>5.9</del> <u>8.2</u>	<del>111.5</del> <u>121.7</u>	<del>F</del> <u>F</u>	<del>5.3</del> <u>4.7</u>	<del>130.7</del> <u>141.0</u>	<del>F</del> <u>F</u>	<del>8.6</del> <u>7.5</u>	<del>121.8</del> <u>130.6</u>	<del>F</del> <u>F</u>
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	<del>34.6</del> <u>34.4</u>	<del>15.4</del> <u>15.3</u>	<del>B</del> <u>B</u>	<del>34.3</del> <u>34.1</u>	<del>17.7</del> <u>18.0</u>	<del>B</del> <u>B</u>	<del>33.8</del> <u>33.5</u>	<del>19.6</del> <u>20.4</u>	<del>B</del> <u>C</u>
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	<del>22.0</del> <u>22.1</u>	<del>23.8</del> <u>26.1</u>	<del>C</del> <u>C</u>	22.8	33.6	<del>D</del> <u>D</u>	<del>22.8</del> <u>22.6</u>	<del>33.7</del> <u>34.4</u>	<del>D</del> <u>D</u>
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	<del>4.0</del> <u>25.0</u>	<del>54.0</del> <u>20.3</u>	<del>F</del> <u>C</u>	<del>22.1</del> <u>13.6</u>	<del>16.6</del> <u>27.6</u>	<del>B</del> <u>C</u>	<del>25.2</del> <u>25.1</u>	<del>15.5</del> <u>16.3</u>	<del>B</del> <u>B</u>
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	<del>39.2</del> <u>31.6</u>	<del>47.7</del> <u>26.6</u>	<del>B</del> <u>C</u>	<del>37.1</del> <u>36.9</u>	<del>25.2</del> <u>28.9</u>	<del>C</del> <u>D</u>	<del>37.8</del> <u>37.6</u>	<del>22.9</del> <u>27.1</u>	<del>C</del> <u>C</u>
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	<del>28.8</del> <u>28.9</u>	<del>19.1</del> <u>19.4</u>	<del>B</del> <u>B</u>	<del>27.2</del> <u>27.1</u>	<del>26.2</del> <u>24.3</u>	<del>C</del> <u>C</u>	<del>27.9</del> <u>27.3</u>	<del>24.1</del> <u>25.5</u>	<del>C</del> <u>C</u>
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	<del>38.3</del> <u>38.5</u>	<del>26.0</del> <u>26.6</u>	<del>C</del> <u>C</u>	<del>38.2</del> <u>38.4</u>	<del>27.4</del> <u>27.2</u>	<del>C</del> <u>C</u>	<del>38.9</del> <u>38.3</u>	<del>18.4</del> <u>25.7</u>	<del>B</del> <u>C</u>
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	<del>33.7</del> <u>33.8</u>	<del>22.2</del> <u>22.4</u>	<del>C</del> <u>C</u>	33.7	<del>20.9</del> <u>20.6</u>	<del>C</del> <u>C</u>	33.7	<del>24.0</del> <u>22.9</u>	<del>C</del> <u>C</u>
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	<del>30.2</del> <u>31.6</u>	<del>10.3</del> <u>10.8</u>	<del>B</del> <u>B</u>	<del>31.6</del> <u>31.1</u>	<del>11.8</del> <u>11.1</u>	<del>B</del> <u>B</u>	<del>32.4</del> <u>32.0</u>	<del>13.2</del> <u>12.4</u>	<del>B</del> <u>B</u>
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	31.0	<del>8.4</del> <u>9.9</u>	<del>A</del> <u>A</u>	<del>34.0</del> <u>30.9</u>	<del>7.0</del> <u>5.3</u>	<del>A</del> <u>A</u>	30.9	<del>9.7</del> <u>9.9</u>	<del>A</del> <u>A</u>
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	<del>4.6</del> <u>10.6</u>	<del>126.3</del> <u>95.1</u>	<del>F</del> <u>F</u>	<del>6.1</del> <u>12.5</u>	<del>119.8</del> <u>87.5</u>	<del>F</del> <u>F</u>	<del>36.9</del> <u>37.2</u>	<del>26.3</del> <u>27.2</u>	<del>C</del> <u>C</u>
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	<del>5.1</del> <u>41.6</u>	<del>51.9</del> <u>12.1</u>	<del>F</del> <u>B</u>	<del>7.6</del> <u>37.0</u>	<del>89.2</del> <u>22.9</u>	<del>F</del> <u>C</u>	40.7	<del>20.5</del> <u>20.7</u>	<del>C</del> <u>C</u>
Ramp from Whitestone Expressway SB to Northern Boulevard WB	<del>1.3</del> <u>6.2</u>	<del>181.4</del> <u>177.4</u>	<del>F</del> <u>F</u>	<del>2.9</del> <u>1.3</u>	<del>205.3</del> <u>221.0</u>	<del>F</del> <u>F</u>	<del>8.0</del> <u>7.5</u>	<del>163.5</del> <u>166.1</u>	<del>F</del> <u>F</u>
<b>Note: Significant impact</b>									

Table 21-26  
Phase 2 (2032) Highway Level of Service Summary With Mitigation  
Weekend Pregame

Mainlines	No Action			With Action			With Mitigation		
	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS	Speed (mph)	Density (pc/mi/ln)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	36.0 35.8	33.0 36.4	D E	36.2 36.0	29.3 33.3	D	36.7 35.5	37.0 40.7	E
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	3.1 35.5	141.4 34.0	F D	0.7 23.9	157.7 32.5	F D	32.7 35.1	39.6 37.7	E
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	38.6 43.7	46.9 35.3	F E	42.2 43.4	28.6 36.4	D E	43.6 43.7	36.6 36.1	E
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	35.5 40.2	40.1	E	12.3 34.4	92.8 47.8	F	18.2 34.4	82.2 47.9	F
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	46.9 46.8	25.2 25.9	C	46.7	28.1 27.7	D C	46.7	29.1 28.2	D
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	39.2 38.8	29.8 26.6	C	38.9 38.6	46.8 22.2	B C	39.1 39.0	18.7 25.0	B C
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	33.9	30.7	D	48.4 13.9	60.1 64.4	F	12.4 33.9	64.4 30.6	F D
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	34.6 34.8	41.3 13.7	B	34.6 34.6	41.6 14.5	B	34.5 34.1	45.3 17.0	B
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	24.7 21.6	29.9	D	7.4 22.6	60.2 37.7	F E	11.0 22.5	62.3 38.3	F E
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	31.6	45.3 14.9	B	28.5 27.7	10.0 13.8	A B	19.9 31.1	18.9 11.4	B
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	35.8 35.3	40.6 13.8	B	39.8 30.9	67.0 21.1	F C	0.3 27.8	120.0 29.0	F D
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.2	28.3 28.4	D	41.8 10.8	70.3 77.0	F	6.8 15.0	122.4 52.8	F
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	39.6	9.4 9.3	A	2.7 39.7	46.0 10.2	F B	32.9 28.4	7.2 16.0	A B
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	33.3 33.2	18.7 19.1	B	33.2	17.7 17.6	B	33.2	18.2 19.5	B
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	23.2 27.3	20.5 17.7	C B	44.1 27.4	28.4 19.9	D B	27.5	19.5 20.8	B C
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	38.8	9.6 9.8	A	38.9 38.9	8.2 7.9	A	38.9 38.7	8.3 9.9	A
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	3.6 4.3	122.8 142.1	F	1.2 4.5	133.1 141.9	F	4.0 11.9	110.7 52.4	F
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	0.9 32.3	191.5 20.1	F C	0.2 5.0	236.7 127.6	F	4.9 17.1	81.1 46.7	F
Ramp from Whitestone Expressway SB to Northern Boulevard WB	16.7 15.8	71.4 75.1	F	8.1 6.7	98.0 116.8	F	3.9 28.1	127.7 41.6	F E
<b>Note: Significant Impact</b>									

**Table 21-27  
Phase 2 (2032) Highway Level of Service Summary With Mitigation  
Weekend Postgame**

Mainlines	No Action			With Action			With Mitigation		
	Speed (mph)	Density (pc/mi/in)	LOS	Speed (mph)	Density (pc/mi/in)	LOS	Speed (mph)	Density (pc/mi/in)	LOS
Grand Central Parkway EB Mainline (between Roosevelt Ave & Long Island Expwy)	29.0 29.2	59.3 57.1	F	29.9 29.5	42.6 50.6	F	29.3	55.6 56.7	F
Grand Central Parkway WB Mainline (east side) (between Roosevelt Ave & Long Island Expwy)	35.7 35.6	29.2 29.0	D	40.4 6.3	179.4 98.5	F	35.3	34.5 34.1	D
Grand Central Parkway WB Mainline (west side) (between Roosevelt Ave & Long Island Expwy)	42.8 43.0	36.7 36.5	E	38.2 39.4	62.7 45.8	F	43.2 42.5	38.4 39.2	E
Van Wyck Expressway NB Mainline (between Roosevelt Ave & Long Island Expwy)	35.0 34.8	36.5 36.6	E	33.6 33.8	45.0 44.7	E	33.8 33.9	44.7 44.5	E
Van Wyck Expressway SB Mainline (between Roosevelt Ave & Long Island Expwy)	47.2 47.3	23.6 23.8	C	47.2 47.0	24.4 25.2	C	47.0	25.8 26.6	C
Whitestone Expressway NB Mainline (between Northern Boulevard and Linden Place)	38.8 38.7	34.5 34.9	D	39.3 38.5	21.4 32.1	E	38.5	37.5	E
Whitestone Expressway SB Mainline (between Northern Boulevard and Linden Place)	29.4 29.3	29.7 29.6	D	16.8 15.9	62.7 52.3	F	29.2 29.3	32.0 32.1	D
<b>Ramps</b>									
Ramp from World's Fair Marina / Boat Basin Road to Grand Central Parkway WB	33.4 33.5	24.6 21.9	C	33.4 33.2	18.6 23.4	B	32.3 32.1	29.0 32.1	D
Ramp from Van Wyck Expressway NB to Northern Boulevard EB	22.0 21.9	28.7 25.4	D	19.7 23.0	35.3 31.9	E	18.4 23.0	37.0 30.9	E
Ramp from Van Wyck Expressway NB to Northern Boulevard WB	31.4	11.4 10.8	B	11.4 12.1	44.7 27.4	E	30.7 30.4	18.9 21.1	B
Ramp from Whitestone Expressway NB to Van Wyck Expressway SB	26.4 26.5	30.3 29.7	D	27.2 28.4	16.4 24.1	B	12.7 15.6	52.4 46.3	F
Ramp from Northern Boulevard WB to Van Wyck Expressway SB	28.7 28.4	21.3 19.3	C	27.3 26.3	26.6 26.9	C	22.3 24.3	31.1 29.3	D
Ramp from Astoria Boulevard EB & Northern Boulevard EB to Whitestone Expressway NB	39.6 39.7	7.5 7.4	A	39.6 39.7	9.0 8.5	A	39.7	8.8 8.7	A
Ramp from Whitestone Expressway SB to Grand Central Parkway WB	32.8	28.6 22.8	D	32.8 32.8	29.0 28.5	D	32.7	29.5 29.4	D
Ramp from Whitestone Expressway SB to Grand Central Parkway EB	25.0 25.1	19.8	B	25.3 25.2	23.5 23.1	C	25.4	23.1 24.1	C
Ramp from Northern Boulevard WB and Whitestone Expressway SB to Astoria Boulevard WB	38.1 38.2	6.3 5.9	A	38.2	6.1 5.5	A	38.2 38.0	7.0 7.8	A
Ramp from Astoria Blvd EB & Grand Central Pkwy to Whitestone Expwy NB / Northern Blvd EB	35.5 35.4	28.1 28.4	D	3.2 5.0	129.3 146.3	F	40.8 32.7	104.9 35.8	F
Ramp from Grand Central Parkway WB toward Stadium Road and Whitestone Expressway NB	41.9 41.7	9.7	A	0.0 1.1	227.9 199.2	F	19.7 40.7	39.5 22.1	E
Ramp from Whitestone Expressway SB to Northern Boulevard WB	30.8 29.4	16.4 14.6	B	3.7 3.8	132.4 131.8	F	29.7	28.2 28.4	D
<b>Note: Significant Impact</b>									

## E. TRANSIT AND PEDESTRIANS

### TRANSIT

As discussed in Chapter 14, “Transportation,” the proposed project would not result in any significant adverse transit impacts by the 2018 Phase 1A completion. However, it would result in significant adverse bus line-haul impacts on the Q19, Q48, and Q66 bus lines and subway line-haul impacts on the No. 7 subway line by the 2028 Phase 1B completion. Upon the proposed project’s full build-out in 2032, significant adverse transit impacts were identified for the Mets-Willets Point subway station stairs, the No. 7 subway line-haul, and Q19, Q48, and Q66 bus line-haul conditions. Potential measures to mitigate these significant adverse impacts are described below.

In addition, it should be noted that if NYCT reverts back to its pre-CitiField station operating plan for the Mets-Willets Point subway station, whereby passage through the station between parking in South Lot/Lot D and the north side of Roosevelt Avenue could be made only within the unpaid zone, additional impacts for the station’s street-level connections and the unpaid zone passageway could occur during game days. Because game-day conditions occur on average only approximately 80 to 50 times a year and are subject to game-day traffic and pedestrian management, such impacts would be intermittent and may not require permanent mitigation measures. Furthermore, since the planning and design of this station reconfiguration has not yet taken place, the specific nature of the potential game-day impacts cannot be ascertained and any mitigation measures that may be deemed feasible to address the potential game-day impacts also cannot be identified at this time. If NYCT decides to proceed with this station reconfiguration, which would take place independent of the proposed project, additional interagency coordination is expected to take place to develop the appropriate game-day management strategies. Between the Draft and Final SEIS, no changes to operating plans were announced by NYCT; therefore, any potential changes that may be considered for future implementation will be addressed outside of this environmental review. For purposes of disclosure in this Draft-Final SEIS, any impacts that may be attributed to future passage of a reconfigured Mets-Willets Point subway station may potentially be deemed unmitigatable.

### SUBWAY STATION OPERATIONS

#### 2032 Phase 2

The north stairway (S-3) on Roosevelt Avenue would decline from LOS A (v/c = 0.05), LOS A (v/c = 0.26), and LOS A (v/c = 0.38) under the 2032 No Action condition to LOS D (v/c = 1.21), LOS D (v/c = 1.14), and LOS D (v/c = 1.20) under the 2032 With Action condition during the weekday PM non-game, weekday pre-game, and weekend pre-game peak periods respectively. The north stairway (S-2) on Roosevelt Avenue would decline from LOS A (v/c = 0.04) under the 2032 No Action condition to LOS D (v/c = 1.10) under the 2032 With Action condition during the weekday PM non-game peak period, and the north stairway (M-4) that connects to the mezzanine and street level stairways (S-2 and S-3) on Roosevelt Avenue would decline from LOS A (v/c = 0.06), LOS A (v/c = 0.18), and LOS A (v/c = 0.22) under the 2032 No Action condition to LOS E (v/c = 1.34), LOS D (v/c = 1.10), and LOS D (v/c = 1.08) under the 2032 With Action condition during the weekday PM non-game, weekday pre-game, and weekend pre-game peak periods, respectively. According to the *CEQR Technical Manual*, stairway widenings should result in a total effective width that would be a multiple of 30-inch lanes. As shown in Table 21-28 detailed in the DSEIS, in order to mitigate the above significant adverse stairway impacts, the effective widths of the S-3, S-2, and M-4 stairways would need to be widened from

their current effective widths of 78 inches, 81 inches, and 138 inches to 120 inches, 90 inches, and 210 inches, respectively. In addition, these stairway widenings would need to be accompanied by an Americans with Disabilities Act (ADA)-compliant elevator between the street and mezzanine levels. The feasibility of the stairway widening and elevator installation will be further evaluated between the Draft and Final SEIS. In the event these mitigation measures are determined to be infeasible, the projected significant adverse stairway impacts would be deemed unmitigatable. Subsequent to the certification of the DSEIS, the feasibility of the above stairway widenings was studied. Based on the feasibility study, it was determined that the proposed widening of the M-4 stairway from its effective width of 138 inches to 210 inches would not be feasible due to the existing structures on both sides of the stairway. An alternative mitigation scheme was proposed by widening the S-3 stairway from its current effective width of 78 inches to 120 inches, maintaining the current effective width of the M-4 stairway at 138 inches, and demolishing the existing S-2 stairway and relocating it to the east side of the mezzanine level. The new S-2 stairway would be constructed with an effective width of 90 inches, 9 inches wider than its existing effective width of 81 inches. Relocating the S-2 stairway would divert pedestrian volumes away from the M-4 stairway such that the current effective width of 138 inches would be adequate to accommodate the future projected pedestrian volumes from the widened S-3 stairway. In connection with the relocated and widened S-2 stairway, a new fare array consisting of three turnstiles and one emergency gate would be constructed within the mezzanine level to control access to the new S-2 stairway. The mitigated conditions incorporating this alternative mitigation scheme are summarized in **Table 21-28**. In addition, a street to platform level ADA-compliant elevator would be constructed providing access to the westbound platform of the station. The ADA-compliant elevator would be accompanied by an Autonomous Farecard Access System (AFAS) gate to control access to the station. Furthermore, a manual access gate would be installed at the westbound platform elevator landing to separate the ADA-compliant elevator from the existing turnstiles. The manual access gate would facilitate the current non-game and game day operations at the station. It should be noted that the above proposed mitigation measures could be subject to modification due to NYCT's future master plan for the Mets-Willets Point subway station. Any modifications in conformance with the future master plan would provide equivalent functionalities that would similarly mitigate the stairway impacts identified above. Since the projected impacts that prompted the stairway and elevator feasibility study would not occur until Phase 2 of the proposed project, no funding commitments are in place at this time. The City will coordinate with NYCT and the lead agency to ensure the proper mitigation would be implemented at the appropriate time and would add language to the RFP for Phase 2 of the project as well as to the development agreement and/or other legally binding agreements, requiring the designated developer to fund the implementation of this mitigation. The implementation of these mitigation measures would be coordinated with MTA/NYCT to allow enough time for detailed design and specification approvals by MTA/NYCT and for the construction in order to address the increased demand that would result from development of the proposed project by 2032.

Table 21-28

2032 Mitigated Condition: Subway Station Vertical Circulation Analysis

Mets-Willetts Point No. 7 Train Station Vertical Circulation Elements	Width (feet)	Effective Width (feet)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
			Up	Down				
<b>Weekday PM Non-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	11.3	10.0	477	528	0.90	0.90	0.79	C
Roosevelt Avenue (North) S2 Stair	8.8	7.5	487	473	0.90	0.90	1.00	D
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	477	528	0.90	0.90	0.69	B
<b>Weekday Pre-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	11.3	10.0	325	604	0.90	0.90	0.74	C
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	325	604	0.90	0.90	0.64	B
<b>Weekend Pre-Game</b>								
<b>Street to Mezzanine</b>								
Roosevelt Avenue (North) S3 Stair	11.3	10.0	306	671	0.90	0.90	0.78	C
Roosevelt Avenue (North) M4A/4B Stairs	12.8	11.5	306	671	0.90	0.90	0.68	B
<b>Notes:</b>								
Capacities were calculated based on rates presented in the <i>CEQR Technical Manual</i> (January 2012 edition).								
Surging factors are only applied to the exiting pedestrian volume ( <i>CEQR Technical Manual</i> ).								
V/C Stairway = $[V_{in} / (150 * W_e * S_f * F_f)] + [V_x / (150 * W_e * S_f * F_f)]$								
V/C Passageway = $[V_{in} / (225 * W_e * S_f * F_f)] + [V_x / (225 * W_e * S_f * F_f)]$								
Where								
V <sub>in</sub> = Peak 15-minute entering passenger volume								
V <sub>x</sub> = Peak 15-minute exiting passenger volume								
W <sub>e</sub> = Effective width of stairs/passageways								
S <sub>f</sub> = Surging factor (if applicable)								
F <sub>f</sub> = Friction factor (if applicable)								

*SUBWAY LINE HAUL LEVELS*

*2028 Phase 1B*

The project-generated subway trips would add approximately five passengers per car to the No.7 Manhattan-bound express line at the peak load point during the AM peak period, resulting in a v/c ratio of 1.09. It should be noted that in the event NYCT is able to process one additional express train Manhattan-bound during the AM peak hour, as assumed in the DSEIS, this significant adverse line-haul impact on the No. 7 line would not occur. As discussed in Chapter 14, "Transportation," the City had consulted with the MTA on extending regular LIRR service to Willetts Point when the actual demand shows that such service improvement is warranted. The addition of regular LIRR service to Willetts Point would provide substantial relief to the No. 7 subway line and may prevent this significant adverse subway impact from materializing. Since there are constraints on what service improvements are available to NYCT, the identified significant line-haul capacity impact on the No. 7 line would likely remain unmitigated absent additional train service or the introduction of new LIRR service to the area.

*2032 Phase 2*

The project-generated subway trips would add approximately 11 passengers per car to the No. 7 subway line Manhattan-bound express line at the peak load point during the AM peak period, resulting in a v/c ratio of 1.20-1.16. As discussed above for the 2028 Phase 1B completion, it



~~Chapter 14, "Transportation," the City had consulted with the MTA on extending regular LIRR service to Willets Point when the actual demand shows that such service improvement is warranted. The addition of regular LIRR service to Willets Point would provide substantial relief to the No. 7 subway line and may prevent this significant adverse subway impact from materializing. Since there are constraints on what service improvements are available to NYCT, the identified significant line-haul capacity impact on the No. 7 line would likely remain unmitigated absent the introduction of new LIRR service to the area.~~

#### *BUS LINE HAUL LEVELS*

##### *2028 Phase 1B*

The proposed project would result in significant adverse impacts on the eastbound and westbound Q19 and Q66 routes during the AM and PM peak periods and on the eastbound and westbound Q48 during the PM peak period in 2028. More specifically, the Q19 route would experience the following increases in passengers per bus between the 2028 No Action and With Action conditions:

- Eastbound line-haul increasing from 43 to 65 average passengers per bus in the AM peak period;
- Westbound line-haul increasing from 45 to 61 average passengers per bus in the AM peak period;
- Eastbound line-haul increasing from 28 to 69 average passengers per bus in the PM peak period; and
- Westbound line-haul increasing from 33 to 80 average passengers per bus in the PM peak period.

To mitigate these significant adverse impacts, both the eastbound and westbound Q19 route would require one additional bus (increasing from three to four total buses) during the AM peak period. During the PM peak period, the eastbound route would require one additional bus (increasing from three to four total buses) and the westbound route would require two additional buses (increasing from three to five total buses).

The Q48 route would experience the following increases in passengers per bus between the 2028 No Action and With Action conditions:

- Eastbound line-haul increasing from 22 to 63 average passengers per bus in the PM peak period; and
- Westbound line-haul increasing from 23 to 79 average passengers per bus in the PM peak period.

To mitigate these significant adverse impacts during the PM peak period, the eastbound Q48 route would require one additional bus (increasing from three to four total buses) and the westbound route would require three additional buses (increasing from five to eight total buses).

The Q66 route would experience the following increases in passengers per bus between the 2028 No Action and With Action conditions:

- Eastbound line-haul increasing from 48 to 68 average passengers per bus in the AM peak period;
- Westbound line-haul increasing from 47 to 64 average passengers per bus in the AM peak period;

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- Eastbound line-haul increasing from 21 to 78 average passengers per bus in the PM peak period; and
- Westbound line-haul increasing from 21 to 87 average passengers per bus in the PM peak period.

To mitigate these significant adverse impacts, the eastbound Q66 route would require four additional buses (increasing from 15 to 19 total buses) and the westbound route would require three additional buses (increasing from 14 to 17 total buses) during the AM peak period. During the PM peak period, the eastbound route would require five additional buses (increasing from 10 to 15 total buses) and the westbound route would require six additional buses (increasing from 10 to 16 total buses).

**Table 21-29** summarizes the average hourly passenger volumes for the Q19, Q48, and Q66 bus routes and provides the numbers of buses required to fully mitigate the identified significant adverse bus line-haul impacts.

**Table 21-29**  
**2028 Mitigated Condition: Bus Line Haul Levels**

Route	Number of Buses per Hour		Passengers per Bus		
	Existing	Mitigation	Without Action	With Action	Mitigation
<b>AM Peak Period</b>					
Q19 EB	3	4	43	65	49
Q19 WB	3	4	45	61	46
Q66 EB	15	19	48	68	54
Q66 WB	14	17	47	64	53
<b>PM Peak Period</b>					
Q19 EB	3	4	28	69	52
Q19 WB	3	5	33	80	48
Q48 EB	3	4	22	63	47
Q48 WB	5	8	23	79	50
Q66 EB	10	15	21	78	52
Q66 WB	10	16	21	87	54
<b>Notes:</b> Q19, Q48 and Q66 operate standard buses with a guideline capacity of 54 passengers per bus.					

*2032 Phase 2*

The proposed project would result in significant adverse impacts on the eastbound and westbound Q19 and Q66 routes during the AM and PM peak periods and on the eastbound and westbound Q48 during the PM peak period in 2032. More specifically, the Q19 route would experience the following increases in passengers per bus between the 2032 No Action and With Action conditions:

- Eastbound line-haul increasing from 44 to 77 average passengers per bus in the AM peak period;
- Westbound line-haul increasing from 45 to 74 average passengers per bus in the AM peak period;
- Eastbound line-haul increasing from 29 to 87 average passengers per bus in the PM peak period; and
- Westbound line-haul increasing from 33 to 100 average passengers per bus in the PM peak period.

To mitigate these significant adverse impacts, both the eastbound and westbound Q19 route would require two additional buses (increasing from three to five total buses) during the AM

peak period. During the PM peak period, the eastbound route would require two additional buses (increasing from three to five total buses) and the westbound route would require three additional buses (increasing from three to six total buses).

The Q48 route would experience the following increases in passengers per bus between the 2032 No Action and With Action conditions:

- Eastbound line-haul increasing from 22 to 80 average passengers per bus in the PM peak period; and
- Westbound line-haul increasing from 23 to 103 average passengers per bus in the PM peak period.

To mitigate these significant adverse impacts during the PM peak period, the eastbound Q48 route would require two additional buses (increasing from three to five total buses) and the westbound route would require five additional buses (increasing from five to ten total buses).

The Q66 route would experience the following increases in passengers per bus between the 2032 No Action and With Action conditions:

- Eastbound line-haul increasing from 48 to 79 average passengers per bus in the AM peak period;
- Westbound line-haul increasing from 48 to 77 average passengers per bus in the AM peak period;
- Eastbound line-haul increasing from 21 to 103 average passengers per bus in the PM peak period; and
- Westbound line-haul increasing from 21 to 114 average passengers per bus in the PM peak period.

To mitigate these significant adverse impacts, the eastbound Q66 route would require seven additional buses (increasing from 15 to 22 total buses) and the westbound route would require six additional buses (increasing from 14 to 20 total buses) during the AM peak period. During the PM peak period, the eastbound route would require 10 additional buses (increasing from 10 to 20 total buses) and the westbound route would require 12 additional buses (increasing from 10 to 22 total buses).

**Table 21-30** summarizes the average hourly passenger volumes for the Q19, Q48, and Q66 bus routes and provides the numbers of buses required to fully mitigate the identified significant adverse bus line-haul impacts.

The above mitigation measures consider potential service improvements to only the bus routes currently serving the immediate vicinity of Willets West and the District. While MTA and NYCT routinely monitor changes in bus ridership and would make the necessary service adjustments where warranted, the projected service demand is significant in magnitude. These service adjustments are subject to the agencies' fiscal and operational constraints and, if implemented, are expected to take place over time.

Table 21-30

2032 Mitigated Condition: Bus Line Haul Levels

Route	Number of Buses per Hour		Passengers per Bus		
	Existing	Mitigation	Without Action	With Action	Mitigation
AM Peak Period					
Q19 EB	3	5	44	77	46
Q19 WB	3	5	45	74	45
Q66 EB	15	22	48	79	54
Q66 WB	14	20	48	77	54
PM Peak Period					
Q19 EB	3	5	29	87	53
Q19 WB	3	6	33	100	50
Q48 EB	3	5	22	80	48
Q48 WB	5	10	23	103	52
Q66 EB	10	20	21	103	52
Q66 WB	10	22	21	114	52
<b>Notes:</b> Q19, Q48 and Q66 operate standard buses with a guideline capacity of 54 passengers per bus.					

Recognizing that these improvements may not be operationally viable or adequate in accommodating the projected future demand from developments planned for the District, discussions were initiated with the MTA to explore opportunities to extend existing bus routes from adjacent neighborhoods (e.g., downtown Flushing) and/or creating new bus routes. Potential bus service improvements discussed include: 1) increasing service frequency on the Q19 and providing westbound stop/loop service to Willets Point; 2) extending some or all bus routes that currently terminate in downtown Flushing to Willets Point, including the Q12, Q13, Q15/Q15A, Q16, Q26, and Q28; and 3) possibly extending the limited Q50 along Roosevelt Avenue through Willets Point. These potential service improvements would require new bus stops and layover areas in and around the project site. Between the Draft and Final SEIS, additional discussions were initiated with MTA NYCT regarding the potential bus service improvements discussed above. MTA NYCT considered the Q19 westbound loop to serve Willets West and the District to be unfavorable due to its circuitous routing. The MTA Bus Company would consider extending the Q50 and NYCT would consider extending one of the current bus routes terminating in downtown Flushing to Willets West and the District initially. Additional bus route extensions to Willets West and the District would be considered based on future demand. In addition, several conceptual bus routing options were explored to provide the necessary layover areas and stop locations for the potential bus route extensions. MTA NYCT has found the conceptual bus routing options to be generally reasonable and feasible. While no definitive plans have been made at this time, the City and the applicant will continue to collaborate with the MTA NYCT during and after this environmental review process to ensure that adequate bus service improvements would be implemented, no definitive plans have been made at this time.

**PEDESTRIANS**

As discussed in Chapter 14, “Transportation,” significant adverse pedestrian impacts were identified for the east crosswalk at the intersection of Northern Boulevard and 126th Street, the north and west crosswalks at the intersection of Roosevelt Avenue and 126th Street, the north, south, and east crosswalks at the intersection of 34th Avenue and 126th Street, ~~the south crosswalk at the intersection of New Willets Point Boulevard and 126th Street~~ the north and south crosswalks at the intersection of New Willets Point Boulevard and 126th Street, and the north crosswalk at the intersection of Roosevelt Avenue and Lot B Driveway. Measures that could be implemented

to mitigate these impacts are discussed below. Because traffic mitigation measures, as described under Section D, “Traffic and Parking” have been proposed for these intersections, pedestrian mitigation analyses were prepared for the “Base Option” for which only crosswalk widenings were considered and the “Traffic Mitigation Option” in conjunction with the proposed traffic mitigation measures. At locations where significant adverse pedestrian impacts were not identified but traffic mitigation measures were proposed, an assessment of the effects of the proposed traffic mitigation measures on pedestrian operations was also conducted. Where appropriate, additional pedestrian mitigation measures were recommended to address potential impacts that may be created by proposed traffic mitigation measures. In addition, related pedestrian analyses ~~will be~~ were prepared for the three intersections (126th Street at 36th Avenue, 126th Street at 37th Avenue, and Northern Boulevard at 126th Place) where additional traffic analyses ~~will~~ were also be conducted and are presented in ~~the~~ this Final SEIS. Mitigation measures were recommended where appropriate for the additional three intersections. If additional pedestrian impacts are identified, mitigation measures similar to those described for other impacted pedestrian analysis locations, such as crosswalk widenings and those in conjunction with proposed traffic mitigation measures, would be explored to address the impacts, or if no practicable mitigation measures can be identified, the impacts would be disclosed as being unmitigable.

It should be noted that pedestrian volumes at some of the impacted crosswalks could be substantially lower if an areawide bus service improvement is implemented, with some or all of the bus routes discussed above extended to Willets West and within the District. As a result, some of the projected significant adverse pedestrian impacts may not occur or occur to a lesser extent, requiring no or less mitigation. The reduction of pedestrian volumes at these crosswalk locations could also lessen pedestrian conflicts with turning vehicles, thereby potentially lessening the projected traffic impacts and the required traffic mitigation measures. Similar to the proposed traffic mitigation measures, the eventual implementation of the proposed pedestrian mitigation measures would be subject to a monitoring program undertaken by the developer, in consultation with the lead agency and NYCDOT, to determine actual needs upon completion and occupancy of various components and the three phases of the proposed project.

#### *2018 PHASE 1A*

##### *Northern Boulevard and 126th Street*

Significant adverse pedestrian impacts were identified for the intersection’s east crosswalk, where it would deteriorate to:

- beyond mid-LOS D (15.6 SFP) from a No Action LOS A (5699.3 SFP) during the weekday midday peak period,
- LOS E (14.0 SFP) from a No Action LOS A (5584.8 SFP) during the weekday PM peak period,
- beyond mid-LOS D (16.1 SFP) from a No Action LOS A (625.9 SFP) during the weekday pre-game peak period,
- LOS E (~~14.6~~ 11.7 SFP) from a No Action LOS A (1695.1 SFP) during the weekend midday non-game peak period,
- LOS E (14.7 SFP) from a No Action LOS A (1095.3 SFP) during the weekend pre-game peak period, and

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- LOS E (10.7 SFP) from a No Action LOS A (136.4 SFP) during the weekend post-game peak periods.

Potential measures to mitigate these impacts are described below and the mitigated conditions are summarized in **Table 21-31**.

**Table 21-31  
2018 Mitigated Condition: Pedestrian Level of Service Analysis  
Northern Boulevard and 126th Street**

Mitigation Measures	Analysis Time Period	No Action		With Action		Mitigated		
		SFP	LOS	SFP	LOS	SFP	LOS	
<b>Base Option</b>								
East Crosswalk—Widening by 10.5 feet from 14 feet to 24.5 feet; may be infeasible, hence impacts could be unmitigatable	WD	Midday	5699.3	A	15.6	<u>E</u> <u>D</u>	28.6	C
		PM	5584.8	A	14.0	E	25.7	C
		Pre-Game	625.9	A	16.1	D	29.4	C
	WE	Midday Non-Game	1695.1	A	<del>11.6</del> <u>11.7</u>	E	21.4	D
		Pre-Game	1095.3	A	<del>16.1</del> <u>14.7</u>	<del>D</del> <u>E</u>	27.0	C
		Post-Game	136.4	A	<del>14.7</del> <u>10.7</u>	E	19.6	D
<b>Traffic Mitigation Option</b>								
<u>Relocating existing crosswalk to 126th Place and widening to 20.0 feet</u>	WD	<u>Midday</u>	<u>5699.3</u>	<u>A</u>	<u>15.6</u>	<u>D</u>	<u>51.1</u>	<u>B</u>
		<u>PM</u>	<u>5584.8</u>	<u>A</u>	<u>14.0</u>	<u>E</u>	<u>49.9</u>	<u>B</u>
		<u>Pre-Game</u>	<u>625.9</u>	<u>A</u>	<u>16.1</u>	<u>D</u>	<u>56.5</u>	<u>B</u>
	WE	<u>Midday Non-Game</u>	<u>1695.1</u>	<u>A</u>	<u>11.7</u>	<u>E</u>	<u>34.7</u>	<u>C</u>
		<u>Pre-Game</u>	<u>1095.3</u>	<u>A</u>	<u>14.7</u>	<u>E</u>	<u>49.3</u>	<u>B</u>
		<u>Post-Game</u>	<u>136.4</u>	<u>A</u>	<u>10.7</u>	<u>E</u>	<u>51.8</u>	<u>B</u>
<b>Relocating existing crosswalk and designing/constructing new signalized crossing at 126th Place</b>								
<b>Note:</b> SFP = square feet per pedestrian; WD = weekday; WE = weekend.								

*Base Option*

The significant adverse pedestrian impacts could be fully mitigated by restriping the width of this crosswalk from 14.0 feet to 24.5 feet. Because this widening could be constrained by the physical median along Northern Boulevard, achieving such widening may not be feasible. If determined to be infeasible, the projected significant adverse impacts at this crosswalk would be either partially mitigated or unmitigated.

*Traffic Mitigation Option*

As part of the proposed traffic mitigation, a quick-curb would be installed on the westbound approach between the right-most lane and center lane to allow the Van Wyck and Whitestone Expressway Ramp to bypass the signal and operate as free flow through the intersection. As a result, pedestrian crossing at this location would need to be eliminated and the existing westbound Northern Boulevard Q66 bus stop relocated. ~~A potential location to which this~~ This bus stop can/would be relocated is under the highway overpass approximately 400 feet upstream (east of the existing location) across from 126th Place. Coupled with this bus stop relocation, ~~a new 20.0-foot-wide crosswalk would be installed, pedestrian crossing of appropriate width accompanied by a new signal of adequate crossing time would need to be designed and constructed to facilitate crossing between the south and north sides of Northern Boulevard at 126th Place. The significant adverse pedestrian impacts could be fully mitigated with these measures in place. If the relocated bus stop and/or the new signalized crossing are deemed impractical, westbound Q66 bus riders would need to be shifted to the westbound Q48 bus route along Roosevelt Avenue. This shift would alter the area's pedestrian circulation patterns;~~

resulting in new or worse significant adverse pedestrian impacts at other study area analysis locations, and/or significant adverse bus impacts on the westbound Q48 route.

*Roosevelt Avenue and 126th Street*

A significant adverse pedestrian impact was identified for the intersection’s west crosswalk, where it would deteriorate to LOS F (-67.6 SFP) from a No Action LOS A (194.6 SFP) during the weekend post-game peak period. Potential measures to mitigate this impact are described below and the mitigated conditions are summarized in **Table 21-32**.

**Table 21-32**  
**2018 Mitigated Condition: Pedestrian Level of Service Analysis**  
**Roosevelt Avenue and 126th Street**

Mitigation Measures	Analysis Time Period		No Action		With Action		Mitigated	
			SFP	LOS	SFP	LOS	SFP	LOS
<b>Base Option</b>								
West Crosswalk – Game-day traffic management	WE	Post-Game	194.6	A	-67.6	F	--	--
<b>Traffic Mitigation Option</b>								
West Crosswalk – Traffic mitigation and game-day traffic management	WE	Post-Game	194.6	A	-67.6	F	344.9	A
<b>Note:</b> SFP = square feet per pedestrian; WD = weekday; WE = weekend.								

*Base Option*

No practical crosswalk widening can be implemented to mitigate the above significant adverse pedestrian impact during the weekend post-game peak period. However, game-day traffic management measures—such as the stationing of traffic control officers at this location to facilitate traffic and pedestrian flows, which currently occurs on game days but was not accounted for in the pedestrian analysis—would be in place. Therefore, no mitigation measures are proposed and game-day traffic management is expected to continue to facilitate traffic and pedestrian movements at this location.

*Traffic Mitigation Option*

This significant adverse pedestrian impact could be fully mitigated by implementing the recommended traffic signal timing adjustments. The recommended signal timing modifications for the remaining peak periods would not alter the conclusions made for the pedestrian impact analyses, nor would they result in the potential for any additional significant adverse pedestrian impacts.

*34th Avenue and 126th Street*

Significant adverse pedestrian impacts were identified for the intersection’s north, south, and east crosswalks. The north crosswalk would deteriorate to beyond mid-LOS D (17.9 SFP) from a No Action LOS A (2714.0 SFP) during the weekend midday non-game peak period. The south crosswalk would deteriorate to:

- beyond mid-LOS D (16.5 SFP) from a No Action LOS A (5848.7 SFP) during the weekday midday peak period,
- beyond mid-LOS D (18.1 SFP) from a No Action LOS A (3183.4 SFP) during the weekday PM peak period,
- LOS E (11.8 SFP) from a No Action LOS A (1217.7 SFP) during the weekend midday non-game peak period, and

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- LOS E (14.1 SFP) from a No Action LOS D (23.0 SFP) during the weekend pre-game peak period.

The east crosswalk would deteriorate to

- LOS E (10.4 SFP) from a No Action LOS A (80.0 SFP) during the weekday pre-game peak period,
- LOS E (~~14.1~~ 14.3 SFP) from a No Action LOS A (820.4 SFP) during the weekend midday non-game peak period, and
- LOS E (11.4 SFP) from a No Action LOS A (9899.0 SFP) during the weekend pre-game peak period.

Potential measures to mitigate these impacts are described below and the mitigated conditions are summarized in **Table 21-33**.

**Table 21-33**  
**2018 Mitigated Condition: Pedestrian Level of Service Analysis**  
**34th Avenue and 126th Street**

Mitigation Measures	Analysis Time Period	No Action		With Action		Mitigated		
		SFP	LOS	SFP	LOS	SFP	LOS	
<b>Base Option</b>								
North Crosswalk—Widening by 1.5 feet from 12.5 feet to 14 feet	WE	Midday Non-Game	2714.0	A	17.9	D	20.2	D
		Midday	5848.7	A	16.5	D	27.4	C
South Crosswalk—Widening by 6.5 feet from 10.5 feet to 17 feet	WD	PM	3183.4	A	18.1	D	30.0	C
		Midday Non-Game	1217.7	A	11.8	E	<del>14.3</del> 19.8	<del>E</del> D
	WE	Pre-Game	23.0	D	14.1	E	23.7	D
		Pre-Game	80.0	A	10.4	E	20.4	D
East Crosswalk—Widening by 6 feet from 7 feet to 13 feet	WD	Pre-Game	80.0	A	10.4	E	20.4	D
		Midday Non-Game	820.4	A	<del>14.1</del> 14.3	E	27.8	C
	WE	Pre-Game	9899.0	A	11.4	E	22.2	D
<b>Traffic Mitigation Option</b>								
East Crosswalk—Widening by <del>7-2.5</del> <u>9.5</u> feet from 7 feet to <del>14-9.5</del> <u>9.5</u> feet	WD	Pre-Game	80.0	A	10.4	E	<del>28.4</del> 20.5	<del>E</del> D
		Midday Non-Game	820.4	A	<del>14.1</del> 14.3	E	<del>20.5</del> 19.8	D
	WE	Pre-Game	9899.0	A	11.4	E	<del>37.1</del> 23.3	<del>E</del> D

**Note:** SFP = square feet per pedestrian; WD = weekday; WE = weekend.

*Base Option*

The significant adverse pedestrian impacts could be fully mitigated by restriping the width of the north crosswalk from 12.5 feet to 14.0 feet, the south crosswalk from 10.5 feet to 17.0 feet, and the east crosswalk from 7.0 feet to 13.0 feet.

*Traffic Mitigation Option*

The significant adverse pedestrian impacts could be fully mitigated by restriping the width of the east crosswalk from 7.0 feet to ~~14.0~~ 9.5 feet in conjunction with the proposed traffic mitigation measures. No crosswalk widening would be required for the north and south crosswalks.

*Roosevelt Avenue and 114th Street*

No significant adverse pedestrian impacts were identified at this intersection. The recommended signal timing modifications as part of the traffic mitigation would not alter the conclusions made



for the pedestrian impact analyses, nor would they result in the potential for any additional significant adverse pedestrian impacts.

37th Avenue and 126th Street

Significant adverse pedestrian impacts were identified for the intersection’s north and south crosswalks. The north crosswalk would operate at LOS E (8.2 SFP), LOS E (8.6 SFP), and beyond mid-LOS D (18.4 SFP) during the weekday pre-game, weekend pre-game, and weekend post-game peak periods, respectively. The south crosswalk would operate at LOS E (8.6 SFP) and LOS E (9.3 SFP) during the weekday pre-game and weekend pre-game peak periods, respectively. Since no traffic impacts requiring mitigation were identified for this intersection, the significant adverse pedestrian impacts could be fully mitigated under the Base Option, by restriping the width of the north crosswalk from 15.0 feet to 31.0 and the south crosswalk from 15.0 feet to 30.0 feet, as summarized in **Table 21-34**. However, during the game-day conditions, traffic management measures—such as the stationing of traffic control officers to facilitate traffic and pedestrian flows—would be in place. These measures make it unlikely that the physical widening of the north and south crosswalks would be needed. Also, as detailed below under “2028 Phase 1B” and “2032 Phase 2,” the north and south crosswalks at this intersection would not be impacted in the later phases because the interim surface parking within the District would have been permanently replaced by the new South Lot/Lot D garages. Therefore, CitiField patrons who in Phase 1A have to cross 126th Street at this intersection’s north and south crosswalks to access the stadium would instead access the stadium via the Mets-Willets Point subway station in the later phases.

**Table 21-34**  
**2018 Mitigated Condition: Pedestrian Level of Service Analysis**  
**37th Avenue and 126th Street**

Mitigation Measures	Analysis Time Period	No Action		With Action		Mitigated		
		SFP	LOS	SFP	LOS	SFP	LOS	
<b>Base Option</b>								
<u>North Crosswalk – Widening by 16 feet from 15 feet to 31 feet; game-day traffic management</u>	WD	Pre-Game	==	==	8.2	E	19.8	D
		Pre-Game	==	==	8.6	E	20.6	D
	WE	Post-Game	==	==	18.4	D	43.6	B
<u>South Crosswalk – Widening by 15 feet from 15 feet to 30 feet; game-day traffic management</u>	WD	Pre-Game	==	==	8.6	E	20.2	D
	WE	Pre-Game	==	==	9.3	E	21.7	D

**Note:** SFP = square feet per pedestrian; WD = weekday; WE = weekend.

36th Avenue and 126th Street

No significant adverse pedestrian impacts were identified at this intersection; therefore, no mitigation measures are needed.

*2028 PHASE 1B*

Northern Boulevard and 126th Street

Significant adverse pedestrian impacts were identified for the intersection’s east crosswalk, where it would deteriorate to:

- LOS F (4.9 SFP) from a No Action LOS A (5656.4 SFP) during the weekday midday peak period,

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- LOS F (4.8 SFP) from a No Action LOS A (5527.5 SFP) during the weekday PM peak period,
- LOS F (6.5 SFP) from a No Action LOS A (584.6 SFP) during the weekday pre-game peak period,
- LOS F (4.7 SFP) from a No Action LOS A (1681.7 SFP) during the weekend midday non-game peak period,
- LOS F (5.7 SFP) from a No Action LOS A (1086.8 SFP) during the weekend pre-game peak period, and
- LOS F (-2.7 SFP) from a No Action LOS A (130.4 SFP) during the weekend post-game peak period.

Potential measures to mitigate these impacts are described below and the mitigated conditions are summarized in **Table 21-3435**.

**Table 21-3435**  
**2028 Mitigated Condition: Pedestrian Level of Service Analysis**  
**Northern Boulevard and 126th Street**

Mitigation Measures	Analysis Time Period	No Action		With Action		Mitigated		
		SFP	LOS	SFP	LOS	SFP	LOS	
<b>Base Option</b>								
East Crosswalk—Widening by 36 feet from 14 feet to 50 feet; may be infeasible, hence impacts could be unmitigatable	WD	Midday	5656.4	A	4.9	F	20.7	D
		PM	5527.5	A	4.8	F	20.0	D
		Pre-Game	584.6	A	6.5	F	26.4	C
	WE	Midday Non-Game	1681.7	A	4.7	F	19.5	D
		Pre-Game	1086.8	A	5.7	F	23.5	D
		Post-Game	130.4	A	-2.7	F	--	--
<b>Traffic Mitigation Option</b>								
<u>Relocating existing crosswalk to 126th Place and widening to 22.5 feet</u>	WD	Midday	5656.4	A	4.9	E	23.5	D
		PM	5527.5	A	4.8	E	24.5	C
		Pre-Game	584.6	A	6.5	E	31.1	C
	WE	Midday Non-Game	1681.7	A	4.7	E	19.8	D
		Pre-Game	1086.8	A	5.7	E	26.3	C
		Post-Game	130.4	A	-2.7	E	29.0	C
<b>Relocating existing crosswalk and designing/construction new signalized crossing at 126th Place</b>								
<b>Note:</b> SFP = square feet per pedestrian; WD = weekday; WE = weekend.								

*Base Option*

The significant adverse pedestrian impacts could be fully mitigated by restriping the width of this crosswalk from 14.0 feet to 50.0 feet. Because this widening could be constrained by the physical median along Northern Boulevard, as well as available sidewalk landing on each side of Northern Boulevard, achieving such widening may not be feasible. If determined to be infeasible, the projected significant adverse impacts at this crosswalk would be either partially mitigated or unmitigated.

*Traffic Mitigation Option*

As detailed above under “2018 Phase 1A,” as part of the proposed traffic mitigation, pedestrian crossing at this location would need to be eliminated and the existing westbound Northern Boulevard Q66 bus stop relocated. ~~A potential location to which this~~ This bus stop can/would be relocated ~~is~~ is under the highway overpass approximately 400 feet upstream (east of the existing location) across from 126th Place. Coupled with this bus stop relocation, a new 22.5-foot-wide crosswalk would be installed, pedestrian crossing of appropriate width accompanied by a new signal of adequate crossing time ~~would need to be designed and constructed~~ to facilitate crossing

between the south and north sides of Northern Boulevard at 126th Place. The significant adverse pedestrian impacts could be fully mitigated with these measures in place. If the relocated bus stop and/or the new signalized crossing are deemed impractical, westbound Q66 bus riders would need to be shifted to the westbound Q48 bus route along Roosevelt Avenue. This shift would alter the area's pedestrian circulation patterns, resulting in new or worse significant adverse pedestrian impacts at other study area analysis locations, and/or significant adverse bus impacts on the westbound Q48 route.

*Roosevelt Avenue and 126th Street*

Significant adverse pedestrian impacts were identified for the intersection's west crosswalk, where it would deteriorate to:

- LOS F (-22.6 -40.9 SFP) from a No Action LOS A (152.5 SFP) during the weekday pre-game peak period, and
- LOS F (-22.4 -34.7 SFP) from a No Action LOS A (103.2 SFP) during the weekend pre-game peak period.

Potential measures to mitigate these impacts are described below and the mitigated conditions are summarized in **Table 21-3536**.

**Table 21-3536**  
**2028 Mitigated Condition: Pedestrian Level of Service Analysis**  
**Roosevelt Avenue and 126th Street**

Mitigation Measures	Analysis Time Period		No Action		With Action		Mitigated	
			SFP	LOS	SFP	LOS	SFP	LOS
<b>Base Option</b>								
West Crosswalk—Game-day traffic management	WD	Pre-Game	152.5	A	-22.6 -40.9	F	--	--
	WE	Pre-Game	103.2	A	-22.4 -34.7	F	--	--
<b>Traffic Mitigation Option</b>								
West Crosswalk—Traffic mitigation and game-day traffic management	WD	Pre-Game	152.5	A	-22.6 -40.9	F	--	--
	WE	Pre-Game	103.2	A	-22.4 -34.7	F	--	--
North Crosswalk—Impacted by traffic mitigation; widening by 6.5 4 feet from 16 feet to 22.5 20 feet	WD	Midday	1660.5	A	18.3	D	27.0	C
		PM	2683.6	A	13.4	E	19.9	D
	WE	Midday Non-Game	1181.0	A	16.4	D	24.2	C
		Post-Game	545.7	A	15.4	D	19.8	D
<b>Note:</b> SFP = square feet per pedestrian; WD = weekday; WE = weekend.								

*Base Option*

No practical crosswalk widening can be implemented to mitigate the above significant adverse pedestrian impact during the weekday pre-game and weekend pre-game peak periods. However, game-day traffic management measures—such as the stationing of traffic control officers at this location to facilitate traffic and pedestrian flows, which currently occurs on game days but was not accounted for in the pedestrian analysis—would be in place. Therefore, no mitigation measures are proposed and game-day traffic management is expected to continue to facilitate traffic and pedestrian movements at this location.

*Traffic Mitigation Option*

The recommended traffic signal timing modifications would deteriorate the service levels at the intersection's crosswalks during all time periods and create additional significant adverse

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pedestrian impacts for the north crosswalk during the ~~weekday midday, weekday PM, and weekend midday non-game~~ post-game peak periods. The impacts on the north crosswalk could be fully mitigated by restriping the crosswalk from 16.0 feet to ~~22.5~~ 20.0 feet. During game-day conditions, traffic management measures—such as the stationing of traffic control officers at this location to facilitate traffic and pedestrian flows, which currently occurs on game days but was not accounted for in the pedestrian analysis—would be in place. Therefore, no mitigation measures are proposed and game-day traffic management is expected to continue to facilitate traffic and pedestrian movements at this location.

### *34th Avenue and 126th Street*

Significant adverse pedestrian impacts were identified for the intersection's north, south, and east crosswalks. The north crosswalk would deteriorate to:

- beyond mid-LOS D (16.2 SFP) from a No Action LOS A (2139.3 SFP) during the weekday PM peak period, and
- LOS E (13.7 SFP) from a No Action LOS A (2704.6 SFP) during the weekend midday non-game peak period.

The south crosswalk would deteriorate to:

- LOS E (9.9 SFP) from a No Action LOS A (5783.6 SFP) during the weekday midday peak period,
- LOS E (14.7 SFP) from a No Action LOS A (3158.9 SFP) during the weekday PM peak period,
- LOS E (8.4 SFP) from a No Action LOS A (1207.9 SFP) during the weekend midday non-game peak period, and
- beyond mid-LOS D (19.1 SFP) from a No Action LOS D (21.9 SFP) during the weekend pre-game peak period.

The east crosswalk would deteriorate to:

- beyond mid-LOS D (18.8 SFP) from a No Action LOS A (2035.8 SFP) during the weekday AM peak period,
- LOS F (6.2 SFP) from a No Action LOS A (1502.7 SFP) during the weekday midday peak period,
- LOS F (6.9 SFP) from a No Action LOS A (937.3 SFP) during the weekday PM peak period,
- LOS F (3.8 SFP) from a No Action LOS A (78.0 SFP) during the weekday pre-game peak period,
- LOS F (5.3 SFP) from a No Action LOS A (756.1 SFP) during the weekend midday non-game peak period,
- LOS F (4.2 SFP) from a No Action LOS A (9927.5 SFP) during the weekend pre-game peak period, and
- LOS F (5.1 SFP) from a No Action LOS A during the weekend post-game peak period.

Potential measures to mitigate these impacts are described below and the mitigated conditions are summarized in **Table 21-3637**.

**Table 21-3637**  
**2028 Mitigated Condition: Pedestrian Level of Service Analysis**  
**34th Avenue and 126th Street**

Mitigation Measures	Analysis Time Period	No Action		With Action		Mitigated		
		SFP	LOS	SFP	LOS	SFP	LOS	
<b>Base Option</b>								
North Crosswalk—Widening by 5.5 feet from 12.5 feet to 18 feet	WD	PM	2139.3	A	16.2	D	23.6	D
	WE	Midday Non-Game	2704.6	A	13.7	E	20.1	D
South Crosswalk—Widening by 13 feet from 10.5 feet to 23.5 feet	WD	Midday	5783.6	A	9.9	E	23.0	D
		PM	3158.9	A	14.7	E	34.0	C
	WE	Midday Non-Game	1207.9	A	8.4	E	19.6	D
		Pre-Game	21.9	D	19.1	D	45.3	B
East Crosswalk—Widening by 21 feet from 7 feet to 28 feet	WD	AM	2035.8	A	18.8	D	84.5	A
		Midday	1502.7	A	6.2	F	31.7	C
		PM	937.3	A	6.9	F	34.5	C
		Pre-Game	78.0	A	3.8	F	19.8	D
	WE	Midday Non-Game	756.1	A	5.3	F	27.7	C
		Pre-Game	9927.5	A	4.2	F	21.9	D
		Post-Game	N/A	A	5.1	F	25.4	C
<b>Traffic Mitigation Option</b>								
South Crosswalk—Widening by 6.5 feet from 10.5 feet to 17 feet	WD	Midday	5783.6	A	9.9	E	70.4	A
		PM	3158.9	A	14.7	E	71.4	A
	WE	Midday Non-Game	1207.9	A	8.4	E	47.5	B
		Pre-Game	21.9	D	19.1	D	20.0	D
East Crosswalk—Widening by <del>28-24.5</del> <u>35 31.5</u> feet from 7 feet to <del>35</del> <u>31.5</u> feet; game-day traffic management	WD	AM	2035.8	A	18.8	D	<del>62.0</del> <u>80.9</u>	A
		Midday	1502.7	A	6.2	F	<del>23.3</del> <u>20.9</u>	D
		PM	937.3	A	6.9	F	<del>25.4</del> <u>22.6</u>	C
		Pre-Game	78.0	A	3.8	F	<del>16.4</del> <u>26.5</u>	D
	WE	Midday Non-Game	756.1	A	5.3	F	<del>19.7</del> <u>19.8</u>	D
		Pre-Game	9927.5	A	4.2	F	<del>15.2</del> <u>22.9</u>	D
		Post-Game	N/A	A	5.1	F	<del>19.4</del> <u>37.8</u>	D
<b>Notes:</b> SFP = square feet per pedestrian; WD = weekday; WE = weekend. N/A = Crosswalk volume is zero, and SFP is not calculable. LOS is assumed to be A.								

*Base Option*

The significant adverse pedestrian impacts could be fully mitigated by restriping the width of the north crosswalk from 12.5 feet to 18.0 feet, the south crosswalk from 10.5 feet to 23.5 feet, and the east crosswalk from 7.0 feet to 28.0 feet.

*Traffic Mitigation Option*

The significant adverse pedestrian impacts could be fully mitigated by restriping the width of the south crosswalk from 10.5 feet to 17.0 feet and the east crosswalk: from 7.0 feet to ~~35.0~~ 31.5 feet for the non game conditions and 43.5 feet for the game day conditions in conjunction with the proposed traffic mitigation measures. ~~During the game day conditions, traffic management measures—such as the stationing of traffic control officers at this location to facilitate traffic and pedestrian flows, which currently occurs on game days but was not accounted for in the pedestrian analysis—would be in place. These measures make it unlikely that the physical widening of the east crosswalk to 43.5 feet would be needed.~~

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### *Roosevelt Avenue and 114th Street*

No significant adverse pedestrian impacts were identified at this intersection. The recommended signal timing modifications as part of the traffic mitigation would not alter the conclusions made for the pedestrian impact analyses, nor would they result in the potential for any additional significant adverse pedestrian impacts.

### *New Willetts Point Boulevard and 126th Street*

No significant adverse pedestrian or traffic impacts were identified at this intersection; therefore, no mitigation measures are needed.

### *37th Avenue and 126th Street*

No significant adverse pedestrian impacts were identified at this intersection; therefore, no mitigation measures are needed. The recommended traffic mitigation would not alter the conclusions made for the pedestrian impact analyses, nor would they result in the potential for any additional significant adverse pedestrian impacts.

### *36th Avenue and 126th Street*

No significant adverse pedestrian impacts were identified at this intersection; therefore, no mitigation measures are needed. The recommended traffic mitigation would not alter the conclusions made for the pedestrian impact analyses, nor would they result in the potential for any additional significant adverse pedestrian impacts.

### *2032 PHASE 2*

#### *Northern Boulevard and 126th Street*

Significant adverse pedestrian impacts were identified for the intersection's east crosswalk, where it would deteriorate to:

- LOS E (12.0 SFP) from a No Action LOS A (6403.9 SFP) during the weekday AM peak period,
- LOS F (2.3 SFP) from a No Action LOS A (5642.1 SFP) during the weekday midday peak period,
- LOS F (2.2 SFP) from a No Action LOS A (5513.2 SFP) during the weekday PM peak period,
- LOS F (3.5 SFP) from a No Action LOS A (583.0 SFP) during the weekday pre-game peak period,
- LOS F (2.5 SFP) from a No Action LOS A (1672.8 SFP) during the weekend midday non-game peak period,
- LOS F (3.2 SFP) from a No Action LOS A (1083.9 SFP) during the weekend pre-game peak period, and
- LOS F (-2.9 SFP) from a No Action LOS A (129.6 SFP) during the weekend post-game peak period.

Potential measures to mitigate these impacts are described below and the mitigated conditions are summarized in **Table 21-3738**.

**Table 21-3738**

**2032 Mitigated Condition: Pedestrian Level of Service Analysis  
Northern Boulevard and 126th Street**

Mitigation Measures	Analysis Time Period	No Action		With Action		Mitigated		
		SFP	LOS	SFP	LOS	SFP	LOS	
<b>Base Option</b>								
East Crosswalk—Widening by 83 feet from 14 feet to 97 feet; may be infeasible, hence impacts could be unmitigatable	WD	AM	6403.9	A	12.0	E	95.5	A
		Midday	5642.1	A	2.3	F	20.9	D
		PM	5513.2	A	2.2	F	19.6	D
	WE	Pre-Game	583.0	A	3.5	F	29.8	C
		Midday Non-Game	1672.8	A	2.5	F	21.5	D
		Pre-Game	1083.9	A	3.2	F	28.2	C
		Post-Game	129.6	A	-2.9	F	--	--
<b>Traffic Mitigation Option</b>								
<u>Relocating existing crosswalk to 126th Place and widening to 30 feet</u>	WD	AM	6403.9	A	12.0	E	49.9	B
		Midday	5642.1	A	2.3	E	21.5	D
		PM	5513.2	A	2.2	E	22.7	D
	WE	Pre-Game	583.0	A	3.5	E	30.0	C
		Midday Non-Game	1672.8	A	2.5	E	19.9	D
		Pre-Game	1083.9	A	3.2	E	25.9	C
		Post-Game	129.6	A	-2.9	E	28.3	C
<b>Relocating existing crosswalk and designing/constructing new signalized crossing at 126th Place</b>								
<b>Note:</b> SFP = square feet per pedestrian; WD = weekday; WE = weekend.								

*Base Option*

The significant adverse pedestrian impacts could be fully mitigated by restriping the width of this crosswalk from 14.0 feet to 97.0 feet. Because this widening could be constrained by the physical median along Northern Boulevard, as well as available sidewalk landing on each side of Northern Boulevard, achieving such widening may not be feasible. If determined to be infeasible, the projected significant adverse impacts at this crosswalk would be either partially mitigated or unmitigated.

*Traffic Mitigation Option*

As detailed above under “2018 Phase 1A,” as part of the proposed traffic mitigation, pedestrian crossing at this location would need to be eliminated and the existing westbound Northern Boulevard Q66 bus stop relocated. ~~A potential location to which this bus stop can be~~ relocated is under the highway overpass approximately 400 feet upstream (east of the existing location) across from 126th Place. Coupled with this bus stop relocation, a new 30.0-foot-wide crosswalk would be installed, pedestrian crossing of appropriate width accompanied by a new signal of adequate crossing time ~~would need to be designed and constructed~~ to facilitate crossing between the south and north sides of Northern Boulevard at 126th Place. The significant adverse pedestrian impacts could be fully mitigated with these measures in place. ~~If the relocated bus stop and/or the new signalized crossing are deemed impractical, westbound Q66 bus riders would need to be shifted to the westbound Q48 bus route along Roosevelt Avenue. This shift would alter the area’s pedestrian circulation patterns, resulting in new or worse significant adverse pedestrian impacts at other study area analysis locations, and/or significant adverse bus impacts on the westbound Q48 route.~~

*Roosevelt Avenue and 126th Street*

Significant adverse pedestrian impacts were identified for the intersection’s west and north crosswalks. The west crosswalk would deteriorate to:

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- LOS ~~E-E~~ (~~8.0~~ 6.7 SFP) from a No Action LOS A (1560.4 SFP) during the weekday midday peak period,
- LOS F (4.4 2.6 SFP) from a No Action LOS A (2031.8 SFP) during the weekday PM peak period,
- LOS F (~~4.8~~ -7.4 SFP) from a No Action LOS A (149.4 SFP) during the weekday pre-game peak period,
- LOS F (~~5.7~~ 4.3 SFP) from a No Action LOS A (1072.1 SFP) during the weekend midday non-game peak period,
- LOS F (~~4.0~~ -5.4 SFP) from a No Action LOS A (99.5 SFP) during the weekend pre-game peak period, and
- LOS ~~E-E~~ (~~9.6~~ 7.8 SFP) from a No Action LOS A (183.4 SFP) during the weekend post-game peak period.

The north crosswalk would deteriorate to:

- beyond mid-LOS D (~~16.4~~ 16.3 SFP) from a No Action LOS A (2680.2 SFP) during the weekday PM peak period, and
- beyond mid-LOS D (~~17.4~~ 17.3 SFP) from a No Action LOS A (537.3 SFP) during the weekend post-game peak period.

Potential measures to mitigate these impacts are described below and the mitigated conditions are summarized in **Table 21-3839**.

### *Base Option*

The significant adverse pedestrian impacts for the west crosswalk could be fully mitigated by restriping the width of the crosswalk from 13.5 feet to ~~50.5~~ 84.0 feet for the non-game day and the weekend post-game conditions. The feasibility of this widening would be limited by the width of the adjoining sidewalks. If such widening could not be achieved, the projected significant adverse impacts during certain time periods would remain unmitigated or partially mitigated. During game-day conditions, traffic management measures—such as the stationing of traffic control officers at this location to facilitate traffic and pedestrian flows, which currently occurs on game days but was not accounted for in the pedestrian analysis—would be in place. Therefore, game-day traffic management is expected to continue to facilitate traffic and pedestrian movements at this location and in conjunction with the proposed crosswalk widening should mitigate the significant adverse pedestrian impacts during the weekday and weekend pre-game conditions. For the north crosswalk, the projected significant adverse pedestrian impacts could be fully mitigated by restriping the crosswalk from 16.0 feet to 19.0 feet.



**Table 21-3839**  
**2032 Mitigated Condition: Pedestrian Level of Service Analysis**  
**Roosevelt Avenue and 126th Street**

Mitigation Measures	Analysis Time Period	No Action		With Action		Mitigated		
		SFP	LOS	SFP	LOS	SFP	LOS	
<b>Base Option</b>								
West Crosswalk—Widening by <del>37-70.5</del> <u>84</u> feet from 13.5 feet to <del>50.5</del> <u>84</u> feet; may be infeasible, hence impacts could be unmitigatable; game-day traffic management	WD	Midday	1560.4	A	<del>8.0</del> <u>6.7</u>	<del>E</del> <u>E</u>	<del>34.8</del> <u>49.5</u>	<del>C</del> <u>B</u>
		PM	2031.8	A	<del>4.4</del> <u>2.6</u>	<del>F</del> <u>F</u>	<del>19.6</del> <u>19.6</u>	<del>D</del> <u>D</u>
		Pre-Game	149.4	A	<del>-4.8</del> <u>-7.4</u>	<del>F</del> <u>F</u>	<del>--</del> <u>--</u>	<del>--</del> <u>--</u>
	WE	Midday Non-Game	1072.1	A	<del>5.7</del> <u>4.3</u>	<del>F</del> <u>F</u>	<del>25.7</del> <u>32.5</u>	<del>C</del> <u>C</u>
		Pre-Game	99.5	A	<del>-4.0</del> <u>-5.4</u>	<del>F</del> <u>F</u>	<del>--</del> <u>--</u>	<del>--</del> <u>--</u>
		Post-Game	183.4	A	<del>9.6</del> <u>7.8</u>	<del>F</del> <u>F</u>	<del>40.4</del> <u>55.5</u>	<del>B</del> <u>B</u>
North Crosswalk—Widening by 3 feet from 16 feet to 19 feet	WD	PM	2680.2	A	<del>16.4</del> <u>16.3</u>	<del>D</del> <u>D</u>	<del>20.1</del> <u>20.0</u>	<del>D</del> <u>D</u>
	WE	Post-Game	537.3	A	<del>17.4</del> <u>17.3</u>	<del>D</del> <u>D</u>	<del>21.1</del> <u>21.0</u>	<del>D</del> <u>D</u>
<b>Traffic Mitigation Option</b>								
West Crosswalk—Widening by <del>45.5</del> <u>14</u> feet from 13.5 feet to <del>29</del> <u>27.5</u> feet; may be infeasible, hence impacts could be unmitigatable; traffic mitigation and game-day traffic management	WD	Midday	1560.4	A	<del>8.0</del> <u>6.7</u>	<del>E</del> <u>E</u>	<del>19.8</del> <u>28.0</u>	<del>D</del> <u>C</u>
		PM	2031.8	A	<del>4.4</del> <u>2.6</u>	<del>F</del> <u>F</u>	<del>21.5</del> <u>27.0</u>	<del>D</del> <u>C</u>
		Pre-Game	149.4	A	<del>-4.8</del> <u>-7.4</u>	<del>F</del> <u>F</u>	<del>--</del> <u>--</u>	<del>--</del> <u>--</u>
	WE	Midday Non-Game	1072.1	A	<del>5.7</del> <u>4.3</u>	<del>F</del> <u>F</u>	<del>23.3</del> <u>19.6</u>	<del>D</del> <u>D</u>
		Pre-Game	99.5	A	<del>-4.0</del> <u>-5.4</u>	<del>F</del> <u>F</u>	<del>--</del> <u>--</u>	<del>--</del> <u>--</u>
		Post-Game	183.4	A	<del>9.6</del> <u>7.8</u>	<del>F</del> <u>F</u>	<del>25.5</del> <u>25.4</u>	<del>C</del> <u>C</u>
North Crosswalk—Impacted by traffic mitigation during the weekday AM, midday and weekend midday non-game and pre-game peak periods; widening by <del>9.5</del> <u>15</u> feet from 16 feet to <del>25.5</del> <u>31</u> feet	WD	AM	1630.7	A	<del>16.6</del> <u>19.1</u>	<del>D</del> <u>D</u>	<del>28.5</del> <u>40.4</u>	<del>C</del> <u>B</u>
		Midday	1621.1	A	<del>14.4</del> <u>13.0</u>	<del>E</del> <u>E</u>	<del>24.7</del> <u>28.0</u>	<del>C</del> <u>C</u>
		PM	2680.2	A	<del>16.4</del> <u>8.9</u>	<del>D</del> <u>E</u>	<del>19.7</del> <u>19.6</u>	<del>D</del> <u>D</u>
	WE	Midday Non-Game	1158.5	A	<del>13.7</del> <u>13.6</u>	<del>E</del> <u>E</u>	<del>23.6</del> <u>29.3</u>	<del>D</del> <u>C</u>
		Pre-Game	<u>700.6</u>	<u>A</u>	<u>16.7</u>	<u>D</u>	<u>35.5</u>	<u>C</u>
		Post-Game	537.3	A	<del>17.4</del> <u>10.4</u>	<del>D</del> <u>E</u>	<del>27.3</del> <u>21.9</u>	<del>C</del> <u>D</u>
East Crosswalk—Impacted by traffic mitigation; widening by 2 feet from 14 feet to 16 feet	WD	Midday	2012.3	A	17.1	D	19.7	D

**Note:** SFP = square feet per pedestrian; WD = weekday; WE = weekend.

*Traffic Mitigation Option*

The recommended traffic signal timing modifications would create additional adverse pedestrian impacts for the north crosswalk during the weekday AM, weekday midday, ~~and weekend midday non-game, and weekend pre-game~~ peak periods ~~and the east crosswalk during the weekday midday peak period~~. The impacts on the north crosswalk could be fully mitigated by restriping the crosswalk from 16.0 feet to ~~25.5~~ 31.0 feet ~~and the east crosswalk could be fully~~

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~~mitigated by restriping the crosswalk from 14.0 feet to 16.0 feet.~~ The west crosswalk during non-game conditions could be fully mitigated by restriping the crosswalk from 13.5 feet to ~~29.0~~ 27.5 feet. The feasibility of this widening would be limited by the width of the adjoining sidewalks. If such widening could not be achieved, the projected significant adverse impacts during certain time periods would remain unmitigated or partially mitigated. During game-day conditions, traffic management measures—such as the stationing of traffic control officers at this location to facilitate traffic and pedestrian flows, which currently occurs on game days but was not accounted for in the pedestrian analysis—would be in place.

### *34th Avenue and 126th Street*

Significant adverse pedestrian impacts were identified for the intersection's north, south, and east crosswalks. The north crosswalk would deteriorate to:

- beyond mid-LOS D (16.8 SFP) from a No Action LOS A during the weekday midday peak period,
- LOS E (9.7 SFP) from a No Action LOS A (2131.7 SFP) during the weekday PM peak period, and
- LOS F (8.0 SFP) from a No Action LOS A (2699.8 SFP) during the weekend midday non-game peak period.

The south crosswalk would deteriorate to:

- LOS E (13.9 SFP) from a No Action LOS A (2947.4 SFP) during the weekday AM peak period,
- LOS F (1.9 SFP) from a No Action LOS A (5767.3 SFP) during the weekday midday peak period,
- LOS F (6.8 SFP) from a No Action LOS A (3150.8 SFP) during the weekday PM peak period, and
- LOS F (3.4 SFP) from a No Action LOS A (1204.7 SFP) during the weekend midday non-game peak period.

The east crosswalk would deteriorate to:

- LOS E (10.6 SFP) from a No Action LOS A (2035.8 SFP) during the weekday AM peak period,
- LOS F (4.6 SFP) from a No Action LOS A (1394.7 SFP) during the weekday midday peak period,
- LOS F (4.8 SFP) from a No Action LOS A (937.3 SFP) during the weekday PM peak period,
- LOS F (3.0 SFP) from a No Action LOS A (76.9 SFP) during the weekday pre-game peak period,
- LOS F (3.7 SFP) from a No Action LOS A (755.4 SFP) during the weekend midday non-game peak period,
- LOS F (3.3 SFP) from a No Action LOS A (9908.5 SFP) during the weekend pre-game peak period, and
- LOS F (5.4 SFP) from a No Action LOS A during the weekend post-game peak period.

Potential measures to mitigate these impacts are described below and the mitigated conditions are summarized in **Table 21-3940**.

**Table 21-3940**  
**2032 Mitigated Condition: Pedestrian Level of Service Analysis**  
**34th Avenue and 126th Street**

Mitigation Measures	Analysis Time Period	No Action		With Action		Mitigated		
		SFP	LOS	SFP	LOS	SFP	LOS	
<b>Base Option</b>								
North Crosswalk—Widening by 17.5 feet from 12.5 feet to 30 feet	WD	Midday	N/A	A	16.8	D	41.3	B
		PM	2131.7	A	9.7	E	24.1	C
	WE	Midday Non-Game	2699.8	A	8.0	F	19.8	D
East Crosswalk—Widening by 26 feet from 7 feet to 33 feet	WD	AM	2035.8	A	10.6	E	60.1	A
		Midday	1394.7	A	4.6	F	29.8	C
		PM	937.3	A	4.8	F	30.5	C
		Pre-Game	76.9	A	3.0	F	19.8	D
	WE	Midday Non-Game	755.4	A	3.7	F	24.7	C
		Pre-Game	9908.5	A	3.3	F	21.9	D
		Post-Game	N/A	A	5.4	F	33.4	C
<b>Traffic Mitigation Option</b>								
North Crosswalk—Widening by <u>9.5</u> <u>0.5</u> feet from 12.5 feet to <u>22</u> <u>13</u> feet	WD	Midday	N/A	A	16.8	D	<del>55.6</del> <u>97.5</u>	<del>B</del> <u>A</u>
		PM	2131.7	A	9.7	E	<del>69.0</del> <u>62.2</u>	<del>A</del> <u>A</u>
	WE	Midday Non-Game	2699.8	A	8.0	F	<del>19.5</del> <u>65.9</u>	<del>D</del> <u>A</u>
South Crosswalk— <u>Traffic mitigation</u> Widening by 18 feet from 10.5 feet to 28.5 feet	WD	AM	2947.4	A	13.9	E	<del>375.0</del> <u>193.1</u>	<del>A</del> <u>A</u>
		Midday	5767.3	A	1.9	F	<del>51.6</del> <u>55.7</u>	<del>B</del> <u>B</u>
		PM	3150.8	A	6.8	F	<del>93.6</del> <u>41.4</u>	<del>A</del> <u>B</u>
	WE	Midday Non-Game	1204.7	A	3.4	F	<del>19.7</del> <u>32.9</u>	<del>D</del> <u>C</u>
		Post-Game	N/A	A	5.4	F	<del>42.6</del> <u>42.2</u>	<del>B</del> <u>B</u>
East Crosswalk—Widening by 35 feet from 7 feet to 42 feet; may be infeasible, hence impacts could be unmitigatable	WD	AM	2035.8	A	10.6	E	<del>52.0</del> <u>49.5</u>	<del>B</del> <u>B</u>
		Midday	1394.7	A	4.6	F	<del>28.1</del> <u>28.1</u>	<del>C</del> <u>C</u>
		PM	937.3	A	4.8	F	<del>25.3</del> <u>27.9</u>	<del>C</del> <u>C</u>
		Pre-Game	76.9	A	3.0	F	<del>39.1</del> <u>28.0</u>	<del>C</del> <u>C</u>
	WE	Midday Non-Game	755.4	A	3.7	F	<del>19.5</del> <u>19.6</u>	<del>D</del> <u>D</u>
		Pre-Game	9908.5	A	3.3	F	<del>27.3</del> <u>26.2</u>	<del>C</del> <u>C</u>
		Post-Game	N/A	A	5.4	F	<del>42.6</del> <u>42.2</u>	<del>B</del> <u>B</u>
<b>Notes:</b> SFP = square feet per pedestrian; WD = weekday; WE = weekend. N/A = Crosswalk volume is zero, and SFP is not calculable. LOS is assumed to be A.								

*Base Option*

No practical crosswalk widening can be implemented to mitigate the above significant adverse pedestrian impact on the south crosswalk during the non-game peak periods. However, the significant adverse pedestrian impacts identified on the north and east crosswalks could be fully mitigated by restriping the width of the north crosswalk from 12.5 feet to 30.0 feet and the east crosswalk from 7.0 feet to 33.0 feet.

**Willets Point Development**

*Traffic Mitigation Option*

The significant adverse pedestrian impacts could be fully mitigated by restriping the width of the north crosswalk from 12.5 feet to ~~22.0~~ 13.0 feet, the south crosswalk from 10.5 feet to ~~28.5~~ feet, and the east crosswalk from 7.0 feet to 42.0 in conjunction with the proposed traffic mitigation measures. The feasibility of these widenings would be limited by the width of the adjoining sidewalks. In particular for the intersection’s east crosswalk, if the above widening could not be achieved, the projected significant adverse impacts during certain time periods would remain unmitigated or partially mitigated.

*Roosevelt Avenue and 114th Street*

No significant adverse pedestrian impacts were identified at this intersection. The recommended signal timing modifications as part of the traffic mitigation would not alter the conclusions made for the pedestrian impact analyses, nor would they result in the potential for any additional significant adverse pedestrian impacts.

*New Willets Point Boulevard and 126th Street*

No significant adverse pedestrian or traffic impacts were identified at this intersection; therefore, no mitigation measures are needed. A significant adverse pedestrian impact was identified for the intersection’s south crosswalk, where it would operate at beyond mid LOS D (18.7 SFP) during the weekday PM peak period. Since no traffic impacts requiring mitigation were identified for this intersection, the significant adverse pedestrian impact could be fully mitigated, under the Base Option, by restriping the width of the south crosswalk from 15.0 feet to 16.0 feet, as summarized in **Table 21-40**.

**Table 21-40**  
**2032 Mitigated Condition: Pedestrian Level of Service Analysis**  
**New Willets Point Boulevard and 126th Street**

Mitigation Measures	Analysis Time Period	No Action		With Action		Mitigated		
		SFP	LOS	SFP	LOS	SFP	LOS	
<b>Base Option</b>								
South Crosswalk—Widening by 1 foot from 15 feet to 16 feet	WD	PM	–	–	18.7	D	20.1	D

**Note:** — SFP = square feet per pedestrian; WD = weekday; WE = weekend.

*37th Avenue and 126th Street*

No significant adverse pedestrian impacts were identified at this intersection; therefore, no mitigation measures are needed. The recommended traffic mitigation would not alter the conclusions made for the pedestrian impact analyses, nor would they result in the potential for any additional significant adverse pedestrian impacts.

*36th Avenue and 126th Street*

No significant adverse pedestrian impacts were identified at this intersection; therefore, no mitigation measures are needed. The recommended traffic mitigation would not alter the conclusions made for the pedestrian impact analyses, nor would they result in the potential for any additional significant adverse pedestrian impacts.

*Roosevelt Avenue and Lot B Driveway*

Significant adverse pedestrian impacts were identified for the north crosswalk, where it would operate at LOS E (45.0 14.8 SFP), LOS E (43.6 13.3 SFP), LOS E-F (8.1 7.9 SFP), LOS D (45.8 15.3 SFP), LOS E (42.1 11.7 SFP), LOS D (46.0 15.5 SFP), and LOS D (48.3 17.7 SFP) during the weekday AM, weekday midday, weekday PM, weekday pre-game, weekend midday non-game, weekend pre-game, and weekend post-game peak periods, respectively. Since no traffic impacts requiring mitigation were identified for this intersection, the significant adverse pedestrian impacts could be fully mitigated, under the Base Option, by restriping the width of the north crosswalk from 12.5 feet to ~~24.5~~ 25.0 feet, as summarized in **Table 21-41**. Due to the very low projected vehicular activity at the Lot B Driveway during all time periods, the north crosswalk would operate at most times as an extension of the connecting sidewalks with perpetual walk for the majority of the time. Consequently, it is unlikely that the projected significant adverse impacts on the north crosswalk would occur and a lesser widening (i.e., from 12.5 feet to 20.0 feet) would be expected to adequately serve the future pedestrian flow at this location.

**Table 21-41**  
**2032 Mitigated Condition: Pedestrian Level of Service Analysis**  
**Roosevelt Avenue and Lot B Driveway**

Mitigation Measures	Analysis Time Period	No Action		With Action		Mitigated		
		SFP	LOS	SFP	LOS	SFP	LOS	
<b>Base Option</b>								
North Crosswalk—Widening by <del>42-12.5</del> feet from 12.5 feet to <u>24.5</u> <u>25</u> feet	WD	AM	--	--	46.0 <u>14.8</u>	E	34.2 <u>34.7</u>	C
		Midday	--	--	43.6 <u>13.3</u>	E	31.2 <u>31.3</u>	C
		PM	--	--	8.1 <u>7.9</u>	E E	49.7 <u>19.8</u>	D
		Pre-Game	--	--	45.8 <u>15.3</u>	D	35.8 <u>35.7</u>	C
	WE	Midday Non-Game	--	--	42.1 <u>11.7</u>	E	28.0 <u>27.8</u>	C
		Pre-Game	--	--	46.0 <u>15.5</u>	D	36.4 <u>35.9</u>	C
		Post-Game	--	--	48.3 <u>17.7</u>	D	40.8 <u>40.6</u>	B

**Note:** SFP = square feet per pedestrian; WD = weekday; WE = weekend.

**F. AIR QUALITY**

**EFFECTS OF PROPOSED TRAFFIC MITIGATION MEASURES**

Chapter 15, “Air Quality,” concludes that the proposed project would not result in significant adverse impacts on air quality. Therefore, no air quality mitigation is required. Since the proposed traffic mitigation measures described above would alter traffic conditions when compared with the proposed project, the localized air quality impacts with mitigation were modeled for each of the analysis sites described in Chapter 15, “Air Quality.”

**Table 21-42** shows the future maximum predicted 8-hour average CO concentration without the proposed project (No Action), as well as with the proposed project with and without the implementation of the traffic mitigation measures (With Action and With Traffic Mitigation) in

Table 21-42  
Phase 1A (2018)

8-Hour Average CO Concentrations with Traffic Mitigation

Analysis Site	Location	Time Period	8-Hour Average Concentration (ppm)				
			No Action	With Action	With Traffic Mitigation	Increment with Traffic Mitigation	De Minimis with Traffic Mitigation
2	Boat Basin Road and Shea Road	Weekend non-game day	2.1	2.3	2.3	0.2	3.5
2	Boat Basin Road and Shea Road	Weekend game day	2.3	2.4	2.4	0.1	3.4

**Notes:** 8-hour standard (NAAQS) is 9 ppm.  
Increment with Traffic Mitigation = With Traffic Mitigation – No Action

Phase 1A. Improvements to the traffic mitigation measures at intersection analyzed for Phase 2 (Site 1) were developed between DSEIS and FEIS. The mobile source analysis of CO concentrations at Site 1 reflects changes to traffic mitigation since DSEIS certification. Table 21-43 shows the effects of traffic mitigation measures on air quality for Phase 2. The results indicate that the proposed project with the traffic mitigation measures would not result in any violations of the 8-hour CO standard (9 ppm) as the 8-hour average concentrations with traffic mitigation (2.3 ppm for the weekend non-game day peak period, and 2.4 ppm for the weekend game day per period in Phase 1A; 2.5 ppm for the weekend non-game day peak period and ~~2.6~~ 2.4 ppm for the game day peak period in Phase 2) would be less than the standard. In addition, the incremental increases in 8-hour average CO concentrations are very small (a maximum of 0.2 ppm for Phase 1A, and a maximum of 0.4 for Phase 2), and consequently would not result in a violation of the CEQR *de minimis* CO criteria, calculated to be 3.5 ppm for the weekend non-game day peak period, and 3.4 ppm for the weekend game day peak period, per the CEQR Technical Manual guidance.

Table 21-43  
Phase 2 (2032)

8-Hour Average CO Concentrations with Traffic Mitigation

Analysis Site	Location	Time Period	8-Hour Average Concentration (ppm)				
			No Action	With Action	With Traffic Mitigation	Increment with Traffic Mitigation	De Minimis with Traffic Mitigation
1	34th Avenue and 126th Street	Weekend non-game day	2.1	2.6	2.5	0.4	3.5
1	34th Avenue and 126th Street	Weekend game day	2.2	2.6	<del>2.6</del> <u>2.4</u>	0.4	3.4

**Notes:** 8-hour standard (NAAQS) is 9 ppm.  
Increment with Traffic Mitigation = With Traffic Mitigation – No Action

Table 21-44 shows the Phase 1A (2018) maximum predicted 24-hour average PM<sub>10</sub> concentrations without the proposed project, with the proposed project, and with the proposed project and implementation of the traffic mitigation measures (No Action, With Action, With Traffic Mitigation).

**Table 21-44**  
**Phase 1A (2018)**  
**24-Hour Average PM<sub>10</sub> Concentrations with Traffic Mitigation**

Analysis Site	Location	Time Period	24-Hour Concentration ( $\mu\text{g}/\text{m}^3$ ) <sup>1</sup>		
			No Action	With Action	With Traffic Mitigation
2	Boat Basin Road and Shea Road	Weekend non-game day	57.8	65.2	65.2
2	Boat Basin Road and Shea Road	Weekend game day	65.9	66.4	66.4

**Note:** <sup>1</sup> NAAQS—24-hour average 150  $\mu\text{g}/\text{m}^3$ .

As mentioned previously, improvements to the traffic mitigation measures at intersection analyzed for Phase 2 (Site 1) were developed between DSEIS and FSEIS. The mobile source analysis of particulate matter concentrations at Analysis Site 1 reflects changes to traffic mitigation since DSEIS certification, as well as the refined analysis methodology using traffic data from the CORSIM model, as discussed in Chapter 15.

**Table 21-45** shows the Phase 2 (2032) maximum predicted 24-hour average PM<sub>10</sub> concentrations. The results indicate that the implementation of the traffic mitigation measures for the proposed project would not result in any violations of the PM<sub>10</sub> standard at any of the receptor locations analyzed.

**Table 21-45**  
**Phase 2 (2032)**  
**24-Hour Average PM<sub>10</sub> Concentrations with Traffic Mitigation**

Analysis Site	Location	Time Period	24-Hour Concentration ( $\mu\text{g}/\text{m}^3$ ) <sup>1</sup>		
			No Action	With Action	With Traffic Mitigation
1	34th Avenue and 126th Street	Weekend non-game day	69.3	70.1	69.3 62.6
4	34th Avenue and 126th Street	Weekend game day	62.2	70.6	70.0

**Note:** <sup>1</sup> NAAQS—24-hour average 150  $\mu\text{g}/\text{m}^3$ .

Future maximum predicted 24-hour and annual average PM<sub>2.5</sub> concentrations were determined so that they could be compared with the ~~interim guidance~~ de minimis criteria for PM<sub>2.5</sub>. Consistent with current CEQR guidance, PM<sub>2.5</sub> concentrations are presented as an incremental change in concentrations for both the proposed project without traffic mitigation measures (as compared with the No Action) and for the proposed project with traffic mitigation measures (as compared with the No Action). The maximum predicted localized 24-hour average and neighborhood-scale annual average PM<sub>2.5</sub> concentration increments are presented in **Tables 21-46** and **21-47**, respectively, for Phase 1A, and in **Tables 21-48** and **21-49**, respectively, for Phase 2. The results show that the maximum daily (24-hour) PM<sub>2.5</sub> increments with traffic mitigation measures (**Table 21-46** for Phase 1A and **Table 21-48** for Phase 2) are predicted to be below the ~~de minimis applicable interim guidance~~ de minimis applicable interim guidance criterion of 4.5  $\mu\text{g}/\text{m}^3$ , and the maximum annual average PM<sub>2.5</sub> increments (**Table 21-47** for Phase 1A and **Table 21-49** for Phase 2) are not predicted to exceed the applicable ~~interim guidance~~ de minimis criterion of 0.1  $\mu\text{g}/\text{m}^3$ . Furthermore, implementation of the traffic mitigation measures would lower the predicted ~~neighborhood-scale annual~~ 24-hour average PM<sub>2.5</sub> concentration increment from the proposed project.

Table 21-46  
Phase 1A (2018)

24-Hour Average PM<sub>2.5</sub> Concentration Increments with Traffic Mitigation

Analysis Site	Location	Time Period	Increment (µg/m <sup>3</sup> )	Increment with Traffic Mitigation (µg/m <sup>3</sup> )	<i>De Minimis</i>
2	Boat Basin Road and Shea Road	Weekend non-game day	2.31	2.32	<u>4.5</u>
2	Boat Basin Road and Shea Road	Weekend game day	0.93	0.90	<u>4.5</u>

**Notes:**  
 EPA has lowered the NAAQS to 35 µg/m<sup>3</sup>, effective December 18, 2006.  
The PM<sub>2.5</sub> de minimis criteria superseded the PM<sub>2.5</sub> interim guidance criteria on June 5, 2013. The 24-hour average, interim guidance criteria for PM<sub>2.5</sub> were as follows → 2 µg/m<sup>3</sup> (5 µg/m<sup>3</sup> not-to-exceed value), based on the magnitude, frequency duration, location, and size of the area of the predicted concentrations.  
The PM<sub>2.5</sub> increments shown are less than the de minimis value. These increments were not considered significant when they were compared with the interim guidance criteria in the DSEIS, and are also not significant when compared to the de minimis value.

Table 21-47  
Phase 1A (2018)

Neighborhood Scale PM<sub>2.5</sub> Concentration Increments with Traffic Mitigation

Analysis Site	Location	Increment (µg/m <sup>3</sup> )	Increment with Traffic Mitigation (µg/m <sup>3</sup> )
2	Boat Basin Road and Shea Road	0.03	0.05

**Notes:**  
 EPA has lowered the NAAQS to 12 µg/m<sup>3</sup>, effective March 2013.  
 PM<sub>2.5</sub> interim guidance de minimis criteria—annual average (neighborhood scale) 0.1 µg/m<sup>3</sup>. The de minimis criteria superseded the interim guidance criteria that were used for impact assessment in the DSEIS. For annual increments, the de minimis criteria are the same as the superseded interim guidance criteria.

Table 21-48  
Phase 2 (2032)

24-Hour Average PM<sub>2.5</sub> Concentration Increments with Traffic Mitigation

Analysis Site	Location	Time Period	Increment (µg/m <sup>3</sup> )	Increment with Traffic Mitigation (µg/m <sup>3</sup> )	<i>De Minimis</i>
1	34th Avenue and 126th Street	Weekend non-game day	3.60 1.28	3.24 1.05	<u>4.5</u>
4	34th Avenue and 126th Street	Weekend game day	4.70	4.83	<u>4.5</u>

**Notes:**  
 EPA has lowered the NAAQS to 35 µg/m<sup>3</sup>, effective December 18, 2006.  
The PM<sub>2.5</sub> de minimis criteria superseded the PM<sub>2.5</sub> interim guidance criteria on June 5, 2013. The 24-hour average, interim guidance criteria for PM<sub>2.5</sub> were as follows → 2 µg/m<sup>3</sup> (5 µg/m<sup>3</sup> not-to-exceed value), based on the magnitude, frequency duration, location, and size of the area of the predicted concentrations.  
The PM<sub>2.5</sub> increments shown are less than the de minimis value. These increments were not considered significant when they were compared with the interim guidance criteria in the DSEIS, and are also not significant when compared to the de minimis value.



**Table 21-49**  
**Phase 2 (2032) with Traffic Mitigation**  
**Neighborhood Scale PM<sub>2.5</sub> Concentration Increments in µg/m<sup>3</sup>**

Analysis Site	Location	Increment	Increment with Traffic Mitigation	De Minimis
1	34th Avenue and 126th Street	0.10 0.08	0.06 0.10	0.1
<b>Notes:</b> EPA has lowered the NAAQS to 12 µg/m <sup>3</sup> , effective March 2013. PM <sub>2.5</sub> interim guidance <u>de minimis</u> criteria—annual average (neighborhood scale) 0.1 µg/m <sup>3</sup> . <u>The de minimis criteria superseded the interim guidance criteria that were used for impact assessment in the DSEIS. For annual increments, the de minimis criteria are the same as the superseded interim guidance criteria.</u>				

For Phase 1A, the maximum 24-hour average incremental PM<sub>2.5</sub> concentration from the proposed project with the traffic mitigation measures was predicted to be 2.32 µg/m<sup>3</sup> (shown in **Table 21-46**) at Site 2, for the non-game analysis period, slightly above the incremental concentration predicted without the mitigation measures. Throughout the five analysis years, 24-hour average PM<sub>2.5</sub> concentration increments above 2.0 µg/m<sup>3</sup> were predicted to occur four times, and at most once per year. Based on the magnitude, extent, and frequency of 24-hour average PM<sub>2.5</sub> concentrations above 2.0 µg/m<sup>3</sup>, the proposed project with traffic mitigation would not result in significant PM<sub>2.5</sub> impacts at the analyzed receptor location in Phase 1A. Furthermore, the maximum predicted 24-hour average concentration for Phase 1A with traffic mitigation is 4.52 µg/m<sup>3</sup>, which when added to the PM<sub>2.5</sub> background concentration of 26 µg/m<sup>3</sup> would be less than the corresponding NAAQS of 35 µg/m<sup>3</sup>.

Additional air quality studies were undertaken between the DSEIS and FSEIS to account for improvements to the traffic mitigation measures that were developed for Analysis Site 1 after DSEIS certification. The refined analysis, using traffic data from the CORSIM model was conducted for the non-game analysis period, which resulted in greatest concentrations at sensitive receptors without the refined modeling. For Phase 2, the maximum 24-hour average incremental PM<sub>2.5</sub> concentration from the proposed project with the traffic mitigation measures was predicted to be ~~3.24~~ 1.05 µg/m<sup>3</sup> (shown in **Table 21-48**) at Site 1, for the non-game analysis period, which is less than the incremental concentration predicted without the mitigation measures. Assuming non-game day conditions throughout the five analysis years, 24-hour average PM<sub>2.5</sub> concentration increments above 2.0 µg/m<sup>3</sup> were predicted to occur for at most two times in a year, and at an average of 1.2 times per year, much less frequently than without the traffic mitigation measures. With traffic mitigation, over the five year period, there would be only two occurrences of 24-hour average PM<sub>2.5</sub> concentration increments above 3.0 µg/m<sup>3</sup>, occurring at most once per year and at an average of 0.4 times per year. Based on the magnitude, extent, and frequency of 24-hour average PM<sub>2.5</sub> concentrations above 2.0 µg/m<sup>3</sup>, the proposed project with traffic mitigation measures would not result in significant PM<sub>2.5</sub> impacts at the analyzed receptor locations. Furthermore, the maximum predicted 24-hour average concentration for Phase 2 with traffic mitigation is 6.36 µg/m<sup>3</sup>, which when added to the PM<sub>2.5</sub> background concentration of 26 µg/m<sup>3</sup> would be less than the corresponding NAAQS of 35 µg/m<sup>3</sup>. Therefore, no significant adverse air quality impacts would occur as a result of the proposed traffic mitigation measures. Additional air quality studies may be undertaken between the Draft SEIS and Final SEIS to further refine mitigation mobile source analysis for the Phase 2 analysis year, in consultation with DEP.

**G. NOISE**

Future noise levels with the proposed traffic mitigation measures were calculated for a residential receptor along Janet Place using the methodology described in Chapter 17, “Noise,” for 2018, 2028, and 2032 analysis years. This receptor was analyzed, as traffic traveling southbound on College Point Boulevard and turning right on Roosevelt Avenue would be diverted onto 39th Avenue and Janet Place before turning onto Roosevelt Avenue, and traffic traveling west on Roosevelt Avenue and turning left on College Point Boulevard would be diverted north on Janet Place and east on 39th Avenue before making a right onto College Point Boulevard. A proportional model was used to determine that the proposed traffic mitigation measures would not have the potential to increase noise levels at other noise-sensitive receptor locations. A weekday AM peak hour measurement was conducted on February 7, 2013. The TNM was used to estimate noise levels during all time periods and to predict future No Action and With Action values and to assess any potential impacts. No Action and With Action (With Mitigation) values for 2018, 2028, and 2032 analysis years with the proposed traffic mitigation measures in place are shown in **Tables 21-50, 21-51, and 21-52.**

**Table 21-50  
2018 Noise Levels With Traffic Mitigation Measures**

Location	Day	Time Period	No Action Leq(1)	With Mitigation Leq(1)	Mitigation— No Action Increase
Janet Place between 39th and Roosevelt Avenues	Weekday	AM	67.7	67.7	0.0
			68.0	68.5	0.5
	Weekday	MD	67.6	67.7	0.0
				68.1	0.5
	Weekday	PM	67.7	67.8	0.0
			67.8	68.1	0.3
	Saturday	MD	67.5	67.6	0.1
			67.9	0.4	
Weekday	Pre-Game	67.4	67.5	0.1	
			67.8	0.4	
		Saturday	Pre-Game	67.5	67.5
			67.8	0.3	
Saturday	Post-Game	67.5	67.5	0.0	
			67.8	0.3	

**Table 21-51**  
**2028 Noise Levels With Traffic Mitigation Measures**

Location	Day	Time Period	No Action $L_{eq(1)}$	With Mitigation $L_{eq(1)}$	Mitigation— No Action Increase
Janet Place between 39th and Roosevelt Avenues	Weekday	AM	67.7	67.8	0.1
			68.0	68.6	0.6
	Weekday	MD	67.6	67.8	0.2
				68.1	0.5
	Weekday	PM	67.7	67.8	0.1
				68.1	0.3
	Saturday	MD	67.5	67.7	0.2
			68.0	0.5	
Weekday	Pre-Game	67.4	67.5	0.1	
			67.9	0.5	
	Saturday	Pre-Game	67.5	67.6	0.1
			67.9	0.5	
Saturday	Post-Game	67.5	67.6	0.1	
			67.9	0.5	

**Table 21-52**  
**2032 Noise Levels With Traffic Mitigation Measures**

Location	Day	Time Period	No Action $L_{eq(1)}$	With Mitigation $L_{eq(1)}$	Mitigation— No Action Increase
Janet Place between 39th and Roosevelt Avenues	Weekday	AM	67.7	67.9	0.2
			68.1	68.7	0.6
	Weekday	MD	67.6	67.9	0.3
				68.2	0.5
	Weekday	PM	67.7	67.9	0.2
				68.2	0.5
	Saturday	MD	67.5	67.7	0.2
			68.0	0.5	
Weekday	Pre-Game	67.4	67.6	0.2	
			68.0	0.6	
Saturday	Pre-Game	67.5	67.7	0.2	
			67.9	0.5	
Saturday	Post-Game	67.5	67.6	0.1	
			68.0	0.5	

In 2032, when the proposed project would be completed,  $L_{eq(1)}$  noise levels due to project-generated traffic with the proposed traffic mitigation measures would be less than 1 dBA. Noise level increases of this magnitude would be imperceptible and would not result in any significant adverse noise impacts due to the traffic mitigation measures noise.

## H. CONSTRUCTION

There would be temporary inconvenience and disruption arising from the construction of the proposed project throughout the Willets Point/CitiField area. As explained in detail in Chapter 20, "Construction," the proposed project would result in significant adverse construction impacts related to transportation and historic and cultural resources. Potential mitigation for these significant adverse impacts is described below.

## **HISTORIC AND CULTURAL RESOURCES**

As described above, in Section C. “Historic and Cultural Resources,” consistent with the findings in the 2008 FGEIS, construction activities related to the development that would occur within the District during Phase 2 of the proposed project would be anticipated to result in the demolition of the former Empire Millwork Corporation Building, which was found by OPRHP to be eligible for listing on the State and National Registers of Historic Places (S/NR). Demolition of this structure would be considered a significant adverse effect on this architectural resource. Potential measures to mitigate this adverse impact are described in Section C above.

## **TRAFFIC**

As detailed in Chapter 20, “Construction,” the worst-case analysis of peak Phase 2 construction identified significant adverse traffic impacts during the 6–7 AM and 3–4 PM construction peak hours. All significantly impacted intersections could be fully or partially mitigated, the majority of which would require standard mitigation measures typically implemented by NYCDOT. In addition, two locations—126th Street at Northern Boulevard and 126th Street/Grand Central Parkway Ramp at 34th Avenue—would require special more intensive mitigation measures to mitigate the significant impacts in the 3–4 PM peak construction hour. The recommended mitigation measures would be similar to those proposed to mitigate the intersection impacts associated with the project’s build-out and occupancy. In addition, the significant adverse traffic impacts disclosed for the 2032 With Action condition may also occur during peak construction in 2031. Similar mitigation measures as those identified for the 2032 With Action condition are expected to also address the potential traffic impacts during construction. As with the 2032 With Action condition, several of the projected traffic impacts during various analysis peak periods may remain unmitigated.

## **TRANSIT**

The construction worker trips would occur outside of peak periods of transit ridership and would be distributed and dispersed to the nearby transit facilities, and would not result in any significant adverse transit impacts. However, the significant adverse transit impacts disclosed for the 2032 With Action condition may also occur during peak construction in 2031. Similar mitigation measures as those identified for the 2032 With Action condition (i.e., stairway widening at the Mets-Willets Point subway station and bus frequency increase) are expected to also address the potential transit impacts during construction. As with the 2028 and 2032 With Action conditions, the projected subway ~~station and~~ line-haul impacts may remain unmitigated.

## **PEDESTRIANS**

The construction worker pedestrian trips would primarily be concentrated during off-peak hours (6–7 AM and 3–4 PM) and would be distributed among numerous pedestrian facilities (i.e. sidewalks, corner reservoirs, and crosswalks) in the area. Accordingly, there would not be a potential for significant adverse pedestrian impacts attributable to the projected construction worker pedestrian trips. However, the significant adverse pedestrian impacts disclosed for the 2032 With Action condition may also occur during peak construction in 2031. Similar mitigation measures as those identified for the 2032 With Action condition (i.e., crosswalk widening) are expected to also address the potential pedestrian impacts during construction. Where mitigation measures may be deemed impractical to mitigate the projected With Action significant adverse pedestrian impacts, those impacts could similarly be unmitigatable during construction.

## **Detailed Intersection Level of Service Tables**





**TABLE 2**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2018 PHASE 1A WEEKDAY NON-GAME AM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>ASTORIA BOULEVARD</b>														
108th Street at Astoria Boulevard	NB	DefL	0.76	59.1	E	DefL	0.80	62.6	E					-Mitigation not required.
108th Street		T	0.21	35.5	D	T	0.21	35.5	D					
	SB	LTR	0.35	38.3	D	LTR	0.35	38.3	D					
Astoria Boulevard	EB	TR	0.59	25.4	C	TR	0.61	25.8	C					
	WB	L	0.55	14.3	B	L	0.56	14.8	B					
	TR		0.76	7.8	A	TR	0.77	7.9	A					
<b>Overall Intersection</b>	<b>-</b>	<b>0.76</b>	<b>17.6</b>	<b>B</b>	<b>-</b>	<b>0.78</b>	<b>18.1</b>	<b>B</b>	<b>-</b>	<b>0.80</b>	<b>31.1</b>	<b>C</b>		
<b>NORTHERN BOULEVARD</b>														
108th Street at Northern Boulevard (RT. 25A)	NB	LTR	1.10	100.2	F	LTR	1.20	139.5	F	L	0.55	43.9	D	-Install "No Standing Anytime" regulations along the east curb of the NB approach for 250-ft from the intersection to allow for two moving lanes. -Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes. -Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft. -Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft.
108th Street		-	-	-	E	-	-	-	E	TR	0.60	42.5	D	
	SB	LTR	0.96	77.2	E	LTR	0.97	79.0	E	L	0.30	42.6	D	
		-	-	-	C	-	-	-	C	TR	0.62	47.3	D	
Northern Boulevard (Rt. 25A)	EB	L	0.07	20.8	C	L	0.07	21.4	C	L	0.07	21.4	C	
		TR	0.74	20.3	C	TR	0.77	21.1	C	TR	0.77	21.1	C	
	WB	L	0.42	20.3	C	L	0.44	21.7	C	L	0.44	21.7	C	
		TR	1.02	30.5	C	TR	1.03	33.7	C	TR	1.03	33.7	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.91</b>	<b>34.2</b>	<b>C</b>	<b>-</b>	<b>0.94</b>	<b>39.0</b>	<b>D</b>	<b>-</b>	<b>0.80</b>	<b>31.1</b>	<b>C</b>		
114th Street at Northern Boulevard (RT. 25A)	SB	LTR	0.46	47.5	D	LTR	0.49	48.2	D	LTR	0.61	43.4	D	
114th Street	EB	T	0.86	39.9	D	T	0.89	42.1	D	T	0.51	10.8	B	
Northern Boulevard (Rt. 25A)		R	0.73	37.7	D	R	0.74	38.4	D	R	0.43	10.3	B	
	WB	DefL	0.48	13.6	B	DefL	0.51	16.6	B	-	-	-	-	
		T	1.16	89.8	F	T	1.17	94.4	F	T	0.98	21.6	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.30</b>	<b>67.8</b>	<b>E</b>	<b>-</b>	<b>1.32</b>	<b>70.9</b>	<b>E</b>	<b>-</b>	<b>0.88</b>	<b>20.5</b>	<b>C</b>		
126th Street at Northern Boulevard (RT. 25A)	NB	L	0.28	41.1	D	L	0.37	42.6	D	L	0.37	42.6	D	-Install Jersey barriers on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitestone Expressway Ramp to bypass the signal and operate as free flow through the intersection. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave. -Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes. -Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard.
126th Street		R	0.27	41.2	D	R	0.63	53.5	D	R	0.39	43.3	D	
Northern Boulevard	EB	T	0.53	38.0	D	T	0.53	38.0	D	T	0.56	37.9	D	
	WB	T	0.64	10.6	B	T	0.66	10.9	B	T	0.66	10.9	B	
Grand Central Parkway Ramp	EB	T	0.82	40.9	D	T	0.82	40.9	D	T	0.82	40.9	D	
Van Wyck & Whitestone Expressway Ramp	WB	T	1.09	101.3	F	T	1.20	144.9	F	-	-	-	-	
<b>Overall Intersection</b>	<b>-</b>	<b>0.91</b>	<b>48.5</b>	<b>D</b>	<b>-</b>	<b>1.07</b>	<b>63.2</b>	<b>E</b>	<b>-</b>	<b>0.63</b>	<b>28.2</b>	<b>C</b>		



TABLE 2  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WEEKDAY NON-GAME AM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>Prince Street at Northern Boulevard (RT. 25A)</b>														
Prince Street	NB	LTR	1.13	124.0	F	LTR	1.13	124.0	F					-Unmitigatable impact.
	SB	LTR	0.78	52.5	D	LTR	0.78	52.5	D					
Northern Boulevard (Rt. 25A)	EB	L	0.94	89.0	F	L	0.94	89.0	F					
		T	0.79	22.0	C	T	0.80	22.4	C					
	WB	L	0.94	88.4	F	L	0.94	88.4	F					
		T	1.13	85.4	F	T	1.15	90.0	F					
Northern Boulevard Service Rd.	EB	TR	0.44	16.5	B	TR	0.44	16.5	B					
	WB	TR	0.65	18.8	B	TR	0.67	19.2	B					
<b>Overall Intersection</b>	-		<b>1.10</b>	<b>57.2</b>	<b>E</b>	-	<b>1.10</b>	<b>59.1</b>	<b>E</b>					
<b>Main Street at Northern Boulevard (RT. 25A)</b>														
Main Street	NB	L	0.76	43.1	D	L	0.76	43.1	D					-Mitigation not required.
		R	0.83	52.1	D	R	0.83	52.1	D					
Northern Boulevard (Rt. 25A)	EB	T	0.92	37.9	D	T	0.94	39.4	D					
		R	1.14	113.1	F	R	1.14	113.1	F					
	WB	L	0.16	26.4	C	L	0.16	26.4	C					
		T	1.03	34.9	C	T	1.04	40.6	D					
<b>Overall Intersection</b>	-		<b>0.99</b>	<b>45.0</b>	<b>D</b>	-	<b>0.99</b>	<b>47.8</b>	<b>D</b>					
<b>Union Street at Northern Boulevard (RT. 25A)</b>														
Union Street	NB	TR	0.66	34.6	C	TR	0.66	34.6	C	TR	0.69	36.9	D	-Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane.
	SB	TR	0.87	41.0	D	TR	0.87	41.0	D	TR	0.91	45.5	D	
Northern Boulevard (Rt. 25A)	EB	L	0.94	61.6	E	L	0.94	61.7	E	L	0.94	61.6	E	
		TR	1.20	131.0	F	TR	1.22	139.0	F	TR	1.17	114.7	F	
	WB	L	1.00	71.7	E	L	1.00	71.8	E	L	1.00	71.8	E	
		TR	0.94	37.3	D	TR	0.96	38.8	D	TR	0.92	34.1	C	
<b>Overall Intersection</b>	-		<b>1.05</b>	<b>68.1</b>	<b>E</b>	-	<b>1.05</b>	<b>71.2</b>	<b>E</b>	-	<b>1.07</b>	<b>63.0</b>	<b>E</b>	-Modify Signal Timing: Shift 2 s of green time from NB/SB phase to EB/WB phase [NB/SB green time shifts from 44 s to 42 s; EB/WB green time shifts from 45 s to 47 s].
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>														
Parsons Boulevard	NB	L	0.91	81.5	F	L	0.91	81.5	F	L	0.91	81.5	F	-Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Modify Signal Timing: Shift 1 s of green time from EB/WB protected left-turn phase to EB/WB phase [EB/WB green time shifts from 50 s to 51 s; EB/WB protected left-turn green time shifts from 12 s to 11 s].
		TR	0.55	39.5	D	TR	0.55	39.5	D	TR	0.55	39.5	D	
	SB	LTR	0.79	45.4	D	LTR	0.79	45.7	D	LTR	0.79	45.7	D	
		-	-	-	-	-	-	-	-	-	-	-	-	
Northern Boulevard (Rt. 25A)	EB	L	0.52	44.7	D	L	0.53	45.1	D	L	0.55	46.0	D	
		TR	1.01	53.4	D	TR	1.03	60.8	E	T	0.79	31.8	C	
		-	-	-	-	-	-	-	-	R	0.37	24.6	C	
	WB	L	0.42	35.3	D	L	0.43	36.4	D	L	0.40	30.6	C	
		TR	1.10	75.1	E	TR	1.11	83.5	F	TR	1.09	72.7	E	
		-	-	-	-	-	-	-	-	-	-	-	-	
		-	-	-	-	-	-	-	-	-	-	-	-	
<b>Overall Intersection</b>	-		<b>1.00</b>	<b>62.0</b>	<b>E</b>	-	<b>1.00</b>	<b>67.9</b>	<b>E</b>	-	<b>1.01</b>	<b>54.8</b>	<b>D</b>	
<b>34TH AVENUE</b>														
<b>114th Street at 34th Avenue</b>														
114th Street	SB	L	0.82	37.5	D	L	0.85	39.1	D					-Mitigation not required.
		T	0.31	24.5	C	T	0.33	24.8	C					
34th Avenue	EB	T	0.41	11.8	B	T	0.41	11.8	B					
		R	0.11	8.8	A	R	0.11	8.8	A					
<b>Overall Intersection</b>	-		<b>0.56</b>	<b>23.2</b>	<b>C</b>	-	<b>0.57</b>	<b>24.0</b>	<b>C</b>					

**TABLE 2  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WEEKDAY NON-GAME AM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>126th Street/GCP Ramp at 34th Avenue</b>														
126th Street	NB	-	-	-	-	DefL	0.25	22.1	C	L	0.14	19.5	B	-Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane. -Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. -Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes. -Modify signal phasing and timing plan: EB/WB phase will have 55 s green time; NB/SB phase will have 55 s green time [each phase will have 3 s amber and 2 s all red time].
		LTR	0.17	19.9	B	TR	0.23	20.7	C	TR	0.20	19.8	B	
Northern Boulevard Ramp	SB	LTR	0.31	22.3	C	LTR	0.39	23.7	C	-	-	-	-	
GCP Ramp	SB	LTR	0.81	64.0	E	LTR	1.22	169.9	F	L	0.02	17.9	B	
		-	-	-	-	-	-	-	-	T	0.14	19.0	B	
Shea Road	EB	-	-	-	-	-	-	-	-	-	-	-	-	
		LTR	0.46	43.0	D	LTR	0.76	54.2	D	LTR	0.29	21.0	C	
		-	-	-	-	-	-	-	-	DefL	0.40	23.8	C	
34th Avenue	WB	LTR	0.63	52.9	D	LTR	0.77	65.9	E	TR	0.25	20.9	C	
<b>Overall Intersection</b>			<b>0.51</b>	<b>39.8</b>	<b>D</b>		<b>0.68</b>	<b>73.5</b>	<b>E</b>		<b>0.30</b>	<b>20.7</b>	<b>C</b>	
<b>ROOSEVELT AVENUE</b>														
<b>108th Street at Roosevelt Avenue</b>														
108th Street	NB	LTR	0.99	70.3	E	LTR	1.00	73.7	E	LT	0.81	49.4	D	-Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane. [Measures reflect improvements needed for the Weekday Non-game Midday, Weekday Non-gan PM and Saturday Non-game Midday peak periods.]
		-	-	-	-	-	-	-	-	R	0.18	35.8	D	
	SB	LTR	1.05	83.8	F	LTR	1.05	85.2	F	LT	0.83	49.7	D	
		-	-	-	-	-	-	-	-	R	0.29	37.0	D	
Roosevelt Avenue	EB	LTR	0.67	15.6	B	LTR	0.69	16.5	B	LTR	0.69	16.5	B	
	WB	LTR	0.80	9.7	A	LTR	0.83	10.7	B	LTR	0.83	10.7	B	
<b>Overall Intersection</b>			<b>0.87</b>	<b>32.5</b>	<b>C</b>		<b>0.89</b>	<b>33.5</b>	<b>C</b>		<b>0.83</b>	<b>23.6</b>	<b>C</b>	
<b>111th Street at Roosevelt Avenue</b>														
111th Street	NB	LTR	0.97	63.1	E	LTR	0.97	63.1	E					-Mitigation not required.
Roosevelt Avenue	EB	LTR	0.66	15.1	B	LTR	0.69	15.9	B					
	WB	LTR	0.91	16.0	B	LTR	0.93	18.4	B					
		-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>			<b>0.92</b>	<b>24.9</b>	<b>C</b>		<b>0.94</b>	<b>26.0</b>	<b>C</b>					
<b>114th Street at Roosevelt Avenue</b>														
114th Street	NB	LTR	1.00	66.8	E	LTR	1.02	72.4	E	LTR	1.02	72.4	E	-Partially mitigated. -Shift the centerline of the SB 114th Street approach 2 feet to the east. -Install "No Standing Anytime" regulations along the west curb of the SB 114th Street approach 150-ft from the stop bar to allow for one 12-ft shared left-through lane and one 10-ft right-turn lane. -Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 150-ft from the stop bar to allow for one 11-ft left-turn lane and one 11-ft shared through-right lane. -Shift center line of WB Roosevelt Avenue approach 11 ft to the south. -Restripe WB Roosevelt Avenue approach as one 11-ft left-turn pocket (250 feet long), one 11-ft through lane, and one 11-ft right-turn lane.
	SB	LTR	1.07	90.0	F	LTR	1.20	142.3	F	LT	0.95	58.6	E	
		-	-	-	-	-	-	-	-	R	0.09	34.7	C	
Roosevelt Avenue	EB	LTR	0.80	21.5	C	LTR	0.85	24.7	C	L	0.18	8.2	A	
		-	-	-	-	-	-	-	-	TR	0.58	13.1	B	
	WB	LTR	0.55	5.3	A	LTR	0.60	5.7	A	L	0.56	15.2	B	
		-	-	-	-	-	-	-	-	T	0.52	5.6	A	
		-	-	-	-	-	-	-	-	R	0.16	7.9	A	
<b>Overall Intersection</b>			<b>0.88</b>	<b>27.7</b>	<b>C</b>		<b>0.95</b>	<b>34.4</b>	<b>C</b>		<b>0.70</b>	<b>23.5</b>	<b>C</b>	
<b>126th Street at Roosevelt Avenue</b>														
126th Street	NB	LTR	0.21	36.9	D	LTR	0.21	36.9	D	LTR	0.17	29.7	C	-Restripe SB approach as one 12-ft right-turn lane and one 11-ft shared left-through lane. -New signal phasing and timing plan: Shared EB/WB phase receives 59 s green time; EB lag phase with SB right-turns receives 7 s green time; NB/SB phase receives 39 s green time [each phase will have 3 s amber and 2 s all red time].
	SB	DefL	1.20	164.2	F	DefL	1.26	187.0	F	LT	1.02	93.1	F	
		TR	0.65	51.6	D	TR	0.69	53.7	D	R	0.28	23.5	C	
		-	-	-	-	-	-	-	-	-	-	-	-	
Roosevelt Avenue	EB	-	-	-	-	-	-	-	-	-	-	-	-	
	LTR	0.55	12.2	B	LTR	0.58	12.8	B	LTR	0.63	18.4	B		
	WB	LTR	0.61	5.9	A	LTR	0.64	6.4	A	LTR	0.87	30	C	
<b>Overall Intersection</b>			<b>0.75</b>	<b>32.9</b>	<b>C</b>		<b>0.79</b>	<b>36.2</b>	<b>D</b>		<b>0.98</b>	<b>34.2</b>	<b>C</b>	

**TABLE 2  
CITYFIELD - WILLETTS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WEEKDAY NON-GAME AM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
College Point Boulevard at Roosevelt Avenue	NB	L	1.38	230.9	F	L	1.45	258.0	F	L	1.19	157.2	F	-Restripe the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. -Restripe the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. -Restripe the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes, and two 10-ft travel lanes for 200 ft. -Restripe the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. -Restripe the NB/SB lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left turn lanes, and three SB 10-ft travel lanes. -Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. -Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft. -Install "No Standing Anytime" regulations along the west curb of the SB approach of College Point Boulevard for 200 ft. -Divert SB right-turn traffic on College Point Boulevard to 39th Avenue and Janet Place. -Divert WB left-turn traffic on Roosevelt Avenue to Janet Place and 39th Avenue. -Modify signal phasing and timing plan: EB/WB will have 33 s green time; EB-lag phase will have 20 s green time; NB lead-phase will have 17 s green time, NB/SB phase will have 30 s green time [each phase will have 3 s amber and 2 s all red time].	
		TR	0.72	27.0	C	TR	0.72	27.0	C	TR	0.81	35.2	D		
Roosevelt Avenue	SB	TR	0.84	42.5	D	TR	0.86	44.1	D	T	0.76	46.1	D		
		L	0.44	39.9	D	L	0.44	39.9	D	L	0.40	35.3	D		
	EB	TR	0.96	55.8	E	TR	1.01	66.4	E	TR	0.86	36.4	D		
		L	0.22	45.2	D	L	0.22	45.2	D	-	-	-	-		
	WB	L	0.22	45.2	D	L	0.22	45.2	D	-	-	-	-		
		TR	0.67	44.0	D	TR	0.69	44.9	D	TR	0.46	37.4	D		
<b>Overall Intersection</b>	-	<b>1.07</b>	<b>65.2</b>	<b>E</b>	-	<b>1.12</b>	<b>71.7</b>	<b>E</b>	-	<b>0.88</b>	<b>55.2</b>	<b>E</b>			
Prince Street at Roosevelt Avenue	SB	LTR	0.50	30.7	C	LTR	0.50	30.7	C	LTR	0.51	31.6	C		-Modify Signal Timing: Shift 1 s of green time from SB phase to EB/WB phase [EB/WB green time shifts from 63 s to 64 s; SB green time shifts from 47 s to 46 s].
		DefL	1.26	165.4	F	DefL	1.27	171.0	F	DefL	1.24	157.6	F		
Roosevelt Avenue	EB	TR	0.57	22.7	C	TR	0.59	23.1	C	TR	0.58	22.2	C		
		LTR	0.88	32.0	C	LTR	0.90	33.3	C	LTR	0.88	31.2	C		
<b>Overall Intersection</b>	-	<b>0.94</b>	<b>63.3</b>	<b>E</b>	-	<b>0.94</b>	<b>64.6</b>	<b>E</b>	-	<b>0.94</b>	<b>60.6</b>	<b>E</b>			
Main Street at Roosevelt Avenue	NB	T	0.58	21.9	C	T	0.58	21.9	C	T	0.60	23.5	C	-Modify Signal Timing: Shift 2 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 45 s to 47 s; NB/SB green time shifts from 65 s to 63 s].	
		SB	T	0.44	19.5	B	T	0.44	19.5	B	T	0.45	20.9		C
Roosevelt Avenue	EB	L	0.41	43.0	D	L	0.43	45.8	D	L	0.38	38.9	D		
		TR	0.56	35.8	D	TR	0.58	36.7	D	TR	0.56	34.4	C		
Roosevelt Avenue	WB	L	0.10	25.3	C	L	0.11	25.4	C	L	0.10	24	C		
		TR	0.97	61.5	E	TR	0.99	66.0	E	TR	0.95	54.9	D		
<b>Overall Intersection</b>	-	<b>0.74</b>	<b>34.5</b>	<b>C</b>	-	<b>0.76</b>	<b>36.1</b>	<b>D</b>	-	<b>0.75</b>	<b>33.5</b>	<b>C</b>			
Union Street at Roosevelt Avenue	NB	TR	0.58	19.6	B	TR	0.58	19.6	B					-Unmitigatable impact.	
		SB	LT	1.04	59.4	E	LT	1.04	59.4	E					
Roosevelt Avenue	EB	R	0.83	33.6	C	R	0.83	33.6	C						
		LTR	1.35	196.4	F	LTR	1.41	221.2	F						
Roosevelt Avenue	WB	LT	0.97	44.8	D	LT	0.99	49.5	D						
		R	1.08	92.6	F	R	1.08	92.6	F						
<b>Overall Intersection</b>	-	<b>1.18</b>	<b>69.9</b>	<b>E</b>	-	<b>1.21</b>	<b>75.7</b>	<b>E</b>							

**TABLE 2  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WEEKDAY NON-GAME AM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>Parsons Boulevard at Roosevelt Avenue</b>														
Parsons Boulevard	NB	LTR	1.09	78.0	E	LTR	1.10	80.2	F	LT	0.98	41.5	D	-Modify Signal Timing: Shift 1 s green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 55 s to 56 s; NB/SB green time shifts from 55 s to 54 s. -Install "No Standing 7 AM - 10 AM, 4 PM - 7 PM, Mon-Fri" regulations on the NB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane.
			-	-	-	-	-	-	-	R	0.08	18.9	B	
	SB	LTR	0.79	33.6	C	LTR	0.79	33.6	C	LTR	0.81	35.0	C	
Roosevelt Avenue	EB	LTR	0.48	25.5	C	LTR	0.50	26.0	C	LTR	0.49	25.1	C	
	WB	LTR	1.12	90.5	F	LTR	1.14	98.7	F	LTR	1.12	88.0	F	
<b>Overall Intersection</b>	-	-	<b>1.11</b>	<b>61.8</b>	<b>E</b>	-	<b>1.12</b>	<b>64.9</b>	<b>E</b>	-	<b>1.05</b>	<b>51.4</b>	<b>D</b>	
<b>KISSENA BOULEVARD</b>														
<b>Main Street at Kissena Boulevard</b>														
Main Street	NB	L	0.71	31.6	C	L	0.71	31.8	C					-Mitigation not required.
		TR	0.68	24.6	C	TR	0.68	24.6	C					
	SB	L	0.63	37.5	D	L	0.63	37.5	D					
		TR	0.38	18.2	B	TR	0.38	18.2	B					
Kissena Boulevard	WB	T	0.72	37.5	D	T	0.72	37.5	D					
<b>Overall Intersection</b>	-	-	<b>0.71</b>	<b>27.1</b>	<b>C</b>	-	<b>0.72</b>	<b>27.1</b>	<b>C</b>					
<b>SANFORD AVENUE</b>														
<b>College Point Boulevard at Sanford Avenue</b>														
College Point Boulevard	NB	L	0.20	10.1	B	L	0.20	10.1	B					-Mitigation not required.
		T	0.67	14.7	B	T	0.68	14.8	B					
	SB	TR	0.57	13.0	B	TR	0.58	13.1	B					
Sanford Avenue	WB	L	0.77	43.9	D	L	0.77	43.9	D					
		TR	0.54	29.7	C	TR	0.56	30.2	C					
<b>Overall Intersection</b>	-	-	<b>0.70</b>	<b>18.7</b>	<b>B</b>	-	<b>0.71</b>	<b>18.9</b>	<b>B</b>					
<b>Union Street at Sanford Avenue</b>														
Union Street	NB	LTR	0.68	29.3	C	LTR	0.68	29.3	C					-Mitigation not required.
	SB	LTR	0.59	24.2	C	LTR	0.60	24.3	C					
Sanford Avenue	EB	DefL	0.55	24.8	C	DefL	0.55	25.0	C					
		TR	0.36	15.7	B	TR	0.36	15.7	B					
	WB	LTR	0.86	27.6	C	LTR	0.86	27.6	C					
<b>Overall Intersection</b>	-	-	<b>0.78</b>	<b>24.9</b>	<b>C</b>	-	<b>0.79</b>	<b>25.1</b>	<b>C</b>					
<b>Parsons Boulevard at Sanford Avenue</b>														
Parsons Boulevard	NB	LTR	1.08	61.9	E	LTR	1.08	62.9	E					-Mitigation not required.
	SB	LTR	0.93	34.1	C	LTR	0.95	36.2	D					
Sanford Avenue	EB	LTR	0.71	26.6	C	LTR	0.71	26.8	C					
	WB	LTR	0.80	29.7	C	LTR	0.82	30.5	C					
<b>Overall Intersection</b>	-	-	<b>0.95</b>	<b>38.8</b>	<b>D</b>	-	<b>0.95</b>	<b>39.9</b>	<b>D</b>					
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>														
<b>College Point Boulevard at 32nd Avenue</b>														
College Point Boulevard	NB	T	0.43	23.7	C	T	0.43	23.7	C					-Mitigation not required.
		TR	0.69	31.2	C	TR	0.69	31.2	C					
	SB	L	0.49	36.3	D	L	0.49	36.3	D					
		T	0.58	12.8	B	T	0.58	12.8	B					
32nd Avenue	WB	LTR	0.84	42.1	D	LTR	0.84	42.1	D					
<b>Overall Intersection</b>	-	-	<b>1.38</b>	<b>23.4</b>	<b>C</b>	-	<b>1.38</b>	<b>23.3</b>	<b>C</b>					

TABLE 2  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WEEKDAY NON-GAME AM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>NORTHERN BOULEVARD SERVICE ROAD</b>															
<b>College Point Boulevard at Northern Boulevard Service Road</b>															
College Point Boulevard	NB	TR	0.41	11.7	B	TR	0.41	11.7	B					-Mitigation not required.	
	SB	LT	0.85	22.3	C	LT	0.85	22.5	C						
Northern Blvd Service Rd	WB	LR	0.77	35.8	D	LR	0.79	37.2	D						
<b>Overall Intersection</b>	-	-	<b>0.82</b>	<b>21.0</b>	<b>C</b>	-	-	<b>0.83</b>	<b>21.5</b>	<b>C</b>					
<b>STADIUM ROAD</b>															
<b>Boat Basin Road at Stadium Road</b>															
Boat Basin Road	NB	LTR	0.08	7.3	A	LTR	0.04	7.0	A	LTR	0.11	40.1	D	-Install an actuated controller. -Modify signal phasing and timing plan: EB/WB phase will have 40 s green time; NB phase will have 23 s green time; SB phase will have 42 s green time [each phase will have 3 s amber and 2 s all red time]. NB/SB pedestrians will cross during the SB phase. [Measures reflect improvements needed for the Weekday Pre-game, and Saturday Pre- and Post-game peak periods.]	
	SB	-	-	-	-	-	-	-	-	-	-	-	-		
	-	LTR	0.38	9.6	A	LTR	0.55	11.8	B	LTR	0.81	40.8	D		
Stadium Road	EB	-	-	-	-	-	-	-	-	-	-	-	-		
	-	-	-	-	-	LTR	0.19	25.3	C	LTR	0.15	28.2	C		
	WB	-	-	-	-	-	-	-	-	-	-	-	-		
	-	LTR	0.23	25.7	C	LTR	0.62	32.8	C	LTR	0.43	31.5	C		
<b>Overall Intersection</b>	-	-	<b>0.33</b>	<b>12.8</b>	<b>B</b>	-	-	<b>0.57</b>	<b>19.0</b>	<b>B</b>	-	-	<b>0.51</b>	<b>37.1</b>	<b>D</b>
<b>UNSIGNALIZED INTERSECTIONS</b>															
<b>Willets Point Boulevard at 126th Street</b>															
126th Street	SB	LT	-	8.1	A	-	-	-	-	-	-	-	-	-Intersection would no longer exist under the With Action condition.	
Willets Point Boulevard	WB	LR	-	11.1	B	-	-	-	-	-	-	-	-		
<b>Overall Intersection</b>	-	-	-	<b>10.2</b>	<b>B</b>	-	-	-	-	-	-	-	-		
<b>Boat Basin Road at Worlds Fair Marina</b>															
Boat Basin Road	NB	L	-	37.4	E	L	-	207.2	F	L	0.06	24.0	C	-Install traffic signal with the following timing plan: EB will have 10 s green time; WB + NB-Right will have 40 s green time; NB will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Stripe WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. -Stripe NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. -Intersection meets NYCDOT Signal Warrant Criteria	
	-	R	-	8.7	A	R	-	8.7	A	R	0.04	2.4	A		
	-	-	-	-	-	-	-	-	-	TR	0.02	35.8	D		
Worlds Fair Marina	WB	LT	-	8.8	A	LT	-	9.6	A	L	0.54	21.3	C		
	-	-	-	-	-	-	-	-	-	LT	0.39	18.5	B		
	-	-	-	-	-	-	-	-	-	-	-	-	-		
<b>Overall Intersection</b>	-	-	-	<b>9.9</b>	<b>A</b>	-	-	<b>25.1</b>	<b>D</b>	-	<b>0.31</b>	<b>19.5</b>	<b>B</b>		
<b>Willets Point Boulevard at Northern Boulevard</b>															
Willets Point Boulevard	NB	TR	-	10.3	B	TR	-	10.3	B					-Mitigation not required.	
<b>Overall Intersection</b>	-	-	-	<b>10.3</b>	<b>B</b>	-	-	<b>10.3</b>	<b>B</b>						
<b>Boat Basin Road at Stadium Road / Citifield Entrance 8</b>															
Citifield Entrance 8	NB	T	-	10.5	B	-	-	-	-					-Intersection would no longer exist under the With Action condition.	
Boat Basin Road	SB	LT	-	11.3	B	-	-	-	-						
Stadium Road	EB	LT	-	7.4	A	-	-	-	-						
<b>Overall Intersection</b>	-	-	-	<b>8.5</b>	<b>A</b>	-	-	-	-						

TABLE 2  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WEEKDAY NON-GAME AM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>														
Stadium Road	NB	-	-	-	-	-	-	-	T	0.05	30.6	C	-Mitigation not required.	
	SB	-	-	-	LT	-	7.5	A	L	0.21	33.4	C	-Install traffic signal with the following timing plan: EB will have 45 s green time; WB will have 25 s green time; NB/SB will have 35 s green time [each phase will have 3 s amber and 2 s all red	
Grand Central Parkway Off-Ramp	EB	L	-	11.3	B	L	-	15.8	C	L	0.11	24.9	C	-Add a right turn lane and channelized right-turn to the GCP off ramp.
		-	-	-	T	-	17.1	C	T	0.22	26.3	C	-Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane.	
Willets West Center Exit	WB	R	-	9.3	A	R	-	9.6	A	-	-	-	-	
		-	-	-	L	-	20.5	C	L	0.21	40.1	D	-Add a 12-ft SB left-turn lane in the median of Stadium Road.	
		-	-	-	R	-	8.5	A	R	0.07	38.6	D	-Intersection meets NYCDOT Signal Warrant Criteria.	
<b>Overall Intersection</b>				<b>10.8</b>	<b>B</b>			<b>15.4</b>	<b>C</b>		<b>0.32</b>	<b>34.7</b>	<b>C</b>	
<b>126th Street at 36th Avenue</b>														
126th Street	NB	-	-	-	TR	0.24	20.2	C	TR	0.24	20.2	C	-Mitigation not required.	
	SB	-	-	-	-	-	-	-	-	-	-	-	-Intersection meets NYCDOT Signal Warrant Criteria.	
36th Avenue	WB	LT	-	8.2	A	LT	0.42	16.4	B	LT	0.42	16.3	B	-Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
		LR	-	13.4	B	L	0.03	25.1	C	L	0.03	25.1	C	
		-	-	-	R	0.07	18.4	B	R	0.07	18.4	B		
<b>Overall Intersection</b>				<b>9.0</b>	<b>A</b>		<b>0.25</b>	<b>18.1</b>	<b>B</b>		<b>0.25</b>	<b>18.0</b>	<b>B</b>	
<b>126th Street at 37th Avenue</b>														
126th Street	NB	-	-	-	TR	0.19	14.3	B	TR	0.19	14.3	B	-Mitigation not required.	
	SB	-	-	-	-	-	-	-	-	-	-	-	-Intersection meets NYCDOT Signal Warrant Criteria.	
37th Avenue	WB	LT	-	7.8	A	LT	0.20	7.9	A	LT	0.19	7.9	A	-Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
		LR	-	12.3	B	L	0.21	36.9	D	L	0.21	36.9	D	
		-	-	-	R	0.11	25.0	C	R	0.11	25.0	C		
<b>Overall Intersection</b>				<b>11.7</b>	<b>B</b>		<b>0.27</b>	<b>14.3</b>	<b>B</b>		<b>0.27</b>	<b>14.3</b>	<b>B</b>	
<b>Northern Boulevard at 126th Place</b>														
126th Place	NB	R	-	13.8	B	R	-	14.1	B	R	0.11	7.4	A	-Mitigation not required.
Northern Boulevard	EB	-	-	-	-	-	-	-	TR	0.40	39.3	D	-Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes.	
<b>Overall Intersection</b>				<b>13.8</b>	<b>B</b>			<b>14.1</b>	<b>B</b>		<b>0.33</b>	<b>8.1</b>	<b>A</b>	-Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time].

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+".
- (4): This table has been revised for the Final SEIS.

**TABLE 3  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WEEKDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>ASTORIA BOULEVARD</b>														
108th Street at Astoria Boulevard														
108th Street	NB	DefL	0.47	26.5	C	DefL	0.57	29.6	C					
		T	0.13	20.1	C	T	0.13	20.1	C					
	SB	LTR	0.17	20.6	C	LTR	0.17	20.6	C					
Astoria Boulevard	EB	TR	0.82	28.6	C	TR	0.88	31.2	C					
	WB	L	0.71	29.8	C	L	0.74	33.8	C					
		TR	0.33	12.3	B	TR	0.35	12.6	B					
<b>Overall Intersection</b>			<b>0.69</b>	<b>23.3</b>	<b>C</b>		<b>0.76</b>	<b>25.3</b>	<b>C</b>					
<b>NORTHERN BOULEVARD</b>														
108th Street at Northern Boulevard (RT. 25A)														
108th Street	NB	LTR	1.15	119.4	F	LTR	1.47	257.2	F	L	0.61	42.6	D	
			-	-	-		-	-	-	TR	0.78	45.0	D	
	SB	LTR	0.90	65.7	E	LTR	0.92	69.0	E	L	0.46	45.4	D	
			-	-	-		-	-	-	TR	0.51	43.0	D	
Northern Boulevard (Rt. 25A)	EB	L	0.08	22.9	C	L	0.08	25.2	C	L	0.08	22.9	C	
		TR	0.86	27.6	C	TR	0.94	34.1	C	TR	0.91	29.9	C	
	WB	L	0.69	42.9	D	L	0.75	50.1	D	L	0.73	47.0	D	
		TR	0.99	42.5	D	TR	1.04	57.1	E	TR	1.01	46.2	D	
<b>Overall Intersection</b>			<b>0.98</b>	<b>45.0</b>	<b>D</b>		<b>1.11</b>	<b>66.9</b>	<b>E</b>		<b>0.90</b>	<b>39.5</b>	<b>D</b>	
114th Street at Northern Boulevard (RT. 25A)														
114th Street	SB	LTR	0.38	44.2	D	LTR	0.44	45.7	D	LTR	0.44	36.1	D	
Northern Boulevard (Rt. 25A)	EB	T	0.79	26.5	C	T	0.86	29.9	C	T	0.72	17.4	B	
		R	0.45	19.2	B	R	0.48	19.7	B	R	0.40	12.3	B	
	WB	DefL	0.49	15.8	B	DefL	0.64	27.0	C	-	-	-	-	
		T	0.73	12.4	B	T	0.76	13.3	B	T	0.68	15.8	B	
<b>Overall Intersection</b>			<b>1.16</b>	<b>19.4</b>	<b>B</b>		<b>1.24</b>	<b>22.1</b>	<b>C</b>		<b>0.63</b>	<b>17.9</b>	<b>B</b>	
126th Street at Northern Boulevard (RT. 25A)														
126th Street	NB	L	0.45	43.8	D	L	0.66	48.9	D	L	0.63	47.3	D	
		R	0.32	42.0	D	R	1.51	305.0	F	R	0.51	45.3	D	
Northern Boulevard	EB	T	0.78	46.0	D	T	0.78	46.0	D	T	0.78	43.1	D	
	WB	T	0.33	7.1	A	T	0.36	7.3	A	T	0.36	7.7	A	
Grand Central Parkway Ramp	EB	T	0.77	38.2	D	T	0.77	38.2	D	T	0.83	43.3	D	
Van Wyck & Whitestone Expressway Ramp	WB	T	0.75	15.9	B	T	1.02	50.4	D	T	-	-	-	
<b>Overall Intersection</b>			<b>0.68</b>	<b>29.1</b>	<b>C</b>		<b>1.13</b>	<b>54.9</b>	<b>D</b>		<b>0.76</b>	<b>35.8</b>	<b>D</b>	

-Mitigation not required.

-Install "No Standing Anytime" regulations along the east curb of the NB approach for 250-ft from the intersection to allow for two moving lanes.  
 -Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes.  
 -Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft.  
 -Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft.  
 -Modify signal timing: shift 2 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 66 s to 68 s; NB/SB green time shifts from 30 s to 28 s].

-Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes.  
 -Divert left-turning turning to NB 112th Street and then to SB 114th Street.  
 -Prohibit parking along east curb of SB 114th Street for 200 ft and restripe as two 11-ft lanes.  
 -Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides.  
 -Modify signal timing: Eliminate WB lead phase. Shift 10 s green time from WB lead phase to SB phase [SB green time shifts from 25 s to 35 s]. Shift 12 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 63 s to 75 s].  
 [Measures reflect improvements needed for the Weekday Non-game AM and PM, Saturday, Weekday Pre-game, and Saturday Pre- and Post-game peak periods.]

-Install Jersey barriers on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitestone Expressway Ramp to bypass the signal and operate as free flow through the intersection.  
 -Close the ramp from EB Northern Blvd ramp to 126th Street.  
 -Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave.  
 -Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes.  
 -Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard.  
 -Modify signal timing: shift 2 s of green time from EB GCP/Astoria Blvd ramp phase to EB Northern Blvd phase and shift 1 s of green time from EB GCP/Astoria Blvd ramp phase to NB 126th St phase [EB Northern Blvd green time shifts from 35 s to 37 s; EB GCP/Astoria Blvd ramp green time shifts from 45 s to 42 s; NB 126th St green time shifts from 25 to 26 s].

TABLE 3  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WEEKDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
<b>Prince Street at Northern Boulevard (RT. 25A)</b>															
Prince Street	NB	LTR	1.13	107.5	F	LTR	1.13	107.5	F					-Unmitigatable impact.	
	SB	LTR	0.52	41.0	D	LTR	0.52	41.0	D						
Northern Boulevard (Rt. 25A)	EB	L	0.87	69.8	E	L	0.87	69.8	E						
		T	0.92	34.0	C	T	0.95	37.8	D						
	WB	L	0.89	88.0	F	L	0.89	88.0	F						
Northern Boulevard Service Rd.		T	1.11	92.6	F	T	1.15	108.7	F						
	EB	TR	0.60	26.0	C	TR	0.60	26.0	C						
	WB	TR	0.69	34.2	C	TR	0.76	37.5	D						
<b>Overall Intersection</b>	-		<b>1.07</b>	<b>61.2</b>	<b>E</b>	-	<b>1.09</b>	<b>68.3</b>	<b>E</b>						
<b>Main Street at Northern Boulevard (RT. 25A)</b>															
Main Street	NB	L	0.97	62.8	E	L	0.97	62.8	E					-Unmitigatable impact.	
	R		0.66	38.7	D	R	0.66	38.7	D						
Northern Boulevard (Rt. 25A)	EB	T	0.95	41.3	D	T	1.00	49.4	D						
		R	1.25	157.1	F	R	1.25	157.1	F						
	WB	L	0.10	25.6	C	L	0.10	25.6	C						
	T	0.74	22.3	C	T	0.79	23.7	C							
<b>Overall Intersection</b>	-		<b>1.00</b>	<b>54.3</b>	<b>D</b>	-	<b>1.00</b>	<b>56.9</b>	<b>E</b>						
<b>Union Street at Northern Boulevard (RT. 25A)</b>															
Union Street	NB	TR	0.76	38.1	D	TR	0.76	38.1	D	TR	0.80	41.2	D	-Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane.	
	SB	TR	0.54	32.1	C	TR	0.54	32.1	C	TR	0.57	34.0	C		
Northern Boulevard (Rt. 25A)	EB	L	0.53	21.3	C	L	0.54	22.7	C	L	0.50	18.1	B		
		TR	1.35	198.2	F	TR	1.41	223.1	F	TR	1.35	193.6	F	-Modify Signal Timing: Shift 2 s of green time from NB/SB phase to EB/WB phase [NB/SB green time shifts from 44 s to 42 s; EB/WB green time shifts from 45 s to 47 s].	
	WB	L	1.16	136.0	F	L	1.16	136.3	F	L	1.16	136.4	F		
	TR	0.81	36.7	D	TR	0.88	39.6	D	TR	0.62	30.2	C			
<b>Overall Intersection</b>	-		<b>1.37</b>	<b>104.5</b>	<b>F</b>	-	<b>1.37</b>	<b>115.3</b>	<b>F</b>	-	<b>1.41</b>	<b>101.7</b>	<b>F</b>		
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>															
Parsons Boulevard	NB	L	0.70	54.6	D	L	0.71	55.9	E	L	0.68	53.1	D	-Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane.	
		TR	0.51	38.4	D	TR	0.51	38.4	D	TR	0.51	38.4	D		
	SB	LTR	1.11	96.7	F	LTR	1.14	108.3	F	LT	0.69	36.2	D	-Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane.	
Northern Boulevard (Rt. 25A)		-	-	-	-	-	-	-	-	R	0.31	32.7	C		
	EB	L	0.78	56.1	E	L	0.81	58.6	E	L	0.81	57.8	E	-Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane.	
		TR	1.02	57.4	E	TR	1.08	79.0	E	T	0.87	34.9	C		
		-	-	-	-	-	-	-	-	R	0.35	23.9	C		
		WB	L	0.34	34.3	C	L	0.36	37.5	D	L	0.33	32.2	C	
		TR	1.14	100.2	F	TR	1.22	136.0	F	T	1.02	46.8	D		
	-	-	-	-	-	-	-	-	R	0.35	23.0	C			
<b>Overall Intersection</b>	-		<b>1.12</b>	<b>75.5</b>	<b>E</b>	-	<b>1.18</b>	<b>98.2</b>	<b>F</b>	-	<b>0.93</b>	<b>40.5</b>	<b>D</b>		
<b>34TH AVENUE</b>															
<b>114th Street at 34th Avenue</b>															
114th Street	SB	L	0.82	41.7	D	L	0.89	49.2	D	L	0.81	38.0	D	-Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].	
	T		0.22	23.9	C	T	0.31	25.1	C	T	0.28	22.6	C		
34th Avenue	EB	T	0.39	11.6	B	T	0.39	11.6	B	T	0.42	13.5	B		
		R	0.07	8.5	A	R	0.07	8.5	A	R	0.07	9.9	A		
<b>Overall Intersection</b>	-		<b>0.54</b>	<b>25.9</b>	<b>C</b>	-	<b>0.57</b>	<b>29.8</b>	<b>C</b>	-	<b>0.57</b>	<b>25.3</b>	<b>C</b>		



**TABLE 3  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WEEKDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>126th Street/GCP Ramp at 34th Avenue</b>														
126th Street	NB	-	-	-	-	DefL	0.47	28.5	C	L	0.25	21.3	C	-Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane. -Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. -Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes. -Modify signal phasing and timing plan: EB/WB phase will have 55 s green time; NB/SB phase will have 55 s green time [each phase will have 3 s amber and 2 s all red time].
		LTR	0.25	20.8	C	TR	0.35	22.3	C	TR	0.32	21.3	C	
Northern Boulevard Ramp	SB	LTR	0.37	23.5	C	LTR	0.76	36.3	D	-	-	-	-	
GCP Ramp	SB	LTR	0.88	72.2	E	LTR	2.04	525.7	F	L	0.02	17.8	B	
		-	-	-	-	-	-	-	-	T	0.20	19.7	B	
Shea Road	EB	-	-	-	-	-	-	-	-	DefL	0.51	27.0	C	
		LTR	0.54	44.5	D	LTR	1.66	354.2	F	TR	0.52	26.4	C	
		-	-	-	-	-	-	-	-	DefL	0.46	25.2	C	
34th Avenue	WB	LTR	0.63	52.4	D	LTR	1.15	166.1	F	TR	0.31	21.8	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.55</b>	<b>40.8</b>	<b>D</b>	<b>-</b>	<b>1.28</b>	<b>255.4</b>	<b>F</b>	<b>-</b>	<b>0.42</b>	<b>23.1</b>	<b>C</b>		
<b>ROOSEVELT AVENUE</b>														
<b>108th Street at Roosevelt Avenue</b>														
108th Street	NB	LTR	1.05	90.7	F	LTR	1.09	103.9	F	LT	0.91	59.4	E	-Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.
		-	-	-	-	-	-	-	-	R	0.28	37.3	D	
	SB	LTR	1.19	132.5	F	LTR	1.20	136.6	F	LT	0.96	53.9	D	
		-	-	-	-	-	-	-	-	R	0.33	37.2	D	
Roosevelt Avenue	EB	LTR	0.74	18.2	B	LTR	0.80	21.6	C	LTR	0.80	21.6	C	
	WB	LTR	0.83	21.8	C	LTR	0.92	31.5	C	LTR	0.92	31.5	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.92</b>	<b>49.7</b>	<b>D</b>	<b>-</b>	<b>1.00</b>	<b>55.2</b>	<b>E</b>	<b>-</b>	<b>0.93</b>	<b>34.6</b>	<b>C</b>		
<b>111th Street at Roosevelt Avenue</b>														
111th Street	NB	LTR	0.71	49.8	D	LTR	0.71	49.8	D	LTR	0.71	49.8	D	-Install "No Standing 10 AM - 10 PM" regulations along the north curb of the WB Roosevelt Avenue approach 100-ft from the intersection to allow for one 11-ft left-through lane and one 10-ft right-turn lane. [Measures reflect improvements needed for the Weekday Non-game PM, Saturday Non-game Midday, Weekday Pre-game, and Saturday Pre- and Post-game peak periods.]
Roosevelt Avenue	EB	LTR	0.71	16.2	B	LTR	0.79	19.6	B	LTR	0.79	19.4	B	
	WB	LTR	0.85	23.7	C	LTR	0.93	32.3	C	LT	0.77	18.0	B	
		-	-	-	-	-	-	-	-	R	0.11	7.5	A	
<b>Overall Intersection</b>	<b>-</b>	<b>0.81</b>	<b>24.4</b>	<b>C</b>	<b>-</b>	<b>0.87</b>	<b>29.4</b>	<b>C</b>	<b>-</b>	<b>0.77</b>	<b>22.4</b>	<b>C</b>		
<b>114th Street at Roosevelt Avenue</b>														
114th Street	NB	LTR	0.68	49.6	D	LTR	0.72	52.2	D	LTR	0.72	49.6	D	-Shift the centerline of the SB 114th Street approach 2 feet to the east. -Install "No Standing Anytime" regulations along the west curb of the SB 114th Street approach 150-ft from the stop bar to allow for one 12-ft shared left-through lane and one 10-ft right-turn lane. -Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 150-ft from the stop bar to allow for one 11-ft left-turn lane and one 11-ft shared through-right lane. -Shift center line of WB Roosevelt Avenue approach 11 ft to the south. -Restripe WB Roosevelt Avenue approach as one 11-ft left-turn pocket (250 feet long), one 11-ft through lane, and one 11-ft right-turn lane.
	SB	LTR	0.66	51.1	D	LTR	0.90	77.5	E	LT	0.67	51.5	D	
		-	-	-	-	-	-	-	-	R	0.10	35.2	D	
Roosevelt Avenue	EB	LTR	0.85	25.2	C	LTR	1.03	58.0	E	L	0.25	9.2	A	
		-	-	-	-	-	-	-	-	TR	0.62	13.9	B	
	WB	LTR	0.46	10.5	B	LTR	0.60	12.6	B	L	0.29	9.9	A	
		-	-	-	-	-	-	-	-	T	0.54	12.3	B	
		-	-	-	-	-	-	-	-	R	0.34	9.6	A	
<b>Overall Intersection</b>	<b>-</b>	<b>0.80</b>	<b>23.5</b>	<b>C</b>	<b>-</b>	<b>0.99</b>	<b>36.9</b>	<b>D</b>	<b>-</b>	<b>0.64</b>	<b>19.0</b>	<b>B</b>		
<b>126th Street at Roosevelt Avenue</b>														
126th Street	NB	LTR	0.87	62.0	E	LTR	0.95	75.4	E	LTR	0.82	48.6	D	-Restripe SB approach as one 12-ft right-turn lane and one 11-ft shared left-through lane. -New signal phasing and timing plan: Shared EB/WB phase receives 55 s green time; EB lag phase with SB right-turns receives 7 s green time; NB/SB phase receives 43 s green time [each phase will have 3 s amber and 2 s all red time].
	SB	DefL	1.17	159.0	F	DefL	1.39	247.9	F	LT	1.08	109.4	F	
		TR	0.61	50.6	D	TR	0.74	57.6	E	R	0.24	20.4	C	
		-	-	-	-	-	-	-	-	-	-	-	-	
Roosevelt Avenue	EB	-	-	-	-	-	-	-	-	-	-	-	-	
		LTR	0.50	11.3	B	LTR	0.62	13.5	B	LTR	0.74	24.3	C	
	WB	LTR	0.49	11.0	B	LTR	0.59	12.7	B	LTR	0.88	39.9	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.67</b>	<b>35.2</b>	<b>D</b>	<b>-</b>	<b>0.81</b>	<b>47.7</b>	<b>D</b>	<b>-</b>	<b>1.03</b>	<b>43.1</b>	<b>D</b>		

TABLE 3  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WEEKDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
<b>College Point Boulevard at Roosevelt Avenue</b>															
College Point Boulevard	NB	L	1.34	204.5	F	L	1.58	310.3	F	L	0.94	73.2	E	-Partially Mitigated -Restripe the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. -Restripe the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. -Restripe the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes, and two 10-ft travel lanes for 200 ft. -Restripe the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. -Restripe the NB/SB lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left turn lanes, and three SB 10-ft travel lanes. -Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. -Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft. -Install "No Standing Anytime" regulations along the west curb of the SB approach of College Point Boulevard for 200 ft. -Divert SB right-turn traffic on College Point Boulevard to 39th Avenue and Janet Place. -Divert WB left-turn traffic on Roosevelt Avenue to Janet Place and 39th Avenue. -Modify signal phasing and timing plan: EB/WB will have 35 s green time, EB-lag phase will have 20 s green time; NB lead-phase will have 19 s green time; NB/SB phase will have 26 s green time [each phase will have 3 s amber and 2 s all red time].	
		TR	0.86	29.7	C	TR	0.86	29.7	C	TR	0.89	40.6	D		
Roosevelt Avenue	SB	TR	1.18	119.8	F	TR	1.26	155.4	F	T	0.98	67.1	E		
		EB	L	0.55	30.2	C	L	0.56	30.5	C	L	0.50	35.6		D
	WB	TR	1.23	130.9	F	TR	1.38	197.7	F	TR	1.27	154.0	F		
		L	0.27	33.4	C	L	0.27	33.4	C	-	-	-	-		
		TR	0.57	30.1	C	TR	0.63	31.8	C	TR	0.48	37.0	D		
<b>Overall Intersection</b>	-	<b>1.33</b>	<b>91.2</b>	<b>F</b>	-	<b>1.50</b>	<b>128.0</b>	<b>F</b>	-	<b>1.10</b>	<b>72.6</b>	<b>E</b>			
<b>Prince Street at Roosevelt Avenue</b>															
Prince Street	SB	LTR	0.83	45.0	D	LTR	0.83	45.0	D						-Mitigation not required.
		EB	DefL	0.93	34.5	C	DefL	0.95	37.3	D					
Roosevelt Avenue	TR	0.66	13.9	B	TR	0.71	15.2	B							
		WB	LTR	0.52	11.9	B	LTR	0.56	12.4	B					
<b>Overall Intersection</b>	-	<b>0.90</b>	<b>25.4</b>	<b>C</b>	-	<b>0.91</b>	<b>25.9</b>	<b>C</b>							
<b>Main Street at Roosevelt Avenue</b>															
Main Street	NB	T	0.65	24.0	C	T	0.65	24.0	C					-Mitigation not required.	
		SB	T	0.51	21.7	C	T	0.51	21.7	C					
Roosevelt Avenue	EB	L	0.29	21.6	C	L	0.31	22.6	C						
		TR	0.73	32.5	C	TR	0.82	38.9	D						
	WB	L	0.13	16.4	B	L	0.14	16.7	B						
		TR	0.82	34.5	C	TR	0.89	40.7	D						
<b>Overall Intersection</b>	-	<b>0.73</b>	<b>27.1</b>	<b>C</b>	-	<b>0.77</b>	<b>30.0</b>	<b>C</b>							
<b>Union Street at Roosevelt Avenue</b>															
Union Street	NB	TR	0.57	19.2	B	TR	0.57	19.2	B					-Unmitigatable impact.	
		SB	LT	0.96	46.3	D	LT	0.96	46.3	D					
Roosevelt Avenue	R	3.00+	1000.0+	F	R	3.00+	1000.0+	F							
		EB	LTR	1.99	480.0	F	LTR	2.18	566.2	F					
	WB	LT	0.61	25.4	C	LT	0.67	27.4	C						
		R	0.91	77.2	E	R	0.91	77.2	E						
<b>Overall Intersection</b>	-	<b>3.00+</b>	<b>478.6</b>	<b>F</b>	-	<b>3.00+</b>	<b>492.6</b>	<b>F</b>							

**TABLE 3  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WEEKDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Parsons Boulevard at Roosevelt Avenue</b>														
Parsons Boulevard	NB	LTR	0.63	23.7	C	LTR	0.65	24.3	C					-Mitigation not required.
	SB	LTR	0.63	23.0	C	LTR	0.63	23.0	C					
Roosevelt Avenue	EB	LTR	0.57	22.8	C	LTR	0.65	25.3	C					
	WB	LTR	0.75	29.4	C	LTR	0.80	32.2	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.69</b>	<b>24.8</b>	<b>C</b>	<b>-</b>	<b>0.72</b>	<b>26.2</b>	<b>C</b>						
<b><u>KISSENA BOULEVARD</u></b>														
<b>Main Street at Kissena Boulevard</b>														
Main Street	NB	L	0.82	45.4	D	L	0.85	48.4	D					-Mitigation not required.
		TR	0.62	21.9	C	TR	0.62	21.9	C					
	SB	L	0.45	20.2	C	L	0.45	20.2	C					
		TR	0.50	19.2	B	TR	0.50	19.2	B					
Kissena Boulevard	WB	T	0.71	26.3	C	T	0.71	26.3	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.76</b>	<b>23.8</b>	<b>C</b>	<b>-</b>	<b>0.78</b>	<b>24.2</b>	<b>C</b>						
<b><u>SANFORD AVENUE</u></b>														
<b>College Point Boulevard at Sanford Avenue</b>														
College Point Boulevard	NB	L	0.53	21.4	C	L	0.55	23.1	C					-Mitigation not required.
		T	0.65	14.1	B	T	0.66	14.4	B					
	SB	TR	0.75	16.4	B	TR	0.77	17.0	B					
Sanford Avenue	WB	L	0.56	34.3	C	L	0.56	34.3	C					
		TR	0.36	26.9	C	TR	0.42	27.8	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.69</b>	<b>17.7</b>	<b>B</b>	<b>-</b>	<b>0.70</b>	<b>18.3</b>	<b>B</b>						
<b>Union Street at Sanford Avenue</b>														
Union Street	NB	LTR	0.33	20.5	C	LTR	0.33	20.5	C					-Mitigation not required.
	SB	LTR	0.59	23.8	C	LTR	0.60	24.0	C					
Sanford Avenue	EB	DefL	0.40	18.8	B	DefL	0.41	19.3	B					
		TR	0.20	13.6	B	TR	0.20	13.6	B					
	WB	LTR	0.85	27.3	C	LTR	0.85	27.3	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.74</b>	<b>23.4</b>	<b>C</b>	<b>-</b>	<b>0.76</b>	<b>24.4</b>	<b>C</b>						
<b>Parsons Boulevard at Sanford Avenue</b>														
Parsons Boulevard	NB	LTR	1.10	74.4	E	LTR	1.12	81.2	F	LTR	1.08	64.2	E	-Modify Signal Timing: Shift 1 s of green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 40 s to 39 s; NB/SB green time shifts from 40 s to 41 s].
	SB	LTR	0.69	24.7	C	LTR	0.73	26.1	C	LTR	0.71	24.7	C	
Sanford Avenue	EB	LTR	0.55	21.9	C	LTR	0.56	22.3	C	LTR	0.58	23.4	C	
	WB	LTR	0.84	32.2	C	LTR	0.87	34.7	C	LTR	0.89	37.9	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>39.8</b>	<b>D</b>	<b>-</b>	<b>1.00</b>	<b>42.5</b>	<b>D</b>	<b>-</b>	<b>0.99</b>	<b>38.7</b>	<b>D</b>		
<b><u>WHITESTONE EXPRESSWAY / 32ND AVENUE</u></b>														
<b>College Point Boulevard at 32nd Avenue</b>														
College Point Boulevard	NB	T	0.71	30.1	C	T	0.71	30.0	C					-Mitigation not required.
		TR	0.79	35.3	D	TR	0.79	35.3	D					
	SB	L	0.73	47.0	D	L	0.73	47.0	D					
		T	0.48	11.5	B	T	0.49	11.6	B					
32nd Avenue	WB	LTR	0.76	38.5	D	LTR	0.76	38.5	D					
<b>Overall Intersection</b>	<b>-</b>	<b>1.28</b>	<b>27.4</b>	<b>C</b>	<b>-</b>	<b>1.28</b>	<b>27.4</b>	<b>C</b>						

TABLE 3  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WEEKDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>NORTHERN BOULEVARD SERVICE ROAD</b>														
College Point Boulevard at Northern Boulevard Service Road														
College Point Boulevard	NB	TR	0.51	12.9	B	TR	0.52	13.0	B					-Mitigation not required.
	SB	LT	0.83	21.6	C	LT	0.84	22.1	C					
Northern Blvd Service Rd	WB	LR	0.77	35.8	D	LR	0.83	39.8	D					
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>20.5</b>	<b>C</b>	-	<b>0.84</b>	<b>21.7</b>	<b>C</b>					
<b>STADIUM ROAD</b>														
Boat Basin Road at Stadium Road														
Boat Basin Road	NB	LTR	0.07	7.2	A	LTR	0.15	7.7	A	LTR	0.37	42.6	D	-Install an actuated controller. -Modify signal phasing and timing plan: EB/WB phase will have 40 s green time; NB phase will have 23 s green time; SB phase will have 42 s green time [each phase will have 3 s amber and 2 s all red time]. NB/SB pedestrians will cross during the SB phase. [Measures reflect improvements needed for the Weekday Pre-game, and Saturday Pre- and Post-game peak periods.]
	SB	DcFL	0.27	9.2	A	-	-	-	-	-	-	-	-	
	TR		0.17	8.0	A	LTR	0.46	10.6	B	LTR	0.61	33.2	C	
Stadium Road	EB	-	-	-	-	DeFL	0.29	28.3	C	-	-	-	-	
	WB	-	-	-	-	TR	0.36	28.1	C	LTR	0.35	30.5	C	
	LTR		0.18	25.2	C	DeFL	1.59	311.4	F	-	-	-	-	
<b>Overall Intersection</b>	-		<b>0.24</b>	<b>12.4</b>	<b>B</b>	-	<b>0.81</b>	<b>90.1</b>	<b>F</b>	-	<b>0.59</b>	<b>35.6</b>	<b>D</b>	
<b>UNSIGNALIZED INTERSECTIONS</b>														
Willets Point Boulevard at 126th Street														
126th Street	SB	LT	-	8.3	A	-	-	-	-					-Intersection would no longer exist under the With Action condition.
Willets Point Boulevard	WB	LR	-	12.1	B	-	-	-	-					
<b>Overall Intersection</b>	-		-	<b>10.7</b>	<b>B</b>	-	-	-	-					
Boat Basin Road at Worlds Fair Marina														
Boat Basin Road	NB	L	-	18.9	C	L	-	850.5	F	L	0.16	25.0	C	-Install traffic signal with the following timing plan: EB will have 10 s green time; WB + NB-Right will have 40 s green time; NB will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Stripe WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. -Stripe NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. -Intersection meets NYCDOT Signal Warrant Criteria.
		R	-	8.4	A	R	-	8.7	A	R	0.05	2.4	A	
		-	-	-	-	-	-	-	-	TR	0.09	36.5	D	
Worlds Fair Marina	WB	LT	-	8.2	A	LT	-	9.7	A	L	0.60	22.9	C	
		-	-	-	-	-	-	-	-	LT	0.42	19.0	B	
<b>Overall Intersection</b>	-		-	<b>9.4</b>	<b>A</b>	-	-	<b>165.4</b>	<b>F</b>	-	<b>0.39</b>	<b>21.2</b>	<b>C</b>	
Willets Point Boulevard at Northern Boulevard														
Willets Point Boulevard	NB	TR	-	10.6	B	TR	-	10.6	B					-Mitigation not required.
<b>Overall Intersection</b>	-		-	<b>10.6</b>	<b>B</b>	-	-	<b>10.6</b>	<b>B</b>					
Boat Basin Road at Stadium Road / Citifield Entrance 8														
Citifield Entrance 8	NB	T	-	11.3	B	-	-	-	-					-Intersection would no longer exist under the With Action condition.
Boat Basin Road	SB	LT	-	11.3	B	-	-	-	-					
Stadium Road	EB	LT	-	7.4	A	-	-	-	-					
<b>Overall Intersection</b>	-		-	<b>8.6</b>	<b>A</b>	-	-	-	-					

**TABLE 3  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WEEKDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>														
Stadium Road	NB	-	-	-	-	-	-	-	T	0.07	30.9	C	-Install traffic signal with the following timing plan: EB will have 45 s green time; WB will have 25 s green time; NB/SB will have 35 s green time [each phase will have 3 s amber and 2 s all red] -Add a right turn lane and channelized right-turn to the GCP off ramp. -Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. -Add a 12-ft SB left-turn lane in the median of Stadium Road. -Intersection meets NYCDOT Signal Warrant Criteria.	
	SB	-	-	-	LT	-	7.8	A	L	0.53	41.2	D		
		-	-	-	-	-	-	-	TR	0.48	36.9	D		
Grand Central Parkway Off-Ramp	EB	L	-	10.7	B	L	-	31.4	D	L	0.18	25.8		C
		-	-	-	T	-	192.5	F	T	0.60	34.3	C		
	R	-	-	9.2	A	R	-	10.2	B	-	-	-		
Willets West Center Exit	WB	-	-	-	L	-	1000.0+	F	L	0.69	50.0	D		
		-	-	-	R	-	8.8	A	R	0.22	41.2	D		
<b>Overall Intersection</b>				<b>10.2</b>	<b>B</b>			<b>1000.0+</b>	<b>F</b>		<b>0.60</b>	<b>39.5</b>		<b>D</b>
<b>126th Street at 36th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.36	21.8	C	TR	0.36	21.8	C	-Mitigation not required. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	-	-	-	-	-	-	-	-	
	LT	-	-	8.4	A	LT	0.58	19.3	B	LT	0.55	18.8	B	
36th Avenue	WB	LR	-	14.9	B	L	0.07	25.6	C	L	0.07	25.6	C	
		-	-	-	-	R	0.11	18.9	B	R	0.11	18.9	B	
<b>Overall Intersection</b>				<b>10.7</b>	<b>B</b>		<b>0.36</b>	<b>20.5</b>	<b>C</b>		<b>0.35</b>	<b>20.2</b>	<b>C</b>	
<b>126th Street at 37th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.26	15.0	B	TR	0.26	15.0	B	-Mitigation not required. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	-	-	-	-	-	-	-	-	
	LT	-	-	8.3	A	LT	0.39	9.9	A	LT	0.38	9.7	A	
37th Avenue	WB	LR	-	12.5	B	L	0.10	35.1	D	L	0.10	35.1	D	
		-	-	-	-	R	0.29	27.9	C	R	0.29	27.9	C	
<b>Overall Intersection</b>				<b>10.6</b>	<b>B</b>		<b>0.29</b>	<b>14.5</b>	<b>B</b>		<b>0.28</b>	<b>14.4</b>	<b>B</b>	
<b>Northern Boulevard at 126th Place</b>														
126th Place	NB	R	-	15.9	C	R	-	16.7	C	R	0.11	39.3	D	-Mitigation not required. -Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. -Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. -Intersection meets NYCDOT Signal Warrant Criteria.
Northern Boulevard	EB	-	-	-	-	-	-	-	TR	0.53	8.6	A		
<b>Overall Intersection</b>				<b>15.9</b>	<b>C</b>			<b>16.7</b>	<b>C</b>		<b>0.43</b>	<b>9.1</b>	<b>A</b>	

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+".

(4): This table has been revised for the Final SEIS.



**TABLE 4  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WEEKDAY NON-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
<b>Prince Street at Northern Boulevard (RT. 25A)</b>															
Prince Street	NB	LTR	1.17	122.7	F	LTR	1.17	122.7	F					-Unmitigatable Impact.	
	SB	LTR	0.51	41.4	D	LTR	0.51	41.4	D						
Northern Boulevard (Rt. 25A)	EB	L	0.60	45.4	D	L	0.60	45.4	D						
		T	0.95	35.7	D	T	0.99	42.2	D						
	WB	L	0.79	70.6	E	L	0.79	70.6	E						
		T	1.12	98.3	F	T	1.16	113.1	F						
Northern Boulevard Service Rd.	EB	TR	0.64	27.1	C	TR	0.64	27.1	C						
	WB	TR	0.65	34.8	C	TR	0.71	37.6	D						
<b>Overall Intersection</b>	-		<b>1.00</b>	<b>62.0</b>	<b>E</b>	-	<b>1.02</b>	<b>69.4</b>	<b>E</b>						
<b>Main Street at Northern Boulevard (RT. 25A)</b>															
Main Street	NB	L	0.95	59.2	E	L	0.95	59.2	E					-Unmitigatable Impact.	
	R		0.95	71.2	E	R	0.95	71.2	E						
Northern Boulevard (Rt 25A)	EB	T	1.05	59.7	E	T	1.10	78.3	E						
	R		1.16	115.7	F	R	1.16	115.7	F						
	WB	L	0.16	26.7	C	L	0.16	26.7	C						
		T	0.75	22.5	C	T	0.80	23.9	C						
<b>Overall Intersection</b>	-		<b>1.06</b>	<b>54.5</b>	<b>D</b>	-	<b>1.06</b>	<b>61.7</b>	<b>E</b>						
<b>Union Street at Northern Boulevard (RT. 25A)</b>															
Union Street	NB	TR	0.76	37.8	D	TR	0.76	37.8	D	TR	0.80	40.9	D		-Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane.  -Modify Signal Timing: Shift 2 s of green time from NB/SB phase to EB/WB phase [NB/SB green time shifts from 44 s to 42 s; EB/WB green time shifts from 45 s to 47 s].
	SB	TR	0.81	38.7	D	TR	0.81	38.7	D	TR	0.84	42.0	D		
Northern Boulevard (Rt. 25A)	EB	L	0.75	41.8	D	L	0.75	42.2	D	L	0.75	34.5	C		
		TR	1.11	87.6	F	TR	1.16	108.1	F	TR	1.11	84.3	F		
	WB	L	0.84	47.5	D	L	0.84	47.9	D	L	0.84	47.9	D		
		TR	0.90	39.9	D	TR	0.97	45.8	D	TR	0.69	31.1	C		
<b>Overall Intersection</b>	-		<b>0.97</b>	<b>59.2</b>	<b>E</b>	-	<b>0.99</b>	<b>69.4</b>	<b>E</b>	-	<b>0.98</b>	<b>56.4</b>	<b>E</b>		
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>															
Parsons Boulevard	NB	L	0.81	65.4	E	L	0.83	67.6	E	L	0.82	65.6	E	-Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Modify Signal Timing: Shift 1 s of green time from EB/WB protected left-turn phase to NB/SB phase and 2 s green time from EB/WB protected left-turn phase to EB/WB phase [NB/SB green time shifts from 36 s to 37 s; EB/WB protected left-turn green time shifts from 12 s to 9 s; EB/WB green time shifts from 50 s to 52 s].	
		TR	0.49	35.0	D	TR	0.49	35.0	D	TR	0.47	34.0	C		
	SB	LTR	1.09	86.3	F	LTR	1.12	99.9	F	LT	0.68	34.7	C		
		-	-	-	-	-	-	-	-	R	0.42	33.4	C		
Northern Boulevard (Rt. 25A)	EB	L	0.42	44.2	D	L	0.46	45.9	D	L	0.53	48.6	D		
		TR	0.98	42.1	D	TR	1.03	55.2	E	TR	0.99	42.0	D		
		-	-	-	-	-	-	-	-	-	-	-	-		
	WB	L	0.35	38.9	D	L	0.35	39.7	D	L	0.41	41.7	D		
		TR	1.11	87.4	F	TR	1.18	118.1	F	T	0.96	38.0	D		
		-	-	-	-	-	-	-	-	R	0.31	22.8	C		
<b>Overall Intersection</b>	-		<b>1.05</b>	<b>61.8</b>	<b>E</b>	-	<b>1.07</b>	<b>79.2</b>	<b>E</b>	-	<b>0.99</b>	<b>40.2</b>	<b>D</b>		
<b>34TH AVENUE</b>															
<b>114th Street at 34th Avenue</b>															
114th Street	SB	L	0.98	56.6	E	L	1.06	78.2	E	L	0.95	49.6	D	-Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].	
		T	0.39	25.9	C	T	0.47	27.1	C	T	0.42	24.2	C		
34th Avenue	EB	T	0.37	11.3	B	T	0.37	11.3	B	T	0.40	13.2	B		
		R	0.07	8.5	A	R	0.07	8.5	A	R	0.07	9.9	A		
<b>Overall Intersection</b>	-		<b>0.58</b>	<b>34.5</b>	<b>C</b>	-	<b>0.61</b>	<b>45.4</b>	<b>D</b>	-	<b>0.61</b>	<b>32.1</b>	<b>C</b>		

**TABLE 4  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WEEKDAY NON-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
<b>126th Street/GCP Ramp at 34th Avenue</b>															
126th Street	NB	DefL	0.35	23.5	C	DefL	0.62	32.5	C	L	0.30	22.1	C	-Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane. -Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. -Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes. -Modify signal phasing and timing plan: EB/WB phase will have 55 s green time; NB/SB phase will have 55 s green time [each phase will have 3 s amber and 2 s all red time].	
		TR	0.27	21.1	C	TR	0.34	22.1	C	TR	0.31	21.1	C		
Northern Boulevard Ramp	SB	LTR	0.27	21.6	C	LTR	0.42	24.2	C	-	-	-	-		
	SB	LTR	0.74	58.6	E	LTR	1.93	475.9	F	L	0.02	17.9	B		
Shea Road	-	-	-	-	-	-	-	-	-	T	0.16	19.3	B		
	EB	-	-	-	-	DefL	2.01	524.7	F	DefL	0.52	27.4	C		
	LTR	0.43	42.4	D	TR	1.59	335.8	F	TR	0.34	22.5	C			
	-	-	-	-	-	-	-	-	-	DefL	0.47	25.5	C		
34th Avenue	WB	LTR	0.95	86.9	F	LTR	1.22	178.5	F	TR	0.44	24.1	C		
<b>Overall Intersection</b>	-	<b>0.59</b>	<b>41.8</b>	<b>D</b>	-	<b>1.28</b>	<b>253.4</b>	<b>F</b>	-	<b>0.41</b>	<b>22.8</b>	<b>C</b>			
<b>ROOSEVELT AVENUE</b>															
<b>108th Street at Roosevelt Avenue</b>															
108th Street	NB	LTR	1.06	85.6	F	LTR	1.10	99.7	F	LT	0.87	50.1	D		-Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.
		-	-	-	-	-	-	-	-	R	0.35	37.9	D		
Roosevelt Avenue	SB	LTR	1.15	114.9	F	LTR	1.16	120.0	F	LT	0.90	48.3	D		
	-	-	-	-	-	-	-	-	-	R	0.38	37.8	D		
Roosevelt Avenue	EB	LTR	0.72	9.3	A	LTR	0.79	11.4	B	LTR	0.79	11.4	B		
	WB	LTR	0.82	17.1	B	LTR	0.92	22.6	C	LTR	0.92	22.6	C		
<b>Overall Intersection</b>	-	<b>0.91</b>	<b>43.2</b>	<b>D</b>	-	<b>0.98</b>	<b>47.3</b>	<b>D</b>	-	<b>0.91</b>	<b>26.9</b>	<b>C</b>			
<b>111th Street at Roosevelt Avenue</b>															
111th Street	NB	LTR	0.83	54.4	D	LTR	0.83	54.4	D	LTR	0.83	54.4	D	-Install "No Standing 10 AM - 10 PM" regulations along the north curb of the WB Roosevelt Avenue approach 100-ft from the intersection to allow for one 11-ft left-through lane and one 10-ft right-turn lane.	
	EB	LTR	0.77	10.2	B	LTR	0.85	13.5	B	LTR	0.89	17.2	B		
Roosevelt Avenue	WB	LTR	1.20	113.5	F	LTR	1.30	156.4	F	LT	1.06	56.2	E		
	-	-	-	-	-	-	-	-	-	R	0.15	7.6	A		
<b>Overall Intersection</b>	-	<b>1.10</b>	<b>67.6</b>	<b>E</b>	-	<b>1.17</b>	<b>89.5</b>	<b>F</b>	-	<b>1.00</b>	<b>39.8</b>	<b>D</b>			
<b>114th Street at Roosevelt Avenue</b>															
114th Street	NB	LTR	0.95	57.8	E	LTR	1.01	71.8	E	LTR	0.92	52.1	D	-Shift the centerline of the SB 114th Street approach 2 feet to the east. -Install "No Standing Anytime" regulations along the west curb of the SB 114th Street approach 150-ft from the stop bar to allow for one 12-ft shared left-through lane and one 10-ft right-turn lane. -Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 150-ft from the stop bar to allow for one 11-ft left-turn lane and one 11-ft shared through-right lane. -Shift center line of WB Roosevelt Avenue approach 11 ft to the south. -Restripe WB Roosevelt Avenue approach as one 11-ft left-turn pocket (250 feet long), one 11-ft through lane, and one 11-ft right-turn lane. -Modify Signal Timing: Shift 3 s of green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 80 s to 77 s; NB/SB green time shifts from 30 s to 33 s].	
	SB	LTR	1.05	77.6	E	LTR	1.22	144.5	F	LT	0.83	41.3	D		
Roosevelt Avenue	-	-	-	-	-	-	-	-	-	R	0.12	32.7	C		
	EB	LTR	0.89	17.4	B	LTR	1.07	57.1	E	L	0.33	12.4	B		
Roosevelt Avenue	-	-	-	-	-	-	-	-	-	TR	0.70	9.8	A		
	WB	LTR	0.72	15.0	B	LTR	0.88	22.4	C	L	0.62	18.4	B		
	-	-	-	-	-	-	-	-	-	T	0.79	20.5	C		
	-	-	-	-	-	-	-	-	-	R	0.44	12.1	B		
<b>Overall Intersection</b>	-	<b>0.94</b>	<b>27.6</b>	<b>C</b>	-	<b>1.11</b>	<b>49.0</b>	<b>D</b>	-	<b>0.83</b>	<b>22.1</b>	<b>C</b>			
<b>126th Street at Roosevelt Avenue</b>															
126th Street	NB	LTR	0.64	52.2	D	LTR	0.71	58.2	E	LTR	0.71	52.7	D		-Restripe SB approach as one 12-ft right-turn lane and one 11-ft shared left-through lane. -New signal phasing and timing plan: Shared EB/WB phase receives 59 s green time; EB lag phase with SB right-turns receives 7 s green time; NB/SB phase receives 39 s green time [each phase will have 3 s amber and 2 s all red time].
	SB	DefL	1.01	95.7	F	DefL	1.16	143.2	F	LT	1.04	94.2	F		
Roosevelt Avenue	TR	0.64	47.1	D	TR	0.76	53.4	D	R	0.37	24.9	C			
	EB	-	-	-	DefL	0.75	30.8	C	DefL	0.63	45.4	D			
Roosevelt Avenue	LTR	0.68	7.5	A	TR	0.65	7.4	A	TR	0.74	15.2	B			
	WB	LTR	0.59	12.4	B	LTR	0.67	14.0	B	LTR	0.91	39.7	D		
<b>Overall Intersection</b>	-	<b>0.77</b>	<b>26.0</b>	<b>C</b>	-	<b>0.86</b>	<b>34.6</b>	<b>C</b>	-	<b>1.45</b>	<b>40.4</b>	<b>D</b>			



**TABLE 4  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WEEKDAY NON-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
College Point Boulevard at Roosevelt Avenue College Point Boulevard	NB	L	1.22	171.2	F	L	1.43	254.8	F	L	0.85	64.6	E	-Partially Mitigated -Restripe the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. -Restripe the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. -Restripe the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes, and two 10-ft travel lanes for 200 ft. -Restripe the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. -Restripe the NB/SB lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left turn lanes, and three SB 10-ft travel lanes. -Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. -Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft. -Install "No Standing Anytime" regulations along the west curb of the SB approach of College Point Boulevard for 200 ft. -Divert SB right-turn traffic on College Point Boulevard to 39th Avenue and Janet Place. -Divert WB left-turn traffic on Roosevelt Avenue to Janet Place and 39th Avenue. -Modify signal phasing and timing plan: EB/WB will have 27 s green time; EB-lag phase will have 28 s green time; NB lead-phase will have 18 s green time; NB/SB phase will have 27 s green time [each phase will have 3 s amber and 2 s all red time].
		TR	0.74	30.5	C	TR	0.74	30.5	C	TR	0.79	35.1	D	
	-	-	-	-	-	-	-	-	-	-	-	-	-	
	SB	L	1.30	181.6	F	TR	1.35	204.5	F	T	1.20	145.2	F	
		TR	0.47	37.0	D	L	0.49	37.3	D	L	0.47	35.0	C	
	EB	L	1.18	115.0	F	TR	1.32	179.5	F	TR	1.22	132.5	F	
		TR	0.24	43.6	D	L	0.24	43.6	D	-	-	-	-	
	WB	L	0.44	35.7	D	TR	0.50	37.1	D	TR	0.51	43.1	D	
		TR	0.44	35.7	D	-	-	-	-	-	-	-	-	
	<b>Overall Intersection</b>	-	<b>1.29</b>	<b>111.6</b>	<b>F</b>	-	<b>1.43</b>	<b>140.3</b>	<b>F</b>	-	<b>1.15</b>	<b>91.5</b>	<b>F</b>	
Prince Street at Roosevelt Avenue Prince Street	SB	LTR	0.58	32.6	C	LTR	0.58	32.6	C	LTR	0.61	34.9	C	-Modify Signal Timing: Shift 2 s of green time from SB phase to EB/WB phase [EB/WB green time shifts from 63 s to 65 s; SB green time shifts from 47 s to 45 s].
		DefL	1.07	85.6	F	DefL	1.10	95.6	F	DefL	1.05	78.9	E	
	TR	0.67	24.6	C	TR	0.74	27.2	C	TR	0.72	24.9	C		
	WB	LTR	0.59	20.5	C	LTR	0.64	21.4	C	LTR	0.62	19.9	B	
		TR	0.59	20.5	C	-	-	-	-	-	-	-	-	
	<b>Overall Intersection</b>	-	<b>0.86</b>	<b>40.3</b>	<b>D</b>	-	<b>0.88</b>	<b>42.4</b>	<b>D</b>	-	<b>0.87</b>	<b>38.1</b>	<b>D</b>	
Main Street at Roosevelt Avenue Main Street	NB	T	0.50	20.8	C	T	0.50	20.8	C	T	0.53	23.9	C	-Modify Signal Timing: Shift 4 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 45 s to 49 s; NB/SB green time shifts from 65 s to 61 s].
		TR	0.54	21.9	C	TR	0.54	21.9	C	TR	0.58	25.2	C	
	SB	L	0.45	40.3	D	L	0.49	44.8	D	L	0.42	35.6	D	
		TR	0.87	58.2	E	TR	1.01	86.5	F	TR	0.92	62.1	E	
	WB	L	0.19	26.6	C	L	0.21	27.1	C	L	0.18	23.9	C	
		TR	0.99	65.1	E	TR	1.07	89.1	F	TR	0.98	59.3	E	
	<b>Overall Intersection</b>	-	<b>0.72</b>	<b>37.2</b>	<b>D</b>	-	<b>0.75</b>	<b>48.9</b>	<b>D</b>	-	<b>0.75</b>	<b>39.4</b>	<b>D</b>	
Union Street at Roosevelt Avenue Union Street	NB	TR	0.40	16.5	B	TR	0.40	16.5	B	-	-	-	-Unmitigatable Impact.	
		LT	0.88	32.8	C	LT	0.88	32.8	C	-	-	-		
	SB	R	2.48	705.0	F	R	2.48	705.0	F	-	-	-		
		LTR	1.80	393.4	F	LTR	2.01	484.2	F	-	-	-		
	WB	LT	0.55	24.2	C	LT	0.61	25.9	C	-	-	-		
		R	1.11	133.8	F	R	1.11	133.8	F	-	-	-		
<b>Overall Intersection</b>	-	<b>2.17</b>	<b>211.2</b>	<b>F</b>	-	<b>2.26</b>	<b>235.4</b>	<b>F</b>	-	-	-			

TABLE 4  
CITIFIELD- WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WEEKDAY NON-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>Parsons Boulevard at Roosevelt Avenue</b>														
Parsons Boulevard	NB	LTR	0.82	37.6	D	LTR	0.85	40.2	D	LT	0.78	36.3	D	-Modify Signal Timing: Shift 2 s green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 55 s to 57 s; NB/SB green time shifts from 55 s to 53 s. -Install "No Standing 7 AM - 10 AM, 4 PM - 7 PM, Mon-Fri" regulations on the NB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane. [Measures reflect improvements needed for the Weekday Non-game AM and Weekday Pre-game PM peak periods.]
			-	-			-	-		R	0.07	19.4	B	
Roosevelt Avenue	SB	LTR	0.69	29.9	C	LTR	0.69	29.9	C	LTR	0.71	32.2	C	
	EB	LTR	0.49	25.7	C	LTR	0.58	28.4	C	LTR	0.56	26.4	C	
	WB	LTR	0.74	33.9	C	LTR	0.80	37.5	D	LTR	0.77	33.9	C	
<b>Overall Intersection</b>	-		<b>0.78</b>	<b>32.3</b>	<b>C</b>	-	<b>0.83</b>	<b>34.3</b>	<b>C</b>	-	<b>0.78</b>	<b>32.3</b>	<b>C</b>	
<b><u>KISSENA BOULEVARD</u></b>														
<b>Main Street at Kissena Boulevard</b>														
Main Street	NB	L	0.74	36.2	D	L	0.75	37.1	D					-Mitigation not required.
		TR	0.57	22.1	C	TR	0.57	22.1	C					
	SB	L	0.82	49.5	D	L	0.82	49.5	D					
Kissena Boulevard		TR	0.45	19.2	B	TR	0.45	19.2	B					
	WB	T	0.64	34.9	C	T	0.64	34.9	C					
<b>Overall Intersection</b>	-		<b>0.78</b>	<b>28.7</b>	<b>C</b>	-	<b>0.78</b>	<b>28.9</b>	<b>C</b>					
<b><u>SANFORD AVENUE</u></b>														
<b>College Point Boulevard at Sanford Avenue</b>														
College Point Boulevard	NB	L	0.51	30.5	C	L	0.51	30.5	C					-Mitigation not required.
		T	0.59	13.0	B	T	0.60	13.2	B					
	SB	TR	0.96	29.4	C	TR	0.99	34.9	C					
Sanford Avenue		L	0.75	44.9	D	L	0.75	44.9	D					
		TR	0.35	26.7	C	TR	0.41	27.6	C					
<b>Overall Intersection</b>	-		<b>0.89</b>	<b>25.1</b>	<b>C</b>	-	<b>0.91</b>	<b>28.1</b>	<b>C</b>					
<b>Union Street at Sanford Avenue</b>														
Union Street	NB	LTR	0.29	20.0	C	LTR	0.29	20.0	C					-Mitigation not required.
	SB	LTR	0.70	25.9	C	LTR	0.72	26.3	C					
Sanford Avenue		EB	-	-	-	-	-	-	-					
		LTR	0.31	14.6	B	LTR	0.31	14.6	B					
	WB	LTR	0.66	21.6	C	LTR	0.69	22.4	C					
<b>Overall Intersection</b>	-		<b>0.68</b>	<b>21.8</b>	<b>C</b>	-	<b>0.70</b>	<b>22.2</b>	<b>C</b>					
<b>Parsons Boulevard at Sanford Avenue</b>														
Parsons Boulevard	NB	LTR	0.86	31.2	C	LTR	0.87	32.6	C					-Mitigation not required.
	SB	LTR	0.75	26.2	C	LTR	0.82	30.0	C					
Sanford Avenue		EB	LTR	0.68	25.3	C	LTR	0.70	26.0	C				
		WB	LTR	0.77	28.9	C	LTR	0.80	30.5	C				
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>28.0</b>	<b>C</b>	-	<b>0.84</b>	<b>29.9</b>	<b>C</b>					
<b><u>WHITESTONE EXPRESSWAY / 32ND AVENUE</u></b>														
<b>College Point Boulevard at 32nd Avenue</b>														
College Point Boulevard	NB	T	0.49	25.1	C	T	0.50	25.2	C					-Mitigation not required.
		TR	0.91	44.7	D	TR	0.91	44.7	D					
	SB	L	0.47	34.3	C	L	0.47	34.3	C					
32nd Avenue		T	0.42	10.8	B	T	0.43	10.8	B					
	WB	LTR	0.87	42.4	D	LTR	0.87	42.4	D					
<b>Overall Intersection</b>	-		<b>1.14</b>	<b>28.2</b>	<b>C</b>	-	<b>1.14</b>	<b>28.1</b>	<b>C</b>					

TABLE 4  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WEEKDAY NON-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>NORTHERN BOULEVARD SERVICE ROAD</b>														
College Point Boulevard at Northern Boulevard Service Road														
College Point Boulevard	NB	TR	0.54	13.3	B	TR	0.55	13.4	B					-Mitigation not required.
	SB	LT	0.82	21.4	C	LT	0.83	22.0	C					
Northern Blvd Service Rd	WB	LR	0.71	33.6	C	LR	0.77	36.4	D					
<b>Overall Intersection</b>	-	-	<b>0.78</b>	<b>19.8</b>	<b>B</b>	-	<b>0.81</b>	<b>20.7</b>	<b>C</b>					
<b>STADIUM ROAD</b>														
Boat Basin Road at Stadium Road														
Boat Basin Road	NB	LTR	0.05	7.1	A	LTR	0.22	8.2	A	LTR	0.46	43.5	D	-Install an actuated controller.
	SB	-	-	-	-	-	-	-	-	-	-	-	-	-Modify signal phasing and timing plan: EB/WB phase will have 40 s green time; NB phase will have 23 s green time; SB phase will have 42 s green time [each phase will have 3 s amber and 2 s all red time]. NB/SB pedestrians will cross during the SB phase.
Stadium Road	LTR	0.22	8.2	A	LTR	0.59	12.1	B	LTR	0.61	33.1	C		
	EB	-	-	-	De/L	0.81	79.1	E	De/L	0.49	34.2	C		
	WB	-	-	-	TR	0.38	28.6	C	TR	0.32	30.2	C		
	LTR	0.29	26.3	C	LTR	0.95	54.8	D	LTR	0.70	37.3	D		
<b>Overall Intersection</b>	-	-	<b>0.24</b>	<b>14.7</b>	<b>B</b>	-	<b>0.70</b>	<b>28.4</b>	<b>C</b>	-	<b>0.61</b>	<b>36.0</b>	<b>D</b>	
<b>UNSIGNALIZED INTERSECTIONS</b>														
Willets Point Boulevard at 126th Street														
126th Street	SB	LT	-	8.3	A	-	-	-	-					-Intersection would no longer exist under the With Action condition.
Willets Point Boulevard	WB	LR	-	14.7	B	-	-	-	-					
<b>Overall Intersection</b>	-	-	-	<b>12.1</b>	<b>B</b>	-	-	-	-					
Boat Basin Road at Worlds Fair Marina														
Boat Basin Road	NB	L	-	16.2	C	L	-	571.4	F	L	0.19	25.3	C	-Install traffic signal with the following timing plan: EB will have 10 s green time; WB + NB-Right will have 40 s green time; NB will have 25 s green time [each phase will have 3 s amber and 2 s all red time].
	R	-	8.8	A	R	-	9.1	A	R	0.08	2.5	A		
	-	-	-	-	-	-	-	-	TR	0.08	36.4	D		
Worlds Fair Marina	WB	LT	-	7.8	A	LT	-	8.9	A	L	0.52	21.0	C	-Stripe WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane.
	-	-	-	-	-	-	-	-	LT	0.41	18.8	B	-Stripe NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane.	
<b>Overall Intersection</b>	-	-	<b>9.0</b>	<b>A</b>	-	-	<b>128.9</b>	<b>F</b>	-	<b>0.35</b>	<b>19.7</b>	<b>B</b>	-Intersection meets NYCDOT Signal Warrant Criteria.	
Willets Point Boulevard at Northern Boulevard														
Willets Point Boulevard	NB	TR	-	9.8	A	TR	-	9.9	A					-Mitigation not required.
<b>Overall Intersection</b>	-	-	<b>9.8</b>	<b>A</b>	-	-	<b>9.9</b>	<b>A</b>						
Boat Basin Road at Stadium Road / Citifield Entrance 8														
Citifield Entrance 8	NB	T	-	10.7	B	-	-	-	-					-Intersection would no longer exist under the With Action condition.
Boat Basin Road	SB	LT	-	11.3	B	-	-	-	-					
Stadium Road	EB	LT	-	7.4	A	-	-	-	-					
<b>Overall Intersection</b>	-	-	<b>9.2</b>	<b>A</b>	-	-	-	-	-					

**TABLE 4**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2018 PHASE 1A WEEKDAY NON-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>														
Stadium Road	NB	-	-	-	-	-	-	-	T	0.08	31.0	C	-Install traffic signal with the following timing plan: EB will have 45 s green time; WB will have 25 s green time; NB/SB will have 35 s green time [each phase will have 3 s amber and 2 s all red] -Add a right turn lane and channelized right-turn to the GCP off ramp. -Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. -Add a 12-ft SB left-turn lane in the median of Stadium Road. -Intersection meets NYCDOT Signal Warrant Criteria.	
	SB	-	-	-	LT	-	7.8	A	L	0.47	39.3	D		
		-	-	-	-	-	-	-	TR	0.54	38.2	D		
Grand Central Parkway Off-Ramp	EB	L	-	10.6	B	L	-	24.6	C	L	0.17	25.6		C
		-	-	-	T	-	105.9	F	T	0.52	32.0	C		
		R	-	9.4	A	R	-	10.5	B	-	-	-		
Willets West Center Exit	WB	-	-	-	L	-	1000.0+	F	L	0.86	56.4	E		
		-	-	-	R	-	9.0	A	R	0.27	42.0	D		
<b>Overall Intersection</b>		-	-	<b>10.0</b>	<b>A</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.60</b>	<b>42.9</b>		<b>D</b>
<b>126th Street at 36th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.35	21.6	C	TR	0.35	21.6	C	-Mitigation not required. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	-	-	-	-	-	-	-		
		LT	-	8.2	A	LT	0.46	16.9	B	LT	0.44	16.6	B	
36th Avenue	WB	LR	-	11.7	B	L	0.07	25.6	C	L	0.07	25.6	C	
		-	-	-	R	0.23	20.6	C	R	0.23	20.6	C		
<b>Overall Intersection</b>		-	-	<b>10.9</b>	<b>B</b>	-	<b>0.30</b>	<b>19.4</b>	<b>B</b>	-	<b>0.29</b>	<b>19.3</b>	<b>B</b>	
<b>126th Street at 37th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.27	15.2	B	TR	0.27	15.2	B	-Mitigation not required. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	-	-	-	-	-	-	-		
		LT	-	8.2	A	LT	0.34	9.2	A	LT	0.33	9.1	A	
37th Avenue	WB	LR	-	12.5	B	L	0.10	35.1	D	L	0.10	35.1	D	
		-	-	-	R	0.17	25.9	C	R	0.17	25.9	C		
<b>Overall Intersection</b>		-	-	<b>11.0</b>	<b>B</b>	-	<b>0.29</b>	<b>13.6</b>	<b>B</b>	-	<b>0.29</b>	<b>13.6</b>	<b>B</b>	
<b>Northern Boulevard at 126th Place</b>														
126th Place	NB	R	-	18.7	C	R	-	19.9	C	R	0.11	39.3	D	-Mitigation not required. -Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. -Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. -Intersection meets NYCDOT Signal Warrant Criteria.
Northern Boulevard	EB	-	-	-	-	-	-	-	TR	0.60	9.5	A		
<b>Overall Intersection</b>		-	-	<b>18.7</b>	<b>C</b>	-	-	<b>19.9</b>	<b>C</b>	-	<b>0.49</b>	<b>9.9</b>	<b>A</b>	

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+".
- (4): This table has been revised for the Final SEIS.

TABLE 5  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A SATURDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>ASTORIA BOULEVARD</b>														
108th Street at Astoria Boulevard	NB	DefL	0.50	27.1	C	DefL	0.62	30.8	C					
108th Street		T	0.20	21.0	C	T	0.20	21.0	C					-Mitigation not required.
	SB	LTR	0.25	21.6	C	LTR	0.25	21.6	C					
Astoria Boulevard	EB	TR	0.92	31.8	C	TR	1.00	42.0	D					
	WB	L	0.54	23.2	C	L	0.54	23.9	C					
		TR	0.35	12.5	B	TR	0.38	12.7	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.73</b>	<b>24.6</b>	<b>C</b>	<b>-</b>	<b>0.81</b>	<b>30.4</b>	<b>C</b>	<b>-</b>	<b>0.81</b>	<b>30.4</b>	<b>C</b>	<b>-</b>	
<b>NORTHERN BOULEVARD</b>														
108th Street at Northern Boulevard (RT. 25A)	NB	LTR	1.09	97.2	F	LTR	1.50	274.3	F	L	0.68	47.2	D	-Install "No Standing Anytime" regulations along the east curb of the NB approach for 250-ft from the intersection to allow for two moving lanes.
108th Street		-	-	-	E	-	-	-	E	TR	0.86	50.3	D	-Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes.
	SB	LTR	0.89	63.5	E	LTR	0.93	69.3	E	L	0.50	49.7	D	-Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft.
		-	-	-	-	-	-	-	-	TR	0.62	47.2	D	-Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft.
Northern Boulevard (RT. 25A)	EB	L	0.17	37.8	D	L	0.17	41.3	D	L	0.17	36.5	D	-Modify signal timing: shift 4 s green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 66 s to 70 s; NB/SB phase shifts from 30 s to 26 s].
		TR	0.92	30.4	C	TR	1.01	45.4	D	TR	0.95	31.2	C	
	WB	L	0.69	41.3	D	L	0.76	46.6	D	L	0.71	42.5	D	
		TR	1.16	101.1	F	TR	1.22	128.0	F	TR	1.15	94.8	F	
<b>Overall Intersection</b>	<b>-</b>	<b>1.06</b>	<b>69.5</b>	<b>E</b>	<b>-</b>	<b>1.23</b>	<b>102.9</b>	<b>F</b>	<b>-</b>	<b>1.01</b>	<b>61.8</b>	<b>E</b>	<b>-</b>	
114th Street at Northern Boulevard (RT. 25A)	SB	LTR	0.36	43.4	D	LTR	0.43	45.0	D	LTR	0.52	37.7	D	-Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes.
114th Street	EB	T	0.70	23.3	C	T	0.77	25.6	C	T	0.65	15.5	B	-Divert left-turning turning to NB 112th Street and then to SB 114th Street.
Northern Boulevard (RT. 25A)		R	0.58	22.2	C	R	0.62	23.1	C	R	0.52	14.2	B	-Prohibit parking along east curb of SB 114th Street for 200 ft and restripe as two 11-ft lanes.
	WB	DefL	0.68	17.8	B	DefL	0.91	43.8	D	-	-	-	-	-Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides.
		T	0.97	23.5	C	T	1.01	33.1	C	T	0.92	22.6	C	-Modify signal timing: Eliminate WB lead phase. Shift 10 s green time from WB lead phase to SB phase [SB green time shifts from 25 s to 35 s]. Shift 12 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 63 s to 75 s].
<b>Overall Intersection</b>	<b>-</b>	<b>1.29</b>	<b>23.6</b>	<b>C</b>	<b>-</b>	<b>1.32</b>	<b>31.1</b>	<b>C</b>	<b>-</b>	<b>0.79</b>	<b>21.4</b>	<b>C</b>	<b>-</b>	[Measures reflect improvements needed for the Weekday Non-game AM and PM, Saturday, Weekday Pre-game, and Saturday Pre- and Post-game peak periods.]
126th Street at Northern Boulevard (RT. 25A)	NB	L	0.43	43.4	D	L	0.65	48.4	D	L	0.63	46.8	D	-Install Jersey barriers on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitestone Expressway Ramp to bypass the signal and operate as free flow through the intersection.
126th Street		R	0.34	42.2	D	R	2.34	670.7	F	R	0.56	45.9	D	-Close the ramp from EB Northern Blvd ramp to 126th Street.
Northern Boulevard	EB	T	0.72	42.8	D	T	0.72	42.8	D	T	0.78	44.0	D	-Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave.
	WB	T	0.30	6.9	A	T	0.34	7.2	A	T	0.34	7.6	A	-Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes.
Grand Central Parkway Ramp	EB	T	0.83	40.8	D	T	0.83	40.8	D	T	0.84	42.7	D	-Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard.
Van Wyck & Whitestone Expressway Ramp	WB	T	0.73	14.7	B	T	1.01	46.9	D	-	-	-	-	-Modify signal timing: shift 1 s of green time from EB GCP/Astoria Blvd ramp phase to NB 126th St phase [NB 126th St green time shifts from 25 s to 26 s; EB GCP/Astoria Blvd ramp green time shifts from 45 s to 44 s].
<b>Overall Intersection</b>	<b>-</b>	<b>0.66</b>	<b>29.1</b>	<b>C</b>	<b>-</b>	<b>1.31</b>	<b>83.8</b>	<b>F</b>	<b>-</b>	<b>0.77</b>	<b>36.3</b>	<b>D</b>	<b>-</b>	

TABLE 5  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A SATURDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>Prince Street at Northern Boulevard (RT. 25A)</b>													-Unmitigatable Impact.	
Prince Street	NB	LTR	1.10	91.6	F	LTR	1.10	91.6	F					
	SB	LTR	0.45	36.6	D	LTR	0.45	36.6	D					
Northern Boulevard (Rt. 25A)	EB	L	0.65	49.1	D	L	0.65	49.1	D					
		T	1.04	56.8	E	T	1.09	77.0	E					
	WB	L	0.80	63.5	E	L	0.80	63.5	E					
		T	1.14	102.8	F	T	1.19	121.3	F					
Northern Boulevard Service Rd.	EB	TR	0.61	25.5	C	TR	0.61	25.5	C					
	WB	TR	0.73	34.3	C	TR	0.81	38.5	D					
<b>Overall Intersection</b>	-		<b>1.02</b>	<b>69.7</b>	<b>E</b>	-	<b>1.05</b>	<b>83.6</b>	<b>F</b>					
<b>Main Street at Northern Boulevard (RT. 25A)</b>													-Unmitigatable Impact.	
Main Street	NB	L	0.92	54.6	D	L	0.92	54.6	D					
		R	0.87	58.7	E	R	0.87	58.7	E					
Northern Boulevard (Rt. 25A)	EB	T	0.94	37.8	D	T	0.99	46.3	D					
		R	1.34	192.6	F	R	1.34	192.6	F					
	WB	L	0.08	25.1	C	L	0.08	25.1	C					
		T	0.92	28.1	C	T	0.98	34.5	C					
<b>Overall Intersection</b>	-		<b>1.12</b>	<b>56.8</b>	<b>E</b>	-	<b>1.12</b>	<b>60.9</b>	<b>E</b>					
<b>Union Street at Northern Boulevard (RT. 25A)</b>													-Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane.  -Modify Signal Timing: Shift 3 s of green time from NB/SB phase to EB/WB phase [NB/SB green time shifts from 44 s to 41 s; EB/WB green time shifts from 45 s to 48 s].	
Union Street	NB	TR	0.75	37.3	D	TR	0.75	37.3	D	TR	0.80	41.9		D
	SB	TR	0.63	33.9	C	TR	0.63	33.9	C	TR	0.68	37.4		D
Northern Boulevard (Rt. 25A)	EB	L	0.71	32.5	C	L	0.71	32.9	C	L	0.71	31.4		C
		TR	1.43	229.9	F	TR	1.50	263.0	F	TR	1.40	217.8		F
	WB	L	0.85	45.5	D	L	0.85	45.5	D	L	0.85	32.8		C
		TR	1.00	49.3	D	TR	1.08	76.8	E	TR	0.76	31.6		C
<b>Overall Intersection</b>	-		<b>1.08</b>	<b>114.1</b>	<b>F</b>	-	<b>1.11</b>	<b>136.3</b>	<b>F</b>	-	<b>1.11</b>	<b>105.3</b>		<b>F</b>
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>														-Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane.
Parsons Boulevard	NB	L	0.81	63.9	E	L	0.84	67.3	E	L	0.78	59.4		
		TR	0.58	40.3	D	TR	0.58	40.3	D	TR	0.58	40.3	D	
	SB	LTR	1.10	89.9	F	LTR	1.14	106.9	F	LT	0.72	36.2	D	
		-	-	-	-	-	-	-	-	R	0.36	33.3	C	
Northern Boulevard (Rt. 25A)	EB	L	0.49	46.7	D	L	0.52	46.4	D	L	0.52	47.3	D	
		TR	1.06	65.4	E	TR	1.13	97.4	F	T	0.89	33.7	C	
		-	-	-	-	-	-	-	-	R	0.57	27.8	C	
	WB	L	0.48	43.2	D	L	0.47	44.5	D	L	0.48	41.9	D	
		TR	1.14	96.3	F	TR	1.22	133.2	F	T	1.04	52.5	D	
		-	-	-	-	-	-	-	-	R	0.30	22.3	C	
<b>Overall Intersection</b>	-		<b>1.07</b>	<b>76.9</b>	<b>E</b>	-	<b>1.15</b>	<b>104.5</b>	<b>F</b>	-	<b>0.93</b>	<b>42.5</b>	<b>D</b>	
<b>34TH AVENUE</b>													-Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].	
<b>114th Street at 34th Avenue</b>														
114th Street	SB	L	0.96	57.2	E	L	1.08	90.1	F	L	0.98	57.5		E
		T	0.33	25.2	C	T	0.42	26.6	C	T	0.38	23.8		C
34th Avenue	EB	T	0.56	13.8	B	T	0.56	13.8	B	T	0.59	16.2		B
		R	0.10	8.7	A	R	0.10	8.7	A	R	0.11	10.2		B
<b>Overall Intersection</b>	-		<b>0.70</b>	<b>31.3</b>	<b>C</b>	-	<b>0.74</b>	<b>45.4</b>	<b>D</b>	-	<b>0.74</b>	<b>33.2</b>		<b>C</b>

**TABLE 5  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A SATURDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure
	Mvt.	Control			Mvt.	Control			Mvt.	Control			
		V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS	
<b>126th Street/GCP Ramp at 34th Avenue</b>													
126th Street	NB	-	-	-	DefL	0.38	25.3	C	L	0.22	20.6	-	-
		LTR	0.25	20.8	C	TR	0.35	22.2	C	TR	0.31	21.1	C
Northern Boulevard Ramp	SB	LTR	0.35	23.0	C	LTR	0.64	30.2	C	-	-	-	-
GCP Ramp	SB	LTR	0.80	62.9	E	LTR	1.94	483.1	F	L	0.05	18.4	B
		-	-	-	-	-	-	-	-	T	0.17	19.4	B
Shea Road	EB	-	-	-	-	DefL	2.55	759.9	F	DefL	0.70	34.2	C
		LTR	0.61	46.1	D	TR	2.13	571.0	F	TR	0.41	23.6	C
		-	-	-	-	-	-	-	-	DefL	0.52	27.1	C
34th Avenue	WB	LTR	0.79	64.3	E	LTR	0.90	82.3	F	TR	0.41	23.6	C
<b>Overall Intersection</b>	<b>-</b>	<b>0.57</b>	<b>39.7</b>	<b>D</b>	<b>-</b>	<b>1.43</b>	<b>330.6</b>	<b>F</b>	<b>-</b>	<b>0.51</b>	<b>24.2</b>	<b>C</b>	
<b>ROOSEVELT AVENUE</b>													
<b>108th Street at Roosevelt Avenue</b>													
108th Street	NB	LTR	1.16	119.5	F	LTR	1.20	139.1	F	LT	1.03	71.8	E
		-	-	-	-	-	-	-	-	R	0.37	37.7	D
	SB	LTR	1.11	100.5	F	LTR	1.12	105.3	F	LT	0.98	57.3	E
		-	-	-	-	-	-	-	-	R	0.28	36.6	D
Roosevelt Avenue	EB	LTR	0.69	15.9	B	LTR	0.76	18.8	B	LTR	0.76	18.8	B
	WB	LTR	0.76	14.5	B	LTR	0.86	17.4	B	LTR	0.86	17.4	B
<b>Overall Intersection</b>	<b>-</b>	<b>0.87</b>	<b>48.1</b>	<b>D</b>	<b>-</b>	<b>0.95</b>	<b>52.0</b>	<b>D</b>	<b>-</b>	<b>0.91</b>	<b>31.4</b>	<b>C</b>	
<b>111th Street at Roosevelt Avenue</b>													
111th Street	NB	LTR	1.03	69.7	E	LTR	1.03	69.7	E	LTR	1.03	69.7	E
Roosevelt Avenue	EB	LTR	0.83	21.6	C	LTR	0.94	32.7	C	LTR	0.94	33.0	C
	WB	LTR	1.17	100.6	F	LTR	1.30	158.3	F	LT	1.04	45.5	D
		-	-	-	-	-	-	-	-	R	0.18	7.7	A
<b>Overall Intersection</b>	<b>-</b>	<b>1.13</b>	<b>65.1</b>	<b>E</b>	<b>-</b>	<b>1.23</b>	<b>94.6</b>	<b>F</b>	<b>-</b>	<b>1.04</b>	<b>42.6</b>	<b>D</b>	
<b>114th Street at Roosevelt Avenue</b>													
114th Street	NB	LTR	0.99	64.4	E	LTR	1.10	98.5	F	LTR	0.96	54.7	D
	SB	LTR	1.06	80.1	F	LTR	1.27	168.9	F	LT	0.93	45.7	D
		-	-	-	-	-	-	-	-	R	0.05	31.3	C
Roosevelt Avenue	EB	LTR	1.15	93.9	F	LTR	1.51	254.0	F	L	0.43	12.5	B
		-	-	-	-	-	-	-	-	TR	0.74	16.9	B
	WB	LTR	0.67	13.9	B	LTR	0.91	24.6	C	L	0.69	23.8	C
		-	-	-	-	-	-	-	-	T	0.69	17.4	B
		-	-	-	-	-	-	-	-	R	0.63	16.5	B
<b>Overall Intersection</b>	<b>-</b>	<b>1.12</b>	<b>51.4</b>	<b>D</b>	<b>-</b>	<b>1.44</b>	<b>111.6</b>	<b>F</b>	<b>-</b>	<b>0.80</b>	<b>24.6</b>	<b>C</b>	
<b>126th Street at Roosevelt Avenue</b>													
126th Street	NB	LTR	0.35	40.1	D	LTR	0.38	41.3	D	LTR	0.33	31.4	C
	SB	DefL	1.08	116.7	F	DefL	1.20	162.9	F	LT	0.92	64.0	E
		TR	0.52	43.4	D	TR	0.66	48.7	D	R	0.34	22.7	C
Roosevelt Avenue	EB	-	-	-	-	-	-	-	-	DefL	0.64	45.0	D
		LTR	0.66	14.3	B	LTR	0.80	19.5	B	TR	0.81	27.9	C
	WB	LTR	0.47	10.6	B	LTR	0.59	12.3	B	LTR	0.85	35.3	D
<b>Overall Intersection</b>	<b>-</b>	<b>0.77</b>	<b>30.8</b>	<b>C</b>	<b>-</b>	<b>0.91</b>	<b>38.8</b>	<b>D</b>	<b>-</b>	<b>1.43</b>	<b>36.6</b>	<b>D</b>	

-Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane.  
 -Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes.  
 -Close the ramp from EB Northern Blvd ramp to 126th Street.  
 -Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road.  
 -Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes.  
 -Modify signal phasing and timing plan: EB/WB phase will have 55 s green time; NB/SB phase will have 55 s green time [each phase will have 3 s amber and 2 s all red time].

-Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.  
 -Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.

-Install "No Standing 10 AM - 10 PM" regulations along the north curb of the WB Roosevelt Avenue approach 100-ft from the intersection to allow for one 11-ft left-through lane and one 10-ft right-turn lane.

-Shift the centerline of the SB 114th Street approach 2 feet to the east.  
 -Install "No Standing Anytime" regulations along the west curb of the SB 114th Street approach 150-ft from the stop bar to allow for one 12-ft shared left-through lane and one 10-ft right-turn lane.  
 -Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 150-ft from the stop bar to allow for one 11-ft left-turn lane and one 11-ft shared through-right lane.  
 -Shift center line of WB Roosevelt Avenue approach 11 ft to the south.  
 -Restripe WB Roosevelt Avenue approach as one 11-ft left-turn pocket (250 feet long), one 11-ft through lane, and one 11-ft right-turn lane.  
 -Modify Signal Timing: Shift 4 s of green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 80 s to 76 s; NB/SB green time shifts from 30 s to 34 s].

-Restripe SB approach as one 12-ft right-turn lane and one 11-ft shared left-through lane.  
 -New signal phasing and timing plan: Shared EB/WB phase receives 56 s green time; EB lag phase with SB right-turns receives 7 s green time; NB/SB phase receives 42 s green time [each phase will have 3 s amber and 2 s all red time].

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INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
College Point Boulevard at Roosevelt Avenue	NB	L	1.27	172.5	F	L	1.54	288.3	F	L	0.96	75.0	E	-Partially Mitigated -Restripe the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. -Restripe the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. -Restripe the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes, and two 10-ft travel lanes for 200 ft. -Restripe the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. -Restripe the NB/SB lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left-turn lanes, and three SB 10-ft travel lanes. -Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. -Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft. -Install "No Standing Anytime" regulations along the west curb of the SB approach of College Point Boulevard for 200 ft. -Divert SB right-turn traffic on College Point Boulevard to 39th Avenue and Janet Place. -Divert WB left-turn traffic on Roosevelt Avenue to Janet Place and 39th Avenue. -Modify signal phasing and timing plan: EB/WB will have 29 s green time; EB-lag phase will have 23 s green time; NB lead-phase will have 18 s green time; NB/SB phase will have 30 s green time [each phase will have 3 s amber and 2 s all red time].	
		TR	0.91	32.0	C	TR	0.91	32.0	C	TR	0.88	36.8	D		
Roosevelt Avenue	SB	TR	0.99	50.4	D	TR	1.07	75.5	E	T	0.87	48.7	D		
		L	0.56	20.7	C	L	0.57	20.9	C	L	0.55	25.1	-		
Roosevelt Avenue	EB	TR	1.21	120.9	F	TR	1.39	200.6	F	TR	1.29	163.4	F		
		L	0.33	34.2	C	L	0.33	34.2	C	-	-	-	-		
Roosevelt Avenue	WB	TR	0.48	26.9	C	TR	0.55	28.3	C	TR	0.56	42.3	D		
		L	0.33	34.2	C	L	0.33	34.2	C	-	-	-	-		
Overall Intersection	-	1.24	64.2	E	-	1.39	100.6	F	-	1.09	67.7	E			
Prince Street at Roosevelt Avenue	Prince Street	SB	LTR	0.94	54.2	D	LTR	0.94	54.2	D					-Mitigation not required.
		Roosevelt Avenue	EB	DefL	0.78	19.1	B	DefL	0.81	20.5	C				
Prince Street at Roosevelt Avenue	Roosevelt Avenue	TR	0.73	15.2	B	TR	0.79	17.2	B						
		WB	LTR	0.56	12.4	B	LTR	0.61	13.3	B					
Overall Intersection	-	0.83	24.1	C	-	0.85	24.6	C							
Main Street at Roosevelt Avenue	Main Street	NB	T	0.74	25.8	C	T	0.74	25.8	C	T	0.83	32.2	C	
		SB	T	0.65	24.0	C	T	0.65	24.0	C	T	0.73	28.9	C	
Main Street at Roosevelt Avenue	Roosevelt Avenue	EB	L	0.22	19.5	B	L	0.24	20.5	C	L	0.20	16.5	B	
		TR	0.91	47.6	D	TR	1.04	75.3	E	TR	0.93	46.4	D		
Main Street at Roosevelt Avenue	Roosevelt Avenue	WB	L	0.03	14.8	B	L	0.04	14.9	B	L	0.03	12.6	B	
		TR	0.84	31.3	C	TR	0.93	38.4	D	TR	0.84	28.1	C		
Overall Intersection	-	0.82	30.4	C	-	0.89	38.0	D	-	0.89	33.3	C			
Union Street at Roosevelt Avenue	Union Street	NB	TR	0.55	18.8	B	TR	0.55	18.8	B				-Unmitigatable impact.	
		SB	LT	1.02	56.1	E	LT	1.02	56.1	E					
Union Street at Roosevelt Avenue	Roosevelt Avenue	R	2.75	822.2	F	R	2.75	822.2	F						
		EB	LTR	2.28	607.1	F	LTR	2.55	728.2	F					
Union Street at Roosevelt Avenue	Roosevelt Avenue	WB	LT	0.54	23.4	C	LT	0.61	25.3	C					
		R	1.29	208.0	F	R	1.29	208.0	F						
Overall Intersection	-	2.54	301.8	F	-	2.66	337.9	F							



TABLE 5  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A SATURDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Parsons Boulevard at Roosevelt Avenue</b>														
Parsons Boulevard	NB	LTR	0.83	32.2	C	LTR	0.86	34.6	C	LTR	0.89	39.0	D	-Modify Signal Timing: Shift 1 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 40 s to 41 s; NB/SB green time shifts from 40 s to 39 s].
	SB	LTR	0.77	26.5	C	LTR	0.77	26.5	C	LTR	0.79	28.1	C	
Roosevelt Avenue	EB	LTR	0.73	27.4	C	LTR	0.84	34.2	C	LTR	0.82	31.6	C	
	WB	LTR	0.84	34.3	C	LTR	0.93	45.4	D	LTR	0.90	39.9	D	
<b>Overall Intersection</b>	-		<b>0.84</b>	<b>29.9</b>	<b>C</b>	-	<b>0.90</b>	<b>34.7</b>	<b>C</b>	-	<b>0.90</b>	<b>34.4</b>	<b>C</b>	
<b><u>KISSENA BOULEVARD</u></b>														
<b>Main Street at Kissena Boulevard</b>														
Main Street	NB	L	1.12	114.7	F	L	1.15	123.2	F	L	1.10	106.9	F	-Modify Signal Timing: Shift 1 s of green time from WB Kissena Blvd phase to NB/SB phase [WB green time shifts from 40 s to 39 s; NB/SB green time shifts from 40 s to 41 s].
	TR		0.67	22.9	C	TR	0.67	22.9	C	TR	0.66	21.8	C	
	SB	L	0.53	21.6	C	L	0.53	21.6	C	L	0.55	22.6	C	
	TR		0.56	19.9	B	TR	0.56	19.9	B	TR	0.54	19.1	B	
Kissena Boulevard	WB	T	0.73	26.4	C	T	0.73	26.4	C	T	0.75	27.9	C	
<b>Overall Intersection</b>	-		<b>0.93</b>	<b>32.3</b>	<b>C</b>	-	<b>0.94</b>	<b>33.4</b>	<b>C</b>	-	<b>0.93</b>	<b>31.5</b>	<b>C</b>	
<b><u>SANFORD AVENUE</u></b>														
<b>College Point Boulevard at Sanford Avenue</b>														
College Point Boulevard	NB	L	0.57	25.8	C	L	0.61	30.1	C					-Mitigation not required.
	T		0.72	15.4	B	T	0.73	15.7	B					
	SB	TR	0.83	18.3	B	TR	0.86	19.4	B					
Sanford Avenue	WB	L	0.68	38.5	D	L	0.68	38.5	D					
	TR		0.51	29.1	C	TR	0.59	30.8	C					
<b>Overall Intersection</b>	-		<b>0.78</b>	<b>19.9</b>	<b>B</b>	-	<b>0.80</b>	<b>20.8</b>	<b>C</b>					
<b>Union Street at Sanford Avenue</b>														
Union Street	NB	LTR	0.38	21.4	C	LTR	0.38	21.5	C					-Mitigation not required.
	SB	LTR	0.72	26.7	C	LTR	0.74	27.2	C					
Sanford Avenue	EB	DefL	0.46	20.5	C	DefL	0.47	21.1	C					
	TR		0.34	15.4	B	TR	0.34	15.4	B					
	WB	LTR	0.85	27.4	C	LTR	0.85	27.4	C					
<b>Overall Intersection</b>	-		<b>0.79</b>	<b>24.3</b>	<b>C</b>	-	<b>0.82</b>	<b>25.4</b>	<b>C</b>					
<b>Parsons Boulevard at Sanford Avenue</b>														
Parsons Boulevard	NB	LTR	0.88	33.4	C	LTR	0.90	35.1	D					-Mitigation not required.
	SB	LTR	0.82	28.4	C	LTR	0.91	35.8	D					
Sanford Avenue	EB	LTR	0.71	25.9	C	LTR	0.73	26.7	C					
	WB	LTR	0.88	35.1	D	LTR	0.92	39.6	D					
<b>Overall Intersection</b>	-		<b>0.88</b>	<b>30.7</b>	<b>C</b>	-	<b>0.92</b>	<b>34.6</b>	<b>C</b>					
<b><u>WHITESTONE EXPRESSWAY / 32ND AVENUE</u></b>														
<b>College Point Boulevard at 32nd Avenue</b>														
College Point Boulevard	NB	T	0.35	23.1	C	T	0.36	23.2	C					-Mitigation not required.
	TR		0.77	33.5	C	TR	0.77	33.5	C					
	SB	L	0.51	35.7	D	L	0.51	35.7	D					
	T		0.40	10.6	B	T	0.41	10.6	B					
32nd Avenue	WB	LTR	0.52	31.5	C	LTR	0.52	31.5	C					
<b>Overall Intersection</b>	-		<b>1.04</b>	<b>23.0</b>	<b>C</b>	-	<b>1.04</b>	<b>22.9</b>	<b>C</b>					

**TABLE 5  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A SATURDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>NORTHERN BOULEVARD SERVICE ROAD</b>														
College Point Boulevard at Northern Boulevard Service Road														
College Point Boulevard	NB	TR	0.53	13.1	B	TR	0.53	13.2	B					-Mitigation not required.
	SB	LT	0.76	19.1	B	LT	0.77	19.5	B					
Northern Blvd Service Rd	WB	LR	0.68	32.0	C	LR	0.76	35.5	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.73</b>	<b>18.6</b>	<b>B</b>	<b>-</b>	<b>0.77</b>	<b>19.7</b>	<b>B</b>						
<b>STADIUM ROAD</b>														
Boat Basin Road at Stadium Road														
Boat Basin Road	NB	LTR	0.08	7.2	A	LTR	0.22	8.2	A	LTR	0.48	43.7	D	-Install an actuated controller.
	SB	DefL	0.20	8.3	A	-	-	-	-	-	-	-	-	-Modify signal phasing and timing plan: EB/WB phase will have 47 s green time; NB phase will have 23 s green time; SB phase will have 35 s green time [each phase will have 3 s amber and 2 s all red time]. NB/SB pedestrians will cross during the SB phase.
	TR	0.15	7.8	A	LTR	0.54	11.3	B	LTR	0.72	40.8	D		
Stadium Road	EB	-	-	-	DefL	0.73	52.1	D	DefL	0.74	46.7	D		
	WB	-	-	-	TR	0.48	30.5	C	TR	0.34	25.9	C		
	WB	-	-	-	DefL	2.43	686.4	F	-	-	-	-		
	LTR	0.27	26.1	C	TR	1.07	91.1	F	LTR	0.72	33.4	C		
<b>Overall Intersection</b>	<b>-</b>	<b>0.22</b>	<b>14.3</b>	<b>B</b>	<b>-</b>	<b>1.13</b>	<b>208.2</b>	<b>F</b>	<b>-</b>	<b>0.68</b>	<b>37.5</b>	<b>D</b>		
<b>UN SIGNALIZED INTERSECTIONS</b>														
Willets Point Boulevard at 126th Street														
126th Street	SB	LT	-	8.5	A	-	-	-	-					-Intersection would no longer exist under the With Action condition.
Willets Point Boulevard	WB	LR	-	15.2	C	-	-	-	-					
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>14.0</b>	<b>B</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>					
Boat Basin Road at Worlds Fair Marina														
Boat Basin Road	NB	L	-	16.7	C	L	-	1000.0+	F	L	0.23	25.7	C	-Install traffic signal with the following timing plan: EB will have 10 s green time; WB + NB-Right will have 40 s green time; NB will have 25 s green time [each phase will have 3 s amber and 2 s all red time].
	R	-	8.6	A	R	-	8.9	A	R	0.10	2.6	A		
	-	-	-	-	-	-	-	-	TR	0.15	37.2	D		
Worlds Fair Marina	WB	LT	-	7.9	A	LT	-	9.5	A	L	0.60	22.7	C	-Stripe WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane.
	-	-	-	-	-	-	-	-	LT	0.46	19.7	B	-Stripe NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane.	
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>9.7</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>284.4</b>	<b>F</b>	<b>-</b>	<b>0.41</b>	<b>21.0</b>	<b>C</b>		-Intersection meets NYCDOT Signal Warrant Criteria.
Willets Point Boulevard at Northern Boulevard														
Willets Point Boulevard	NB	TR	-	9.2	A	TR	-	9.2	A					-Mitigation not required.
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>9.2</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>9.2</b>	<b>A</b>						
Boat Basin Road at Stadium Road / Citifield Entrance 8														
Citifield Entrance 8	NB	T	-	12.0	B	-	-	-	-					-Intersection would no longer exist under the With Action condition.
Boat Basin Road	SB	LT	-	-	-	-	-	-	-					
Stadium Road	EB	LT	-	7.5	A	-	-	-	-					
<b>Overall Intersection</b>	<b>-</b>	<b>-</b>	<b>7.5</b>	<b>A</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>					

**TABLE 5  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A SATURDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>													
Stadium Road	NB	-	-	-	-	-	-	-	T	0.12	30.0	C	-Install traffic signal with the following timing plan: EB will have 43 s green time; WB will have 25 s green time; NB/SB will have 37 s green time [each phase will have 3 s amber and 2 s all red] -Add a right turn lane and channelized right-turn to the GCP off ramp. -Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. -Add a 12-ft SB left-turn lane in the median of Stadium Road. -Intersection meets NYCDOT Signal Warrant Criteria.
	SB	-	-	-	LT	-	8.2	A	L	0.64	44.4	D	
		-	-	-		-	-	-	TR	0.53	36.6	D	
Grand Central Parkway Off-Ramp	EB	L	11.1	B	L	-	74.9	F	L	0.25	28.2	C	
		-	-	-	T	-	431.0	F	T	0.70	39.7	D	
	R	-	9.3	A	R	-	10.5	B	-	-	-	-	
Willets West Center Exit	WB	-	-	-	L	-	1000.0+	F	L	0.96	73.8	E	
		-	-	-	R	-	9.2	A	R	0.33	43.4	D	
<b>Overall Intersection</b>	-	-	<b>10.6</b>	<b>B</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.74</b>	<b>48.3</b>	<b>D</b>	
<b>126th Street at 36th Avenue</b>													
126th Street	NB	-	-	-	TR	0.34	21.6	C	TR	0.34	21.6	C	-Mitigation not required. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	-	-	-	-	-	-	-	
	LT	-	8.3	A	LT	0.52	18.1	B	LT	0.50	17.7	B	
36th Avenue	WB	LR	13.2	B	L	0.07	25.6	C	L	0.07	25.6	C	
		-	-	-	R	0.17	19.8	B	R	0.17	19.8	B	
<b>Overall Intersection</b>	-	-	<b>10.9</b>	<b>B</b>	-	<b>0.33</b>	<b>19.8</b>	<b>B</b>	-	<b>0.32</b>	<b>19.6</b>	<b>B</b>	
<b>126th Street at 37th Avenue</b>													
126th Street	NB	-	-	-	TR	0.25	15.0	B	TR	0.25	15.0	B	-Mitigation not required. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	-	-	-	-	-	-	-	
	LT	-	8.1	A	LT	0.38	9.7	A	LT	0.33	9.0	A	
37th Avenue	WB	LR	11.8	B	L	0.10	35.1	D	L	0.10	35.1	D	
		-	-	-	R	0.25	27.5	C	R	0.25	27.5	C	
<b>Overall Intersection</b>	-	-	<b>10.9</b>	<b>B</b>	-	<b>0.28</b>	<b>14.0</b>	<b>B</b>	-	<b>0.28</b>	<b>13.9</b>	<b>B</b>	
<b>Northern Boulevard at 126th Place</b>													
126th Place	NB	R	16.2	C	R	-	17.2	C	R	0.11	39.3	D	-Mitigation not required. -Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. -Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. -Intersection meets NYCDOT Signal Warrant Criteria.
Northern Boulevard	EB	-	-	-	-	-	-	-	TR	0.56	9.1	A	
<b>Overall Intersection</b>	-	-	<b>16.2</b>	<b>C</b>	-	-	<b>17.2</b>	<b>C</b>	-	<b>0.46</b>	<b>9.5</b>	<b>A</b>	

**Notes**

- (1). Control delay is measured in seconds per vehicle.
- (2). Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3). V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+".
- (4). This table has been revised for the Final SEIS.

TABLE 6

## 2018 (PHASE 1A) SUMMARY OF GAMEDAY MITIGATION MEASURES

INTERSECTION SIGNALIZED INTERSECTIONS	WEEKDAY PRE-GAME PEAK HOUR	SATURDAY PRE-GAME PEAK HOUR	SATURDAY POST-GAME PEAK HOUR
108th Street at Astoria Boulevard	Unmitigatable impact.	Mitigation not required.	Modify signal timing: shift 1 s green time from EB/WB phase to WB lead phase [EB/WB green time shifts from 34 s to 33 s; WB lead phase shifts from 9 s to 10 s].
108th Street at Northern Boulevard (RT. 25A)	Install "No Standing Anytime" regulations along the east curb of the NB approach for 250-ft from the intersection to allow for two moving lanes. Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes. Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft. Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft. Modify signal timing: shift 2 s green time from EB/WB left-turn phase to EB/WB phase; shift 1 s green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 71 s to 74 s; EB/WB left-turn phase shifts from 9 s to 7 s; NB/SB phase shifts from 25 s to 24 s].	Install "No Standing Anytime" regulations along the east curb of the NB approach for 250-ft from the intersection to allow for two moving lanes. Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes. Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft. Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft. Modify signal timing: shift 4 s green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 66 s to 70 s; NB/SB phase shifts from 30 s to 26 s].	Install "No Standing Anytime" regulations along the east curb of the NB approach for 250-ft from the intersection to allow for two moving lanes. Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes. Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft. Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft. Modify signal timing: shift 4 s green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 66 s to 70 s; NB/SB phase shifts from 30 s to 26 s].
114th Street at Northern Boulevard (RT. 25A)	Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes. Divert left-turning turning to NB 112th Street and then to SEB 114th Street. Prohibit parking along east curb of SB 114th Street for 200 ft and restripe as two 11-ft moving lanes. Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides. Modify signal timing: Eliminate WB lead phase. Shift 12 s green time from WB lead phase to SB phase [SB green time shifts from 23 s to 35 s]. Shift 10 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 65 s to 75 s].	Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes. Divert left-turning turning to NB 112th Street and then to SEB 114th Street. Prohibit parking along east curb of SB 114th Street for 200 ft and restripe as two 11-ft moving lanes. Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides. Modify signal timing: Eliminate WB lead phase. Shift 10 s green time from WB lead phase to SB phase [SB green time shifts from 25 s to 35 s]. Shift 12 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 63 s to 75 s].	Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes. Divert left-turning turning to NB 112th Street and then to SEB 114th Street. Prohibit parking along east curb of SB 114th Street for 200 ft and restripe as two 11-ft moving lanes. Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides. Modify signal timing: Eliminate WB lead phase. Shift 10 s green time from WB lead phase to SB phase [SB green time shifts from 25 s to 35 s]. Shift 12 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 63 s to 75 s].
126th Street at Northern Boulevard (RT. 25A)	Install Jersey barriers on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitestone Expressway Ramp to bypass the signal and operate as free flow through the intersection. Close the ramp from EB Northern Blvd ramp to 126th Street. Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave. Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes. Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard. Modify signal timing: shift 3 s of green time from EB GCP/Astoria Blvd ramp phase to EB Northern Blvd phase [EB Northern Blvd green time shifts from 25 s to 28 s; EB GCP/Astoria Blvd ramp green time shifts from 55 s to 52 s].	Install Jersey barriers on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitestone Expressway Ramp to bypass the signal and operate as free flow through the intersection. Close the ramp from EB Northern Blvd ramp to 126th Street. Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave. Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes. Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard. Modify signal timing: shift 1 s of green time from EB GCP/Astoria Blvd ramp phase to NB 126th St phase [NB 126th St green time shifts from 25 s to 26 s; EB GCP/Astoria Blvd ramp green time shifts from 45 s to 44 s]. [Measures reflect improvements needed for the Weekday Non-game AM, midday, PM.]	Partially mitigated. Install Jersey barriers on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitestone Expressway Ramp to bypass the signal and operate as free flow through the intersection. Close the ramp from EB Northern Blvd ramp to 126th Street. Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave. Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes. Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard. Modify signal timing: shift 1 s of green time from EB GCP/Astoria Blvd ramp phase to NB 126th St phase and 5 s green time from EB Northern Blvd phase to NB 126th St phase [NB 126th St green time shifts from 25 s to 26 s; EB GCP/Astoria Blvd ramp green time shifts from 45 s to 44 s].
Prince Street at Northern Boulevard (RT. 25A)	Unmitigatable impact.	Unmitigatable impact.	Unmitigatable impact.
Main Street at Northern Boulevard (RT. 25A)	Unmitigatable impact.	Mitigation not required.	Unmitigatable impact.
Union Street at Northern Boulevard (RT. 25A)	Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane. Modify Signal Timing: Shift 2 s of green time from NB/SB phase to EB/WB phase [NB/SB green time shifts from 44 s to 42 s; EB/WB green time shifts from 45 s to 47 s].	Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane. Modify Signal Timing: Shift 3 s of green time from NB/SB phase to EB/WB phase [NB/SB green time shifts from 44 s to 41 s; EB/WB green time shifts from 45 s to 48 s].	Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane. Modify Signal Timing: Shift 3 s of green time from NB/SB phase to EB/WB phase [NB/SB green time shifts from 44 s to 41 s; EB/WB green time shifts from 45 s to 48 s].
Parsons Boulevard at Northern Boulevard (RT. 25A)	Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. Modify Signal Timing: Shift 1 s of green time from EB/WB protected left-turn phase to NB/SB phase and 2 s green time from EB/WB protected left-turn phase to EB/WB phase [NB/SB green time shifts from 36 s to 37 s; EB/WB protected left-turn green time shifts from 12 s to 9 s; EB/WB green time shifts from 50 s to 52 s].	Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane.	Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane.
114th Street at 34th Avenue	Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].	Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].	Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].
126th Street/GCP Ramp at 34th Avenue	Partially mitigated. Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane. Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. Close the ramp from EB Northern Blvd ramp to 126th Street. Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes. Modify signal phasing and timing plan: EB/WB phase will have 65 s green time; NB/SB phase will have 45 s green time [each phase will have 3 s amber and 2 s all red time].	Partially mitigated. Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane. Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. Close the ramp from EB Northern Blvd ramp to 126th Street. Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes. Modify signal phasing and timing plan: EB/WB phase will have 65 s green time; NB/SB phase will have 45 s green time [each phase will have 3 s amber and 2 s all red time].	Partially mitigated. Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane. Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. Close the ramp from EB Northern Blvd ramp to 126th Street. Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes. Modify signal phasing and timing plan: EB/WB phase will have 45 s green time; NB/SB phase will have 65 s green time [each phase will have 3 s amber and 2 s all red time].
108th Street at Roosevelt Avenue	Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane. Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.	Partially mitigated. Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane. Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.	Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane. Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.
111th Street at Roosevelt Avenue	Install "No Standing 10 AM - 10 PM" regulations along the north curb of the WB Roosevelt Avenue approach 100-ft from the intersection to allow for one 11-ft left-through lane and one 10-ft right-turn lane.	Install "No Standing 10 AM - 10 PM" regulations along the north curb of the WB Roosevelt Avenue approach 100-ft from the intersection to allow for one 11-ft left-through lane and one 10-ft right-turn lane.	Install "No Standing 10 AM - 10 PM" regulations along the north curb of the WB Roosevelt Avenue approach 100-ft from the intersection to allow for one 11-ft left-through lane and one 10-ft right-turn lane.

2018 (PHASE 1A) SUMMARY OF GAMEDAY MITIGATION MEASURES

<p><b>114th Street at Roosevelt Avenue</b></p>	<p>Shift the centerline of the SB 114th Street approach 2 feet to the east. Install "No Standing Anytime" regulations along the west curb of the SB 114th Street approach 150-ft from the stop bar to allow for one 12-ft shared left-through lane and one 10-ft right-turn lane. Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 150-ft from the stop bar to allow for one 11-ft left-turn lane and one 11-ft shared through-right lane. Shift center line of WB Roosevelt Avenue approach 11 ft to the south. Restrict WB Roosevelt Avenue approach as one 11-ft left-turn pocket (250 feet long), one 11-ft through lane, and one 11-ft right-turn lane. Modify Signal Timing: Shift 3 s of green time from EB/WB phase to NB/SD phase [EB/WB green time shifts from 80 s to 77 s; NB/SD green time shifts from 30 s to 33 s]</p>	<p><b>Partially Mitigated.</b> Shift the centerline of the SB 114th Street approach 2 feet to the east. Install "No Standing Anytime" regulations along the west curb of the SB 114th Street approach 150-ft from the stop bar to allow for one 12-ft shared left-through lane and one 10-ft right-turn lane. Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 150-ft from the stop bar to allow for one 11-ft left-turn lane and one 11-ft shared through-right lane. Shift center line of WB Roosevelt Avenue approach 11 ft to the south. Restrict WB Roosevelt Avenue approach as one 11-ft left-turn pocket (250 feet long), one 11-ft through lane, and one 11-ft right-turn lane. Modify Signal Timing: Shift 4 s of green time from EB/WB phase to NB/SD phase [EB/WB green time shifts from 80 s to 76 s; NB/SD green time shifts from 30 s to 34 s]</p>	<p><b>Partially Mitigated.</b> Shift the centerline of the SB 114th Street approach 2 feet to the east. Install "No Standing Anytime" regulations along the west curb of the SB 114th Street approach 150-ft from the stop bar to allow for one 12-ft shared left-through lane and one 10-ft right-turn lane. Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 150-ft from the stop bar to allow for one 11-ft left-turn lane and one 11-ft shared through-right lane. Shift center line of WB Roosevelt Avenue approach 11 ft to the south. Restrict WB Roosevelt Avenue approach as one 11-ft left-turn pocket (250 feet long), one 11-ft through lane, and one 11-ft right-turn lane. Modify Signal Timing: Shift 4 s of green time from EB/WB phase to NB/SD phase [EB/WB green time shifts from 80 s to 76 s; NB/SD green time shifts from 30 s to 34 s]</p>
<p><b>126th Street at Roosevelt Avenue</b></p>	<p><b>Unmitigatable impact.</b> Restrict SB approach as one 11-ft right-turn lane and one 12-ft shared left-through lane. New signal phasing and timing plan: Shared EB/WB phase receives 67 s green time; EB lag phase with SB right-turns receives 13 s green time; NB/SD phase receives 25 s green time [each phase will have 3 s amber and 2 s all red time]. Traffic Enforcement Agents should monitor traffic conditions and direct traffic accordingly.</p>	<p><b>Unmitigatable impact.</b> Restrict SB approach as one 11-ft right-turn lane and one 12-ft shared left-through lane. New signal phasing and timing plan: Shared EB/WB phase receives 65 s green time; EB lag phase with SB right-turns receives 15 s green time; NB/SD phase receives 25 s green time [each phase will have 3 s amber and 2 s all red time]. Traffic Enforcement Agents should monitor traffic conditions and direct traffic accordingly.</p>	<p><b>Partially Mitigated.</b> Restrict SB approach as one 12-ft right-turn lane and one 11-ft shared left-through lane. New signal phasing and timing plan: Shared EB/WB phase receives 42 s green time; EB lag phase with SB right-turns receives 7 s green time; NB/SD phase receives 36 s green time [each phase will have 3 s amber and 2 s all red time]. Traffic Enforcement Agents should monitor traffic conditions and direct traffic accordingly.</p>
<p><b>College Point Boulevard at Roosevelt Avenue</b></p>	<p><b>Partially Mitigated</b> Restrict the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. Restrict the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. Restrict the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes, and two 10-ft travel lanes lanes for 200 ft. Restrict the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. Restrict the NB/SD lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left-turn lanes, and three SB 10-ft travel lanes. Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft.</p>	<p><b>Partially Mitigated.</b> Restrict the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. Restrict the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. Restrict the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes, and two 10-ft travel lanes lanes for 200 ft. Restrict the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. Restrict the NB/SD lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left-turn lanes, and three SB 10-ft travel lanes. Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft.</p>	<p><b>Partially Mitigated.</b> Restrict the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. Restrict the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. Restrict the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes, and two 10-ft travel lanes lanes for 200 ft. Restrict the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. Restrict the NB/SD lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left-turn lanes, and three SB 10-ft travel lanes. Extend median on the north leg 2 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft.</p>
<p><b>Prince Street at Roosevelt Avenue</b></p>	<p>Modify Signal Timing: Shift 2 s of green time from SB phase to EB/WB phase [EB/WB green time shifts from 63 s to 65 s; SB green time shifts from 47 s to 45 s]. [Measures reflect improvements needed for the Weekday non-game PM peak periods.]</p>	<p>Mitigation not required.</p>	<p>Mitigation not required.</p>
<p><b>Main Street at Roosevelt Avenue</b></p>	<p>Modify Signal Timing: Shift 4 s of green time from NB/SD phase to EB/WB phase [EB/WB green time shifts from 45 s to 49 s; NB/SD green time shifts from 65 s to 61 s].</p>	<p>Modify Signal Timing: Shift 4 s of green time from NB/SD phase to EB/WB phase [EB/WB green time shifts from 39 s to 43 s; NB/SD green time shifts from 41 s to 37 s].</p>	<p>Modify Signal Timing: Shift 4 s of green time from NB/SD phase to EB/WB phase [EB/WB green time shifts from 39 s to 43 s; NB/SD green time shifts from 41 s to 37 s].</p>
<p><b>Union Street at Roosevelt Avenue</b></p>	<p><b>Unmitigatable Impact.</b></p>	<p><b>Unmitigatable Impact.</b></p>	<p><b>Unmitigatable impact.</b></p>
<p><b>Parsons Boulevard at Roosevelt Avenue</b></p>	<p>Modify Signal Timing: Shift 2 s green time from NB/SD phase to EB/WB phase [EB/WB green time shifts from 55 s to 57 s; NB/SD green time shifts from 55 s to 53 s]. Install "No Standing 7 AM - 10 AM, 4 PM - 7 PM, Mon-Fri" regulations on the NB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane.</p>	<p>Modify Signal Timing: Shift 1 s of green time from NB/SD phase to EB/WB phase [EB/WB green time shifts from 40 s to 41 s; NB/SD green time shifts from 40 s to 39 s]. [Measures reflect improvements needed for the Saturday Non-game peak period.]</p>	<p>Modify Signal Timing: Shift 1 s of green time from NB/SD phase to EB/WB phase [EB/WB green time shifts from 40 s to 41 s; NB/SD green time shifts from 40 s to 39 s]. [Measures reflect improvements needed for the Saturday Non-game peak period.]</p>
<p><b>Main Street at Kissena Boulevard</b></p>	<p>Mitigation not required.</p>	<p>Modify Signal Timing: Shift 1 s of green time from WB Kissena Blvd phase to NB/SD phase [WB green time shifts from 40 s to 39 s; NB/SD green time shifts from 40 s to 41 s]. [Measures reflect improvements needed for the Saturday Non-game peak period.]</p>	<p>Modify Signal Timing: Shift 1 s of green time from WB Kissena Blvd phase to NB/SD phase [WB green time shifts from 40 s to 39 s; NB/SD green time shifts from 40 s to 41 s]. [Measures reflect improvements needed for the Saturday Non-game peak period.]</p>
<p><b>College Point Boulevard at Sanford Avenue</b></p>	<p>Mitigation not required.</p>	<p>Mitigation not required.</p>	<p>Mitigation not required.</p>
<p><b>Union Street at Sanford Avenue</b></p>	<p>Mitigation not required.</p>	<p>Mitigation not required.</p>	<p>Mitigation not required.</p>
<p><b>Parsons Boulevard at Sanford Avenue</b></p>	<p>Mitigation not required.</p>	<p>Mitigation not required.</p>	<p>Mitigation not required.</p>
<p><b>College Point Boulevard at 32nd Avenue</b></p>	<p>Mitigation not required.</p>	<p>Mitigation not required.</p>	<p>Mitigation not required.</p>
<p><b>College Point Boulevard at Northern Boulevard Service Road</b></p>	<p>Mitigation not required.</p>	<p>Mitigation not required.</p>	<p>Mitigation not required.</p>
<p><b>Boat Basin Road at Stadium Road</b></p>	<p><b>Partially Mitigated.</b> Install an actuated controller. Modify signal phasing and timing plan: EB/WB phase will have 39 s green time; NB phase will have 16 s green time; SB phase will have 50 s green time [each phase will have 3 s amber and 2 s all red time]; NB/SD pedestrians will cross during the SB phase.</p>	<p>Install an actuated controller. Modify signal phasing and timing plan: EB/WB phase will have 33 s green time; NB phase will have 14 s green time; SB phase will have 58 s green time [each phase will have 3 s amber and 2 s all red time]; NB/SD pedestrians will cross during the SB phase.</p>	<p>Install an actuated controller. Modify signal phasing and timing plan: EB/WB phase will have 65 s green time; NB phase will have 11 s green time; SB phase will have 29 s green time [each phase will have 3 s amber and 2 s all red time]; NB/SD pedestrians will cross during the SB phase.</p>
<p><b>UNSIGNALIZED INTERSECTIONS</b></p>	<p>Intersection no longer exists under the Build condition.</p>	<p>Intersection no longer exists under the Build condition.</p>	<p>Intersection no longer exists under the Build condition.</p>
<p><b>Willets Point Boulevard at 126th Street</b></p>	<p>Install traffic signal with the following timing plan: EB will have 10 s green time; WB + NB-Right will have 40 s green time; NB will have 25 s green time [each phase will have 3 s amber and 2 s all red time].</p>	<p>Install traffic signal with the following timing plan: EB will have 10 s green time; WB + NB-Right will have 40 s green time; NB will have 25 s green time [each phase will have 3 s amber and 2 s all red time].</p>	<p>Install traffic signal with the following timing plan: EB will have 10 s green time; WB + NB-Right will have 40 s green time; NB will have 25 s green time [each phase will have 3 s amber and 2 s all red time].</p>
<p><b>Boat Basin Road at Worlds Fair Marina</b></p>	<p>Strip WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. Strip NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. Intersection meets NYC DOT Signal Warrant Criteria.</p>	<p>Strip WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. Strip NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. Intersection meets NYC DOT Signal Warrant Criteria.</p>	<p>Strip WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. Strip NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. Intersection meets NYC DOT Signal Warrant Criteria.</p>
<p><b>Willets Point Boulevard at Northern Boulevard</b></p>	<p>Mitigation not required.</p>	<p>Mitigation not required.</p>	<p>Mitigation not required.</p>
<p><b>Boat Basin Road at Stadium Road / Citifield Entrance 8</b></p>	<p>Intersection no longer exists under the Build condition.</p>	<p>Intersection no longer exists under the Build condition.</p>	<p>Intersection no longer exists under the Build condition.</p>
<p><b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b></p>	<p>Install traffic signal with the following timing plan: EB will have 45 s green time; WB will have 25 s green time; NB/SD will have 35 s green time [each phase will have 3 s amber and 2 s all red time]. Add a right turn lane and channelized right-turn to the GCP off ramp. Strip the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. Add a 12-ft SB left-turn lane in the median of Stadium Road. Intersection meets NYC DOT Signal Warrant Criteria.</p>	<p>Install traffic signal with the following timing plan: EB will have 45 s green time; WB will have 25 s green time; NB/SD will have 35 s green time [each phase will have 3 s amber and 2 s all red time]. Add a right turn lane and channelized right-turn to the GCP off ramp. Strip the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. Add a 12-ft SB left-turn lane in the median of Stadium Road. Intersection meets NYC DOT Signal Warrant Criteria.</p>	<p>Install traffic signal with the following timing plan: EB will have 39 s green time; WB will have 22 s green time; NB/SD will have 44 s green time [each phase will have 3 s amber and 2 s all red time]. Add a right turn lane and channelized right-turn to the GCP off ramp. Strip the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. Add a 12-ft SB left-turn lane in the median of Stadium Road. [Measures reflect improvements needed for the Weekday Non-game Midday, Saturday Non-game Midday, Weekday Pre-game, and Saturday Pre-game peak periods]. Intersection meets NYC DOT Signal Warrant Criteria.</p>
<p><b>126th Street at 36th Avenue</b></p>	<p><b>Unmitigatable impact.</b> Intersection meets NYC DOT Signal Warrant Criteria. Restrict the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.</p>	<p><b>Unmitigatable impact.</b> Intersection meets NYC DOT Signal Warrant Criteria. Restrict the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.</p>	<p><b>Unmitigatable impact.</b> Intersection meets NYC DOT Signal Warrant Criteria. Restrict the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.</p>

2018 (PHASE 1A) SUMMARY OF GAMEDAY MITIGATION MEASURES TABLE 6

<p style="text-align: center;"><b>126th Street at 37th Avenue</b></p>	<p><b>Unmitigatable impact.</b>                  Intersection meets NYCDOT Signal Warrant Criteria.                  Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.</p>	<p><b>Unmitigatable impact.</b>                  Intersection meets NYCDOT Signal Warrant Criteria.                  Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.</p>	<p><b>Unmitigatable impact.</b>                  Intersection meets NYCDOT Signal Warrant Criteria.                  Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.</p>
<p style="text-align: center;"><b>Northern Boulevard at 126th Place</b></p>	<p>Mitigation not required.                  Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes.                  Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time].                  Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median.                  Intersection meets NYCDOT Signal Warrant Criteria.</p>	<p>Mitigation not required.                  Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes.                  Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time].                  Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median.                  Intersection meets NYCDOT Signal Warrant Criteria.</p>	<p>Mitigation not required.                  Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes.                  Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time].                  Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median.                  Intersection meets NYCDOT Signal Warrant Criteria.</p>

**NOTE: This table has been revised for the Final SEIS.**

**TABLE 7  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WEEKDAY PRE-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>ASTORIA BOULEVARD</b>														
108th Street at Astoria Boulevard	NB	DefL	0.65	50.2	D	DefL	0.77	58.8	E				-Unmitigatable impact.	
108th Street		T	0.27	36.7	D	T	0.27	36.7	D					
	SB	LTR	0.34	37.8	D	LTR	0.34	37.8	D					
Astoria Boulevard	EB	TR	1.04	46.9	D	TR	1.07	57.4	E					
	WB	L	0.73	49.2	D	L	0.73	49.6	D					
		TR	0.28	9.2	A	TR	0.29	9.3	A					
<b>Overall Intersection</b>	<b>-</b>	<b>0.90</b>	<b>40.2</b>	<b>D</b>	<b>-</b>	<b>0.95</b>	<b>47.6</b>	<b>D</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>NORTHERN BOULEVARD</b>														
108th Street at Northern Boulevard (RT. 25A)	NB	LTR	1.12	106.6	F	LTR	1.39	223.3	F	L	0.88	55.9	E	-Install "No Standing Anytime" regulations along the east curb of the NB approach for 250-ft from the intersection to allow for two moving lanes. -Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes. -Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft. -Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft. -Modify signal timing: shift 2 s green time from EB/WB left-turn phase to EB/WB phase; shift 1 s green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 71 s to 74 s].
108th Street		-	-	-	-	-	-	-	-	TR	0.66	42.6	D	
	SB	LTR	1.09	95.6	F	LTR	1.11	104.9	F	L	0.55	45.6	D	
		-	-	-	-	-	-	-	-	TR	0.67	44.4	D	
Northern Boulevard (Rt. 25A)	EB	L	0.18	30.1	C	L	0.18	33.0	C	L	0.20	30.8	C	
		TR	0.84	13.8	B	TR	0.87	15.0	B	TR	0.84	11.7	B	
	WB	L	0.71	44.0	D	L	0.72	46.3	D	L	0.80	48.8	D	
		TR	1.04	48.7	D	TR	1.09	66.5	E	TR	1.04	47.0	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.01</b>	<b>39.3</b>	<b>D</b>	<b>-</b>	<b>1.14</b>	<b>55.4</b>	<b>E</b>	<b>-</b>	<b>0.97</b>	<b>30.7</b>	<b>C</b>		
<b>114th Street at Northern Boulevard (RT. 25A)</b>														
114th Street	SB	LTR	0.75	55.4	E	LTR	0.82	60.2	E	LTR	0.55	37.5	D	-Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes. -Divert left-turning turning to NB 112th Street and then to SB 114th Street. -Prohibit parking along east curb of SB 114th Street for 200 ft and restripe as two 11-ft lanes. -Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides. -Modify signal timing: Eliminate WB lead phase. Shift 12 s green time from WB lead phase to SB phase [SB green time shifts from 23 s to 35 s]. Shift 10 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 65 s to 75 s].
Northern Boulevard (Rt. 25A)	EB	T	0.98	28.3	C	T	1.03	39.9	D	T	0.89	12.4	B	
		R	0.62	14.6	B	R	0.64	15.0	B	R	0.56	7.6	A	
	WB	DefL	0.78	42.8	D	DefL	0.94	66.6	E	-	-	-	-	
		T	0.85	14.2	B	T	0.87	15.5	B	T	0.81	18.6	B	
<b>Overall Intersection</b>	<b>-</b>	<b>1.47</b>	<b>23.1</b>	<b>C</b>	<b>-</b>	<b>1.54</b>	<b>29.7</b>	<b>C</b>	<b>-</b>	<b>0.78</b>	<b>17.2</b>	<b>B</b>		
<b>126th Street at Northern Boulevard (RT. 25A)</b>														
126th Street	NB	L	0.46	43.8	D	L	0.62	47.3	D	L	0.62	47.3	D	-Install Jersey barriers on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitestone Expressway Ramp to bypass the signal and operate as free flow through the intersection. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave. -Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes. -Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard. -Modify signal timing: shift 3 s of green time from EB GCP/Astoria Blvd ramp phase to EB Northern Blvd phase [EB Northern Blvd green time shifts from 25 s to 28 s; EB GCP/Astoria Blvd ramp green time shifts from 55 s to 52 s].
		R	0.38	43.3	D	R	1.32	220.9	F	R	0.50	45.2	D	
Northern Boulevard	EB	T	1.08	106.8	F	T	1.08	106.8	F	T	1.07	94.7	F	
	WB	T	0.79	15.7	B	T	0.85	18.4	B	T	0.85	18.4	B	
Grand Central Parkway Ramp	EB	T	0.87	37.2	D	T	0.87	37.2	D	T	0.92	44.4	D	
Van Wyck & Whitestone Expressway Ramp	WB	T	0.77	13.9	B	T	0.73	12.8	B	-	-	-	-	
<b>Overall Intersection</b>	<b>-</b>	<b>0.72</b>	<b>35.8</b>	<b>D</b>	<b>-</b>	<b>0.95</b>	<b>45.4</b>	<b>D</b>	<b>-</b>	<b>0.89</b>	<b>51.9</b>	<b>D</b>		

**TABLE 7  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WEEKDAY PRE-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Prince Street at Northern Boulevard (RT. 25A)</b>														
Prince Street	NB	LTR	1.10	92.3	F	LTR	1.10	92.3	F					-Unmitigatable impact.
	SB	LTR	0.58	42.0	D	LTR	0.58	42.0	D					
Northern Boulevard (Rt. 25A)	EB	L	0.95	68.2	E	L	0.95	68.2	E					
		T	1.02	48.9	D	T	1.06	61.6	E					
	WB	L	0.77	67.3	E	L	0.77	67.3	E					
		T	1.08	81.6	F	T	1.12	95.1	F					
Northern Boulevard Service Rd.	EB	TR	0.58	24.8	C	TR	0.58	24.8	C					
	WB	TR	0.77	40.6	D	TR	0.83	44.6	D					
<b>Overall Intersection</b>	<b>-</b>	<b>1.05</b>	<b>60.6</b>	<b>E</b>	<b>-</b>	<b>1.07</b>	<b>69.9</b>	<b>E</b>						
<b>Main Street at Northern Boulevard (RT. 25A)</b>														
Main Street	NB	L	0.89	51.4	D	L	0.89	51.4	D					-Unmitigatable impact.
	R	0.88	58.6	E	R	0.88	58.6	E						
Northern Boulevard (Rt. 25A)	EB	T	1.12	85.5	F	T	1.16	103.9	F					
		R	1.20	124.0	F	R	1.20	124.0	F					
	WB	L	0.22	27.8	C	L	0.22	27.8	C					
		T	0.76	22.6	C	T	0.80	23.9	C					
<b>Overall Intersection</b>	<b>-</b>	<b>1.05</b>	<b>63.8</b>	<b>E</b>	<b>-</b>	<b>1.05</b>	<b>71.2</b>	<b>E</b>						
<b>Union Street at Northern Boulevard (RT. 25A)</b>														
Union Street	NB	TR	0.68	35.3	D	TR	0.68	35.3	D	TR	0.71	37.7	D	-Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane.
	SB	TR	0.68	34.8	C	TR	0.68	34.8	C	TR	0.71	37.1	D	
Northern Boulevard (Rt. 25A)	EB	L	0.62	30.4	C	L	0.62	30.9	C	L	0.62	27.5	C	
		TR	1.15	104.2	F	TR	1.19	122.4	F	TR	1.14	97.2	F	-Modify Signal Timing: Shift 2 s of green time from NB/SB phase to EB/WB phase [NB/SB green time shifts from 44 s to 42 s, EB/WB green time shifts from 45 s to 47 s].
	WB	L	0.78	40.0	D	L	0.78	40.4	D	L	0.78	40.4	D	
		TR	0.97	48.8	D	TR	1.03	73.4	E	TR	0.73	32.2	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.93</b>	<b>67.9</b>	<b>E</b>	<b>-</b>	<b>0.95</b>	<b>82.9</b>	<b>F</b>	<b>-</b>	<b>0.95</b>	<b>61.0</b>	<b>E</b>		
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>														
Parsons Boulevard	NB	L	0.85	75.0	E	L	0.87	77.2	E	L	0.87	76.6	E	-Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane.
	TR	0.57	39.9	D	TR	0.57	39.9	D	TR	0.55	38.6	D		
	SB	LTR	1.15	109.0	F	LTR	1.18	123.4	F	LT	0.72	35.3	D	-Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane.
		L	0.46	45.3	D	L	0.50	46.9	D	R	0.36	32.6	C	
Northern Boulevard (Rt. 25A)	EB	TR	0.99	41.1	D	TR	1.03	52.9	D	L	0.58	49.3	D	-Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane.
		-	-	-	D	-	-	-	TR	0.99	39.8	D		
	WB	L	0.43	40.3	D	L	0.43	40.8	D	L	0.50	43.0	D	-Modify Signal Timing: Shift 1 s of green time from EB/WB protected left-turn phase to NB/SB phase and 2 s green time from EB/WB protected left-turn phase to EB/WB phase [NB/SB green time shifts from 36 s to 37 s; EB/WB protected left-turn green time shifts from 12 s to 9 s; EB/WB green time shifts from 50 s to 52 s].
		TR	1.13	101.6	F	TR	1.21	129.4	F	T	0.98	36.0	D	
		-	-	-	D	-	-	-	R	0.36	23.2	C		
<b>Overall Intersection</b>	<b>-</b>	<b>1.09</b>	<b>69.9</b>	<b>E</b>	<b>-</b>	<b>1.10</b>	<b>85.9</b>	<b>F</b>	<b>-</b>	<b>1.03</b>	<b>39.2</b>	<b>D</b>		
<b>34TH AVENUE</b>														
<b>114th Street at 34th Avenue</b>														
114th Street	SB	L	1.03	72.5	E	L	1.11	100.4	F	L	1.01	63.6	E	-Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].
		T	0.53	28.5	C	T	0.61	30.5	C	T	0.55	26.8	C	
34th Avenue	EB	T	0.49	12.8	B	T	0.49	12.8	B	TR	0.52	14.9	B	
		R	0.16	9.1	A	R	0.16	9.1	A		0.17	10.6	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.68</b>	<b>37.5</b>	<b>D</b>	<b>-</b>	<b>0.71</b>	<b>49.2</b>	<b>D</b>	<b>-</b>	<b>0.71</b>	<b>35.4</b>	<b>D</b>		



**TABLE 7  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WEEKDAY PRE-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No. Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	Control			Mvt.	Control			Mvt.	Control					
		V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS			
<b>126th Street/GCP Ramp at 34th Avenue</b>															
126th Street	NB	DefL	0.69	59.2	E	-	-	-	-	L	0.52	47.0	D	-Partially mitigated. -Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane. -Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. -Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes. -Modify signal phasing and timing plan: EB/WB phase will have 65 s green time; NB/SB phase will have 45 s green time [each phase will have 3 s amber and 2 s all red time].	
		TR	0.35	35.3	D	LTR	0.39	35.8	D	TR	0.27	26.7	C		
GCP Ramp	SB	LTR	0.72	48.1	D	LTR	1.14	131.2	F	-	-	-	-		
	SB	LTR	1.27	179.6	F	LTR	1.58	311.2	F	L	0.02	23.8	C		
	-	-	-	-	-	-	-	-	-	T	0.78	38.4	D		
Shea Road	EB	DefL	0.52	35.7	D	-	-	-	-	-	-	-	-		
		TR	0.32	30.5	C	LTR	2.50	718.3	F	LTR	0.98	50.7	D		
	-	-	-	-	-	-	-	-	-	DefL	1.40	233.4	F		
34th Avenue	WB	LTR	0.32	30.4	C	LTR	0.72	54.3	E	TR	0.20	14.8	B		
<b>Overall Intersection</b>	-	-	<b>0.79</b>	<b>102.0</b>	<b>F</b>	-	<b>1.80</b>	<b>396.3</b>	<b>F</b>	-	<b>1.15</b>	<b>61.8</b>	<b>E</b>		
<b>ROOSEVELT AVENUE</b>															
<b>108th Street at Roosevelt Avenue</b>															
108th Street	NB	LTR	1.11	100.8	F	LTR	1.14	111.4	F	LT	0.89	47.8	D	-Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.	
		-	-	-	-	-	-	-	-	R	0.43	38.5	D		
	SB	LTR	1.11	101.2	F	LTR	1.12	104.5	F	LT	0.93	50.3	D		
	-	-	-	-	-	-	-	-	-	R	0.29	36.7	D		
Roosevelt Avenue	EB	LTR	0.69	8.1	A	LTR	0.75	9.5	A	LTR	0.75	9.5	A		
	WB	LTR	0.64	12.0	B	LTR	0.72	13.3	B	LTR	0.72	13.3	B		
<b>Overall Intersection</b>	-	-	<b>0.81</b>	<b>42.4</b>	<b>D</b>	-	<b>0.86</b>	<b>43.9</b>	<b>D</b>	-	<b>0.80</b>	<b>23.2</b>	<b>C</b>		
<b>111th Street at Roosevelt Avenue</b>															
111th Street	NB	LTR	1.02	67.5	E	LTR	1.02	67.5	E	LTR	1.02	67.5	E		-Install "No Standing 10 AM - 10 PM" regulations along the north curb of the WB Roosevelt Avenue approach 100-ft from the intersection to allow for one 11-ft left-through lane and one 10-ft right-turn lane.
Roosevelt Avenue	EB	LTR	0.74	8.9	A	LTR	0.81	11.0	B	LTR	0.81	10.8	B		
	WB	LTR	1.15	91.2	F	LTR	1.24	131.1	F	LT	1.00	31.0	C		
	-	-	-	-	-	-	-	-	-	R	0.17	7.6	A		
<b>Overall Intersection</b>	-	-	<b>1.12</b>	<b>55.0</b>	<b>E</b>	-	<b>1.18</b>	<b>73.1</b>	<b>E</b>	-	<b>1.01</b>	<b>27.9</b>	<b>C</b>		
<b>114th Street at Roosevelt Avenue</b>															
114th Street	NB	LTR	0.89	57.0	E	LTR	0.89	57.4	E	LTR	0.90	56.6	E	-Shift the centerline of the SB 114th Street approach 2 feet to the east. -Install "No Standing Anytime" regulations along the west curb of the SB 114th Street approach 150-ft from the stop bar to allow for one 12-ft shared left-through lane and one 10-ft right-turn lane. -Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 150-ft from the stop bar to allow for one 11-ft left-turn lane and one 11-ft shared through-right lane. -Shift center line of WB Roosevelt Avenue approach 11 ft to the south. -Restripe WB Roosevelt Avenue approach as one 11-ft left-turn pocket (250 feet long), one 11-ft through lane, and one 11-ft right-turn lane. -Modify Signal Timing: Shift 3 s of green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 80 s to 77 s; NB/SB green time shifts from 30 s to 33 s].	
	SB	LTR	1.07	83.6	F	LTR	1.20	137.3	F	LT	0.85	41.8	D		
	-	-	-	-	-	-	-	-	-	R	0.12	32.7	C		
Roosevelt Avenue	EB	LTR	0.95	20.5	C	LTR	1.12	71.5	E	L	0.23	9.8	A		
	-	-	-	-	-	-	-	-	-	TR	0.82	11.8	B		
	WB	LTR	0.67	13.9	B	LTR	0.87	21.9	C	L	0.79	29.3	C		
	-	-	-	-	-	-	-	-	-	T	0.56	13.8	B		
	-	-	-	-	-	-	-	-	-	R	0.61	16.1	B		
<b>Overall Intersection</b>	-	-	<b>0.99</b>	<b>29.5</b>	<b>C</b>	-	<b>1.14</b>	<b>54.5</b>	<b>D</b>	-	<b>0.85</b>	<b>22.6</b>	<b>C</b>		
<b>126th Street at Roosevelt Avenue</b>															
126th Street	NB	LTR	0.60	56.7	E	LTR	0.28	38.6	D	LTR	0.60	60.0	E	-Unmitigatable impact. -Restripe SB approach as one 11-ft right-turn lane and one 12-ft shared left-through lane. -New signal phasing and timing plan: Shared EB/WB phase receives 67 s green time; EB lag phase with SB right-turns receives 13 s green time; NB/SB phase receives 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Traffic Enforcement Agents should monitor traffic conditions and direct traffic accordingly.	
	SB	-	-	-	-	DefL	0.88	47.2	D	LT	1.17	126.9	F		
		LTR	1.14	108.5	F	TR	0.62	40.0	D	R	0.41	27.7	C		
Roosevelt Avenue	EB	DefL	0.96	48.6	D	DefL	3.00+	1000.0+	F	DefL	1.87	439.1	F		
		TR	0.69	7.7	A	TR	0.76	9.3	A	TR	0.72	5.4	A		
	WB	LTR	0.60	12.4	B	LTR	0.80	17.9	B	LTR	0.96	41.2	D		
<b>Overall Intersection</b>	-	-	<b>1.01</b>	<b>40.6</b>	<b>D</b>	-	<b>2.85</b>	<b>258.4</b>	<b>F</b>	-	<b>1.49</b>	<b>120.3</b>	<b>F</b>		

**TABLE 7  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WEEKDAY PRE-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
College Point Boulevard at Roosevelt Avenue College Point Boulevard	NB	L	1.26	177.2	F	L	1.37	222.9	F	L	1.19	152.0	F	-Partially Mitigated -Restripe the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. -Restripe the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. -Restripe the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes, and two 10-ft travel lanes for 200 ft. -Restripe the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. -Restripe the NB/SB lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left turn lanes, and three SB 10-ft travel lanes. -Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. -Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft. -Install "No Standing Anytime" regulations along the west curb of the SB approach of College Point Boulevard for 200 ft. -Divert SB right-turn traffic on College Point Boulevard to 39th Avenue and Janet Place. -Divert WB left-turn traffic on Roosevelt Avenue to Janet Place and 39th Avenue. -Modify signal phasing and timing plan: EB/WB will have 27 s green time; EB-lag phase will have 28 s green time; NB lead-phase will have 18 s green time; NB/SB phase will have 27 s green time [each phase will have 3 s amber and 2 s all red time].	
		TR	0.68	28.5	C	TR	0.68	28.5	C	TR	0.73	32.5	C		
Roosevelt Avenue	SB	TR	0.87	46.2	D	TR	0.91	49.1	D	T	0.85	51.0	D		
		EB	L	0.49	37.1	D	L	0.50	37.4	D	L	0.48	35.0		D
	WB	TR	1.22	132.0	F	TR	1.33	180.0	F	TR	1.24	137.0	F		
		L	0.31	44.8	D	L	0.31	44.8	D	-	-	-	-		
	TR	0.48	36.2	D	TR	0.53	37.5	D	TR	0.54	43.5	D			
	Overall Intersection	-	1.20	75.5	E	-	1.28	94.1	F	-	1.13	77.6	E		
Prince Street at Roosevelt Avenue Prince Street	SB	LTR	0.51	30.7	C	LTR	0.51	30.7	C	LTR	0.54	32.7	C		-Modify Signal Timing: Shift 2 s of green time from SB phase to EB/WB phase [EB/WB green time shifts from 63 s to 65 s; SB green time shifts from 47 s to 45 s]. [Measures reflect improvements needed for the Weekday non-game PM peak periods.]
		EB	DefL	0.78	30.9	C	DefL	0.80	32.3	C	DefL	0.76	28.4		
Roosevelt Avenue	WB	TR	0.78	28.0	C	TR	0.85	31.5	C	TR	0.82	28.4	C		
		LTR	0.59	21.2	C	LTR	0.63	22.0	C	LTR	0.61	20.4	C		
Overall Intersection	-	0.67	27.2	C	-	0.70	28.7	C	-	0.70	27.0	C			
Main Street at Roosevelt Avenue Main Street	NB	T	0.62	23.2	C	T	0.62	23.2	C	T	0.66	26.8	C		
		SB	T	0.54	21.9	C	T	0.54	21.9	C	T	0.58	25.2	C	
Roosevelt Avenue	EB	L	0.34	35.3	D	L	0.36	37.2	D	L	0.31	30.8	C		
		TR	0.91	62.2	E	TR	1.02	85.3	F	TR	0.93	61.0	E		
WB	L	0.19	28.1	C	L	0.21	29.0	C	L	0.18	25.3	C			
	TR	0.87	52.8	D	TR	0.94	61.4	E	TR	0.85	47.1	D			
Overall Intersection	-	0.73	35.8	D	-	0.82	42.8	D	-	0.82	43.8	D			
Union Street at Roosevelt Avenue Union Street	NB	TR	0.53	18.6	B	TR	0.53	18.6	B	-	-	-	-	-Unmitigatable Impact.	
		SB	LT	1.23	128.1	F	LT	1.23	128.1	F	-	-	-		-
Roosevelt Avenue	EB	R	1.87	417.7	F	R	1.87	417.7	F	-	-	-	-		
		LTR	2.26	595.0	F	LTR	2.48	696.8	F	-	-	-	-		
WB	LT	0.79	31.5	C	LT	0.85	35.7	D	-	-	-	-			
	R	0.78	46.0	D	R	0.78	46.0	D	-	-	-	-			
Overall Intersection	-	2.04	224.7	F	-	2.15	253.7	F	-	-	-	-			

TABLE 7  
 CITIFIELD- WILLETS POINT DEVELOPMENT STUDY  
 2018 PHASE 1A WEEKDAY PRE-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>Parsons Boulevard at Roosevelt Avenue</b>															
Parsons Boulevard	NB	LTR	0.78	35.4	D	LTR	0.79	35.8	D	LT	0.71	33.0	C	-Modify Signal Timing: Shift 2 s green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 55 s to 57 s; NB/SB green time shifts from 55 s to 53 s. -Install "No Standing 7 AM - 10 AM, 4 PM - 7 PM, Mon-Fri" regulations on the NB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane.	
			-	-	-	-	-	-	-	R	0.07	19.6	B		
	SB	LTR	0.76	32.5	C	LTR	0.76	32.5	C	LTR	0.79	35.3	D		
Roosevelt Avenue	EB	LTR	0.67	30.7	C	LTR	0.77	35.8	D	LTR	0.74	32.8	C		
	WB	LTR	0.90	43.2	D	LTR	0.97	55.5	E	LTR	0.93	45.6	D		
<b>Overall Intersection</b>	-	-	<b>0.84</b>	<b>35.6</b>	<b>D</b>	-	-	<b>0.88</b>	<b>40.0</b>	<b>D</b>	-	-	<b>0.86</b>	<b>36.6</b>	<b>D</b>
<b><u>KISSENA BOULEVARD</u></b>															
<b>Main Street at Kissena Boulevard</b>															
Main Street	NB	L	0.71	34.5	C	L	0.71	34.8	C					-Mitigation not required.	
		TR	0.57	21.9	C	TR	0.57	21.9	C						
	SB	L	0.85	51.6	D	L	0.85	51.6	D						
Kissena Boulevard	TR		0.49	19.9	B	TR	0.49	19.9	B						
	WB	T	0.71	37.1	D	T	0.71	37.1	D						
<b>Overall Intersection</b>	-	-	<b>0.77</b>	<b>29.1</b>	<b>C</b>	-	-	<b>0.77</b>	<b>29.2</b>	<b>C</b>					
<b><u>SANFORD AVENUE</u></b>															
<b>College Point Boulevard at Sanford Avenue</b>															
College Point Boulevard	NB	L	0.36	14.2	B	L	0.37	14.9	B					-Mitigation not required.	
		T	0.73	15.6	B	T	0.74	15.8	B						
	SB	TR	0.73	15.5	B	TR	0.75	15.8	B						
Sanford Avenue	WB	L	0.79	46.9	D	L	0.79	46.9	D						
		TR	0.46	28.3	C	TR	0.53	29.5	C						
<b>Overall Intersection</b>	-	-	<b>0.75</b>	<b>19.2</b>	<b>B</b>	-	-	<b>0.76</b>	<b>19.6</b>	<b>B</b>					
<b>Union Street at Sanford Avenue</b>															
Union Street	NB	LTR	0.37	21.3	C	LTR	0.37	21.3	C					-Mitigation not required.	
	SB	LTR	0.68	25.4	C	LTR	0.69	25.7	C						
Sanford Avenue	EB		-	-	-	-	-	-	-						
		LTR	0.28	14.2	B	LTR	0.28	14.2	B						
	WB	LTR	0.88	29.1	C	LTR	0.90	31.5	C						
<b>Overall Intersection</b>	-	-	<b>0.79</b>	<b>24.2</b>	<b>C</b>	-	-	<b>0.81</b>	<b>25.1</b>	<b>C</b>					
<b>Parsons Boulevard at Sanford Avenue</b>															
Parsons Boulevard	NB	LTR	0.98	39.7	D	LTR	0.99	42.2	D					-Mitigation not required.	
	SB	LTR	0.68	24.2	C	LTR	0.74	26.6	C						
Sanford Avenue	EB	LTR	0.60	23.1	C	LTR	0.61	23.5	C						
	WB	LTR	0.74	27.3	C	LTR	0.77	28.8	C						
<b>Overall Intersection</b>	-	-	<b>0.86</b>	<b>29.3</b>	<b>C</b>	-	-	<b>0.88</b>	<b>30.9</b>	<b>C</b>					
<b><u>WHITESTONE EXPRESSWAY / 32ND AVENUE</u></b>															
<b>College Point Boulevard at 32nd Avenue</b>															
College Point Boulevard	NB	T	0.38	23.6	C	T	0.39	23.7	C					-Mitigation not required.	
		TR	0.26	22.0	C	TR	0.26	22.0	C						
	SB	L	0.44	33.2	C	L	0.44	33.2	C						
32nd Avenue	T		0.40	10.5	B	T	0.40	10.5	B						
	WB	LTR	0.72	36.8	D	LTR	0.72	36.8	D						
<b>Overall Intersection</b>	-	-	<b>1.09</b>	<b>20.9</b>	<b>C</b>	-	-	<b>1.09</b>	<b>20.9</b>	<b>C</b>					



**TABLE 7  
CITIFIELD-WILLETTS POINT DEVELOPMENT STUDY  
2018 PHASE 1A WEEKDAY PRE-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>													-Install traffic signal with the following timing plan: EB will have 45 s green time; WB will have 25 s green time; NB/SB will have 35 s green time [each phase will have 3 s amber and 2 s all red time]. -Add a right turn lane and channelized right-turn to the GCP off ramp. -Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. -Add a 12-ft SB left-turn lane in the median of Stadium Road. -Intersection meets NYCDOT Signal Warrant Criteria.	
Stadium Road	NB	-	-	-	-	-	-	-	T	0.07	30.9	C		
	SB	-	-	-	LT	-	7.8	A	L	0.46	39.0	D		
		-	-	-	-	-	-	-	TR	0.56	38.6	D		
Grand Central Parkway Off-Ramp	EB	L	-	30.9	L	-	37.9	E	L	0.23	26.6	C		
		-	-	-	T	-	12.0	B	T	0.48	31.0	C		
		R	-	9.6	R	-	9.6	A	-	-	-	-		
Willetts West Center Exit	WB	-	-	-	L	-	11.1	B	L	0.79	54.6	D		
		-	-	-	R	-	8.9	A	R	0.24	41.5	D		
<b>Overall Intersection</b>	-	-	<b>28.3</b>	<b>D</b>	-	-	<b>34.4</b>	<b>D</b>	-	<b>0.58</b>	<b>40.8</b>	<b>D</b>		
<b>126th Street at 36th Avenue</b>													-Unmitigatable impact. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.	
126th Street	NB	-	-	-	TR	0.75	37.7	D	TR	0.75	37.7	D		
	SB	-	-	-	DefL	0.99	61.8	E	DefL	0.99	61.8	E		
		LT	-	8.3	T	1.01	45.7	D	T	1.01	45.7	D		
36th Avenue	WB	LR	-	16.8	L	0.01	37.8	D	L	0.01	37.8	D		
		-	-	-	R	0.05	13.1	B	R	0.05	13.1	B		
<b>Overall Intersection</b>	-	-	<b>12.0</b>	<b>B</b>	-	<b>1.21</b>	<b>46.4</b>	<b>D</b>	-	<b>1.21</b>	<b>46.4</b>	<b>D</b>		
<b>126th Street at 37th Avenue</b>														-Unmitigatable impact. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
126th Street	NB	-	-	-	TR	1.28	170.0	F	TR	1.28	170.0	F		
	SB	-	-	-	DefL	1.18	137.4	F	DefL	1.18	137.4	F		
		LT	-	8.2	T	0.49	7.3	A	T	0.49	7.3	A		
37th Avenue	WB	LR	-	15.3	L	0.02	41.9	D	L	0.02	41.9	D		
		-	-	-	R	0.11	16.6	B	R	0.11	16.6	B		
<b>Overall Intersection</b>	-	-	<b>12.3</b>	<b>B</b>	-	<b>1.82</b>	<b>120.1</b>	<b>F</b>	-	<b>1.82</b>	<b>120.1</b>	<b>F</b>		
<b>Northern Boulevard at 126th Place</b>													-Mitigation not required. -Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. -Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. -Intersection meets NYCDOT Signal Warrant Criteria.	
126th Place	NB	R	-	20.1	R	-	19.1	C	R	0.11	39.3	D		
Northern Boulevard	EB	-	-	-	-	-	-	-	TR	0.66	10.5	B		
<b>Overall Intersection</b>	-	-	<b>20.1</b>	<b>C</b>	-	-	<b>19.1</b>	<b>C</b>	-	<b>0.54</b>	<b>10.9</b>	<b>B</b>		

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+".
- (4): This table has been revised for the Final SEIS.

**TABLE 8  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A SATURDAY PRE-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>ASTORIA BOULEVARD</b>														
108th Street at Astoria Boulevard														
108th Street	NB	DeFL	0.45	25.7	C	DeFL	0.52	27.5	C					-Mitigation not required.
		T	0.19	20.9	C	T	0.19	20.9	C					
	SB	LTR	0.22	21.4	C	LTR	0.22	21.4	C					
Astoria Boulevard	EB	TR	0.74	26.3	C	TR	0.78	27.5	C					
	WB	L	0.76	33.5	C	L	0.80	38.7	D					
		TR	0.29	11.9	B	TR	0.30	12.0	B					
<b>Overall Intersection</b>	-		<b>0.65</b>	<b>22.5</b>	<b>C</b>	-	<b>0.70</b>	<b>23.7</b>	<b>C</b>					
<b>NORTHERN BOULEVARD</b>														
108th Street at Northern Boulevard (RT. 25A)														
108th Street	NB	LTR	1.11	99.6	F	LTR	1.37	213.5	F	L	0.89	54.9	D	-Install "No Standing Anytime" regulations along the east curb of the NB approach for 250-ft from the intersection to allow for two moving lanes.
		-	-	-	-	-	-	-	-	TR	0.73	43.7	D	
	SB	LTR	1.04	84.0	F	LTR	1.07	92.5	F	L	0.50	45.2	D	-Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes.
		-	-	-	-	-	-	-	-	TR	0.76	48.6	D	
Northern Boulevard (Rt. 25A)	EB	L	0.09	34.1	C	L	0.09	36.8	D	L	0.09	31.4	C	-Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft.
		TR	0.95	32.8	C	TR	1.01	45.7	D	TR	0.96	31.0	C	
	WB	L	0.79	45.4	D	L	0.85	49.9	D	L	0.80	45.2	D	-Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft.
		TR	1.14	90.5	F	TR	1.18	109.0	F	TR	1.11	76.9	E	
<b>Overall Intersection</b>	-		<b>1.08</b>	<b>67.4</b>	<b>E</b>	-	<b>1.19</b>	<b>90.8</b>	<b>F</b>	-	<b>1.01</b>	<b>53.6</b>	<b>D</b>	-Modify signal timing: shift 4 s green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 66 s to 70 s; NB/SB phase shifts from 30 s to 26 s].
114th Street at Northern Boulevard (RT. 25A)														
114th Street	SB	LTR	0.60	49.0	D	LTR	0.67	51.8	D	LTR	0.59	38.8	D	-Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes
Northern Boulevard (Rt. 25A)	EB	T	0.74	24.2	C	T	0.79	25.9	C	T	0.67	15.7	B	-Divert left-turning turning to NB 112th Street and then to SB 114th Street.
		R	0.77	27.9	C	R	0.80	29.3	C	R	0.67	17.2	B	-Prohibit parking along east curb of SB 114th Street for 200 ft and restripe as two 11-ft lanes.
	WB	DeFL	0.79	31.7	C	DeFL	0.93	58.9	E	-	-	-	-	-Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides.
		T	0.83	15.0	B	T	0.86	16.1	B	T	0.79	18.3	B	-Modify signal timing: Eliminate WB lead phase. Shift 10 s green time from WB lead phase to SB phase [SB green time shifts from 25 s to 35 s]. Shift 12 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 63 s to 75 s].
<b>Overall Intersection</b>	-		<b>1.28</b>	<b>22.4</b>	<b>C</b>	-	<b>1.34</b>	<b>26.0</b>	<b>C</b>	-	<b>0.73</b>	<b>19.7</b>	<b>B</b>	
126th Street at Northern Boulevard (RT. 25A)														
126th Street	NB	L	0.61	46.5	D	L	0.75	51.2	D	L	0.72	49.2	D	-Install Jersey barriers on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitestone Expressway Ramp to bypass the signal and operate as free flow through the intersection.
		R	0.32	41.7	D	R	1.32	220.3	F	R	0.44	42.8	D	
Northern Boulevard	EB	T	0.54	38.0	D	T	0.54	38.0	D	T	0.72	41.6	D	-Close the ramp from EB Northern Blvd ramp to 126th Street.
	WB	T	0.67	12.3	B	T	0.72	13.9	B	T	0.73	14.7	B	-Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave.
Grand Central Parkway Ramp	EB	T	0.86	42.9	D	T	0.86	42.9	D	T	0.88	45.3	D	-Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes.
Van Wyck & Whitestone Expressway Ramp	WB	T	0.72	12.5	B	T	0.70	11.9	B	-	-	-	-	-Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard.
<b>Overall Intersection</b>	-		<b>0.69</b>	<b>26.3</b>	<b>C</b>	-	<b>0.86</b>	<b>36.9</b>	<b>D</b>	-	<b>0.79</b>	<b>37.4</b>	<b>D</b>	-Modify signal timing: shift 1 s of green time from EB GCP/Astoria Blvd ramp phase to NB 126th St phase [NB 126th St green time shifts from 25 s to 26 s; EB GCP/Astoria Blvd ramp green time shifts from 45 s to 44 s].

**TABLE 8**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2018 PHASE 1A SATURDAY PRE-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	Mvt.		No Action				With Action				Mitigation				Mitigation Measure
			V/C	Control			V/C	Control			V/C	Control			
				Delay	LOS			Delay	LOS			Delay	LOS		
<b>Prince Street at Northern Boulevard (RT. 25A)</b>															
Prince Street	NB	LTR	1.08	85.5	F	LTR	1.08	85.5	F						-Unmitigatable impact.
	SB	LTR	0.50	37.4	D	LTR	0.50	37.4	D						
Northern Boulevard (Rt. 25A)	EB	L	0.97	78.9	E	L	0.97	78.9	E						
		T	0.95	36.7	D	T	0.99	42.2	D						
	WB	L	0.95	94.7	F	L	0.95	94.7	F						
		T	1.11	90.1	F	T	1.14	103.7	F						
Northern Boulevard Service Rd.	EB	TR	0.50	22.9	C	TR	0.50	22.9	C						
	WB	TR	0.73	34.7	C	TR	0.79	37.5	D						
<b>Overall Intersection</b>	-		<b>1.07</b>	<b>60.3</b>	<b>E</b>	-	<b>1.09</b>	<b>67.0</b>	<b>E</b>						
<b>Main Street at Northern Boulevard (RT. 25A)</b>															
Main Street	NB	L	0.85	47.3	D	L	0.85	47.3	D						-Mitigation not required.
		R	0.92	64.0	E	R	0.92	64.0	E						
Northern Boulevard (Rt. 25A)	EB	T	0.94	38.3	D	T	0.98	43.7	D						
		R	1.31	177.6	F	R	1.31	177.6	F						
	WB	L	0.16	26.5	C	L	0.16	26.5	C						
		T	0.86	25.6	C	T	0.91	27.9	C						
<b>Overall Intersection</b>	-		<b>1.13</b>	<b>53.4</b>	<b>D</b>	-	<b>1.13</b>	<b>55.4</b>	<b>E</b>						
<b>Union Street at Northern Boulevard (RT. 25A)</b>															
Union Street	NB	TR	0.68	35.1	D	TR	0.68	35.1	D	TR	0.73	38.8	D	-Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane.	
	SB	TR	0.59	32.8	C	TR	0.59	32.8	C	TR	0.63	35.9	D		
Northern Boulevard (Rt. 25A)	EB	L	0.68	33.9	C	L	0.68	34.4	C	L	0.68	29.4	C		
		TR	1.25	150.1	F	TR	1.29	170.6	F	TR	1.21	131.9	F		
	WB	L	0.96	63.8	E	L	0.96	64.1	E	L	0.96	64.3	E		
		TR	0.96	43.2	D	TR	1.02	55.0	D	TR	0.71	30.8	C		
<b>Overall Intersection</b>	-		<b>0.97</b>	<b>80.4</b>	<b>F</b>	-	<b>0.99</b>	<b>91.9</b>	<b>F</b>	-	<b>0.99</b>	<b>70.8</b>	<b>E</b>		
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>															
Parsons Boulevard	NB	L	0.66	49.3	D	L	0.67	49.8	D	L	0.65	48.6	D		-Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane.
		TR	0.53	38.7	D	TR	0.53	38.7	D	TR	0.53	38.7	D		
	SB	LTR	1.10	91.0	F	LTR	1.13	103.2	F	LT	0.64	34.7	C		
		-	-	-	-	-	-	-	-	R	0.33	32.9	C		
Northern Boulevard (Rt. 25A)	EB	L	0.41	42.8	D	L	0.42	44.2	D	L	0.43	42.4	D		
		TR	1.10	83.3	F	TR	1.16	108.0	F	T	0.97	37.8	D		
		-	-	-	-	-	-	-	-	R	0.36	23.5	C		
	WB	L	0.44	43.6	D	L	0.43	44.4	D	L	0.44	42.7	D		
		TR	1.04	59.1	E	TR	1.11	85.8	F	T	0.91	34.5	C		
		-	-	-	-	-	-	-	-	R	0.35	23.4	C		
<b>Overall Intersection</b>	-		<b>1.08</b>	<b>68.1</b>	<b>E</b>	-	<b>1.09</b>	<b>88.6</b>	<b>F</b>	-	<b>0.85</b>	<b>36.3</b>	<b>D</b>		
<b>34TH AVENUE</b>															
<b>114th Street at 34th Avenue</b>															
114th Street	SB	L	1.01	66.0	E	L	1.08	87.6	F	L	0.98	54.7	D	-Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].	
		T	0.53	28.4	C	T	0.61	30.2	C	T	0.55	26.6	C		
34th Avenue	EB	T	0.42	11.9	B	T	0.42	11.9	B	T	0.45	13.8	B		
		R	0.11	8.8	A	R	0.11	8.8	A	R	0.12	10.2	B		
<b>Overall Intersection</b>	-		<b>0.63</b>	<b>37.5</b>	<b>D</b>	-	<b>0.65</b>	<b>47.6</b>	<b>D</b>	-	<b>0.65</b>	<b>33.6</b>	<b>C</b>		

**TABLE 8**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2018 PHASE 1A SATURDAY PRE-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control	LOS	Mvt.	V/C	Control	LOS	Mvt.	V/C	Control	LOS		
			Delay				Delay				Delay			
<b>126th Street/GCP Ramp at 34th Avenue</b>														
126th Street	NB	DefL	1.34	227.6	F	DefL	1.05	160.2	F	L	0.85	91.5	F	-Partially mitigated.
		TR	0.57	40.1	D	TR	0.64	42.2	D	TR	0.43	29.1	C	-Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane.
Northern Boulevard Ramp	SB	LTR	0.63	45.1	D	LTR	1.32	203.4	F	-	-	-	-	-
GCP Ramp	SB	LTR	1.26	171.3	F	LTR	1.57	307.9	F	L	0.02	23.8	C	-Widcn roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes.
		-	-	-	-	-	-	-	-	T	0.81	39.8	D	-Close the ramp from EB Northern Blvd ramp to 126th Street.
Shea Road	EB	-	-	-	-	-	-	-	-	-	-	-	-	-Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road.
		LTR	0.45	32.3	C	LTR	1.99	487.6	F	LTR	0.97	39.8	D	-Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes.
		-	-	-	-	-	-	-	-	DefL	1.49	248.4	F	-Modify signal phasing and timing plan: EB/WB phase will have 65 s green time; NB/SB phase will have 45 s green time [each phase will have 3 s amber and 2 s all red time].
34th Avenue	WB	LTR	0.45	31.7	C	LTR	0.91	46.5	D	TR	0.28	14.9	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>110.2</b>	<b>F</b>	<b>-</b>	<b>1.65</b>	<b>284.4</b>	<b>F</b>	<b>-</b>	<b>1.23</b>	<b>60.1</b>	<b>E</b>		
<b>ROOSEVELT AVENUE</b>														
<b>108th Street at Roosevelt Avenue</b>														
108th Street	NB	LTR	1.14	111.7	F	LTR	1.16	119.9	F	LT	0.99	57.8	E	-Partially mitigated.
		-	-	-	-	-	-	-	-	R	0.40	38.0	D	-Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.
	SB	LTR	1.14	109.3	F	LTR	1.14	112.6	F	LT	1.01	64.2	E	-Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.
		-	-	-	-	-	-	-	-	R	0.34	37.3	D	
Roosevelt Avenue	EB	LTR	0.76	18.3	B	LTR	0.82	21.3	C	LTR	0.82	21.3	C	
	WB	LTR	0.97	25.1	C	LTR	1.07	53.4	D	LTR	1.07	53.4	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>50.9</b>	<b>D</b>	<b>-</b>	<b>1.09</b>	<b>63.1</b>	<b>E</b>	<b>-</b>	<b>1.04</b>	<b>44.4</b>	<b>D</b>		
<b>111th Street at Roosevelt Avenue</b>														
111th Street	NB	LTR	1.03	67.8	E	LTR	1.03	67.8	E	LTR	1.03	67.8	E	-Install "No Standing 10 AM - 10 PM" regulations along the north curb of the WB Roosevelt Avenue approach 100-ft from the intersection to allow for one 11-ft left-through lane and one 10-ft right-turn lane.
Roosevelt Avenue	EB	LTR	0.84	21.1	C	LTR	0.91	26.8	C	LTR	0.90	25.9	C	
	WB	LTR	1.18	101.2	F	LTR	1.26	138.9	F	LT	0.99	29.9	C	
		-	-	-	-	-	-	-	-	R	0.19	7.7	A	
<b>Overall Intersection</b>	<b>-</b>	<b>1.13</b>	<b>63.4</b>	<b>E</b>	<b>-</b>	<b>1.20</b>	<b>81.1</b>	<b>F</b>	<b>-</b>	<b>1.01</b>	<b>33.7</b>	<b>C</b>		
<b>114th Street at Roosevelt Avenue</b>														
114th Street	NB	LTR	1.06	75.7	E	LTR	1.09	87.8	F	LTR	1.10	91.6	F	-Partially mitigated.
	SB	LTR	1.08	84.0	F	LTR	1.16	119.6	F	LT	0.74	37.5	D	-Shift the centerline of the SB 114th Street approach 2 feet to the east.
		-	-	-	-	-	-	-	-	R	0.26	33.5	C	-Install "No Standing Anytime" regulations along the west curb of the SB 114th Street approach 150-ft from the stop bar to allow for one 12-ft shared left-through lane and one 10-ft right-turn lane.
Roosevelt Avenue	EB	LTR	1.20	110.9	F	LTR	1.43	215.2	F	L	0.42	11.4	B	-Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 150-ft from the stop bar to allow for one 11-ft left-turn lane and one 11-ft shared through-right lane.
		-	-	-	-	-	-	-	-	TR	0.71	15.2	B	-Shift center line of WB Roosevelt Avenue approach 11 ft to the south.
	WB	LTR	0.58	12.3	B	LTR	0.74	16.0	B	L	0.60	20.2	C	-Restripe WB Roosevelt Avenue approach as one 11-ft left-turn pocket (250 feet long), one 11-ft through lane, and one 11-ft right-turn lane.
		-	-	-	-	-	-	-	-	T	0.52	13.6	B	-Modify Signal Timing: Shift 4 s of green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 80 s to 76 s; NB/SB green time shifts from 30 s to 34 s].
		-	-	-	-	-	-	-	-	R	0.56	15.3	B	
<b>Overall Intersection</b>	<b>-</b>	<b>1.16</b>	<b>64.9</b>	<b>E</b>	<b>-</b>	<b>1.35</b>	<b>102.6</b>	<b>F</b>	<b>-</b>	<b>0.84</b>	<b>28.3</b>	<b>C</b>		
<b>126th Street at Roosevelt Avenue</b>														
126th Street	NB	LTR	0.73	66.4	E	LTR	0.59	51.3	D	LTR	0.65	60.3	E	-Unmitigatable impact.
	SB	-	-	-	-	-	-	-	-	LT	1.00	70.2	E	-Restripe SB approach as one 11-ft right-turn lane and one 12-ft shared left-through lane.
		LTR	1.12	101.8	F	LTR	0.93	48.2	D	R	0.72	33.4	C	
Roosevelt Avenue	EB	DefL	1.13	116.6	F	DefL	3.00+	1000.0+	F	DefL	1.75	388.7	F	-New signal phasing and timing plan: Shared EB/WB phase receives 65 s green time; EB lag phase with SB right-turns receives 15 s green time; NB/SB phase receives 25 s green time [each phase will have 3 s amber and 2 s all red time].
		TR	0.54	12.2	B	TR	0.60	13.5	B	TR	0.57	10.5	B	-Traffic Enforcement Agents should monitor traffic conditions and direct traffic accordingly.
	WB	LTR	0.65	13.2	B	LTR	0.77	16.7	B	LTR	0.96	41.4	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.13</b>	<b>47.4</b>	<b>D</b>	<b>-</b>	<b>2.87</b>	<b>262.4</b>	<b>F</b>	<b>-</b>	<b>1.32</b>	<b>107.3</b>	<b>F</b>		



**TABLE 8**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2018 PHASE 1A SATURDAY PRE-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
College Point Boulevard at Roosevelt Avenue College Point Boulevard	NB	L	1.29	177.8	F	L	1.41	230.4	F	L	1.10	116.0	F	-Partially Mitigated -Restripe the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. -Restripe the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. -Restripe the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes, and two 10-ft travel lanes lanes for 200 ft. -Restripe the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. -Restripe the NB/SB lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left-turn lanes, and three SB 10-ft travel lanes. -Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. -Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft. -Install "No Standing Anytime" regulations along the west curb of the SB approach of College Point Boulevard for 200 ft. -Divert SB right-turn traffic on College Point Boulevard to 39th Avenue and Janet Place. -Divert WB left-turn traffic on Roosevelt Avenue to Janet Place and 39th Avenue. -Modify signal phasing and timing plan: EB/WB will have 29 s green time; EB-lag phase will have 23 s green time; NB lead-phase will have 18 s green time; NB/SB phase will have 30 s green time [each phase will have 3 s amber and 2 s all red time].	
		TR	0.81	26.7	C	TR	0.81	26.7	C	TR	0.79	32.4	C		
Roosevelt Avenue	SB	TR	1.19	122.2	F	TR	1.24	144.1	F	T	0.92	50.2	D		
		EB	L	0.48	28.8	C	L	0.49	28.9	C	L	0.47	26.3		D
	WB	TR	1.21	122.4	F	TR	1.32	171.4	F	TR	1.23	135.6	F		
		L	0.28	33.3	C	L	0.28	33.3	C	-	-	-	-		
	TR	0.54	28.0	C	TR	0.59	29.2	C	TR	0.57	42.5	D			
	Overall Intersection	-	1.34	89.7	F	-	1.45	112.5	F	-	1.12	68.2	E		
Prince Street at Roosevelt Avenue Prince Street	SB	LTR	0.79	40.5	D	LTR	0.79	40.5	D	-	-	-	-		-Mitigation not required.
		EB	DefL	0.76	17.7	B	DefL	0.77	18.4	B	-	-	-		
Roosevelt Avenue	WB	TR	0.63	12.8	B	TR	0.68	13.6	B	-	-	-	-		
		LTR	0.61	13.0	B	LTR	0.64	13.6	B	-	-	-	-		
Overall Intersection	-	0.77	19.9	B	-	0.78	20.1	C	-	-	-	-			
Main Street at Roosevelt Avenue Main Street	NB	T	0.66	23.9	C	T	0.66	23.9	C	T	0.74	28.9	C		
		SB	T	0.63	23.8	C	T	0.63	23.9	C	T	0.71	28.6	C	
Roosevelt Avenue	EB	L	0.25	20.2	C	L	0.27	20.9	C	L	0.23	16.9	B		
		TR	0.73	31.8	C	TR	0.81	36.9	D	TR	0.73	28.5	C		
	WB	L	0.07	15.5	B	L	0.07	15.6	B	L	0.06	13.1	B		
		TR	0.83	37.8	D	TR	0.89	43.5	D	TR	0.79	31.8	C		
Overall Intersection	-	0.74	27.9	C	-	0.77	30.2	C	-	0.77	29.0	C			
Union Street at Roosevelt Avenue Union Street	NB	TR	0.45	17.2	B	TR	0.45	17.2	B	-	-	-	-	-Unmitigatable impact.	
		SB	LT	0.97	47.8	D	LT	0.97	47.8	D	-	-	-		-
Roosevelt Avenue	EB	R	2.58	746.9	F	R	2.58	746.9	F	-	-	-	-		
		LTR	1.89	433.8	F	LTR	2.04	500.4	F	-	-	-	-		
	WB	LT	0.56	24.1	C	LT	0.61	25.5	C	-	-	-	-		
		R	1.19	174.2	F	R	1.19	174.2	F	-	-	-	-		
Overall Intersection	-	2.26	239.8	F	-	2.33	257.7	F	-	-	-	-			

**TABLE 8**  
**CITIFIELD - WILLET'S POINT DEVELOPMENT STUDY**  
**2018 PHASE 1A SATURDAY PRE-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	Control			Mvt.	Control			Mvt.	Control				
		V/C	Delay	LOS		V/C	Delay	LOS		V/C	Delay	LOS		
<b>Parsons Boulevard at Roosevelt Avenue</b>														
Parsons Boulevard	NB	LTR	0.71	26.4	C	LTR	0.72	26.8	C	LTR	0.74	28.8	C	-Modify Signal Timing: Shift 1 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 40 s to 41 s; NB/SB green time shifts from 40 s to 39 s]. [Measures reflect improvements needed for the Saturday Non-game peak period.]
	SB	LTR	0.72	25.2	C	LTR	0.72	25.2	C	LTR	0.74	26.6	C	
Roosevelt Avenue	EB	LTR	0.44	19.7	B	LTR	0.51	21.2	C	LTR	0.50	20.2	C	
	WB	LTR	0.61	23.6	C	LTR	0.66	25.3	C	LTR	0.65	23.9	C	
<b>Overall Intersection</b>	-		<b>0.67</b>	<b>24.2</b>	<b>C</b>	-	<b>0.69</b>	<b>24.9</b>	<b>C</b>	-	<b>0.69</b>	<b>25.3</b>	<b>C</b>	
<b><u>KISSENA BOULEVARD</u></b>														
<b>Main Street at Kissena Boulevard</b>														
Main Street	NB	L	0.84	48.5	D	L	0.85	49.1	D	L	0.82	44.0	D	-Modify Signal Timing: Shift 1 s of green time from WB Kissena Blvd phase to NB/SB phase [WB green time shifts from 40 s to 39 s; NB/SB green time shifts from 40 s to 41 s]. [Measures reflect improvements needed for the Saturday Non-game peak period.]
		TR	0.58	21.1	C	TR	0.58	21.1	C	TR	0.57	20.1	C	
	SB	L	0.50	21.0	C	L	0.50	21.0	C	L	0.52	22.0	C	
		TR	0.52	19.4	B	TR	0.52	19.4	B	TR	0.51	18.6	B	
Kissena Boulevard	WB	T	0.64	24.0	C	T	0.64	24.0	C	T	0.66	25.3	C	
<b>Overall Intersection</b>	-		<b>0.74</b>	<b>23.6</b>	<b>C</b>	-	<b>0.74</b>	<b>23.6</b>	<b>C</b>	-	<b>0.74</b>	<b>23.0</b>	<b>C</b>	
<b><u>SANFORD AVENUE</u></b>														
<b>College Point Boulevard at Sanford Avenue</b>														
College Point Boulevard	NB	L	0.48	19.3	B	L	0.50	20.5	C					-Mitigation not required.
		T	0.80	17.4	B	T	0.81	17.6	B					
	SB	TR	0.80	17.4	B	TR	0.82	17.9	B					
Sanford Avenue	WB	L	0.85	51.8	D	L	0.85	51.8	D					
		TR	0.50	29.0	C	TR	0.55	30.0	C					
<b>Overall Intersection</b>	-		<b>0.82</b>	<b>21.3</b>	<b>C</b>	-	<b>0.83</b>	<b>21.8</b>	<b>C</b>					
<b>Union Street at Sanford Avenue</b>														
Union Street	NB	LTR	0.45	23.3	C	LTR	0.45	23.3	C					-Mitigation not required.
	SB	LTR	0.90	32.6	C	LTR	0.91	33.5	C					
Sanford Avenue	EB	DefL	0.55	23.2	C	DefL	0.56	23.8	C					
		TR	0.32	15.0	B	TR	0.32	15.0	B					
	WB	LTR	0.73	22.8	C	LTR	0.75	23.7	C					
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>26.0</b>	<b>C</b>	-	<b>0.82</b>	<b>26.7</b>	<b>C</b>					
<b>Parsons Boulevard at Sanford Avenue</b>														
Parsons Boulevard	NB	LTR	0.82	29.6	C	LTR	0.82	30.1	C					-Mitigation not required.
	SB	LTR	0.71	25.1	C	LTR	0.78	28.3	C					
Sanford Avenue	EB	LTR	0.61	22.9	C	LTR	0.62	23.2	C					
	WB	LTR	0.83	31.3	C	LTR	0.87	34.0	C					
<b>Overall Intersection</b>	-		<b>0.82</b>	<b>27.4</b>	<b>C</b>	-	<b>0.85</b>	<b>29.2</b>	<b>C</b>					
<b><u>WHITESTONE EXPRESSWAY / 32ND AVENUE</u></b>														
<b>College Point Boulevard at 32nd Avenue</b>														
College Point Boulevard	NB	T	0.35	23.2	C	T	0.36	23.2	C					-Mitigation not required.
		TR	0.57	25.8	C	TR	0.57	25.8	C					
	SB	L	0.57	37.6	D	L	0.57	37.6	D					
		T	0.44	11.0	B	T	0.45	11.0	B					
32nd Avenue	WB	LTR	0.45	29.8	C	LTR	0.45	29.8	C					
<b>Overall Intersection</b>	-		<b>1.03</b>	<b>21.7</b>	<b>C</b>	-	<b>1.03</b>	<b>21.6</b>	<b>C</b>					

**TABLE 8  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A SATURDAY PRE-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>NORTHERN BOULEVARD SERVICE ROAD</b>														
College Point Boulevard at Northern Boulevard Service Road														
College Point Boulevard	NB	TR	0.53	13.2	B	TR	0.54	13.2	B					-Mitigation not required.
	SB	LT	0.88	23.8	C	LT	0.89	24.2	C					
Northern Blvd Service Rd	WB	LR	0.70	32.3	C	LR	0.75	34.3	C					
<b>Overall Intersection</b>	-	-	<b>0.81</b>	<b>20.7</b>	<b>C</b>	-	<b>0.84</b>	<b>21.4</b>	<b>C</b>					
<b>STADIUM ROAD</b>														
Boat Basin Road at Stadium Road														
Boat Basin Road	NB	-	-	-	D	-	-	-	-	-	-	-	-	-Install an actuated controller. -Modify signal phasing and timing plan: EB/WB phase will have 33 s green time; NB phase will have 14 s green time; SB phase will have 58 s green time [each phase will have 3 s amber and 2 s all red time]. NB/SB pedestrians will cross during the SB phase.
	LTR	0.66	48.6	D	LTR	0.75	53.0	D	LTR	0.62	53.2	D		
	SB	LTR	0.76	25.0	C	LTR	1.07	69.3	E	LTR	0.70	25.7	C	
Stadium Road	EB	-	-	-	Defl.	0.85	74.2	E	Defl.	0.57	40.8	D		
	-	-	-	-	TR	0.48	29.7	C	TR	0.50	37.5	D		
	WB	LTR	0.93	35.6	D	LTR	0.82	32.2	C	Defl.	0.80	44.0	D	
<b>Overall Intersection</b>	-	-	<b>0.80</b>	<b>31.3</b>	<b>C</b>	-	<b>0.95</b>	<b>56.4</b>	<b>E</b>	-	<b>0.72</b>	<b>35.1</b>	<b>D</b>	
<b>UNSIGNALIZED INTERSECTIONS</b>														
Willets Point Boulevard at 126th Street														
126th Street	SB	LT	-	8.8	A	-	-	-	-					-Intersection would no longer exist under the With Action condition.
Willets Point Boulevard	WB	LR	-	10.5	B	-	-	-	-					
<b>Overall Intersection</b>	-	-	-	<b>10.7</b>	<b>B</b>	-	-	-	-					
Boat Basin Road at Worlds Fair Marina														
Boat Basin Road	NB	L	-	36.1	E	L	-	98.9	F	L	0.16	25.0	C	-Install traffic signal with the following timing plan: EB will have 10 s green time, WB + NB-Right will have 40 s green time; NB will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Stripe WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. -Stripe NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. -Intersection meets NYCDOT Signal Warrant Criteria.
	R	-	8.7	A	R	-	8.9	A	R	0.10	2.6	A		
Worlds Fair Marina	EB	TR	-	-	-	-	-	-	TR	0.12	26.8	C		
	WB	LT	-	10.8	B	LT	-	11.0	B	L	0.90	40.6	D	
	-	-	-	-	-	-	-	-	LT	0.70	25.9	C		
<b>Overall Intersection</b>	-	-	-	<b>11.6</b>	<b>B</b>	-	-	<b>20.1</b>	<b>C</b>	-	<b>0.55</b>	<b>30.9</b>	<b>C</b>	
Willets Point Boulevard at Northern Boulevard														
Willets Point Boulevard	NB	TR	-	9.1	A	TR	-	8.7	A					-Mitigation not required.
<b>Overall Intersection</b>	-	-	-	<b>9.1</b>	<b>A</b>	-	-	<b>8.7</b>	<b>A</b>					
Boat Basin Road at Stadium Road / Citifield Entrance 8														
Citifield Entrance 8	NB	-	-	-	-	-	-	-	-					-Intersection would no longer exist under the With Action condition.
Boat Basin Road	SB	LT	-	7.7	A	-	-	-	-					
Stadium Road	EB	LT	-	62.2	F	-	-	-	-					
	-	TR	-	30.1	D	-	-	-	-					
Citifield Entrance 9	WB	R	-	9.3	A	-	-	-	-					
<b>Overall Intersection</b>	-	-	-	<b>42.5</b>	<b>E</b>	-	-	-	-					

**TABLE 8  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A SATURDAY PRE-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>														
Stadium Road	NB	-	-	-	-	-	-	-	T	0.09	31.1	C	-Install traffic signal with the following timing plan: EB will have 45 s green time; WB will have 25 s green time; NB/SB will have 35 s green time [each phase will have 3 s amber and 2 s all red] -Add a right turn lane and channelized right-turn to the GCP off ramp. -Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. -Add a 12-ft SB left-turn lane in the median of Stadium Road. -Intersection meets NYCDOT Signal Warrant Criteria.	
	SB	-	-	-	LT	-	9.3	A	L	0.51	40.9	D		
Grand Central Parkway Off-Ramp	EB	L	-	30.8	L	-	38.0	E	TR	0.39	35.3	D		
	-	-	-	-	T	-	288.3	F	L	0.32	28.0	C		
	-	-	-	-	R	-	12.5	B	T	0.51	31.9	C		
Willets West Center Exit	WB	R	-	9.1	L	-	1000.0+	F	-	-	-	-		
	-	-	-	-	R	-	10.3	B	L	0.70	50.2	D		
<b>Overall Intersection</b>	-	-	<b>28.5</b>	<b>D</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.56</b>	<b>38.5</b>	<b>D</b>		
<b>126th Street at 36th Avenue</b>														
126th Street	NB	-	-	-	TR	1.02	70.5	E	TR	1.02	70.5	E		-Unmitigatable impact. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	DefL	0.98	63.2	E	DefL	0.98	63.2	E		
36th Avenue	LT	-	9.4	A	T	1.12	80.8	F	T	1.12	80.8	F		
	WB	LR	-	23.4	L	0.01	41.8	D	L	0.01	41.8	D		
-	-	-	-	R	0.10	16.2	B	R	0.10	16.2	B			
<b>Overall Intersection</b>	-	-	<b>16.4</b>	<b>C</b>	-	<b>1.35</b>	<b>73.2</b>	<b>E</b>	-	<b>1.35</b>	<b>73.2</b>	<b>E</b>		
<b>126th Street at 37th Avenue</b>														
126th Street	NB	-	-	-	TR	1.27	165.2	F	TR	1.27	165.2	F	-Unmitigatable impact. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.	
	SB	-	-	-	DefL	1.01	80.9	F	DefL	1.01	80.9	F		
37th Avenue	LT	-	8.8	A	T	0.72	11.7	B	T	0.72	11.7	B		
	WB	LR	-	16.7	L	0.01	41.8	D	L	0.01	41.8	D		
-	-	-	-	R	0.17	17.5	B	R	0.17	17.5	B			
<b>Overall Intersection</b>	-	-	<b>14.1</b>	<b>B</b>	-	<b>1.22</b>	<b>97.0</b>	<b>F</b>	-	<b>1.22</b>	<b>97.0</b>	<b>F</b>		
<b>Northern Boulevard at 126th Place</b>														
126th Place	NB	R	-	15.3	R	-	16.0	C	R	0.11	39.3	D		-Mitigation not required. -Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. -Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. -Intersection meets NYCDOT Signal Warrant Criteria.
Northern Boulevard	EB	-	-	-	-	-	-	C	TR	0.55	8.9	A		
<b>Overall Intersection</b>	-	-	<b>15.3</b>	<b>C</b>	-	-	<b>16.0</b>	<b>C</b>	-	<b>0.45</b>	<b>9.4</b>	<b>A</b>		

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+".
- (4): This table has been revised for the Final SEIS.

**TABLE 9**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2018 PHASE 1A SATURDAY POST-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>ASTORIA BOULEVARD</b>														
108th Street at Astoria Boulevard														
108th Street	NB	DefL	0.52	27.3	C	DefL	0.60	30.0	C	DefL	0.60	30.0	C	-Modify signal timing: shift 1 s green time from EB/WB phase to WB lead phase [EB/WB green time shifts from 34 s to 33 s; WB lead phase shifts from 9 s to 10 s].
		T	0.21	21.2	C	T	0.21	21.2	C	T	0.21	21.2	C	
	SB	LTR	0.19	20.8	C	LTR	0.19	20.8	C	LTR	0.19	20.8	C	
Astoria Boulevard	EB	TR	0.67	25.0	C	TR	0.70	25.8	C	TR	0.73	27.0	C	
	WB	L	0.88	44.3	D	L	0.92	51.8	D	L	0.88	45.3	D	
		TR	0.30	12.0	B	TR	0.31	12.1	B	TR	0.31	12.1	B	
<b>Overall Intersection</b>	-		<b>0.67</b>	<b>23.2</b>	<b>C</b>	-	<b>0.74</b>	<b>24.5</b>	<b>C</b>	-	<b>0.69</b>	<b>24.4</b>	<b>C</b>	
<b>NORTHERN BOULEVARD</b>														
108th Street at Northern Boulevard (RT. 25A)														
108th Street	NB	LTR	1.14	115.6	F	LTR	1.39	221.9	F	L	0.67	46.6	D	-Install "No Standing Anytime" regulations along the east curb of the NB approach for 250-ft from the intersection to allow for two moving lanes. -Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes. -Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft. -Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft. -Modify signal timing: shift 4 s green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 66 s to 70 s; NB/SB phase shifts from 30 s to 26 s].
		-	-	-	F	-	-	-	F	TR	0.88	49.9	D	
	SB	LTR	1.13	109.5	F	LTR	1.17	123.3	F	L	0.64	45.6	D	
		-	-	-	F	-	-	-	F	TR	0.75	45.3	D	
Northern Boulevard (Rt. 25A)	EB	L	0.14	35.1	D	L	0.14	38.3	D	L	0.14	33.3	C	
		TR	0.94	32.3	C	TR	1.00	43.0	D	TR	0.94	30.0	C	
	WB	L	0.95	59.5	E	L	1.02	76.3	E	L	0.95	59.0	E	
		TR	1.11	78.7	E	TR	1.16	102.5	F	TR	1.10	71.4	E	
<b>Overall Intersection</b>	-		<b>1.10</b>	<b>66.3</b>	<b>E</b>	-	<b>1.21</b>	<b>91.2</b>	<b>F</b>	-	<b>1.02</b>	<b>51.7</b>	<b>D</b>	
114th Street at Northern Boulevard (RT. 25A)														
114th Street	SB	LTR	0.46	45.6	D	LTR	0.50	46.6	D	LTR	0.69	41.7	D	-Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes. -Divert left-turning turning to NB 112th Street and then to SB 114th Street. -Prohibit parking along east curb of SB 114th Street for 200 ft and restripe as two 11-ft lanes. -Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides. -Modify signal timing: Eliminate WB lead phase. Shift 10 s green time from WB lead phase to SB phase [SB green time shifts from 25 s to 35 s]. Shift 12 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 63 s to 75 s].
Northern Boulevard (Rt. 25A)	EB	T	0.65	22.2	C	T	0.69	23.3	C	T	0.58	14.3	B	
		R	0.65	24.2	C	R	0.67	24.9	C	R	0.56	15.2	B	
	WB	DefL	1.22	125.9	F	DefL	1.40	206.2	F	-	-	-	-	
		T	1.17	96.3	F	T	1.21	110.8	F	T	1.13	83.1	F	
<b>Overall Intersection</b>	-		<b>1.82</b>	<b>74.3</b>	<b>E</b>	-	<b>2.14</b>	<b>91.0</b>	<b>F</b>	-	<b>0.99</b>	<b>57.9</b>	<b>E</b>	
126th Street at Northern Boulevard (RT. 25A)														
126th Street	NB	L	1.14	112.8	F	L	2.39	674.7	F	L	1.93	463.0	F	-Partially mitigated. -Install Jersey barriers on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitestone Expressway Ramp to bypass the signal and operate as free flow through the intersection. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave. -Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes. -Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard. -Modify signal timing: shift 1 s of green time from EB GCP/Astoria Blvd ramp phase to NB 126th St phase and 5 s green time from EB Northern Blvd phase to NB 126th St phase [NB 126th St green time shifts from 25 s to 26 s; EB GCP/Astoria Blvd ramp green time shifts from 45 s to 44 s].
		R	0.63	43.9	D	R	2.20	589.5	F	R	0.64	39.9	D	
Northern Boulevard	EB	T	0.55	38.2	D	T	0.55	38.2	D	T	0.66	43.7	D	
	WB	T	0.31	6.9	A	T	0.33	7.1	A	T	0.36	9.6	A	
Grand Central Parkway Ramp	EB	T	0.90	46.3	D	T	0.90	46.3	D	T	0.92	49.4	D	
Van Wyck & Whitestone Expressway Ramp	WB	T	0.62	11.6	B	T	0.82	18.4	B	-	-	-	-	
<b>Overall Intersection</b>	-		<b>0.74</b>	<b>45.3</b>	<b>D</b>	-	<b>1.17</b>	<b>274.2</b>	<b>F</b>	-	<b>1.14</b>	<b>191.6</b>	<b>F</b>	

**TABLE 9**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2018 PHASE 1A SATURDAY POST-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
<b>Prince Street at Northern Boulevard (RT. 25A)</b>															
Prince Street	NB	LTR	1.10	93.5	F	LTR	1.10	93.5	F					-Unmitigatable impact.	
	SB	LTR	0.40	38.5	D	LTR	0.40	38.5	D						
Northern Boulevard (Rt. 25A)	EB	L	0.87	63.3	E	L	0.87	63.3	E						
		T	1.01	45.3	D	T	1.05	58.3	E						
	WB	L	0.88	86.1	F	L	0.88	86.1	F						
		T	0.97	45.8	D	T	0.99	51.1	D						
Northern Boulevard Service Rd.	EB	TR	0.44	21.7	C	TR	0.44	21.7	C						
	WB	TR	0.53	28.7	C	TR	0.58	30.0	C						
<b>Overall Intersection</b>	-		<b>0.98</b>	<b>47.5</b>	<b>D</b>	-	<b>1.04</b>	<b>54.4</b>	<b>D</b>						
<b>Main Street at Northern Boulevard (RT. 25A)</b>															
Main Street	NB	L	0.84	47.2	D	L	0.84	47.2	D					-Unmitigatable impact.	
	R		0.72	40.8	D	R	0.72	40.8	D						
Northern Boulevard (Rt. 25A)	EB	T	1.03	56.7	E	T	1.08	74.1	E						
		R	1.15	112.5	F	R	1.15	112.5	F						
	WB	L	0.11	25.9	C	L	0.11	25.9	C						
		T	0.68	20.8	C	T	0.72	21.5	C						
<b>Overall Intersection</b>	-		<b>0.95</b>	<b>50.1</b>	<b>D</b>	-	<b>0.95</b>	<b>57.0</b>	<b>E</b>						
<b>Union Street at Northern Boulevard (RT. 25A)</b>															
Union Street	NB	TR	0.65	34.4	C	TR	0.65	34.4	C	TR	0.70	37.9	D		-Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane.
	SB	TR	0.66	34.3	C	TR	0.66	34.3	C	TR	0.71	37.8	D		
Northern Boulevard (Rt. 25A)	EB	L	0.72	31.5	C	L	0.72	34.6	C	L	0.68	20.6	C		
		TR	1.21	134.7	F	TR	1.27	158.1	F	TR	1.18	120.3	F		
	WB	L	0.98	75.5	E	L	0.98	78.1	E	L	0.98	78.7	E		
		TR	0.83	38.0	D	TR	0.88	40.3	D	TR	0.61	29.6	C		
<b>Overall Intersection</b>	-		<b>0.92</b>	<b>76.0</b>	<b>E</b>	-	<b>0.97</b>	<b>86.5</b>	<b>F</b>	-	<b>0.95</b>	<b>69.2</b>	<b>E</b>		
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>															
Parsons Boulevard	NB	L	0.72	54.5	D	L	0.73	55.7	E	L	0.73	55.7	E	-Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane.	
		TR	0.58	38.0	D	TR	0.58	38.0	D	TR	0.58	38.0	D		
	SB	LTR	1.10	88.8	F	LTR	1.13	100.6	F	LT	0.69	35.5	D		
		-	-	-	-	-	-	-	-	R	0.32	32.8	C		
Northern Boulevard (Rt. 25A)	EB	L	0.44	42.9	D	L	0.49	44.5	D	L	0.49	42.2	D		
		TR	1.13	91.5	F	TR	1.18	117.7	F	T	0.98	38.2	D		
		-	-	-	-	-	-	-	-	R	0.42	24.0	C		
	WB	L	0.51	45.7	D	L	0.51	46.6	D	L	0.51	45.4	D		
		TR	1.10	79.8	E	TR	1.15	104.0	F	T	0.95	35.6	D		
		-	-	-	-	-	-	-	-	R	0.32	22.6	C		
<b>Overall Intersection</b>	-		<b>1.08</b>	<b>78.9</b>	<b>E</b>	-	<b>1.10</b>	<b>98.8</b>	<b>F</b>	-	<b>0.92</b>	<b>37.2</b>	<b>D</b>		
<b>34TH AVENUE</b>															
<b>114th Street at 34th Avenue</b>															
114th Street	SB	L	1.15	106.1	F	L	1.21	131.0	F	L	1.10	85.7	F	-Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].	
		T	0.34	24.9	C	T	0.41	25.8	C	T	0.37	23.2	C		
34th Avenue	EB	T	0.43	12.1	B	T	0.43	12.1	B	T	0.46	14.1	B		
		R	0.06	8.4	A	R	0.06	8.4	A	R	0.06	9.8	A		
<b>Overall Intersection</b>	-		<b>0.70</b>	<b>62.5</b>	<b>E</b>	-	<b>0.72</b>	<b>75.8</b>	<b>E</b>	-	<b>0.72</b>	<b>52.5</b>	<b>D</b>		

**TABLE 9  
CITIFIELD- WILLETTS POINT DEVELOPMENT STUDY  
2018 PHASE 1A SATURDAY POST-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
126th Street/GCP Ramp at 34th Avenue															
126th Street	NB	-	-	-	DefL	2.19	571.1	F	L	1.56	286.8	F		-Partially mitigated.	
	LTR	0.44	19.8	B	TR	1.48	250.8	F	TR	0.89	30.2	C		-Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane.	
Northern Boulevard Ramp	SB	LTR	0.16	16.7	B	LTR	0.35	19.6	B	-	-	-		-Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes.	
GCP Ramp	SB	LTR	0.96	92.7	F	LTR	1.95	490.2	F	L	0.07	15.2	B		-Close the ramp from EB Northern Blvd ramp to 126th Street.
	-	-	-	-	-	-	-	-	T	0.13	13.7	B		-Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road.	
Shea Road	EB	DefL	3.14	1016.0	F	DefL	1.56	313.4	F	DefL	0.77	43.2	D		-Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes.
	TR	1.80	420.2	F	TR	0.74	65.5	E	TR	0.19	25.8	C		-Modify signal phasing and timing plan: EB/WB phase will have 45 s green time; NB/SB phase will have 65 s green time [each phase will have 3 s amber and 2 s all red time].	
	-	-	-	-	-	-	-	-	-	-	-	-			
34th Avenue	WB	LTR	0.86	79.0	E	LTR	0.88	81.3	F	LTR	0.48	30.9	C		
<b>Overall Intersection</b>	<b>-</b>	<b>1.22</b>	<b>289.6</b>	<b>F</b>	<b>-</b>	<b>1.98</b>	<b>324.6</b>	<b>F</b>	<b>-</b>	<b>1.24</b>	<b>93.0</b>	<b>F</b>			
<b>ROOSEVELT AVENUE</b>															
108th Street at Roosevelt Avenue															
108th Street	NB	LTR	1.12	104.0	F	LTR	1.14	113.2	F	LT	1.09	89.3	F	-Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.	
	-	-	-	-	-	-	-	-	R	0.27	36.4	D			
	SB	LTR	1.16	120.9	F	LTR	1.17	124.3	F	LT	1.05	77.3	E	-Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.	
	-	-	-	-	-	-	-	-	R	0.34	37.3	D			
Roosevelt Avenue	EB	LTR	0.62	14.4	B	LTR	0.67	15.8	B	LTR	0.67	15.8	B		
	WB	LTR	0.91	18.7	B	LTR	0.99	26.6	C	LTR	0.99	26.6	C		
<b>Overall Intersection</b>	<b>-</b>	<b>0.97</b>	<b>50.5</b>	<b>D</b>	<b>-</b>	<b>1.03</b>	<b>54.3</b>	<b>D</b>	<b>-</b>	<b>1.02</b>	<b>39.5</b>	<b>D</b>			
111th Street at Roosevelt Avenue															
111th Street	NB	LTR	1.03	69.2	E	LTR	1.03	69.2	E	LTR	1.03	69.2	E	-Install "No Standing 10 AM - 10 PM" regulations along the north curb of the WB Roosevelt Avenue approach 100-ft from the intersection to allow for one 11-ft left-through lane and one 10-ft right-turn lane.	
Roosevelt Avenue	EB	LTR	0.72	16.8	B	LTR	0.78	19.4	B	LTR	0.80	20.9	C		
	WB	LTR	1.19	107.1	F	LTR	1.28	145.8	F	LT	0.98	25.2	C		
	-	-	-	-	-	-	-	-	R	0.24	8.0	A			
<b>Overall Intersection</b>	<b>-</b>	<b>1.15</b>	<b>69.8</b>	<b>E</b>	<b>-</b>	<b>1.21</b>	<b>88.5</b>	<b>F</b>	<b>-</b>	<b>0.99</b>	<b>31.0</b>	<b>C</b>			
114th Street at Roosevelt Avenue															
114th Street	NB	LTR	0.66	45.2	D	LTR	0.70	47.8	D	LTR	0.66	42.7	D	-Partially Mitigated	
	SB	LTR	1.08	82.8	F	LTR	1.19	132.9	F	LT	0.74	37.7	D	-Shift the centerline of the SB 114th Street approach 2 feet to the east.	
	-	-	-	-	-	-	-	-	R	0.27	33.5	C		-Install "No Standing Anytime" regulations along the west curb of the SB 114th Street approach 150-ft from the stop bar to allow for one 12-ft shared left-through lane and one 10-ft right-turn lane.	
Roosevelt Avenue	EB	LTR	1.24	129.7	F	LTR	1.55	270.4	F	L	0.50	12.8	B	-Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 150-ft from the stop bar to allow for one 11-ft left-turn lane and one 11-ft shared through-right lane.	
	-	-	-	-	-	-	-	-	TR	0.61	13.6	B		-Shift center line of WB Roosevelt Avenue approach 11 ft to the south.	
	WB	LTR	0.77	16.3	B	LTR	1.12	79.8	E	L	0.45	14.1	B		-Restripe WB Roosevelt Avenue approach as one 11-ft left-turn pocket (250 feet long), one 11-ft through lane, and one 11-ft right-turn lane.
	-	-	-	-	-	-	-	-	T	0.66	16.1	B		-Modify Signal Timing: Shift 4 s of green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 80 s to 76 s; NB/SB green time shifts from 30 s to 34 s].	
	-	-	-	-	-	-	-	-	R	1.44	230.0	F			
<b>Overall Intersection</b>	<b>-</b>	<b>1.19</b>	<b>58.2</b>	<b>E</b>	<b>-</b>	<b>1.44</b>	<b>131.8</b>	<b>F</b>	<b>-</b>	<b>1.21</b>	<b>70.0</b>	<b>E</b>			
126th Street at Roosevelt Avenue															
126th Street	NB	LTR	0.20	37.0	D	LTR	0.60	63.3	E	LTR	0.11	18.5	B	-Partially Mitigated	
	SB	DefL	1.22	153.7	F	-	-	-	-	LT	1.05	83.5	F	-Restripe SB approach as one 12-ft right-turn lane and one 11-ft shared left-through lane.	
	TR	0.50	29.9	C	LTR	1.63	324.4	F	R	1.36	193.8	F		-New signal phasing and timing plan: Shared EB/WB phase receives 42 s green time; EB lag phase with SB right-turns receives 7 s green time; NB/SB phase receives 56 s green time [each phase will have 3 s amber and 2 s all red time].	
Roosevelt Avenue	EB	-	-	-	-	-	-	-	-	-	-	-		-Traffic Enforcement Agents should monitor traffic conditions and direct traffic accordingly.	
	LTR	0.60	22.5	C	LTR	0.70	25.5	C	LTR	0.82	36.3	D			
	WB	LTR	0.49	20.0	B	LTR	0.56	21.3	C	LTR	0.85	45.1	D		
<b>Overall Intersection</b>	<b>-</b>	<b>0.87</b>	<b>52.7</b>	<b>D</b>	<b>-</b>	<b>1.11</b>	<b>174.6</b>	<b>F</b>	<b>-</b>	<b>1.17</b>	<b>98.4</b>	<b>F</b>			

**TABLE 9  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A SATURDAY POST-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	Mvt.	V/C	No Action		LOS	With Action		LOS	Mitigation		LOS	Mitigation Measure			
			Control	Delay		Control	Delay		Control	Delay					
College Point Boulevard at Roosevelt Avenue College Point Boulevard	NB	L	1.00	81.3	F	L	1.14	126.1	F	L	0.77	58.7	E	-Partially Mitigated -Restripe the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. -Restripe the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. -Restripe the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes, and two 10-ft travel lanes for 200 ft. -Restripe the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. -Restripe the NB/SB lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left-turn lanes, and three SB 10-ft travel lanes. -Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. -Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft. -Install "No Standing Anytime" regulations along the west curb of the SB approach of College Point Boulevard for 200 ft. -Divert SB right-turn traffic on College Point Boulevard to 39th Avenue and Janet Place. -Divert WB left-turn traffic on Roosevelt Avenue to Janet Place and 39th Avenue. -Modify signal phasing and timing plan: EB/WB will have 29 s green time, EB-lag phase will have 23 s green time; NB lead-phase will have 18 s green time, NB/SB phase will have 30 s green time [each phase will have 3 s amber and 2 s all red time].	
			TR	0.76	25.3	C	TR	0.76	25.3	C	TR	0.69	29.5		C
Roosevelt Avenue	SB	TR	0.87	38.7	D	TR	0.92	43.0	D	T	0.57	40.9	D		
			EB	L	0.57	30.3	C	L	0.61	31.0	C	L	0.57		38.5
	WB	L	1.21	118.3	F	TR	1.33	172.1	F	TR	1.31	169.2	F		
			TR	0.24	32.7	C	L	0.24	32.7	C	-	-	-		-
	WB	TR	0.41	25.7	C	TR	0.46	26.4	C	TR	0.45	40.1	D		
			Overall Intersection	-	1.14	56.8	E	-	1.21	76.7	E	-	1.02		73.7
Prince Street at Roosevelt Avenue Prince Street	SB	LTR	0.70	36.2	D	LTR	0.70	36.2	D	-	-	-	-		-Mitigation not required.
			EB	DefL	0.76	17.9	B	-	-	-	-	-	-		
Roosevelt Avenue	WB	LTR	0.81	17.3	B	LTR	0.78	15.0	B	-	-	-	-		
			WB	LTR	0.59	12.1	B	LTR	0.64	13.0	B	-	-		
Overall Intersection	-	0.77	19.6	B	-	0.76	18.3	B	-	-	-	-			
Main Street at Roosevelt Avenue Main Street	NB	T	0.66	23.9	C	T	0.66	23.9	C	T	0.74	28.8	C	-Modify Signal Timing: Shift 4 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 39 s to 43 s; NB/SB green time shifts from 41 s to 37 s].	
			SB	T	0.54	22.0	C	T	0.54	22.0	C	T	0.60		26.1
Roosevelt Avenue	EB	L	0.25	19.1	B	L	0.26	19.6	B	L	0.22	16.0	B		
			TR	0.93	45.6	D	TR	1.02	67.1	E	TR	0.93	42.3		C
WB	L	0.19	17.2	B	L	0.22	18.0	B	L	0.18	14.7	B			
		TR	0.84	34.8	C	TR	0.89	39.2	D	TR	0.80	29.1	C		
Overall Intersection	-	0.80	30.4	C	-	0.85	37.1	D	-	0.85	31.2	C			
Union Street at Roosevelt Avenue Union Street	NB	TR	0.44	17.1	B	TR	0.44	17.1	B	-	-	-	-		-Unmitigatable impact.
			SB	LT	1.17	109.2	F	LT	1.17	109.2	F	-	-		
Roosevelt Avenue	EB	LTR	1.85	417.1	F	R	1.85	417.1	F	-	-	-	-		
			WB	LT	1.92	446.6	F	LTR	2.09	321.5	F	-	-		
WB	LT	0.71	29.8	C	LT	0.77	33.0	C	-	-	-	-			
		R	1.41	258.7	F	R	1.41	258.7	F	-	-	-	-		
Overall Intersection	-	1.88	210.1	F	-	1.96	233.8	F	-	-	-	-			



**TABLE 9  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A SATURDAY POST-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	Mvt.	No Action				With Action				Mitigation			Mitigation Measure	
		V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Parsons Boulevard at Roosevelt Avenue</b>														
Parsons Boulevard	NB	LTR	0.91	36.6	D	LTR	0.92	37.4	D	LTR	0.95	43.2	D	-Modify Signal Timing: Shift 1 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 40 s to 41 s, NB/SB green time shifts from 40 s to 39 s]. [Measures reflect improvements needed for the Saturday Non-game peak period.]
	SB	LTR	0.74	25.9	C	LTR	0.74	25.9	C	LTR	0.76	27.3	C	
Roosevelt Avenue	EB	LTR	0.69	25.6	C	LTR	0.79	30.5	C	LTR	0.77	28.5	C	
	WB	LTR	0.73	27.3	C	LTR	0.78	30.1	C	LTR	0.76	28.1	C	
<b>Overall Intersection</b>	-		<b>0.82</b>	<b>29.2</b>	<b>C</b>	-	<b>0.85</b>	<b>31.0</b>	<b>C</b>	-	<b>0.86</b>	<b>32.0</b>	<b>C</b>	
<b><u>KISSENA BOULEVARD</u></b>														
<b>Main Street at Kissena Boulevard</b>														
Main Street	NB	L	0.66	29.8	C	L	0.66	30.0	C	L	0.64	28.0	C	-Modify Signal Timing: Shift 1 s of green time from WB Kissena Blvd phase to NB/SB phase [WB green time shifts from 40 s to 39 s, NB/SB green time shifts from 40 s to 41 s]. [Measures reflect improvements needed for the Saturday Non-game peak period.]
	TR		0.65	22.4	C	TR	0.65	22.4	C	TR	0.64	21.3	C	
	SB	L	0.43	19.5	B	L	0.43	19.5	B	L	0.44	20.4	C	
	TR		0.47	18.7	B	TR	0.47	18.7	B	TR	0.46	17.9	B	
Kissena Boulevard	WB	T	0.64	23.9	C	T	0.64	23.9	C	T	0.65	25.1	C	
<b>Overall Intersection</b>	-		<b>0.65</b>	<b>21.7</b>	<b>C</b>	-	<b>0.65</b>	<b>21.7</b>	<b>C</b>	-	<b>0.65</b>	<b>21.3</b>	<b>C</b>	
<b><u>SANFORD AVENUE</u></b>														
<b>College Point Boulevard at Sanford Avenue</b>														
College Point Boulevard	NB	L	0.23	12.5	B	L	0.24	13.1	B					-Mitigation not required.
	T		0.55	12.4	B	T	0.56	12.5	B					
	SB	TR	0.78	16.7	B	TR	0.80	17.4	B					
Sanford Avenue	WB	L	0.56	34.0	C	L	0.56	34.0	C					
	TR		0.33	26.4	C	TR	0.38	27.1	C					
<b>Overall Intersection</b>	-		<b>0.71</b>	<b>17.1</b>	<b>B</b>	-	<b>0.72</b>	<b>17.6</b>	<b>B</b>					
<b>Union Street at Sanford Avenue</b>														
Union Street	NB	LTR	0.41	21.9	C	LTR	0.41	21.9	C					-Mitigation not required.
	SB	LTR	0.79	28.6	C	LTR	0.80	29.1	C					
Sanford Avenue	EB	-	-	-	-	-	-	-	-					
	LTR		0.23	13.7	B	LTR	0.23	13.7	B					
	WB	LTR	0.68	21.7	C	LTR	0.70	22.4	C					
<b>Overall Intersection</b>	-		<b>0.73</b>	<b>23.3</b>	<b>C</b>	-	<b>0.74</b>	<b>23.6</b>	<b>C</b>					
<b>Parsons Boulevard at Sanford Avenue</b>														
Parsons Boulevard	NB	LTR	0.89	32.7	C	LTR	0.90	33.9	C					-Mitigation not required.
	SB	LTR	0.72	25.2	C	LTR	0.80	29.2	C					
Sanford Avenue	EB	LTR	0.79	28.6	C	LTR	0.79	29.1	C					
	WB	LTR	0.79	30.0	C	LTR	0.82	31.7	C					
<b>Overall Intersection</b>	-		<b>0.84</b>	<b>29.1</b>	<b>C</b>	-	<b>0.86</b>	<b>30.9</b>	<b>C</b>					
<b><u>WHITESTONE EXPRESSWAY / 32ND AVENUE</u></b>														
<b>College Point Boulevard at 32nd Avenue</b>														
College Point Boulevard	NB	T	0.43	23.8	C	T	0.44	23.9	C					-Mitigation not required.
	TR		0.34	22.8	C	TR	0.36	23.0	C					
	SB	L	0.27	27.3	C	L	0.27	27.3	C					
	T		0.29	9.5	A	T	0.29	9.5	A					
32nd Avenue	WB	LTR	0.29	26.7	C	LTR	0.29	26.7	C					
<b>Overall Intersection</b>	-		<b>0.85</b>	<b>19.4</b>	<b>B</b>	-	<b>0.85</b>	<b>19.5</b>	<b>B</b>					

TABLE 9  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2018 PHASE 1A SATURDAY POST-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>NORTHERN BOULEVARD SERVICE ROAD</b>														
<b>College Point Boulevard at Northern Boulevard Service Road</b>														
College Point Boulevard	NB	TR	0.50	12.7	B	TR	0.51	12.8	B					-Mitigation not required.
	SB	LT	0.53	13.6	B	LT	0.54	13.7	B					
Northern Blvd Service Rd	WB	LR	0.55	28.7	C	LR	0.59	29.8	C					
<b>Overall Intersection</b>	-	-	<b>0.53</b>	<b>15.6</b>	<b>B</b>	-	<b>0.56</b>	<b>16.0</b>	<b>B</b>					
<b>STADIUM ROAD</b>														
<b>Boat Basin Road at Stadium Road</b>														
Boat Basin Road	NB	L	1.76	375.0	F	DefL	0.86	73.6	E	-	-	-	-	-Install an actuated controller. -Modify signal phasing and timing plan: EB/WB phase will have 65 s green time; NB phase will have 11 s green time; SB phase will have 29 s green time [each phase will have 3 s amber and 2 s all red time]. NB/SB pedestrians will cross during the SB phase.
	TR	L	1.38	202.4	F	TR	0.27	19.7	B	LTR	0.88	75.8	E	
	SB	LTR	0.29	20.0	C	LTR	0.74	27.6	C	LTR	0.66	43.3	D	
	-	-	-	-	-	-	-	-	-	-	-	-	-	
Stadium Road	EB	-	-	-	-	DefL	1.20	186.4	F	DefL	0.82	56.6	E	
	WB	LTR	0.30	13.6	B	TR	0.18	12.8	B	TR	0.17	14.0	B	
<b>Overall Intersection</b>	-	-	<b>0.94</b>	<b>221.9</b>	<b>F</b>	-	<b>1.06</b>	<b>51.9</b>	<b>D</b>	-	<b>0.78</b>	<b>36.1</b>	<b>D</b>	
<b>UNSIGNALIZED INTERSECTIONS</b>														
<b>Willets Point Boulevard at 126th Street</b>														
126th Street	SB	LT	-	8.0	A	-	-	-	-					-Intersection would no longer exist under the With Action condition.
Willets Point Boulevard	WB	LR	-	9.8	A	-	-	-	-					
<b>Overall Intersection</b>	-	-	-	<b>9.8</b>	<b>A</b>	-	-	-	-					
<b>Boat Basin Road at Worlds Fair Marina</b>														
Boat Basin Road	NB	L	-	79.7	F	L	-	813.1	F	L	0.50	29.5	C	-Install traffic signal with the following timing plan: EB will have 10 s green time; WB + NB-Right will have 40 s green time; NB will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Stripe WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. -Stripe NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. -Intersection meets NYCDOT Signal Warrant Criteria.
	R	-	12.9	B	R	-	9.2	A	R	0.14	2.8	A		
Worlds Fair Marina	EB	-	-	-	-	-	-	-	TR	0.12	36.8	D		
	-	-	-	-	-	-	-	-	L	0.36	18.0	B		
	WB	LT	-	7.7	A	LT	-	8.4	A	LT	0.86	35.0	D	
<b>Overall Intersection</b>	-	-	-	<b>43.0</b>	<b>E</b>	-	-	<b>370.1</b>	<b>F</b>	-	<b>0.64</b>	<b>27.4</b>	<b>C</b>	
<b>Willets Point Boulevard at Northern Boulevard</b>														
Willets Point Boulevard	NB	TR	-	9.1	A	TR	-	8.8	A					-Mitigation not required.
<b>Overall Intersection</b>	-	-	-	<b>9.1</b>	<b>A</b>	-	-	<b>8.8</b>	<b>A</b>					
<b>Boat Basin Road at Stadium Road / Citifield Entrance 8</b>														
Citifield Entrance 8	NB	-	-	-	-	-	-	-	-					-Intersection would no longer exist under the With Action condition.
Boat Basin Road	SB	-	-	-	-	-	-	-	-					
Stadium Road	EB	LT	-	64.2	F	-	-	-	-					
	-	-	-	-	-	-	-	-	-					
Citifield Entrance 9	WB	R	-	50.9	F	-	-	-	-					
<b>Overall Intersection</b>	-	-	-	<b>62.4</b>	<b>F</b>	-	-	-	-					

**TABLE 9**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2018 PHASE 1A SATURDAY POST-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>													-Install traffic signal with the following timing plan: EB will have 39 s green time; WB will have 22 s green time; NB/SB will have 44 s green time [each phase will have 3 s amber and 2 s all red time] -Add a right turn lane and channelized right-turn to the GCP off ramp -Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. -Add a 12-ft SB left-turn lane in the median of Stadium Road. [Measures reflect improvements needed for the Weekday Non-game Midday, Saturday Non-game Midday, Weekday Pre-game, and Saturday Pre-game peak periods.] -Intersection meets NYCDOT Signal Warrant Criteria.	
Stadium Road	NB	-	-	-	-	-	-	-	T	0.02	24.3	C		
	SB	-	-	-	LT	-	7.7	A	L	0.29	28.6	C		
		-	-	-		-	-	-	TR	0.86	44.2	D		
Grand Central Parkway Off-Ramp	EB	L	-	46.3	E	L	-	49.9	E	L	0.30	31.7		C
		-	-	-	T	-	60.6	F	T	0.40	33.5	C		
	R	-	21.5	C	R	-	13.2	B	-	-	-	-		
Willets West Center Exit	WB	-	-	-	L	-	1000.0+	F	L	0.87	63.7	E		
		-	-	-	R	-	8.8	A	R	0.26	44.5	D		
<b>Overall Intersection</b>	-	-	<b>36.9</b>	<b>E</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.69</b>	<b>45.6</b>	<b>D</b>		
<b>126th Street at 36th Avenue</b>													-Unmitigatable impact. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.	
126th Street	NB	-	-	-	TR	1.32	186.8	F	TR	1.32	186.8	F		
	SB	-	-	-	-	-	-	-	-	-	-	-		
	LT	-	8.4	A	LT	0.60	34.0	C	LT	0.60	34.0	C		
36th Avenue	WB	LR	-	12.9	B	L	0.62	22.7	C	L	0.62	22.7		C
		-	-	-	R	1.34	190.6	F	R	1.34	190.6	F		
<b>Overall Intersection</b>	-	-	<b>12.6</b>	<b>B</b>	-	<b>1.33</b>	<b>144.5</b>	<b>F</b>	-	<b>1.33</b>	<b>144.5</b>	<b>F</b>		
<b>126th Street at 37th Avenue</b>													-Unmitigatable impact. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.	
126th Street	NB	-	-	-	TR	1.04	94.3	F	TR	1.04	94.3	F		
	SB	-	-	-	-	-	-	-	-	-	-	-		
	LT	-	8.4	A	LT	1.30	184.6	F	LT	1.30	184.6	F		
37th Avenue	WB	LR	-	16.3	C	L	0.58	18.5	B	L	0.58	18.5		B
		-	-	-	R	1.66	322.6	F	R	1.66	322.6	F		
<b>Overall Intersection</b>	-	-	<b>15.2</b>	<b>C</b>	-	<b>1.61</b>	<b>177.5</b>	<b>F</b>	-	<b>1.61</b>	<b>177.5</b>	<b>F</b>		
<b>Northern Boulevard at 126th Place</b>													-Mitigation not required. -Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. -Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. -Intersection meets NYCDOT Signal Warrant Criteria.	
126th Place	NB	R	-	16.1	C	R	-	17.0	C	R	0.11	39.3		D
Northern Boulevard	EB	-	-	-	-	-	-	-	TR	0.50	8.4	A		
<b>Overall Intersection</b>	-	-	<b>16.1</b>	<b>C</b>	-	-	<b>17.0</b>	<b>C</b>	-	<b>0.41</b>	<b>8.9</b>	<b>A</b>		

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+".

(4): This table has been revised for the Final SEIS.







**TABLE 11  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B WEEKDAY NON-GAME AM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>Prince Street at Northern Boulevard (RT. 25A)</b>													-Unmitigatable impact.	
Prince Street	NB	LTR	1.15	132.8	F	LTR	1.15	132.8	F					
	SB	LTR	0.80	53.5	D	LTR	0.80	53.5	D					
Northern Boulevard (Rt. 25A)	EB	L	0.96	94.8	F	L	0.96	94.8	F					
	T		0.81	22.5	C	T	0.84	23.8	C					
	WB	L	0.96	92.6	F	L	0.96	92.6	F					
	T		1.16	96.2	F	T	1.18	106.9	F					
Northern Boulevard Service Rd.	EB	TR	0.45	16.7	B	TR	0.45	16.7	B					
	WB	TR	0.67	19.1	B	TR	0.76	21.9	C					
	-	-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	-	-	<b>1.12</b>	<b>62.5</b>	<b>E</b>	-	<b>1.14</b>	<b>66.9</b>	<b>E</b>					
<b>Main Street at Northern Boulevard (RT. 25A)</b>													-Unmitigatable impact.	
Main Street	NB	L	0.77	43.7	D	L	0.77	43.7	D					
	R		0.85	55.0	D	R	0.85	55.0	E					
Northern Boulevard (Rt. 25A)	EB	T	0.94	39.8	D	T	0.98	46.4	D					
	R		1.17	124.0	F	R	1.17	124.0	F					
	WB	L	0.17	26.4	C	L	0.17	26.4	C					
	T		1.05	44.3	D	T	1.10	63.8	E					
<b>Overall Intersection</b>	-	-	<b>1.01</b>	<b>50.8</b>	<b>D</b>	-	<b>1.01</b>	<b>60.8</b>	<b>E</b>					
<b>Union Street at Northern Boulevard (RT. 25A)</b>													-Partially Mitigated. -Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane. -Modify Signal Timing: Shift 1 s of green time from NB/SB phase to EB/WB phase [NB/SB green time shifts from 44 s to 43 s; EB/WB green time shifts from 45 s to 46 s].	
Union Street	NB	TR	0.67	35.0	C	TR	0.67	35.0	C	TR	0.69	36.1		D
	SB	TR	0.89	42.3	D	TR	0.90	43.0	D	TR	0.92	45.6		D
Northern Boulevard (Rt. 25A)	EB	L	0.96	65.4	E	L	0.96	65.7	E	L	0.96	65.8		E
	TR		1.23	141.8	F	TR	1.28	166.5	F	TR	1.25	153.1		F
	WB	L	1.02	78.5	E	L	1.02	77.6	E	L	1.02	77.6		E
	TR		0.96	39.5	D	TR	1.01	49.1	D	TR	0.99	42.8		D
	-	-	-	-	-	-	-	-	-	-	-	-		-
<b>Overall Intersection</b>	-	-	<b>1.12</b>	<b>72.8</b>	<b>E</b>	-	<b>1.11</b>	<b>84.3</b>	<b>F</b>	-	<b>1.12</b>	<b>78.3</b>		<b>E</b>
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>														-Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Modify Signal Timing: Shift 2 s green time from EB/WB protected left-turn phase to EB/WB phase; shift 1 s green time from LPI phase (east and west crosswalks) to NB/SB phase [EB/WB protected left-turn green time shifts from 12 s to 10 s; EB/WB green time shifts from 50 s to 52 s; NB/SB green time shifts from 36 s to 37 s; LPI shifts from 7 s to 6 s].
Parsons Boulevard	NB	L	0.96	92.2	F	L	0.97	95.4	F	L	0.93	84.6	F	
	TR		0.56	39.8	D	TR	0.56	39.8	D	TR	0.55	38.6	D	
	SB	LTR	0.82	47.6	D	LTR	0.84	48.6	D	LTR	0.81	45.8	D	
Northern Boulevard (Rt. 25A)	EB	L	0.53	45.4	D	L	0.55	46.5	D	L	0.61	48.5	D	
	TR		1.03	60.9	E	TR	1.11	88.5	F	T	0.84	32.7	C	
	-	-	-	-	-	-	-	-	-	R	0.38	24.1	C	
	WB	L	0.44	36.7	D	L	0.46	39.7	D	L	0.44	33.9	C	
	TR		1.12	86.5	F	TR	1.18	110.3	F	TR	1.13	88.3	F	
	-	-	-	-	-	-	-	-	-	-	-	-	-	
<b>Overall Intersection</b>	-	-	<b>1.02</b>	<b>69.9</b>	<b>E</b>	-	<b>1.03</b>	<b>88.8</b>	<b>F</b>	-	<b>1.04</b>	<b>62.4</b>	<b>E</b>	
<b>34TH AVENUE</b>														
<b>114th Street at 34th Avenue</b>													-Mitigation not required.	
114th Street	SB	L	0.84	38.8	D	L	0.87	40.7	D					
	T		0.31	24.6	C	T	0.34	25.0	C					
34th Avenue	EB	T	0.42	12.0	B	T	0.42	12.0	B					
	R		0.11	8.8	A	R	0.12	8.9	A					
<b>Overall Intersection</b>	-	-	<b>0.57</b>	<b>23.8</b>	<b>C</b>	-	<b>0.58</b>	<b>24.6</b>	<b>C</b>					

**TABLE 11  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B WEEKDAY NON-GAME AM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>126th Street/GCP Ramp at 34th Avenue</b>															
126th Street	NB	-	-	-	DefL	0.36	24.8	C	L	0.21	16.9	B	-Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane. -Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. -Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes. -Modify signal phasing and timing plan: EB/WB phase will have 49 s green time; NB/SB lead left-turn phase will have 7 s green time; NB/SB phase will have 49 s green time [each phase will have 3 s amber and 2 s all red time].		
	LTR	0.17	19.9	B	TR	0.33	22.1	C	TR	0.32	25.0	C			
Northern Boulevard Ramp	SB	LTR	0.32	22.4	C	LTR	0.54	27.1	C	-	-	-			
	SB	LTR	0.82	65.2	E	LTR	2.52	738.7	F	L	0.35	19.0		B	
Shea Road	EB	-	-	-	-	-	-	-	T	0.30	24.6	C			
	LTR	0.47	43.1	D	LTR	1.52	291.3	F	LTR	0.58	30.1	C			
34th Avenue	WB	LTR	0.64	53.4	D	LTR	3.00+	1000.0+	F	DeL	0.68	38.7		D	
									TR	0.65	34.4	C			
<b>Overall Intersection</b>	-	<b>0.52</b>	<b>40.2</b>	<b>D</b>	-	<b>1.75</b>	<b>468.8</b>	<b>F</b>	-	<b>0.53</b>	<b>28.2</b>	<b>C</b>			
<b>ROOSEVELT AVENUE</b>															
<b>108th Street at Roosevelt Avenue</b>															
108th Street	NB	LTR	1.03	81.3	F	LTR	1.05	88.8	F	LT	0.86	52.3		D	-Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.
	SB	LTR	1.10	100.9	F	LTR	1.10	104.3	F	LT	0.88	53.5		D	
Roosevelt Avenue	EB	LTR	0.69	16.3	B	LTR	0.77	19.3	B	R	0.30	37.2		D	
	WB	LTR	0.82	10.6	B	LTR	0.90	15.1	B	LTR	0.77	19.3	B		
									LTR	0.90	15.1	B			
<b>Overall Intersection</b>	-	<b>0.90</b>	<b>37.4</b>	<b>D</b>	-	<b>0.96</b>	<b>40.4</b>	<b>D</b>	-	<b>0.90</b>	<b>26.6</b>	<b>C</b>			
<b>111th Street at Roosevelt Avenue</b>															
111th Street	NB	LTR	1.00	69.6	E	LTR	1.00	69.6	E				-Mitigation not required.		
	EB	LTR	0.67	15.4	B	LTR	0.75	18.1	B						
Roosevelt Avenue	WB	LTR	0.93	18.7	B	LTR	1.01	32.4	C						
<b>Overall Intersection</b>	-	<b>0.95</b>	<b>27.5</b>	<b>C</b>	-	<b>1.00</b>	<b>34.0</b>	<b>C</b>							
<b>114th Street at Roosevelt Avenue</b>															
114th Street	NB	LTR	1.03	76.1	E	LTR	1.05	83.3	F	LTR	0.70	40.8		D	
	SB	LTR	1.12	111.0	F	LTR	1.32	196.4	F	LTR	1.03	74.0		E	
Roosevelt Avenue	EB	LTR	0.82	22.7	C	LTR	0.93	34.6	C	L	0.21	9.7		A	
	WB	LTR	0.57	5.4	A	LTR	0.65	6.4	A	TR	0.59	14.3		B	
									L	0.68	22.2	C			
									T	0.59	8.0	A			
									R	0.20	9.3	A			
<b>Overall Intersection</b>	-	<b>0.91</b>	<b>31.6</b>	<b>C</b>	-	<b>1.04</b>	<b>43.9</b>	<b>D</b>	-	<b>0.79</b>	<b>22.3</b>	<b>C</b>			



**TABLE 11  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B WEEKDAY NON-GAME AM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>126th Street at Roosevelt Avenue</b>															
126th Street	NB	LTR	0.22	37.1	D	LTR	0.23	37.3	D	LTR	0.12	33.7	C	-Unmitigatable impact. -Modify signal phasing and timing plan: EB lead phase will have 9 s green time; EB/WB phase will have 52 s green time; WB lag phase will have 7 s green time; NB/SB phase will have 32 s green time; [each phase will have 3 s amber and 2 s all red time]. -Restripe NB approach from one wide 25-ft lane to two 12-ft wide lanes with a 1-ft buffer at the east curb.	
	SB	DefL	1.22	173.6	F	DefL	1.64	351.1	F	DefL	1.52	295.4	F		
		TR	0.67	52.5	D	TR	0.93	79.3	E	TR	0.86	65.8	E		
Roosevelt Avenue	EB	-	-	-	B	DefL	0.75	29.2	C	DefL	0.82	41.1	D		
		LTR	0.56	12.5	B	TR	0.55	12.6	B	TR	0.67	23.2	C		
	WB	LTR	0.62	6.1	A	LTR	0.79	9.7	A	LTR	0.99	42.4	D		
<b>Overall Intersection</b>	-	-	<b>0.77</b>	<b>34.2</b>	<b>C</b>	-	<b>1.00</b>	<b>64.4</b>	<b>E</b>	-	<b>1.49</b>	<b>73.2</b>	<b>E</b>		
<b>College Point Boulevard at Roosevelt Avenue</b>															
College Point Boulevard	NB	L	1.41	244.3	F	L	1.61	327.8	F	L	1.30	204.0	F		-Restripe the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. -Restripe the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. -Restripe the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes, and two 10-ft travel lanes for 200 ft. -Restripe the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. -Restripe the NB/SB lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left turn lanes, and three SB 10-ft travel lanes. -Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. -Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft. -Install "No Standing Anytime" regulations along the west curb of the SB approach of College Point Boulevard for 200 ft. -Divert SB right-turn traffic on College Point Boulevard to 39th Avenue and Janet Place. -Divert WB left-turn traffic on Roosevelt Avenue to Janet Place and 39th Avenue. -Modify signal phasing and timing plan: EB/WB will have 33 s green time; EB-lag phase will have 20 s green time; NB lead-phase will have 17 s green time; NB/SB phase will have 30 s green time [each phase will have 3 s amber and 2 s all red time].
		TR	0.73	27.4	C	TR	0.73	27.4	C	TR	0.82	35.9	D		
	SB	TR	0.85	43.4	D	TR	0.96	55.3	E	T	0.77	46.6	D		
Roosevelt Avenue	EB	L	0.44	40.0	D	L	0.47	40.6	D	L	0.42	35.9	D		
		TR	0.98	60.1	E	TR	1.10	94.9	F	TR	0.93	45.3	D		
	WB	L	0.22	45.2	D	L	0.22	45.2	D	-	-	-	-		
		TR	0.68	44.5	D	TR	0.75	47.4	D	TR	0.49	37.9	D		
<b>Overall Intersection</b>	-	-	<b>1.10</b>	<b>67.8</b>	<b>E</b>	-	<b>1.20</b>	<b>90.4</b>	<b>F</b>	-	<b>0.95</b>	<b>64.7</b>	<b>E</b>		
<b>Prince Street at Roosevelt Avenue</b>															
Prince Street	SB	LTR	0.52	31.0	C	LTR	0.52	31.0	C	LTR	0.54	33.0	C	-Modify Signal Timing: Shift 2 s of green time from SB phase to EB/WB phase [EB/WB green time shifts from 63 s to 65 s; SB green time shifts from 47 s to 45 s].	
Roosevelt Avenue	EB	DefL	1.28	175.3	F	DefL	1.32	191.1	F	DefL	1.26	163.1	F		
		TR	0.59	23.1	C	TR	0.64	24.5	C	TR	0.61	22.6	C		
	WB	LTR	0.90	33.9	C	LTR	0.94	38.8	D	LTR	0.91	33.4	C		
	-	-	-	-	-	-	-	-	-	-	-	-	-		
<b>Overall Intersection</b>	-	-	<b>0.96</b>	<b>66.2</b>	<b>E</b>	-	<b>0.98</b>	<b>70.3</b>	<b>E</b>	-	<b>0.96</b>	<b>61.7</b>	<b>E</b>		

**TABLE 11  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B WEEKDAY NON-GAME AM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>Main Street at Roosevelt Avenue</b>															
Main Street	NB	T	0.60	22.3	C	T	0.60	22.3	C	T	0.61	23.9	C	-Modify Signal Timing: Shift 2 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 45 s to 47 s; NB/SB green time shifts from 65 s to 63 s].	
	SB	T	0.45	19.7	B	T	0.45	19.7	B	T	0.46	21.1	C		
Roosevelt Avenue	EB	L	0.43	45.8	D	L	0.47	50.3	D	L	0.44	45.3	D		
	TR	L	0.57	36.2	D	TR	0.64	38.9	D	TR	0.61	36.3	D		
	WB	L	0.12	25.6	C	L	0.13	25.9	C	L	0.12	24.4	C		
	TR	L	1.00	68.1	E	TR	1.05	83.4	F	TR	1.01	68.6	E		
<b>Overall Intersection</b>	-	-	<b>0.77</b>	<b>36.6</b>	<b>D</b>	-	-	<b>0.79</b>	<b>41.9</b>	<b>D</b>	-	-	<b>0.79</b>	<b>38.1</b>	<b>D</b>
<b>Union Street at Roosevelt Avenue</b>															
Union Street	NB	TR	0.60	20.0	B	TR	0.60	20.0	B					-Unmitigatable impact.	
	SB	LT	1.09	75.8	E	LT	1.09	75.8	E						
		R	0.85	35.3	D	R	0.85	35.3	D						
Roosevelt Avenue	EB	LTR	1.40	220.7	F	LTR	1.58	296.9	F						
	WB	LT	1.00	51.1	D	LT	1.06	69.3	E						
		R	1.12	106.5	F	R	1.12	106.5	F						
<b>Overall Intersection</b>	-	-	<b>1.23</b>	<b>80.1</b>	<b>F</b>	-	-	<b>1.31</b>	<b>99.5</b>	<b>F</b>	-	-	-	-	-
<b>Parsons Boulevard at Roosevelt Avenue</b>															
Parsons Boulevard	NB	LTR	1.14	96.6	F	LTR	1.14	99.0	F	LT	1.05	62.8	E	-Modify Signal Timing: Shift 2 s green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 55 s to 57 s; NB/SB green time shifts from 55 s to 53 s]. -Install "No Standing 7 AM - 10 AM, 4 PM - 7 PM, Mon-Fri" regulations on the NB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane.	
			-	-	-					R	0.09	19.5	B		
	SB	LTR	0.81	34.6	C	LTR	0.81	34.7	C	LTR	0.84	38.0	D		
Roosevelt Avenue	EB	LTR	0.49	25.8	C	LTR	0.55	27.2	C	LTR	0.53	25.3	C		
	WB	LTR	1.15	104.6	F	LTR	1.21	130.7	F	LTR	1.16	106.8	F		
<b>Overall Intersection</b>	-	-	<b>1.14</b>	<b>71.4</b>	<b>E</b>	-	-	<b>1.18</b>	<b>80.3</b>	<b>F</b>	-	-	<b>1.11</b>		<b>63.3</b>
<b>KISSENA BOULEVARD</b>															
<b>Main Street at Kissena Boulevard</b>															
Main Street	NB	L	0.75	34.0	C	L	0.75	34.7	C					-Mitigation not required.	
		TR	0.69	25.1	C	TR	0.69	25.1	C						
	SB	L	0.65	38.3	D	L	0.65	38.3	D						
		TR	0.39	18.3	B	TR	0.39	18.3	B						
Kissena Boulevard	WB	T	0.73	38.3	D	T	0.73	38.3	D						
<b>Overall Intersection</b>	-	-	<b>0.74</b>	<b>27.8</b>	<b>C</b>	-	-	<b>0.75</b>	<b>27.8</b>	<b>C</b>	-	-	-		-
<b>SANFORD AVENUE</b>															
<b>College Point Boulevard at Sanford Avenue</b>															
College Point Boulevard	NB	L	0.21	10.2	B	L	0.21	10.4	B					-Mitigation not required.	
		T	0.68	14.9	B	T	0.70	15.2	B						
	SB	TR	0.59	13.2	B	TR	0.60	13.4	B						
Sanford Avenue	WB	L	0.79	45.6	D	L	0.79	45.6	D						
		TR	0.55	30.0	C	TR	0.62	31.5	C						
<b>Overall Intersection</b>	-	-	<b>0.72</b>	<b>19.1</b>	<b>B</b>	-	-	<b>0.73</b>	<b>19.6</b>	<b>B</b>	-	-	-		-
<b>Union Street at Sanford Avenue</b>															
Union Street	NB	LTR	0.70	30.1	C	LTR	0.70	30.3	C					-Mitigation not required.	
	SB	LTR	0.61	24.7	C	LTR	0.62	24.9	C						
	EB	DefL	0.57	25.6	C	DefL	0.58	26.6	C						
Sanford Avenue		TR	0.37	15.8	B	TR	0.37	15.8	B						
	WB	LTR	0.88	29.1	C	LTR	0.91	31.6	C						
<b>Overall Intersection</b>	-	-	<b>0.80</b>	<b>25.7</b>	<b>C</b>	-	-	<b>0.82</b>	<b>26.8</b>	<b>C</b>	-	-	-		-

TABLE 11  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2028 PHASE 1B WEEKDAY NON-GAME AM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Parsons Boulevard at Sanford Avenue</b>														
Parsons Boulevard	NB	LTR	1.10	73.7	E	LTR	1.12	78.7	E	LT	0.85	21.2	C	-Shift NB centerline 1-ft to the west to allow for a 20-ft NB approach. -Install "No Standing 7 AM - 7 PM, Mon-Fri" regulations on the NB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane. -Modify Signal Timing: Shift 1 s green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 40 s to 39 s; NB/SB green time shifts from 40 s to 41 s].
										R	0.11	14.1	B	
	SB	LTR	0.96	38.1	D	LTR	0.99	43.4	D	LTR	0.99	42.9	D	
Sanford Avenue	EB	LTR	0.72	27.2	C	LTR	0.73	27.7	C	LTR	0.75	29.5	C	
	WB	LTR	0.82	31.0	C	LTR	0.86	33.4	C	LTR	0.88	36.2	D	
<b>Overall Intersection</b>	-	-	<b>0.97</b>	<b>43.6</b>	<b>D</b>	-	<b>0.99</b>	<b>47.0</b>	<b>D</b>	-	<b>0.99</b>	<b>32.8</b>	<b>C</b>	
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>														
<b>College Point Boulevard at 32nd Avenue</b>														
College Point Boulevard	NB	T	0.44	23.8	C	T	0.45	24.0	C					-Mitigation not required.
		TR	0.71	31.7	C	TR	0.71	31.7	C					
	SB	L	0.51	36.8	D	L	0.51	36.8	D					
		T	0.59	12.9	B	T	0.60	13.1	B					
32nd Avenue	WB	LTR	0.87	44.3	D	LTR	0.87	44.3	D					
<b>Overall Intersection</b>	-	-	<b>1.40</b>	<b>23.9</b>	<b>C</b>	-	<b>1.40</b>	<b>23.9</b>	<b>C</b>					
<b>NORTHERN BOULEVARD SERVICE ROAD</b>														
<b>College Point Boulevard at Northern Boulevard Service Road</b>														
College Point Boulevard	NB	TR	0.42	11.8	B	TR	0.42	11.8	B	TR	0.43	12.5	B	-Modify Signal Timing: Shift 1 s of green time from NB/SB phase to WB phase [NB/SB green time shifts from 51 s to 50 s; WB green time shifts from 29 s to 30 s].
	SB	LT	0.87	23.9	C	LT	0.89	25.1	C	LT	0.91	27.7	C	
Northern Blvd Service Rd	WB	LR	0.79	36.8	D	LR	0.90	46.3	D	LR	0.87	42.0	D	
<b>Overall Intersection</b>	-	-	<b>0.84</b>	<b>22.0</b>	<b>C</b>	-	<b>0.89</b>	<b>24.9</b>	<b>C</b>	-	<b>0.89</b>	<b>25.4</b>	<b>C</b>	
<b>STADIUM ROAD</b>														
<b>Boat Basin Road at Stadium Road</b>														
Boat Basin Road	NB	-	-	-	-	-	-	-	-	DefL	0.07	15.7	B	-Install an actuated controller. -Modify signal phasing and timing plan: EB lead phase will have 7 s green time; EB/WB phase will have 26 s green time; WB lag phase will have 7 s green time; NB/SB phase will have 60 s green time; [each phase will have 3 s amber and 2 s all red time].
		LTR	0.09	7.3	A	LTR	0.04	7.0	A	TR	0.05	15.4	B	
	SB	-	-	-	-	DefL	0.59	14.3	B	DefL	0.71	27.0	C	
		LTR	0.39	9.7	A	TR	0.68	16.3	B	TR	0.84	34.8	C	
Stadium Road	EB	-	-	-	-	-	-	-	-	DefL	0.24	30.4	C	
		-	-	-	-	LTR	0.27	26.3	C	TR	0.23	30.4	C	
	WB	-	-	-	-	-	-	-	-	-	-	-	-	
		LTR	0.24	25.8	C	LTR	0.81	40.4	D	LTR	0.66	37.3	D	
<b>Overall Intersection</b>	-	-	<b>0.34</b>	<b>12.8</b>	<b>B</b>	-	<b>0.72</b>	<b>23.7</b>	<b>C</b>	-	<b>0.92</b>	<b>32.5</b>	<b>C</b>	

**TABLE 11  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B WEEKDAY NON-GAME AM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>UNSIGNALIZED INTERSECTIONS</b>														
<b>Boat Basin Road at Worlds Fair Marina</b>														
Boat Basin Road	NB	L	-	40.2	E	L	-	1000.0+	F	L	0.09	24.3	C	-Install traffic signal with the following timing plan: EB will have 10 s green time; WB + NB-Right will have 40 s green time; NB will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Stripe WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. -Stripe NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. -Intersection meets NYCDOT Signal Warrant Criteria.
		R	-	8.7	A	R	-	8.7	A	R	0.04	2.4	A	
Worlds Fair Marina	EB	-	-	-	-	-	-	-	-	TR	0.02	35.8	D	
	WB	LT	-	8.9	A	LT	-	11.2	B	L	0.69	25.8	C	
		-	-	-	-	-	-	-	-	LT	0.55	21.4	C	
<b>Overall Intersection</b>	-	-	-	<b>10.2</b>	<b>B</b>	-	-	<b>987.9</b>	<b>F</b>	-	<b>0.40</b>	<b>23.1</b>	<b>C</b>	
<b>Willets Point Boulevard at Northern Boulevard</b>														
Willets Point Boulevard	NB	TR	-	10.3	B	-	-	-	-	-	-	-	-	-Channelize EB through receiving and NB right-turn receiving to allow concurrent traffic flow. -Install traffic signal with the following timing plan: EB will have 25 s green time; SB will have 55 s green time [each phase will have 3 s amber and 2 s all red time]. -Intersection meets NYCDOT Signal Warrant Criteria.
New Van Wyck Expressway Ramp	SB	-	-	-	-	-	-	-	-	T	0.20	8.0	A	
Northern Boulevard Service Road	EB	-	-	-	-	T	-	12.5	B	T	0.08	24.4	C	
<b>Overall Intersection</b>	-	-	-	<b>10.3</b>	<b>B</b>	-	-	<b>12.5</b>	<b>B</b>	-	<b>0.16</b>	<b>9.4</b>	<b>A</b>	
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>														
Stadium Road	NB	-	-	-	-	-	-	-	-	T	0.05	30.6	C	-Mitigation not required. -Install traffic signal with the following timing plan: EB will have 45 s green time; WB will have 25 s green time; NB/SB will have 35 s green time [each phase will have 3 s amber and 2 s all red time]. -Add a right turn lane and channelized right-turn to the GCP off ramp. -Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. -Add a 12-ft SB left-turn lane in the median of Stadium Road. -Intersection meets NYCDOT Signal Warrant Criteria.
	SB	-	-	-	-	LT	-	7.5	A	L	0.21	33.4	C	
Grand Central Parkway Off-Ramp	EB	L	-	11.4	B	L	-	19.3	C	L	0.19	26.0	C	
		-	-	-	-	T	-	17.7	C	T	0.22	26.3	C	
Willets West Center Exit	WB	-	-	9.4	A	R	-	9.8	A	-	-	-	-	
		-	-	-	-	L	-	20.9	C	L	0.21	40.1	D	
		-	-	-	-	R	-	8.5	A	R	0.07	38.6	D	
<b>Overall Intersection</b>	-	-	-	<b>10.9</b>	<b>B</b>	-	-	<b>18.0</b>	<b>C</b>	-	<b>0.34</b>	<b>35.0</b>	<b>D</b>	
<b>126th Street at 36th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.27	15.2	B	TR	0.27	15.2	B	-Mitigation not required. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	DefL	0.72	17.4	B	DefL	0.67	15.4	B	
36th Avenue		LT	-	8.2	A	T	0.49	9.2	A	T	0.47	9.0	A	
	WB	LR	-	13.5	B	L	0.06	38.4	D	L	0.06	38.4	D	
		-	-	-	-	R	0.17	26.0	C	R	0.17	26.0	C	
<b>Overall Intersection</b>	-	-	-	<b>9.1</b>	<b>A</b>	-	<b>0.77</b>	<b>14.0</b>	<b>B</b>	-	<b>0.71</b>	<b>13.5</b>	<b>B</b>	
<b>126th Street at 37th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.23	14.7	B	TR	0.23	14.7	B	-Mitigation not required. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	-	-	-	-	-	-	-	-	
37th Avenue		LT	-	7.8	A	LT	0.44	10.5	B	LT	0.42	10.1	B	
	WB	LR	-	12.5	B	L	0.22	37.1	D	L	0.22	37.1	D	
		-	-	-	-	R	0.20	26.6	C	R	0.20	26.6	C	
<b>Overall Intersection</b>	-	-	-	<b>11.8</b>	<b>B</b>	-	<b>0.36</b>	<b>15.0</b>	<b>B</b>	-	<b>0.36</b>	<b>14.9</b>	<b>B</b>	
<b>Northern Boulevard at 126th Place</b>														
126th Place	NB	R	-	14.1	B	R	-	15.5	C	R	0.21	40.9	D	-Mitigation not required. -Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. -Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. -Intersection meets NYCDOT Signal Warrant Criteria.
Northern Boulevard	EB	-	-	-	-	-	-	-	-	TR	0.47	8.1	A	
<b>Overall Intersection</b>	-	-	-	<b>14.1</b>	<b>B</b>	-	-	<b>15.5</b>	<b>C</b>	-	<b>0.41</b>	<b>9.2</b>	<b>A</b>	

TABLE 11  
 CHIFFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2028 PHASE 1B WEEKDAY NON-GAME AM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>NEW (WITH ACTION) SIGNALIZED INTERSECTION</b>													
126th Street at New Willets Point Boulevard													
126th Street	NB	-	-	-	-	TR	0.39	19.5	B				-Mitigation not required.
	SB	-	-	-	-	-	-	-	-				-Intersection meets NYCDOT Signal Warrant Criteria.
		-	-	-	-	LT	0.32	9.0	A				
New Willets Point Boulevard	WB	-	-	-	-	L	0.24	37.3	D				
		-	-	-	-	R	0.15	22.8	C				
<b>Overall Intersection</b>		-	-	-	-		<b>0.43</b>	<b>16.7</b>	<b>B</b>				

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+".
- (4): This table has been revised for the Final SEIS.



**TABLE 12**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2028 PHASE 1B WEEKDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>Prince Street at Northern Boulevard (RT. 25A)</b>													-Partially Mitigated. -Install "No Standing 10 AM - 7 PM" regulations along the north curb of the WB Northern Boulevard Service Road approach for 100-ft from the intersection to allow for one 10-ft through lane and one 10-ft daylighted right-turn pocket. -Reduce the width of the hatched median between the Service Road and Mainline from 8-ft to 6-ft.	
Prince Street	NB	LTR	1.19	129.9	F	LTR	1.19	129.9	F	LTR	1.19	129.9		F
	SB	LTR	0.54	41.3	D	LTR	0.54	41.3	D	LTR	0.54	41.3		D
Northern Boulevard (Rt. 25A)	EB	L	0.89	72.8	E	L	0.89	72.8	E	L	0.89	72.8		E
		T	0.93	35.6	D	T	1.01	49.0	D	T	1.01	49.0		D
	WB	L	0.90	91.0	F	L	0.90	91.0	F	L	0.90	91.0		F
		T	1.13	101.0	F	T	1.19	126.0	F	T	1.19	126.0		F
Northern Boulevard Service Rd.	EB	TR	0.62	26.4	C	TR	0.62	26.4	C	TR	0.62	26.4		C
	WB	TR	0.71	35.1	D	TR	0.90	49.8	D	T	0.66	32.2		C
		-	-	-	-	-	-	-	-	R	0.14	21.5		C
<b>Overall Intersection</b>	-	-	<b>1.10</b>	<b>66.1</b>	<b>E</b>	-	<b>1.13</b>	<b>80.0</b>	<b>E</b>	-	<b>1.13</b>	<b>78.6</b>	<b>E</b>	
<b>Main Street at Northern Boulevard (RT. 25A)</b>													-Unmitigatable impact.	
Main Street	NB	L	0.98	64.9	E	L	0.98	64.9	E					
		R	0.68	39.6	D	R	0.68	39.6	D					
Northern Boulevard (Rt. 25A)	EB	T	0.97	44.1	D	T	1.06	68.9	E					
		R	1.28	168.4	F	R	1.28	168.4	F					
	WB	L	0.10	25.7	C	L	0.10	25.7	C					
		T	0.76	22.8	C	T	0.86	26.3	C					
<b>Overall Intersection</b>	-	-	<b>1.02</b>	<b>57.3</b>	<b>E</b>	-	<b>1.02</b>	<b>65.7</b>	<b>E</b>					
<b>Union Street at Northern Boulevard (RT. 25A)</b>													-Partially Mitigated. -Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane	
Union Street	NB	TR	0.78	38.8	D	TR	0.78	38.8	D	TR	0.78	38.8		D
	SB	TR	0.56	32.4	C	TR	0.56	32.4	C	TR	0.56	32.4		C
Northern Boulevard (Rt. 25A)	EB	L	0.55	22.0	C	L	0.55	27.0	C	L	0.55	21.1		C
		TR	1.38	209.8	F	TR	1.50	262.2	F	TR	1.50	262.2		F
	WB	L	1.18	142.7	F	L	1.17	126.0	F	L	1.17	126.0		F
		TR	0.83	37.5	D	TR	0.96	46.9	D	TR	0.71	33.2		C
<b>Overall Intersection</b>	-	-	<b>1.42</b>	<b>109.6</b>	<b>F</b>	-	<b>1.40</b>	<b>132.8</b>	<b>F</b>	-	<b>1.40</b>	<b>128.7</b>		<b>F</b>
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>													-Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Modify Signal Timing: Shift 1 s of green time from EB/WB phase to EB/WB protected left-turn phase [EB/WB green time shifts from 52 s to 51 s; EB/WB protected left-turn green time shifts from 10 s to 11 s].	
Parsons Boulevard	NB	L	0.72	57.4	E	L	0.75	60.0	E	L	0.72	56.5		E
	TR	0.52	38.8	D	TR	0.52	38.8	D	TR	0.52	38.8	D		
	SB	LTR	1.16	118.2	F	LTR	1.21	139.4	F	LT	0.68	35.9		D
Northern Boulevard (Rt. 25A)	EB	L	0.80	57.9	E	L	0.86	63.5	E	R	0.34	33.0		C
		TR	1.04	64.4	E	TR	1.18	117.1	F	L	0.82	59.1		E
		-	-	-	-	-	-	-	-	T	0.98	45.5		D
	WB	L	0.36	35.7	D	L	0.39	41.9	D	R	0.37	24.9		C
		TR	1.17	113.2	F	TR	1.34	185.4	F	L	0.36	37.3		D
		-	-	-	-	-	-	-	-	T	1.14	97.1		F
		-	-	-	-	-	-	-	-	R	0.38	24.1	C	
<b>Overall Intersection</b>	-	-	<b>1.19</b>	<b>85.2</b>	<b>F</b>	-	<b>1.28</b>	<b>134.3</b>	<b>F</b>	-	<b>1.00</b>	<b>62.4</b>	<b>E</b>	
<b>34TH AVENUE</b>													-Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].	
<b>114th Street at 34th Avenue</b>														
114th Street	SB	L	0.84	43.2	D	L	0.91	51.8	D	L	0.82	39.2		D
		T	0.23	24.0	C	T	0.31	25.3	C	T	0.28	22.7		C
34th Avenue	EB	T	0.40	11.7	B	T	0.40	11.7	B	T	0.43	13.6		B
		R	0.07	8.5	A	R	0.07	8.5	A	R	0.07	9.9		A
<b>Overall Intersection</b>	-	-	<b>0.55</b>	<b>26.5</b>	<b>C</b>	-	<b>0.58</b>	<b>31.0</b>	<b>C</b>	-	<b>0.58</b>	<b>25.9</b>	<b>C</b>	

**TABLE 12  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B WEEKDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
<b>126th Street/GCP Ramp at 34th Avenue</b>															
126th Street	NB	-	-	-	-	-	-	-	-	-	-	-	-Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane. -Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. -Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes. -Modify signal phasing and timing plan: EB/WB phase will have 56 s green time; NB/SB lead left-turn phase will have 12 s green time; NB/SB phase will have 37 s green time [each phase will have 3 s amber and 2 s all red time].		
	LTR	0.25	20.9	C	Defl.	1.17	144.7	F	L	0.74	38.5	D			
Northern Boulevard Ramp	SB	LTR	0.38	23.7	C	TR	0.55	25.9	C	TR	0.76	43.4		D	
	SB	LTR	0.89	74.3	E	LTR	1.05	85.0	F	-	-	-		-	
GCP Ramp	-	-	-	-	-	-	-	-	-	-	-	-		-	
	-	-	-	-	-	-	-	-	-	-	-	-		-	
Shea Road	EB	-	-	-	-	-	-	-	-	-	-	-		-	
	LTR	0.56	45.0	D	Defl.	2.58	784.7	F	-	-	-	-		-	
34th Avenue	-	-	-	-	-	-	-	-	-	-	-	-		-	
	WB	LTR	0.66	54.6	D	TR	3.00+	1000.0+	F	LTR	0.83	35.8		D	
-	-	-	-	-	-	-	-	-	-	-	-	-		-	
-	-	-	-	-	-	-	-	-	-	-	-	-		-	
-	-	-	-	-	-	-	-	-	-	-	-	-	-		
-	-	-	-	-	-	-	-	-	-	-	-	-	-		
<b>Overall Intersection</b>	-	<b>0.57</b>	<b>41.6</b>	<b>D</b>	-	<b>2.30</b>	<b>770.8</b>	<b>F</b>	-	<b>0.84</b>	<b>38.6</b>	<b>D</b>			
<b>ROOSEVELT AVENUE</b>															
<b>108th Street at Roosevelt Avenue</b>															
108th Street	NB	LTR	1.08	100.1	F	LTR	1.14	122.3	F	LT	0.95	66.5	E	-Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.	
	-	-	-	-	-	-	-	-	-	R	0.31	37.7	D		
Roosevelt Avenue	SB	LTR	1.23	150.3	F	LTR	1.25	158.9	F	LT	1.01	64.3	E		
	-	-	-	-	-	-	-	-	-	R	0.34	37.3	D		
Roosevelt Avenue	EB	LTR	0.75	18.8	B	LTR	0.89	28.3	C	LTR	0.88	27.6	C		
	WB	LTR	0.84	22.8	C	LTR	1.04	57.4	E	LTR	0.95	35.1	D		
<b>Overall Intersection</b>	-	<b>0.95</b>	<b>54.8</b>	<b>D</b>	-	<b>1.10</b>	<b>71.8</b>	<b>E</b>	-	<b>0.97</b>	<b>39.6</b>	<b>D</b>			
<b>111th Street at Roosevelt Avenue</b>															
111th Street	NB	LTR	0.72	50.9	D	LTR	0.72	50.9	D	LTR	0.72	50.9	D		-Install "No Standing 10 AM - 10 PM" regulations along the north curb of the WB Roosevelt Avenue approach 100-ft from the intersection to allow for one 11-ft left-through lane and one 10-ft right-turn lane.
	EB	LTR	0.73	16.7	B	LTR	0.89	26.0	C	LTR	0.88	25.7	C		
Roosevelt Avenue	WB	LTR	0.87	25.3	C	LTR	1.03	55.0	D	LT	0.85	22.9	C		
	-	-	-	-	-	-	-	-	-	R	0.11	7.5	A		
<b>Overall Intersection</b>	-	<b>0.83</b>	<b>25.5</b>	<b>C</b>	-	<b>0.95</b>	<b>42.4</b>	<b>D</b>	-	<b>0.84</b>	<b>26.9</b>	<b>C</b>			
<b>114th Street at Roosevelt Avenue</b>															
114th Street	NB	LTR	0.70	50.7	D	LTR	0.74	53.6	D	LTR	0.48	38.3	D	-Shift center line of WB Roosevelt Avenue approach 11 ft to the south. -Restripe the WB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane, one 11-ft through lane, and one 11-ft exclusive right-turn lane. -Restripe the EB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane and one 11-ft travel lane. -Shift centerline of NB 114th Street approach 3 ft to the east. -Restripe the NB 114th Street approach from one 16-ft travel lane to one 13-ft travel lane -Shift center line of SB 114th Street approach 2 ft to the east. Install "No Standing Anytime" regulations along the east curb of the NB 114th Street approach 250 ft from the intersection. Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 250 ft from the intersection. -Modify signal timing: Shift 4 s green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 80 s to 76 s; NB/SB green time shifts from 30 s to 34 s].	
	SB	LTR	0.68	52.8	D	LTR	0.92	82.2	F	LTR	0.72	51.2	D		
Roosevelt Avenue	-	-	-	-	-	-	-	-	-	-	-	-	-		
	EB	LTR	0.88	28.5	C	LTR	1.22	130.3	F	L	0.33	12.4	B		
Roosevelt Avenue	-	-	-	-	-	-	-	-	-	TR	0.64	16.2	B		
	WB	LTR	0.47	10.6	B	LTR	0.71	15.0	B	L	0.38	13.6	B		
-	-	-	-	-	-	-	-	-	-	T	0.64	16.5	B		
-	-	-	-	-	-	-	-	-	-	R	0.49	13.8	B		
<b>Overall Intersection</b>	-	<b>0.83</b>	<b>25.0</b>	<b>C</b>	-	<b>1.14</b>	<b>60.7</b>	<b>E</b>	-	<b>0.67</b>	<b>20.4</b>	<b>C</b>			



**TABLE 12**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2028 PHASE 1B WEEKDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>126th Street at Roosevelt Avenue</b>													-Partially mitigated. -Modify signal phasing and timing plan: EB lead phase will have 8 s green time; EB/WB phase will have 55 s green time; WB lag phase will have 8 s green time; NB/SB phase will have 29 s green time; [each phase will have 3 s amber and 2 s all red time]. -Restripe NB approach from one wide 25-ft lane to two 12-ft wide lanes with a 1-ft buffer at the east curb.	
126th Street	NB	LTR	0.90	65.1	E	LTR	1.36	224.5	F	DefL	0.59	47.5		D
			-	-	-					TR	0.46	41.6		D
	SB	DefL	1.21	171.5	F	DefL	2.11	563.1	F	DefL	2.09	552.0		F
		TR	0.63	51.1	D	TR	1.28	193.1	F	TR	1.33	215.5		F
Roosevelt Avenue	EB	-	-	-	-	DefL	0.78	36.5	D	DefL	0.80	42.0		D
		LTR	0.52	11.6	B	TR	0.68	15.8	B	TR	0.81	28.8		C
	WB	LTR	0.50	11.1	B	LTR	0.80	19.2	B	LTR	0.96	42.2		D
<b>Overall Intersection</b>	-	-	<b>0.69</b>	<b>37.1</b>	<b>D</b>	-	<b>1.12</b>	<b>120.3</b>	<b>F</b>	-	<b>1.74</b>	<b>121.8</b>		<b>F</b>
<b>College Point Boulevard at Roosevelt Avenue</b>														-Partially Mitigated -Restripe the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. -Restripe the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. -Restripe the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes, and two 10-ft travel lanes for 200 ft. -Restripe the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. -Restripe the NB/SB lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left-turn lanes, and three SB 10-ft travel lanes. -Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. -Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft. -Install "No Standing Anytime" regulations along the west curb of the SB approach of College Point Boulevard for 200 ft. -Divert SB right-turn traffic on College Point Boulevard to 39th Avenue and Janet Place. -Divert WB left-turn traffic on Roosevelt Avenue to Janet Place and 39th Avenue. -Modify signal phasing and timing plan: EB/WB will have 35 s green time; EB-lag phase will have 20 s green time; NB lead-phase will have 19 s green time; NB/SB phase will have 26 s green time [each phase will have 3 s amber and 2 s all red time].
College Point Boulevard	NB	L	1.35	212.5	F	L	1.78	398.6	F	L	1.06	102.3	F	
		TR	0.88	31.0	C	TR	0.88	31.0	C	TR	0.91	42.4	D	
		-	-	-	-	-	-	-	-	-	-	-	-	
	SB	TR	1.20	128.1	F	TR	1.42	226.4	F	T	1.00	71.4	E	
Roosevelt Avenue	EB	L	0.56	30.4	C	L	0.59	31.0	C	L	0.53	36.6	D	
		TR	1.26	143.8	F	TR	1.55	276.0	F	TR	1.38	202.9	F	
	WB	L	0.28	33.5	C	L	0.28	33.5	C	-	-	-	-	
		TR	0.58	30.4	C	TR	0.70	34.3	C	TR	0.53	37.9	D	
<b>Overall Intersection</b>	-	-	<b>1.29</b>	<b>97.0</b>	<b>F</b>	-	<b>1.70</b>	<b>177.2</b>	<b>F</b>	-	<b>1.23</b>	<b>89.4</b>	<b>F</b>	
<b>Prince Street at Roosevelt Avenue</b>													-Mitigation not required.	
Prince Street	SB	LTR	0.86	47.3	D	LTR	0.86	47.3	D					
Roosevelt Avenue	EB	DefL	0.95	37.2	D	DefL	0.98	44.9	D					
		TR	0.67	14.3	B	TR	0.79	17.7	B					
	WB	LTR	0.53	12.0	B	LTR	0.61	13.3	B					
<b>Overall Intersection</b>	-	-	<b>0.92</b>	<b>26.7</b>	<b>C</b>	-	<b>0.94</b>	<b>28.6</b>	<b>C</b>					

**TABLE 12  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B WEEKDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Main Street at Roosevelt Avenue</b>														
Main Street	NB	T	0.67	24.4	C	T	0.67	24.4	C	T	0.71	26.8	C	-Modify Signal Timing; Shift 2 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 39 s to 41 s; NB/SB green time shifts from 41 s to 39 s].
	SB	T	0.52	21.9	C	T	0.52	21.9	C	T	0.55	23.9	C	
Roosevelt Avenue	EB	L	0.31	22.1	C	L	0.35	24.7	C	L	0.32	21.8	C	
	TR		0.74	33.3	C	TR	0.94	54.6	D	TR	0.89	44.4	D	
	WB	L	0.13	16.5	B	L	0.16	17.1	B	L	0.14	15.6	B	
	TR		0.84	35.9	D	TR	0.98	55.1	E	TR	0.93	43.5	D	
<b>Overall Intersection</b>	-		<b>0.75</b>	<b>27.7</b>	<b>C</b>	-	<b>0.82</b>	<b>37.2</b>	<b>D</b>	-	<b>0.82</b>	<b>33.5</b>	<b>C</b>	
<b>Union Street at Roosevelt Avenue</b>														
Union Street	NB	TR	0.58	19.4	B	TR	0.58	19.4	B					-Unmitigatable impact.
	SB	LT	0.99	52.8	D	LT	0.99	52.8	D					
		R	3.00+	1000.0+	F	R	3.00+	1000.0+	F					
Roosevelt Avenue	EB	LTR	2.04	503.2	F	LTR	2.45	683.8	F					
	WB	LT	0.62	25.8	C	LT	0.74	30.6	C					
		R	0.93	82.4	F	R	0.93	82.4	F					
<b>Overall Intersection</b>	-		<b>3.00+</b>	<b>492.8</b>	<b>F</b>	-	<b>3.00+</b>	<b>525.6</b>	<b>F</b>					
<b>Parsons Boulevard at Roosevelt Avenue</b>														
Parsons Boulevard	NB	LTR	0.65	24.6	C	LTR	0.69	25.8	C					-Mitigation not required.
			-	-	-									
	SB	LTR	0.65	23.6	C	LTR	0.65	23.6	C					
Roosevelt Avenue	EB	LTR	0.59	23.2	C	LTR	0.77	30.8	C					
	WB	LTR	0.77	30.3	C	LTR	0.88	39.0	D					
<b>Overall Intersection</b>	-		<b>0.71</b>	<b>25.5</b>	<b>C</b>	-	<b>0.78</b>	<b>30.0</b>	<b>C</b>					
<b>KISSENA BOULEVARD</b>														
<b>Main Street at Kissena Boulevard</b>														
Main Street	NB	L	0.86	51.1	D	L	0.89	54.8	D					-Mitigation not required.
		TR	0.63	22.2	C	TR	0.63	22.2	C					
	SB	L	0.46	20.4	C	L	0.46	20.4	C					
		TR	0.52	19.4	B	TR	0.52	19.4	B					
Kissena Boulevard	WB	T	0.72	27.1	C	T	0.72	27.1	C					
<b>Overall Intersection</b>	-		<b>0.79</b>	<b>24.7</b>	<b>C</b>	-	<b>0.80</b>	<b>25.1</b>	<b>C</b>					
<b>SANFORD AVENUE</b>														
<b>College Point Boulevard at Sanford Avenue</b>														
College Point Boulevard	NB	L	0.56	23.6	C	L	0.62	28.3	C					-Mitigation not required.
		T	0.66	14.4	B	T	0.68	14.8	B					
	SB	TR	0.76	16.8	B	TR	0.80	18.1	B					
Sanford Avenue	WB	L	0.57	34.8	C	L	0.57	34.8	C					
		TR	0.37	27.0	C	TR	0.48	28.8	C					
<b>Overall Intersection</b>	-		<b>0.70</b>	<b>18.1</b>	<b>B</b>	-	<b>0.73</b>	<b>19.3</b>	<b>B</b>					
<b>Union Street at Sanford Avenue</b>														
Union Street	NB	LTR	0.34	20.8	C	LTR	0.34	20.8	C					-Mitigation not required.
	SB	LTR	0.61	24.2	C	LTR	0.62	24.4	C					
Sanford Avenue	EB	DefL	0.42	19.5	B	DefL	0.45	20.5	C					
		TR	0.21	13.7	B	TR	0.21	13.7	B					
	WB	LTR	0.88	29.3	C	LTR	0.93	34.9	C					
<b>Overall Intersection</b>	-		<b>0.76</b>	<b>24.4</b>	<b>C</b>	-	<b>0.79</b>	<b>26.8</b>	<b>C</b>					

**TABLE 12  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B WEEKDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>Parsons Boulevard at Sanford Avenue</b>														
Parsons Boulevard	NB	LTR	1.15	94.1	F	LTR	1.18	107.5	F	LT	0.96	29.6	C	-Shift NB centerline 1-ft to the west to allow for a 20-ft NB approach. -Install "No Standing 7 AM - 7 PM, Mon-Fri" regulations on the NB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane.
			-	-	-					R	0.13	14.8	B	
	SB	LTR	0.71	25.1	C	LTR	0.80	29.4	C	LTR	0.81	30.0	C	
Sanford Avenue	EB	LTR	0.56	22.2	C	LTR	0.58	22.8	C	LTR	0.58	22.8	C	
	WB	LTR	0.87	34.4	C	LTR	0.93	41.4	D	LTR	0.93	41.4	D	
<b>Overall Intersection</b>	-	-	<b>1.01</b>	<b>46.0</b>	<b>D</b>	-	<b>1.06</b>	<b>52.2</b>	<b>D</b>	-	<b>0.94</b>	<b>31.5</b>	<b>C</b>	
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>														
<b>College Point Boulevard at 32nd Avenue</b>														
College Point Boulevard	NB	T	0.71	30.0	C	T	0.70	29.8	C					-Mitigation not required.
		TR	0.80	36.0	D	TR	0.80	36.0	D					
	SB	L	0.75	48.2	D	L	0.75	48.2	D					
		T	0.49	11.6	B	T	0.50	11.8	B					
32nd Avenue	WB	LTR	0.78	39.6	D	LTR	0.78	39.6	D					
<b>Overall Intersection</b>	-	-	<b>1.29</b>	<b>27.8</b>	<b>C</b>	-	<b>1.29</b>	<b>27.8</b>	<b>C</b>					
<b>NORTHERN BOULEVARD SERVICE ROAD</b>														
<b>College Point Boulevard at Northern Boulevard Service Road</b>														
College Point Boulevard	NB	TR	0.53	13.1	B	TR	0.54	13.3	B	TR	0.57	15.4	B	-Modify Signal Timing: Shift 3 s of green time from NB/SB phase to WB phase [NB/SB green time shifts from 51 s to 48 s; WB green time shifts from 29 s to 32 s].
	SB	LT	0.86	23.5	C	LT	0.88	25.1	C	LT	0.95	35.9	D	
Northern Blvd Service Rd	WB	LR	0.79	37.0	D	LR	0.98	59.8	E	LR	0.89	41.8	D	
<b>Overall Intersection</b>	-	-	<b>0.83</b>	<b>21.6</b>	<b>C</b>	-	<b>0.92</b>	<b>27.7</b>	<b>C</b>	-	<b>0.93</b>	<b>29.0</b>	<b>C</b>	
<b>STADIUM ROAD</b>														
<b>Boat Basin Road at Stadium Road</b>														
Boat Basin Road	NB	-	-	-	-	-	-	-	-	-	-	-	-	-Unmitigatable impact. -Install an actuaied controller. -Modify signal phasing and timing plan: EB lead phase will have 7 s green time; EB/WB phase will have 21 s green time; WB lag phase will have 10 s green time; NB/SB phase will have 62 s green time; [each phase will have 3 s amber and 2 s all red time].
		LTR	0.07	7.2	A	LTR	0.15	7.7	A	LTR	0.18	15.5	B	
	SB	DefL	0.27	9.2	A	DefL	0.75	21.7	C	DefL	0.89	44.9	D	
		TR	0.18	8.1	A	TR	0.42	10.4	B	TR	0.49	19.3	B	
Stadium Road	EB	-	-	-	-	DefL	0.57	42.7	D	DefL	0.51	37.9	D	
		-	-	-	-	TR	0.40	28.9	C	TR	0.41	36.1	D	
	WB	-	-	-	-	DefL	1.62	325.7	F					
		LTR	0.19	25.2	C	TR	1.41	231.4	F	LTR	0.98	68.8	E	
<b>Overall Intersection</b>	-	-	<b>0.25</b>	<b>12.5</b>	<b>B</b>	-	<b>1.02</b>	<b>130.1</b>	<b>F</b>	-	<b>1.00</b>	<b>44.1</b>	<b>D</b>	

TABLE 12  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2028 PHASE 1B WEEKDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>UNSIGNALIZED INTERSECTIONS</b>														
<b>Boat Basin Road at Worlds Fair Marina</b>														
Boat Basin Road	NB	L	-	19.5	C	L	-	1000.0+	F	L	0.28	26.3	C	-Install traffic signal with the following timing plan: EB will have 10 s green time; WB + NB-Right will have 40 s green time; NB will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Stripe WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. -Stripe NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. -Intersection meets NYCDOT Signal Warrant Criteria.
		R	-	8.5	A	R	-	8.7	A	R	0.05	2.4	A	
Worlds Fair Marina	EB	-	-	-	-	-	-	-	-	TR	0.09	36.5	D	
	WB	LT	-	8.2	A	LT	-	11.1	B	L	0.77	29.1	C	
		-	-	-	-	-	-	-	-	LT	0.56	21.7	C	
<b>Overall Intersection</b>	-	-	-	<b>9.4</b>	<b>A</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.51</b>	<b>25.3</b>	<b>C</b>	
<b>Willets Point Boulevard at Northern Boulevard</b>														
Willets Point Boulevard	NB	TR	-	10.6	B	-	-	-	-	-	-	-	-	-Channelize EB through receiving and NB right-turn receiving to allow concurrent traffic flow. -Install traffic signal with the following timing plan: EB will have 25 s green time; SB will have 55 s green time [each phase will have 3 s amber and 2 s all red time]. -Intersection meets NYCDOT Signal Warrant Criteria.
New Van Wyck Expressway Ramp	SB	-	-	-	-	-	-	-	-	T	0.29	8.6	A	
Northern Boulevard Service Road	EB	-	-	-	-	T	-	14.6	B	T	0.10	24.6	C	
<b>Overall Intersection</b>	-	-	-	<b>10.6</b>	<b>B</b>	-	-	<b>14.6</b>	<b>B</b>	-	<b>0.23</b>	<b>9.9</b>	<b>A</b>	
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>														
Stadium Road	NB	-	-	-	-	-	-	-	-	T	0.08	31.0	C	-Install traffic signal with the following timing plan: EB will have 45 s green time; WB will have 25 s green time; NB/SB will have 35 s green time [each phase will have 3 s amber and 2 s all red time]. -Add a right turn lane and channelized right-turn to the GCP off ramp. -Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. -Add a 12-ft SB left-turn lane in the median of Stadium Road. -Intersection meets NYCDOT Signal Warrant Criteria.
	SB	-	-	-	-	LT	-	7.8	A	L	0.53	41.3	D	
Grand Central Parkway Off-Ramp	EB	L	-	10.7	B	L	-	51.6	F	L	0.22	26.5	C	
		-	-	-	-	T	-	243.2	F	T	0.60	34.3	C	
		R	-	9.2	A	R	-	10.8	B	-	-	-	-	
Willets West Center Exit	WB	-	-	-	-	L	-	1000.0+	F	L	0.69	50.0	D	
		-	-	-	-	R	-	8.8	A	R	0.22	41.2	D	
<b>Overall Intersection</b>	-	-	-	<b>10.2</b>	<b>B</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.63</b>	<b>40.2</b>	<b>D</b>	
<b>126th Street at 36th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.47	17.9	B	TR	0.47	17.9	B	-Mitigation not required. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	DefL	0.83	29.3	C	-	-	-	-	
36th Avenue	WB	LT	-	8.4	A	T	0.76	15.6	B	LT	0.80	16.7	B	
		LR	-	16.0	C	L	0.14	39.6	D	L	0.14	39.6	D	
		-	-	-	-	R	0.38	30.3	C	R	0.38	30.3	C	
<b>Overall Intersection</b>	-	-	-	<b>11.1</b>	<b>B</b>	-	<b>1.07</b>	<b>19.8</b>	<b>B</b>	-	<b>0.63</b>	<b>18.6</b>	<b>B</b>	
<b>126th Street at 37th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.38	16.5	B	TR	0.38	16.5	B	-Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	DefL	0.90	55.2	E	DefL	0.78	36.0	D	
37th Avenue	WB	LT	-	8.3	A	T	0.58	13.0	B	T	0.58	13.0	B	
		LR	-	12.7	B	L	0.11	35.3	D	L	0.11	35.3	D	
		-	-	-	-	R	0.61	38.1	D	R	0.61	38.1	D	
<b>Overall Intersection</b>	-	-	-	<b>10.7</b>	<b>B</b>	-	<b>1.00</b>	<b>24.6</b>	<b>C</b>	-	<b>0.89</b>	<b>21.1</b>	<b>C</b>	
<b>Northern Boulevard at 126th Place</b>														
126th Place	NB	R	-	16.2	C	R	-	18.5	C	R	0.17	40.1	D	-Mitigation not required. -Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. -Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. -Intersection meets NYCDOT Signal Warrant Criteria.
Northern Boulevard	EB	-	-	-	-	-	-	-	-	TR	0.63	10.1	B	
<b>Overall Intersection</b>	-	-	-	<b>16.2</b>	<b>C</b>	-	-	<b>18.5</b>	<b>C</b>	-	<b>0.53</b>	<b>10.7</b>	<b>B</b>	

TABLE 12  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2028 PHASE 1B WEEKDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>NEW (WITH ACTION) SIGNALIZED INTERSECTION</b>														
126th Street at New Willets Point Boulevard														
126th Street	NB	-	-	-	-	TR	0.60	23.8	C					
	SB	-	-	-	-	DefL	0.67	18.9	B					-Mitigation not required.
		-	-	-	-	T	0.38	9.9	A					-Intersection meets NYCDOT Signal Warrant Criteria.
New Willets Point Boulevard	WB	-	-	-	-	L	0.55	44.6	D					
		-	-	-	-	R	0.57	33.4	C					
<b>Overall Intersection</b>		-	-	-	-		0.79	23.5	C					

**Notes**

- (1): Control delay is measured in seconds per vehicle
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio
- (3): V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+".
- (4): This table has been revised for the Final SEIS.

**TABLE 13**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2028 PHASE 1B WEEKDAY NON-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>ASTORIA BOULEVARD</b>														
108th Street at Astoria Boulevard														
108th Street	NB	DeFL	0.57	46.6	D	DeFL	0.70	53.7	D					-Unmitigatable impact.
		T	0.22	35.7	D	T	0.22	35.7	D					
	SB	LTR	0.40	39.4	D	LTR	0.40	39.4	D					
Astoria Boulevard	EB	TR	0.91	27.3	C	TR	0.95	30.2	C					
		-	-	-	-	-	-	-	-					
	WB	L	0.72	47.0	D	L	0.72	47.5	D					
		TR	0.34	9.8	A	TR	0.39	10.2	B					
<b>Overall Intersection</b>			<b>0.81</b>	<b>25.9</b>	<b>C</b>		<b>0.87</b>	<b>27.9</b>	<b>C</b>					
<b>NORTHERN BOULEVARD</b>														
108th Street at Northern Boulevard (RT. 25A)														
108th Street	NB	LTR	1.17	129.2	F	LTR	1.55	294.2	F	L	0.76	49.7	D	-Install "No Standing Anytime" regulations along the east curb of the NB approach for 250-ft from the intersection to allow for two moving lanes. -Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes. -Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft. -Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft. -Install "No Standing 10 AM - 9 PM" regulations along the north curb of the WB approach for 150-ft from the intersection to allow for a 10-ft daylighted right-turn lane. -Install "No Standing 10 AM - 9 PM" regulations along the south curb of the EB approach for 100-ft from the intersection to allow for a 10-ft daylighted right-turn lane.
		-	-	-	-	-	-	-	-	TR	0.76	44.9	D	
	SB	LTR	1.13	116.0	F	LTR	1.15	125.9	F	L	0.53	46.7	D	
		-	-	-	-	-	-	-	-	TR	0.69	45.2	D	
Northern Boulevard (Rt. 25A)	EB	L	0.15	34.4	C	L	0.15	43.1	D	L	0.15	34.5	C	
		TR	0.84	14.1	B	TR	0.93	17.8	B	TR	0.93	17.8	B	
		-	-	-	-	-	-	-	-	-	-	-	-	
	WB	L	0.67	42.2	D	L	0.67	44.2	D	L	0.67	44.2	D	
		TR	1.15	92.0	F	TR	1.27	147.2	F	T	1.05	51.0	D	
		-	-	-	-	-	-	-	-	R	0.31	12.5	B	
		-	-	-	-	-	-	-	-	-	-	-	-	
<b>Overall Intersection</b>			<b>1.08</b>	<b>59.1</b>	<b>E</b>		<b>1.25</b>	<b>93.9</b>	<b>F</b>		<b>0.97</b>	<b>33.7</b>	<b>C</b>	
114th Street at Northern Boulevard (RT. 25A)														
114th Street	SB	LTR	0.39	45.8	D	LTR	0.45	47.3	D	LTR	0.52	37.6	D	-Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes. -Divert left-turning turning to NB 112th Place and then to SB 114th Street. -Prohibit parking along east curb of SB 114th Street for 200 ft and restripe as two 11-ft lanes. -Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides. -Modify signal timing: Eliminate WB lead phase. Shift 12 s green time from WB lead phase to SB phase [SB green time shifts from 23 s to 35 s]. Shift 10 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 65 s to 75 s].
Northern Boulevard (Rt. 25A)	EB	T	1.15	85.9	F	T	1.27	142.3	F	T	1.10	58.8	E	
		R	0.84	17.6	B	R	0.87	18.4	B	R	0.75	8.9	A	
	WB	DeFL	0.87	58.5	E	DeFL	1.05	96.0	F	-	-	-	-	
		T	0.92	18.5	B	T	1.01	34.6	C	T	0.92	23.3	C	
		-	-	-	-	-	-	-	-	-	-	-	-	
<b>Overall Intersection</b>			<b>1.56</b>	<b>46.9</b>	<b>D</b>		<b>1.73</b>	<b>77.9</b>	<b>E</b>		<b>0.92</b>	<b>35.8</b>	<b>D</b>	
126th Street at Northern Boulevard (RT. 25A)														
126th Street	NB	L	0.42	43.2	D	L	1.02	87.1	F	L	1.11	117.5	F	-Partially mitigated. -Install Jersey barriers on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitestone Expressway Ramp to bypass the signal and operate as free flow through the intersection. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave. -Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes. -Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard. -Modify signal timing: shift 1 s green time from EB GCP/Astoria Blvd Ramp phase to EB Northern Blvd phase and 2 s green time from NB 126th St phase to EB Northern Blvd phase [EB Northern Blvd green time shifts from 25 s to 28 s; EB GCP/Astoria Blvd Ramp green time shifts from 55 s to 54 s; NB 126th St green time shifts from 25 s to 23 s].
		R	0.28	41.2	D	R	3.00+	1000.0+	F	R	0.64	50.8	D	
Northern Boulevard	EB	T	1.23	165.1	F	T	1.27	182.1	F	T	1.19	142.2	F	
	WB	T	0.40	7.7	A	T	0.45	8.2	A	T	0.44	7.3	A	
Grand Central Parkway Ramp	EB	T	0.74	30.3	C	T	0.78	31.6	C	T	0.79	32.9	C	
Van Wyck & Whitestone Expressway Ramp	WB	T	0.90	25.2	C	T	1.24	131.8	F	-	-	-	-	
		-	-	-	-	-	-	-	-	-	-	-	-	
<b>Overall Intersection</b>			<b>0.79</b>	<b>51.4</b>	<b>D</b>		<b>2.29</b>	<b>218.4</b>	<b>F</b>		<b>0.97</b>	<b>71.8</b>	<b>E</b>	

**TABLE 13**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2028 PHASE 1B WEEKDAY NON-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
Prince Street at Northern Boulevard (RT. 25A)														
Prince Street	NB	LTR	1.23	148.9	F	LTR	1.23	148.9	F	LTR	1.23	148.9	F	-Partially Mitigated. -Install "No Standing 10 AM - 7 PM" regulations along the north curb of the WB Northern Boulevard Service Road approach for 100-ft from the intersection to allow for one 10-ft through lane and one 10-ft daylighted right-turn pocket. -Reduce the width of the hatched median between the Service Road and Mainline from 8-ft to 6-ft.
	SB	LTR	0.53	41.7	D	LTR	0.53	41.7	D	LTR	0.53	41.7	D	
Northern Boulevard (Rt. 25A)	EB	L	0.62	45.8	D	L	0.62	45.8	D	L	0.62	45.8	D	
		T	0.97	38.1	D	T	1.04	57.9	E	T	1.04	57.9	E	
	WB	L	0.81	72.6	E	L	0.81	72.6	E	L	0.81	72.6	E	
		T	1.14	106.9	F	T	1.20	129.5	F	T	1.20	129.5	F	
Northern Boulevard Service Rd.	EB	TR	0.66	27.5	C	TR	0.66	27.5	C	TR	0.66	27.5	C	
	WB	TR	0.66	35.4	D	TR	0.83	45.8	D	T	0.61	32.6	C	
			-	-	-		-	-	-	R	0.13	23.3	C	
<b>Overall Intersection</b>	-	-	<b>1.03</b>	<b>67.1</b>	<b>E</b>	-	<b>1.06</b>	<b>82.2</b>	<b>F</b>	-	<b>1.06</b>	<b>81.4</b>	<b>F</b>	
Main Street at Northern Boulevard (RT. 25A)														
Main Street	NB	L	0.96	61.0	E	L	0.96	61.0	E					-Unmitigatable impact.
		R	0.97	76.1	E	R	0.97	76.1	E					
Northern Boulevard (Rt. 25A)	EB	T	1.07	67.4	E	T	1.16	104.8	F					
		R	1.19	127.1	F	R	1.19	127.1	F					
	WB	L	0.17	26.8	C	L	0.17	26.8	C					
		T	0.77	23.0	C	T	0.86	26.2	C					
<b>Overall Intersection</b>	-	-	<b>1.08</b>	<b>59.3</b>	<b>E</b>	-	<b>1.08</b>	<b>73.9</b>	<b>E</b>					
Union Street at Northern Boulevard (RT. 25A)														
Union Street	NB	TR	0.78	38.5	D	TR	0.78	38.5	D	TR	0.78	38.5	D	-Partially Mitigated. -Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane.
	SB	TR	0.82	39.5	D	TR	0.82	39.5	D	TR	0.82	39.5	D	
Northern Boulevard (Rt. 25A)	EB	L	0.77	43.4	D	L	0.78	44.9	D	L	0.78	43.4	D	
		TR	1.13	97.5	F	TR	1.22	136.8	F	TR	1.22	136.8	F	
	WB	L	0.86	49.4	D	L	0.86	50.2	D	L	0.56	50.2	D	
		TR	0.93	41.4	D	TR	1.04	63.4	E	TR	0.77	34.2	C	
<b>Overall Intersection</b>	-	-	<b>0.98</b>	<b>63.9</b>	<b>E</b>	-	<b>1.02</b>	<b>86.6</b>	<b>F</b>	-	<b>1.02</b>	<b>78.7</b>	<b>E</b>	
Parsons Boulevard at Northern Boulevard (RT. 25A)														
Parsons Boulevard	NB	L	0.84	70.0	E	L	0.86	73.5	E	L	0.85	71.1	E	-Partially Mitigated. -Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Modify Signal Timing: Shift 2 s of green time from EB/WB protected left-turn phase to EB/WB phase; shift 1 s green time from LPI phase (east and west crosswalks) to NB/SB phase [EB/WB protected left-turn green time shifts from 12 s to 10 s; EB/WB green time shifts from 50 s to 52 s; LPI shifts from 7 s to 6 s; NB/SB green time shifts from 36 s to 37 s].
		TR	0.50	35.3	D	TR	0.50	35.3	D	TR	0.49	34.3	C	
	SB	LTR	1.12	98.5	F	LTR	1.16	116.5	F	LT	0.65	34.1	C	
Northern Boulevard (Rt. 25A)	EB	L	0.43	44.7	D	L	0.47	46.9	D	L	0.44	33.7	C	
		TR	1.01	47.4	D	TR	1.10	82.0	F	TR	0.52	48.6	D	
			-	-	-		-	-	-	TR	1.06	62.6	E	
	WB	L	0.36	39.5	D	L	0.36	41.2	D	L	0.40	42.2	D	
		TR	1.14	99.2	F	TR	1.27	157.9	F	T	1.04	57.1	E	
			-	-	-		-	-	-	R	0.32	23.0	C	
<b>Overall Intersection</b>	-	-	<b>1.06</b>	<b>69.4</b>	<b>E</b>	-	<b>1.13</b>	<b>106.2</b>	<b>F</b>	-	<b>0.98</b>	<b>55.3</b>	<b>E</b>	
<b>34TH AVENUE</b>														
114th Street at 34th Avenue														
114th Street	SB	L	1.00	62.0	E	L	1.08	85.9	F	L	0.98	53.7	D	-Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].
		T	0.40	26.1	C	T	0.48	27.3	C	T	0.43	24.4	C	
34th Avenue	EB	T	0.39	11.5	B	T	0.39	11.5	B	T	0.41	13.3	B	
		R	0.07	8.5	A	R	0.07	8.5	A	R	0.07	9.9	A	
<b>Overall Intersection</b>	-	-	<b>0.60</b>	<b>37.0</b>	<b>D</b>	-	<b>0.63</b>	<b>49.0</b>	<b>D</b>	-	<b>0.63</b>	<b>34.0</b>	<b>C</b>	

**TABLE 13**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2028 PHASE 1B WEEKDAY NON-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
<b>126th Street/GCP Ramp at 34th Avenue</b>															
126th Street	NB	DefL	0.36	23.8	C	DefL	1.56	297.0	F	L	0.78	44.0	D	-Partially mitigated. -Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane. -Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. -Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes. -Modify signal phasing and timing plan: EB/WB phase will have 53 s green time; NB/SB lead left-turn phase will have 15 s green time; NB/SB phase will have 37 s green time [each phase will have 3 s amber and 2 s all red time].	
		TR	0.27	21.2	C	TR	0.53	25.4	C	TR	0.71	41.2	D		
Northern Boulevard Ramp GCP Ramp	SB	LTR	0.28	21.7	C	LTR	0.61	29.3	C	-	-	-			
	SB	LTR	0.76	59.9	E	LTR	3.00+	1000.0+	F	L	0.44	25.1	C		
Shea Road	-	-	-	-	-	-	-	-	-	T	0.49	35.5	D		
	EB	-	-	-	-	DefL	3.00+	1000.0+	F	DefL	1.07	115.1	F		
34th Avenue	LTR	0.44	42.6	D	TR	2.31	649.5	F	TR	0.59	29.4	C			
	WB	LTR	0.99	96.6	F	LTR	3.00+	1000.0+	F	TR	0.92	46.1	D		
<b>Overall Intersection</b>	-	<b>0.61</b>	<b>43.7</b>	<b>D</b>	-	<b>2.83</b>	<b>787.7</b>	<b>F</b>	-	<b>0.93</b>	<b>45.3</b>	<b>D</b>			
<b>ROOSEVELT AVENUE</b>															
<b>108th Street at Roosevelt Avenue</b>															
108th Street	NB	LTR	1.11	103.1	F	LTR	1.15	121.5	F	LT	0.93	55.3	E		-Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.
		-	-	-	-	-	-	-	-	R	0.38	38.2	D		
Roosevelt Avenue	SB	LTR	1.18	128.7	F	LTR	1.19	135.8	F	LT	0.95	52.3	D		
	-	-	-	-	-	-	-	-	-	R	0.39	38.0	D		
Roosevelt Avenue	EB	LTR	0.74	9.9	A	LTR	0.86	15.8	B	LTR	0.86	15.8	B		
	WB	LTR	0.83	17.7	B	LTR	1.01	38.3	D	LTR	1.01	38.3	D		
<b>Overall Intersection</b>	-	<b>0.93</b>	<b>48.9</b>	<b>D</b>	-	<b>1.06</b>	<b>59.0</b>	<b>E</b>	-	<b>0.99</b>	<b>34.8</b>	<b>C</b>			
<b>111th Street at Roosevelt Avenue</b>															
111th Street Roosevelt Avenue	NB	LTR	0.86	56.9	E	LTR	0.86	56.9	E	LTR	0.86	56.9	E	-Install "No Standing 10 AM - 10 PM" regulations along the north curb of the WB Roosevelt Avenue approach 100-ft from the intersection to allow for one 11-ft left-through lane and one 10-ft right-turn lane.	
		EB	LTR	0.79	10.8	B	LTR	0.93	20.4	C	LTR	0.99	33.5		
Roosevelt Avenue	WB	LTR	1.24	129.8	F	LTR	1.42	210.1	F	LT	1.17	99.4	F		
	-	-	-	-	-	-	-	-	-	R	0.16	7.6	A		
<b>Overall Intersection</b>	-	<b>1.13</b>	<b>76.2</b>	<b>E</b>	-	<b>1.27</b>	<b>118.7</b>	<b>F</b>	-	<b>1.08</b>	<b>65.7</b>	<b>E</b>			
<b>114th Street at Roosevelt Avenue</b>															
114th Street Roosevelt Avenue	NB	LTR	0.98	63.6	E	LTR	1.04	80.2	F	LTR	0.72	40.0	D		-Shift center line of WB Roosevelt Avenue approach 11 ft to the south. -Restripe the WB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane, one 11-ft through lane, and one 11-ft exclusive right-turn lane. -Restripe the EB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane and one 11-ft travel lane. -Shift centerline of NB 114th Street approach 3 ft to the east. -Restripe the NB 114th Street approach from one 16-ft travel lane to one 13-ft travel lane. -Shift center line of SB 114th Street approach 2 ft to the east. -Install "No Standing Anytime" regulations along the east curb of the NB 114th Street approach 250 ft from the intersection. -Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 250 ft from the intersection. -Modify signal timing: Shift 2 s green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 80 s to 78 s; NB/SB green time shifts from 30 s to 32 s]. -Install "No Standing 3 PM - 7 PM" regulations along the west curb of the SB 114th Street approach 150-ft from the intersection to allow for one 12-ft left-through lane and one 10-ft right-turn lane.
		SB	LTR	1.08	87.8	F	LTR	1.24	156.6	F	LT	0.87	43.6		
Roosevelt Avenue	-	-	-	-	-	-	-	-	-	R	0.13	33.5	-		
	EB	LTR	0.91	20.4	C	LTR	1.27	149.1	F	L	0.40	14.3	B		
Roosevelt Avenue	WB	LTR	0.74	15.5	B	LTR	1.04	52.4	D	TR	0.67	8.1	A		
	-	-	-	-	-	-	-	-	-	L	0.68	20.9	C		
<b>Overall Intersection</b>	-	-	-	-	-	-	-	-	-	T	0.85	23.7	C		
	-	-	-	-	-	-	-	-	-	R	0.62	15.3	B		
<b>Overall Intersection</b>	-	<b>0.96</b>	<b>30.5</b>	<b>C</b>	-	<b>1.26</b>	<b>89.1</b>	<b>F</b>	-	<b>0.86</b>	<b>21.7</b>	<b>C</b>			



**TABLE 13  
CITYFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B WEEKDAY NON-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action					With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		LOS	Mvt.	V/C	Control		Mvt.	V/C	Control			LOS
			Delay	LOS				Delay	LOS			Delay	LOS		
<b>126th Street at Roosevelt Avenue</b>															
126th Street	NB	LTR	0.67	54.4	D	LTR	1.34	242.5	F	DefL	1.33	260.3	F	-Partially mitigated -Modify signal phasing and timing plan: EB lead phase will have 7 s green time, EB/ABW phase will have 39 s green time, WB lag phase will have 7 s green time; NB/SB phase will have 29 s green time; [each phase will have 3 s amber and 2 s all red time]. -Restripe NB approach from one wide 25-ft lane to two 12-ft wide lanes with a 1-ft buffer at the east curb.	
			-	-	-					TR	0.24	40.4	D		
	SB	DefL	1.03	99.7	F	DefL	1.65	351.9	F		-	-	-		
			-	-	-										
		TR	0.65	47.4	D	TR	1.50	281.7	F	LTR	1.91	462.3	F		
Roosevelt Avenue	EB	-	-	-	-	DefL	1.24	161.9	F	DefL	1.19	165.7	F		
			-	-	-					TR	0.76	16.1	B		
	LTR	0.69	7.9	A	TR	0.67	7.7	A	LTR	0.97	41.4	D			
	WB	LTR	0.60	12.7	B	LTR	0.85	21.6	C		-	-	-		
			-	-	-										
	<b>Overall Intersection</b>	-	<b>0.79</b>	<b>26.8</b>	<b>C</b>	-	<b>1.35</b>	<b>119.5</b>	<b>F</b>	-	<b>1.93</b>	<b>168.9</b>	<b>F</b>		
<b>College Point Boulevard at Roosevelt Avenue</b>															
College Point Boulevard	NB	L	1.24	174.8	F	L	1.55	305.4	F	L	0.88	66.2	E	-Partially Mitigated -Restripe the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. -Restripe the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. -Restripe the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes, and two 10-ft travel lanes for 200 ft. -Restripe the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. -Restripe the NB/SB lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left turn lanes, and three SB 10-ft travel lanes. -Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. -Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft. -Install "No Standing Anytime" regulations along the west curb of the SB approach of College Point Boulevard for 200 ft. -Divert SB right-turn traffic on College Point Boulevard to 39th Avenue and Janet Place. -Divert WB left-turn traffic on Roosevelt Avenue to Janet Place and 39th Avenue. -Modify signal phasing and timing plan: EB/WB will have 27 s green time; EB-lag phase will have 24 s green time; NB lead-phase will have 19 s green time; NB/SB phase will have 30 s green time [each phase will have 3 s amber and 2 s all red time].	
			-	-	-					TR	0.74	30.7	C		
	SB	TR	1.32	190.5	F	TR	1.45	246.0	F	T	1.10	100.3	F		
			-	-	-										
Roosevelt Avenue	EB	L	0.48	37.1	D	L	0.51	37.9	D	L	0.53	38.3	D		
			-	-	-					TR	1.42	223.2	F		
	TR	1.21	128.8	F	TR	1.44	252.3	F							
	WB	L	0.25	43.7	D	L	0.25	43.7	D						
			-	-	-					TR	0.55	43.9	D		
	TR	0.45	35.9	D	TR	0.55	38.3	D							
	<b>Overall Intersection</b>	-	<b>1.32</b>	<b>117.5</b>	<b>F</b>	-	<b>1.56</b>	<b>170.9</b>	<b>F</b>	-	<b>96.2</b>	<b>1.23</b>	<b>A</b>		
<b>Prince Street at Roosevelt Avenue</b>															
Prince Street	SB	LTR	0.60	33.2	C	LTR	0.60	33.2	C	LTR	0.63	35.5	D	-Modify Signal Timing: Shift 2 s of green time from SB phase to EB/WB phase [EB/WB green time shifts from 63 s to 65 s; SB green time shifts from 47 s to 45 s].	
Roosevelt Avenue	EB	DefL	1.09	94.6	F	DefL	1.14	112.8	F	DefL	1.09	93.6	F		
			-	-	-					TR	0.79	28.2	C		
	TR	0.69	25.3	C	TR	0.82	31.1	C	TR	0.79	28.2	C			
	WB	LTR	0.60	20.7	C	LTR	0.68	22.3	C	LTR	0.66	20.6	C		
			-	-	-										
	<b>Overall Intersection</b>	-	<b>0.88</b>	<b>42.8</b>	<b>D</b>	-	<b>0.91</b>	<b>46.9</b>	<b>D</b>	-	<b>0.90</b>	<b>42.0</b>	<b>D</b>		

**TABLE 13  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B WEEKDAY NON-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure			
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control					
			Delay	LOS			Delay	LOS			Delay	LOS				
Main Street at Roosevelt Avenue Main Street Roosevelt Avenue	NB	T	0.51	21.1	C	T	0.51	21.1	C	T	0.55	24.2	C	-Partially mitigated. -Modify Signal Timing: Shift 4 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 45 s to 49 s; NB/SB green time shifts from 65 s to 61 s].		
	SB	T	0.56	22.2	C	T	0.56	22.2	C	T	0.59	25.5	C			
	EB	L	0.48	42.6	D	L	0.57	52.2	D	L	0.47	39.6	D			
	TR	0.89	61.0	E	TR	1.14	127.8	F	TR	1.04	90.0	F				
	WB	L	0.20	26.8	C	L	0.24	28.1	C	L	0.21	24.6	C			
	TR	1.01	69.7	E	TR	1.14	115.9	F	TR	1.04	75.8	E				
	Overall Intersection	-	0.74	38.8	D	-	0.79	64.6	E	-	0.88	78.4	E			
	Union Street at Roosevelt Avenue Union Street Roosevelt Avenue	NB	TR	0.42	16.7	B	TR	0.42	16.7	B						-Unmitigatable impact.
		SB	LT	0.92	36.8	D	LT	0.92	36.8	D						
		R	2.58	751.0	F	R	2.58	751.0	F							
EB		LTR	1.84	408.5	F	LTR	2.19	566.7	F							
WB		LT	0.56	24.4	C	LT	0.66	27.8	C							
R		1.14	146.0	F	R	1.14	146.0	F								
Overall Intersection		-	2.23	222.0	F	-	2.40	265.8	F							
Parsons Boulevard at Roosevelt Avenue Parsons Boulevard Roosevelt Avenue		NB	LTR	0.85	40.0	D	LTR	0.88	43.3	D	LT	0.86	44.4	D	-Modify Signal Timing: Shift 4 s green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 55 s to 59 s; NB/SB green time shifts from 55 s to 51 s. -Install "No Standing 7 AM - 10 AM, 4 PM - 7 PM, Mon-Fri" regulations on the NB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane. [Measures reflect improvements needed for the Weekday Pre-game PM peak period.]	
		SB	LTR	0.71	30.6	C	LTR	0.71	30.6	C	R	0.07	20.6	C		
		EB	LTR	0.50	26.0	C	LTR	0.66	31.4	C	LTR	0.76	35.8	D		
	WB	LTR	0.75	34.5	C	LTR	0.87	43.3	D	LTR	0.61	26.9	C			
	Overall Intersection	-	0.80	33.4	C	-	0.87	37.3	D	-	0.83	35.3	D			
	<b><u>KISSENA BOULEVARD</u></b>															
	Main Street at Kissena Boulevard Main Street Kissena Boulevard	NB	L	0.77	38.8	D	L	0.78	39.5	D						-Mitigation not required.
		TR	0.58	22.4	C	TR	0.58	22.4	C							
		SB	L	0.84	51.7	D	L	0.84	51.7	D						
		TR	0.46	19.3	B	TR	0.46	19.3	B							
WB		T	0.66	35.5	D	T	0.66	35.5	D							
Overall Intersection		-	0.80	29.6	C	-	0.81	29.6	C							
<b><u>SANFORD AVENUE</u></b>																
College Point Boulevard at Sanford Avenue College Point Boulevard Sanford Avenue		NB	L	0.52	31.5	C	L	0.52	31.5	C					-Mitigation not required.	
		T	0.60	13.2	B	T	0.62	13.5	B							
		SB	TR	0.98	32.5	C	TR	1.02	42.8	D						
	WB	L	0.77	46.6	D	L	0.77	46.6	D							
	TR	0.36	26.8	C	TR	0.46	28.4	C								
	Overall Intersection	-	0.91	26.9	C	-	0.94	32.5	C							
	Union Street at Sanford Avenue Union Street Sanford Avenue	NB	LTR	0.30	20.1	C	LTR	0.30	20.1	C						-Mitigation not required.
		SB	LTR	0.73	26.6	C	LTR	0.74	27.2	C						
		EB	-	-	-	-	-	-	-	-						
		LTR	0.32	14.7	B	LTR	0.32	14.7	B							
WB		LTR	0.68	22.2	C	LTR	0.72	23.8	C							
Overall Intersection		-	0.70	22.3	C	-	0.73	23.0	C							

**TABLE 13  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B WEEKDAY NON-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>Parsons Boulevard at Sanford Avenue</b>														
Parsons Boulevard	NB	LTR	0.89	33.8	C	LTR	0.91	35.9	D	LT	0.65	21.0	C	-Shift NB centerline 1-ft to the west to allow for a 20-ft NB approach. -Install "No Standing 7 AM - 7 PM, Mon-Fri" regulations on the NB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane. -Modify Signal Timing: Shift 2 s green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 40 s to 38 s; NB/SB green time shifts from 40 s to 42 s].
			-	-	-					R	0.14	14.0	B	
	SB	LTR	0.77	27.2	C	LTR	0.90	37.5	D	LTR	0.95	43.5	D	
Sanford Avenue	EB	LTR	0.70	26.0	C	LTR	0.73	27.1	C	LTR	0.77	30.6	C	
	WB	LTR	0.78	29.7	C	LTR	0.84	33.3	C	LTR	0.89	39.8	D	
<b>Overall Intersection</b>	-	-	<b>0.84</b>	<b>29.3</b>	<b>C</b>	-	<b>0.87</b>	<b>33.7</b>	<b>C</b>	-	<b>0.92</b>	<b>33.7</b>	<b>C</b>	
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>														
<b>College Point Boulevard at 32nd Avenue</b>														
College Point Boulevard	NB	T	0.50	25.2	C	T	0.52	25.6	C					-Mitigation not required.
		TR	0.93	46.9	D	TR	0.93	46.9	D					
	SB	L	0.49	34.8	C	L	0.49	34.8	C					
		T	0.43	10.9	B	T	0.44	11.0	B					
32nd Avenue	WB	LTR	0.89	44.7	D	LTR	0.89	44.7	D					
<b>Overall Intersection</b>	-	-	<b>1.15</b>	<b>29.1</b>	<b>C</b>	-	<b>1.15</b>	<b>29.1</b>	<b>C</b>					
<b>NORTHERN BOULEVARD SERVICE ROAD</b>														
<b>College Point Boulevard at Northern Boulevard Service Road</b>														
College Point Boulevard	NB	TR	0.56	13.5	B	TR	0.57	13.7	B					-Mitigation not required.
		LT	0.86	23.4	C	LT	0.88	24.9	C					
Northern Blvd Service Rd	WB	LR	0.73	34.2	C	LR	0.88	44.8	D					
<b>Overall Intersection</b>	-	-	<b>0.81</b>	<b>20.7</b>	<b>C</b>	-	<b>0.88</b>	<b>23.8</b>	<b>C</b>					
<b>STADIUM ROAD</b>														
<b>Boat Basin Road at Stadium Road</b>														
Boat Basin Road	NB	-	-	-	-	-	-	-	-	-	-	-	-	-Unmitigatable impact. -Install an actuated controller. -Modify signal phasing and timing plan: EB lead phase will have 7 s green time; EB/WB phase will have 21 s green time; WB lag phase will have 15 s green time; NB/SB phase will have 57 s green time; [each phase will have 3 s amber and 2 s all red time].
		LTR	0.05	7.1	A	LTR	0.23	8.3	A	LTR	0.25	18.9	B	
	SB	-	-	-	-	-	-	-	-	DefL	0.85	42.2	D	
		LTR	0.23	8.2	A	LTR	0.74	15.4	B	TR	0.62	24.7	C	
Stadium Road	EB	-	-	-	-	DefL	1.06	148.7	F	DefL	0.53	38.6	D	
		-	-	-	-	TR	0.41	29.2	C	TR	0.42	36.2	D	
	WB	-	-	-	-	-	-	-	-	-	-	-	-	
		LTR	0.30	26.4	C	LTR	1.48	253.5	F	LTR	1.01	70.2	E	
<b>Overall Intersection</b>	-	-	<b>0.25</b>	<b>14.8</b>	<b>B</b>	-	<b>0.97</b>	<b>111.7</b>	<b>F</b>	-	<b>0.98</b>	<b>46.7</b>	<b>D</b>	

**TABLE 13**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2028 PHASE 1B WEEKDAY NON-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>UNSIGNALIZED INTERSECTIONS</b>														
<b>Boat Basin Road at Worlds Fair Marina</b>														
Boat Basin Road	NB	L	-	16.6	C	L	-	1000.0+	F	L	0.37	27.5	C	-Install traffic signal with the following timing plan: EB will have 10 s green time; WB + NB-Right will have 40 s green time; NB will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Stripe WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. -Stripe NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. -Intersection meets NYCDOT Signal Warrant Criteria.
		R	-	8.8	A	R	-	9.1	A	R	0.08	2.5	A	
Worlds Fair Marina	EB	-	-	-	-	-	-	-	-	TR	0.08	36.4	D	
	WB	LT	-	7.8	A	LT	-	9.6	A	L	0.65	24.4	C	
		-	-	-	-	-	-	-	-	LT	0.57	21.9	C	
<b>Overall Intersection</b>	-	-	-	<b>9.1</b>	<b>A</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.48</b>	<b>23.1</b>	<b>C</b>	
<b>Willets Point Boulevard at Northern Boulevard</b>														
Willets Point Boulevard	NB	TR	-	9.9	A	-	-	-	-	-	-	-	-	-Channelize EB through receiving and NB right-turn receiving to allow concurrent traffic flow. -Install traffic signal with the following timing plan: EB will have 25 s green time; SB will have 55 s green time [each phase will have 3 s amber and 2 s all red time]. -Intersection meets NYCDOT Signal Warrant Criteria.
New Van Wyck Expressway Ramp	SB	-	-	-	-	-	-	-	-	T	0.25	8.4	A	
Northern Boulevard Service Road	EB	-	-	-	-	T	-	14.1	B	T	0.09	24.5	C	
<b>Overall Intersection</b>	-	-	-	<b>9.9</b>	<b>A</b>	-	-	<b>14.1</b>	<b>B</b>	-	<b>0.20</b>	<b>9.7</b>	<b>A</b>	
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>														
Stadium Road	NB	-	-	-	-	-	-	-	-	T	0.07	27.4	C	-Install traffic signal with the following timing plan: EB will have 40 s green time; WB will have 25 s green time; NB/SB will have 40 s green time [each phase will have 3 s amber and 2 s all red]. -Add a right turn lane and channelized right-turn to the GCP off ramp. -Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. -Add a 12-ft SB left-turn lane in the median of Stadium Road. -Intersection meets NYCDOT Signal Warrant Criteria.
	SB	-	-	-	-	LT	-	7.8	A	L	0.41	34.0	C	
Grand Central Parkway Off-Ramp	EB	L	-	10.7	B	L	-	36.0	E	L	0.23	29.9	C	
		-	-	-	-	T	-	157.1	F	T	0.58	37.3	D	
		R	-	9.4	A	R	-	11.6	B	-	-	-	-	
Willets West Center Exit	WB	-	-	-	-	L	-	1000.0+	F	L	0.86	59.4	E	
		-	-	-	-	R	-	9.0	A	R	0.27	42.0	D	
<b>Overall Intersection</b>	-	-	-	<b>10.0</b>	<b>A</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.69</b>	<b>43.0</b>	<b>D</b>	
<b>126th Street at 36th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.49	18.3	B	TR	0.49	18.3	B	-Mitigation not required. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	-	-	-	-	-	-	-	-	
		LT	-	8.2	A	LT	0.65	11.8	B	LT	0.60	10.7	B	
36th Avenue	WB	LR	-	12.1	B	L	0.13	39.5	D	L	0.13	39.5	D	
		-	-	-	-	R	0.56	36.2	D	R	0.56	36.2	D	
<b>Overall Intersection</b>	-	-	-	<b>11.2</b>	<b>B</b>	-	<b>0.54</b>	<b>17.4</b>	<b>B</b>	-	<b>0.52</b>	<b>17.1</b>	<b>B</b>	
<b>126th Street at 37th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.44	17.3	B	TR	0.44	17.3	B	-Mitigation not required. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	-	-	-	-	-	-	-	-	
		LT	-	8.2	A	LT	0.61	13.3	B	LT	0.57	12.6	B	
37th Avenue	WB	LR	-	13.1	B	L	0.10	35.2	D	L	0.10	35.2	D	
		-	-	-	-	R	0.41	31.5	C	R	0.41	31.5	C	
<b>Overall Intersection</b>	-	-	-	<b>11.4</b>	<b>B</b>	-	<b>0.48</b>	<b>17.0</b>	<b>B</b>	-	<b>0.45</b>	<b>16.7</b>	<b>B</b>	
<b>Northern Boulevard at 126th Place</b>														
126th Place	NB	R	-	19.2	C	R	-	24.2	C	R	0.20	40.6	D	-Mitigation not required. -Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. -Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. -Intersection meets NYCDOT Signal Warrant Criteria.
Northern Boulevard	EB	-	-	-	-	-	-	-	-	TR	0.71	11.4	B	
<b>Overall Intersection</b>	-	-	-	<b>19.2</b>	<b>C</b>	-	-	<b>24.2</b>	<b>C</b>	-	<b>0.59</b>	<b>12.0</b>	<b>B</b>	



**TABLE 14**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2028 PHASE 1B SATURDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control	LOS	Mvt.	V/C	Control	LOS	Mvt.	V/C	Control	LOS			
			Delay				Delay				Delay				
<b>SIGNALIZED INTERSECTIONS</b>															
<b>ASTORIA BOULEVARD</b>															
108th Street at Astoria Boulevard	NB	DefL	0.51	27.4	C	DefL	0.63	31.2	C	DefL	0.63	31.2	C	-Install "No Standing Saturday 11 AM - 10 PM" regulations along the south curb of the EB approach for 150-ft from the intersection to allow for an 11-ft daylighted right-turn lane.	
108th Street		T	0.20	21.1	C	T	0.20	21.1	C	T	0.20	21.1	C		
Astoria Boulevard	SB	LTR	0.25	21.7	C	LTR	0.25	21.7	C	LTR	0.25	21.7	C		
	EB	TR	0.94	33.6	C	TR	1.08	68.0	E	T	0.95	33.8	C		
			-	-	-		-	-	-	R	0.27	20.1	C		
	WB	L	0.56	23.9	C	L	0.56	25.1	C	L	0.56	24.4	C		
		TR	0.36	12.6	B	TR	0.42	13.2	B	TR	0.42	13.2	B		
<b>Overall Intersection</b>	-	-	<b>0.75</b>	<b>25.6</b>	<b>C</b>	-	<b>0.86</b>	<b>43.9</b>	<b>D</b>	-	<b>0.80</b>	<b>25.8</b>	<b>C</b>		
<b>NORTHERN BOULEVARD</b>															
108th Street at Northern Boulevard (RT. 25A)	NB	LTR	1.12	109.4	F	LTR	1.54	290.6	F	L	0.63	44.2	D		-Install "No Standing Anytime" regulations along the east curb of the NB approach for 250-ft from the intersection to allow for two moving lanes. -Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes. -Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft. -Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft. -Modify signal timing: shift 2 s of green time from NB/SB phase to EB/WB left-turn phase [NB/SB green time shifts from 30 s to 28 s; EB/WB left-turn green time shifts from 9 s to 11 s].
108th Street			-	-	-		-	-	-	TR	0.81	46.9	D		
Northern Boulevard (Rt. 25A)	SB	LTR	0.92	67.4	E	LTR	0.95	73.8	E	L	0.45	45.4	D		
			-	-	-		-	-	-	TR	0.59	44.7	D		
	EB	L	0.18	39.5	D	L	0.18	44.2	D	L	0.16	38.4	D		
		TR	0.94	32.6	C	TR	1.11	81.8	F	T	0.97	36.1	D		
			-	-	-		-	-	-	R	0.16	13.6	B		
	WB	L	0.71	42.9	D	L	0.77	49.2	D	L	0.69	45.7	D		
		TR	1.19	113.2	F	TR	1.32	170.7	F	T	1.11	75.8	E		
			-	-	-		-	-	-	R	0.29	14.6	B		
<b>Overall Intersection</b>	-	-	<b>1.09</b>	<b>76.9</b>	<b>E</b>	-	<b>1.30</b>	<b>135.8</b>	<b>F</b>	-	<b>1.00</b>	<b>52.2</b>	<b>D</b>		
-Install "No Standing 10 AM - 9 PM" regulations along the north curb of the WB approach for 150-ft from the intersection to allow for a 10-ft daylighted right-turn lane. -Install "No Standing 10 AM - 9 PM" regulations along the south curb of the EB approach for 100-ft from the intersection to allow for a 10-ft daylighted right-turn lane.															
114th Street at Northern Boulevard (RT. 25A)	SB	LTR	0.36	43.6	D	LTR	0.43	45.2	D	LTR	0.54	38.0	D	-Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes. -Divert left-turning turning to NB 112th Place and then to SB 114th Street. -Prohibit parking along east curb of SB 114th Street and restripe as two 11-ft moving lanes. -Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides. -Modify signal timing: Eliminate WB lead phase. Shift 10 s green time from WB lead phase to SB phase [SB green time shifts from 25 s to 35 s]. Shift 12 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 63 s to 75 s].	
114th Street			-	-	-		-	-	-		-	-	-		
Northern Boulevard (Rt. 25A)	EB	T	0.71	23.7	C	T	0.86	29.9	C	T	0.73	17.4	B		
		R	0.59	22.5	C	R	0.63	23.5	C	R	0.53	14.4	B		
	WB	DefL	0.71	20.6	C	DefL	1.03	77.7	E		-	-	-		
		T	0.99	27.7	C	T	1.09	60.3	E	T	0.98	28.8	C		
<b>Overall Intersection</b>	-	-	<b>1.31</b>	<b>26.1</b>	<b>C</b>	-	<b>1.56</b>	<b>48.5</b>	<b>D</b>	-	<b>0.84</b>	<b>25.2</b>	<b>C</b>		
126th Street at Northern Boulevard (RT. 25A)	NB	L	0.44	43.6	D	L	1.01	85.2	F	L	1.10	115.2	F		-Partially mitigated. -Install Jersey barriers on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitestone Expressway Ramp to bypass the signal and operate as free flow through the intersection. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave. -Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes -Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard. -Modify signal timing: shift 2 s green time from NB 126th St phase to EB Northern Blvd phase [EB Northern Blvd green time shifts from 35 s to 37 s; NB 126th St green time shifts from 25 s to 23 s].
126th Street		R	0.35	42.4	D	R	3.00+	1000.0+	F	R	0.75	55.8	E		
Northern Boulevard	EB	T	0.73	43.4	D	T	0.76	44.6	D	T	0.85	46.0	D		
	WB	T	0.31	6.9	A	T	0.36	7.3	A	T	0.35	6.5	A		
Grand Central Parkway Ramp	EB	T	0.84	41.8	D	T	0.89	45.2	D	T	0.89	45.2	D		
Van Wyck & Whitestone Expressway Ramp	WB	T	0.75	15.3	B	T	1.15	96.0	F		-	-	-		
<b>Overall Intersection</b>	-	-	<b>0.68</b>	<b>29.7</b>	<b>C</b>	-	<b>2.47</b>	<b>265.6</b>	<b>F</b>	-	<b>0.92</b>	<b>50.3</b>	<b>D</b>		

**TABLE 14**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2028 PHASE 1B SATURDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>Prince Street at Northern Boulevard (RT. 25A)</b>													-Partially Mitigated. -Install "No Standing 10 AM - 7 PM" regulations along the north curb of the WB Northern Boulevard Service Road approach for 100-ft from the intersection to allow for one 10-ft through lane and one 10-ft daylighted right-turn pocket. -Reduce the width of the hatched median between the Service Road and Mainline from 8-ft to 6-ft.	
Prince Street	NB	LTR	1.13	105.2	F	LTR	1.13	105.2	F	LTR	1.13	105.2		F
	SB	LTR	0.47	36.9	D	LTR	0.47	36.9	D	LTR	0.47	36.9		D
Northern Boulevard (Rt. 25A)	EB	L	0.66	49.6	D	L	0.66	49.6	D	L	0.66	49.6		D
	T		1.06	64.0	E	T	1.15	103.1	F	T	1.15	103.1		F
	WB	L	0.82	65.3	E	L	0.82	65.3	E	L	0.82	65.3		E
	T		1.16	112.3	F	T	1.23	138.9	F	T	1.23	138.9		F
Northern Boulevard Service Rd.	EB	TR	0.62	25.8	C	TR	0.62	25.8	C	TR	0.62	25.8		C
	WB	TR	0.75	35.0	D	TR	0.95	54.3	D	T	0.72	33.0		C
	-	-	-	-	-	-	-	-	-	R	0.13	21.3		C
<b>Overall Intersection</b>	-	-	<b>1.04</b>	<b>76.4</b>	<b>E</b>	-	<b>1.09</b>	<b>100.8</b>	<b>F</b>	-	<b>1.09</b>	<b>99.2</b>	<b>F</b>	
<b>Main Street at Northern Boulevard (RT. 25A)</b>													-Unmitigatable impact.	
Main Street	NB	L	0.93	56.1	E	L	0.93	56.1	E					
	R		0.89	62.7	E	R	0.89	62.7	E					
Northern Boulevard (Rt. 25A)	EB	T	0.96	39.9	D	T	1.05	65.0	E					
	R		1.38	209.6	F	R	1.38	209.6	F					
	WB	L	0.08	25.2	C	L	0.08	25.2	C					
	T		0.94	29.8	C	T	1.04	53.4	D					
<b>Overall Intersection</b>	-	-	<b>1.16</b>	<b>60.5</b>	<b>E</b>	-	<b>1.16</b>	<b>75.7</b>	<b>E</b>					
<b>Union Street at Northern Boulevard (RT. 25A)</b>													-Partially Mitigated. -Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane.	
Union Street	NB	TR	0.76	37.9	D	TR	0.76	37.9	D	TR	0.76	37.9		D
	SB	TR	0.65	34.4	C	TR	0.65	34.4	C	TR	0.65	34.4		C
Northern Boulevard (Rt. 25A)	EB	L	0.73	33.0	C	L	0.72	34.1	C	L	0.73	32.0		C
	TR		1.45	242.3	F	TR	1.58	301.0	F	TR	1.58	301.0		F
	WB	L	0.86	46.6	D	L	0.86	46.6	D	L	0.86	46.6		D
	TR		1.03	56.1	E	TR	1.16	113.0	F	TR	0.86	36.0		D
<b>Overall Intersection</b>	-	-	<b>1.10</b>	<b>120.9</b>	<b>F</b>	-	<b>1.15</b>	<b>163.5</b>	<b>F</b>	-	<b>1.15</b>	<b>139.0</b>		<b>F</b>
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>													-Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane.	
Parsons Boulevard	NB	L	0.84	68.1	E	L	0.87	73.0	E	L	0.82	64.0		E
	TR		0.60	40.8	D	TR	0.60	40.8	D	TR	0.60	40.8		D
	SB	LTR	1.13	102.6	F	LTR	1.18	124.3	F	LT	0.69	35.6		D
	-	-	-	-	-	-	-	-	-	R	0.38	33.5		C
Northern Boulevard (Rt. 25A)	EB	L	0.50	47.3	D	L	0.54	48.5	D	L	0.55	45.6		D
	TR		1.08	75.0	E	TR	1.22	135.8	F	T	0.97	39.6		D
	-	-	-	-	-	-	-	-	-	R	0.59	28.2		C
	WB	L	0.49	44.0	D	L	0.49	46.0	D	L	0.49	44.4		D
	TR		1.16	107.8	F	TR	1.31	175.2	F	T	1.12	89.3		F
	-	-	-	-	-	-	-	-	-	R	0.31	22.4		C
<b>Overall Intersection</b>	-	-	<b>1.09</b>	<b>86.1</b>	<b>F</b>	-	<b>1.19</b>	<b>137.0</b>	<b>F</b>	-	<b>0.95</b>	<b>58.4</b>	<b>E</b>	
<b>34TH AVENUE</b>													-Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].	
<b>114th Street at 34th Avenue</b>														
114th Street	SB	L	0.98	62.0	E	L	1.10	97.2	F	L	0.99	61.8		E
	T		0.34	25.3	C	T	0.43	26.7	C	T	0.38	23.9		C
34th Avenue	EB	T	0.57	14.0	B	T	0.57	14.0	B	T	0.60	16.5		B
	R		0.11	8.7	A	R	0.11	8.7	A	R	0.11	10.2		B
<b>Overall Intersection</b>	-	-	<b>0.71</b>	<b>33.3</b>	<b>C</b>	-	<b>0.75</b>	<b>48.3</b>	<b>D</b>	-	<b>0.75</b>	<b>35.0</b>	<b>C</b>	

**TABLE 14**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2028 PHASE 1B SATURDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>126th Street/GCP Ramp at 34th Avenue</b>														
126th Street	NB	-	-	-	-	-	-	-	-	-	-	-		
	LTR	0.26	20.9	C	Defl.	0.84	58.0	E	L	0.57	27.8	C		
					TR	0.53	25.3	C	TR	0.64	37.0	D		
<b>Northern Boulevard Ramp</b>														
GCP Ramp	SB	LTR	0.36	23.1	C	LTR	1.02	75.4	E	-	-	-		
	SB	LTR	0.81	64.6	E	LTR	3.00+	1000.0+	F	L	0.68	36.1	D	
									T	0.51	34.0	C		
<b>Shea Road</b>														
	EB	-	-	-	-	-	-	-	DefL	0.84	47.7	D		
	LTR	0.63	46.6	D	TR	3.00+	1000.0+	F	TR	0.70	31.4	C		
									DefL	0.75	39.7	D		
<b>34th Avenue</b>														
	WB	LTR	0.81	66.8	E	LTR	3.00+	1000.0+	F	TR	0.82	38.8	D	
<b>Overall Intersection</b>	-	<b>0.58</b>	<b>40.5</b>	<b>D</b>	-	<b>3.00+</b>	<b>938.2</b>	<b>F</b>	-	<b>0.78</b>	<b>36.4</b>	<b>D</b>		
<b>ROOSEVELT AVENUE</b>														
<b>108th Street at Roosevelt Avenue</b>														
108th Street	NB	LTR	1.19	134.9	F	LTR	1.26	163.4	F	LT	1.09	91.2	F	
									R	0.41	38.1	D		
	SB	LTR	1.16	118.8	F	LTR	1.18	127.6	F	LT	1.04	73.4	E	
									R	0.29	36.7	D		
<b>Roosevelt Avenue</b>														
	EB	LTR	0.70	16.4	B	LTR	0.84	23.5	C	LTR	0.84	23.5	C	
	WB	LTR	0.78	15.0	B	LTR	0.96	24.7	C	LTR	0.96	24.7	C	
<b>Overall Intersection</b>	-	<b>0.89</b>	<b>54.3</b>	<b>D</b>	-	<b>1.04</b>	<b>61.9</b>	<b>E</b>	-	<b>1.00</b>	<b>39.3</b>	<b>D</b>		
<b>111th Street at Roosevelt Avenue</b>														
111th Street	NB	LTR	1.05	77.4	E	LTR	1.05	77.4	E	LTR	1.05	77.4	E	
Roosevelt Avenue	EB	LTR	0.85	22.9	C	LTR	1.04	56.6	E	LTR	1.07	66.5	E	
	WB	LTR	1.21	118.3	F	LTR	1.45	223.5	F	LT	1.17	99.4	F	
									R	0.19	7.8	A		
<b>Overall Intersection</b>	-	<b>1.17</b>	<b>74.9</b>	<b>E</b>	-	<b>1.34</b>	<b>134.4</b>	<b>F</b>	-	<b>1.14</b>	<b>79.0</b>	<b>E</b>		
<b>114th Street at Roosevelt Avenue</b>														
114th Street	NB	LTR	1.02	72.1	E	LTR	1.11	101.8	F	LTR	0.69	38.1	D	
	SB	LTR	1.09	91.5	F	LTR	1.30	179.8	F	LTR	1.06	73.9	E	
<b>Roosevelt Avenue</b>														
	EB	LTR	1.20	115.0	F	LTR	1.82	390.6	F	L	0.55	15.6	B	
									TR	0.73	17.1	B		
	WB	LTR	0.69	14.3	B	LTR	1.05	55.9	E	L	0.86	42.7	D	
									T	0.78	21.3	C		
									R	0.81	25.3	C		
<b>Overall Intersection</b>	-	<b>1.17</b>	<b>60.0</b>	<b>E</b>	-	<b>1.66</b>	<b>165.8</b>	<b>F</b>	-	<b>0.93</b>	<b>29.4</b>	<b>C</b>		

-Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane.  
 -Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes.  
 -Close the ramp from EB Northern Blvd ramp to 126th Street.  
 -Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road.  
 -Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes.  
 -Modify signal phasing and timing plan. EB/WB phase will have 55 s green time; NB/SB lead left-turn phase will have 10 s green time; NB/SB phase will have 40 s green time [each phase will have 3 s amber and 2 s all red time].

-Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.  
 -Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.

-Partially Mitigated.  
 -Install "No Standing 10 AM - 10 PM" regulations along the north curb of the WB Roosevelt Avenue approach 100-ft from the intersection to allow for one 11-ft left-through lane and one 10-ft right-turn lane.

-Shift center line of WB Roosevelt Avenue approach 11 ft to the south.  
 -Restripe the WB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane, one 11-ft through lane, and one 11-ft exclusive right-turn lane.  
 -Restripe the EB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane and one 11-ft travel lane.  
 -Shift centerline of NB 114th Street approach 3 ft to the east.  
 -Restripe the NB 114th Street approach from one 16-ft travel lane to one 13-ft travel lane  
 -Shift center line of SB 114th Street approach 2 ft to the east.  
 Install "No Standing Anytime" regulations along the east curb of the NB 114th Street approach 250 ft from the intersection.  
 Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 250 ft from the intersection.  
 -Modify signal timing. Shift 5 s green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 80 s to 75 s; NB/SB green time shifts from 30 s to 35 s].



TABLE 14  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B SATURDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>126th Street at Roosevelt Avenue</b>														
126th Street	NB	LTR	0.35	40.3	D	LTR	0.50	46.8	D	DefL	0.30	40.0	D	-Partially mitigated. -Modify signal phasing and timing plan. EB lead phase will have 7 s green time; EB/WB phase will have 55 s green time; WB lag phase will have 7 s green time; NB/SB phase will have 31 s green time; [each phase will have 3 s amber and 2 s all red time]. -Restripe NB approach from one wide 25-ft lane to two 12-ft wide lanes with a 1-ft buffer at the east curb.
			-	-	-	-	-	-	-	TR	0.16	35.6	D	
	SB	DefL	1.10	125.2	F	DefL	1.81	425.3	F	DefL	1.72	381.3	F	
		TR	0.53	43.8	D	TR	1.08	114.6	F	TR	1.04	101.5	F	
Roosevelt Avenue	EB	-	-	-	-	DefL	1.25	163.7	F	DefL	1.34	224.1	F	
		LTR	0.68	14.8	B	TR	0.71	16.2	B	TR	0.85	31.3	C	
	WB	LTR	0.48	10.8	B	LTR	0.78	18.0	B	LTR	0.95	41.4	D	
			-	-	-	-	-	-	-	-	-	-	-	
<b>Overall Intersection</b>			<b>0.79</b>	<b>32.2</b>	<b>C</b>		<b>1.40</b>	<b>98.7</b>	<b>F</b>		<b>2.09</b>	<b>108.6</b>	<b>F</b>	
<b>College Point Boulevard at Roosevelt Avenue</b>														
College Point Boulevard	NB	L	1.29	181.9	F	L	1.72	367.7	F	L	1.07	104.9	F	-Partially Mitigated -Restripe the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. -Restripe the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. -Restripe the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes, and two 10-ft travel lanes for 200 ft. -Restripe the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. -Restripe the NB/SB lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left-turn lanes, and three SB 10-ft travel lanes. -Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. -Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft. -Install "No Standing Anytime" regulations along the west curb of the SB approach of College Point Boulevard for 200 ft. -Divert SB right-turn traffic on College Point Boulevard to 39th Avenue and Janet Place. -Divert WB left-turn traffic on Roosevelt Avenue to Janet Place and 39th Avenue. -Modify signal phasing and timing plan: EB/WB will have 29 s green time; EB-lag phase will have 23 s green time; NB lead-phase will have 18 s green time; NB/SB phase will have 30 s green time [each phase will have 3 s amber and 2 s all red time].
		TR	0.93	34.4	C	TR	0.93	34.4	C	TR	0.90	38.5	D	
	SB	TR	1.01	55.4	E	TR	1.21	132.9	F	T	0.89	49.9	D	
Roosevelt Avenue	EB	L	0.57	20.8	C	L	0.60	21.2	C	L	0.58	25.6	C	
		TR	1.24	132.8	F	TR	1.53	262.2	F	TR	1.42	219.6	F	
	WB	L	0.34	34.3	C	L	0.34	34.3	C	-	-	-	-	
		TR	0.49	27.0	C	TR	0.61	29.7	C	TR	0.61	43.3	D	
			-	-	-	-	-	-	-	-	-	-	-	
<b>Overall Intersection</b>			<b>1.26</b>	<b>69.1</b>	<b>E</b>		<b>1.50</b>	<b>139.3</b>	<b>F</b>		<b>1.17</b>	<b>84.4</b>	<b>F</b>	
<b>Prince Street at Roosevelt Avenue</b>														
Prince Street	SB	LTR	0.96	58.3	E	LTR	0.96	58.3	E					-Mitigation not required.
Roosevelt Avenue	EB	DefL	0.79	19.8	B	DefL	0.83	22.4	C					
		TR	0.75	15.7	B	TR	0.86	20.1	C					
	WB	LTR	0.57	12.6	B	LTR	0.65	14.2	B					
			-	-	-	-	-	-	-					
<b>Overall Intersection</b>			<b>0.85</b>	<b>25.4</b>	<b>C</b>		<b>0.89</b>	<b>26.6</b>	<b>C</b>					

TABLE 14  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B SATURDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>Main Street at Roosevelt Avenue</b>														
Main Street	NB	T	0.76	26.4	C	T	0.76	26.4	C	T	0.86	33.4	C	-Partially mitigated. -Modify Signal Timing: Shift 4 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 39 s to 43 s; NB/SB green time shifts from 41 s to 37 s].
	SB	T	0.66	24.4	C	T	0.66	24.4	C	T	0.74	29.6	C	
Roosevelt Avenue	EB	L	0.22	19.6	B	L	0.26	21.7	C	L	0.22	17.2	B	
	TR	0.93	50.1	D	TR	1.14	111.3	F	TR	1.03	68.4	E		
	WB	L	0.03	14.8	B	L	0.04	15.0	B	L	0.03	12.7	B	
	TR	0.86	32.3	C	TR	1.00	51.4	D	TR	0.90	32.1	C		
<b>Overall Intersection</b>	-	<b>0.84</b>	<b>31.3</b>	<b>C</b>	-	<b>0.95</b>	<b>49.4</b>	<b>D</b>	-	<b>0.95</b>	<b>39.6</b>	<b>D</b>		
<b>Union Street at Roosevelt Avenue</b>														
Union Street	NB	TR	0.56	19.2	B	TR	0.56	19.2	B					-Unmitigatable impact.
	SB	LT	1.07	71.4	E	LT	1.07	71.4	E					
		R	2.83	856.2	F	R	2.83	856.2	F					
Roosevelt Avenue	EB	LTR	2.33	630.2	F	LTR	2.79	836.4	F					
	WB	LT	0.55	23.8	C	LT	0.67	27.5	C					
		R	1.35	233.5	F	R	1.35	233.5	F					
<b>Overall Intersection</b>	-	<b>2.60</b>	<b>315.8</b>	<b>F</b>	-	<b>2.81</b>	<b>379.3</b>	<b>F</b>						
<b>Parsons Boulevard at Roosevelt Avenue</b>														
Parsons Boulevard	NB	LTR	0.86	34.8	C	LTR	0.90	38.5	D	LT	0.87	36.6	D	-Partially mitigated. -Modify Signal Timing: Shift 2 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 40 s to 42 s; NB/SB green time shifts from 40 s to 38 s]. -Install "No Standing 10AM - 8PM, Saturday" regulations on the NB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane.
			-	-	-		-	-	-	R	0.05	15.4	B	
	SB	LTR	0.79	27.2	C	LTR	0.79	27.3	C	LTR	0.83	30.9	C	
Roosevelt Avenue	EB	LTR	0.75	28.3	C	LTR	0.95	49.1	D	LTR	0.90	39.1	D	
	WB	LTR	0.87	37.2	D	LTR	1.04	70.8	E	LTR	0.97	51.1	D	
<b>Overall Intersection</b>	-	<b>0.87</b>	<b>31.6</b>	<b>C</b>	-	<b>0.97</b>	<b>45.9</b>	<b>D</b>	-	<b>0.92</b>	<b>38.9</b>	<b>D</b>		
<b>KISSENA BOULEVARD</b>														
<b>Main Street at Kissena Boulevard</b>														
Main Street	NB	L	1.18	136.5	F	L	1.20	144.1	F	L	1.16	127.6	F	-Modify Signal Timing: Shift 1 s of green time from WB Kissena Blvd phase to NB/SB phase [WB green time shifts from 40 s to 39 s; NB/SB green time shifts from 40 s to 41 s].
	TR	0.69	23.4	C	TR	0.69	23.4	C	TR	0.68	22.3	C		
	SB	L	0.55	21.9	C	L	0.55	21.9	C	L	0.56	22.9	C	
	TR	0.57	20.2	C	TR	0.57	20.2	C	TR	0.56	19.3	B		
Kissena Boulevard	WB	T	0.75	27.2	C	T	0.75	27.2	C	T	0.77	28.8	C	
<b>Overall Intersection</b>	-	<b>0.97</b>	<b>35.0</b>	<b>D</b>	-	<b>0.98</b>	<b>36.0</b>	<b>D</b>	-	<b>0.97</b>	<b>34.0</b>	<b>C</b>		
<b>SANFORD AVENUE</b>														
<b>College Point Boulevard at Sanford Avenue</b>														
College Point Boulevard	NB	L	0.63	31.0	C	L	0.71	42.2	D					-Mitigation not required.
		T	0.74	15.8	B	T	0.76	16.4	B					
	SB	TR	0.85	19.2	B	TR	0.89	21.3	C					
Sanford Avenue	WB	L	0.69	39.1	D	L	0.69	39.1	D					
	TR	0.52	29.4	C	TR	0.65	32.4	C						
<b>Overall Intersection</b>	-	<b>0.80</b>	<b>20.5</b>	<b>C</b>	-	<b>0.83</b>	<b>22.4</b>	<b>C</b>						
<b>Union Street at Sanford Avenue</b>														
Union Street	NB	LTR	0.39	21.8	C	LTR	0.40	21.8	C					-Mitigation not required.
	SB	LTR	0.74	27.4	C	LTR	0.76	28.0	C					
Sanford Avenue	EB	DefL	0.48	21.2	C	DefL	0.50	22.3	C					
		TR	0.35	15.5	B	TR	0.35	15.5	B					
	WB	LTR	0.87	28.8	C	LTR	0.93	34.2	C					
<b>Overall Intersection</b>	-	<b>0.81</b>	<b>25.1</b>	<b>C</b>	-	<b>0.85</b>	<b>27.4</b>	<b>C</b>						

**TABLE 14**  
**CITIFIELD - WILLETTS POINT DEVELOPMENT STUDY**  
**2028 PHASE 1B SATURDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Parsons Boulevard at Sanford Avenue</b>														
Parsons Boulevard	NB	LTR	0.92	37.8	D	LTR	0.95	41.9	D					-Unmitigatable impact.
		-	-	-	-	-	-	-	-					
	SB	LTR	0.85	29.6	C	LTR	1.01	54.2	D					
Sanford Avenue	EB	LTR	0.73	26.6	C	LTR	0.75	27.5	C					
	WB	LTR	0.91	38.6	D	LTR	0.98	50.6	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.92</b>	<b>33.1</b>	<b>C</b>	<b>-</b>	<b>1.00</b>	<b>44.6</b>	<b>D</b>						
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>														
<b>College Point Boulevard at 32nd Avenue</b>														
College Point Boulevard	NB	T	0.36	23.2	C	T	0.38	23.5	C					-Mitigation not required.
		TR	0.79	34.4	C	TR	0.79	34.4	C					
	SB	L	0.52	36.1	D	L	0.52	36.1	D					
		T	0.41	10.7	B	T	0.42	10.8	B					
32nd Avenue	WB	LTR	0.54	31.9	C	LTR	0.54	31.9	C					
<b>Overall Intersection</b>	<b>-</b>	<b>1.05</b>	<b>23.3</b>	<b>C</b>	<b>-</b>	<b>1.05</b>	<b>23.3</b>	<b>C</b>						
<b>NORTHERN BOULEVARD SERVICE ROAD</b>														
<b>College Point Boulevard at Northern Boulevard Service Road</b>														
College Point Boulevard	NB	TR	0.54	13.3	B	TR	0.55	13.4	B	TR	0.56	14.1	B	-Modify Signal Timing: Shift 1 s of green time from NB/SB phase to WB phase [NB/SB green time shifts from 51 s to 50 s; WB green time shifts from 29 s to 30 s].
	SB	LT	0.79	20.2	C	LT	0.81	21.3	C	LT	0.83	23.1	C	
Northern Blvd Service Rd	WB	LR	0.69	32.5	C	LR	0.90	46.4	D	LR	0.87	42.2	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.75</b>	<b>19.2</b>	<b>B</b>	<b>-</b>	<b>0.84</b>	<b>23.3</b>	<b>C</b>	<b>-</b>	<b>0.85</b>	<b>23.3</b>	<b>C</b>		
<b>STADIUM ROAD</b>														
<b>Boat Basin Road at Stadium Road</b>														
Boat Basin Road	NB	-	-	-	-	-	-	-	-	-	-	-	-	-Unmitigatable impact.
		LTR	0.08	7.2	A	LTR	0.24	8.4	A	LTR	0.27	18.5	B	-Install an actuated controller.
	SB	DefL	0.20	8.4	A	-	-	-	-	DefL	0.87	44.5	D	-Modify signal phasing and timing plan: EB lead phase will have 7 s green time; EB/WB phase will have 21 s green time; WB lag phase will have 14 s green time; NB/SB phase will have 58 s green time; [each phase will have 3 s amber and 2 s all red time].
		TR	0.16	7.9	A	LTR	0.71	14.8	B	TR	0.62	24.3	C	
Stadium Road	EB	-	-	-	-	DefL	1.71	397.1	F	DefL	0.85	68.8	E	
		-	-	-	-	TR	0.53	31.6	C	TR	0.54	38.1	D	
	WB	-	-	-	-	DefL	2.49	711.0	F	-	-	-	-	
		LTR	0.28	26.2	C	TR	1.69	351.7	F	LTR	1.04	79.2	E	
<b>Overall Intersection</b>	<b>-</b>	<b>0.23</b>	<b>14.4</b>	<b>B</b>	<b>-</b>	<b>1.27</b>	<b>266.8</b>	<b>F</b>	<b>-</b>	<b>1.03</b>	<b>51.1</b>	<b>D</b>		

**TABLE 14  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B SATURDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>UNSIGNALIZED INTERSECTIONS</b>														
<b>Boat Basin Road at Worlds Fair Marina</b>														
Boat Basin Road	NB	L	-	17.2	C	L	-	1000.0+	F	L	0.36	27.3	C	-Install traffic signal with the following timing plan: EB will have 10 s green time; WB + NB-Right will have 40 s green time; NB will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Stripe WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. -Stripe NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. -Intersection meets NYCDOT Signal Warrant Criteria.
		R	-	8.6	A	R	-	8.9	A	R	0.10	2.6	A	
Worlds Fair Marina	EB	-	-	-	-	-	-	-	-	TR	0.16	37.3	D	
	WB	LT	-	7.9	A	LT	-	10.8	B	L	0.76	29.0	C	
		-	-	-	-	-	-	-	-	LT	0.61	23.0	C	
<b>Overall Intersection</b>	-	-	-	<b>9.9</b>	<b>A</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.55</b>	<b>25.1</b>	<b>C</b>	
<b>Willets Point Boulevard at Northern Boulevard</b>														
Willets Point Boulevard	NB	TR	-	9.2	A	-	-	-	-	-	-	-	-	-Channelize EB through receiving and NB right-turn receiving to allow concurrent traffic flow. -Install traffic signal with the following timing plan: EB will have 25 s green time; SB will have 55 s green time [each phase will have 3 s amber and 2 s all red time]. -Intersection meets NYCDOT Signal Warrant Criteria.
New Van Wyck Expressway Ramp	SB	-	-	-	-	-	-	-	-	T	0.29	8.7	A	
Northern Boulevard Service Road	EB	-	-	-	-	T	-	14.4	B	T	0.06	24.1	C	
<b>Overall Intersection</b>	-	-	-	<b>9.2</b>	<b>A</b>	-	-	<b>14.4</b>	<b>B</b>	-	<b>0.22</b>	<b>9.4</b>	<b>A</b>	
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>														
Stadium Road	NB	-	-	-	-	-	-	-	-	T	0.11	27.9	C	-Install traffic signal with the following timing plan: EB will have 40 s green time; WB will have 25 s green time; NB/SB will have 40 s green time [each phase will have 3 s amber and 2 s all red]. -Add a right turn lane and channelized right-turn to the GCP off ramp. -Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. -Add a 12-ft SB left-turn lane in the median of Stadium Road. -Intersection meets NYCDOT Signal Warrant Criteria.
	SB	-	-	-	-	LT	-	8.2	A	L	0.59	39.9	D	
		-	-	-	-	-	-	-	-	TR	0.64	37.0	D	
Grand Central Parkway Off-Ramp	EB	L	-	11.2	B	L	-	177.8	F	L	0.34	31.7	C	
		-	-	-	-	T	-	516.2	F	T	0.76	44.8	D	
		R	-	9.3	A	R	-	11.3	B	-	-	-	-	
Willets West Center Exit	WB	-	-	-	-	L	-	1000.0+	F	L	0.96	73.8	E	
		-	-	-	-	R	-	9.2	A	R	0.33	43.4	D	
<b>Overall Intersection</b>	-	-	-	<b>10.7</b>	<b>B</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.76</b>	<b>48.1</b>	<b>D</b>	
<b>126th Street at 36th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.43	17.3	B	TR	0.43	17.3	B	-Mitigation not required. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	-	-	-	-	-	-	-	-	
		LT	-	8.4	A	LT	0.76	14.8	B	LT	0.70	12.9	B	
36th Avenue	WB	LR	-	13.4	B	L	0.13	39.5	D	L	0.13	39.5	D	
		-	-	-	-	R	0.48	33.2	C	R	0.48	33.2	C	
<b>Overall Intersection</b>	-	-	-	<b>11.0</b>	<b>B</b>	-	<b>0.59</b>	<b>17.7</b>	<b>B</b>	-	<b>0.55</b>	<b>16.8</b>	<b>B</b>	
<b>126th Street at 37th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.35	16.2	B	TR	0.35	16.2	B	-Mitigation not required. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	-	-	-	-	-	-	-	-	
		LT	-	8.1	A	LT	0.64	14.0	B	LT	0.60	13.0	B	
37th Avenue	WB	LR	-	12.0	B	L	0.10	35.2	D	L	0.10	35.2	D	
		-	-	-	-	R	0.51	34.6	C	R	0.51	34.6	C	
<b>Overall Intersection</b>	-	-	-	<b>11.0</b>	<b>B</b>	-	<b>0.54</b>	<b>17.4</b>	<b>B</b>	-	<b>0.51</b>	<b>17.0</b>	<b>B</b>	
<b>Northern Boulevard at 126th Place</b>														
126th Place	NB	R	-	16.6	C	R	-	20.4	C	R	0.20	40.8	D	-Mitigation not required. -Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. -Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. -Intersection meets NYCDOT Signal Warrant Criteria.
Northern Boulevard	EB	-	-	-	-	-	-	-	-	TR	0.69	11.2	B	
<b>Overall Intersection</b>	-	-	-	<b>16.6</b>	<b>C</b>	-	-	<b>20.4</b>	<b>C</b>	-	<b>0.58</b>	<b>11.9</b>	<b>B</b>	



TABLE 15

## 2028 (PHASE 1B) SUMMARY OF GAMEDAY MITIGATION MEASURES

INTERSECTION SIGNALIZED INTERSECTIONS	WEEKDAY PRE-GAME PEAK HOUR	SATURDAY PRE-GAME PEAK HOUR	SATURDAY POST-GAME PEAK HOUR
<b>108th Street at Astoria Boulevard</b>	<b>Unmitigatable impact.</b>	Install "No Standing Saturday 11 AM - 10 PM" regulations along the south curb of the EB approach for 150-ft from the intersection to allow for an 11-ft daylighted right-turn lane.	Install "No Standing Saturday 11 AM - 10 PM" regulations along the south curb of the EB approach for 150-ft from the intersection to allow for an 11-ft daylighted right-turn lane.
<b>108th Street at Northern Boulevard (RT. 25A)</b>	Install "No Standing Anytime" regulations along the east curb of the NB approach for 250-ft from the intersection to allow for two moving lanes. Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes. Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft. Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft. Install "No Standing 10 AM - 9 PM" regulations along the north curb of the WB approach for 150-ft from the intersection to allow for a 10-ft daylighted right-turn lane. Install "No Standing 10 AM - 9 PM" regulations along the south curb of the EB approach for 100-ft from the intersection to allow for a 10-ft daylighted right-turn lane.	Install "No Standing Anytime" regulations along the east curb of the NB approach for 250-ft from the intersection to allow for two moving lanes. Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes. Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft. Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft. Modify signal timing: Shift 2 s of green time from NB/SB phase to EB/WB left-turn phase [NB/SB green time shifts from 30 s to 28 s; EB/WB left-turn green time shifts from 9 s to 11 s]. Install "No Standing 10 AM - 9 PM" regulations along the north curb of the WB approach for 150-ft from the intersection to allow for a 10-ft daylighted right-turn lane. Install "No Standing 10 AM - 9 PM" regulations along the south curb of the EB approach for 100-ft from the intersection to allow for a 10-ft daylighted right-turn lane.	Install "No Standing Anytime" regulations along the south curb of the EB approach for 250-ft from the intersection to allow for two moving lanes. Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes. Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft. Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft. Modify signal timing: Shift 2 s of green time from NB/SB phase to EB/WB left-turn phase [EB/WB left-turn green time shifts from 9 s to 11 s; NB/SB phase shifts from 30 s to 28 s]. Install "No Standing 10 AM - 9 PM" regulations along the north curb of the WB approach for 150-ft from the intersection to allow for a 10-ft daylighted right-turn lane. Install "No Standing 10 AM - 9 PM" regulations along the south curb of the EB approach for 100-ft from the intersection to allow for a 10-ft daylighted right-turn lane.
<b>114th Street at Northern Boulevard (RT. 25A)</b>	Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes. Divert left-turning turning to NB 112th Place and then to SB 114th Street. Prohibit parking along east curb of SB 114th Street for 200 ft and restripe as two 11-ft moving lanes. Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides. Modify signal timing: Eliminate WB lead phase. Shift 12 s green time from WB lead phase to SB phase [SB green time shifts from 23 s to 35 s]. Shift 10 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 65 s to 75 s].	Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes. Divert left-turning turning to NB 112th Place and then to SB 114th Street. Prohibit parking along west curb of SB 114th Street and restripe as two 11-ft moving lanes. Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides. Modify signal timing: Eliminate WB lead phase. Shift 10 s green time from WB lead phase to SB phase [SB green time shifts from 25 s to 35 s]. Shift 12 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 63 s to 75 s].	Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes. Divert left-turning turning to NB 112th Place and then to SB 114th Street. Prohibit parking along east curb of SB 114th Street for 200 ft and restripe as two 11-ft moving lanes. Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides. Modify signal timing: Eliminate WB lead phase. Shift 8 s green time from WB lead phase to SB phase [SB green time shifts from 25 s to 33 s]. Shift 14 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 63 s to 77 s].
<b>126th Street at Northern Boulevard (RT. 25A)</b>	<b>Unmitigatable impact.</b> Install quick-curb on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitesone Expressway Ramp to bypass the signal and operate as free flow through the intersection. Close the ramp from EB Northern Blvd ramp to 126th Street. Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave. Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes. Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard. Modify signal timing: Shift 1 s green time from EB GCP/Astoria Blvd Ramp phase to EB Northern Blvd phase and 2 s green time from NB 126th St phase to EB Northern Blvd phase [EB Northern Blvd green time shifts from 25 s to 28 s; EB GCP/Astoria Blvd Ramp green time shifts from 55 s to 54 s; NB 126th St green time shifts from 25 s to 23 s].	<b>Unmitigatable impact.</b> Install quick-curb on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitesone Expressway Ramp to bypass the signal and operate as free flow through the intersection. Close the ramp from EB Northern Blvd ramp to 126th Street. Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave. Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes. Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard. Modify signal timing: Shift 2 s green time from NB 126th St phase to EB Northern Blvd phase [EB Northern Blvd green time shifts from 35 s to 37 s; NB 126th St green time shifts from 25 s to 23 s].	<b>Partially mitigated.</b> Install quick-curb on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitesone Expressway Ramp to bypass the signal and operate as free flow through the intersection. Close the ramp from EB Northern Blvd ramp to 126th Street. Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave. Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes. Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard. Modify signal timing: Shift 2 s green time from EB Northern Blvd phase to NB 126th St phase and 1 s green time from EB Northern Blvd phase to EB GCP/Astoria Blvd ramp phase [EB Northern Blvd green time shifts from 35 s to 32 s; NB 126th St green time shifts from 25 s to 27 s; EB GCP/Astoria Blvd ramp green time shifts from 45 s to 45 s].
<b>Prince Street at Northern Boulevard (RT. 25A)</b>	<b>Partially Mitigated.</b> Install "No Standing 10 AM - 7 PM" regulations along the north curb of the WB Northern Boulevard Service Road approach for 100-ft from the intersection to allow for one 10-ft through lane and one 10-ft daylighted right-turn pocket. Reduce the width of the hatched median between the Service Road and Mainline from 8-ft to 6-ft.	<b>Partially Mitigated.</b> Install "No Standing 10 AM - 7 PM" regulations along the north curb of the WB Northern Boulevard Service Road approach for 100-ft from the intersection to allow for one 10-ft through lane and one 10-ft daylighted right-turn pocket. Reduce the width of the hatched median between the Service Road and Mainline from 8-ft to 6-ft.	<b>Unmitigatable impact.</b>
<b>Main Street at Northern Boulevard (RT. 25A)</b>	<b>Unmitigatable impact.</b>	<b>Unmitigatable impact.</b>	<b>Unmitigatable impact.</b>
<b>Union Street at Northern Boulevard (RT. 25A)</b>	<b>Partially Mitigated.</b> Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane.	<b>Partially Mitigated.</b> Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane.	<b>Partially Mitigated.</b> Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane. Modify Signal Timing: Shift 1 s of green time from NB/SB phase to EB/WB left-turn phase [NB/SB green time shifts from 44 s to 43 s; EB/WB left-turn green time shifts from 15 s to 16 s].
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>	<b>Partially Mitigated.</b> Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. Modify Signal Timing: Shift 2 s of green time from EB/WB protected left-turn phase to EB/WB phase; shift 1 s green time from LPF phase (east and west crosswalks) to NB/SB phase [EB/WB protected left-turn green time shifts from 12 s to 10 s; EB/WB green time shifts from 50 s to 52 s; LPF shifts from 7 s to 6 s; NB/SB green time shifts from 36 s to 37 s].	Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane.	Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane.
<b>Van Steeple at 34th Avenue</b>	Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].	Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].	Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].
<b>126th Street/GCP Ramp at 34th Avenue</b>	<b>Partially mitigated.</b> Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to three 12-ft travel lanes and one 5-ft Class II bicycle lane. Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. Close the ramp from EB Northern Blvd ramp to 126th Street. Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes. Modify signal phasing and timing plan: EB/WB phase will have 61 s green time; NB/SB lead left-turn phase will have 7 s green time; NB/SB phase will have 37 s green time [each phase will have 3 s amber and 2 s all red time].	<b>Partially mitigated.</b> Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to three 12-ft travel lanes and one 5-ft Class II bicycle lane. Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. Close the ramp from EB Northern Blvd ramp to 126th Street. Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes. Modify signal phasing and timing plan: EB/WB phase will have 63 s green time; NB/SB lead left-turn phase will have 7 s green time; NB/SB phase will have 35 s green time [each phase will have 3 s amber and 2 s all red time].	<b>Partially mitigated.</b> Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to three 12-ft travel lanes and one 5-ft Class II bicycle lane. Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. Close the ramp from EB Northern Blvd ramp to 126th Street. Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes. Modify signal phasing and timing plan: EB/WB phase will have 55 s green time; NB/SB lead left-turn phase will have 7 s green time; NB/SB phase will have 43 s green time [each phase will have 3 s amber and 2 s all red time].
<b>108th Street at Roosevelt Avenue</b>	Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane. Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.	Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane. Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.	Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane. Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.
<b>111th Street at Roosevelt Avenue</b>	Install "No Standing 10 AM - 10 PM" regulations along the north curb of the WB Roosevelt Avenue approach 100-ft from the intersection to allow for one 11-ft left-through lane and one 10-ft right-turn lane.	Install "No Standing 10 AM - 10 PM" regulations along the north curb of the WB Roosevelt Avenue approach 100-ft from the intersection to allow for one 11-ft left-through lane and one 10-ft right-turn lane.	Install "No Standing 10 AM - 10 PM" regulations along the north curb of the WB Roosevelt Avenue approach 100-ft from the intersection to allow for one 11-ft left-through lane and one 10-ft right-turn lane.

<p><b>114th Street at Roosevelt Avenue</b></p>	<p>Shift center line of WB Roosevelt Avenue approach 11 ft to the south. Restripe the WB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane, one 11-ft through lane, and one 11-ft exclusive right-turn lane. Restripe the EB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane and one 11-ft travel lane. Shift centerline of NB 114th Street approach 3 ft to the east. Restripe the NB 114th Street approach from one 16-ft travel lane to one 13-ft travel lane. Shift center line of SB 114th Street approach 2 ft to the east. Install "No Standing Anytime" regulations along the east curb of the NB 114th Street approach 250 ft from the intersection. Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 250 ft from the intersection. Modify signal timing: Shift 2 s green time from EB/WB phase to NB/SD phase [EB/WB green time shifts from 80 s to 78 s; NB/SD green time shifts from 30 s to 32 s]. Install "No Standing 3 PM - 7 PM" regulations along the west curb of the SB 114th Street approach 150-ft from the intersection to allow for one 12-ft left-through lane and one 10-ft right-turn lane.</p>	<p>Shift center line of WB Roosevelt Avenue approach 11 ft to the south. Restripe the WB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane, one 11-ft through lane, and one 11-ft exclusive right-turn lane. Restripe the EB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane and one 11-ft travel lane. Shift centerline of NB 114th Street approach 3 ft to the east. Restripe the NB 114th Street approach from one 16-ft travel lane to one 13-ft travel lane. Shift center line of SB 114th Street approach 2 ft to the east. Install "No Standing Anytime" regulations along the east curb of the NB 114th Street approach 250 ft from the intersection. Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 250 ft from the intersection. Modify signal timing: Shift 4 s green time from EB/WB phase to NB/SD phase [EB/WB green time shifts from 80 s to 76 s; NB/SD green time shifts from 30 s to 34 s]. Install "No Standing 3 PM - 7 PM" regulations along the west curb of the SB 114th Street approach 150-ft from the intersection to allow for one 12-ft left-through lane and one 10-ft right-turn lane.</p>	<p>Partially mitigated. Shift center line of WB Roosevelt Avenue approach 11 ft to the south. Restripe the WB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane, one 11-ft through lane, and one 11-ft exclusive right-turn lane. Restripe the EB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane and one 11-ft travel lane. Shift centerline of NB 114th Street approach 3 ft to the east. Restripe the NB 114th Street approach from one 16-ft travel lane to one 13-ft travel lane. Shift center line of SB 114th Street approach 2 ft to the east. Install "No Standing Anytime" regulations along the east curb of the NB 114th Street approach 250 ft from the intersection. Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 250 ft from the intersection. Modify signal timing: Shift 4 s green time from EB/WB phase to NB/SD phase [EB/WB green time shifts from 80 s to 76 s; NB/SD green time shifts from 30 s to 34 s].</p>
<p><b>126th Street at Roosevelt Avenue</b></p>	<p>Partially Mitigated. Restripe NB approach from one wide 25-ft lane to two 12-ft wide lanes with a 1-ft buffer at the east curb. Place cones on SD approach to allow for one 12-ft right-turn lane and one 12-ft shared left-through lane during the pre-game peak hour. Traffic Enforcement Agent should be present to operate the signal. Modify signal phasing (to be followed by Traffic Enforcement Agent): EB - SB right-turn lead phase will have 11 s green time; EB/WB phase will have 69 s green time; NB/SD phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time].</p>	<p>Partially Mitigated. Restripe NB approach from one wide 25-ft lane to two 12-ft wide lanes with a 1-ft buffer at the east curb. Place cones on SB approach to allow for one 12-ft right-turn lane and one 12-ft shared left-through lane during the pre-game peak hour. Traffic Enforcement Agent should be present to operate the signal. Modify signal phasing (to be followed by Traffic Enforcement Agent): EB - SB right-turn lead phase will have 16 s green time; EB/WB phase will have 64 s green time; NB/SD phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time].</p>	<p>Partially Mitigated. Restripe NB approach from one wide 25-ft lane to two 12-ft wide lanes with a 1-ft buffer at the east curb. Place cones on EB approach to allow for one left-turn lane and one shared through-right lane during the post-game peak hour. Traffic Enforcement Agent should be present to operate the signal. Modify signal phasing (to be followed by Traffic Enforcement Agent): EB lead phase will have 19 s green time; EB/WB phase will have 52 s green time; NB/SD phase will have 34 s green time [each phase will have 3 s amber and 2 s all red time].</p>
<p><b>College Point Boulevard at Roosevelt Avenue</b></p>	<p>Partially Mitigated. Restripe the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. Restripe the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. Restripe the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes, and two 10-ft travel lanes lanes for 200 ft. Restripe the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. Restripe the NB/SD lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left-turn lanes, and three SB 10-ft travel lanes. Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft. Install "No Standing Anytime" regulations along the west curb of the SB approach of College Point Boulevard for 200 ft. Divert SB right-turn traffic on College Point Boulevard to 39th Avenue and Janet Place. Divert WB left-turn traffic on Roosevelt Avenue to Janet Place and 39th Avenue. Modify signal phasing and timing plan: EB/WB will have 27 s green time; EB-lag phase will have 24 s green time; NB lead-phase will have 18 s green time; NB/SD phase will have 30 s green time [each phase will have 3 s amber and 2 s all red time].</p>	<p>Partially Mitigated. Restripe the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. Restripe the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. Restripe the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes, and two 10-ft travel lanes lanes for 200 ft. Restripe the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. Restripe the NB/SD lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left-turn lanes, and three SB 10-ft travel lanes. Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft. Install "No Standing Anytime" regulations along the west curb of the SB approach of College Point Boulevard for 200 ft. Divert SB right-turn traffic on College Point Boulevard to 39th Avenue and Janet Place. Divert WB left-turn traffic on Roosevelt Avenue to Janet Place and 39th Avenue. Modify signal phasing and timing plan: EB/WB will have 29 s green time; EB-lag phase will have 23 s green time; NB lead-phase will have 18 s green time; NB/SD phase will have 30 s green time [each phase will have 3 s amber and 2 s all red time].</p>	<p>Partially Mitigated. Restripe the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. Restripe the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. Restripe the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes, and two 10-ft travel lanes lanes for 200 ft. Restripe the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. Restripe the NB/SD lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left-turn lanes, and three SB 10-ft travel lanes. Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft. Install "No Standing Anytime" regulations along the west curb of the SB approach of College Point Boulevard for 200 ft. Divert SB right-turn traffic on College Point Boulevard to 39th Avenue and Janet Place. Divert WB left-turn traffic on Roosevelt Avenue to Janet Place and 39th Avenue. Modify signal phasing and timing plan: EB/WB will have 29 s green time; EB-lag phase will have 23 s green time; NB lead-phase will have 18 s green time; NB/SD phase will have 30 s green time [each phase will have 3 s amber and 2 s all red time].</p>
<p><b>Prince Street at Roosevelt Avenue</b></p>	<p>Modify Signal Timing: Shift 2 s of green time from SB phase to EB/WB phase [EB/WB green time shifts from 63 s to 65 s; SB green time shifts from 47 s to 45 s]. [Measures reflect improvements needed for the Weekday Non-game PM peak periods.]</p>	<p>Mitigation not required.</p>	<p>Mitigation not required.</p>
<p><b>Main Street at Roosevelt Avenue</b></p>	<p>Partially mitigated. Modify Signal Timing: Shift 4 s of green time from NB/SD phase to EB/WB phase [EB/WB green time shifts from 45 s to 49 s; NB/SD green time shifts from 65 s to 61 s].</p>	<p>Modify Signal Timing: Shift 4 s of green time from NB/SD phase to EB/WB phase [EB/WB green time shifts from 39 s to 43 s; NB/SD green time shifts from 41 s to 37 s].</p>	<p>Partially mitigated. Modify Signal Timing: Shift 4 s of green time from NB/SD phase to EB/WB phase [EB/WB green time shifts from 39 s to 43 s; NB/SD green time shifts from 41 s to 37 s].</p>
<p><b>Union Street at Roosevelt Avenue</b></p>	<p>Unmitigable impact.</p>	<p>Unmitigable impact.</p>	<p>Unmitigable impact.</p>
<p><b>Parsons Boulevard at Roosevelt Avenue</b></p>	<p>Modify Signal Timing: Shift 4 s green time from NB/SD phase to EB/WB phase [EB/WB green time shifts from 55 s to 59 s; NB/SD green time shifts from 35 s to 31 s]. Install "No Standing 7 AM - 7 PM, Mon-Fri" regulations on the NB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane. [Measures reflect improvements needed for the Weekday Non-game AM and Weekday Pre-game PM peak periods.]</p>	<p>Modify Signal Timing: Shift 2 s of green time from NB/SD phase to EB/WB phase [EB/WB green time shifts from 40 s to 42 s; NB/SD green time shifts from 40 s to 38 s]. Install "No Standing 10AM - 8PM, Saturday" regulations on the NB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane. [Measures reflect improvements needed for the Saturday Non-game peak period.]</p>	<p>Modify Signal Timing: Shift 2 s of green time from NB/SD phase to EB/WB phase [EB/WB green time shifts from 40 s to 42 s; NB/SD green time shifts from 40 s to 38 s]. Install "No Standing 10AM - 8PM, Saturday" regulations on the NB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane. [Measures reflect improvements needed for the Saturday Non-game peak period.]</p>
<p><b>Main Street at Kissena Boulevard</b></p>	<p>Mitigation not required.</p>	<p>Modify Signal Timing: Shift 1 s of green time from WB Kissena Blvd phase to NB/SD phase [WB green time shifts from 40 s to 39 s; NB/SD green time shifts from 40 s to 41 s]. [Measures reflect improvements needed for the Saturday Non-game peak period.]</p>	<p>Modify Signal Timing: Shift 1 s of green time from WB Kissena Blvd phase to NB/SD phase [WB green time shifts from 40 s to 39 s; NB/SD green time shifts from 40 s to 41 s]. [Measures reflect improvements needed for the Saturday Non-game peak period.]</p>
<p><b>College Point Boulevard at Sanford Avenue</b></p>	<p>Mitigation not required.</p>	<p>Mitigation not required.</p>	<p>Mitigation not required.</p>
<p><b>Union Street at Sanford Avenue</b></p>	<p>Mitigation not required.</p>	<p>Mitigation not required.</p>	<p>Mitigation not required.</p>
<p><b>Parsons Boulevard at Sanford Avenue</b></p>	<p>Shift NB centerline 1-ft to the west to allow for a 20-ft NB approach. Install "No Standing 7 AM - 7 PM, Mon-Fri" regulations on the NB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane. Modify Signal Timing: Shift 2 s green time from NB/SD phase to EB/WB phase [EB/WB green time shifts from 40 s to 38 s; NB/SD green time shifts from 40 s to 42 s].</p>	<p>Mitigation not required.</p>	<p>Mitigation not required.</p>
<p><b>College Point Boulevard at 32nd Avenue</b></p>	<p>Mitigation not required.</p>	<p>Mitigation not required.</p>	<p>Mitigation not required.</p>
<p><b>College Point Boulevard at Northern Boulevard Service Road</b></p>	<p>Mitigation not required.</p>	<p>Modify Signal Timing: Shift 1 s of green time from NB/SD phase to WB phase [NB/SD green time shifts from 51 s to 50 s; WB green time shifts from 29 s to 30 s]. [Measures reflect improvements needed for the Saturday Non-game peak period.]</p>	<p>Modify Signal Timing: Shift 1 s of green time from NB/SD phase to WB phase [NB/SD green time shifts from 51 s to 50 s; WB green time shifts from 29 s to 30 s]. [Measures reflect improvements needed for the Saturday Non-game peak period.]</p>
<p><b>Boat Basin Road at Stadium Road</b></p>	<p>Partially Mitigated. Install an actuated controller. Modify signal phasing and timing plan: EB lead phase will have 7 s green time; EB/WB phase will have 21 s green time; WB lag phase will have 13 s green time; NB/SD phase will have 59 s green time. [each phase will have 3 s amber and 2 s all red time].</p>	<p>Unmitigable impact. Install an actuated controller. Modify signal phasing and timing plan: EB lead phase will have 7 s green time; EB/WB phase will have 21 s green time; WB lag phase will have 12 s green time; NB/SD phase will have 60 s green time. [each phase will have 3 s amber and 2 s all red time].</p>	<p>Install an actuated controller. Modify signal phasing and timing plan: EB lead phase will have 22 s green time; EB/WB phase will have 25 s green time; WB lag phase will have 11 s green time; NB/SD phase will have 42 s green time. [each phase will have 3 s amber and 2 s all red time].</p>
<p><b>UNSIGNALIZED INTERSECTIONS</b></p>	<p>Install traffic signal with the following timing plan: EB will have 10 s green time; WB - NB-Right will have 45 s green time; NB will have 20 s green time [each phase will have 3 s amber and 2 s all red time]. Strip WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. Strip NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. Intersection meets NYCDOT Signal Warrant Criteria.</p>	<p>Install traffic signal with the following timing plan: EB will have 10 s green time; WB + NB-Right will have 45 s green time; NB will have 20 s green time [each phase will have 3 s amber and 2 s all red time]. Strip WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. Strip NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. Intersection meets NYCDOT Signal Warrant Criteria.</p>	<p>Install traffic signal with the following timing plan: EB will have 10 s green time; WB + NB-Right will have 45 s green time; NB will have 20 s green time [each phase will have 3 s amber and 2 s all red time]. Strip WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. Strip NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. Intersection meets NYCDOT Signal Warrant Criteria.</p>

TABLE 15  
2028 (PHASE 1B) SUMMARY OF GAMEDAY MITIGATION MEASURES

<p><b>Willets Point Boulevard at Northern Boulevard</b></p>	<p>Channelize EB through receiving and NB right-turn receiving to allow concurrent traffic flow. Install traffic signal with the following timing plan: EB will have 25 s green time; NB/SB will have 55 s green time [each phase will have 3 s amber and 2 s all red time]. Intersection meets NYCDOT Signal Warrant Criteria.</p>	<p>Channelize EB through receiving and NB right-turn receiving to allow concurrent traffic flow. Install traffic signal with the following timing plan: EB will have 25 s green time; NB/SB will have 55 s green time [each phase will have 3 s amber and 2 s all red time]. Intersection meets NYCDOT Signal Warrant Criteria.</p>	<p>Channelize EB through receiving and NB right-turn receiving to allow concurrent traffic flow. Install traffic signal with the following timing plan: EB will have 25 s green time; NB/SB will have 55 s green time [each phase will have 3 s amber and 2 s all red time]. Intersection meets NYCDOT Signal Warrant Criteria.</p>
<p><b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b></p>	<p>Install traffic signal with the following timing plan: EB will have 40 s green time; WB will have 21 s green time; NB/SB will have 40 s green time [each phase will have 3 s amber and 2 s all red time]. Add a right turn lane and channelized right-turn to the GCP off ramp. Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. Add a 12-ft SB left-turn lane in the median of Stadium Road. Intersection meets NYCDOT Signal Warrant Criteria.</p>	<p>Install traffic signal with the following timing plan: EB will have 40 s green time; WB will have 25 s green time; NB/SB will have 40 s green time [each phase will have 3 s amber and 2 s all red time]. Add a right turn lane and channelized right-turn to the GCP off ramp. Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. Add a 12-ft SB left-turn lane in the median of Stadium Road. Intersection meets NYCDOT Signal Warrant Criteria.</p>	<p>Install traffic signal with the following timing plan: EB will have 30 s green time; WB will have 25 s green time; NB/SB will have 50 s green time [each phase will have 3 s amber and 2 s all red time]. Add a right turn lane and channelized right-turn to the GCP off ramp. Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. Add a 12-ft SB left-turn lane in the median of Stadium Road. Intersection meets NYCDOT Signal Warrant Criteria.</p>
<p><b>126th Street at 36th Avenue</b></p>	<p>Mitigation not required. Intersection meets NYCDOT Signal Warrant Criteria. Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.</p>	<p>Intersection meets NYCDOT Signal Warrant Criteria. Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.</p>	<p><b>Partially mitigated.</b> Intersection meets NYCDOT Signal Warrant Criteria. Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.</p>
<p><b>126th Street at 37th Avenue</b></p>	<p>Mitigation not required. Intersection meets NYCDOT Signal Warrant Criteria. Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.</p>	<p>Mitigation not required. Intersection meets NYCDOT Signal Warrant Criteria. Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.</p>	<p><b>Partially mitigated.</b> Intersection meets NYCDOT Signal Warrant Criteria. Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.</p>
<p><b>Northern Boulevard at 126th Place</b></p>	<p>Mitigation not required. Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. Intersection meets NYCDOT Signal Warrant Criteria.</p>	<p>Mitigation not required. Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. Intersection meets NYCDOT Signal Warrant Criteria.</p>	<p>Mitigation not required. Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. Intersection meets NYCDOT Signal Warrant Criteria.</p>
<p><b>NEW (WITH ACTION) SIGNALIZED INTERSECTION</b></p>			
<p><b>126th Street at New Willets Point Boulevard</b></p>	<p>Mitigation not required. Intersection meets NYCDOT Signal Warrant Criteria.</p>	<p>Mitigation not required. Intersection meets NYCDOT Signal Warrant Criteria.</p>	<p>Mitigation not required. Intersection meets NYCDOT Signal Warrant Criteria.</p>

NOTE: This table has been revised for the Final SEIS.





**TABLE 16**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2028 PHASE 1B WEEKDAY PRE-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>Prince Street at Northern Boulevard (RT. 25A)</b>													-Partially Mitigated. -Install "No Standing 10 AM - 7 PM" regulations along the north curb of the WB Northern Boulevard Service Road approach for 100-ft from the intersection to allow for one 10-ft through lane and one 10-ft daylighted right-turn pocket. -Reduce the width of the hatched median between the Service Road and Mainline from 8-ft to 6-ft.	
Prince Street	NB	LTR	1.12	102.0	F	LTR	1.12	102.0	F	LTR	1.12	102.0		F
	SB	LTR	0.59	42.3	D	LTR	0.59	42.3	D	LTR	0.59	42.3		D
Northern Boulevard (Rt. 25A)	EB	L	0.97	73.3	E	L	0.97	73.3	E	L	0.97	73.3		E
		T	1.04	55.8	E	T	1.10	81.0	F	T	1.10	81.0		F
	WB	L	0.78	69.0	E	L	0.78	69.0	E	L	0.78	69.0		E
		T	1.10	89.8	F	T	1.15	109.8	F	T	1.15	109.8		F
Northern Boulevard Service Rd.	EB	TR	0.59	25.1	C	TR	0.59	25.1	C	TR	0.59	25.1		C
	WB	TR	0.79	41.6	D	TR	0.94	59.7	E	T	0.66	34.0		C
		-	-	-	-	-	-	-	-	R	0.18	24.0		C
<b>Overall Intersection</b>	-	-	<b>1.08</b>	<b>66.7</b>	<b>E</b>	-	<b>1.10</b>	<b>83.5</b>	<b>F</b>	-	<b>1.10</b>	<b>81.7</b>	<b>F</b>	
<b>Main Street at Northern Boulevard (RT. 25A)</b>													-Unmitigatable impact.	
Main Street	NB	L	0.90	52.7	D	L	0.90	52.7	D					
		R	0.91	62.7	E	R	0.91	62.7	E					
Northern Boulevard (Rt. 25A)	EB	T	1.14	95.9	F	T	1.22	128.5	F					
		R	1.23	137.5	F	R	1.23	137.5	F					
	WB	L	0.23	28.0	C	L	0.23	28.0	C					
		T	0.78	23.2	C	T	0.85	25.9	C					
<b>Overall Intersection</b>	-	-	<b>1.07</b>	<b>69.8</b>	<b>E</b>	-	<b>1.07</b>	<b>83.0</b>	<b>F</b>					
<b>Union Street at Northern Boulevard (RT. 25A)</b>													-Partially Mitigated. -Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane.	
Union Street	NB	TR	0.70	35.8	D	TR	0.70	35.8	D	TR	0.70	35.8		D
	SB	TR	0.69	35.3	D	TR	0.69	35.3	D	TR	0.69	35.3		D
Northern Boulevard (Rt. 25A)	EB	L	0.64	31.6	C	L	0.64	32.5	C	L	0.64	30.4		C
		TR	1.18	115.2	F	TR	1.25	147.1	F	TR	1.25	147.1		F
	WB	L	0.79	41.1	D	L	0.79	41.8	D	L	0.79	41.8		D
		TR	1.00	63.2	E	TR	1.11	102.9	F	TR	0.82	35.5		D
<b>Overall Intersection</b>	-	-	<b>0.95</b>	<b>76.7</b>	<b>E</b>	-	<b>0.98</b>	<b>102.5</b>	<b>F</b>	-	<b>0.98</b>	<b>82.6</b>		<b>F</b>
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>													-Partially Mitigated. -Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Modify Signal Timing: Shift 2 s of green time from EB/WB protected left-turn phase to EB/WB phase; shift 1 s green time from LPI phase (east and west crosswalks) to NB/SB phase [EB/WB protected left-turn green time shifts from 12 s to 10 s; EB/WB green time shifts from 50 s to 52 s; LPI shifts from 7 s to 6 s; NB/SB green time shifts from 36 s to 37 s].	
Parsons Boulevard	NB	L	0.88	79.4	E	L	0.90	84.6	F	L	0.91	85.4		F
	TR		0.58	40.4	D	TR	0.58	40.4	D	TR	0.57	39.2		D
	SB	LTR	1.18	122.9	F	LTR	1.22	142.7	F	LT	0.73	35.7		D
Northern Boulevard (Rt. 25A)	EB	L	0.47	45.9	D	L	0.52	47.3	D	R	0.39	33.0		C
		TR	1.01	47.4	D	TR	1.09	75.9	E	L	0.58	49.6		D
		-	-	-	-	-	-	-	-	-	-	-		-
	WB	L	0.44	40.9	D	L	0.44	41.9	D	L	0.49	43.0		D
		TR	1.18	113.9	F	TR	1.29	163.9	F	T	1.04	55.0		D
		-	-	-	-	-	-	-	-	R	0.38	23.4		C
<b>Overall Intersection</b>	-	-	<b>1.11</b>	<b>78.3</b>	<b>E</b>	-	<b>1.18</b>	<b>109.7</b>	<b>F</b>	-	<b>1.05</b>	<b>52.7</b>	<b>D</b>	
<b>34TH AVENUE</b>														
<b>114th Street at 34th Avenue</b>														
114th Street	SB	L	1.05	79.9	E	L	1.13	108.9	F	L	1.03	69.1	E	
		T	0.54	28.9	C	T	0.81	38.6	D	T	0.73	32.0	C	
34th Avenue	EB	T	0.50	13.0	B	T	0.50	13.0	B	T	0.54	15.2	B	
		R	0.16	9.2	A	R	0.16	9.2	A	R	0.17	10.6	B	
<b>Overall Intersection</b>	-	-	<b>0.70</b>	<b>40.3</b>	<b>D</b>	-	<b>0.73</b>	<b>53.2</b>	<b>D</b>	-	<b>0.73</b>	<b>38.1</b>	<b>D</b>	

**TABLE 16**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2028 PHASE 1B WEEKDAY PRE-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>126th Street/GCP Ramp at 34th Avenue</b>														
126th Street	NB	DefL	0.82	78.7	E	DefL	1.41	278.1	F	L	0.56	35.3	D	-Partially mitigated. -Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane. -Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. -Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes -Modify signal phasing and timing plan: EB/WB phase will have 61 s green time; NB/SB lead left-turn phase will have 7 s green time; NB/SB phase will have 37 s green time [each phase will have 3 s amber and 2 s all red time].
		TR	0.38	37.3	D	TR	0.65	43.2	D	TR	0.51	35.9	D	
Northern Boulevard Ramp	SB	LTR	0.78	54.5	D	LTR	1.73	286.1	F	-	-	-	-	
GCP Ramp	SB	LTR	1.35	212.5	F	LTR	1.54	295.1	F	L	0.53	39.3	D	
		-	-	-	-	-	-	-	-	T	0.71	41.1	D	
Shea Road	EB	DefL	0.50	32.9	C	DefL	1.73	383.7	F	DefL	0.68	29.9	C	
		TR	0.31	28.2	C	TR	2.20	586.6	F	TR	0.83	37.5	D	
		-	-	-	-	-	-	-	-	DefL	0.84	46.6	D	
34th Avenue	WB	LTR	0.30	28.0	C	LTR	1.43	248.8	F	TR	0.41	20.0	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.82</b>	<b>118.2</b>	<b>F</b>	<b>-</b>	<b>1.88</b>	<b>317.1</b>	<b>F</b>	<b>-</b>	<b>0.80</b>	<b>35.5</b>	<b>D</b>		
<b>ROOSEVELT AVENUE</b>														
<b>108th Street at Roosevelt Avenue</b>														
108th Street	NB	LTR	1.16	119.5	F	LTR	1.20	138.7	F	LT	0.94	52.0	D	-Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.
		-	-	-	-	-	-	-	-	R	0.48	39.1	D	
	SB	LTR	1.17	126.6	F	LTR	1.19	134.0	F	LT	1.00	60.3	E	
		-	-	-	-	-	-	-	-	R	0.30	36.9	D	
Roosevelt Avenue	EB	LTR	0.71	8.4	A	LTR	0.82	11.9	B	LTR	0.82	11.9	B	
	WB	LTR	0.66	12.3	B	LTR	0.81	15.3	B	LTR	0.81	15.3	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.83</b>	<b>50.6</b>	<b>D</b>	<b>-</b>	<b>0.92</b>	<b>53.4</b>	<b>D</b>	<b>-</b>	<b>0.87</b>	<b>26.1</b>	<b>C</b>		
<b>111th Street at Roosevelt Avenue</b>														
111th Street	NB	LTR	1.05	77.5	E	LTR	1.05	77.5	E	LTR	1.05	77.5	E	-Install "No Standing 10 AM - 10 PM" regulations along the north curb of the WB Roosevelt Avenue approach 100-ft from the intersection to allow for one 11-ft left-through lane and one 10-ft right-turn lane.
Roosevelt Avenue	EB	LTR	0.76	9.4	A	LTR	0.88	15.1	B	LTR	0.88	14.7	B	
	WB	LTR	1.19	108.0	F	LTR	1.36	180.9	F	LT	1.10	67.7	E	
		-	-	-	-	-	-	-	-	R	0.17	7.6	A	
<b>Overall Intersection</b>	<b>-</b>	<b>1.15</b>	<b>64.3</b>	<b>E</b>	<b>-</b>	<b>1.27</b>	<b>98.0</b>	<b>F</b>	<b>-</b>	<b>1.09</b>	<b>45.5</b>	<b>D</b>		
<b>114th Street at Roosevelt Avenue</b>														
114th Street	NB	LTR	0.91	59.6	E	LTR	0.91	60.1	E	LTR	0.80	47.5	D	-Shift center line of WB Roosevelt Avenue approach 11 ft to the south. -Restripe the WB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane, one 11-ft through lane, and one 11-ft exclusive right-turn lane. -Restripe the EB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane and one 11-ft travel lane. -Shift centerline of NB 114th Street approach 3 ft to the east. -Restripe the NB 114th Street approach from one 16-ft travel lane to one 13-ft travel lane -Shift center line of SB 114th Street approach 2 ft to the east. -Install "No Standing Anytime" regulations along the east curb of the NB 114th Street approach 250 ft from the intersection. -Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 250 ft from the intersection. -Modify signal timing: Shift 2 s green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 80 s to 78 s; NB/SB green time shifts from 30 s to 32 s]. -Install "No Standing 3 PM - 7 PM" regulations along the west curb of the SB 114th Street approach 150-ft from the intersection to allow for one 12-ft left-through lane and one 10-ft right-turn lane.
	SB	LTR	1.10	94.4	F	LTR	1.50	269.0	F	LT	1.13	103.8	F	
		-	-	-	-	-	-	-	-	R	0.13	33.5	C	
Roosevelt Avenue	EB	LTR	0.99	26.8	C	LTR	1.26	141.5	F	L	0.26	9.7	A	
		-	-	-	-	-	-	-	-	TR	0.78	9.3	A	
	WB	LTR	0.69	14.3	B	LTR	0.98	35.5	D	L	0.88	39.5	D	
		-	-	-	-	-	-	-	-	T	0.61	14.2	B	
		-	-	-	-	-	-	-	-	R	0.73	19.8	B	
<b>Overall Intersection</b>	<b>-</b>	<b>1.02</b>	<b>33.4</b>	<b>C</b>	<b>-</b>	<b>1.33</b>	<b>101.4</b>	<b>F</b>	<b>-</b>	<b>0.96</b>	<b>30.4</b>	<b>C</b>		

**TABLE 16  
CITIFIELD- WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B WEEKDAY PRE-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
126th Street at Roosevelt Avenue															
126th Street	NB	LTR	0.64	60.2	E	LTR	1.13	186.8	F	Defl.	0.57	71.4	E	-Partially mitigated -Restripe NB approach from one wide 25-ft lane to two 12-ft wide lanes with a 1-ft buffer at the east curb. -Place cones on SB approach to allow for one 12-ft right-turn lane and one 12-ft shared left-through lane during the pre-game peak hour. -Traffic Enforcement Agent should be present to operate the signal. -Modify signal phasing (to be followed by Traffic Enforcement Agent): EB + SB right-turn lead phase will have 11 s green time; EB/WB phase will have 69 s green time; NB/SB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time].	
	SB	-	-	-	-	-	-	-	-	TR	0.25	42.5	D		
		LTR	1.17	122.0	F	LTR	1.91	454.5	F	LT	1.56	301.4	F		
Roosevelt Avenue	EB	DefL	1.02	64.4	E	DefL	1.84	417.4	F	R	1.95	465.7	F		
		TR	0.71	8.0	A	TR	0.78	9.9	A	TR	0.74	5.8	A		
	WB	LTR	0.62	12.8	B	LTR	0.79	17.5	B	LTR	0.98	42.3	D		
<b>Overall Intersection</b>	-	-	<b>1.06</b>	<b>45.7</b>	<b>D</b>	-	<b>1.86</b>	<b>191.7</b>	<b>F</b>	-	<b>1.92</b>	<b>164.5</b>	<b>F</b>		
College Point Boulevard at Roosevelt Avenue															
College Point Boulevard	NB	L	1.29	188.9	F	L	1.48	272.0	F	L	1.22	162.6	F		-Partially Mitigated -Restripe the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. -Restripe the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. -Restripe the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes, and two 10-ft travel lanes for 200 ft. -Restripe the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. -Restripe the NB/SB lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left-turn lanes, and three SB 10-ft travel lanes. -Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. -Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft. -Install "No Standing Anytime" regulations along the west curb of the SB approach of College Point Boulevard for 200 ft. -Divert SB right-turn traffic on College Point Boulevard to 39th Avenue and Janet Place. -Divert WB left-turn traffic on Roosevelt Avenue to Janet Place and 39th Avenue. -Modify signal phasing and timing plan: EB/WB will have 27 s green time; EB-lag phase will have 24 s green time; NB lead-phase will have 19 s green time; NB/SB phase will have 30 s green time [each phase will have 3 s amber and 2 s all red time].
		TR	0.69	29.0	C	TR	0.69	29.0	C	TR	0.69	28.7	C		
	SB	TR	0.89	47.6	D	TR	0.99	62.3	E	T	0.78	45.8	D		
Roosevelt Avenue	EB	L	0.50	37.4	D	L	0.52	37.8	D	L	0.54	38.2	D		
		TR	1.26	147.7	F	TR	1.45	232.6	F	TR	1.43	226.9	F		
	WB	L	0.31	44.9	D	L	0.31	44.9	D	-	-	-	-		
		TR	0.48	36.4	D	TR	0.57	38.6	D	TR	0.58	44.3	D		
<b>Overall Intersection</b>	-	-	<b>1.21</b>	<b>80.6</b>	<b>F</b>	-	<b>1.37</b>	<b>116.7</b>	<b>F</b>	-	<b>1.21</b>	<b>97.9</b>	<b>F</b>		
Prince Street at Roosevelt Avenue															
Prince Street	SB	LTR	0.52	31.0	C	LTR	0.52	31.0	C	LTR	0.55	33.1	C	-Modify Signal Timing: Shift 2 s of green time from SB phase to EB/WB phase [EB/WB green time shifts from 63 s to 65 s; SB green time shifts from 47 s to 45 s]. [Measures reflect improvements needed for the Weekday non-game PM peak periods.]	
Roosevelt Avenue	EB	DefL	0.81	32.4	C	DefL	0.84	35.6	D	DefL	0.80	30.9	C		
		TR	0.80	29.0	C	TR	0.91	37.5	D	TR	0.88	32.8	C		
	WB	LTR	0.61	21.5	C	LTR	0.67	23.0	C	LTR	0.65	21.2	C		
	-	-	-	-	-	-	-	-	-	-	-	-	-		
<b>Overall Intersection</b>	-	-	<b>0.69</b>	<b>27.9</b>	<b>C</b>	-	<b>0.75</b>	<b>31.6</b>	<b>C</b>	-	<b>0.75</b>	<b>29.2</b>	<b>C</b>		

TABLE 16  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B WEEKDAY PRE-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
Main Street at Roosevelt Avenue	NB	T	0.63	23.6	C	T	0.63	23.6	C	T	0.68	27.2	C	-Partially mitigated. -Modify Signal Timing: Shift 4 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 45 s to 49 s; NB/SB green time shifts from 65 s to 61 s].	
	SB	T	0.55	22.2	C	T	0.55	22.2	C	T	0.59	25.5	C		
Roosevelt Avenue	EB	L	0.35	35.9	D	L	0.40	40.7	D	L	0.33	32.5	C		
	TR		0.93	65.4	E	TR	1.11	113.0	F	TR	1.01	79.1	E		
	WB	L	0.21	28.8	C	L	0.26	31.0	C	L	0.22	26.5	C		
	TR		0.90	55.6	E	TR	1.00	74.9	E	TR	0.91	53.9	D		
<b>Overall Intersection</b>	-		<b>0.75</b>	<b>37.2</b>	<b>D</b>	-	<b>0.86</b>	<b>52.1</b>	<b>D</b>	-	<b>0.82</b>	<b>42.8</b>	<b>D</b>		
Union Street at Roosevelt Avenue	NB	TR	0.54	18.8	B	TR	0.54	18.8	B						-Unmitigatable impact.
	SB	LT	1.27	146.5	F	LT	1.27	146.5	F						
Roosevelt Avenue	R		1.91	437.2	F	R	1.91	437.2	F						
	LTR		2.32	624.7	F	LTR	2.70	796.8	F						
	WB	LT	0.81	33.0	C	LT	0.91	43.0	D						
	R		0.82	50.1	D	R	0.82	50.1	D						
<b>Overall Intersection</b>	-		<b>2.10</b>	<b>238.1</b>	<b>F</b>	-	<b>2.27</b>	<b>289.0</b>	<b>F</b>						
Parsons Boulevard at Roosevelt Avenue	NB	LTR	0.81	37.3	D	LTR	0.83	39.2	D	LT	0.80	39.8	D	-Modify Signal Timing: Shift 4 s green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 55 s to 59 s; NB/SB green time shifts from 55 s to 51 s]. -Install "No Standing 7 AM - 10 AM, 4 PM - 7 PM, Mon-Fri" regulations on the NB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane. [Measures reflect improvements needed for the Weekday Non-game AM and Weekday Pre-game PM peak periods.]	
			-	-	-		-	-	-	R	0.08	20.8	C		
Roosevelt Avenue	SB	LTR	0.78	33.3	C	LTR	0.78	33.4	C	LTR	0.85	40.1	D		
	EB	LTR	0.69	31.8	C	LTR	0.88	45.0	D	LTR	0.81	36.0	D		
	WB	LTR	0.92	47.0	D	LTR	1.05	78.5	E	LTR	0.96	49.9	D		
<b>Overall Intersection</b>	-		<b>0.87</b>	<b>37.4</b>	<b>D</b>	-	<b>0.94</b>	<b>49.3</b>	<b>D</b>	-	<b>0.91</b>	<b>41.2</b>	<b>D</b>		
<b><u>KISSENA BOULEVARD</u></b>															
Main Street at Kissena Boulevard	NB	L	0.74	37.6	D	L	0.75	38.3	D						-Mitigation not required.
	TR		0.59	22.2	C	TR	0.59	22.2	C						
Kissena Boulevard	SB	L	0.87	54.4	D	L	0.87	54.4	D						
	TR		0.50	20.1	C	TR	0.50	20.1	C						
	WB	T	0.73	38.0	D	T	0.73	38.0	D						
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>30.1</b>	<b>C</b>	-	<b>0.80</b>	<b>30.2</b>	<b>C</b>						
<b><u>SANFORD AVENUE</u></b>															
College Point Boulevard at Sanford Avenue	NB	L	0.38	15.1	B	L	0.41	16.4	B					-Mitigation not required.	
	TR		0.75	16.0	B	TR	0.76	16.4	B						
Sanford Avenue	SB	TR	0.75	15.9	B	TR	0.78	16.7	B						
	WB	L	0.81	49.2	D	L	0.81	49.2	D						
	TR		0.47	28.5	C	TR	0.58	30.6	C						
<b>Overall Intersection</b>	-		<b>0.77</b>	<b>19.7</b>	<b>B</b>	-	<b>0.79</b>	<b>20.6</b>	<b>C</b>						
Union Street at Sanford Avenue	NB	LTR	0.39	21.7	C	LTR	0.39	21.7	C						-Mitigation not required.
	SB	LTR	0.70	25.9	C	LTR	0.71	26.3	C						
Sanford Avenue	EB		-	-	-		-	-	-						
	LTR		0.29	14.3	B	LTR	0.29	14.3	B						
	WB	LTR	0.90	31.4	C	LTR	0.95	36.9	D						
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>25.2</b>	<b>C</b>	-	<b>0.84</b>	<b>27.4</b>	<b>C</b>						

**TABLE 16  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B WEEKDAY PRE-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Parsons Boulevard at Sanford Avenue</b>														
Parsons Boulevard	NB	LTR	1.03	51.7	D	LTR	1.04	56.9	E	LT	0.77	22.4	C	-Shift NB centerline 1-ft to the west to allow for a 20-ft NB approach. -Install "No Standing 7 AM - 7 PM, Mon-Fri" regulations on the NB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane. -Modify Signal Timing: Shift 2 s green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 40 s to 38 s; NB/SB green time shifts from 40 s to 42 s].
			-	-	-					R	0.13	13.7	B	
	SB	LTR	0.70	25.0	C	LTR	0.81	30.5	C	LTR	0.84	31.7	C	
Sanford Avenue	EB	LTR	0.61	23.6	C	LTR	0.63	24.1	C	LTR	0.66	26.8	C	
	WB	LTR	0.76	28.3	C	LTR	0.81	31.3	C	LTR	0.85	36.3	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.89</b>	<b>33.2</b>	<b>C</b>	<b>-</b>	<b>0.93</b>	<b>36.8</b>	<b>D</b>	<b>-</b>	<b>0.85</b>	<b>29.1</b>	<b>C</b>		
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>														
<b>College Point Boulevard at 32nd Avenue</b>														
College Point Boulevard	NB	T	0.39	23.7	C	T	0.41	23.9	C					-Mitigation not required.
		TR	0.27	22.0	C	TR	0.27	22.0	C					
	SB	L	0.45	33.5	C	L	0.45	33.5	C					
		T	0.41	10.6	B	T	0.42	10.7	B					
32nd Avenue	WB	LTR	0.74	37.8	D	LTR	0.74	37.8	D					
<b>Overall Intersection</b>	<b>-</b>	<b>1.10</b>	<b>21.1</b>	<b>C</b>	<b>-</b>	<b>1.10</b>	<b>21.1</b>	<b>C</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>NORTHERN BOULEVARD SERVICE ROAD</b>														
<b>College Point Boulevard at Northern Boulevard Service Road</b>														
College Point Boulevard	NB	TR	0.49	12.6	B	TR	0.50	12.7	B					-Mitigation not required.
	SB	LT	0.84	21.6	C	LT	0.86	22.6	C					
Northern Blvd Service Rd	WB	LR	0.72	33.7	C	LR	0.87	43.3	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.80</b>	<b>19.9</b>	<b>B</b>	<b>-</b>	<b>0.86</b>	<b>22.7</b>	<b>C</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>STADIUM ROAD</b>														
<b>Boat Basin Road at Stadium Road</b>														
Boat Basin Road	NB	-	-	-	-	-	-	-	-	DefL	0.53	23.9	C	-Partially Mitigated. -Install an actuated controller. -Modify signal phasing and timing plan: EB lead phase will have 7 s green time; EB/WB phase will have 21 s green time; WB lag phase will have 13 s green time; NB/SB phase will have 59 s green time; [each phase will have 3 s amber and 2 s all red time].
		LTR	0.54	43.8	D	LTR	0.99	88.7	F	TR	0.25	17.8	B	
	SB	-	-	-	-	-	-	-	-	DefL	1.23	153.0	F	
		LTR	0.89	34.7	C	LTR	1.15	105.2	F	TR	0.99	59.6	E	
Stadium Road	EB	-	-	-	-	DefL	1.30	231.2	F	DefL	0.65	44.3	D	
		-	-	-	-	TR	0.35	24.4	C	TR	0.43	36.5	D	
	WB	-	-	-	-	-	-	-	-	-	-	-	-	
		LTR	0.87	32.6	C	DefL	1.30	231.2	F	LTR	0.90	44.2	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.84</b>	<b>34.5</b>	<b>C</b>	<b>-</b>	<b>1.19</b>	<b>96.3</b>	<b>F</b>	<b>-</b>	<b>1.20</b>	<b>67.4</b>	<b>E</b>		

**TABLE 16**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2028 PHASE 1B WEEKDAY PRE-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>UNSIGNALIZED INTERSECTIONS</b>														
<b>Boat Basin Road at Worlds Fair Marina</b>														
Boat Basin Road	NB	L	-	52.2	F	L	-	781.3	F	L	0.32	30.6	C	-Install traffic signal with the following timing plan: EB will have 10 s green time; WB + NB-Right will have 45 s green time; NB will have 20 s green time [each phase will have 3 s amber and 2 s all red time]. -Stripe WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. -Stripe NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. -Intersection meets NYCDOT Signal Warrant Criteria.
		R	-	8.6	A	R	-	8.9	A	R	0.08	2.5	A	
Worlds Fair Marina	EB	-	-	-	-	-	-	-	-	TR	0.14	37.0	D	
	WB	LT	-	12.2	B	LT	-	13.6	B	L	0.95	43.6	D	
		-	-	-	-	-	-	-	-	LT	0.68	21.7	C	
<b>Overall Intersection</b>	-	-	-	<b>13.4</b>	<b>B</b>	-	-	<b>491.1</b>	<b>F</b>	-	<b>0.67</b>	<b>32.3</b>	<b>C</b>	
<b>Willets Point Boulevard at Northern Boulevard</b>														
Willets Point Boulevard	NB	TR	-	9.5	A	-	-	-	-	T	0.28	8.5	A	-Channelize EB through receiving and NB right-turn receiving to allow concurrent traffic flow. -Install traffic signal with the following timing plan: EB will have 25 s green time; SB will have 55 s green time [each phase will have 3 s amber and 2 s all red time]. -Intersection meets NYCDOT Signal Warrant Criteria.
New Van Wyck Expressway Ramp	SB	-	-	-	-	-	-	-	-	-	-	-	-	
Northern Boulevard Service Road	EB	-	-	-	-	T	-	13.8	B	T	0.06	24.1	C	
<b>Overall Intersection</b>	-	-	-	<b>9.5</b>	<b>A</b>	-	-	<b>13.8</b>	<b>B</b>	-	<b>0.21</b>	<b>9.3</b>	<b>A</b>	
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>														
Stadium Road	NB	-	-	-	-	-	-	-	-	T	0.07	27.4	C	-Install traffic signal with the following timing plan: EB will have 40 s green time; WB will have 25 s green time; NB/SB will have 40 s green time [each phase will have 3 s amber and 2 s all red and Add a right turn lane and channelized right-turn to the GCP off ramp]. -Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. -Add a 12-ft SB left-turn lane in the median of Stadium Road. -Intersection meets NYCDOT Signal Warrant Criteria.
	SB	-	-	-	-	LT	-	9.2	A	L	0.40	33.8	C	
Grand Central Parkway Off-Ramp	EB	L	-	34.1	D	L	-	186.4	F	L	0.30	31.0	C	
		-	-	-	-	T	-	461.7	F	T	0.54	36.0	D	
Willets West Center Exit	WB	R	-	9.6	A	R	-	242.3	F	-	-	-	-	
		-	-	-	-	L	-	1000.0+	F	L	0.79	54.6	D	
		-	-	-	-	R	-	10.2	B	R	0.24	41.5	D	
<b>Overall Intersection</b>	-	-	-	<b>31.1</b>	<b>D</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.71</b>	<b>43.4</b>	<b>D</b>	
<b>126th Street at 36th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.31	15.7	B	TR	0.31	15.7	B	-Mitigation not required. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	-	-	-	-	-	-	-	-	
		LT	-	8.3	A	LT	0.82	17.0	B	LT	0.79	15.4	B	
36th Avenue	WB	LR	-	17.3	C	L	0.12	39.4	D	L	0.12	39.4	D	
		-	-	-	-	R	0.31	28.7	C	R	0.31	28.7	C	
<b>Overall Intersection</b>	-	-	-	<b>12.2</b>	<b>B</b>	-	<b>0.66</b>	<b>17.8</b>	<b>B</b>	-	<b>0.63</b>	<b>16.6</b>	<b>B</b>	
<b>126th Street at 37th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.28	15.3	B	TR	0.28	15.3	B	-Mitigation not required. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	-	-	-	-	-	-	-	-	
		LT	-	8.2	A	LT	0.77	17.2	B	LT	0.74	16.1	B	
37th Avenue	WB	LR	-	15.7	C	L	0.10	35.2	D	L	0.10	35.2	D	
		-	-	-	-	R	0.32	29.2	C	R	0.32	29.2	C	
<b>Overall Intersection</b>	-	-	-	<b>12.6</b>	<b>B</b>	-	<b>0.57</b>	<b>17.8</b>	<b>B</b>	-	<b>0.55</b>	<b>17.1</b>	<b>B</b>	
<b>Northern Boulevard at 126th Place</b>														
126th Place	NB	R	-	20.7	C	R	-	24.7	C	R	0.17	40.1	D	-Mitigation not required. -Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. -Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. -Intersection meets NYCDOT Signal Warrant Criteria.
Northern Boulevard	EB	-	-	-	-	-	-	-	-	TR	0.73	11.9	B	
<b>Overall Intersection</b>	-	-	-	<b>20.7</b>	<b>C</b>	-	-	<b>24.7</b>	<b>C</b>	-	<b>0.60</b>	<b>12.4</b>	<b>B</b>	

TABLE 16  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2028 PHASE 1B WEEKDAY PRE-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>NEW (WITH ACTION) SIGNALIZED INTERSECTION</b>													
126th Street at New Willets Point Boulevard													
126th Street	NB	-	-	-	-	TR	0.42	20.1	C				-Mitigation not required.
	SB	-	-	-	-	-	-	-	-				-Intersection meets NYCDOT Signal Warrant Criteria.
		-	-	-	-	LT	0.70	15.0	B				
New Willets Point Boulevard	WB	-	-	-	-	L	0.65	48.3	D				
		-	-	-	-	R	0.37	27.4	C				
	Overall Intersection	-	-	-	-	-	0.67	21.4	C				

**Notes**

- (1). Control delay is measured in seconds per vehicle.
- (2). Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3). V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+".
- (4). This table has been revised for the Final SEIS.



**TABLE 17**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2028 PHASE 1B SATURDAY PRE-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>ASTORIA BOULEVARD</b>														
108th Street at Astoria Boulevard	NB	DefL	0.46	25.9	C	DefL	0.53	27.8	C	DefL	0.53	27.8	C	-Install "No Standing Saturday 11 AM - 10 PM" regulations along the south curb of the EB approach for 150-ft from the intersection to allow for an 11-ft daylighted right-turn lane.
108th Street		T	0.20	21.0	C	T	0.20	21.0	C	T	0.20	21.0	C	
	SB	LTR	0.22	21.4	C	LTR	0.22	21.4	C	LTR	0.22	21.4	C	
Astoria Boulevard	EB	TR	0.75	26.8	C	TR	0.84	29.5	C	T	0.74	26.3	C	
		-	-	-	D				D	R	0.21	19.6	B	
	WB	L	0.79	37.1	D	L	0.82	45.5	D	L	0.82	40.7	D	
		TR	0.29	11.9	B	TR	0.33	12.3	B	TR	0.33	12.3	B	
<b>Overall Intersection</b>	-	-	<b>0.66</b>	<b>23.1</b>	<b>C</b>	-	<b>0.73</b>	<b>25.1</b>	<b>C</b>	-	<b>0.68</b>	<b>23.0</b>	<b>C</b>	
<b>NORTHERN BOULEVARD</b>														
108th Street at Northern Boulevard (RT. 25A)	NB	LTR	1.15	117.0	F	LTR	1.42	234.5	F	L	0.82	49.0	D	
108th Street		-	-	-	F		-	-	F	TR	0.69	41.8	D	
	SB	LTR	1.08	96.6	F	LTR	1.10	104.9	F	L	0.45	42.3	D	
		-	-	-	F		-	-	F	TR	0.73	46.0	D	
Northern Boulevard (Rt. 25A)	EB	L	0.09	35.8	D	L	0.09	43.4	D	L	0.08	32.5	C	
		TR	0.97	36.3	D	TR	1.10	78.2	E	T	0.96	33.4	C	
		-	-	-	D		-	-	D	R	0.17	13.7	B	
	WB	L	0.83	47.7	D	L	0.88	53.8	D	L	0.80	47.9	D	
		TR	1.16	101.9	F	TR	1.27	148.7	F	T	1.04	47.4	D	
		-	-	-	F		-	-	F	R	0.33	15.1	B	
<b>Overall Intersection</b>	-	-	<b>1.11</b>	<b>76.0</b>	<b>E</b>	-	<b>1.26</b>	<b>121.8</b>	<b>F</b>	-	<b>0.96</b>	<b>39.9</b>	<b>D</b>	
-Install "No Standing 10 AM - 9 PM" regulations along the north curb of the WB approach for 150-ft from the intersection to allow for a 10-ft daylighted right-turn lane. -Install "No Standing 10 AM - 9 PM" regulations along the south curb of the EB approach for 100-ft from the intersection to allow for a 10-ft daylighted right-turn lane.														
114th Street at Northern Boulevard (RT. 25A)	SB	LTR	0.62	49.6	D	LTR	0.75	55.8	E	LTR	0.62	39.5	D	-Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes. -Divert left-turning traffic to NB 112th Place and then to SB 114th Street. -Prohibit parking along east curb of SB 114th Street and restripe as two 11-ft moving lanes. -Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides. -Modify signal timing: Eliminate WB lead phase. Shift 10 s green time from WB lead phase to SB phase [SB green time shifts from 25 s to 35 s]. Shift 12 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 63 s to 75 s].
114th Street		T	0.76	24.7	C	T	0.88	29.8	C	T	0.74	17.3	B	
Northern Boulevard (Rt. 25A)	EB	R	0.79	28.8	C	R	0.90	37.6	D	R	0.76	20.2	C	
	WB	DefL	0.82	36.4	D	DefL	1.07	96.1	F	-	-	-	-	
		T	0.85	15.8	B	T	0.92	20.0	B	T	0.85	20.1	C	
<b>Overall Intersection</b>	-	-	<b>1.31</b>	<b>23.4</b>	<b>C</b>	-	<b>1.66</b>	<b>32.9</b>	<b>C</b>	-	<b>0.77</b>	<b>21.4</b>	<b>C</b>	
126th Street at Northern Boulevard (RT. 25A)	NB	L	0.62	46.9	D	L	1.10	109.7	F	L	1.19	148.4	F	-Unmitigated impact. -Install Jersey barriers on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitestone Expressway Ramp to bypass the signal and operate as free flow through the intersection. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave. -Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes. -Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard. -Modify signal timing: shift 2 s green time from NB 126th St phase to EB Northern Blvd phase [EB Northern Blvd green time shifts from 35 s to 37 s; NB 126th St green time shifts from 25 s to 23 s].
126th Street		R	0.33	41.9	D	R	3.00+	1000.0+	E	R	0.60	48.8	D	
		T	0.57	38.7	D	T	0.57	38.7	D	T	0.73	40.6	D	
Northern Boulevard	EB	T	0.55	38.2	D	T	0.77	15.4	B	T	0.75	13.7	B	
	WB	T	0.68	12.6	B	T	0.91	47.6	D	T	0.91	47.6	D	
Grand Central Parkway Ramp	EB	T	0.88	44.4	D	T	0.76	13.6	B	-	-	-	-	
Van Wyck & Whitestone Expressway Ramp	WB	T	0.74	12.9	B	T	0.76	13.6	B	-	-	-	-	
<b>Overall Intersection</b>	-	-	<b>0.71</b>	<b>26.9</b>	<b>C</b>	-	<b>1.85</b>	<b>156.0</b>	<b>F</b>	-	<b>0.91</b>	<b>56.6</b>	<b>E</b>	

**TABLE 17**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2028 PHASE 1B SATURDAY PRE-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
Prince Street at Northern Boulevard (RT. 25A)														
Prince Street	NB	LTR	1.11	98.7	F	LTR	1.11	98.7	F	LTR	1.11	98.7	F	-Partially Mitigated. -Install "No Standing 10 AM - 7 PM" regulations along the north curb of the WB Northern Boulevard Service Road approach for 100-ft from the intersection to allow for one 10-ft through lane and one 10-ft daylighted right-turn pocket. -Reduce the width of the hatched median between the Service Road and Mainline from 8-ft to 6-ft.
	SB	LTR	0.51	37.7	D	LTR	0.51	37.7	D	LTR	0.51	37.7	D	
Northern Boulevard (Rt. 25A)	EB	L	1.00	84.9	F	L	1.00	84.9	F	L	1.00	84.9	F	
	WB	T	0.97	39.4	D	T	1.04	57.0	E	T	1.04	57.0	E	
	WB	L	0.97	99.7	F	L	0.97	99.7	F	L	0.97	99.7	F	
	WB	T	1.13	99.3	F	T	1.18	120.4	F	T	1.18	120.4	F	
Northern Boulevard Service Rd.	EB	TR	0.51	23.1	C	TR	0.51	23.1	C	TR	0.51	23.1	C	
	WB	TR	0.75	35.5	D	TR	0.91	48.8	D	T	0.66	31.1	C	
	-	-	-	-	-	-	-	-	-	R	0.16	21.7	C	
<b>Overall Intersection</b>	-	-	<b>1.10</b>	<b>65.6</b>	<b>E</b>	-	<b>1.12</b>	<b>79.4</b>	<b>E</b>	-	<b>1.12</b>	<b>78.2</b>	<b>E</b>	
Main Street at Northern Boulevard (RT. 25A)														
Main Street	NB	L	0.86	48.1	D	L	0.86	48.1	D					-Unmitigatable impact.
	R	0.95	68.8	E	R	0.95	68.8	E						
Northern Boulevard (Rt. 25A)	EB	T	0.96	40.5	D	T	1.03	58.5	E					
	WB	R	1.34	192.7	F	R	1.34	192.7	F					
	WB	L	0.16	26.6	C	L	0.16	26.6	C					
	WB	T	0.88	26.6	C	T	0.97	34.0	C					
<b>Overall Intersection</b>	-	-	<b>1.16</b>	<b>56.6</b>	<b>E</b>	-	<b>1.16</b>	<b>64.0</b>	<b>E</b>					
Union Street at Northern Boulevard (RT. 25A)														
Union Street	NB	TR	0.69	35.6	D	TR	0.69	35.6	D	TR	0.69	35.6	D	-Partially Mitigated. -Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane.
	SB	TR	0.60	33.1	C	TR	0.60	33.1	C	TR	0.60	33.1	C	
Northern Boulevard (Rt. 25A)	EB	L	0.69	34.9	C	L	0.69	35.8	D	L	0.69	33.8	C	
	WB	TR	1.27	160.6	F	TR	1.36	202.7	F	TR	1.36	202.7	F	
	WB	L	0.98	67.7	E	L	0.98	53.9	D	L	0.98	53.9	D	
	WB	TR	0.98	46.9	D	TR	1.09	84.0	F	TR	0.81	34.9	C	
<b>Overall Intersection</b>	-	-	<b>0.99</b>	<b>85.5</b>	<b>F</b>	-	<b>1.03</b>	<b>113.2</b>	<b>F</b>	-	<b>1.03</b>	<b>97.3</b>	<b>F</b>	
Parsons Boulevard at Northern Boulevard (RT. 25A)														
Parsons Boulevard	NB	L	0.68	50.8	D	L	0.70	52.2	D	L	0.68	50.8	D	-Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane.
	TR	0.54	39.1	D	TR	0.54	39.1	D	TR	0.54	39.1	D		
	SB	LTR	1.13	103.0	F	LTR	1.18	126.8	F	LT	0.66	35.1	D	
Northern Boulevard (Rt. 25A)	EB	L	0.41	43.3	D	L	0.46	46.2	D	R	0.36	33.3	C	
	TR	1.13	94.5	F	TR	1.24	145.1	F	T	1.04	57.2	E		
	WB	-	-	-	-	-	-	-	R	0.38	23.7	C		
	WB	L	0.44	44.2	D	L	0.44	45.8	D	L	0.44	44.6	D	
	WB	TR	1.07	68.9	E	TR	1.20	124.2	F	T	0.99	42.4	D	
	-	-	-	-	-	-	-	-	R	0.36	23.6	C		
<b>Overall Intersection</b>	-	-	<b>1.10</b>	<b>77.1</b>	<b>E</b>	-	<b>1.14</b>	<b>119.6</b>	<b>F</b>	-	<b>0.91</b>	<b>46.0</b>	<b>D</b>	
<b>34TH AVENUE</b>														
114th Street at 34th Avenue														
114th Street	SB	L	1.03	72.3	E	L	1.11	96.4	F	L	1.00	60.0	E	-Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s, SB green time shifts from 28 s to 31 s].
	T	0.54	28.6	C	T	0.80	37.4	D	T	0.72	31.3	C		
34th Avenue	EB	T	0.43	12.0	B	T	0.43	12.0	B	T	0.46	14.0	B	
	R	0.11	8.8	A	R	0.11	8.8	A	R	0.12	10.2	B		
<b>Overall Intersection</b>	-	-	<b>0.64</b>	<b>40.2</b>	<b>D</b>	-	<b>0.69</b>	<b>52.0</b>	<b>D</b>	-	<b>0.67</b>	<b>36.6</b>	<b>D</b>	

**TABLE 17**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2028 PHASE 1B SATURDAY PRE-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>126th Street/GCP Ramp at 34th Avenue</b>														
126th Street	NB	DefL	1.20	168.9	F	DefL	1.56	337.1	F	L	0.86	77.9	E	-Partially mitigated. -Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane. -Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. -Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes. -Modify signal phasing and timing plan: EB/WB phase will have 63 s green time; NB/SB lead left-turn phase will have 7 s green time; NB/SB phase will have 35 s green time [each phase will have 3 s amber and 2 s all red time].
		TR	0.53	37.1	D	TR	0.83	48.5	D	TR	0.54	37.4	D	
Northern Boulevard Ramp	SB	LTR	0.59	41.1	D	LTR	1.93	472.7	F	-	-	-	-	
GCP Ramp	SB	LTR	1.47	267.9	F	LTR	1.71	372.2	F	L	0.66	52.0	D	
		-	-	-	-	-	-	-	-	T	0.81	47.2	D	
Shea Road	EB	-	-	-	-	-	-	-	-	-	-	-	-	
		LTR	0.45	31.6	C	LTR	1.70	358.7	F	LTR	0.90	32.4	C	
		-	-	-	-	-	-	-	-	DefL	1.47	244.0	F	
34th Avenue	WB	LTR	0.44	31.0	C	LTR	2.55	737.7	F	TR	0.56	19.5	B	
<b>Overall Intersection</b>	<b>-</b>	<b>0.98</b>	<b>141.1</b>	<b>F</b>	<b>-</b>	<b>2.11</b>	<b>361.4</b>	<b>F</b>	<b>-</b>	<b>1.17</b>	<b>58.5</b>	<b>E</b>		
<b>ROOSEVELT AVENUE</b>														
<b>108th Street at Roosevelt Avenue</b>														
108th Street	NB	LTR	1.18	127.3	F	LTR	1.23	149.0	F	LT	1.04	72.5	E	-Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.
		-	-	-	-	-	-	-	-	R	0.44	38.6	D	
	SB	LTR	1.17	125.8	F	LTR	1.19	134.5	F	LT	1.07	82.4	F	
		-	-	-	-	-	-	-	-	R	0.35	37.4	D	
Roosevelt Avenue	EB	LTR	0.78	19.4	B	LTR	0.90	28.3	C	LTR	0.88	26.0	C	
	WB	LTR	1.00	31.3	C	LTR	1.18	104.4	F	LTR	1.02	35.3	D	
<b>Overall Intersection</b>	<b>-</b>	<b>1.05</b>	<b>58.8</b>	<b>E</b>	<b>-</b>	<b>1.20</b>	<b>92.0</b>	<b>F</b>	<b>-</b>	<b>1.02</b>	<b>42.8</b>	<b>D</b>		
<b>111th Street at Roosevelt Avenue</b>														
111th Street	NB	LTR	1.06	76.7	E	LTR	1.06	76.7	E	LTR	1.06	76.7	E	-Install "No Standing 10 AM - 10 PM" regulations along the north curb of the WB Roosevelt Avenue approach 100-ft from the intersection to allow for one 11-ft left-through lane and one 10-ft right-turn lane.
Roosevelt Avenue	EB	LTR	0.86	22.9	C	LTR	1.00	44.5	D	LTR	1.00	42.3	D	
	WB	LTR	1.22	120.1	F	LTR	1.40	199.0	F	LT	1.11	72.7	E	
		-	-	-	-	-	-	-	-	R	0.20	7.8	A	
<b>Overall Intersection</b>	<b>-</b>	<b>1.17</b>	<b>73.7</b>	<b>E</b>	<b>-</b>	<b>1.30</b>	<b>115.1</b>	<b>F</b>	<b>-</b>	<b>1.10</b>	<b>57.8</b>	<b>E</b>		
<b>114th Street at Roosevelt Avenue</b>														
114th Street	NB	LTR	1.09	89.3	F	LTR	1.12	99.5	F	LTR	0.94	45.9	D	-Shift center line of WB Roosevelt Avenue approach 11 ft to the south. -Restripe the WB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane, one 11-ft through lane, and one 11-ft exclusive right-turn lane. -Restripe the EB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane and one 11-ft travel lane. -Shift centerline of NB 114th Street approach 3 ft to the east. -Restripe the NB 114th Street approach from one 16-ft travel lane to one 13-ft travel lane -Shift center line of SB 114th Street approach 2 ft to the east. -Install "No Standing Anytime" regulations along the east curb of the NB 114th Street approach 250 ft from the intersection. -Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 250 ft from the intersection. -Modify signal timing: Shift 4 s green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 80 s to 76 s; NB/SB green time shifts from 30 s to 34 s]. -Install "No Standing 3 PM - 7 PM" regulations along the west curb of the SB 114th Street approach 150-ft from the intersection to allow for one 12-ft left-through lane and one 10-ft right-turn lane.
	SB	LTR	1.11	96.2	F	LTR	1.36	206.9	F	LT	0.90	41.6	D	
		-	-	-	-	-	-	-	-	R	0.27	33.6	C	
Roosevelt Avenue	EB	LTR	1.24	130.9	F	LTR	1.67	321.0	F	L	0.49	12.3	B	
		-	-	-	-	-	-	-	-	TR	0.69	14.8	B	
	WB	LTR	0.60	12.6	B	LTR	0.85	21.1	C	L	0.72	28.4	C	
		-	-	-	-	-	-	-	-	T	0.58	14.7	B	
		-	-	-	-	-	-	-	-	R	0.70	19.9	B	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20</b>	<b>75.4</b>	<b>E</b>	<b>-</b>	<b>1.58</b>	<b>152.8</b>	<b>F</b>	<b>-</b>	<b>0.79</b>	<b>24.6</b>	<b>C</b>		

**TABLE 17  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B SATURDAY PRE-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
<b>126th Street at Roosevelt Avenue</b>															
126th Street	NB	LTR	0.83	80.5	F	LTR	1.76	437.6	F	DefL	0.60	67.7	E	-Partially Mitigated. -Restripe NB approach from one wide 25-ft lane to two 12-ft wide lanes with a 1-ft buffer at the east curb. -Place cones on SB approach to allow for one 12-ft right-turn lane and one 12-ft shared left-through lane during the pre-game peak hour. -Traffic Enforcement Agent should be present to operate the signal. -Modify signal phasing (to be followed by Traffic Enforcement Agent): EB + SB right-turn lead phase will have 16 s green time; EB/WB phase will have 64 s green time; NB/SB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time].	
	SB	-	-	-	-	-	-	-	-	LT	1.52	283.4	F		
		LTR	1.15	114.7	F	LTR	2.00	497.3	F	R	1.86	425.0	F		
Roosevelt Avenue	EB	DefL	1.19	138.6	F	DefL	2.28	616.6	F	DefL	1.36	215.6	F		
		TR	0.55	12.4	B	TR	0.62	13.8	B	TR	0.58	10.7	B		
	WB	LTR	0.66	13.6	B	LTR	0.83	18.9	B	LTR	0.98	42.5	D		
<b>Overall Intersection</b>	-	-	<b>1.18</b>	<b>53.5</b>	<b>D</b>	-	<b>2.20</b>	<b>241.0</b>	<b>F</b>	-	<b>2.08</b>	<b>165.8</b>	<b>F</b>		
<b>College Point Boulevard at Roosevelt Avenue</b>															
College Point Boulevard	NB	L	1.32	190.6	F	L	1.55	292.6	F	L	1.21	159.3	F		-Partially Mitigated -Restripe the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. -Restripe the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. -Restripe the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes, and two 10-ft travel lanes for 200 ft. -Restripe the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. -Restripe the NB/SB lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left-turn lanes, and three SB 10-ft travel lanes. -Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. -Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft. -Install "No Standing Anytime" regulations along the west curb of the SB approach of College Point Boulevard for 200 ft. -Divert SB right-turn traffic on College Point Boulevard to 39th Avenue and Janet Place. -Divert WB left-turn traffic on Roosevelt Avenue to Janet Place and 39th Avenue. -Modify signal phasing and timing plan: EB/WB will have 29 s green time; EB-lag phase will have 23 s green time; NB lead-phase will have 18 s green time; NB/SB phase will have 30 s green time [each phase will have 3 s amber and 2 s all red time].
		TR	0.83	27.7	C	TR	0.83	27.7	C	TR	0.81	33.2	C		
	SB	TR	1.22	132.3	F	TR	1.37	200.7	F	T	0.94	51.9	D		
Roosevelt Avenue	EB	L	0.49	28.9	C	L	0.52	29.4	C	L	0.50	37.0	D		
		TR	1.24	132.9	F	TR	1.47	235.6	F	TR	1.36	195.0	F		
	WB	L	0.28	33.4	C	L	0.28	33.4	C	-	-	-	-		
		TR	0.55	28.3	C	TR	0.65	30.9	C	TR	0.62	43.5	D		
<b>Overall Intersection</b>	-	-	<b>1.37</b>	<b>96.2</b>	<b>F</b>	-	<b>1.61</b>	<b>150.8</b>	<b>F</b>	-	<b>1.22</b>	<b>87.4</b>	<b>F</b>		
<b>Prince Street at Roosevelt Avenue</b>															
Prince Street	SB	LTR	0.80	41.4	D	LTR	0.80	41.4	D					-Mitigation not required.	
Roosevelt Avenue	EB	DefL	0.77	18.3	B	DefL	0.80	20.0	B						
		TR	0.65	13.1	B	TR	0.74	14.9	B						
	WB	LTR	0.61	13.2	B	LTR	0.68	14.6	B						
	-	-	-	-	-	-	-	-	-						
<b>Overall Intersection</b>	-	-	<b>0.78</b>	<b>20.3</b>	<b>C</b>	-	<b>0.80</b>	<b>21.0</b>	<b>C</b>						

**TABLE 17**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2028 PHASE 1B SATURDAY PRE-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Main Street at Roosevelt Avenue</b>														
Main Street	NB	T	0.67	24.3	C	T	0.67	24.3	C	T	0.76	29.5	C	-Modify Signal Timing: Shift 4 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 39 s to 43 s; NB/SB green time shifts from 41 s to 37 s]
	SB	T	0.65	24.1	C	T	0.65	24.1	C	T	0.73	29.1	C	
Roosevelt Avenue	EB	L	0.26	20.4	C	L	0.29	22.2	C	L	0.24	17.5	B	
	TR	L	0.74	32.7	C	TR	0.91	47.4	D	TR	0.81	33.8	C	
	WB	L	0.07	15.5	B	L	0.08	15.8	B	L	0.07	13.3	B	
	TR	L	0.85	40.1	D	TR	0.97	56.6	E	TR	0.87	37.7	D	
<b>Overall Intersection</b>	-	-	<b>0.76</b>	<b>28.8</b>	<b>C</b>	-	<b>0.82</b>	<b>35.7</b>	<b>D</b>	-	<b>0.82</b>	<b>31.7</b>	<b>C</b>	
<b>Union Street at Roosevelt Avenue</b>														
Union Street	NB	TR	0.46	17.3	B	TR	0.46	17.3	B					-Unmitigatable impact.
	SB	LT	1.01	55.9	E	LT	1.01	55.9	E					
		R	2.65	781.7	F	R	2.65	781.7	F					
Roosevelt Avenue	EB	LTR	1.93	450.8	F	LTR	2.23	586.8	F					
	WB	LT	0.57	24.3	C	LT	0.67	27.5	C					
		R	1.27	204.8	F	R	1.27	204.8	F					
<b>Overall Intersection</b>	-	-	<b>2.31</b>	<b>251.7</b>	<b>F</b>	-	<b>2.45</b>	<b>289.8</b>	<b>F</b>	-	-	-	-	
<b>Parsons Boulevard at Roosevelt Avenue</b>														
Parsons Boulevard	NB	LTR	0.73	27.4	C	LTR	0.76	29.0	C	LT	0.74	29.4	C	-Modify Signal Timing: Shift 2 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 40 s to 42 s; NB/SB green time shifts from 40 s to 38 s]. -Install "No Standing 10AM - 8PM, Saturday" regulations on the NB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane. [Measures reflect improvements needed for the Saturday Non-game peak period.]
			-	-	-		-	-	-	R	0.03	15.3	B	
	SB	LTR	0.74	25.8	C	LTR	0.74	25.8	C	LTR	0.78	28.9	C	
Roosevelt Avenue	EB	LTR	0.46	20.0	B	LTR	0.60	23.5	C	LTR	0.57	21.3	C	
	WB	LTR	0.63	24.2	C	LTR	0.73	28.1	C	LTR	0.69	25.0	C	
<b>Overall Intersection</b>	-	-	<b>0.68</b>	<b>24.9</b>	<b>C</b>	-	<b>0.75</b>	<b>26.7</b>	<b>C</b>	-	<b>0.73</b>	<b>26.4</b>	<b>C</b>	
<b>KISSENA BOULEVARD</b>														
<b>Main Street at Kissena Boulevard</b>														
Main Street	NB	L	0.89	56.5	E	L	0.90	59.1	E	L	0.87	51.3	D	-Modify Signal Timing: Shift 1 s of green time from WB Kissena Blvd phase to NB/SB phase [WB green time shifts from 40 s to 39 s; NB/SB green time shifts from 40 s to 41 s]. [Measures reflect improvements needed for the Saturday Non-game peak period.]
		TR	0.60	21.4	C	TR	0.60	21.4	C	TR	0.59	20.5	C	
	SB	L	0.52	21.3	C	L	0.52	21.3	C	L	0.53	22.3	C	
		TR	0.54	19.6	B	TR	0.54	19.6	B	TR	0.52	18.8	B	
Kissena Boulevard	WB	T	0.66	24.5	C	T	0.66	24.5	C	T	0.67	25.8	C	
<b>Overall Intersection</b>	-	-	<b>0.77</b>	<b>24.6</b>	<b>C</b>	-	<b>0.78</b>	<b>24.9</b>	<b>C</b>	-	<b>0.77</b>	<b>24.0</b>	<b>C</b>	
<b>SANFORD AVENUE</b>														
<b>College Point Boulevard at Sanford Avenue</b>														
College Point Boulevard	NB	L	0.52	21.8	C	L	0.58	26.0	C					-Mitigation not required.
		T	0.82	18.0	B	T	0.84	18.7	B					
	SB	TR	0.82	18.0	B	TR	0.85	19.3	B					
Sanford Avenue	WB	L	0.87	54.6	D	L	0.87	54.6	D					
		TR	0.51	29.2	C	TR	0.61	31.3	C					
<b>Overall Intersection</b>	-	-	<b>0.84</b>	<b>22.1</b>	<b>C</b>	-	<b>0.86</b>	<b>23.3</b>	<b>C</b>	-	-	-	-	
<b>Union Street at Sanford Avenue</b>														
Union Street	NB	LTR	0.46	23.6	C	LTR	0.47	23.7	C					
	SB	LTR	0.92	35.0	C	LTR	0.94	36.5	D					
Sanford Avenue	EB	DefL	0.57	24.1	C	DefL	0.59	25.4	C					
		TR	0.33	15.1	B	TR	0.33	15.1	B					
	WB	LTR	0.74	23.5	C	LTR	0.79	25.3	C					
<b>Overall Intersection</b>	-	-	<b>0.82</b>	<b>27.3</b>	<b>C</b>	-	<b>0.86</b>	<b>28.6</b>	<b>C</b>	-	-	-	-	

**TABLE 17  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B SATURDAY PRE-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH			No Action				With Action				Mitigation				Mitigation Measure
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>Parsons Boulevard at Sanford Avenue</b>															
Parsons Boulevard	NB	LTR	0.85	31.7	C	LTR	0.87	34.0	C						-Mitigation not required.
			-	-	-	-	-	-	-						
	SB	LTR	0.73	25.8	C	LTR	0.87	34.6	C						
Sanford Avenue	EB	LTR	0.63	23.4	C	LTR	0.65	24.0	C						
	WB	LTR	0.85	33.0	C	LTR	0.91	38.9	D						
<b>Overall Intersection</b>	-	-	<b>0.85</b>	<b>28.6</b>	<b>C</b>	-	<b>0.89</b>	<b>33.3</b>	<b>C</b>						
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>															
<b>College Point Boulevard at 32nd Avenue</b>															
College Point Boulevard	NB	T	0.36	23.3	C	T	0.38	23.5	C						-Mitigation not required.
		TR	0.59	26.1	C	TR	0.59	26.1	C						
	SB	L	0.58	38.1	D	L	0.58	38.1	D						
		T	0.45	11.1	B	T	0.46	11.2	B						
32nd Avenue	WB	LTR	0.46	30.1	C	LTR	0.46	30.1	C						
<b>Overall Intersection</b>	-	-	<b>1.04</b>	<b>21.9</b>	<b>C</b>	-	<b>1.04</b>	<b>21.9</b>	<b>C</b>						
<b>NORTHERN BOULEVARD SERVICE ROAD</b>															
<b>College Point Boulevard at Northern Boulevard Service Road</b>															
College Point Boulevard	NB	TR	0.55	13.3	B	TR	0.55	13.4	B	TR	0.56	14.2	B		-Modify Signal Timing: Shift 1 s of green time from NB/SB phase to WB phase [NB/SB green time shifts from 51 s to 50 s; WB green time shifts from 29 s to 30 s]. [Measures reflect improvements needed for the Saturday Non-game peak period.]
	SB	LT	0.91	26.5	C	LT	0.93	28.7	C	LT	0.95	33.0	C		
Northern Blvd Service Rd	WB	LR	0.71	32.9	C	LR	0.87	42.5	D	LR	0.84	38.9	D		
<b>Overall Intersection</b>	-	-	<b>0.84</b>	<b>22.0</b>	<b>C</b>	-	<b>0.91</b>	<b>25.2</b>	<b>C</b>	-	<b>0.91</b>	<b>26.5</b>	<b>C</b>		
<b>STADIUM ROAD</b>															
<b>Boat Basin Road at Stadium Road</b>															
Boat Basin Road	NB	-	-	-	-	-	-	-	-	DefL	0.24	17.5	B		-Unmitigatable impact. -Install an actuated controller. -Modify signal phasing and timing plan: EB lead phase will have 7 s green time; EB/WB phase will have 21 s green time; WB lag phase will have 12 s green time; NB/SB phase will have 60 s green time, [each phase will have 3 s amber and 2 s all red time].
		LTR	0.49	49.3	D	LTR	0.76	53.5	D	TR	0.22	17.0	B		
	SB	-	-	-	-	-	-	-	-	DefL	1.07	88.5	F		
		LTR	0.67	33.0	C	LTR	1.40	210.4	F	TR	1.01	66.2	E		
Stadium Road	EB	-	-	-	-	DefL	1.20	179.1	F	DefL	0.78	56.6	E		
		-	-	-	-	TR	0.45	26.1	C	TR	0.56	38.8	D		
	WB	-	-	-	-	-	-	-	-	-	-	-	-		
		LTR	0.87	29.2	C	LTR	0.94	35.5	D	LTR	0.91	43.1	D		
<b>Overall Intersection</b>	-	-	<b>0.83</b>	<b>32.9</b>	<b>C</b>	-	<b>1.23</b>	<b>135.6</b>	<b>F</b>	-	<b>1.15</b>	<b>56.5</b>	<b>E</b>		

**TABLE 17**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2028 PHASE 1B SATURDAY PRE-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>UNSIGNALIZED INTERSECTIONS</b>														
<b>Boat Basin Road at Worlds Fair Marina</b>														
Boat Basin Road	NB	L	-	39.3	E	L	-	700.9	F	L	0.33	30.8	C	-Install traffic signal with the following timing plan: EB will have 10 s green time; WB + NB-Right will have 45 s green time; NB will have 20 s green time [each phase will have 3 s amber and 2 s all red time] -Stripe WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. -Stripe NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. -Intersection meets NYCDOT Signal Warrant Criteria.
		R	-	8.7	A	R	-	8.9	A	R	0.10	2.6	A	
Worlds Fair Marina	EB	-	-	-	-	-	-	-	-	TR	0.12	36.8	D	
	WB	LT	-	11.1	B	LT	-	12.9	B	L	0.93	40.1	D	
		-	-	-	-	-	-	-	-	LT	0.74	24.2	C	
<b>Overall Intersection</b>	-	-	-	<b>12.0</b>	<b>B</b>	-	-	<b>428.5</b>	<b>F</b>	-	<b>0.66</b>	<b>30.8</b>	<b>C</b>	
<b>Willets Point Boulevard at Northern Boulevard</b>														
Willets Point Boulevard	NB	TR	-	9.2	A	-	-	-	-	-	-	-	-	-Channelize EB through receiving and NB right-turn receiving to allow concurrent traffic flow. -Install traffic signal with the following timing plan: EB will have 25 s green time; SB will have 55 s green time [each phase will have 3 s amber and 2 s all red time]. -Intersection meets NYCDOT Signal Warrant Criteria.
New Van Wyck Expressway Ramp	SB	-	-	-	-	-	-	-	-	T	0.22	8.1	A	
Northern Boulevard Service Road	EB	-	-	-	-	T	-	12.3	B	T	0.04	23.9	C	
<b>Overall Intersection</b>	-	-	-	<b>9.2</b>	<b>A</b>	-	-	<b>12.3</b>	<b>B</b>	-	<b>0.16</b>	<b>8.7</b>	<b>A</b>	
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>														
Stadium Road	NB	-	-	-	-	-	-	-	-	T	0.09	27.6	C	-Install traffic signal with the following timing plan: EB will have 40 s green time; WB will have 25 s green time; NB/SB will have 40 s green time [each phase will have 3 s amber and 2 s all red] -Add a right turn lane and channelized right-turn to the GCP off ramp. -Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. -Add a 12-ft SB left-turn lane in the median of Stadium Road. -Intersection meets NYCDOT Signal Warrant Criteria.
	SB	-	-	-	-	LT	-	9.4	A	L	0.45	35.2	D	
Grand Central Parkway Off-Ramp	EB	L	-	34.2	D	L	-	191.9	F	L	0.40	33.1	C	
		R	-	9.1	A	T	-	520.6	F	T	0.58	37.2	D	
Willets West Center Exit	WB	-	-	-	-	R	-	314.1	F	-	-	-	-	
<b>Overall Intersection</b>	-	-	-	<b>31.5</b>	<b>D</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.65</b>	<b>39.6</b>	<b>D</b>	
<b>126th Street at 36th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.43	17.2	B	TR	0.43	17.2	B	-Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	-	-	-	-	-	-	-	-	
36th Avenue	WB	LT	-	9.5	A	LT	1.04	51.6	D	LT	0.99	38.0	D	
		LR	-	24.8	C	L	0.13	39.5	D	L	0.13	39.5	D	
		-	-	-	-	R	0.48	32.9	C	R	0.48	32.9	C	
<b>Overall Intersection</b>	-	-	-	<b>17.2</b>	<b>C</b>	-	<b>0.83</b>	<b>40.5</b>	<b>D</b>	-	<b>0.79</b>	<b>31.7</b>	<b>C</b>	
<b>126th Street at 37th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.34	16.0	B	TR	0.34	16.0	B	-Mitigation not required. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	-	-	-	-	-	-	-	-	
37th Avenue	WB	LT	-	8.8	A	LT	1.01	44.9	D	LT	0.97	35.8	D	
		LR	-	17.4	C	L	0.10	35.2	D	L	0.10	35.2	D	
		-	-	-	-	R	0.73	45.0	D	R	0.73	45.0	D	
<b>Overall Intersection</b>	-	-	-	<b>14.6</b>	<b>B</b>	-	<b>0.90</b>	<b>38.0</b>	<b>D</b>	-	<b>0.87</b>	<b>32.1</b>	<b>C</b>	
<b>Northern Boulevard at 126th Place</b>														
126th Place	NB	R	-	15.6	C	R	-	18.2	C	R	0.19	40.6	D	-Mitigation not required. -Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. -Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. -Intersection meets NYCDOT Signal Warrant Criteria.
Northern Boulevard	EB	-	-	-	-	-	-	-	-	TR	0.63	10.1	B	
<b>Overall Intersection</b>	-	-	-	<b>15.6</b>	<b>C</b>	-	-	<b>18.2</b>	<b>C</b>	-	<b>0.53</b>	<b>10.9</b>	<b>B</b>	

TABLE 17  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2028 PHASE 1B SATURDAY PRE-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>NEW (WITH ACTION) SIGNALIZED INTERSECTION</b>													
126th Street at New Willets Point Boulevard													
126th Street	NB	-	-	-	TR	0.52	22.1	C					-Mitigation not required.
	SB	-	-	-	-	-	-	-					-Intersection meets NYCDOT Signal Warrant Criteria.
		-	-	-	LT	0.72	15.9	B					
New Willets Point Boulevard	WB	-	-	-	L	0.70	50.4	D					
		-	-	-	R	0.52	31.9	C					
<b>Overall Intersection</b>		-	-	-	-	<b>0.70</b>	<b>23.4</b>	<b>C</b>					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+".
- (4): This table has been revised for the Final SEIS.



**TABLE 18**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2028 PHASE 1B SATURDAY POST-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>ASTORIA BOULEVARD</b>														
<b>108th Street at Astoria Boulevard</b>														
108th Street	NB	DefL	0.53	27.6	C	DefL	0.62	30.4	C	DefL	0.62	30.4	C	-Install "No Standing Saturday 11 AM - 10 PM" regulations along the south curb of the EB approach for 150-ft from the intersection to allow for an 11-ft daylighted right-turn lane.
		T	0.21	21.2	C	T	0.21	21.2	C	T	0.21	21.2	C	
	SB	LTR	0.19	20.9	C	LTR	0.19	20.9	C	LTR	0.19	20.9	C	
Astoria Boulevard	EB	TR	0.68	25.4	C	TR	0.75	27.0	C	T	0.64	24.5	C	
		-	-	-	D	-	-	-	D	R	0.25	20.2	C	
	WB	L	0.92	51.3	D	L	0.99	73.4	E	L	0.92	51.4	D	
		TR	0.30	12.0	B	TR	0.35	12.4	B	TR	0.35	12.4	B	
<b>Overall Intersection</b>	-	-	<b>0.72</b>	<b>24.1</b>	<b>C</b>	-	<b>0.84</b>	<b>26.9</b>	<b>C</b>	-	<b>0.75</b>	<b>23.6</b>	<b>C</b>	
<b>NORTHERN BOULEVARD</b>														
<b>108th Street at Northern Boulevard (RT. 25A)</b>														
108th Street	NB	LTR	1.18	132.0	F	LTR	1.43	241.2	F	L	0.60	43.5	D	-Install "No Standing Anytime" regulations along the east curb of the NB approach for 250-ft from the intersection to allow for two moving lanes. -Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes. -Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft. -Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft. -Modify signal timing: shift 2 s green time from NB/SB phase to EB/WB left-turn phase [EB/WB left-turn green time shifts from 9 s to 11 s; NB/SB phase shifts from 30 s to 28 s].
		-	-	-	F	-	-	-	F	TR	0.84	46.7	D	
	SB	LTR	1.18	129.8	F	LTR	1.23	144.6	F	L	0.58	42.6	D	
		-	-	-	F	-	-	-	F	TR	0.72	43.4	D	
Northern Boulevard (Rt. 25A)	EB	L	0.14	36.5	D	L	0.14	44.3	D	L	0.12	34.7	C	
		TR	0.97	35.5	D	TR	1.09	72.1	E	T	0.96	34.5	C	
		-	-	-	D	-	-	-	D	R	0.13	13.3	B	
	WB	L	0.99	68.6	E	L	1.06	90.3	F	L	0.96	62.8	E	
		TR	1.13	89.5	F	TR	1.25	141.1	F	T	1.04	49.1	D	
		-	-	-	F	-	-	-	F	R	0.30	14.7	B	
<b>Overall Intersection</b>	-	-	<b>1.13</b>	<b>75.4</b>	<b>E</b>	-	<b>1.28</b>	<b>121.1</b>	<b>F</b>	-	<b>0.99</b>	<b>42.0</b>	<b>D</b>	
														-Install "No Standing 10 AM - 9 PM" regulations along the north curb of the WB approach for 150-ft from the intersection to allow for a 10-ft daylighted right-turn lane.  -Install "No Standing 10 AM - 9 PM" regulations along the south curb of the EB approach for 100-ft from the intersection to allow for a 10-ft daylighted right-turn lane.
<b>114th Street at Northern Boulevard (RT. 25A)</b>														
114th Street	SB	LTR	0.47	45.9	D	LTR	0.51	46.8	D	LTR	0.74	45.2	D	-Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes. -Divert left-turning turning to NB 112th Place and then to SB 114th Street. -Prohibit parking along east curb of SB 114th Street and restripe as two 11-ft moving lanes. -Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides. -Modify signal timing: Eliminate WB lead phase. Shift 8 s green time from WB lead phase to SB phase [SB green time shifts from 25 s to 33 s]. Shift 14 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 63 s to 77 s].
Northern Boulevard (Rt. 25A)	EB	T	0.67	22.6	C	T	0.76	25.4	C	T	0.62	14.1	B	
		R	0.66	24.6	C	R	0.68	25.4	C	R	0.56	14.1	B	
	WB	DefL	1.27	149.3	F	DefL	1.55	279.0	F	-	-	-	-	
		T	1.20	108.6	F	T	1.28	144.5	F	T	1.17	96.4	F	
<b>Overall Intersection</b>	-	-	<b>1.91</b>	<b>83.5</b>	<b>F</b>	-	<b>2.52</b>	<b>116.5</b>	<b>F</b>	-	<b>1.04</b>	<b>65.8</b>	<b>E</b>	
<b>126th Street at Northern Boulevard (RT. 25A)</b>														
126th Street	NB	L	1.17	124.2	F	L	2.45	698.6	F	L	2.26	615.5	F	-Partially mitigated -Install Jersey barriers on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitestone Expressway Ramp to bypass the signal and operate as free flow through the intersection. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave. -Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes. -Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard. -Modify signal timing: shift 2 s green time from EB Northern Blvd phase to NB 126th St phase and 1 s green time from EB Northern Blvd phase to EB GCP/Astoria Blvd ramp phase [EB Northern Blvd green time shifts from 35 s to 32 s; NB 126th St green time shifts from 25 s to 27 s; EB GCP/Astoria Blvd ramp green time shifts from 45 s to 45 s].
		R	0.65	44.2	D	R	3.00+	1000.0+	F	R	1.49	268.9	F	
Northern Boulevard	EB	T	0.56	38.4	D	T	0.58	39.0	D	T	0.72	43.8	D	
	WB	T	0.31	6.9	A	T	0.35	7.2	A	T	0.36	8.1	A	
Grand Central Parkway Ramp	EB	T	0.92	48.4	D	T	0.95	53.4	D	T	0.93	49.4	D	
Van Wyck & Whitestone Expressway Ramp	WB	T	0.64	11.9	B	T	0.91	26.5	C	-	-	-	-	
<b>Overall Intersection</b>	-	-	<b>0.76</b>	<b>48.2</b>	<b>D</b>	-	<b>3.00+</b>	<b>1000.0+</b>	<b>F</b>	-	<b>1.21</b>	<b>261.5</b>	<b>F</b>	

**TABLE 18  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B SATURDAY POST-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			LOS	
			Delay	LOS			Delay	LOS			Delay	LOS			
<b>Prince Street at Northern Boulevard (RT. 25A)</b>															
Prince Street	NB	LTR	1.13	109.9	F	LTR	1.13	109.9	F					-Unmitigatable Impact.	
	SB	LTR	0.41	38.7	D	LTR	0.41	38.7	D						
Northern Boulevard (Rt. 25A)	EB	L	0.89	66.0	E	L	0.89	66.0	E						
	WB	T	1.03	51.1	D	T	1.10	80.0	E						
	WB	L	0.90	89.7	F	L	0.90	89.7	F						
	WB	T	0.98	49.4	D	T	1.02	59.5	E						
Northern Boulevard Service Rd.	EB	TR	0.45	21.8	C	TR	0.45	21.8	C						
	WB	TR	0.54	29.1	C	TR	0.67	33.1	C						
	-	-	-	-	-	-	-	-	-						
<b>Overall Intersection</b>	-	-	<b>1.04</b>	<b>52.1</b>	<b>D</b>	-	<b>1.08</b>	<b>67.1</b>	<b>E</b>						
<b>Main Street at Northern Boulevard (RT. 25A)</b>															
Main Street	NB	L	0.85	47.9	D	L	0.85	47.9	D					-Unmitigatable impact.	
	R	0.74	42.2	D	R	0.74	42.2	D							
Northern Boulevard (Rt. 25A)	EB	T	1.05	64.2	E	T	1.14	99.7	F						
	WB	R	1.18	124.2	F	R	1.18	124.2	F						
	WB	L	0.12	25.9	C	L	0.12	25.9	C						
	T	0.70	21.1	C	T	0.76	22.8	C							
<b>Overall Intersection</b>	-	-	<b>0.98</b>	<b>54.6</b>	<b>D</b>	-	<b>0.98</b>	<b>68.8</b>	<b>E</b>						
<b>Union Street at Northern Boulevard (RT. 25A)</b>															
Union Street	NB	TR	0.66	34.8	C	TR	0.66	34.8	C	TR	0.68	35.9	D	-Partially Mitigated. -Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane.	
	SB	TR	0.68	34.8	C	TR	0.68	34.8	C	TR	0.70	35.9	D		
Northern Boulevard (Rt. 25A)	EB	L	0.74	34.3	C	L	0.74	36.0	D	L	0.71	29.6	C		
	WB	TR	1.24	145.9	F	TR	1.34	189.3	F	TR	1.34	189.3	F		
	WB	L	1.00	69.1	E	L	1.00	83.5	F	L	0.96	71.1	E		
	WB	TR	0.85	38.9	D	TR	0.94	46.4	D	TR	0.70	33.3	C		
<b>Overall Intersection</b>	-	-	<b>0.97</b>	<b>80.4</b>	<b>F</b>	-	<b>0.97</b>	<b>101.2</b>	<b>F</b>	-	<b>1.02</b>	<b>97.0</b>	<b>F</b>		
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>															
Parsons Boulevard	NB	L	0.74	57.2	E	L	0.76	59.1	E	L	0.76	59.1	E		-Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane.
	TR	0.59	38.4	D	TR	0.59	38.4	D	TR	0.59	38.4	D			
	SB	LTR	1.13	100.4	F	LTR	1.17	119.2	F	LT	0.71	35.8	D		
	-	-	-	-	-	-	-	-	-	R	0.34	33.1	C		
Northern Boulevard (Rt. 25A)	EB	L	0.45	43.5	D	L	0.52	46.0	D	L	0.52	44.8	D		
	TR	1.15	102.7	F	TR	1.26	153.0	F	T	1.06	61.2	E			
	-	-	-	-	-	-	-	-	-	R	0.43	24.1	C		
	WB	L	0.52	46.2	D	L	0.51	43.6	D	L	0.52	46.7	D		
	TR	1.12	91.0	F	TR	1.23	139.8	F	T	1.02	49.5	D			
	-	-	-	-	-	-	-	-	-	R	0.33	22.8	C		
<b>Overall Intersection</b>	-	-	<b>1.09</b>	<b>88.3</b>	<b>F</b>	-	<b>1.16</b>	<b>127.3</b>	<b>F</b>	-	<b>0.92</b>	<b>50.3</b>	<b>D</b>		
<b>34TH AVENUE</b>															
<b>114th Street at 34th Avenue</b>															
114th Street	SB	L	1.17	117.3	F	L	1.23	142.7	F	L	1.13	95.4	F	-Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].	
	T	0.35	25.1	C	T	0.42	26.0	C	T	0.38	23.3	C			
34th Avenue	EB	T	0.45	12.2	B	T	0.45	12.2	B	T	0.47	14.3	B		
	R	0.06	8.4	A	R	0.06	8.4	A	R	0.06	9.8	A			
<b>Overall Intersection</b>	-	-	<b>0.72</b>	<b>68.3</b>	<b>E</b>	-	<b>0.74</b>	<b>81.8</b>	<b>F</b>	-	<b>0.74</b>	<b>57.6</b>	<b>E</b>		

**TABLE 18**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2028 PHASE 1B SATURDAY POST-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
<b>126th Street/GCP Ramp at 34th Avenue</b>															
126th Street	NB	DefL	0.89	69.2	E	-	-	-	-	L	0.87	55.3	E	-Partially mitigated. -Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane. -Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. -Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes. -Modify signal phasing and timing plan. EB/WB phase will have 55 s green time; NB/SB lead left-turn phase will have 7 s green time; NB/SB phase will have 43 s green time [each phase will have 3 s amber and 2 s all red time].	
		TR	0.68	39.5	D					TR	1.32	187.3	F		
Northern Boulevard Ramp GCP Ramp	SB	LTR	0.26	32.5	C	LTR	2.32	636.5	F						
	SB	LTR	0.65	47.7	D	LTR	2.98	957.7	F						
Shea Road			-	-	-	LTR	2.17	577.3	F	L	0.65	47.0	D		
	EB	DefL	1.83	419.6	F					T	0.37	29.4	C		
34th Avenue			-	-	-	DefL	2.84	876.3	F	DefL	1.32	184.8	F		
	WB	LTR	0.56	40.3	D	TR	0.92	59.5	E	TR	0.41	22.7	C		
<b>Overall Intersection</b>	-	<b>1.17</b>	<b>125.9</b>	<b>F</b>	-	<b>2.69</b>	<b>602.8</b>	<b>F</b>	-	<b>1.30</b>	<b>125.2</b>	<b>F</b>			
<b>ROOSEVELT AVENUE</b>															
<b>108th Street at Roosevelt Avenue</b>															
108th Street	NB	LTR	1.16	118.2	F	LTR	1.20	135.5	F	LT	1.14	113.1	F		-Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.
			-	-	-					R	0.29	36.7	D		
Roosevelt Avenue	SB	LTR	1.21	140.7	F	LTR	1.22	146.1	F	LT	1.11	100.6	F		
			-	-	-					R	0.36	37.5	D		
Roosevelt Avenue	EB	LTR	0.64	14.9	B	LTR	0.75	18.4	B	LTR	0.74	18.1	B		
	WB	LTR	0.92	19.7	B	LTR	1.09	64.8	E	LTR	1.03	38.5	D		
<b>Overall Intersection</b>	-	<b>0.99</b>	<b>57.1</b>	<b>E</b>	-	<b>1.12</b>	<b>75.8</b>	<b>E</b>	-	<b>1.06</b>	<b>50.3</b>	<b>D</b>			
<b>111th Street at Roosevelt Avenue</b>															
111th Street	NB	LTR	1.06	78.8	E	LTR	1.06	78.8	E	LTR	1.06	78.8	E	-Install "No Standing 10 AM - 10 PM" regulations along the north curb of the WB Roosevelt Avenue approach 100-ft from the intersection to allow for one 11-ft left-through lane and one 10-ft right-turn lane.	
			-	-	-										
Roosevelt Avenue	EB	LTR	0.74	17.8	B	LTR	0.87	24.9	C	LTR	0.92	30.9	C		
	WB	LTR	1.23	124.7	F	LTR	1.40	199.9	F	LT	1.08	59.5	E		
<b>Overall Intersection</b>			-	-	-					R	0.24	8.1	A		
	-	<b>1.18</b>	<b>80.2</b>	<b>F</b>	-	<b>1.31</b>	<b>117.2</b>	<b>F</b>	-	<b>1.08</b>	<b>50.0</b>	<b>D</b>			
<b>114th Street at Roosevelt Avenue</b>															
114th Street	NB	LTR	0.67	45.8	D	LTR	0.72	48.8	D	LTR	0.50	36.0	D		-Partially mitigated. -Shift center line of WB Roosevelt Avenue approach 11 ft to the south. -Restripe the WB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane, one 11-ft through lane, and one 11-ft exclusive right-turn lane. -Restripe the EB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane and one 11-ft travel lane. -Shift centerline of NB 114th Street approach 3 ft to the east. -Restripe the NB 114th Street approach from one 16-ft travel lane to one 13-ft travel lane -Shift center line of SB 114th Street approach 2 ft to the east. -Install "No Standing Anytime" regulations along the east curb of the NB 114th Street approach 250 ft from the intersection. -Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 250 ft from the intersection. -Modify signal timing: Shift 4 s green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 80 s to 76 s; NB/SB green time shifts from 30 s to 34 s].
			-	-	-										
Roosevelt Avenue	SB	LTR	1.11	95.2	F	LTR	1.23	148.0	F	LTR	1.04	65.7	E		
			-	-	-										
Roosevelt Avenue	EB	LTR	1.29	154.7	F	LTR	1.82	389.8	F	L	0.59	14.4	B		
			-	-	-					TR	0.59	13.3	B		
Roosevelt Avenue	WB	LTR	0.79	17.0	B	LTR	1.25	137.2	F	L	0.52	16.2	B		
			-	-	-					T	0.73	18.0	B		
<b>Overall Intersection</b>			-	-	-					R	1.65	322.7	F		
	-	<b>1.24</b>	<b>66.8</b>	<b>E</b>	-	<b>1.64</b>	<b>195.0</b>	<b>F</b>	-	<b>1.45</b>	<b>96.4</b>	<b>F</b>			

TABLE 18  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B SATURDAY POST-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
126th Street at Roosevelt Avenue	NB	LTR	0.22	37.4	D	LTR	0.24	38.1	D	DefL	0.26	40.2	D	-Partially Mitigated. -Restripe NB approach from one wide 25-ft lane to two 12-ft wide lanes with a 1-ft buffer at the east curb. -Place cones on EB approach to allow for one left-turn lane and one shared through-right lane during the post-game peak hour. -Traffic Enforcement Agent should be present to operate the signal. -Modify signal phasing (to be followed by Traffic Enforcement Agent): EB lead phase will have 19 s green time; EB/WB phase will have 52 s green time; NB/SB phase will have 34 s green time [each phase will have 3 s amber and 2 s all red time].	
		SB	DefL	1.25	163.9	F	DefL	0.89	57.2	D	TR	0.11	32.6		C
Roosevelt Avenue		TR	0.51	30.2	C	TR	0.81	43.5	D	LTR	1.23	158.2	F		
	EB	-	-	-	-	DefL	3.00+	1000.0+	F	L	3.00+	1000.0+	F		
		LTR	0.61	22.8	C	TR	1.06	75.7	E	TR	0.90	30.2	C		
		WB	LTR	0.50	20.1	C	LTR	0.74	26.5	C	LTR	0.90	43.4		D
<b>Overall Intersection</b>	-	<b>0.89</b>	<b>55.2</b>	<b>E</b>	-	<b>3.00+</b>	<b>996.9</b>	<b>F</b>	-	<b>3.00+</b>	<b>359.7</b>	<b>F</b>			
College Point Boulevard at Roosevelt Avenue	NB	L	1.04	91.6	F	L	1.32	194.3	F	L	0.84	63.4	E		-Partially Mitigated -Restripe the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. -Restripe the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. -Restripe the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes, and two 10-ft travel lanes for 200 ft. -Restripe the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. -Restripe the NB/SB lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left-turn lanes, and three SB 10-ft travel lanes. -Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. -Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft. -Install "No Standing Anytime" regulations along the west curb of the SB approach of College Point Boulevard for 200 ft. -Divert SB right-turn traffic on College Point Boulevard to 39th Avenue and Janet Place. -Divert WB left-turn traffic on Roosevelt Avenue to Janet Place and 39th Avenue. -Modify signal phasing and timing plan: EB/WB will have 29 s green time; EB-lag phase will have 23 s green time; NB lead-phase will have 18 s green time; NB/SB phase will have 30 s green time [each phase will have 3 s amber and 2 s all red time].
		TR	0.78	26.0	C	TR	0.78	26.0	C	TR	0.75	31.5	C		
Roosevelt Avenue		TR	0.89	39.8	D	TR	1.03	65.9	E	T	0.69	43.7	D		
	EB	L	0.58	30.5	C	L	0.64	31.6	C	L	0.62	39.7	D		
		TR	1.24	129.6	F	TR	1.44	222.7	F	TR	1.38	199.1	F		
		WB	L	0.24	32.8	C	L	0.24	32.8	C	-	-	-		
	TR	0.42	25.8	C	TR	0.51	27.4	C	TR	0.50	41.1	D			
<b>Overall Intersection</b>	-	<b>1.14</b>	<b>60.9</b>	<b>E</b>	-	<b>1.40</b>	<b>102.8</b>	<b>F</b>	-	<b>1.08</b>	<b>84.5</b>	<b>F</b>			
Prince Street at Roosevelt Avenue	SB	LTR	0.72	37.1	D	LTR	0.72	37.1	D	-	-	-	-	-Mitigation not required.	
		EB	DefL	0.77	18.7	B	-	-	-	-	-	-	-		
Roosevelt Avenue		TR	0.83	18.2	B	LTR	0.82	16.3	B	-	-	-	-		
		WB	LTR	0.60	12.3	B	LTR	0.68	13.9	B	-	-	-		
<b>Overall Intersection</b>	-	<b>0.79</b>	<b>20.3</b>	<b>C</b>	-	<b>0.79</b>	<b>19.2</b>	<b>B</b>	-	-	-	-			

**TABLE 18  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B SATURDAY POST-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
Main Street at Roosevelt Avenue	NB	T	0.67	24.3	C	T	0.67	24.3	C	T	0.76	29.5	C	-Partially mitigated. -Modify Signal Timing: Shift 4 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 39 s to 43 s; NB/SB green time shifts from 41 s to 37 s].	
	SB	T	0.55	22.3	C	T	0.55	22.3	C	T	0.62	26.4	C		
Roosevelt Avenue	EB	L	0.26	19.4	B	L	0.29	20.6	C	L	0.24	16.6	B		
	TR	0.95	49.7	D	TR	1.12	97.9	F	TR	1.02	60.9	E			
	WB	L	0.20	17.3	B	L	0.26	19.3	B	L	0.21	15.3	B		
	TR	0.86	36.2	D	TR	0.95	47.9	D	TR	0.85	32.5	C			
<b>Overall Intersection</b>	-	<b>0.82</b>	<b>31.8</b>	<b>C</b>	-	<b>0.90</b>	<b>47.5</b>	<b>D</b>	-	<b>0.90</b>	<b>37.1</b>	<b>D</b>			
Union Street at Roosevelt Avenue	NB	TR	0.45	17.3	B	TR	0.45	17.3	B				-Unmitigatable impact.		
	SB	LT	1.21	127.2	F	LT	1.21	127.2	F						
Roosevelt Avenue	R	1.90	439.9	F	R	1.90	439.9	F							
	LTR	1.97	469.0	F	LTR	2.29	608.9	F							
	WB	LT	0.74	31.0	C	LT	0.84	38.4	D						
	R	1.49	293.1	F	R	1.49	293.1	F							
<b>Overall Intersection</b>	-	<b>1.93</b>	<b>224.5</b>	<b>F</b>	-	<b>2.08</b>	<b>269.2</b>	<b>F</b>							
Parsons Boulevard at Roosevelt Avenue	NB	LTR	0.95	41.6	D	LTR	0.97	46.2	D	LT	0.91	37.5		D	-Modify Signal Timing: Shift 2 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 40 s to 42 s; NB/SB green time shifts from 40 s to 38 s] -Install "No Standing 10AM - 8PM, Saturday" regulations on the NB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane. [Measures reflect improvements needed for the Saturday Non-game peak period.]
	SB	LTR	0.77	26.9	C	LTR	0.77	26.9	C	R	0.08	15.7		B	
Roosevelt Avenue	EB	LTR	0.71	26.3	C	LTR	0.88	37.9	D	LTR	0.84	32.2		C	
	WB	LTR	0.74	28.1	C	LTR	0.84	34.7	C	LTR	0.80	29.5	C		
<b>Overall Intersection</b>	-	<b>0.84</b>	<b>31.1</b>	<b>C</b>	-	<b>0.93</b>	<b>36.6</b>	<b>D</b>	-	<b>0.73</b>	<b>34.0</b>	<b>C</b>			
<b><u>KISSENA BOULEVARD</u></b>															
Main Street at Kissena Boulevard	NB	L	0.68	31.6	C	L	0.70	32.7	C	L	0.68	30.2	C	-Modify Signal Timing: Shift 1 s of green time from WB Kissena Blvd phase to NB/SB phase [WB green time shifts from 40 s to 39 s; NB/SB green time shifts from 40 s to 41 s]. [Measures reflect improvements needed for the Saturday Non-game peak period.]	
	TR	0.67	22.8	C	TR	0.67	22.8	C	TR	0.66	21.8	C			
Kissena Boulevard	SB	L	0.44	19.7	B	L	0.44	19.7	B	L	0.45	20.6	C		
	TR	0.48	18.8	B	TR	0.48	18.8	B	TR	0.47	18.1	B			
	WB	T	0.65	24.4	C	T	0.65	24.4	C	T	0.67	25.7	C		
	<b>Overall Intersection</b>	-	<b>0.67</b>	<b>22.1</b>	<b>C</b>	-	<b>0.68</b>	<b>22.2</b>	<b>C</b>	-	<b>0.67</b>	<b>21.8</b>	<b>C</b>		
<b><u>SANFORD AVENUE</u></b>															
College Point Boulevard at Sanford Avenue	NB	L	0.24	12.9	B	L	0.27	14.4	B				-Mitigation not required.		
	T	0.56	12.6	B	T	0.58	12.8	B							
Sanford Avenue	SB	TR	0.80	17.2	B	TR	0.84	18.6	B						
	WB	L	0.58	34.6	C	L	0.58	34.6	C						
	TR	0.34	26.5	C	TR	0.42	27.8	C							
	<b>Overall Intersection</b>	-	<b>0.73</b>	<b>17.5</b>	<b>B</b>	-	<b>0.75</b>	<b>18.5</b>	<b>B</b>						
Union Street at Sanford Avenue	NB	LTR	0.42	22.2	C	LTR	0.42	22.2	C					-Mitigation not required.	
	SB	LTR	0.81	29.6	C	LTR	0.82	30.2	C						
Sanford Avenue	EB	-	-	-	-	-	-	-	-						
	LTR	0.24	13.7	B	LTR	0.24	13.8	B							
	WB	LTR	0.70	22.3	C	LTR	0.73	23.6	C						
	<b>Overall Intersection</b>	-	<b>0.75</b>	<b>23.8</b>	<b>C</b>	-	<b>0.77</b>	<b>24.5</b>	<b>C</b>						

**TABLE 18**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2028 PHASE 1B SATURDAY POST-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Parsons Boulevard at Sanford Avenue</b>														
Parsons Boulevard	NB	LTR	0.92	35.9	D	LTR	0.94	39.2	D					-Mitigation not required.
			-	-	-									
	SB	LTR	0.74	26.1	C	LTR	0.88	35.8	D					
Sanford Avenue	EB	LTR	0.81	29.8	C	LTR	0.82	30.7	C					
	WB	LTR	0.82	31.5	C	LTR	0.86	35.1	D					
<b>Overall Intersection</b>	<b>-</b>	<b>0.87</b>	<b>30.8</b>	<b>C</b>	<b>-</b>	<b>0.90</b>	<b>35.2</b>	<b>D</b>						
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>														
<b>College Point Boulevard at 32nd Avenue</b>														
College Point Boulevard	NB	T	0.44	24.0	C	T	0.46	24.2	C					-Mitigation not required.
		TR	0.35	22.9	C	TR	0.36	23.1	C					
	SB	L	0.28	27.7	C	L	0.28	27.8	C					
		T	0.30	9.6	A	T	0.30	9.6	A					
32nd Avenue	WB	LTR	0.30	26.8	C	LTR	0.30	26.8	C					
<b>Overall Intersection</b>	<b>-</b>	<b>0.86</b>	<b>19.5</b>	<b>B</b>	<b>-</b>	<b>0.86</b>	<b>19.7</b>	<b>B</b>						
<b>NORTHERN BOULEVARD SERVICE ROAD</b>														
<b>College Point Boulevard at Northern Boulevard Service Road</b>														
College Point Boulevard	NB	TR	0.51	12.8	B	TR	0.53	13.1	B	TR	0.54	13.8	B	-Modify Signal Timing: Shift 1 s of green time from NB/SB phase to WB phase [NB/SB green time shifts from 51 s to 50 s; WB green time shifts from 29 s to 30 s].
	SB	LT	0.55	14.0	B	LT	0.57	14.3	B	LT	0.58	15.2	B	[Measures reflect improvements needed for the Saturday Non-game peak period.]
Northern Blvd Service Rd	WB	LR	0.56	29.0	C	LR	0.70	33.2	C	LR	0.67	31.5	C	
<b>Overall Intersection</b>	<b>-</b>	<b>0.55</b>	<b>15.8</b>	<b>B</b>	<b>-</b>	<b>0.61</b>	<b>17.3</b>	<b>B</b>	<b>-</b>	<b>0.62</b>	<b>17.6</b>	<b>B</b>		
<b>STADIUM ROAD</b>														
<b>Boat Basin Road at Stadium Road</b>														
Boat Basin Road	NB	L	1.82	401.9	F	DefL	1.29	220.0	F	DefL	0.63	39.2	D	-install an actuated controller.
		TR	1.42	218.7	F	TR	0.28	19.7	B	TR	0.31	28.7	C	-Modify signal phasing and timing plan. EB lead phase will have 22 s green time; EB/WB phase will have 25 s green time; WB lag phase will have 11 s green time; NB/SB phase will have 42 s green time; [each phase will have 3 s amber and 2 s all red time].
	SB	-	-	-	-	-	-	-	-	-	-	-	-	
		LTR	0.30	20.1	C	LTR	1.00	55.7	E	LTR	0.82	42.6	D	
Stadium Road	EB	-	-	-	-	DefL	2.84	867.4	F	DefL	1.26	170.7	F	
		-	-	-	-	TR	0.53	17.5	B	TR	0.62	27.7	C	
	WB	-	-	-	-	-	-	-	-	-	-	-	-	
		LTR	0.31	13.7	B	LTR	0.77	21.8	C	LTR	0.87	43.9	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.97</b>	<b>238.6</b>	<b>F</b>	<b>-</b>	<b>2.17</b>	<b>159.5</b>	<b>F</b>	<b>-</b>	<b>1.53</b>	<b>61.6</b>	<b>E</b>		

**TABLE 18  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2028 PHASE 1B SATURDAY POST-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>UNSIGNALIZED INTERSECTIONS</b>														
<b>Boat Basin Road at Worlds Fair Marina</b>														
Boat Basin Road	NB	L	-	95.0	F	L	-	1000.0+	F	L	0.69	38.1	D	-Install traffic signal with the following timing plan: EB will have 10 s green time; WB + NB-Right will have 45 s green time; NB will have 20 s green time [each phase will have 3 s amber and 2 s all red time]. -Stripe WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. -Stripe NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. -Intersection meets NYCDOT Signal Warrant Criteria.
		R	-	13.2	B	R	-	10.7	B	R	0.32	3.8	A	
Worlds Fair Marina	EB	-	-	-	-	-	-	-	-	TR	0.12	36.8	D	
	WB	LT	-	7.7	A	LT	-	8.9	A	L	0.42	15.8	B	
		-	-	-	-	-	-	-	-	LT	0.86	30.8	C	
<b>Overall Intersection</b>	-	-	-	<b>50.1</b>	<b>F</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.71</b>	<b>25.2</b>	<b>C</b>	
<b>Willets Point Boulevard at Northern Boulevard</b>														
Willets Point Boulevard	NB	TR	-	9.1	A	-	-	-	-	-	-	-	-	-Channelize EB through receiving and NB right-turn receiving to allow concurrent traffic flow. -Install traffic signal with the following timing plan: EB will have 25 s green time; SB will have 55 s green time [each phase will have 3 s amber and 2 s all red time]. -Intersection meets NYCDOT Signal Warrant Criteria.
New Van Wyck Expressway Ramp	SB	-	-	-	-	-	-	-	-	T	0.19	7.9	A	
Northern Boulevard Service Road	EB	-	-	-	-	T	-	49.4	E	T	0.69	37.5	D	
<b>Overall Intersection</b>	-	-	-	<b>9.1</b>	<b>A</b>	-	-	<b>49.4</b>	<b>E</b>	-	<b>0.35</b>	<b>21.8</b>	<b>C</b>	
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>														
Stadium Road	NB	-	-	-	-	-	-	-	-	T	0.52	27.5	C	-Install traffic signal with the following timing plan: EB will have 30 s green time; WB will have 25 s green time; NB/SB will have 50 s green time [each phase will have 3 s amber and 2 s all red]. -Add a right turn lane and channelized right-turn to the GCP off ramp. -Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. -Add a 12-ft SB left-turn lane in the median of Stadium Road. -Intersection meets NYCDOT Signal Warrant Criteria.
	SB	-	-	-	-	LT	-	13.0	B	L	0.65	43.4	D	
Grand Central Parkway Off-Ramp	EB	L	-	51.0	F	L	-	179.9	F	L	0.44	41.4	D	
		-	-	-	-	T	-	701.8	F	T	0.52	43.2	D	
		R	-	22.5	C	R	-	11.5	B	-	-	-	-	
Willets West Center Exit	WB	-	-	-	-	L	-	1000.0+	F	L	0.76	53.0	D	
		-	-	-	-	R	-	13.3	B	R	0.23	41.3	D	
<b>Overall Intersection</b>	-	-	-	<b>40.1</b>	<b>E</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.64</b>	<b>36.6</b>	<b>D</b>	
<b>126th Street at 36th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.94	34.0	C	TR	0.94	34.0	C	-Partially mitigated. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	DefL	0.68	50.5	D	DefL	0.56	38.7	D	
36th Avenue	WB	LT	-	8.4	A	T	0.52	9.8	A	T	0.51	9.5	A	
		LR	-	13.2	B	L	0.11	39.2	D	L	0.11	39.2	D	
		-	-	-	-	R	0.85	59.3	E	R	0.85	59.3	E	
<b>Overall Intersection</b>	-	-	-	<b>12.9</b>	<b>B</b>	-	<b>1.08</b>	<b>32.0</b>	<b>C</b>	-	<b>1.06</b>	<b>31.5</b>	<b>C</b>	
<b>126th Street at 37th Avenue</b>														
126th Street	NB	-	-	-	-	TR	1.08	72.8	E	TR	1.08	72.8	E	-Partially mitigated. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	DefL	0.68	51.0	D	DefL	0.56	39.8	D	
37th Avenue	WB	LT	-	8.4	A	T	0.46	11.0	B	T	0.46	11.0	B	
		LR	-	16.8	C	L	0.18	36.4	D	L	0.18	36.4	D	
		-	-	-	-	R	0.35	29.8	C	R	0.35	29.8	C	
<b>Overall Intersection</b>	-	-	-	<b>15.6</b>	<b>C</b>	-	<b>1.07</b>	<b>56.8</b>	<b>E</b>	-	<b>1.07</b>	<b>56.4</b>	<b>E</b>	
<b>Northern Boulevard at 126th Place</b>														
126th Place	NB	R	-	16.4	C	R	-	19.5	C	R	0.19	40.5	D	-Mitigation not required. -Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. -Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. -Intersection meets NYCDOT Signal Warrant Criteria.
Northern Boulevard	EB	-	-	-	-	-	-	-	-	TR	0.59	9.5	A	
<b>Overall Intersection</b>	-	-	-	<b>16.4</b>	<b>C</b>	-	-	<b>19.5</b>	<b>C</b>	-	<b>0.50</b>	<b>10.3</b>	<b>B</b>	









TABLE 20  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2032 PHASE 2 WEEKDAY NON-GAME AM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>ASTORIA BOULEVARD</b>														
108th Street at Astoria Boulevard														
108th Street	NB	DefL	0.79	62.6	E	DefL	0.83	66.7	E	DefL	0.80	61.7	E	-Modify Signal Timing: Shift 1 s of green time from WB lead phase to NB/SB phase [WB lead phase green time shifts from 18 s to 17 s; NB/SB green time shifts from 32 s to 33 s].
		T	0.21	35.6	D	T	0.21	35.6	D	T	0.21	34.7	C	
	SB	LTR	0.36	38.5	D	LTR	0.36	38.5	D	LTR	0.35	37.5	D	
Astoria Boulevard	EB	TR	0.61	25.8	C	TR	0.68	27.3	C	TR	0.68	27.3	C	
		-	-	-	-	-	-	-	-	-	-	-	-	
	WB	L	0.58	15.3	B	L	0.62	17.7	B	L	0.65	18.8	B	
		TR	0.79	8.2	A	TR	0.82	8.8	A	TR	0.83	9.7	A	
<b>Overall Intersection</b>	-	-	<b>0.79</b>	<b>18.2</b>	<b>B</b>	-	<b>0.82</b>	<b>19.4</b>	<b>B</b>	-	<b>0.82</b>	<b>19.7</b>	<b>B</b>	
<b>NORTHERN BOULEVARD</b>														
108th Street at Northern Boulevard (RT. 25A)														
108th Street	NB	LTR	1.17	125.6	F	LTR	1.26	165.1	F	L	0.58	44.5	D	-Partially Mitigated. -Install "No Standing Anytime" regulations along the east curb of the NB approach for 250-ft from the intersection to allow for two moving lanes. -Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes. -Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft. -Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft. -Modify Signal Timing: Shift 2 s of green time from EB/WB left-turn phase EB/WB phase [EB/WB left-turn green time shifts from 9 s to 7 s; EB/WB green time shifts from 71 s to 73 s].
		-	-	-	-	-	-	-	-	TR	0.62	42.7	D	
	SB	LTR	1.00	85.5	F	LTR	1.00	86.6	F	L	0.31	42.8	D	
		-	-	-	-	-	-	-	-	TR	0.64	48.1	D	
Northern Boulevard (Rt. 25A)	EB	L	0.08	23.2	C	L	0.08	29.6	C	L	0.09	26.6	C	
		TR	0.77	21.0	C	TR	0.90	28.4	C	TR	0.88	25.2	C	
		-	-	-	-	-	-	-	-	-	-	-	-	
	WB	L	0.45	22.1	C	L	0.53	32.6	C	L	0.56	32.1	C	
		TR	1.06	43.2	D	TR	1.13	75.0	E	TR	1.10	59.8	E	
		-	-	-	-	-	-	-	-	-	-	-	-	
<b>Overall Intersection</b>	-	-	<b>0.95</b>	<b>43.8</b>	<b>D</b>	-	<b>1.05</b>	<b>65.8</b>	<b>E</b>	-	<b>0.89</b>	<b>47.2</b>	<b>D</b>	
114th Street at Northern Boulevard (RT. 25A)														
114th Street	SB	LTR	0.48	47.9	D	LTR	0.51	48.8	D	LTR	0.64	44.0	D	-Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes. -Divert left-turning turning to NB 112th Place and then to SB 114th Street. -Prohibit parking along east curb of SB 114th Street for 200 ft and restripe as two 11-ft lanes. -Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides. -Modify signal timing: Eliminate WB lead phase. Shift 7 s green time from WB lead phase to SB phase [SB green time shifts from 23 s to 30 s]. Shift 34 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 46 s to 80 s].
Northern Boulevard (Rt. 25A)	EB	T	0.88	41.7	D	T	1.08	84.8	F	T	0.62	12.4	B	
		R	0.75	38.9	D	R	0.76	39.5	D	R	0.44	10.5	B	
	WB	DefL	0.50	16.0	B	DefL	0.57	26.3	C	-	-	-	-	
		T	1.20	107.2	F	T	1.28	144.2	F	T	1.07	51.3	D	
		-	-	-	-	-	-	-	-	-	-	-	-	
<b>Overall Intersection</b>	-	-	<b>1.32</b>	<b>78.8</b>	<b>E</b>	-	<b>1.41</b>	<b>110.6</b>	<b>F</b>	-	<b>0.95</b>	<b>38.6</b>	<b>D</b>	
126th Street at Northern Boulevard (RT. 25A)														
126th Street	NB	L	0.28	41.2	D	L	1.09	112.5	F	L	1.09	112.5	F	-Partially mitigated. -Install Jersey barriers on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitestone Expressway Ramp to bypass the signal and operate as free flow through the intersection. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave. -Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes. -Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard. -Modify signal timing: shift 2 s of green time from EB Northern Blvd phase to EB GCP/Astoria Blvd Ramp phase [EB GCP/Astoria Blvd Ramp green time shifts from 45 s to 47 s; EB Northern Blvd green time shifts from 35 s to 33 s].
		R	0.27	41.3	D	R	2.21	622.0	F	R	0.49	45.5	D	
Northern Boulevard	EB	T	0.54	38.3	D	T	0.62	40.2	D	T	0.76	45.0	D	
	WB	T	0.66	11.0	B	T	0.72	12.2	B	T	0.72	12.2	B	
Grand Central Parkway Ramp	EB	T	0.84	42.4	D	T	0.93	51.4	D	T	0.89	45.1	D	
Van Wyck & Whitestone Expressway Ramp	WB	T	1.13	115.7	F	T	1.48	265.0	F	-	-	-	-	
		-	-	-	-	-	-	-	-	-	-	-	-	
<b>Overall Intersection</b>	-	-	<b>0.94</b>	<b>53.2</b>	<b>D</b>	-	<b>1.64</b>	<b>133.6</b>	<b>F</b>	-	<b>0.90</b>	<b>44.0</b>	<b>D</b>	

**TABLE 20**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2032 PHASE 2 WEEKDAY NON-GAME AM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Prince Street at Northern Boulevard (RT. 25A)</b>													-Unmitigatable impact.	
Prince Street	NB	LTR	1.17	140.0	F	LTR	1.17	140.0	F					
	SB	LTR	0.81	54.1	D	LTR	0.81	54.1	D					
Northern Boulevard (Rt. 25A)	EB	L	0.97	96.9	F	L	0.97	96.9	F					
		T	0.82	22.8	C	T	0.87	25.2	C					
	WB	L	0.96	94.1	F	L	0.96	94.1	F					
		T	1.17	100.6	F	T	1.22	120.8	F					
Northern Boulevard Service Rd.	EB	TR	0.45	16.7	B	TR	0.45	16.7	B					
	WB	TR	0.67	19.3	B	TR	0.86	26.4	C					
	-	-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	-	<b>1.13</b>	<b>64.9</b>	<b>E</b>	-	<b>1.16</b>	<b>73.3</b>	<b>E</b>						
<b>Main Street at Northern Boulevard (RT. 25A)</b>													-Unmitigatable impact.	
Main Street	NB	L	0.78	43.8	D	L	0.78	43.8	D					
		R	0.86	56.1	E	R	0.86	56.1	E					
Northern Boulevard (Rt. 25A)	EB	T	0.95	40.7	D	T	1.02	55.7	E					
		R	1.18	128.3	F	R	1.18	128.3	F					
	WB	L	0.17	26.5	C	L	0.17	26.5	C					
		T	1.06	48.5	D	T	1.15	86.7	F					
<b>Overall Intersection</b>	-	<b>1.02</b>	<b>53.3</b>	<b>D</b>	-	<b>1.02</b>	<b>73.9</b>	<b>E</b>						
<b>Union Street at Northern Boulevard (RT. 25A)</b>													-Unmitigatable impact. -Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane.	
Union Street	NB	TR	0.68	35.2	D	TR	0.68	35.2	D					
	SB	TR	0.90	43.3	D	TR	0.92	44.8	D					
Northern Boulevard (Rt. 25A)	EB	L	0.97	68.6	E	L	0.97	69.1	E					
		TR	1.24	145.7	F	TR	1.33	188.3	F					
	WB	L	1.03	79.7	E	L	1.02	78.9	E					
		TR	0.97	40.7	D	TR	1.06	67.3	E					
<b>Overall Intersection</b>	-	<b>1.13</b>	<b>74.6</b>	<b>E</b>	-	<b>1.13</b>	<b>98.4</b>	<b>F</b>						
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>														-Partially mitigated. -Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Modify Signal Timing: Shift 2 s green time from EB/WB protected left-turn phase to EB/WB phase; shift 1 s green time from LPI phase (east and west crosswalks) to NB/SB phase   EB/WB protected left-turn green time shifts from 12 s to 10 s; EB/WB green time shifts from 50 s to 52 s NB/SB green time shifts from 36 s to 37 s; LPI shifts from 7 s to 6 s .
Parsons Boulevard	NB	L	0.97	95.3	F	L	1.00	104.0	F	L	0.96	91.6		
		TR	0.57	39.9	D	TR	0.57	39.9	D	TR	0.55	38.7	D	
	SB	LTR	0.83	48.1	D	LTR	0.87	51.1	D	LTR	0.84	47.5	D	
	-	-	-	-	-	-	-	-	-	-	-	-		
Northern Boulevard (Rt. 25A)	EB	L	0.54	45.6	D	L	0.57	47.7	D	L	0.63	49.9	D	
		TR	1.04	64.3	E	TR	1.17	115.0	F	T	0.89	35.1	D	
		-	-	-	-	-	-	-	-	R	0.38	24.1	C	
	WB	L	0.44	37.1	D	L	0.47	41.9	D	L	0.46	36.7	D	
		TR	1.13	91.8	F	TR	1.23	135.4	F	TR	1.18	112.0	F	
	-	-	-	-	-	-	-	-	-	-	-	-		
<b>Overall Intersection</b>	-	<b>1.03</b>	<b>73.4</b>	<b>E</b>	-	<b>1.07</b>	<b>108.6</b>	<b>F</b>	-	<b>1.05</b>	<b>74.6</b>	<b>E</b>		
<b>34TH AVENUE</b>														
<b>114th Street at 34th Avenue</b>													-Mitigation not required.	
114th Street	SB	L	0.85	39.3	D	L	0.87	41.3	D					
		T	0.32	24.6	C	T	0.35	25.0	C					
34th Avenue	EB	T	0.43	12.0	B	T	0.43	12.0	B					
		R	0.11	8.8	A	R	0.14	9.0	A					
<b>Overall Intersection</b>	-	<b>0.58</b>	<b>24.0</b>	<b>C</b>	-	<b>0.58</b>	<b>24.6</b>	<b>C</b>						

**TABLE 20**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2032 PHASE 2 WEEKDAY NON-GAME AM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
<b>126th Street/GCP Ramp at 34th Avenue</b>															
126th Street	NB	-	-	-	-	DefL	0.59	33.6	C	L	0.42	25.4	C	-Partially mitigated -Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane. -Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. -Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes. -Modify signal phasing and timing plan: EB/WB phase will have 56 s green time; NB/SB lead left-turn phase will have 7 s green time; NB/SB phase will have 42 s green time [each phase will have 3 s amber and 2 s all red time].	
	LTR	0.17	19.9	B	TR	0.46	24.3	C	TR	0.54	33.8	C			
Northern Boulevard Ramp	SB	0.33	22.5	C	LTR	0.68	32.1	C	-	-	-	-			
GCP Ramp	SB	LTR	0.83	66.1	E	LTR	3.00+	1000.0+	F	L	0.92	76.5	E		
	-	-	-	-	-	-	-	-	T	0.48	31.9	C			
Shea Road	EB	-	-	-	-	-	-	-	-	-	-	-			
	LTR	0.48	43.4	D	LTR	2.46	712.5	F	LTR	0.78	32.8	C			
34th Avenue	WB	-	-	-	-	-	-	-	DefL	0.98	79.5	E			
	LTR	0.67	55.9	E	LTR	3.00+	1000.0+	F	TR	0.99	65.5	E			
<b>Overall Intersection</b>	-	<b>0.53</b>	<b>40.7</b>	<b>D</b>	-	<b>3.00+</b>	<b>1000.0+</b>	<b>F</b>	-	<b>0.95</b>	<b>45.7</b>	<b>D</b>			
<b>ROOSEVELT AVENUE</b>															
<b>108th Street at Roosevelt Avenue</b>															
108th Street	NB	LTR	1.04	83.4	F	LTR	1.08	97.3	F	LT	0.87	53.7	D	-Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.	
	-	-	-	-	-	-	-	-	R	0.22	36.3	D			
	SB	LTR	1.12	108.7	F	LTR	1.13	116.0	F	LT	0.91	56.6	E		
	-	-	-	-	-	-	-	-	R	0.30	37.2	D			
Roosevelt Avenue	EB	LTR	0.69	16.3	B	LTR	0.82	22.6	C	LTR	0.82	22.6	C		
	WB	LTR	0.83	10.8	B	LTR	0.96	21.3	C	LTR	0.96	21.3	C		
<b>Overall Intersection</b>	-	<b>0.91</b>	<b>39.2</b>	<b>D</b>	-	<b>1.00</b>	<b>45.8</b>	<b>D</b>	-	<b>0.94</b>	<b>30.2</b>	<b>C</b>			
<b>111th Street at Roosevelt Avenue</b>															
111th Street	NB	LTR	1.02	73.8	E	LTR	1.02	73.8	E	LTR	1.02	73.8	E		-Install "No Standing 7 AM - 4 PM Mon - Fri" regulations along the north curb of the WB Roosevelt Avenue approach 100-ft from the intersection to allow for one 11-ft left-through lane and one 10-ft right-turn lane.
Roosevelt Avenue	EB	LTR	0.67	15.6	B	LTR	0.81	21.0	C	LTR	0.80	20.9	C		
	WB	LTR	0.94	20.2	C	LTR	1.07	51.9	D	LT	0.91	15.6	B		
	-	-	-	-	-	-	-	-	R	0.08	7.2	A			
<b>Overall Intersection</b>	-	<b>0.96</b>	<b>29.2</b>	<b>C</b>	-	<b>1.05</b>	<b>44.2</b>	<b>D</b>	-	<b>0.94</b>	<b>27.5</b>	<b>C</b>			
<b>114th Street at Roosevelt Avenue</b>															
114th Street	NB	LTR	1.04	79.3	E	LTR	1.08	94.1	F	LTR	0.72	41.3	D	-Shift center line of WB Roosevelt Avenue approach 11 ft to the south. -Restripe the WB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane, one 11-ft through lane, and one 11-ft exclusive right-turn lane. -Restripe the EB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane and one 11-ft travel lane. -Shift centerline of NB 114th Street approach 3 ft to the east. -Restripe the NB 114th Street approach from one 16-ft travel lane to one 13-ft travel lane -Shift center line of SB 114th Street approach 2 ft to the east. -Install "No Standing Anytime" regulations along the east curb of the NB 114th Street approach 250 ft from the intersection. -Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 250 ft from the intersection. -Modify signal timing: Shift 3 s green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 80 s to 77 s; NB/SB green time shifts from 30 s to 33 s].	
	SB	LTR	1.15	121.3	F	LTR	1.44	246.0	F	LTR	1.11	103.7	F		
	-	-	-	-	-	-	-	-	-	-	-	-			
Roosevelt Avenue	EB	LTR	0.83	23.4	C	LTR	1.01	52.9	D	L	0.23	10.1	B		
	-	-	-	-	-	-	-	-	TR	0.64	15.6	B			
	WB	LTR	0.57	5.5	A	LTR	0.70	7.2	A	L	0.76	28.6	C		
	-	-	-	-	-	-	-	-	T	0.64	8.7	A			
	-	-	-	-	-	-	-	-	R	0.23	9.6	A			
<b>Overall Intersection</b>	-	<b>0.92</b>	<b>33.3</b>	<b>C</b>	-	<b>1.13</b>	<b>55.5</b>	<b>E</b>	-	<b>0.87</b>	<b>26.2</b>	<b>C</b>			

TABLE 20  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2032 PHASE 2 WEEKDAY NON-GAME AM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
126th Street at Roosevelt Avenue 126th Street	NB	-	-	-	-	-	-	-	L	0.21	35.9	D	-Partially mitigated. -Reconfigure NB 126th Street approach to have one 10-ft exclusive left-turn and two 10-ft travel lanes. -Shift centerline of SB 126th Street approach 9 ft to the east. -Restripe the SB 126th Street approach from one 11-ft and one 12-ft travel lane to one 11-ft exclusive left-turn lane, one 10-ft through lane, and one 11-ft exclusive right-turn lane for 250 ft. -Shift centerline of EB Roosevelt Avenue approach 1 ft to north. -Shift centerline of WB Roosevelt Avenue approach 1 ft to south. -Restripe the EB Roosevelt Avenue approach from one 10-ft and 11-ft travel lane to two 11-ft travel lanes. -Restripe the WB Roosevelt Avenue approach from one 11-ft and 10-ft travel lane to two 11-ft travel lanes. -Modify signal phasing and timing plan: EB/WB will have 63 s green time; EB-lag/SB right phase will have 7 s green time; NB/SB phase will have 35 s green time [each phase will have 3 s amber and 2 s all red time].		
		LTR	0.22	37.1	D	LTR	3.00+	1000.0+	F	TR	0.10	31.2		C	
	SB	Defl	1.23	175.4	F	-	-	-	-	L	1.20	155.2		F	
		TR	0.67	52.7	D	LTR	3.00+	1000.0+	F	T	0.88	59.3		E	
Roosevelt Avenue		-	-	-	-	-	-	-	R	0.58	33.2	C			
	EB	-	-	-	Defl	1.13	117.7	F	Defl	0.73	44.2	D			
		LTR	0.57	12.6	B	TR	0.62	14.1	B	TR	0.57	15.3		B	
	WB	LTR	0.63	6.2	A	LTR	1.05	45.3	D	LTR	1.04	58.0		E	
<b>Overall Intersection</b>	-	<b>0.77</b>	<b>34.5</b>	<b>C</b>	-	<b>1.86</b>	<b>479.4</b>	<b>F</b>	-	<b>1.54</b>	<b>86.7</b>	<b>F</b>			
College Point Boulevard at Roosevelt Avenue College Point Boulevard	NB	L	1.43	252.6	F	L	1.79	410.8	F	L	1.37	228.7		F	-Restripe the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. -Restripe the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. -Restripe the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes and two 10-ft travel lanes for 200 ft. -Restripe the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. -Restripe the NB/SB lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left turn lanes, and three SB 10-ft travel lanes. -Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. -Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft. -Install "No Standing Anytime" regulations along the west curb of the SB approach of College Point Boulevard for 200 ft. -Divert SB right-turn traffic on College Point Boulevard to 39th Avenue and Janet Place. -Divert WB left-turn traffic on Roosevelt Avenue to Janet Place and 39th Avenue. -Modify signal phasing and timing plan: EB/WB will have 33 s green time; EB-lag phase will have 20 s green time; NB lead-phase will have 18 s green time; NB/SB phase will have 29 s green time [each phase will have 3 s amber and 2 s all red time].
		TR	0.74	27.7	C	TR	0.74	27.7	C	TR	0.83	36.4		D	
	SB	TR	0.86	43.8	D	TR	1.06	81.2	F	T	0.80	48.7		D	
	Roosevelt Avenue	EB	L	0.44	40.0	D	L	0.49	41.3	D	L	0.44		36.5	
		TR	0.99	61.8	E	TR	1.19	132.2	F	TR	1.01	62.8	E		
WB		L	0.23	45.3	D	L	0.23	45.3	D	-	-	-	-		
		TR	0.69	44.8	D	TR	0.81	51.0	D	TR	0.53	38.5	D		
<b>Overall Intersection</b>	-	<b>1.10</b>	<b>69.3</b>	<b>E</b>	-	<b>1.37</b>	<b>118.0</b>	<b>F</b>	-	<b>1.02</b>	<b>71.7</b>	<b>E</b>			
Prince Street at Roosevelt Avenue Prince Street Roosevelt Avenue	SB	LTR	0.52	31.1	C	LTR	0.52	31.1	C	LTR	0.56	34.3	C	-Modify Signal Timing: Shift 3 s of green time from SB phase to EB/WB phase [EB/WB green time shifts from 63 s to 66 s; SB green time shifts from 47 s to 44 s].	
	EB	Defl	1.30	180.6	F	Defl	1.37	211.9	F	Defl	1.27	167.7	F		
		TR	0.59	23.3	C	TR	0.67	25.8	C	TR	0.64	22.8	C		
	WB	LTR	0.91	34.7	C	LTR	0.99	47.4	D	LTR	0.94	36.0	D		
<b>Overall Intersection</b>	-	<b>0.96</b>	<b>67.7</b>	<b>E</b>	-	<b>1.01</b>	<b>77.2</b>	<b>E</b>	-	<b>0.98</b>	<b>62.3</b>	<b>E</b>			

TABLE 20  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2032 PHASE 2 WEEKDAY NON-GAME AM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Main Street at Roosevelt Avenue</b>														
Main Street	NB	T	0.60	22.4	C	T	0.60	22.4	C	T	0.64	25.8	C	-Modify Signal Timing: Shift 4 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 45 s to 49 s; NB/SB green time shifts from 65 s to 61 s].
	SB	T	0.45	19.8	B	T	0.45	19.8	B	T	0.49	22.7	C	
Roosevelt Avenue	EB	L	0.44	46.6	D	L	0.47	50.3	D	L	0.43	43.3	D	
	TR		0.57	36.4	D	TR	0.70	41.3	D	TR	0.64	35.7	D	
	WB	L	0.12	25.7	C	L	0.14	26.1	C	L	0.12	23.1	C	
	TR		1.01	69.5	E	TR	1.11	101.5	F	TR	1.02	68.7	E	
<b>Overall Intersection</b>	-	-	<b>0.77</b>	<b>37.1</b>	<b>D</b>	-	<b>0.81</b>	<b>48.0</b>	<b>D</b>	-	<b>0.81</b>	<b>39.3</b>	<b>D</b>	
<b>Union Street at Roosevelt Avenue</b>														
Union Street	NB	TR	0.61	20.1	C	TR	0.61	20.1	C					-Unmitigatable impact.
	SB	LT	1.10	80.0	E	LT	1.10	80.0	F					
		R	0.85	35.8	D	R	0.85	35.8	D					
Roosevelt Avenue	EB	LTR	1.43	231.1	F	LTR	1.75	372.1	F					
	WB	LT	1.01	53.8	D	LT	1.12	93.7	F					
		R	1.13	111.6	F	R	1.13	111.6	F					
<b>Overall Intersection</b>	-	-	<b>1.25</b>	<b>83.9</b>	<b>F</b>	-	<b>1.40</b>	<b>121.8</b>	<b>F</b>					
<b>Parsons Boulevard at Roosevelt Avenue</b>														
Parsons Boulevard	NB	LTR	1.15	104.8	F	LTR	1.17	112.0	F	LT	1.14	102.5	F	-Modify Signal Timing: Shift 4 s green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 55 s to 59 s; NB/SB green time shifts from 55 s to 51 s]. -Install "No Standing 7 AM - 10 AM, 4 PM - 7 PM, Mon-Fri" regulations on the NB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane.
		-	-	-	-	-	-	-	-	R	0.09	20.7	C	
	SB	LTR	0.82	35.1	D	LTR	0.82	35.1	D	LTR	0.9	44.5	D	
Roosevelt Avenue	EB	LTR	0.50	26.0	C	LTR	0.58	28.4	C	LTR	0.54	24.5	C	
	WB	LTR	1.17	112.5	F	LTR	1.28	161.7	F	LTR	1.17	111.6	F	
<b>Overall Intersection</b>	-	-	<b>1.16</b>	<b>76.1</b>	<b>E</b>	-	<b>1.23</b>	<b>94.0</b>	<b>F</b>	-	<b>1.16</b>	<b>75.7</b>	<b>E</b>	
<b>KISSENA BOULEVARD</b>														
<b>Main Street at Kissena Boulevard</b>														
Main Street	NB	L	0.75	34.6	C	L	0.78	36.7	D					-Mitigation not required.
		TR	0.70	25.4	C	TR	0.70	25.4	C					
	SB	L	0.66	38.7	D	L	0.66	38.7	D					
		TR	0.39	18.4	B	TR	0.39	18.4	B					
Kissena Boulevard	WB	T	0.74	38.9	D	T	0.74	38.9	D					
<b>Overall Intersection</b>	-	-	<b>0.75</b>	<b>28.1</b>	<b>C</b>	-	<b>0.76</b>	<b>28.4</b>	<b>C</b>					
<b>SANFORD AVENUE</b>														
<b>College Point Boulevard at Sanford Avenue</b>														
College Point Boulevard	NB	L	0.22	10.4	B	L	0.23	10.7	B	L	0.23	10.2	B	-Mitigation not required. -Upgrade to computerized signal controller with the following timing plan: WB phase will have 26 s green time; NB/SB phase will have 54 s green time [each phase will have 3 s amber and 2 s all red time]. [Measures reflect improvements needed for the weekday Non-game PM and Saturday Non-game peak periods.]
		T	0.69	15.0	B	T	0.71	15.6	B	T	0.70	14.8	B	
	SB	TR	0.59	13.2	B	TR	0.62	13.8	B	TR	0.61	13.1	B	
		-	-	-	-	-	-	-	-	-	-	-	-	
Sanford Avenue	WB	L	0.79	46.2	D	L	0.79	46.2	D	L	0.80	46.5	D	
		TR	0.56	30.1	C	TR	0.67	33.0	C	TR	0.68	33.2	C	
<b>Overall Intersection</b>	-	-	<b>0.72</b>	<b>19.3</b>	<b>B</b>	-	<b>0.74</b>	<b>20.2</b>	<b>C</b>	-	<b>0.73</b>	<b>19.7</b>	<b>B</b>	
<b>Union Street at Sanford Avenue</b>														
Union Street	NB	LTR	0.71	31.0	C	LTR	0.72	31.5	C					-Mitigation not required.
	SB	LTR	0.62	24.8	C	LTR	0.63	25.3	C					
	EB	DefL	0.58	26.4	C	DefL	0.60	28.0	C					
Sanford Avenue		TR	0.37	15.8	B	TR	0.37	15.8	B					
	WB	LTR	0.90	30.1	C	LTR	0.94	35.7	D					
<b>Overall Intersection</b>	-	-	<b>0.81</b>	<b>26.3</b>	<b>C</b>	-	<b>0.84</b>	<b>28.7</b>	<b>C</b>					

**TABLE 20  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2032 PHASE 2 WEEKDAY NON-GAME AM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Parsons Boulevard at Sanford Avenue</b>														
Parsons Boulevard	NB	LTR	1.12	79.7	E	LTR	1.14	88.9	F	LT	0.88	21.7	C	-Shift NB centerline 1-ft to the west to allow for a 20-ft NB approach. -Install "No Standing Anytime" regulations on the NB approach 75-ft from the stopbar to allow for one 10-ft left-through lane and one 10-ft daylighted right-turn pocket. -Modify Signal Timing: Shift 2 s green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 40 s to 38 s; NB/SB green time shifts from 40 s to 42 s].
	SB	LTR	0.97	39.3	D	LTR	1.00	47.4	D	R	0.11	13.6	B	
Sanford Avenue	EB	LTR	0.73	27.5	C	LTR	0.75	28.5	C	LTR	0.79	32.2	C	
	WB	LTR	0.83	31.7	C	LTR	0.89	36.1	D	LTR	0.93	43.6	D	
<b>Overall Intersection</b>			<b>0.98</b>	<b>45.8</b>	<b>D</b>		<b>1.02</b>	<b>51.7</b>	<b>D</b>		<b>0.96</b>	<b>34.5</b>	<b>C</b>	
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>														
<b>College Point Boulevard at 32nd Avenue</b>														
College Point Boulevard	NB	T	0.44	23.9	C	T	0.47	24.2	C					-Mitigation not required.
		TR	0.71	31.8	C	TR	0.71	31.8	C					
	SB	L	0.52	37.2	D	L	0.52	37.2	D					
32nd Avenue		T	0.60	13.0	B	T	0.61	13.2	B					
	WB	LTR	0.88	44.9	D	LTR	0.88	44.9	D					
<b>Overall Intersection</b>			<b>1.41</b>	<b>24.0</b>	<b>C</b>		<b>1.41</b>	<b>24.1</b>	<b>C</b>					
<b>NORTHERN BOULEVARD SERVICE ROAD</b>														
<b>College Point Boulevard at Northern Boulevard Service Road</b>														
College Point Boulevard	NB	TR	0.42	11.8	B	TR	0.43	12.0	B					-Unmitigatable impact.
	SB	LT	0.89	25.0	C	LT	0.91	27.7	C					
Northern Blvd Service Rd	WB	LR	0.79	37.0	D	LR	1.01	66.9	E					
<b>Overall Intersection</b>			<b>0.85</b>	<b>22.6</b>	<b>C</b>		<b>0.95</b>	<b>31.1</b>	<b>C</b>					
<b>STADIUM ROAD</b>														
<b>Boat Basin Road at Stadium Road</b>														
Boat Basin Road	NB									DefL	0.12	29.3	C	-Install an actuated controller. -Modify signal phasing and timing plan: EB lead phase will have 7 s green time, EB/WB phase will have 25 s green time, WB lag phase will have 7 s green time, NB/SB phase will have 31 s green time; SB lag phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time].
		LTR	0.09	7.3	A	LTR	0.04	7.0	A	TR	0.09	28.9	C	
	SB					DefL	0.91	32.9	C	DefL	0.90	44.4	D	
Stadium Road		LTR	0.39	9.8	A	TR	0.69	16.4	B	TR	0.85	37.4	D	
	EB									DefL	0.29	30.6	C	
						LTR	0.37	27.8	C	TR	0.30	30.6	C	
	WB													
		LTR	0.24	25.8	C	LTR	0.97	59.9	E	LTR	0.77	40.8	D	
<b>Overall Intersection</b>			<b>0.34</b>	<b>12.8</b>	<b>B</b>		<b>0.93</b>	<b>35.1</b>	<b>D</b>		<b>1.39</b>	<b>39.5</b>	<b>D</b>	



TABLE 20  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
 2032 PHASE 2 WEEKDAY NON-GAME AM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>UNSIGNALIZED INTERSECTIONS</b>														
<b>Boat Basin Road at Worlds Fair Marina</b>														
Boat Basin Road	NB	L	-	41.2	E	L	-	1000.0+	F	L	0.14	30.1	C	-Install traffic signal with the following timing plan: EB will have 7 s green time, WB + NB-Right will have 50 s green time; NB will have 18 s green time [each phase will have 3 s amber and 2 s all red time]. -Stripe WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. -Stripe NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. -Intersection meets NYCDOT Signal Warrant Criteria.
		R	-	8.7	A	R	-	8.7	A	R	0.04	1.7	A	
Worlds Fair Marina	EB	-	-	-	-	-	-	-	-	TR	0.03	38.7	D	
	WB	LT	-	8.9	A	LT	-	14.6	B	L	0.69	19.0	B	
		-	-	-	-	-	-	-	-	LT	0.59	16.2	B	
<b>Overall Intersection</b>	-	-	-	<b>10.2</b>	<b>B</b>	-	-	<b>585.7</b>	<b>F</b>	-	<b>0.50</b>	<b>18.0</b>	<b>B</b>	
<b>Willets Point Boulevard at Northern Boulevard</b>														
Willets Point Boulevard	NB	TR	-	10.3	B	-	-	-	-	-	-	-	-	-Channelize EB through receiving and NB right-turn receiving to allow concurrent traffic flow. -Install traffic signal with the following timing plan: EB will have 25 s green time; SB will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Intersection meets NYCDOT Signal Warrant Criteria.
New Van Wyck Expressway Ramp	SB	-	-	-	-	-	-	-	-	T	0.58	15.3	B	
Northern Boulevard Service Road	EB	-	-	-	-	T	-	21.6	C	T	0.11	11.0	B	
<b>Overall Intersection</b>	-	-	-	<b>10.3</b>	<b>B</b>	-	-	<b>21.6</b>	<b>C</b>	-	<b>0.34</b>	<b>14.9</b>	<b>B</b>	
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>														
Stadium Road	NB	-	-	-	-	-	-	-	-	T	0.04	24.5	C	-Mitigation not required. -Install traffic signal with the following timing plan: EB will have 38 s green time; WB will have 23 s green time; NB/SB will have 44 s green time [each phase will have 3 s amber and 2 s all red time]. -Add a right turn lane and channelized right-turn to the GCP off ramp. -Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. -Add a 12-ft SB left-turn lane in the median of Stadium Road. -Intersection meets NYCDOT Signal Warrant Criteria.
	SB	-	-	-	-	LT	-	7.5	A	L	0.17	26.5	C	
Grand Central Parkway Off-Ramp	EB	L	-	11.5	B	L	-	26.6	D	L	0.32	32.9	C	
		-	-	-	-	T	-	18.5	C	T	0.26	31.7	C	
		R	-	9.4	A	R	-	10.2	B	-	-	-	-	
Willets West Center Exit	WB	-	-	-	-	L	-	22.5	C	L	0.23	41.9	D	
		-	-	-	-	R	-	8.5	A	R	0.08	40.3	D	
<b>Overall Intersection</b>	-	-	-	<b>10.9</b>	<b>B</b>	-	-	<b>19.7</b>	<b>C</b>	-	<b>0.39</b>	<b>32.8</b>	<b>C</b>	
<b>126th Street at 36th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.34	16.1	B	TR	0.34	16.1	B	-Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	DeFL	0.88	45.3	D	-	-	-	-	
36th Avenue	WB	LT	-	8.2	A	T	0.71	13.7	B	LT	0.79	16.3	B	
		LR	-	13.6	B	L	0.06	38.5	D	L	0.06	38.5	D	
		-	-	-	-	R	0.28	28.2	C	R	0.28	28.2	C	
<b>Overall Intersection</b>	-	-	-	<b>9.1</b>	<b>A</b>	-	<b>1.08</b>	<b>21.4</b>	<b>C</b>	-	<b>0.61</b>	<b>17.1</b>	<b>B</b>	
<b>126th Street at 37th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.29	15.4	B	TR	0.29	15.4	B	-Mitigation not required. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	-	-	-	-	-	-	-	-	
37th Avenue	WB	LT	-	7.8	A	LT	0.62	13.6	B	LT	0.59	12.9	B	
		LR	-	12.5	B	L	0.23	37.2	D	L	0.23	37.2	D	
		-	-	-	-	R	0.31	28.9	C	R	0.31	28.9	C	
<b>Overall Intersection</b>	-	-	-	<b>11.9</b>	<b>B</b>	-	<b>0.50</b>	<b>16.5</b>	<b>B</b>	-	<b>0.48</b>	<b>16.2</b>	<b>B</b>	
<b>Northern Boulevard at 126th Place</b>														
126th Place	NB	R	-	14.1	B	R	-	18.4	C	R	0.33	43.4	D	-Mitigation not required. -Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. -Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. -Intersection meets NYCDOT Signal Warrant Criteria.
Northern Boulevard	EB	-	-	-	-	-	-	-	-	TR	0.56	9.1	A	
<b>Overall Intersection</b>	-	-	-	<b>14.1</b>	<b>B</b>	-	-	<b>18.4</b>	<b>C</b>	-	<b>0.51</b>	<b>10.8</b>	<b>B</b>	

TABLE 20  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2032 PHASE 2 WEEKDAY NON-GAME AM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>NEW (WITH ACTION) SIGNALIZED INTERSECTIONS</b>													
<b>126th Street at New Willets Point Boulevard</b>													
126th Street	NB	-	-	-	TR	0.60	23.8	C					-Mitigation not required.
	SB	-	-	-	-	-	-	-					
	LT	-	-	-	LT	0.51	13.8	B					
	L	-	-	-	L	0.63	43.3	D					
New Willets Point Boulevard	WB	-	-	-	R	0.21	23.8	C					
	R	-	-	-	-	-	-	-					
	<b>Overall Intersection</b>	-	-	-	-	<b>0.72</b>	<b>23.0</b>	<b>C</b>					
<b>Citi Field/Lot B at Roosevelt Avenue</b>													
Citi Field/Lot B	SB	LR	-	-	LR	0.02	34.0	C					-Mitigation not required.
Roosevelt Avenue	EB	LT	-	-	LT	0.43	10.0	B					
	WB	TR	-	-	TR	0.48	10.7	B					
	<b>Overall Intersection</b>	-	-	-	-	<b>0.35</b>	<b>10.5</b>	<b>B</b>					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+".

(4): This table has been revised for the Final SEIS.

**TABLE 21**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2032 PHASE 2 WEEKDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
<b>SIGNALIZED INTERSECTIONS</b>															
<b>ASTORIA BOULEVARD</b>															
108th Street at Astoria Boulevard	NB	DefL	0.48	26.9	C	DefL	0.58	30.1	C	DefL	0.58	30.1	C	-Install "No Standing 11 AM - 2 PM Mon-Fri" regulations along the south curb of the EB approach for 150-ft from the intersection to allow for an 11-ft daylighted right-turn lane.	
108th Street		T	0.13	20.1	C	T	0.13	20.1	C	T	0.13	20.1	C		
Astoria Boulevard	SB	LTR	0.18	20.7	C	LTR	0.18	20.7	C	LTR	0.18	20.7	C		
	EB	TR	0.84	29.6	C	TR	1.00	45.7	D	T	0.87	30.6	C		
		-	-	-	-	-	-	-	-	R	0.26	20.2	C		
	WB	L	0.75	33.5	C	L	0.77	38.5	D	L	0.77	38.0	D		
		TR	0.34	12.4	B	TR	0.43	13.4	B	TR	0.43	13.4	B		
<b>Overall Intersection</b>	-	-	<b>0.71</b>	<b>24.2</b>	<b>C</b>	-	<b>0.82</b>	<b>32.8</b>	<b>C</b>	-	<b>0.76</b>	<b>24.8</b>	<b>C</b>		
<b>NORTHERN BOULEVARD</b>															
108th Street at Northern Boulevard (RT. 25A)	NB	LTR	1.21	144.5	F	LTR	1.52	282.2	F	L	0.71	46.3	D		-Install "No Standing Anytime" regulations along the east curb of the NB approach for 250-ft from the intersection to allow for two moving lanes. -Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes. -Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft. -Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft. -Modify signal timing: shift 4 s of green time from NB/SB phase to EB/WB left-turn phase [NB/SB green time shifts from 30 s to 26 s; EB/WB left-turn green time shifts from 9 s to 13 s]. -Install "No Standing 10 AM - 9 PM" regulations along the north curb of the WB approach for 150-ft from the intersection to allow for a 10-ft daylighted right-turn lane. -Install "No Standing 10 AM - 9 PM" regulations along the south curb of the EB approach for 100-ft from the intersection to allow for a 10-ft daylighted right-turn lane.
108th Street		-	-	-	-	-	-	-	-	TR	0.86	48.9	D		
Northern Boulevard (Rt. 25A)	SB	LTR	0.94	71.9	E	LTR	0.96	76.2	E	L	0.56	51.8	D		
		-	-	-	-	-	-	-	-	TR	0.57	46.1	D		
	EB	L	0.08	24.3	C	L	0.09	34.3	C	L	0.08	24.9	C		
		TR	0.89	29.3	C	TR	1.12	87.4	F	T	1.00	44.2	D		
		-	-	-	-	-	-	-	-	R	0.12	13.2	B		
	WB	L	0.73	46.6	D	L	0.86	66.4	E	L	0.71	50.7	D		
		TR	1.03	50.7	D	TR	1.22	127.3	F	T	1.00	43.4	D		
		-	-	-	-	-	-	-	-	R	0.30	15.3	B		
<b>Overall Intersection</b>	-	-	<b>1.02</b>	<b>51.7</b>	<b>D</b>	-	<b>1.25</b>	<b>117.4</b>	<b>F</b>	-	<b>1.00</b>	<b>43.0</b>	<b>D</b>		
114th Street at Northern Boulevard (RT. 25A)	SB	LTR	0.40	44.5	D	LTR	0.46	46.1	D	LTR	0.45	36.4	D	-Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes. -Divert left-turning turning to NB 112th Place and then to SB 114th Street. -Prohibit parking along east curb of SB 114th Street for 200 ft and restripe as two 11-ft lanes. -Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides. -Modify signal timing: Eliminate WB lead phase. Shift 10 s green time from WB lead phase to SB phase [SB green time shifts from 25 s to 35 s]. Shift 12 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 63 s to 75 s]. [Measures reflect improvements needed for the Weekday Non-game AM and PM, Saturday, Weekday Pre-game, and Saturday Pre- and Post-game peak periods.]	
114th Street		T	0.82	27.5	C	T	1.06	65.4	E	T	0.89	24.3	C		
Northern Boulevard (Rt. 25A)	EB	R	0.46	19.5	B	R	0.49	20.0	B	R	0.41	12.4	B		
		DefL	0.52	17.5	B	DefL	0.77	50.8	D	-	-	-	-		
		T	0.75	13.0	B	T	0.88	18.3	B	T	0.78	18.2	B		
<b>Overall Intersection</b>	-	-	<b>1.19</b>	<b>20.2</b>	<b>C</b>	-	<b>1.46</b>	<b>39.3</b>	<b>D</b>	-	<b>0.75</b>	<b>21.5</b>	<b>C</b>		
126th Street at Northern Boulevard (RT. 25A)	NB	L	0.46	44.1	D	L	1.43	248.4	F	L	1.62	336.4	F		-Partially mitigated. -Install Jersey barriers on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitestone Expressway Ramp to bypass the signal and operate as free flow through the intersection. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave. -Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes. -Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard. -Modify signal timing: shift 3 s of green time from NB phase to EB Northern Blvd phase [EB Northern Blvd green time shifts from 35 s to 38 s; NB green time shifts from 25 s to 22 s].
126th Street		R	0.33	42.2	D	R	3.00+	1000.0+	F	R	0.96	84.2	F		
Northern Boulevard	EB	T	0.80	47.3	D	T	0.84	49.7	D	T	0.90	49.9	D		
	WB	T	0.33	7.1	A	T	0.41	7.8	A	T	0.39	6.5	A		
Grand Central Parkway Ramp	EB	T	0.79	39.1	D	T	0.87	44.0	D	T	0.87	44.0	D		
Van Wyck & Whitestone Expressway Ramp	WB	T	0.78	17.0	B	T	1.32	166.2	F	-	-	-	-		
<b>Overall Intersection</b>	-	-	<b>0.71</b>	<b>29.8</b>	<b>C</b>	-	<b>2.94</b>	<b>367.8</b>	<b>F</b>	-	<b>1.04</b>	<b>102.6</b>	<b>F</b>		

**TABLE 21**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2032 PHASE 2 WEEKDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
Prince Street at Northern Boulevard (RT. 25A)														
Prince Street	NB	LTR	1.21	141.8	F	LTR	1.21	141.8	F	LTR	1.21	141.8	F	-Partially Mitigated -Install "No Standing 10 AM - 7 PM" regulations along the north curb of the WB Northern Boulevard Service Road approach for 100-ft from the intersection to allow for one 10-ft through lane and one 10-ft daylighted right-turn pocket. -Reduce the width of the hatched median between the Service Road and Mainline from 8-ft to 6-ft.
	SB	LTR	0.54	41.4	D	LTR	0.54	41.4	D	LTR	0.54	41.4	D	
Northern Boulevard (Rt. 25A)	EB	L	0.90	73.8	E	L	0.90	73.8	E	L	0.90	73.8	E	
		T	0.94	36.3	D	T	1.05	63.7	E	T	1.05	63.7	E	
	WB	L	0.91	93.1	F	L	0.91	93.1	F	L	0.91	93.1	F	
		T	1.14	104.5	F	T	1.23	141.1	F	T	1.23	141.1	F	
Northern Boulevard Service Rd.	EB	TR	0.62	26.5	C	TR	0.62	26.5	C	TR	0.62	26.5	C	
	WB	TR	0.71	35.3	D	TR	1.03	77.1	E	T	0.77	37.3	D	
			-	-	-		-	-	-	R	0.14	21.5	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.11</b>	<b>68.3</b>	<b>E</b>	<b>-</b>	<b>1.15</b>	<b>92.9</b>	<b>F</b>	<b>-</b>	<b>1.15</b>	<b>90.5</b>	<b>F</b>		
Main Street at Northern Boulevard (RT. 25A)														
Main Street	NB	L	0.98	66.1	E	T	0.98	66.1	E					-Unmitigatable impact.
	R		0.69	40.0	D	R	0.69	40.0	D					
Northern Boulevard (Rt. 25A)	EB	T	0.98	45.5	D	T	1.12	90.6	F					
	R		1.29	173.4	F	R	1.29	173.4	F					
	WB	L	0.11	25.7	C	L	0.11	25.7	C					
	T		0.77	23.0	C	T	0.91	30.0	C					
<b>Overall Intersection</b>	<b>-</b>	<b>1.03</b>	<b>58.7</b>	<b>E</b>	<b>-</b>	<b>1.03</b>	<b>74.8</b>	<b>E</b>	<b>-</b>	<b>1.03</b>	<b>74.8</b>	<b>E</b>		
Union Street at Northern Boulevard (RT. 25A)														
Union Street	NB	TR	0.79	39.1	D	TR	0.79	39.1	D	TR	0.79	39.1	D	-Partially Mitigated -Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane.
	SB	TR	0.56	32.5	C	TR	0.56	32.5	C	TR	0.56	32.5	C	
Northern Boulevard (Rt. 25A)	EB	L	0.55	22.2	C	L	0.56	28.3	C	L	0.56	25.0	C	
	TR		1.39	214.5	F	TR	1.57	294.1	F	TR	1.57	294.1	F	
	WB	L	1.19	146.1	F	L	1.18	144.3	F	L	1.18	144.3	F	
	TR		0.84	37.8	D	TR	1.03	64.7	E	TR	0.77	34.6	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.44</b>	<b>111.6</b>	<b>F</b>	<b>-</b>	<b>1.42</b>	<b>152.0</b>	<b>F</b>	<b>-</b>	<b>1.42</b>	<b>143.0</b>	<b>F</b>		
Parsons Boulevard at Northern Boulevard (RT. 25A)														
Parsons Boulevard	NB	L	0.74	59.0	E	L	0.78	63.7	E	L	0.73	58.0	E	-Partially mitigated. -Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane.
	TR		0.53	39.0	D	TR	0.53	39.0	D	TR	0.53	39.0	D	
	SB	LTR	1.19	127.7	F	LTR	1.27	166.5	F	LT	0.69	36.1	D	
			-	-	-		-	-	-	R	0.38	33.5	C	
Northern Boulevard (Rt. 25A)	EB	L	0.80	58.0	E	L	0.91	64.9	E	L	0.92	70.5	E	
	TR		1.06	68.8	E	TR	1.25	151.0	F	T	1.03	57.3	E	
			-	-	-		-	-	-	R	0.37	24.3	C	
	WB	L	0.36	36.3	D	L	0.39	43.1	D	L	0.39	40.6	D	
	TR		1.19	118.2	F	TR	1.43	229.3	F	T	1.20	126.7	F	
			-	-	-		-	-	-	R	0.38	23.4	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.20</b>	<b>89.6</b>	<b>F</b>	<b>-</b>	<b>1.36</b>	<b>166.7</b>	<b>F</b>	<b>-</b>	<b>0.96</b>	<b>78.1</b>	<b>E</b>		
<b>34TH AVENUE</b>														
114th Street at 34th Avenue														
114th Street	SB	L	0.84	43.9	D	L	0.82	52.8	D	L	0.83	39.7	D	-Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].
	T		0.23	24.0	C	T	0.31	25.3	C	T	0.28	22.7	C	
34th Avenue	EB	T	0.41	11.8	B	T	0.41	11.8	B	T	0.43	13.7	B	
	R		0.07	8.5	A	R	0.07	8.5	A	R	0.07	9.9	A	
<b>Overall Intersection</b>	<b>-</b>	<b>0.56</b>	<b>26.9</b>	<b>C</b>	<b>-</b>	<b>0.59</b>	<b>31.4</b>	<b>C</b>	<b>-</b>	<b>0.59</b>	<b>26.1</b>	<b>C</b>		



**TABLE 21**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2032 PHASE 2 WEEKDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>126th Street at Roosevelt Avenue</b>														
126th Street	NB	-	-	-	-	-	-	-	L	1.15	144.5	F	-Partially mitigated. -Reconfigure NB 126th Street approach to have one 10-ft exclusive left-turn and two 10-ft travel lanes. -Shift centerline of SB 126th Street approach 9 ft to the east. -Restripe the SB 126th Street approach from one 11-ft and one 12-ft travel lane to one 11-ft exclusive left-turn lane, one 10-ft through lane, and one 11-ft exclusive right-turn lane for 250 ft. -Shift centerline of EB Roosevelt Avenue approach 1 ft to north. -Shift centerline of WB Roosevelt Avenue approach 1 ft to south. -Restripe the EB Roosevelt Avenue approach from one 10-ft and 11-ft travel lane to two 11-ft travel lanes. -Restripe the WB Roosevelt Avenue approach from one 11-ft and 10-ft travel lane to two 11-ft travel lanes. -Modify signal phasing and timing plan: EB/WB will have 62 s green time; EB-lag/SB right phase will have 8 s green time; NB/SB phase will have 35 s green time [each phase will have 3 s amber and 2 s all red time].	
	LTR	0.91	67.9	E	LTR	3.00+	1000.0+	F	TR	0.43	35.2	D		
	SB	DefL	1.22	176.1	F	DefL	3.00+	1000.0+	F	L	2.19	589.8		F
		TR	0.63	51.4	D	TR	3.00+	1000.0+	F	T	0.71	44.9		D
		-	-	-	-	-	-	-	R	0.90	55.8	E		
Roosevelt Avenue	EB	-	-	-	DefL	1.28	181.8	F	DefL	0.88	72.6	E		
	LTR	0.53	11.6	B	TR	0.74	17.9	B	TR	0.71	19.4	B		
	WB	LTR	0.51	11.2	B	LTR	1.09	73.9	E	LTR	1.29	165.7		F
<b>Overall Intersection</b>	<b>-</b>	<b>0.69</b>	<b>37.9</b>	<b>D</b>	<b>-</b>	<b>2.98</b>	<b>831.5</b>	<b>F</b>	<b>-</b>	<b>1.99</b>	<b>149.2</b>	<b>F</b>		
<b>College Point Boulevard at Roosevelt Avenue</b>														
College Point Boulevard	NB	L	1.37	217.4	F	L	2.01	500.9	F	L	1.20	152.9	F	-Partially Mitigated -Restripe the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. -Restripe the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. -Restripe the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes, and two 10-ft travel lanes for 200 ft. -Restripe the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. -Restripe the NB/SB lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left turn lanes, and three SB 10-ft travel lanes. -Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. -Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft. -Install "No Standing Anytime" regulations along the west curb of the SB approach of College Point Boulevard for 200 ft. -Divert SB right-turn traffic on College Point Boulevard to 39th Avenue and Janet Place. -Divert WB left-turn traffic on Roosevelt Avenue to Janet Place and 39th Avenue. -Modify signal phasing and timing plan: EB/WB will have 35 s green time; EB-lag phase will have 20 s green time; NB lead-phase will have 19 s green time; NB/SB phase will have 26 s green time [each phase will have 3 s amber and 2 s all red time].
	TR	0.89	31.5	C	TR	0.89	31.5	C	TR	0.91	43.2	D		
	SB	TR	1.20	129.9	F	TR	1.57	292.4	F	T	1.01	73.4	E	
Roosevelt Avenue	EB	L	0.56	30.4	C	L	0.61	31.4	C	L	0.55	37.1	D	
	TR	1.27	148.2	F	TR	1.73	355.4	F	TR	1.54	272.9	F		
	WB	L	0.28	33.5	C	L	0.28	33.5	C	-	-	-		
	TR	0.58	30.6	C	TR	0.77	38.1	D	TR	0.58	38.9	D		
<b>Overall Intersection</b>	<b>-</b>	<b>1.29</b>	<b>98.9</b>	<b>F</b>	<b>-</b>	<b>1.90</b>	<b>229.3</b>	<b>F</b>	<b>-</b>	<b>1.34</b>	<b>114.3</b>	<b>F</b>		
<b>Prince Street at Roosevelt Avenue</b>														
Prince Street	SB	LTR	0.86	47.9	D	LTR	0.86	47.9	D				-Unmitigatable impact.	
Roosevelt Avenue	EB	DefL	0.96	38.2	D	DefL	1.01	52.2	D					
	TR	0.68	14.4	B	TR	0.85	20.9	C						
	WB	LTR	0.54	12.1	B	LTR	0.65	14.2	B					
	-	-	-	-	-	-	-	-	-	-	-			
<b>Overall Intersection</b>	<b>-</b>	<b>0.93</b>	<b>27.1</b>	<b>C</b>	<b>-</b>	<b>0.96</b>	<b>31.0</b>	<b>C</b>						

TABLE 21  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2032 PHASE 2 WEEKDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>Main Street at Roosevelt Avenue</b>														
Main Street	NB	T	0.67	24.6	C	T	0.67	24.6	C					-Unmitigatable impact.
	SB	T	0.53	22.1	C	T	0.53	22.1	C					
Roosevelt Avenue	EB	L	0.31	22.1	C	L	0.39	27.1	C					
	TR		0.76	34.2	C	TR	1.06	84.9	F					
	WB	L	0.15	16.7	B	L	0.19	18.1	B					
	TR		0.84	36.3	D	TR	1.06	78.3	E					
<b>Overall Intersection</b>	-		<b>0.76</b>	<b>28.0</b>	<b>C</b>	-	<b>0.92</b>	<b>50.3</b>	<b>D</b>					
<b>Union Street at Roosevelt Avenue</b>														
Union Street	NB	TR	0.58	19.5	B	TR	0.58	19.5	B					-Unmitigatable impact.
	SB	LT	1.01	59.5	E	LT	1.01	59.5	E					
		R	3.00+	1000.0+	F	R	3.00+	1000.0+	F					
Roosevelt Avenue	EB	LTR	2.05	505.0	F	LTR	2.70	797.9	F					
	WB	LT	0.62	25.9	C	LT	0.82	35.3	D					
		R	0.95	88.1	F	R	0.95	88.1	F					
<b>Overall Intersection</b>	-		<b>3.00+</b>	<b>496.8</b>	<b>F</b>	-	<b>3.00+</b>	<b>553.9</b>	<b>F</b>					
<b>Parsons Boulevard at Roosevelt Avenue</b>														
Parsons Boulevard	NB	LTR	0.66	24.8	C	LTR	0.72	27.4	C	LTR	0.75	29.4	C	-Modify Signal Timing: Shift 1 s green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 40 s to 41 s; NB/SB green time shifts from 40 s to 39 s].
			-	-	-		-	-	-		-	-	-	
	SB	LTR	0.66	23.8	C	LTR	0.66	23.9	C	LTR	0.67	25.1	C	
Roosevelt Avenue	EB	LTR	0.59	23.3	C	LTR	0.88	40.0	D	LTR	0.85	36.6	D	
	WB	LTR	0.77	30.6	C	LTR	0.95	30.1	D	LTR	0.92	44.2	D	
<b>Overall Intersection</b>	-		<b>0.72</b>	<b>25.7</b>	<b>C</b>	-	<b>0.84</b>	<b>36.0</b>	<b>D</b>	-	<b>0.84</b>	<b>34.2</b>	<b>C</b>	
<b>KISSENA BOULEVARD</b>														
<b>Main Street at Kissena Boulevard</b>														
Main Street	NB	L	0.88	54.1	D	L	0.92	61.0	E	L	0.88	53.4	D	-Modify Signal Timing: Shift 1 s of green time from WB Kissena Blvd phase to NB/SB phase [WB green time shifts from 40 s to 39 s; NB/SB green time shifts from 40 s to 41 s].
		TR	0.64	22.5	C	TR	0.64	22.5	C	TR	0.63	21.4	C	
	SB	L	0.47	20.5	C	L	0.47	20.5	C	L	0.48	21.4	C	
		TR	0.52	19.5	B	TR	0.52	19.5	B	TR	0.51	18.7	B	
Kissena Boulevard	WB	T	0.73	27.4	C	T	0.73	27.4	C	T	0.75	29.0	C	
<b>Overall Intersection</b>	-		<b>0.80</b>	<b>25.2</b>	<b>C</b>	-	<b>0.82</b>	<b>26.0</b>	<b>C</b>	-	<b>0.82</b>	<b>25.0</b>	<b>C</b>	
<b>SANFORD AVENUE</b>														
<b>College Point Boulevard at Sanford Avenue</b>														
College Point Boulevard	NB	L	0.57	24.1	C	L	0.66	33.1	C	L	0.62	27.7	C	-Mitigation not required. -Upgrade to computerized signal controller with the following timing plan: WB phase will have 25 s green time; NB/SB phase will have 55 s green time [each phase will have 3 s amber and 2 s all red time]. [Measures reflect improvements needed for the weekday Non-game PM and Saturday Non-game peak periods.]
		T	0.67	14.5	B	T	0.70	15.3	B	T	0.68	13.7	B	
	SB	TR	0.77	16.9	B	TR	0.83	19.2	B	TR	0.80	16.9	B	
			-	-	-		-	-	-		-	-	-	
Sanford Avenue	WB	L	0.57	35.0	C	L	0.57	35.0	C	L	0.60	37.2	D	
		TR	0.38	27.1	C	TR	0.53	29.9	C	TR	0.56	31.4	C	
<b>Overall Intersection</b>	-		<b>0.70</b>	<b>18.2</b>	<b>B</b>	-	<b>0.75</b>	<b>20.3</b>	<b>C</b>	-	<b>0.74</b>	<b>18.8</b>	<b>B</b>	
<b>Union Street at Sanford Avenue</b>														
Union Street	NB	LTR	0.34	20.8	C	LTR	0.34	20.8	C					-Mitigation not required.
	SB	LTR	0.61	24.3	C	LTR	0.63	24.6	C					
	EB	DefL	0.43	19.7	B	DefL	0.46	20.9	C					
		TR	0.21	13.7	B	TR	0.21	13.7	B					
Sanford Avenue	WB	LTR	0.89	29.7	C	LTR	0.96	38.8	D					
<b>Overall Intersection</b>	-		<b>0.76</b>	<b>24.6</b>	<b>C</b>	-	<b>0.81</b>	<b>28.6</b>	<b>C</b>					

**TABLE 21  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2032 PHASE 2 WEEKDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>Parsons Boulevard at Sanford Avenue</b>														
Parsons Boulevard	NB	LTR	1.17	102.6	F	LTR	1.22	124.5	F	LT	1.07	60.9	E	-Shift NB centerline 1-ft to the west to allow for a 20-ft NB approach. -Install "No Standing Anytime" regulations on the NB approach 75-feet from the stopbar to allow for one 10-ft left-through lane and one 10-ft daylighted right-turn pocket. -Install "No Standing 10 AM - 4 PM" regulations on the WB approach 100 feet from the stop bar to allow for a 10-ft daylighted right-turn lane. -Install "No Standing 10 AM - 9 PM" regulations on the SB approach 75 feet from the stop bar to allow for a 10-ft daylighted right-turn lane.
			-	-	-					R	0.13	14.8	B	
	SB	LTR	0.72	25.4	C	LTR	0.85	32.9	C	LT	0.62	22.7	C	
			-	-	-					R	0.25	16.5	B	
Sanford Avenue	EB	LTR	0.56	22.3	C	LTR	0.59	23.1	C	LTR	0.60	23.4	C	
	WB	LTR	0.87	34.7	C	LTR	0.95	45.1	D	LT	0.69	24.1	C	
			-	-	-					R	0.24	16.3	B	
<b>Overall Intersection</b>	-	-	<b>1.02</b>	<b>48.5</b>	<b>D</b>	-	<b>1.09</b>	<b>58.6</b>	<b>E</b>	-	<b>0.88</b>	<b>31.2</b>	<b>C</b>	
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>														
<b>College Point Boulevard at 32nd Avenue</b>														
College Point Boulevard	NB	T	0.71	29.9	C	T	0.71	29.7	C					-Mitigation not required.
		TR	0.81	36.4	D	TR	0.81	36.4	D					
	SB	L	0.75	48.8	D	L	0.75	48.8	D					
		T	0.50	11.7	B	T	0.51	11.9	B					
32nd Avenue	WB	LTR	0.79	40.6	D	LTR	0.79	40.6	D					
<b>Overall Intersection</b>	-	-	<b>1.30</b>	<b>28.1</b>	<b>C</b>	-	<b>1.30</b>	<b>28.0</b>	<b>C</b>					
<b>NORTHERN BOULEVARD SERVICE ROAD</b>														
<b>College Point Boulevard at Northern Boulevard Service Road</b>														
College Point Boulevard	NB	TR	0.53	13.2	B	TR	0.55	13.4	B					-Unmitigatable impact.
	SB	LT	0.87	24.4	C	LT	0.90	27.2	C					
Northern Blvd Service Rd	WB	LR	0.79	37.3	D	LR	1.11	98.3	F					
<b>Overall Intersection</b>	-	-	<b>0.84</b>	<b>22.0</b>	<b>C</b>	-	<b>0.98</b>	<b>38.2</b>	<b>D</b>					
<b>STADIUM ROAD</b>														
<b>Boat Basin Road at Stadium Road</b>														
Boat Basin Road	NB	-	-	-	-	-	-	-	-	-	-	-	-	-Unmitigatable impact. -Install an actuated controller. -Modify signal phasing and timing plan: EB lead phase will have 7 s green time; EB/WB phase will have 25 s green time; WB lag phase will have 7 s green time; NB/SB phase will have 31 s green time; SB lag phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time].
		LTR	0.07	7.2	A	LTR	0.15	7.6	A	LTR	0.32	33.4	C	
	SB	DefL	0.28	9.3	A	DefL	1.12	93.8	F	DefL	1.07	93.4	F	
		TR	0.18	8.1	A	TR	0.42	10.4	B	TR	0.53	22.2	C	
Stadium Road	EB	-	-	-	-	DefL	1.11	163.7	F	DefL	0.56	37.4	D	
		-	-	-	-	TR	0.47	30.3	C	TR	0.43	33.6	C	
	WB	-	-	-	-	-	-	-	-	-	-	-	-	
		LTR	0.19	25.3	C	LTR	2.01	492.1	F	LTR	1.51	274.4	F	
<b>Overall Intersection</b>	-	-	<b>0.25</b>	<b>12.5</b>	<b>B</b>	-	<b>1.40</b>	<b>247.5</b>	<b>F</b>	-	<b>1.22</b>	<b>151.4</b>	<b>F</b>	



**TABLE 21  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2032 PHASE 2 WEEKDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>UNSIGNALIZED INTERSECTIONS</b>														
<b>Boat Basin Road at Worlds Fair Marina</b>														
Boat Basin Road	NB	L	-	19.7	C	L	-	1000.0+	F	L	0.48	34.7	C	-Install traffic signal with the following timing plan: EB will have 7 s green time; WB + NB-Right will have 50 s green time; NB will have 18 s green time [each phase will have 3 s amber and 2 s all red time]. -Stripe WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. -Stripe NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. -Intersection meets NYCDOT Signal Warrant Criteria.
		R	-	8.5	A	R	-	8.7	A	R	0.05	1.8	A	
Worlds Fair Marina	EB	-	-	-	-	-	-	-	-	TR	0.14	40.0	D	
	WB	LT	-	8.2	A	LT	-	14.4	B	L	0.76	21.8	C	
		-	-	-	-	-	-	-	-	LT	0.94	38.0	D	
<b>Overall Intersection</b>	-	-	-	<b>9.5</b>	<b>A</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.76</b>	<b>30.8</b>	<b>C</b>	
<b>Willets Point Boulevard at Northern Boulevard</b>														
Willets Point Boulevard	NB	TR	-	10.6	B	-	-	-	-	-	-	-	-	-Channelize EB through receiving and NB right-turn receiving to allow concurrent traffic flow. -Install traffic signal with the following timing plan: EB will have 25 s green time; SB will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Intersection meets NYCDOT Signal Warrant Criteria.
New Van Wyck Expressway Ramp	SB	-	-	-	-	-	-	-	-	T	0.78	20.0	B	
Northern Boulevard Service Road	EB	-	-	-	-	T	-	73.0	F	T	0.24	12.2	B	
<b>Overall Intersection</b>	-	-	-	<b>10.6</b>	<b>B</b>	-	-	<b>73.0</b>	<b>F</b>	-	<b>0.51</b>	<b>18.9</b>	<b>B</b>	
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>														
Stadium Road	NB	-	-	-	-	-	-	-	-	T	0.06	24.7	C	-Install traffic signal with the following timing plan: EB will have 38 s green time; WB will have 23 s green time; NB/SB will have 44 s green time [each phase will have 3 s amber and 2 s all red time]. -Add a right turn lane and channelized right-turn to the GCP off ramp. -Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. -Add a 12-ft SB left-turn lane in the median of Stadium Road. -Intersection meets NYCDOT Signal Warrant Criteria.
	SB	-	-	-	-	LT	-	7.8	A	L	0.42	31.4	C	
		-	-	-	-	-	-	-	-	TR	0.63	34.2	C	
Grand Central Parkway Off-Ramp	EB	L	-	10.8	B	L	-	122.9	F	L	0.34	33.3	C	
		-	-	-	-	T	-	293.0	F	T	0.71	43.7	D	
		R	-	9.2	A	R	-	11.6	B	-	-	-	-	
Willets West Center Exit	WB	-	-	-	-	L	-	1000.0+	F	L	0.75	54.4	D	
		-	-	-	-	R	-	8.8	A	R	0.24	43.2	D	
<b>Overall Intersection</b>	-	-	-	<b>10.3</b>	<b>B</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.69</b>	<b>40.2</b>	<b>D</b>	
<b>126th Street at 36th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.66	21.8	C	TR	0.66	21.8	C	-Unmitigatable impact. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	DefL	1.24	157.5	F	DefL	1.04	85.6	F	
		LT	-	8.4	A	T	1.07	63.9	E	T	1.02	47.9	D	
36th Avenue	WB	LR	-	16.2	C	L	0.16	40.0	D	L	0.16	40.0	D	
		-	-	-	-	R	0.65	40.3	D	R	0.65	40.3	D	
<b>Overall Intersection</b>	-	-	-	<b>11.1</b>	<b>B</b>	-	<b>1.79</b>	<b>58.3</b>	<b>E</b>	-	<b>1.50</b>	<b>41.4</b>	<b>D</b>	
<b>126th Street at 37th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.53	18.9	B	TR	0.53	18.9	B	-Unmitigatable impact. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	DefL	1.33	208.7	F	DefL	1.11	124.7	F	
		LT	-	8.3	A	T	0.84	22.8	C	T	0.84	22.8	C	
37th Avenue	WB	LR	-	12.7	B	L	0.13	35.6	D	L	0.13	35.6	D	
		-	-	-	-	R	0.85	58.0	E	R	0.85	58.0	E	
<b>Overall Intersection</b>	-	-	-	<b>10.7</b>	<b>B</b>	-	<b>1.61</b>	<b>53.7</b>	<b>D</b>	-	<b>1.40</b>	<b>38.9</b>	<b>D</b>	
<b>Northern Boulevard at 126th Place</b>														
126th Place	NB	R	-	16.3	C	R	-	22.2	C	R	0.24	41.4	D	-Mitigation not required. -Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. -Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. -Intersection meets NYCDOT Signal Warrant Criteria.
Northern Boulevard	EB	-	-	-	-	-	-	-	-	TR	0.77	13.0	B	
<b>Overall Intersection</b>	-	-	-	<b>16.3</b>	<b>C</b>	-	-	<b>22.2</b>	<b>C</b>	-	<b>0.65</b>	<b>13.7</b>	<b>B</b>	

TABLE 21  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2032 PHASE 2 WEEKDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>NEW (WITH ACTION) SIGNALIZED INTERSECTIONS</b>													
<b>126th Street at New Willets Point Boulevard</b>													
126th Street	NB	-	-	-	TR	1.30	172.2	F					-Mitigation not required.
	SB	-	-	-	DeFL	1.33	212.6	F					
		-	-	-	T	0.58	15.7	B					
New Willets Point Boulevard	WB	-	-	-	L	0.96	75.3	E					
		-	-	-	R	0.79	46.2	D					
	<b>Overall Intersection</b>	-	-	-	-	<b>1.48</b>	<b>115.5</b>	<b>F</b>					
<b>Citi Field/Lot B at Roosevelt Avenue</b>													
Citi Field/Lot B	SB	LR	-	-	LR	0.03	34.2	C					-Mitigation not required.
Roosevelt Avenue	EB	LT	-	-	LT	0.51	11.1	B					
	WB	TR	-	-	TR	0.57	11.9	B					
	<b>Overall Intersection</b>	-	-	-	-	<b>0.42</b>	<b>11.7</b>	<b>B</b>					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+".
- (4): This table has been revised for the Final SEIS.

**TABLE 22**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2032 PHASE 2 WEEKDAY NON-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
<b>SIGNALIZED INTERSECTIONS</b>															
<b>ASTORIA BOULEVARD</b>															
<b>108th Street at Astoria Boulevard</b>															
108th Street	NB	DefL	0.58	47.0	D	DefL	0.71	54.7	D					-Unmitigatable impact.	
		T	0.22	35.7	D	T	0.22	35.7	D						
	SB	LTR	0.40	39.4	D	LTR	0.40	39.4	D						
Astoria Boulevard	EB	TR	0.91	27.7	C	TR	0.98	33.2	C						
		-	-	-	-	-	-	-	-						
	WB	L	0.73	48.0	D	L	0.73	48.7	D						
		TR	0.34	9.8	A	TR	0.41	10.5	B						
<b>Overall Intersection</b>	<b>-</b>	<b>0.81</b>	<b>26.3</b>	<b>C</b>	<b>-</b>	<b>0.89</b>	<b>29.8</b>	<b>C</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		
<b>NORTHERN BOULEVARD</b>															
<b>108th Street at Northern Boulevard (RT. 25A)</b>															
108th Street	NB	LTR	1.19	134.6	F	LTR	1.56	302.4	F	L	0.78	50.3	D	-Install "No Standing Anytime" regulations along the east curb of the NB approach for 250-ft from the intersection to allow for two moving lanes. -Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes. -Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft. -Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft. -Install "No Standing 10 AM - 9 PM" regulations along the north curb of the WB approach for 150-ft from the intersection to allow for a 10-ft daylighted right-turn lane. -Install "No Standing 10 AM - 9 PM" regulations along the south curb of the EB approach for 100-ft from the intersection to allow for a 10-ft daylighted right-turn lane.	
		-	-	-	-	-	-	-	-	TR	0.77	45.2	D		
	SB	LTR	1.15	124.9	F	LTR	1.18	135.2	F	L	0.55	47.5	D		
		-	-	-	-	-	-	-	-	TR	0.70	45.3	D		
Northern Boulevard (Rt. 25A)	EB	L	0.15	35.0	C	L	0.15	45.1	D	L	0.15	39.8	D		
		TR	0.85	14.3	B	TR	0.98	23.2	C	TR	0.98	23.2	C		
		-	-	-	-	-	-	-	-	-	-	-	-		
	WB	L	0.67	42.9	D	L	0.67	45.1	D	L	0.67	45.1	D		
		TR	1.16	97.1	F	TR	1.35	183.7	F	T	1.13	82.8	F		
		-	-	-	-	-	-	-	-	R	0.31	12.5	B		
<b>Overall Intersection</b>	<b>-</b>	<b>1.09</b>	<b>62.1</b>	<b>E</b>	<b>-</b>	<b>1.30</b>	<b>111.6</b>	<b>F</b>	<b>-</b>	<b>0.97</b>	<b>47.7</b>	<b>D</b>	<b>-</b>		
<b>114th Street at Northern Boulevard (RT. 25A)</b>															
114th Street	SB	LTR	0.40	46.1	D	LTR	0.47	47.9	D	LTR	0.53	37.8	D	-Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes. -Divert left-turning turning to NB 112th Place and then to SB 114th Street. -Prohibit parking along east curb of SB 114th Street for 200 ft and restripe as two 11-ft lanes. -Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides. -Modify signal timing: Eliminate WB lead phase. Shift 12 s green time from WB lead phase to SB phase [SB green time shifts from 23 s to 35 s]. Shift 10 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 65 s to 75 s].	
Northern Boulevard (Rt. 25A)	EB	T	1.16	90.5	F	T	1.35	179.3	F	T	1.17	90.9	F		
		R	0.85	17.8	B	R	0.87	18.6	B	R	0.76	9.0	A		
	WB	DefL	0.88	52.4	D	DefL	1.06	100.3	F	-	-	-	-		
		T	0.93	19.2	B	T	1.08	56.5	E	T	0.97	28.4	C		
<b>Overall Intersection</b>	<b>-</b>	<b>1.58</b>	<b>48.7</b>	<b>D</b>	<b>-</b>	<b>1.78</b>	<b>102.1</b>	<b>F</b>	<b>-</b>	<b>0.97</b>	<b>50.2</b>	<b>D</b>	<b>-</b>		
<b>126th Street at Northern Boulevard (RT. 25A)</b>															
126th Street	NB	L	0.43	43.3	D	L	1.41	240.8	F	L	1.41	240.8	F		-Partially mitigated. -Install Jersey barriers on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitestone Expressway Ramp to bypass the signal and operate as free flow through the intersection. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave. -Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes. -Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard. -Modify signal timing: shift 4 s of green time from EB GCP/Astoria Blvd Ramp phase to EB Northern Blvd phase [EB Northern Blvd green time shifts from 25 s to 29 s; EB GCP/Astoria Blvd Ramp green time shifts from 55 s to 51 s].
		R	0.28	41.2	D	R	3.00+	1000.0+	F	R	0.73	52.7	D		
Northern Boulevard	EB	T	1.24	169.6	F	T	1.35	214.2	F	T	1.26	171.0	F		
	WB	T	0.41	7.7	A	T	0.47	8.4	A	T	0.47	8.4	A		
Grand Central Parkway Ramp	EB	T	0.75	30.5	C	T	0.84	34.9	C	T	0.91	42.9	D		
Van Wyck & Whitestone Expressway Ramp	WB	T	0.91	26.2	C	T	1.35	179.7	F	-	-	-	-		
<b>Overall Intersection</b>	<b>-</b>	<b>0.80</b>	<b>52.6</b>	<b>D</b>	<b>-</b>	<b>2.70</b>	<b>317.1</b>	<b>F</b>	<b>-</b>	<b>1.12</b>	<b>108.4</b>	<b>F</b>	<b>-</b>		

**TABLE 22  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2032 PHASE 2 WEEKDAY NON-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
Prince Street at Northern Boulevard (RT. 25A)														
Prince Street	NB	LTR	1.25	159.4	F	LTR	1.25	159.4	F	LTR	1.25	159.4	F	-Partially Mitigated. -Install "No Standing 10 AM - 7 PM" regulations along the north curb of the WB Northern Boulevard Service Road approach for 100-ft from the intersection to allow for one 10-ft through lane and one 10-ft daylighted right-turn pocket. -Reduce the width of the hatched median between the Service Road and Mainline from 8-ft to 6-ft.
	SB	LTR	0.53	41.8	D	LTR	0.53	41.8	D	LTR	0.53	41.8	D	
Northern Boulevard (Rt. 25A)	EB	L	0.62	46.0	D	L	0.62	46.0	D	L	0.62	46.0	D	
		T	0.97	39.4	D	T	1.10	81.2	F	T	1.10	81.2	F	
	WB	L	0.82	73.7	E	L	0.82	73.7	E	L	0.82	73.7	E	
		T	1.15	110.5	F	T	1.23	141.9	F	T	1.23	141.9	F	
Northern Boulevard Service Rd.	EB	TR	0.66	27.6	C	TR	0.66	27.6	C	TR	0.66	27.6	C	
	WB	TR	0.67	35.7	D	TR	0.93	58.8	E	T	0.69	35.7	D	
			-	-	-		-	-	-	R	0.13	23.3	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.05</b>	<b>69.4</b>	<b>E</b>	<b>-</b>	<b>1.10</b>	<b>96.2</b>	<b>F</b>	<b>-</b>	<b>1.10</b>	<b>95.3</b>	<b>F</b>		
Main Street at Northern Boulevard (RT. 25A)														
Main Street	NB	L	0.97	62.1	E	T	0.97	62.1	E					-Unmitigatable impact.
	R	0.99	79.7	E	R	0.99	79.7	E						
Northern Boulevard (Rt. 25A)	EB	T	1.08	70.7	E	T	1.23	135.3	F					
	R	1.20	132.4	F	R	1.20	132.4	F						
	WB	L	0.17	26.9	C	L	0.17	26.9	C					
	T	0.78	23.2	C	T	0.90	29.0	C						
<b>Overall Intersection</b>	<b>-</b>	<b>1.10</b>	<b>61.5</b>	<b>E</b>	<b>-</b>	<b>1.10</b>	<b>87.6</b>	<b>F</b>						
Union Street at Northern Boulevard (RT. 25A)														
Union Street	NB	TR	0.79	38.9	D	TR	0.79	38.9	D	TR	0.79	38.9	D	-Partially Mitigated. -Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane.
	SB	TR	0.83	39.9	D	TR	0.83	40.0	D	TR	0.83	40.0	D	
Northern Boulevard (Rt. 25A)	EB	L	0.78	44.3	D	L	0.79	46.1	D	L	0.79	44.5	D	
		TR	1.14	101.5	F	TR	1.29	167.3	F	TR	1.29	167.3	F	
	WB	L	0.86	50.4	D	L	0.86	39.9	D	L	0.86	39.9	D	
		TR	0.94	42.2	D	TR	1.10	86.6	F	TR	0.81	35.4	D	
<b>Overall Intersection</b>	<b>-</b>	<b>0.99</b>	<b>65.9</b>	<b>E</b>	<b>-</b>	<b>1.06</b>	<b>106.3</b>	<b>F</b>	<b>-</b>	<b>1.06</b>	<b>92.2</b>	<b>F</b>		
Parsons Boulevard at Northern Boulevard (RT. 25A)														
Parsons Boulevard	NB	L	0.86	72.5	E	L	0.88	77.4	E	L	0.87	74.8	E	-Partially Mitigated. -Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Modify Signal Timing: Shift 1 s of green time from EB/WB protected left-turn phase to EB/WB phase; shift 1 s green time from LPI phase (east and west crosswalks) to NB/SB phase [EB/WB protected left-turn green time shifts from 12 s to 11 s; EB/WB green time shifts from 50 s to 51 s LPI shifts from 7 s to 6 s; NB/SB green time shifts from 36 s to 37 s].
	TR	0.50	35.4	D	TR	0.50	35.4	D	TR	0.49	34.4	C		
	SB	LTR	1.13	100.8	F	LTR	1.19	128.1	F	LT	0.65	34.2	C	
			-	-	-		-	-	-	R	0.46	34.1	C	
Northern Boulevard (Rt. 25A)	EB	L	0.44	45.0	D	L	0.50	47.8	D	L	0.54	49.4	D	
		TR	1.02	50.0	D	TR	1.18	114.1	F	TR	1.15	103.0	F	
			-	-	-		-	-	-					
	WB	L	0.37	39.8	D	L	0.36	42.8	D	L	0.38	43.3	D	
		TR	1.15	103.4	F	TR	1.34	189.1	F	T	1.13	93.0	F	
			-	-	-		-	-	-	R	0.34	23.8	C	
<b>Overall Intersection</b>	<b>-</b>	<b>1.07</b>	<b>72.2</b>	<b>E</b>	<b>-</b>	<b>1.18</b>	<b>132.0</b>	<b>F</b>	<b>-</b>	<b>0.99</b>	<b>84.7</b>	<b>F</b>		
<b>34TH AVENUE</b>														
114th Street at 34th Avenue														
114th Street	SB	L	1.01	64.3	E	L	1.09	89.3	F	L	0.98	55.6	E	-Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].
	T	0.41	26.1	C	T	0.48	27.4	C	T	0.44	24.4	C		
34th Avenue	EB	T	0.39	11.5	B	T	0.39	11.5	B	T	0.41	13.4	B	
	R	0.07	8.5	A	R	0.07	8.5	A	R	0.07	9.9			
<b>Overall Intersection</b>	<b>-</b>	<b>0.61</b>	<b>38.2</b>	<b>D</b>	<b>-</b>	<b>0.63</b>	<b>50.5</b>	<b>D</b>	<b>-</b>	<b>0.63</b>	<b>34.9</b>	<b>C</b>		

**TABLE 22**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2032 PHASE 2 WEEKDAY NON-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action					With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		LOS	Mvt.	V/C	Control		Mvt.	V/C	Control			LOS	
			Delay	LOS				Delay	LOS			Delay	LOS			
<b>126th Street/GCP Ramp at 34th Avenue</b>																
126th Street	NB	DefL	0.36	23.9	C	DefL	3.00+	961.3	F	L	1.35	213.3	F	-Partially mitigated. -Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane. -Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. -Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes. -Modify signal phasing and timing plan: EB/WB phase will have 46 s green time; NB/SB lead left-turn phase will have 15 s green time; NB/SB phase will have 44 s green time [each phase will have 3 s amber and 2 s all red time].		
			0.27	21.2	C	TR	0.74	31.1	C	TR	0.85	42.9	D			
Northern Boulevard Ramp	SB	LTR	0.28	21.7	C	LTR	0.86	45.8	D	-	-	-	-			
			0.76	60.2	E	LTR	3.00+	1000.0+	F	L	0.83	49.1	D			
GCP Ramp	SB	LTR	-	-	-	-	-	-	-	T	0.55	32.0	C			
			-	-	-	-	-	-	-	-	-	-	-			
Shea Road	EB	LTR	0.45	42.8	D	DefL	3.00+	1000.0+	F	DefL	1.41	254.1	F			
			-	-	-	TR	3.00+	1000.0+	F	TR	1.03	84.8	F			
34th Avenue	WB	LTR	-	-	-	-	-	-	-	DefL	1.32	203.2	F			
			1.00	99.0	F	LTR	3.00+	1000.0+	F	TR	1.65	336.0	F			
<b>Overall Intersection</b>	-	<b>0.62</b>	<b>44.1</b>	<b>D</b>	-	<b>3.00+</b>	<b>1000.0+</b>	<b>F</b>	-	<b>1.59</b>	<b>146.7</b>	<b>F</b>				
<b>ROOSEVELT AVENUE</b>																
<b>108th Street at Roosevelt Avenue</b>																
108th Street	NB	LTR	1.13	113.2	F	LTR	1.19	138.5	F	LT	0.95	58.8	E		-Partially mitigated. -Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.	
			-	-	-	-	-	-	-	-	R	0.40	38.6			D
Roosevelt Avenue	SB	LTR	1.20	138.5	F	LTR	1.22	147.9	F	LT	0.97	55.9	E			
			-	-	-	-	-	-	-	-	R	0.40	38.1	D		
Roosevelt Avenue	EB	LTR	0.75	10.1	B	LTR	0.93	21.9	C	LTR	0.93	21.9	C			
			0.84	18.3	B	LTR	1.10	68.9	E	LTR	1.10	68.9	E			
<b>Overall Intersection</b>	-	<b>0.94</b>	<b>52.6</b>	<b>D</b>	-	<b>1.13</b>	<b>75.8</b>	<b>E</b>	-	<b>1.06</b>	<b>49.0</b>	<b>D</b>				
<b>111th Street at Roosevelt Avenue</b>																
111th Street	NB	LTR	0.86	57.2	E	LTR	0.86	57.2	E	-	-	-	-	-Unmitigatable impact.		
			0.79	11.1	B	LTR	0.99	33.0	C	-	-	-	-			
Roosevelt Avenue	EB	LTR	1.25	133.7	F	LTR	1.51	251.7	F	-	-	-	-			
			-	-	-	-	-	-	-	-	-	-	-			
<b>Overall Intersection</b>	-	<b>1.14</b>	<b>78.3</b>	<b>E</b>	-	<b>1.33</b>	<b>144.1</b>	<b>F</b>	-	-	-	-				
<b>114th Street at Roosevelt Avenue</b>																
114th Street	NB	LTR	0.99	64.9	E	LTR	1.09	96.1	F	LTR	0.72	39.5	D			-Shift center line of WB Roosevelt Avenue approach 11 ft to the south. -Restripe the WB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane, one 11-ft through lane, and one 11-ft exclusive right-turn lane. -Restripe the EB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane and one 11-ft travel lane. -Shift centerline of NB 114th Street approach 3 ft to the east. -Restripe the NB 114th Street approach from one 16-ft travel lane to one 13-ft travel lane -Shift center line of SB 114th Street approach 2 ft to the east. -Install "No Standing Anytime" regulations along the east curb of the NB 114th Street approach 250 ft from the intersection. -Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 250 ft from the intersection. -Modify signal timing: Shift 3 s green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 80 s to 77 s; NB/SB green time shifts from 30 s to 33 s]. -Install "No Standing 4 PM - 7 PM Mon-Fri" regulations along the west curb of the SB 114th Street approach 150-ft from the intersection to allow for one 12-ft left-through lane and one 10-ft right-turn lane.
			1.09	91.4	F	LTR	1.27	167.8	F	LT	0.87	42.9	D			
Roosevelt Avenue	SB	LTR	-	-	-	-	-	-	-	R	0.13	32.8	-			
			0.93	22.7	C	LTR	1.53	265.6	F	L	0.55	22.3	C			
Roosevelt Avenue	EB	LTR	-	-	-	-	-	-	-	TR	0.74	10.1	B			
			0.74	15.7	B	LTR	1.23	130.0	F	L	0.78	28.4	C			
Overall Intersection	WB	LTR	-	-	-	-	-	-	-	T	0.93	32.6	C			
			-	-	-	-	-	-	-	-	R	0.91	32.2		C	
<b>Overall Intersection</b>	-	<b>0.98</b>	<b>31.7</b>	<b>C</b>	-	<b>1.45</b>	<b>162.8</b>	<b>F</b>	-	<b>0.91</b>	<b>28.4</b>	<b>C</b>				

**TABLE 22**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2032 PHASE 2 WEEKDAY NON-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
126th Street at Roosevelt Avenue 126th Street	NB	-	-	-	-	-	-	-	L	0.76	54.6	D	-Partially mitigated. -Reconfigure NB 126th Street approach to have one 10-ft exclusive left-turn and two 10-ft travel lanes. -Shift centerline of SB 126th Street approach 9 ft to the east. -Restripe the SB 126th Street approach from one 11-ft and one 12-ft travel lane to one 11-ft exclusive left-turn lane, one 10-ft through lane, and one 11-ft exclusive right-turn lane for 250 ft. -Shift centerline of EB Roosevelt Avenue approach 1 ft to north. -Shift centerline of WB Roosevelt Avenue approach 1 ft to south. -Restripe the EB Roosevelt Avenue approach from one 10-ft and 11-ft travel lane to two 11-ft travel lanes. -Restripe the WB Roosevelt Avenue approach from one 11-ft and 10-ft travel lane to two 11-ft travel lanes. -Modify signal phasing and timing plan: EB/WB will have 57 s green time; EB-lag/SB right phase will have 7 s green time; NB/SB phase will have 41 s green time [each phase will have 3 s amber and 2 s all red time].		
	LTR	0.68	55.0	D	LTR	3.00+	1000.0+	F	TR	0.51	33.0	C			
SB	DefL	1.03	100.7	F	DefL	3.00+	1000.0+	F	L	2.29	633.1	F			
	TR	0.66	48.0	D	TR	3.00+	1000.0+	F	T	0.41	32.1	C			
Roosevelt Avenue	EB	-	-	-	DefL	1.85	425.1	F	R	1.24	156.4	F			
	LTR	0.70	8.0	A	TR	0.71	8.5	A	DefL	1.32	217.6	F			
WB	LTR	0.60	12.7	B	LTR	1.11	81.6	F	TR	0.77	18.1	B			
									LTR	1.37	202.8	F			
<b>Overall Intersection</b>	-	<b>0.79</b>	<b>27.1</b>	<b>C</b>	-	<b>3.00+</b>	<b>1000.0+</b>	<b>F</b>	-	<b>2.15</b>	<b>181.8</b>	<b>F</b>			
College Point Boulevard at Roosevelt Avenue College Point Boulevard	NB	L	1.25	176.0	F	L	1.70	368.8	F	L	0.97	79.5		E	-Partially Mitigated -Restripe the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. -Restripe the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. -Restripe the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes, and two 10-ft travel lanes lanes for 200 ft. -Restripe the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. -Restripe the NB/SB lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left turn lanes, and three SB 10-ft travel lanes. -Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. -Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft. -Install "No Standing Anytime" regulations along the west curb of the SB approach of College Point Boulevard for 200 ft. -Divert SB right-turn traffic on College Point Boulevard to 39th Avenue and Janet Place. -Divert WB left-turn traffic on Roosevelt Avenue to Janet Place and 39th Avenue. -Modify signal phasing and timing plan: EB/WB will have 27 s green time; EB-lag phase will have 24 s green time; NB lead-phase will have 19 s green time; NB/SB phase will have 30 s green time [each phase will have 3 s amber and 2 s all red time].
	TR	0.76	31.3	C	TR	0.76	31.3	C	TR	0.75	30.9	C			
Roosevelt Avenue	SB	TR	1.33	193.8	F	TR	1.53	284.5	F	T	1.11	103.6		F	
	EB	L	0.48	37.2	D	L	0.53	38.4	D	L	0.55	38.8	D		
WB	TR	1.22	133.8	F	TR	1.61	307.1	F	TR	1.58	295.6	F			
	L	0.25	43.7	D	L	0.25	43.7	D							
Overall Intersection	TR	0.45	35.9	D	TR	0.60	39.7	D	TR	0.58	44.7	D			
	-	<b>1.33</b>	<b>119.6</b>	<b>F</b>	-	<b>1.71</b>	<b>207.8</b>	<b>F</b>	-	<b>1.34</b>	<b>116.3</b>	<b>F</b>			
Prince Street at Roosevelt Avenue Prince Street	SB	LTR	0.61	33.3	C	LTR	0.61	33.3	C	LTR	0.65	36.9	D	-Modify Signal Timing: Shift 3 s of green time from SB phase to EB/WB phase [EB/WB green time shifts from 63 s to 66 s; SB green time shifts from 47 s to 44 s].	
	EB	DefL	1.10	97.0	F	DefL	1.18	126.9	F	DefL	1.10	95.5	F		
Roosevelt Avenue	TR	0.69	25.4	C	TR	0.89	36.6	D	TR	0.84	30.7	C			
	WB	LTR	0.61	20.9	C	LTR	0.72	23.2	C	LTR	0.69	20.7	C		
Overall Intersection	-	<b>0.89</b>	<b>43.4</b>	<b>D</b>	-	<b>0.93</b>	<b>50.9</b>	<b>D</b>	-	<b>0.92</b>	<b>42.6</b>	<b>D</b>			

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2032 PHASE 2 WEEKDAY NON-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>Main Street at Roosevelt Avenue</b>														
Main Street	NB	T	0.51	21.2	C	T	0.51	21.2	C	T	0.56	25.1	C	-Partially mitigated. -Modify Signal Timing: Shift 5 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 45 s to 50 s; NB/SB green time shifts from 65 s to 60 s].
	SB	T	0.56	22.3	C	T	0.56	22.3	C	T	0.61	26.6	C	
Roosevelt Avenue	EB	L	0.48	43.1	D	L	0.63	61.8	E	L	0.49	41.1	D	
	TR		0.90	61.9	E	TR	1.28	181.9	F	TR	1.14	122.1	F	
	WB	L	0.20	26.8	C	L	0.29	29.6	C	L	0.23	24.5	C	
	TR		1.02	73.9	E	TR	1.22	147.5	F	TR	1.09	90.1	F	
<b>Overall Intersection</b>	-		<b>0.75</b>	<b>39.9</b>	<b>D</b>	-	<b>0.85</b>	<b>85.8</b>	<b>F</b>	-	<b>0.85</b>	<b>61.5</b>	<b>E</b>	
<b>Union Street at Roosevelt Avenue</b>														
Union Street	NB	TR	0.42	16.8	B	TR	0.42	16.8	B					-Unmitigatable impact.
	SB	LT	0.93	37.9	D	LT	0.93	37.9	D					
		R	2.61	765.5	F	R	2.61	765.5	F					
Roosevelt Avenue	EB	LTR	1.86	416.9	F	LTR	2.39	657.4	F					
	WB	LT	0.57	24.6	C	LT	0.72	30.2	C					
		R	1.17	155.3	F	R	1.17	155.3	F					
<b>Overall Intersection</b>	-		<b>2.26</b>	<b>226.3</b>	<b>F</b>	-	<b>2.51</b>	<b>295.7</b>	<b>F</b>					
<b>Parsons Boulevard at Roosevelt Avenue</b>														
Parsons Boulevard	NB	LTR	0.86	41.1	D	LTR	0.92	49.2	D	LT	0.86	42.1	D	-Modify Signal Timing: Shift 2 s green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 55 s to 57 s; NB/SB green time shifts from 55 s to 53 s]. -Install "No Standing 7 AM - 10 AM, 4 PM - 7 PM, Mon-Fri" regulations on the NB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane.
			-	-	-		-	-	-	R	0.07	19.4	B	
	SB	LTR	0.71	30.8	C	LTR	0.71	30.8	C	LTR	0.74	33.3	C	
Roosevelt Avenue	EB	LTR	0.50	26.1	C	LTR	0.75	35.8	D	LTR	0.72	32.8	C	
	WB	LTR	0.76	35.2	D	LTR	0.94	53.3	D	LTR	0.89	44.9	D	
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>34.0</b>	<b>C</b>	-	<b>0.93</b>	<b>42.4</b>	<b>D</b>	-	<b>0.87</b>	<b>38.0</b>	<b>D</b>	
<b>KISSENA BOULEVARD</b>														
<b>Main Street at Kissena Boulevard</b>														
Main Street	NB	L	0.78	40.5	D	L	0.80	42.4	D					-Mitigation not required.
		TR	0.59	22.6	C	TR	0.59	22.6	C					
	SB	L	0.85	52.7	D	L	0.85	52.7	D					
		TR	0.46	19.4	B	TR	0.46	19.4	B					
Kissena Boulevard	WB	T	0.67	35.8	D	T	0.67	35.8	D					
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>30.0</b>	<b>C</b>	-	<b>0.82</b>	<b>30.3</b>	<b>C</b>					
<b>SANFORD AVENUE</b>														
<b>College Point Boulevard at Sanford Avenue</b>														
College Point Boulevard	NB	L	0.54	32.5	C	L	0.54	32.5	C	L	0.54	32.1	C	-Upgrade to computerized signal controller with the following timing plan: WB phase will have 26 s green time; NB/SB phase will have 54 s green time [each phase will have 3 s amber and 2 s all red time]. -Install "No Standing 4 PM - 7 PM, Mon-Fri" regulations on the SB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane.
		T	0.61	13.3	B	T	0.63	13.8	B	T	0.62	13.1	B	
	SB	TR	0.99	33.9	C	TR	1.06	55.2	E	T	0.96	28.5	C	
			-	-	-		-	-	-	R	0.07	7.6	A	
Sanford Avenue	WB	L	0.78	47.6	D	L	0.78	47.6	D	L	0.78	47.9	D	
		TR	0.37	26.9	C	TR	0.50	29.1	C	TR	0.50	29.2	C	
<b>Overall Intersection</b>	-		<b>0.92</b>	<b>27.8</b>	<b>C</b>	-	<b>0.97</b>	<b>39.2</b>	<b>D</b>	-	<b>0.90</b>	<b>24.9</b>	<b>C</b>	
<b>Union Street at Sanford Avenue</b>														
Union Street	NB	LTR	0.31	20.3	C	LTR	0.31	20.3	C					-Mitigation not required.
	SB	LTR	0.73	26.8	C	LTR	0.75	27.5	C					
			-	-	-		-	-	-					
Sanford Avenue	EB													
	WB	LTR	0.68	22.4	C	LTR	0.74	24.5	C					
<b>Overall Intersection</b>	-		<b>0.71</b>	<b>22.4</b>	<b>C</b>	-	<b>0.75</b>	<b>23.4</b>	<b>C</b>					

**TABLE 22  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2032 PHASE 2 WEEKDAY NON-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Parsons Boulevard at Sanford Avenue</b>													-Shift NB centerline 1-ft to the west to allow for a 20-ft NB approach. -Install "No Standing Anytime" regulations on the NB approach 75-ft from the stopbar to allow for one 10-ft left-through lane and one 10-ft daylighted right-turn pocket. -Install "No Standing 10 AM - 9 PM" regulations on the SB approach 75 feet from the stop bar to allow for a 10-ft daylighted right-turn lane.	
Parsons Boulevard	NB	LTR	0.90	35.5	D	LTR	0.93	39.3	D	LT	0.79	27.6		C
			-	-	-					R	0.15	15.2		B
	SB	LTR	0.78	27.5	C	LTR	0.97	49.0	D	LT	0.82	30.9		C
			-	-	-					R	0.22	16.1		B
Sanford Avenue	EB	LTR	0.71	26.3	C	LTR	0.74	27.8	C	LTR	0.74	27.8		C
	WB	LTR	0.79	30.0	C	LTR	0.87	35.8	D	LTR	0.87	35.8		D
			-	-	-									
			-	-	-									
<b>Overall Intersection</b>	-		<b>0.85</b>	<b>30.0</b>	<b>C</b>	-	<b>0.92</b>	<b>38.6</b>	<b>D</b>	-	<b>0.84</b>	<b>29.4</b>		<b>C</b>
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>														
<b>College Point Boulevard at 32nd Avenue</b>													-Mitigation not required.	
College Point Boulevard	NB	T	0.50	25.3	C	T	0.54	25.9	C					
		TR	0.93	47.3	D	TR	0.93	47.3	D					
	SB	L	0.49	34.9	C	L	0.49	35.0	C					
		T	0.44	10.9	B	T	0.46	11.1	B					
32nd Avenue	WB	LTR	0.90	45.6	D	LTR	0.90	45.6	D					
<b>Overall Intersection</b>	-		<b>1.16</b>	<b>29.4</b>	<b>C</b>	-	<b>1.16</b>	<b>29.3</b>	<b>C</b>					
<b>NORTHERN BOULEVARD SERVICE ROAD</b>														
<b>College Point Boulevard at Northern Boulevard Service Road</b>													-Modify Signal Timing: Shift 3 s of green time from NB/SB phase to WB phase [NB/SB green time shifts from 51 s to 48 s; WB green time shifts from 29 s to 32 s].	
College Point Boulevard	NB	TR	0.56	13.6	B	TR	0.58	13.8	B	TR	0.61	16.1		B
	SB	LT	0.87	24.2	C	LT	0.90	27.4	C	LT	0.98	41.6		D
Northern Blvd Service Rd	WB	LR	0.74	34.7	C	LR	0.98	60.6	E	LR	0.88	42.3		D
<b>Overall Intersection</b>	-		<b>0.82</b>	<b>21.1</b>	<b>C</b>	-	<b>0.93</b>	<b>28.4</b>	<b>C</b>	-	<b>0.94</b>	<b>31.0</b>		<b>C</b>
<b>STADIUM ROAD</b>														
<b>Boat Basin Road at Stadium Road</b>													-Unmitigatable impact. -Install an actuated controller. -Modify signal phasing and timing plan: EB lead phase will have 7 s green time; EB/WB phase will have 25 s green time; WB lag phase will have 11 s green time; NB/SB phase will have 37 s green time; SB lag phase will have 15 s green time [each phase will have 3 s amber and 2 s all red time].	
Boat Basin Road	NB	-	-	-	A	-	-	-	A	DefL	0.51	37.3		D
	LTR	0.05	7.1	A	LTR	0.21	8.1	A	TR	0.44	33.8	C		
	SB	-	-	-	A	DefL	0.94	41.1	D	DefL	0.87	44.5		D
	LTR	0.23	8.2	A	TR	0.71	15.6	B	TR	0.91	42.6	D		
Stadium Road	EB	-	-	-	F	DefL	1.16	179.7	F	DefL	0.58	38.5		D
	-	-	-	-	F	TR	0.46	30.0	C	TR	0.41	33.4		C
	WB	-	-	-	F	-	-	-	F	-	-	-		F
	LTR	0.30	26.4	C	LTR	2.00	487.5	F	LTR	1.52	279.6	F		
<b>Overall Intersection</b>	-		<b>0.25</b>	<b>14.8</b>	<b>B</b>	-	<b>1.27</b>	<b>231.2</b>	<b>F</b>	-	<b>1.45</b>	<b>145.5</b>		<b>F</b>



**TABLE 22  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2032 PHASE 2 WEEKDAY NON-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>UN SIGNALIZED INTERSECTIONS</b>														
<b>Boat Basin Road at Worlds Fair Marina</b>														
Boat Basin Road	NB	L	-	16.7	C	L	-	1000.0+	F	L	0.73	41.9	D	-Install traffic signal with the following timing plan. EB will have 7 s green time; WB + NB-Right will have 50 s green time; NB will have 18 s green time [each phase will have 3 s amber and 2 s all red time]. -Stripe WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. -Stripe NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. -Intersection meets NYCDOT Signal Warrant Criteria.
		R	-	8.8	A	R	-	9.1	A	R	0.08	1.9	A	
Worlds Fair Marina	EB	-	-	-	-	-	-	-	-	TR	0.11	39.7	D	
	WB	LT	-	7.8	A	LT	-	10.8	B	L	0.63	17.3	B	
		-	-	-	-	-	-	-	-	LT	0.60	16.3	B	
<b>Overall Intersection</b>	-	-	-	<b>9.1</b>	<b>A</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.61</b>	<b>23.0</b>	<b>C</b>	
<b>Willets Point Boulevard at Northern Boulevard</b>														
Willets Point Boulevard	NB	TR	-	9.9	A	-	-	-	-	-	-	-	-	-Channelize EB through receiving and NB right-turn receiving to allow concurrent traffic flow. -Install traffic signal with the following timing plan: EB will have 25 s green time; SB will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Intersection meets NYCDOT Signal Warrant Criteria.
New Van Wyck Expressway Ramp	SB	-	-	-	-	-	-	-	-	T	0.67	16.9	B	
Northern Boulevard Service Road	EB	-	-	-	-	T	-	1000.0+	F	T	0.78	23.8	C	
<b>Overall Intersection</b>	-	-	-	<b>9.9</b>	<b>A</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.72</b>	<b>19.5</b>	<b>B</b>	
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>														
Stadium Road	NB	-	-	-	-	-	-	-	-	T	0.06	24.7	C	-Install traffic signal with the following timing plan: EB will have 38 s green time; WB will have 23 s green time; NB/SB will have 44 s green time [each phase will have 3 s amber and 2 s all red time]. -Add a right turn lane and channelized right-turn to the GCP off ramp. -Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. -Add a 12-ft SB left-turn lane in the median of Stadium Road. -Intersection meets NYCDOT Signal Warrant Criteria.
	SB	-	-	-	-	LT	-	7.8	A	L	0.37	30.3	C	
		-	-	-	-	-	-	-	-	TR	0.86	44.2	D	
Grand Central Parkway Off-Ramp	EB	L	-	10.7	B	L	-	68.2	F	L	0.29	32.2	C	
		-	-	-	-	T	-	235.7	F	T	0.61	39.8	D	
		R	-	9.4	A	R	-	13.3	B	-	-	-	-	
Willets West Center Exit	WB	-	-	-	-	L	-	1000.0+	F	L	0.93	70.8	E	
		-	-	-	-	R	-	9.0	A	R	0.29	44.2	D	
<b>Overall Intersection</b>	-	-	-	<b>10.0</b>	<b>A</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.78</b>	<b>47.7</b>	<b>D</b>	
<b>126th Street at 36th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.74	24.1	C	TR	0.74	24.1	C	-Unmitigatable impact. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	DefL	0.80	41.9	D	DefL	0.65	26.2	C	
		LT	-	8.2	A	T	0.88	23.4	C	T	0.85	20.5	C	
36th Avenue	WB	LR	-	12.1	B	L	0.14	39.6	D	L	0.14	39.6	D	
		-	-	-	-	R	0.77	49.6	D	R	0.77	49.6	D	
<b>Overall Intersection</b>	-	-	-	<b>11.2</b>	<b>B</b>	-	<b>1.21</b>	<b>27.7</b>	<b>C</b>	-	<b>1.18</b>	<b>25.5</b>	<b>C</b>	
<b>126th Street at 37th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.66	21.6	C	TR	0.66	21.6	C	-Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	DefL	0.90	51.7	D	DefL	0.74	31.3	C	
		LT	-	8.2	A	T	0.78	19.1	B	T	0.78	19.1	B	
37th Avenue	WB	LR	-	13.1	B	L	0.11	35.3	D	L	0.11	35.3	D	
		-	-	-	-	R	0.61	38.9	D	R	0.61	38.9	D	
<b>Overall Intersection</b>	-	-	-	<b>11.4</b>	<b>B</b>	-	<b>1.12</b>	<b>25.1</b>	<b>C</b>	-	<b>1.03</b>	<b>23.1</b>	<b>C</b>	
<b>Northern Boulevard at 126th Place</b>														
126th Place	NB	R	-	19.4	C	R	-	38.4	E	R	0.36	43.9	D	-Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. -Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. -Intersection meets NYCDOT Signal Warrant Criteria.
Northern Boulevard	EB	-	-	-	-	-	-	-	-	TR	0.85	15.6	B	
<b>Overall Intersection</b>	-	-	-	<b>19.4</b>	<b>C</b>	-	-	<b>38.4</b>	<b>E</b>	-	<b>0.74</b>	<b>16.6</b>	<b>B</b>	

TABLE 22  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2032 PHASE 2 WEEKDAY NON-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS	
<b>NEW (WITH ACTION) SIGNALIZED INTERSECTIONS</b>													
<b>126th Street at New Willets Point Boulevard</b>													
126th Street	NB	-	-	-	-	TR	1.28	162.7	F				-Mitigation not required.
	SB	-	-	-	-	DefL	1.00	99.2	F				
		-	-	-	-	T	0.61	16.4	B				
New Willets Point Boulevard	WB	-	-	-	-	L	1.08	108.5	F				
		-	-	-	-	R	1.04	92.9	F				
	<b>Overall Intersection</b>	-	-	-	-	-	<b>1.53</b>	<b>108.9</b>	<b>F</b>				
<b>Citi Field/Lot B at Roosevelt Avenue</b>													
Citi Field/Lot B	SB	LR	-	-	-	LR	0.02	28.3	C				-Mitigation not required.
Roosevelt Avenue	EB	LT	-	-	-	LT	0.60	16.5	B				
	WB	TR	-	-	-	TR	0.82	22.9	C				
	<b>Overall Intersection</b>	-	-	-	-	-	<b>0.54</b>	<b>20.3</b>	<b>C</b>				

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+".
- (4): This table has been revised for the Final SEIS.

**TABLE 23  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2032 PHASE 2 SATURDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>ASTORIA BOULEVARD</b>														
108th Street at Astoria Boulevard	NB	DefL	0.52	27.6	C	DefL	0.63	31.5	C					
108th Street		T	0.21	21.1	C	T	0.21	21.1	C					-Unmitigatable impact
	SB	LTR	0.26	21.7	C	LTR	0.26	21.7	C					
Astoria Boulevard	EB	TR	0.95	34.5	C	TR	1.13	89.4	F					
		-	-	-	-	-	-	-	-					
	WB	L	0.57	24.3	C	L	0.57	26.0	C					
		TR	0.37	12.6	B	TR	0.44	13.5	B					
<b>Overall Intersection</b>	<b>-</b>	<b>0.75</b>	<b>26.1</b>	<b>C</b>	<b>-</b>	<b>0.88</b>	<b>55.1</b>	<b>E</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>NORTHERN BOULEVARD</b>														
108th Street at Northern Boulevard (RT. 25A)	NB	LTR	1.13	112.4	F	LTR	1.55	294.2	F	L	0.68	46.2	D	-Partially mitigated.
108th Street		-	-	-	-	-	-	-	-	TR	0.85	49.1	D	-Install "No Standing Anytime" regulations along the east curb of the NB approach for 250-ft from the intersection to allow for two moving lanes.
	SB	LTR	0.94	70.3	E	LTR	0.97	77.5	E	L	0.50	48.5	D	-Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes.
		-	-	-	-	-	-	-	-	TR	0.61	46.3	D	-Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft.
Northern Boulevard (Rt. 25A)	EB	L	0.18	40.1	D	L	0.18	45.4	D	L	0.17	41.4	D	-Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft.
		TR	0.95	33.6	C	TR	1.20	119.4	F	T	1.02	46.7	D	-Modify signal timing: shift 1 s of green time from NB/SB phase to EB/WB left-turn phase and shift 2 s green time from NB/SB phase to EB/WB phase [NB/SB green time shifts from 30 s to 27 s; EB/WB left-turn green time shifts from 9 s to 10 s; EB/WB green time shifts from 66 s to 150-ft from the intersection to allow for a 10-ft daylighted right-turn lane.
		-	-	-	-	-	-	-	-	R	0.16	12.6	B	-Install "No Standing 10 AM - 9 PM" regulations along the north curb of the WB approach for 100-ft from the intersection to allow for a 10-ft daylighted right-turn lane.
	WB	L	0.72	43.4	D	L	0.77	50.6	D	L	0.73	47.6	D	
		TR	1.20	118.1	F	TR	1.39	205.0	F	T	1.14	90.5	F	
		-	-	-	-	-	-	-	-	R	0.28	13.5	B	
<b>Overall Intersection</b>	<b>-</b>	<b>1.11</b>	<b>79.9</b>	<b>E</b>	<b>-</b>	<b>1.35</b>	<b>164.9</b>	<b>F</b>	<b>-</b>	<b>1.01</b>	<b>62.3</b>	<b>E</b>	<b>-</b>	
114th Street at Northern Boulevard (RT. 25A)	SB	LTR	0.38	43.8	D	LTR	0.45	45.6	D	LTR	0.55	38.2	D	-Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes.
114th Street		T	0.72	23.9	C	T	0.95	38.1	D	T	0.80	19.7	B	-Divert left-turning turning to NB 112th Place and then to SB 114th Street.
Northern Boulevard (Rt. 25A)	EB	R	0.60	22.7	C	R	0.63	23.7	C	R	0.53	14.5	B	-Prohibit parking along east curb of SB 114th Street for 200 ft and restripe as two 11-ft lanes.
	WB	DefL	0.73	22.1	C	DefL	1.13	116.6	F	-	-	-	-	-Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides.
		T	1.00	30.1	C	T	1.15	86.0	F	T	1.03	41.3	D	-Modify signal timing: Eliminate WB lead phase. Shift 10 s green time from WB lead phase to SB phase [SB green time shifts from 25 s to 35 s]. Shift 12 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 63 s to 75 s].
<b>Overall Intersection</b>	<b>-</b>	<b>1.33</b>	<b>27.5</b>	<b>C</b>	<b>-</b>	<b>1.93</b>	<b>66.3</b>	<b>E</b>	<b>-</b>	<b>0.87</b>	<b>32.5</b>	<b>C</b>	<b>-</b>	
126th Street at Northern Boulevard (RT. 25A)	NB	L	0.45	43.6	D	L	1.38	229.1	F	L	1.38	229.1	F	-Partially mitigated.
126th Street		R	0.35	42.4	D	R	3.00+	1000.0+	F	R	0.83	58.7	E	-Install Jersey barriers on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitestone Expressway Ramp to bypass the signal and operate as free flow through the intersection.
Northern Boulevard	EB	T	0.74	43.7	D	T	0.82	47.6	D	T	0.89	47.9	D	-Close the ramp from EB Northern Blvd ramp to 126th Street.
	WB	T	0.31	6.9	A	T	0.39	7.6	A	T	0.39	7.6	A	-Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave.
Grand Central Parkway Ramp	EB	T	0.85	42.3	D	T	1.01	65.9	E	T	1.08	90.7	F	-Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes.
Van Wyck & Whitestone Expressway Ramp	WB	T	0.75	15.6	B	T	1.30	159.2	F	-	-	-	-	-Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard.
<b>Overall Intersection</b>	<b>-</b>	<b>0.68</b>	<b>29.9</b>	<b>C</b>	<b>-</b>	<b>2.89</b>	<b>366.6</b>	<b>F</b>	<b>-</b>	<b>1.08</b>	<b>88.3</b>	<b>F</b>	<b>-</b>	-Modify signal timing: shift 3 s of green time from EB GCP/Astoria Blvd Ramp phase to EB Northern Blvd phase [EB GCP/Astoria Blvd Ramp green time shifts from 45 s to 42 s; EB Northern Blvd green time shifts from 35 s to 38 s].

**TABLE 23**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2032 PHASE 2 SATURDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
Prince Street at Northern Boulevard (RT. 25A)															
Prince Street	NB	LTR	1.14	108.9	F	LTR	1.14	108.9	F	LTR	1.14	108.9	F	-Partially Mitigated. -Install "No Standing 10 AM - 7 PM" regulations along the north curb of the WB Northern Boulevard Service Road approach for 100-ft from the intersection to allow for one 10-ft through lane and one 10-ft daylighted right-turn pocket. -Reduce the width of the hatched median between the Service Road and Mainline from 8-ft to 6-ft.	
	SB	LTR	0.47	36.9	D	LTR	0.47	36.9	D	LTR	0.47	36.9	D		
Northern Boulevard (Rt. 25A)	EB	L	0.67	49.9	D	L	0.67	49.9	D	L	0.67	49.9	D		
		T	1.07	67.0	E	T	1.21	128.1	F	T	1.21	128.1	F		
	WB	L	0.83	66.0	E	L	0.83	66.0	E	L	0.83	66.0	E		
		T	1.17	116.5	F	T	1.26	154.3	F	T	1.26	154.3	F		
Northern Boulevard Service Rd.	EB	TR	0.63	26.0	C	TR	0.63	26.0	C	TR	0.63	26.0	C		
	WB	TR	0.76	35.4	D	TR	1.09	91.9	F	T	0.84	38.9	D		
		-	-	-	-	-	-	-	-	R	0.13	21.3	C		
		-	-	-	-	-	-	-	-	-	-	-	-		
<b>Overall Intersection</b>	<b>-</b>	<b>1.05</b>	<b>79.2</b>	<b>E</b>	<b>-</b>	<b>1.13</b>	<b>118.3</b>	<b>F</b>	<b>-</b>	<b>1.13</b>	<b>114.9</b>	<b>F</b>			
Main Street at Northern Boulevard (RT. 25A)															
Main Street	NB	L	0.94	56.9	E	T	0.94	56.9	E					-Unmitigatable impact.	
	R	0.90	63.9	E	R	0.90	63.9	E							
Northern Boulevard (Rt. 25A)	EB	T	0.96	40.9	D	T	1.11	87.7	F						
	R	1.40	216.1	F	R	1.40	216.1	F							
	WB	L	0.08	25.2	C	L	0.08	25.2	C						
	T	0.95	30.6	C	T	1.11	79.1	E							
<b>Overall Intersection</b>	<b>-</b>	<b>1.17</b>	<b>62.1</b>	<b>E</b>	<b>-</b>	<b>1.17</b>	<b>93.2</b>	<b>F</b>	<b>-</b>	<b>1.17</b>	<b>93.2</b>	<b>F</b>			
Union Street at Northern Boulevard (RT. 25A)															
Union Street	NB	TR	0.77	38.2	D	TR	0.77	38.2	D	TR	0.77	38.2	D		-Partially Mitigated. -Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane.
	SB	TR	0.66	34.6	C	TR	0.66	34.7	C	TR	0.66	34.7	C		
Northern Boulevard (Rt. 25A)	EB	L	0.74	33.5	C	L	0.74	25.7	C	L	0.74	32.9	C		
	TR	1.47	247.2	F	TR	1.66	336.0	F	TR	1.66	336.0	F			
	WB	L	0.87	47.0	D	L	0.87	47.0	D	L	0.87	47.0	D		
	TR	1.04	59.6	E	TR	1.25	149.3	F	TR	0.92	38.3	D			
<b>Overall Intersection</b>	<b>-</b>	<b>1.10</b>	<b>123.8</b>	<b>F</b>	<b>-</b>	<b>1.19</b>	<b>190.0</b>	<b>F</b>	<b>-</b>	<b>1.19</b>	<b>154.2</b>	<b>F</b>			
Parsons Boulevard at Northern Boulevard (RT. 25A)															
Parsons Boulevard	NB	L	0.86	70.4	E	L	0.90	77.8	E	L	0.84	66.6	E	-Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Modify Signal Timing: Shift 1 s green time from EB/WB protected left-turn phase to EB/WB phase [EB/WB protected left-turn green time shifts from 10 s to 9 s; EB/WB green time shifts from 52 s to 53 s].	
	TR	0.61	41.1	D	TR	0.61	41.1	D	TR	0.61	41.1	D			
	SB	LTR	1.14	108.0	F	LTR	1.22	140.7	F	LT	0.70	35.7	D		
		-	-	-	-	-	-	-	-	R	0.41	33.9	C		
Northern Boulevard (Rt. 25A)	EB	L	0.51	47.6	D	L	0.58	49.2	D	L	0.62	50.6	D		
	TR	1.09	79.2	E	TR	1.30	172.1	F	T	1.02	51.8	D			
		-	-	-	-	-	-	-	-	R	0.58	27.4	C		
	WB	L	0.50	44.2	D	L	0.49	43.9	D	L	0.52	46.2	D		
	TR	1.18	113.1	F	TR	1.40	215.1	F	T	1.18	115.2	F			
		-	-	-	-	-	-	-	-	R	0.30	21.8	C		
<b>Overall Intersection</b>	<b>-</b>	<b>1.10</b>	<b>90.3</b>	<b>F</b>	<b>-</b>	<b>1.26</b>	<b>168.2</b>	<b>F</b>	<b>-</b>	<b>1.04</b>	<b>72.7</b>	<b>E</b>			
<b>34TH AVENUE</b>															
114th Street at 34th Avenue															
114th Street	SB	L	0.99	63.9	E	L	1.11	100.9	F	L	1.00	64.2	E	-Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].	
	T	0.35	25.4	C	T	0.43	26.8	C	T	0.39	23.9	C			
34th Avenue	EB	T	0.57	14.2	B	T	0.57	14.2	B	T	0.61	16.6	B		
	R	0.11	8.8	A	R	0.11	8.8	A	R	0.12	10.2	B			
<b>Overall Intersection</b>	<b>-</b>	<b>0.72</b>	<b>34.0</b>	<b>C</b>	<b>-</b>	<b>0.76</b>	<b>49.7</b>	<b>D</b>	<b>-</b>	<b>0.76</b>	<b>35.9</b>	<b>D</b>			

**TABLE 23**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2032 PHASE 2 SATURDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>126th Street/GCP Ramp at 34th Avenue</b>														
126th Street	NB	-	-	-	Defl	1.59	317.1	F	L	0.91	52.2	D	-Partially mitigated. -Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane. -Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. -Close the ramp from EB Northern Blvd ramp to 126th Street -Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. -Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes. -Modify signal phasing and timing plan: EB/WB phase will have 49 s green time; NB/SB lead left-turn phase will have 14 s green time; NB/SB phase will have 42 s green time [each phase will have 3 s amber and 2 s all red time].	
	LTR	0.26	20.9	C	TR	0.72	30.5	C	TR	0.84	44.1	D		
Northern Boulevard Ramp	SB	LTR	0.37	23.3	C	LTR	1.72	365.2	F	-	-	-		
GCP Ramp	SB	LTR	0.82	65.2	E	LTR	3.00+	1000.0+	F	L	1.30	187.3		F
	-	-	-	-	-	-	-	-	T	0.66	36.2	D		
Shea Road	EB	-	-	-	Defl	3.00+	1000.0+	F	Defl	1.36	223.0	F		
	LTR	0.64	46.9	D	TR	3.00+	1000.0+	F	TR	1.29	176.4	F		
34th Avenue	WB	-	-	-	-	-	-	-	Defl	1.65	346.2	F		
	LTR	0.82	68.5	E	LTR	3.00+	1000.0+	F	TR	1.43	240.1	F		
<b>Overall Intersection</b>	-	<b>0.59</b>	<b>40.8</b>	<b>D</b>	-	<b>3.00+</b>	<b>1000.0+</b>	<b>F</b>	-	<b>1.67</b>	<b>142.1</b>	<b>F</b>		
<b>ROOSEVELT AVENUE</b>														
<b>108th Street at Roosevelt Avenue</b>														
108th Street	NB	LTR	1.22	145.5	F	LTR	1.30	183.3	F	LT	1.12	104.3	F	-Partially mitigated. -Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.
	-	-	-	-	-	-	-	-	R	0.43	38.5	D		
	SB	LTR	1.17	125.0	F	LTR	1.19	135.8	F	LT	1.06	78.9	E	
	-	-	-	-	-	-	-	-	R	0.29	36.8	D		
Roosevelt Avenue	EB	LTR	0.71	16.8	B	LTR	0.92	30.7	C	LTR	0.92	30.7	C	
	WB	LTR	0.79	15.1	B	LTR	1.05	48.9	D	LTR	1.05	48.9	D	
<b>Overall Intersection</b>	-	<b>0.90</b>	<b>57.5</b>	<b>E</b>	-	<b>1.12</b>	<b>75.6</b>	<b>E</b>	-	<b>1.07</b>	<b>51.7</b>	<b>D</b>		
<b>111th Street at Roosevelt Avenue</b>														
111th Street	NB	LTR	1.06	81.0	F	LTR	1.06	81.0	F	-	-	-	-Unmitigatable impact.	
Roosevelt Avenue	EB	LTR	0.86	23.7	C	LTR	1.13	89.1	F	-	-	-		
	WB	LTR	1.23	124.6	F	LTR	1.57	277.3	F	-	-	-		
	-	-	-	-	-	-	-	-	-	-	-	-		
<b>Overall Intersection</b>	-	<b>1.18</b>	<b>78.6</b>	<b>E</b>	-	<b>1.43</b>	<b>172.2</b>	<b>F</b>	-	-	-	-		
<b>114th Street at Roosevelt Avenue</b>														
114th Street	NB	LTR	1.03	74.0	E	LTR	1.14	116.1	F	LTR	0.85	46.7	D	-Shift center line of WB Roosevelt Avenue approach 11 ft to the south. -Restripe the WB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane, one 11-ft through lane, and one 11-ft exclusive right-turn lane. -Restripe the EB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane and one 11-ft travel lane. -Shift centerline of NB 114th Street approach 3 ft to the east. -Restripe the NB 114th Street approach from one 16-ft travel lane to one 13-ft travel lane -Shift center line of SB 114th Street approach 2 ft to the east. Install "No Standing Anytime" regulations along the east curb of the NB 114th Street approach 250 ft from the intersection. Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 250 ft from the intersection. -Install "No Standing 1 PM - 9 PM Saturday" regulations along the west curb of the SB 114th Street approach 150-ft from the intersection to allow for one 12-ft left-through lane and one 10-ft right-turn lane.
	SB	LTR	1.11	96.6	F	LTR	1.32	191.9	F	LT	1.09	88.3	F	
	-	-	-	-	-	-	-	-	R	0.07	34.4	C		
Roosevelt Avenue	EB	LTR	1.22	124.1	F	LTR	2.15	537.9	F	L	0.54	13.2	B	
	-	-	-	-	-	-	-	-	TR	0.76	15.0	B		
	WB	LTR	0.69	14.4	B	LTR	1.21	118.9	F	L	0.86	40.1	D	
	-	-	-	-	-	-	-	-	T	0.79	19.0	B		
	-	-	-	-	-	-	-	-	R	0.95	39.0	D		
<b>Overall Intersection</b>	-	<b>1.19</b>	<b>63.6</b>	<b>E</b>	-	<b>1.90</b>	<b>241.4</b>	<b>F</b>	-	<b>0.99</b>	<b>32.3</b>	<b>C</b>		



**TABLE 23  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2032 PHASE 2 SATURDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Main Street at Roosevelt Avenue</b>													-Partially mitigated. -Modify Signal Timing: Shift 4 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 39 s to 43 s; NB/SB green time shifts from 41 s to 37 s].	
Main Street	NB	T	0.77	26.7	C	T	0.77	26.7	C	T	0.86	34.0		C
	SB	T	0.67	24.5	C	T	0.67	24.5	C	T	0.75	29.8		C
Roosevelt Avenue	EB	L	0.22	19.7	B	L	0.29	23.5	C	L	0.24	18.0		B
	TR		0.94	52.8	D	TR	1.25	153.9	F	TR	1.12	99.1		F
	WB	L	0.03	14.8	B	L	0.05	15.2	B	L	0.04	12.8		B
	TR		0.86	32.6	C	TR	1.07	73.3	E	TR	0.96	40.1		D
<b>Overall Intersection</b>	-		<b>0.85</b>	<b>32.1</b>	<b>C</b>	-	<b>1.00</b>	<b>65.0</b>	<b>E</b>	-	<b>1.00</b>	<b>48.9</b>	<b>D</b>	
<b>Union Street at Roosevelt Avenue</b>													-Unmitigatable impact.	
Union Street	NB	TR	0.57	19.2	B	TR	0.57	19.2	B					
	SB	LT	1.08	75.2	E	LT	1.08	75.2	E					
		R	2.83	856.2	F	R	2.83	856.2	F					
Roosevelt Avenue	EB	LTR	2.35	641.1	F	LTR	3.00	941.2	F					
	WB	LT	0.55	23.9	C	LT	0.74	30.1	C					
		R	1.40	254.6	F	R	1.40	254.6	F					
<b>Overall Intersection</b>	-		<b>2.61</b>	<b>319.9</b>	<b>F</b>	-	<b>2.92</b>	<b>414.5</b>	<b>F</b>					
<b>Parsons Boulevard at Roosevelt Avenue</b>													-Unmitigatable impact. -Modify Signal Timing: Shift 2 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 40 s to 42 s; NB/SB green time shifts from 40 s to 38 s]. -Install "No Standing 10AM - 9PM, Saturday" regulations on the NB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane. [Measures reflect improvements needed for the Saturday post-game peak period.]	
Parsons Boulevard	NB	LTR	0.88	36.2	D	LTR	0.93	44.3	D	LT	0.91	41.8		D
			-	-	-		-	-	-	R	0.05	15.4		B
	SB	LTR	0.79	27.6	C	LTR	0.79	27.6	C	LTR	0.84	31.4		C
Roosevelt Avenue	EB	LTR	0.76	28.8	C	LTR	1.05	73.6	E	LTR	0.99	55.9		E
	WB	LTR	0.88	37.9	D	LTR	1.12	99.2	F	LTR	1.05	71.7		E
<b>Overall Intersection</b>	-		<b>0.88</b>	<b>32.4</b>	<b>C</b>	-	<b>1.03</b>	<b>61.3</b>	<b>E</b>	-	<b>0.98</b>	<b>49.9</b>	<b>D</b>	
<b>KISSENA BOULEVARD</b>													-Modify Signal Timing: Shift 1 s of green time from WB Kissena Blvd phase to NB/SB phase [WB green time shifts from 40 s to 39 s; NB/SB green time shifts from 40 s to 41 s].	
<b>Main Street at Kissena Boulevard</b>														
Main Street	NB	L	1.21	147.6	F	L	1.25	163.4	F	L	1.20	143.0		F
		TR	0.70	23.6	C	TR	0.70	23.6	C	TR	0.68	22.5		C
	SB	L	0.55	22.1	C	L	0.55	22.1	C	L	0.57	23.1		C
		TR	0.58	20.3	C	TR	0.58	20.3	C	TR	0.56	19.4		B
Kissena Boulevard	WB	T	0.76	27.4	C	T	0.76	27.4	C	T	0.78	29.1	C	
<b>Overall Intersection</b>	-		<b>0.98</b>	<b>36.3</b>	<b>D</b>	-	<b>1.00</b>	<b>38.5</b>	<b>D</b>	-	<b>0.99</b>	<b>36.1</b>	<b>D</b>	
<b>SANFORD AVENUE</b>													-Upgrade to computerized signal controller with the following timing plan: WB phase will have 25 s green time; NB/SB phase will have 55 s green time [each phase will have 3 s amber and 2 s all red time].	
<b>College Point Boulevard at Sanford Avenue</b>														
College Point Boulevard	NB	L	0.64	32.2	C	L	0.78	54.4	D	L	0.71	41.2		D
		T	0.74	15.9	B	T	0.78	17.0	B	T	0.75	15.1		B
	SB	TR	0.86	19.5	B	TR	0.92	23.6	C	TR	0.89	19.9		B
			-	-	-		-	-	-		-	-		-
Sanford Avenue	WB	L	0.71	39.9	D	L	0.71	39.9	D	L	0.74	43.2	D	
		TR	0.52	29.5	C	TR	0.70	34.0	C	TR	0.73	36.2	D	
<b>Overall Intersection</b>	-		<b>0.81</b>	<b>20.8</b>	<b>C</b>	-	<b>0.85</b>	<b>24.1</b>	<b>C</b>	-	<b>0.84</b>	<b>22.1</b>	<b>C</b>	
<b>Union Street at Sanford Avenue</b>													-Mitigation not required.	
Union Street	NB	LTR	0.40	21.8	C	LTR	0.40	21.8	C					
	SB	LTR	0.75	27.7	C	LTR	0.77	28.6	C					
Sanford Avenue	EB	DefL	0.49	21.6	C	DefL	0.52	23.2	C					
		TR	0.36	15.6	B	TR	0.36	15.6	B					
	WB	LTR	0.89	29.9	C	LTR	0.96	38.9	D					
<b>Overall Intersection</b>	-		<b>0.83</b>	<b>25.7</b>	<b>C</b>	-	<b>0.88</b>	<b>29.4</b>	<b>C</b>					

**TABLE 23  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2032 PHASE 2 SATURDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Parsons Boulevard at Sanford Avenue</b>														
Parsons Boulevard	NB	LTR	0.94	40.0	D	LTR	0.98	47.7	D	LT	0.87	32.6	C	-Shift NB centerline 1-ft to the west to allow for a 20-ft NB approach. -Install "No Standing Anytime" regulations on the NB approach 75-ft from the stopbar to allow for one 10-ft left-through lane and one 10-ft daylighted right-turn pocket. -Install "No Standing 10 AM - 4 PM" regulations on the WB approach 100 feet from the stop bar to allow for a 10-ft daylighted right-turn lane. -Install "No Standing 10 AM - 9 PM" regulations on the SB approach 75 feet from the stop bar to allow for a 10-ft daylighted right-turn lane.
			-	-	-					R	0.13	15.0	B	
	SB	LTR	0.85	30.1	C	LTR	1.07	74.6	E	LT	0.81	28.6	C	
			-	-	-					R	0.32	17.1	B	
Sanford Avenue	EB	LTR	0.74	26.9	C	LTR	0.76	28.1	C	LTR	0.77	28.6	C	
	WB	LTR	0.91	39.1	D	LTR	1.01	57.2	E	LT	0.77	27.1	C	
			-	-	-					R	0.20	15.9	B	
<b>Overall Intersection</b>	-	<b>0.93</b>	<b>34.0</b>	<b>C</b>	-	<b>1.04</b>	<b>54.0</b>	<b>D</b>	-	<b>0.82</b>	<b>27.2</b>	<b>C</b>		
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>														
<b>College Point Boulevard at 32nd Avenue</b>														
College Point Boulevard	NB	T	0.36	23.3	C	T	0.39	23.6	C					-Mitigation not required.
		TR	0.79	34.6	C	TR	0.79	34.6	C					
	SB	L	0.53	36.4	D	L	0.53	36.4	D					
		T	0.42	10.7	B	T	0.44	10.9	B					
32nd Avenue	WB	LTR	0.54	32.0	C	LTR	0.54	32.0	C					
			-	-	-									
<b>Overall Intersection</b>	-	<b>1.05</b>	<b>23.4</b>	<b>C</b>	-	<b>1.05</b>	<b>23.3</b>	<b>C</b>						
<b>NORTHERN BOULEVARD SERVICE ROAD</b>														
<b>College Point Boulevard at Northern Boulevard Service Road</b>														
College Point Boulevard	NB	TR	0.55	13.3	B	TR	0.56	13.6	B					-Unmitigatable impact.
	SB	LT	0.80	20.8	C	LT	0.84	22.9	C					
Northern Blvd Service Rd	WB	LR	0.69	32.7	C	LR	1.04	75.5	E					
			-	-	-									
<b>Overall Intersection</b>	-	<b>0.76</b>	<b>19.5</b>	<b>B</b>	-	<b>0.91</b>	<b>31.4</b>	<b>C</b>						
<b>STADIUM ROAD</b>														
<b>Boat Basin Road at Stadium Road</b>														
Boat Basin Road	NB	-	-	-	-	-	-	-	-	DefL	0.56	42.9	D	-Unmitigatable impact. -Install an actuated controller. -Modify signal phasing and timing plan: EB lead phase will have 7 s green time; EB/WB phase will have 30 s green time; WB lag phase will have 8 s green time; NB/SB phase will have 32 s green time; SB lag phase will have 18 s green time [each phase will have 3 s amber and 2 s all red time].
		LTR	0.08	7.2	A	LTR	0.21	8.1	A	TR	0.52	38.5	D	
	SB	DefL	0.20	8.4	A	DefL	1.07	73.7	E	DefL	0.99	69.1	E	
		TR	0.16	7.9	A	TR	0.63	13.8	B	TR	0.85	36.6	D	
Stadium Road	EB	-	-	-	-	DefL	1.83	449.5	F	DefL	0.92	77.1	E	
		-	-	-	-	TR	0.63	34.4	C	TR	0.50	31.3	C	
	WB	-	-	-	-	DefL	2.72	817.4	F	DefL	1.68	357.6	F	
		LTR	0.28	26.2	C	TR	2.26	607.5	F	TR	1.73	371.8	F	
			-	-	-									
<b>Overall Intersection</b>	-	<b>0.23</b>	<b>14.4</b>	<b>B</b>	-	<b>1.59</b>	<b>356.2</b>	<b>F</b>	-	<b>1.82</b>	<b>195.6</b>	<b>F</b>		



TABLE 23  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2032 PHASE 2 SATURDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>UNSIGNALIZED INTERSECTIONS</b>														
<b>Boat Basin Road at Worlds Fair Marina</b>														
Boat Basin Road	NB	L	-	17.4	C	L	-	1000.0+	F	L	0.62	37.8	D	-Install traffic signal with the following timing plan: EB will have 7 s green time; WB + NB-Right will have 50 s green time; NB will have 18 s green time [each phase will have 3 s amber and 2 s all red time]. -Stripe WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. -Stripe NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. -Intersection meets NYCDOT Signal Warrant Criteria.
		R	-	8.6	A	R	-	8.9	A	R	0.10	1.9	A	
Worlds Fair Marina	EB	-	-	-	-	-	-	-	-	TR	0.23	41.4	D	
	WB	LT	-	8.0	A	LT	-	13.9	B	L	0.77	22.3	C	
		-	-	-	-	-	-	-	-	LT	0.66	17.9	B	
<b>Overall Intersection</b>	-	-	-	<b>10.0</b>	<b>A</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.69</b>	<b>23.3</b>	<b>C</b>	
<b>Willets Point Boulevard at Northern Boulevard</b>														
Willets Point Boulevard	NB	TR	-	9.2	A	-	-	-	-	-	-	-	-	-Channelize EB through receiving and NB right-turn receiving to allow concurrent traffic flow. -Install traffic signal with the following timing plan: EB will have 25 s green time; SB will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Intersection meets NYCDOT Signal Warrant Criteria.
New Van Wyck Expressway Ramp	SB	-	-	-	-	-	-	-	-	T	0.86	23.5	C	
Northern Boulevard Service Road	EB	-	-	-	-	T	-	713.5	F	T	0.46	14.9	B	
<b>Overall Intersection</b>	-	-	-	<b>9.2</b>	<b>A</b>	-	-	<b>713.5</b>	<b>F</b>	-	<b>0.66</b>	<b>21.6</b>	<b>C</b>	
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>														
Stadium Road	NB	-	-	-	-	-	-	-	-	T	0.11	27.9	C	-Install traffic signal with the following timing plan: EB will have 40 s green time; WB will have 25 s green time; NB/SB will have 40 s green time [each phase will have 3 s amber and 2 s all red time]. -Add a right turn lane and channelized right-turn to the GCP off ramp. -Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. -Add a 12-ft SB left-turn lane in the median of Stadium Road. -Intersection meets NYCDOT Signal Warrant Criteria.
	SB	-	-	-	-	LT	-	8.2	A	L	0.59	39.9	D	
Grand Central Parkway Off-Ramp	EB	L	-	11.2	B	L	-	407.6	F	L	0.43	33.6	C	
		R	-	9.3	A	T	-	620.9	F	T	0.76	44.8	D	
			-	-	-	R	-	12.4	B	-	-	-	-	
Willets West Center Exit	WB	-	-	-	-	L	-	1000.0+	F	L	0.96	73.8	E	
			-	-	-	R	-	9.2	A	R	0.33	43.4	D	
<b>Overall Intersection</b>	-	-	-	<b>10.7</b>	<b>B</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.82</b>	<b>49.2</b>	<b>D</b>	
<b>126th Street at 36th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.60	20.4	C	TR	0.60	20.4	C	-Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	DefL	0.95	56.2	E	-	-	-	-	
36th Avenue	WB	LT	-	8.4	A	T	0.97	35.7	D	LT	0.99	40.5	D	
		LR	-	13.5	B	L	0.14	39.6	D	L	0.14	39.6	D	
		-	-	-	-	R	0.65	40.9	D	R	0.65	40.9	D	
<b>Overall Intersection</b>	-	-	-	<b>11.1</b>	<b>B</b>	-	<b>1.34</b>	<b>32.8</b>	<b>C</b>	-	<b>0.86</b>	<b>32.8</b>	<b>C</b>	
<b>126th Street at 37th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.50	18.4	B	TR	0.50	18.4	B	-Mitigation not required. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	-	-	-	-	-	-	-	-	
37th Avenue	WB	LT	-	8.2	A	LT	0.94	32.6	C	LT	0.88	24.5	C	
		LR	-	12.0	B	L	0.11	35.3	D	L	0.11	35.3	D	
		-	-	-	-	R	0.69	43.6	D	R	0.69	43.6	D	
<b>Overall Intersection</b>	-	-	-	<b>11.0</b>	<b>B</b>	-	<b>0.84</b>	<b>28.6</b>	<b>C</b>	-	<b>0.79</b>	<b>24.4</b>	<b>C</b>	
<b>Northern Boulevard at 126th Place</b>														
126th Place	NB	R	-	16.6	C	R	-	29.3	D	R	0.34	43.5	D	-Mitigation not required. -Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. -Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. -Intersection meets NYCDOT Signal Warrant Criteria.
Northern Boulevard	EB	-	-	-	-	-	-	-	-	TR	0.88	17.4	B	
<b>Overall Intersection</b>	-	-	-	<b>16.6</b>	<b>C</b>	-	-	<b>29.3</b>	<b>D</b>	-	<b>0.76</b>	<b>18.4</b>	<b>B</b>	

TABLE 23  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2032 PHASE 2 SATURDAY NON-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control		
			Delay	LOS			Delay	LOS			Delay	LOS	
<b>NEW (WITH ACTION) SIGNALIZED INTERSECTIONS</b>													
126th Street at New Willets Point Boulevard													
126th Street	NB	-	-	-	-	TR	1.22	138.5	F				-Mitigation not required.
	SB	-	-	-	-	Defl.	1.03	103.7	F				
		-	-	-	-	T	0.64	17.0	B				
New Willets Point Boulevard	WB	-	-	-	-	L	0.96	73.8	E				
		-	-	-	-	R	0.61	34.4	C				
<b>Overall Intersection</b>		-	-	-	-		<b>1.47</b>	<b>85.5</b>	<b>F</b>				
Citi Field/Lot B at Roosevelt Avenue													
Citi Field/Lot B	SB	LR	-	-	-	LR	0.04	34.3	C				-Mitigation not required.
Roosevelt Avenue	EB	LT	-	-	-	LT	0.60	13.0	B				
	WB	TR	-	-	-	TR	0.63	12.5	B				
<b>Overall Intersection</b>		-	-	-	-		<b>0.47</b>	<b>12.9</b>	<b>B</b>				

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+".
- (4): This table has been revised for the Final SEIS.

TABLE 24

2032 (PHASE 2) GAMEDAY MITIGATION MEASURES

INTERSECTION SIGNALIZED INTERSECTIONS	WEEKDAY PRE-GAME PEAK HOUR	SATURDAY PRE-GAME PEAK HOUR	SATURDAY POST-GAME PEAK HOUR
108th Street at Astoria Boulevard	Unmitigatable impact.	Install "No Standing 3 PM - 10 PM Saturday" regulations along the south curb of the EB approach for 150-ft from the intersection to allow for an 11-ft daylighted right-turn lane. Modify signal timing: shift 1 s of green time from EB/WB phase to WB lead phase [EB/WB green time shifts from 34 s to 33 s; WB lead green time shifts from 9 s to 10 s].	Install "No Standing 3 PM - 10 PM Saturday" regulations along the south curb of the EB approach for 150-ft from the intersection to allow for an 11-ft daylighted right-turn lane. Modify signal timing: shift 1 s of green time from EB/WB phase to WB lead phase [EB/WB green time shifts from 34 s to 33 s; WB lead green time shifts from 9 s to 10 s].
108th Street at Northern Boulevard (RT. 25A)	Install "No Standing Anytime" regulations along the east curb of the NB approach for 250-ft from the intersection to allow for two moving lanes. Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes. Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft. Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft. Install "No Standing 10 AM - 9 PM" regulations along the north curb of the WB approach for 150-ft from the intersection to allow for a 10-ft daylighted right-turn lane. Install "No Standing 10 AM - 9 PM" regulations along the south curb of the EB approach for 100-ft from the intersection to allow for a 10-ft daylighted right-turn lane.	Install "No Standing Anytime" regulations along the east curb of the NB approach for 250-ft from the intersection to allow for two moving lanes. Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes. Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft. Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft. Modify signal timing: shift 1 s of green time from NB/SB phase to EB/WB left-turn phase and shift 2 s green time from NB/SB phase to EB/WB phase [NB/SB green time shifts from 30 s to 27 s; EB/WB left-turn green time shifts from 9 s to 10 s; EB/WB green time shifts from 66 s to 68 s]. Install "No Standing 10 AM - 9 PM" regulations along the north curb of the WB approach for 150-ft from the intersection to allow for a 10-ft daylighted right-turn lane. Install "No Standing 10 AM - 9 PM" regulations along the south curb of the EB approach for 100-ft from the intersection to allow for a 10-ft daylighted right-turn lane.	Install "No Standing Anytime" regulations along the east curb of the NB approach for 250-ft from the intersection to allow for two moving lanes. Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes. Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft. Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft. Modify signal timing: shift 1 s of green time from NB/SB phase to EB/WB left-turn phase and shift 2 s green time from NB/SB phase to EB/WB phase [NB/SB green time shifts from 30 s to 27 s; EB/WB left-turn green time shifts from 9 s to 10 s; EB/WB green time shifts from 66 s to 68 s]. Install "No Standing 10 AM - 9 PM" regulations along the north curb of the WB approach for 150-ft from the intersection to allow for a 10-ft daylighted right-turn lane. Install "No Standing 10 AM - 9 PM" regulations along the south curb of the EB approach for 100-ft from the intersection to allow for a 10-ft daylighted right-turn lane.
114th Street at Northern Boulevard (RT. 25A)	Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes. Divert left-turning turning to NB 112th Place and then to SB 114th Street. Prohibit parking along east curb of SB 114th Street for 200 ft and restripe as two 11-ft moving lanes. Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides. Modify signal timing: Eliminate WB lead phase. Shift 12 s green time from WB lead phase to SB phase [SB green time shifts from 23 s to 35 s]. Shift 10 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 65 s to 75 s].	Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes. Divert left-turning turning to NB 112th Place and then to SB 114th Street. Prohibit parking along east curb of SB 114th Street for 200 ft and restripe as two 11-ft moving lanes. Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides. Modify signal timing: Eliminate WB lead phase. Shift 10 s green time from WB lead phase to SB phase [SB green time shifts from 25 s to 35 s]. Shift 12 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 63 s to 75 s].	Partially mitigated. Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes. Divert left-turning turning to NB 112th Place and then to SB 114th Street. Prohibit parking along east curb of SB 114th Street for 200 ft and restripe as two 11-ft moving lanes. Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides. Modify signal timing: Eliminate WB lead phase. Shift 10 s green time from WB lead phase to SB phase [SB green time shifts from 25 s to 35 s]. Shift 12 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 63 s to 75 s].
126th Street at Northern Boulevard (RT. 25A)	Unmitigated Impact Install quick-curb on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitestone Expressway Ramp to bypass the signal and operate as free flow through the intersection. Close the ramp from EB Northern Blvd ramp to 126th Street. Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave. Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes. Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard. Modify signal timing: shift 4 s of green time from EB GCP/Astoria Blvd Ramp phase to EB Northern Blvd phase [EB Northern Blvd green time shifts from 25 s to 29 s; EB GCP/Astoria Blvd Ramp green time shifts from 35 s to 31 s].	Unmitigated Impact Install quick-curb on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitestone Expressway Ramp to bypass the signal and operate as free flow through the intersection. Close the ramp from EB Northern Blvd ramp to 126th Street. Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave. Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes. Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard. Modify signal timing: shift 3 s of green time from EB GCP/Astoria Blvd Ramp phase to EB Northern Blvd phase [EB GCP/Astoria Blvd Ramp green time shifts from 45 s to 42 s; EB Northern Blvd green time shifts from 35 s to 38 s].	Partially mitigated. Install Jersey barriers on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitestone Expressway Ramp to bypass the signal and operate as free flow through the intersection. Close the ramp from EB Northern Blvd ramp to 126th Street. Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave. Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes. Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard. Modify signal timing: shift 1 s of green time from EB Northern Blvd phase to NB 126th St phase [EB Northern Blvd green time shifts from 35 s to 34 s; NB 126th St green time shifts from 25 s to 26 s].
Prince Street at Northern Boulevard (RT. 25A)	Partially Mitigated. Install "No Standing 10 AM - 7 PM" regulations along the north curb of the WB Northern Boulevard Service Road approach for 100-ft from the intersection to allow for one 10-ft through lane and one 10-ft daylighted right-turn pocket. Reduce the width of the hatched median between the Service Road and Mainline from 8-ft to 6-ft.	Partially Mitigated. Install "No Standing 10 AM - 7 PM" regulations along the north curb of the WB Northern Boulevard Service Road approach for 100-ft from the intersection to allow for one 10-ft through lane and one 10-ft daylighted right-turn pocket. Reduce the width of the hatched median between the Service Road and Mainline from 8-ft to 6-ft.	Unmitigatable Impact.
Main Street at Northern Boulevard (RT. 25A)	Unmitigatable impact.	Unmitigatable impact.	Unmitigatable impact.
Union Street at Northern Boulevard (RT. 25A)	Partially Mitigated. Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane.	Partially Mitigated. Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane.	Partially Mitigated. Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane. Modify Signal Timing: Shift 1 s of green time from NB/SB phase to EB/WB left-turn phase [NB/SB green time shifts from 44 s to 43 s; EB/WB left-turn green time shifts from 15 s to 16 s].
Parsons Boulevard at Northern Boulevard (RT. 25A)	Partially Mitigated. Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. Modify Signal Timing: Shift 1 s of green time from EB/WB protected left-turn phase to EB/WB phase; shift 1 s green time from LPI phase (east and west crosswalks) to NB/SB phase [EB/WB protected left-turn green time shifts from 12 s to 11 s; EB/WB green time shifts from 50 s to 51 s; LPI shifts from 7 s to 6 s; NB/SB green time shifts from 36 s to 37 s].	Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. Modify Signal Timing: Shift 1 s green time from EB/WB protected left-turn phase to EB/WB phase [EB/WB protected left-turn green time shifts from 10 s to 9 s; EB/WB green time shifts from 52 s to 53 s].	Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. Modify Signal Timing: Shift 1 s green time from EB/WB protected left-turn phase to EB/WB phase [EB/WB protected left-turn green time shifts from 10 s to 9 s; EB/WB green time shifts from 52 s to 53 s].
114th Street at 34th Avenue	Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].	Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].	Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].
126th Street/GCP Ramp at 34th Avenue	Partially mitigated. Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane. Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. Close the ramp from EB Northern Blvd ramp to 126th Street. Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes. Modify signal phasing and timing plan: EB/WB phase will have 55 s green time; NB/SB lead left-turn phase will have 12 s green time; NB/SB phase will have 38 s green time [each phase will have 3 s amber and 2 s all red time].	Partially mitigated. Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane. Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. Close the ramp from EB Northern Blvd ramp to 126th Street. Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes. Modify signal phasing and timing plan: EB/WB phase will have 53 s green time; NB/SB lead left-turn phase will have 11 s green time; NB/SB phase will have 41 s green time [each phase will have 3 s amber and 2 s all red time].	Partially mitigated. Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane. Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. Close the ramp from EB Northern Blvd ramp to 126th Street. Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes. Modify signal phasing and timing plan: EB/WB phase will have 48 s green time; NB/SB lead left-turn phase will have 7 s green time; NB/SB phase will have 50 s green time [each phase will have 3 s amber and 2 s all red time].



TABLE 24  
2032 (PHASE 2) GAMEDAY MITIGATION MEASURES

Parsons Boulevard at Sanford Avenue	Shift NB centerline 1-ft to the west to allow for a 20-ft NB approach. Install "No Standing Anytime" regulations on the NB approach 75-ft from the stopbar to allow for one 10-ft left-through lane and one 10-ft daylighted right-turn pocket. Install "No Standing 10 AM - 9 PM" regulations on the SB approach 75 feet from the stop bar to allow for a 10-ft daylighted right-turn lane.	Shift NB centerline 1-ft to the west to allow for a 20-ft NB approach. Install "No Standing Anytime" regulations on the NB approach 75-ft from the stopbar to allow for one 10-ft left-through lane and one 10-ft daylighted right-turn pocket. Install "No Standing 10 AM - 9 PM" regulations on the SB approach 75 feet from the stop bar to allow for a 10-ft daylighted right-turn lane.	Shift NB centerline 1-ft to the west to allow for a 20-ft NB approach. Install "No Standing Anytime" regulations on the NB approach 75-ft from the stopbar to allow for one 10-ft left-through lane and one 10-ft daylighted right-turn pocket. Install "No Standing 10 AM - 9 PM" regulations on the SB approach 75 feet from the stop bar to allow for a 10-ft daylighted right-turn lane.
College Point Boulevard at 32nd Avenue	Mitigation not required.	Mitigation not required.	Mitigation not required.
College Point Boulevard at Northern Boulevard Service Road	Modify Signal Timing: Shift 3 s of green time from NB/SB phase to WB phase [NB/SB green time shifts from 51 s to 48 s; WB green time shifts from 29 s to 32 s].	Unmitigatable impact.	Mitigation not required.
Boat Basin Road at Stadium Road	Partially Mitigated. Install an actuated controller. Modify signal phasing and timing plan: EB lead phase will have 7 s green time; EB/WB phase will have 24 s green time; WB lag phase will have 9 s green time; NB/SB phase will have 45 s green time; SB lag phase will have 10 s green time [each phase will have 3 s amber and 2 s all red time].	Partially Mitigated. Install an actuated controller. Modify signal phasing and timing plan: EB lead phase will have 7 s green time; EB/WB phase will have 34 s green time; WB lag phase will have 7 s green time; NB/SB phase will have 31 s green time; SB lag phase will have 16 s green time [each phase will have 3 s amber and 2 s all red time].	Unmitigatable impact. Install an actuated controller. Modify signal phasing and timing plan: EB lead phase will have 14 s green time; EB/WB phase will have 37 s green time; WB lag phase will have 7 s green time; NB/SB phase will have 29 s green time; SB lag phase will have 8 s green time [each phase will have 3 s amber and 2 s all red time].
<b>UNSIGNALIZED INTERSECTIONS</b>			
Boat Basin Road at Worlds Fair Marina	Install traffic signal with the following timing plan: EB will have 7 s green time; WB + NB-Right will have 50 s green time; NB will have 18 s green time [each phase will have 3 s amber and 2 s all red time]. Stripe WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. Stripe NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. Intersection meets NYCDOT Signal Warrant Criteria.	Install traffic signal with the following timing plan: EB will have 7 s green time; WB + NB-Right will have 50 s green time; NB will have 18 s green time [each phase will have 3 s amber and 2 s all red time]. Stripe WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. Stripe NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. Intersection meets NYCDOT Signal Warrant Criteria.	Install traffic signal with the following timing plan: EB will have 7 s green time; WB + NB-Right will have 50 s green time; NB will have 18 s green time [each phase will have 3 s amber and 2 s all red time]. Stripe WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. Stripe NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. Intersection meets NYCDOT Signal Warrant Criteria.
Willels Point Boulevard at Northern Boulevard	Channelize EB through receiving and NB right-turn receiving to allow concurrent traffic flow. Install traffic signal with the following timing plan: EB/NB right-turn will have 25 s green time; NB/SB will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. Intersection meets NYCDOT Signal Warrant Criteria.	Channelize EB through receiving and NB right-turn receiving to allow concurrent traffic flow. Install traffic signal with the following timing plan: EB/NB right-turn will have 25 s green time; NB/SB will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. Intersection meets NYCDOT Signal Warrant Criteria.	Channelize EB through receiving and NB right-turn receiving to allow concurrent traffic flow. Install traffic signal with the following timing plan: EB/NB right-turn will have 30 s green time; NB/SB will have 20 s green time [each phase will have 3 s amber and 2 s all red time]. Intersection meets NYCDOT Signal Warrant Criteria.
Grand Central Parkway Ramp at West Park Loop/Stadium Road	Install traffic signal with the following timing plan: EB will have 35 s green time; WB will have 20 s green time; NB/SB will have 50 s green time [each phase will have 3 s amber and 2 s all red time]. Add a right turn lane and channelized right-turn to the GCP off ramp. Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. Add a 12-ft SB left-turn lane in the median of Stadium Road. Intersection meets NYCDOT Signal Warrant Criteria.	Install traffic signal with the following timing plan: EB will have 45 s green time; WB will have 20 s green time; NB/SB will have 40 s green time [each phase will have 3 s amber and 2 s all red time]. Add a right turn lane and channelized right-turn to the GCP off ramp. Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. Add a 12-ft SB left-turn lane in the median of Stadium Road. Intersection meets NYCDOT Signal Warrant Criteria.	Install traffic signal with the following timing plan: EB will have 35 s green time; WB will have 20 s green time; NB/SB will have 50 s green time [each phase will have 3 s amber and 2 s all red time]. Add a right turn lane and channelized right-turn to the GCP off ramp. Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. Add a 12-ft SB left-turn lane in the median of Stadium Road. Intersection meets NYCDOT Signal Warrant Criteria.
126th Street at 36th Avenue	Intersection meets NYCDOT Signal Warrant Criteria. Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.	Unmitigatable impact. Intersection meets NYCDOT Signal Warrant Criteria. Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.	Unmitigatable impact. Intersection meets NYCDOT Signal Warrant Criteria. Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
126th Street at 37th Avenue	Intersection meets NYCDOT Signal Warrant Criteria. Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.	Unmitigatable impact. Intersection meets NYCDOT Signal Warrant Criteria. Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.	Unmitigatable impact. Intersection meets NYCDOT Signal Warrant Criteria. Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
Northern Boulevard at 126th Place	Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. Intersection meets NYCDOT Signal Warrant Criteria.	Mitigation not required. Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. Intersection meets NYCDOT Signal Warrant Criteria.	Mitigation not required. Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. Intersection meets NYCDOT Signal Warrant Criteria.
<b>NEW (WITH ACTION) SIGNALIZED INTERSECTIONS</b>			
126th Street at New Willels Point Boulevard	Mitigation not required.	Mitigation not required.	Mitigation not required.
Citi Field/Lot B at Roosevelt Avenue	Mitigation not required.	Mitigation not required.	Mitigation not required.

NOTE: This table has been revised for the Final SEIS.

**TABLE 25**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2032 PHASE 2 WEEKDAY PRE-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
<b>SIGNALIZED INTERSECTIONS</b>															
<b>ASTORIA BOULEVARD</b>															
108th Street at Astoria Boulevard	NB	DefL	0.67	51.9	D	DefL	0.79	61.7	E				-Unmitigatable impact.		
108th Street		T	0.28	36.8	D	T	0.28	36.8	D						
	SB	LTR	0.35	38.1	D	LTR	0.35	38.1	D						
Astoria Boulevard	EB	TR	1.08	62.7	E	TR	1.13	87.2	F						
		-	-	-	-	-	-	-	-						
	WB	L	0.75	49.2	D	L	0.75	51.5	D						
		TR	0.29	9.3	A	TR	0.33	9.7	A						
<b>Overall Intersection</b>	-	-	<b>0.93</b>	<b>51.1</b>	<b>D</b>	-	<b>1.00</b>	<b>67.5</b>	<b>E</b>						
<b>NORTHERN BOULEVARD</b>															
108th Street at Northern Boulevard (RT. 25A)	NB	LTR	1.18	128.9	F	LTR	1.45	250.0	F	L	0.87	54.7		D	-Install "No Standing Anytime" regulations along the east curb of the NB approach for 250-ft from the intersection to allow for two moving lanes. -Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes. -Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft. -Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft. -Install "No Standing 10 AM - 9 PM" regulations along the north curb of the WB approach for 150-ft from the intersection to allow for a 10-ft daylighted right-turn lane. -Install "No Standing 10 AM - 9 PM" regulations along the south curb of the EB approach for 100-ft from the intersection to allow for a 10-ft daylighted right-turn lane.
108th Street		-	-	-	-	-	-	-	-	TR	0.66	41.9	D		
	SB	LTR	1.14	115.9	F	LTR	1.16	126.3	F	L	0.54	44.7	D		
		-	-	-	-	-	-	-	-	TR	0.67	43.7	D		
Northern Boulevard (Rt. 25A)	EB	L	0.19	32.9	C	L	0.19	40.4	D	L	0.19	33.4	C		
		TR	0.87	14.7	B	TR	0.97	22.3	C	TR	0.97	22.3	C		
		-	-	-	-	-	-	-	-	-	-	-	-		
	WB	L	0.74	46.8	D	L	0.74	48.5	D	L	0.74	48.5	D		
		TR	1.08	62.9	E	TR	1.21	119.6	F	T	0.99	33.7	C		
		-	-	-	-	-	-	-	-	R	0.31	12.5	B		
<b>Overall Intersection</b>	-	-	<b>1.07</b>	<b>47.8</b>	<b>D</b>	-	<b>1.20</b>	<b>80.5</b>	<b>F</b>	-	<b>1.02</b>	<b>29.6</b>	<b>C</b>		
114th Street at Northern Boulevard (RT. 25A)	SB	LTR	0.78	57.6	E	LTR	0.92	72.3	E	LTR	0.59	38.2	D	-Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes. -Divert left-turning (turning to NB 112th Place and then to SB 114th Street). -Prohibit parking along east curb of SB 114th Street for 200 ft and restripe as two 11-ft lanes. -Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides. -Modify signal timing: Eliminate WB lead phase. Shift 12 s green time from WB lead phase to SB phase [SB green time shifts from 23 s to 35 s]. Shift 10 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 65 s to 75 s].	
114th Street		T	1.01	35.8	D	T	1.16	94.0	F	T	1.01	25.3	C		
Northern Boulevard (Rt. 25A)		R	0.64	14.9	B	R	0.75	17.4	B	R	0.65	8.7	A		
	WB	DefL	0.84	51.2	D	DefL	0.97	74.3	E	-	-	-	-		
		T	0.87	15.5	B	T	0.97	24.2	C	T	0.89	21.8	C		
<b>Overall Intersection</b>	-	-	<b>1.52</b>	<b>26.9</b>	<b>C</b>	-	<b>1.72</b>	<b>54.2</b>	<b>D</b>	-	<b>0.87</b>	<b>23.2</b>	<b>C</b>		
126th Street at Northern Boulevard (RT. 25A)	NB	L	0.47	44.1	D	L	1.16	134.2	F	L	1.16	134.2	F		-Unmitigated Impact -Install Jersey barriers on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitestone Expressway Ramp to bypass the signal and operate as free flow through the intersection. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave. -Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes. -Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard. -Modify signal timing: shift 4 s of green time from EB GCP/Astoria Blvd Ramp phase to EB Northern Blvd phase [EB Northern Blvd green time shifts from 25 s to 29 s; EB GCP/Astoria Blvd Ramp green time shifts from 55 s to 51 s].
126th Street		R	0.40	43.6	D	R	3.00+	1000.0+	F	R	0.70	51.4	D		
	EB	T	1.12	118.9	F	T	1.19	149.3	F	T	1.16	129.8	F		
Northern Boulevard	WB	T	0.82	16.8	B	T	0.92	24.2	C	T	0.92	24.2	C		
Grand Central Parkway Ramp	EB	T	0.90	39.6	D	T	0.98	51.5	D	T	1.05	75.3	E		
Van Wyck & Whitestone Expressway Ramp	WB	T	0.80	14.8	B	T	0.83	16.3	B	-	-	-	-		
<b>Overall Intersection</b>	-	-	<b>0.74</b>	<b>38.7</b>	<b>D</b>	-	<b>2.30</b>	<b>217.0</b>	<b>F</b>	-	<b>1.11</b>	<b>85.1</b>	<b>F</b>		

**TABLE 25  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2032 PHASE 2 WEEKDAY PRE-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Prince Street at Northern Boulevard (RT. 25A)</b>														
Prince Street	NB	LTR	1.13	107.6	F	LTR	1.13	107.6	F	LTR	1.13	107.6	F	-Partially Mitigated. -Install "No Standing 10 AM - 7 PM" regulations along the north curb of the WB Northern Boulevard Service Road approach for 100-ft from the intersection to allow for one 10-ft through lane and one 10-ft daylighted right-turn pocket. -Reduce the width of the hatched median between the Service Road and Mainline from 8-ft to 6-ft.
	SB	LTR	0.60	42.5	D	LTR	0.60	42.5	D	LTR	0.60	42.5	D	
Northern Boulevard (Rt. 25A)	EB	L	0.98	75.2	E	L	0.98	75.2	E	L	0.98	75.2	E	
	T		1.05	58.9	E	T	1.15	102.0	F	T	1.15	102.0	F	
	WB	L	0.79	69.4	E	L	0.79	69.4	E	L	0.79	69.4	E	
	T		1.11	93.3	F	T	1.17	119.4	F	T	1.17	119.4	F	
Northern Boulevard Service Rd.	EB	TR	0.59	25.2	C	TR	0.59	25.2	C	TR	0.59	25.2	C	
	WB	TR	0.80	42.3	D	TR	1.03	80.6	F	T	0.73	36.9	D	
	-	-	-	-	-	-	-	-	-	R	0.19	24.0	C	
<b>Overall Intersection</b>	-	-	<b>1.09</b>	<b>69.4</b>	<b>E</b>	-	<b>1.11</b>	<b>96.3</b>	<b>F</b>	-	<b>1.11</b>	<b>94.0</b>	<b>F</b>	
<b>Main Street at Northern Boulevard (RT. 25A)</b>														
Main Street	NB	L	0.91	53.1	D	L	0.91	53.1	D					-Unmitigatable impact.
	R		0.92	64.7	E	R	0.92	64.7	E					
Northern Boulevard (Rt. 25A)	EB	T	1.15	99.8	F	T	1.28	153.5	F					
	R		1.24	143.2	F	R	1.24	143.2	F					
	WB	L	0.23	28.0	C	L	0.23	28.0	C					
	T		0.79	23.4	C	T	0.89	27.7	C					
<b>Overall Intersection</b>	-	-	<b>1.08</b>	<b>72.1</b>	<b>E</b>	-	<b>1.08</b>	<b>94.5</b>	<b>F</b>					
<b>Union Street at Northern Boulevard (RT. 25A)</b>														
Union Street	NB	TR	0.70	36.0	D	TR	0.70	36.0	D	TR	0.70	36.0	D	-Partially Mitigated. -Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane.
	SB	TR	0.70	35.5	D	TR	0.70	35.5	D	TR	0.70	35.5	D	
Northern Boulevard (Rt. 25A)	EB	L	0.64	31.9	C	L	0.64	33.5	C	L	0.64	31.1	C	
	TR		1.19	119.7	F	TR	1.30	172.6	F	TR	1.30	172.6	F	
	WB	L	0.80	41.8	D	L	0.80	31.9	C	L	0.80	31.9	C	
	TR		1.01	65.7	E	TR	1.16	124.9	F	TR	0.82	36.6	D	
<b>Overall Intersection</b>	-	-	<b>0.95</b>	<b>79.4</b>	<b>E</b>	-	<b>1.01</b>	<b>120.4</b>	<b>F</b>	-	<b>1.01</b>	<b>94.1</b>	<b>F</b>	
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>														
Parsons Boulevard	NB	L	0.90	84.4	F	L	0.93	91.7	F	L	0.94	92.8	F	-Partially Mitigated. -Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Modify Signal Timing: Shift 1 s of green time from EB/WB protected left-turn phase to EB/WB phase; shift 1 s green time from LPI phase (east and west crosswalks) to NB/SB phase [EB/WB protected left-turn green time shifts from 12 s to 11 s; EB/WB green time shifts from 50 s to 51 s; LPI shifts from 7 s to 6 s; NB/SB green time shifts from 36 s to 37 s].
	TR		0.59	40.4	D	TR	0.59	40.4	D	TR	0.57	39.2	D	
	SB	LTR	1.19	129.2	F	LTR	1.25	155.8	F	LT	0.74	35.9	D	
Northern Boulevard (Rt. 25A)	EB	L	0.48	46.2	D	L	0.54	47.8	D	R	0.41	33.3	C	
	TR		1.02	50.3	D	TR	1.15	101.6	F	L	0.58	48.9	D	
	-	-	-	-	-	-	-	-	-	-	-	-	-	
	WB	L	0.45	41.1	D	L	0.44	42.9	D	L	0.47	43.5	D	
	TR		1.19	118.8	F	TR	1.34	189.1	F	T	1.11	85.6	F	
	-	-	-	-	-	-	-	-	-	R	0.40	24.3	C	
<b>Overall Intersection</b>	-	-	<b>1.11</b>	<b>81.9</b>	<b>F</b>	-	<b>1.22</b>	<b>130.7</b>	<b>F</b>	-	<b>1.05</b>	<b>77.0</b>	<b>E</b>	
<b>34TH AVENUE</b>														
<b>114th Street at 34th Avenue</b>														
114th Street	SB	L	1.06	83.8	F	L	1.15	113.7	F	L	1.04	72.3	E	-Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].
	T		0.55	29.0	C	T	0.81	39.0	D	T	0.73	32.3	C	
34th Avenue	EB	T	0.51	13.0	B	T	0.51	13.0	B	T	0.54	15.2	B	
	R		0.16	9.2	A	R	0.16	9.2	A	R	0.17	10.7	B	
<b>Overall Intersection</b>	-	-	<b>0.70</b>	<b>41.9</b>	<b>D</b>	-	<b>0.73</b>	<b>55.0</b>	<b>E</b>	-	<b>0.73</b>	<b>39.4</b>	<b>D</b>	

TABLE 25  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2032 PHASE 2 WEEKDAY PRE-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control	LOS	Mvt.	V/C	Control	LOS	Mvt.	V/C	Control	LOS			
			Delay				Delay				Delay				
<b>126th Street/GCP Ramp at 34th Avenue</b>															
126th Street	NB	DefL	0.74	64.0	E	DefL	2.60	790.1	F	L	0.88	58.9	E	-Partially mitigated. -Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane. -Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. -Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes. -Modify signal phasing and timing plan: EB/WB phase will have 55 s green time; NB/SB lead left-turn phase will have 12 s green time; NB/SB phase will have 38 s green time [each phase will have 3 s amber and 2 s all red time].	
		TR	0.36	35.5	D	TR	0.84	50.3	D	TR	0.68	39.4	D		
Northern Boulevard Ramp	SB	LTR	0.74	49.8	D	LTR	2.47	720.2	F	-	-	-	-		
	GCP Ramp	SB	LTR	1.47	266.5	F	LTR	1.99	498.3	F	L	0.85	68.9		E
Shea Road		DefL	0.50	33.0	C		DefL	2.59	768.4	F	T	0.81	45.0		D
		TR	0.31	28.3	C		TR	2.63	781.7	F	DefL	1.00	83.2		F
34th Avenue		TR	0.31	-	-		TR	2.63	781.7	F	TR	1.17	128.0		F
	WB	LTR	0.30	28.1	C	LTR	3.00+	1000.0+	F	DefL	1.45	254.4	F		
Overall Intersection	-	0.82	140.5	F	-	2.90	656.4	F	-	1.17	82.5	F			
<b>ROOSEVELT AVENUE</b>															
<b>108th Street at Roosevelt Avenue</b>															
108th Street	NB	LTR	1.18	128.0	F	LTR	1.23	150.8	F	LT	0.97	55.6	E		-Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.
		-	-	-	-		-	-	-	R	0.49	39.2	D		
Roosevelt Avenue	SB	LTR	1.19	132.8	F	LTR	1.20	140.2	F	LT	1.01	65.0	E		
		-	-	-	-		-	-	-	R	0.31	36.9	D		
Roosevelt Avenue	EB	LTR	0.71	8.6	A	LTR	0.86	14.6	B	LTR	0.86	14.6	B		
	WB	LTR	0.67	12.4	B	LTR	0.86	17.0	B	LTR	0.86	17.0	B		
Overall Intersection	-	0.84	53.3	D	-	0.96	56.5	E	-	0.91	28.3	C			
<b>111th Street at Roosevelt Avenue</b>															
111th Street	NB	LTR	1.05	78.7	E	LTR	1.05	78.7	E					-Unmitigatable impact.	
	EB	LTR	0.77	9.7	A	LTR	0.94	20.2	C						
Roosevelt Avenue	WB	LTR	1.21	115.3	F	LTR	1.43	216.0	F						
		-	-	-	-		-	-	-						
Overall Intersection	-	1.17	67.8	E	-	1.33	115.9	F							
<b>114th Street at Roosevelt Avenue</b>															
114th Street	NB	LTR	0.91	60.5	E	LTR	0.92	62.1	E	LTR	0.74	42.9	D	-Partially mitigated. -Shift center line of WB Roosevelt Avenue approach 11 ft to the south. -Restripe the WB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane, one 11-ft through lane, and one 11-ft exclusive right-turn lane. -Restripe the EB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane and one 11-ft travel lane. -Shift centerline of NB 114th Street approach 3 ft to the east. -Restripe the NB 114th Street approach from one 16-ft travel lane to one 13-ft travel lane -Shift center line of SB 114th Street approach 2 ft to the east. -Install "No Standing Anytime" regulations along the east curb of the NB 114th Street approach 250 ft from the intersection. -Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 250 ft from the intersection. -Modify signal timing: Shift 3 s green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 80 s to 77 s; NB/SB green time shifts from 30 s to 33 s]. -Install "No Standing 4 PM - 7 PM Mon-Fri" regulations along the west curb of the SB 114th Street approach 150-ft from the intersection to allow for one 12-ft left-through lane and one 10-ft right-turn lane.	
	SB	LTR	1.12	100.8	F	LTR	1.52	280.3	F	LT	1.09	89.3	F		
Roosevelt Avenue		-	-	-	-		-	-	-	R	0.12	32.7	C		
	EB	LTR	1.00	31.0	C	LTR	1.42	213.5	F	L	0.29	10.7	B		
Roosevelt Avenue		-	-	-	-		-	-	-	TR	0.83	11.6	B		
	WB	LTR	0.69	14.5	B	LTR	1.12	83.5	F	L	1.00	68.2	E		
	-	-	-	-	-		-	-	-	T	0.66	15.9	B		
	-	-	-	-	-		-	-	-	R	0.97	47.9	D		
Overall Intersection	-	1.04	35.8	D	-	1.45	145.1	F	-	1.00	30.2	C			



TABLE 25  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2032 PHASE 2 WEEKDAY PRE-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
126th Street at Roosevelt Avenue 126th Street	NB	-	-	-	-	-	-	-	L	0.40	45.8	D	-Partially mitigated -Reconfigure NB 126th Street approach to have one 10-ft exclusive left-turn and two 10-ft travel lanes. -Shift centerline of SB 126th Street approach 9 ft to the east. -Restripe the SB 126th Street approach from one 11-ft and one 12-ft travel lane to one 11-ft exclusive left-turn lane, one 10-ft through lane, and one 11-ft exclusive right-turn lane for 250 ft. -Shift centerline of EB Roosevelt Avenue approach 1 ft to north. -Shift centerline of WB Roosevelt Avenue approach 1 ft to south. -Restripe the EB Roosevelt Avenue approach from one 10-ft and 11-ft travel lane to two 11-ft travel lanes. -Restripe the WB Roosevelt Avenue approach from one 11-ft and 10-ft travel lane to two 11-ft travel lanes. -Modify signal phasing and timing plan: EB/WB will have 68 s green time; EB-lag/SB right phase will have 8 s green time; NB/SB phase will have 29 s green time [each phase will have 3 s amber and 2 s all red time].		
	LTR	0.66	61.7	E	LTR	3.00+	1000.0+	F	TR	0.30	38.2	D			
SB	-	-	-	-	-	-	-	L	2.01	499.5	F				
LTR	1.18	126.0	F	TR	3.00+	1000.0+	F	T	0.47	39.3	D				
	-	-	-	-	-	-	-	R	3.01	942.4	F				
Roosevelt Avenue	EB	DefL	1.04	70.9	E	DefL	2.53	727.5	F	DefL	1.15	142.0		F	
	TR	0.71	8.1	A	TR	0.82	11.3	B	TR	0.75	8.2	A			
	WB	LTR	0.63	12.9	B	LTR	0.94	29.4	C	LTR	0.99	45.0		D	
<b>Overall Intersection</b>	-	<b>1.08</b>	<b>47.4</b>	<b>D</b>	-	<b>3.00+</b>	<b>1000.0+</b>	<b>F</b>	-	<b>1.77</b>	<b>298.5</b>	<b>F</b>			
College Point Boulevard at Roosevelt Avenue College Point Boulevard	NB	L	1.30	194.3	F	L	1.56	307.3	F	L	1.28	190.1		F	-Partially Mitigated -Restripe the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. -Restripe the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. -Restripe the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes, and two 10-ft travel lanes for 200 ft. -Restripe the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. -Restripe the NB/SB lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left-turn lanes, and three SB 10-ft travel lanes. -Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. -Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft. -Install "No Standing Anytime" regulations along the west curb of the SB approach of College Point Boulevard for 200 ft. -Divert SB right-turn traffic on College Point Boulevard to 39th Avenue and Janet Place. -Divert WB left-turn traffic on Roosevelt Avenue to Janet Place and 39th Avenue. -Modify signal phasing and timing plan: EB/WB will have 27 s green time; EB-lag phase will have 24 s green time; NB lead-phase will have 19 s green time; NB/SB phase will have 30 s green time [each phase will have 3 s amber and 2 s all red time].
	TR	0.70	29.2	C	TR	0.70	29.2	C	TR	0.69	28.9	C			
	-	-	-	-	-	-	-	-	-	-	-	-			
SB	TR	0.90	48.2	D	TR	1.05	80.1	F	T	0.79	46.0	D			
Roosevelt Avenue	EB	L	0.50	37.4	D	L	0.53	38.1	D	L	0.55	38.6	D		
	TR	1.27	153.5	F	TR	1.56	285.5	F	TR	1.55	279.3	F			
	WB	L	0.31	45.0	D	L	0.31	45.0	D	-	-	-	-		
	TR	0.49	36.5	D	TR	0.61	39.8	D	TR	0.61	45.0	D			
<b>Overall Intersection</b>	-	<b>1.23</b>	<b>82.7</b>	<b>F</b>	-	<b>1.54</b>	<b>139.3</b>	<b>F</b>	-	<b>1.29</b>	<b>116.0</b>	<b>F</b>			
Prince Street at Roosevelt Avenue Prince Street	SB	LTR	0.53	31.2	C	LTR	0.53	31.2	C	LTR	0.57	34.4	C	-Modify Signal Timing: Shift 3 s of green time from SB phase to EB/WB phase [EB/WB green time shifts from 63 s to 66 s; SB green time shifts from 47 s to 44 s].	
	EB	DefL	0.82	33.2	C	DefL	0.87	38.3	D	DefL	0.81	30.6	C		
Roosevelt Avenue	TR	0.81	29.4	C	TR	0.97	45.5	D	TR	0.92	35.9	D			
	WB	LTR	0.61	21.6	C	LTR	0.70	23.8	C	LTR	0.67	21.1	C		
	-	-	-	-	-	-	-	-	-	-	-	-			
	-	-	-	-	-	-	-	-	-	-	-	-			
<b>Overall Intersection</b>	-	<b>0.70</b>	<b>28.3</b>	<b>C</b>	-	<b>0.78</b>	<b>35.2</b>	<b>D</b>	-	<b>0.78</b>	<b>30.4</b>	<b>C</b>			

**TABLE 25  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2032 PHASE 2 WEEKDAY PRE-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS			
Main Street at Roosevelt Avenue Main Street	NB	T	0.64	23.7	C	T	0.64	23.7	C	T	0.70	28.4	C	-Partially mitigated. -Modify Signal Timing: Shift 5 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 45 s to 50 s; NB/SB green time shifts from 65 s to 60 s].	
	SB	T	0.56	22.3	C	T	0.56	22.3	C	T	0.61	26.6	C		
	Roosevelt Avenue	EB	L	0.35	36.2	D	L	0.43	43.7	D	L	0.34	32.2		C
		TR	0.94	66.9	E	TR	1.19	143.2	F	TR	1.06	91.9	F		
	WB	L	0.22	28.9	C	L	0.29	32.8	C	L	0.23	26.4	C		
		TR	0.90	56.5	E	TR	1.04	87.0	F	TR	0.93	55.8	E		
<b>Overall Intersection</b>	-	<b>0.76</b>	<b>37.7</b>	<b>D</b>	-	<b>0.86</b>	<b>62.1</b>	<b>E</b>	-	<b>0.86</b>	<b>47.0</b>	<b>D</b>			
Union Street at Roosevelt Avenue Union Street	NB	TR	0.55	18.9	B	TR	0.55	18.9	B					-Unmitigatable impact.	
	SB	LT	1.28	154.0	F	LT	1.28	154.0	F						
	Roosevelt Avenue	R	1.93	447.1	F	R	1.93	447.1	F						
		LTR	2.34	633.4	F	LTR	2.88	873.9	F						
	WB	LT	0.82	33.3	C	LT	0.96	50.7	D						
		R	0.83	52.0	D	R	0.83	52.0	D						
<b>Overall Intersection</b>	-	<b>2.12</b>	<b>242.7</b>	<b>F</b>	-	<b>2.37</b>	<b>315.8</b>	<b>F</b>							
Parsons Boulevard at Roosevelt Avenue Parsons Boulevard	NB	LTR	0.82	38.4	D	LTR	0.86	42.5	D	LT	0.79	37.4	D	-Unmitigatable impact. -Modify Signal Timing: Shift 2 s green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 55 s to 57 s; NB/SB green time shifts from 55 s to 53 s -Install "No Standing 7 AM - 10 AM, 4 PM - 7 PM, Mon-Fri" regulations on the NB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane. [Measures reflect improvements needed for the Weekday Non-game AM and Weekday Pre-game PM peak periods.]	
			-	-	-			-	-	R	0.08	19.6	B		
	Roosevelt Avenue	SB	LTR	0.80	34.2	C	LTR	0.80	34.2	C	LTR	0.83	37.4		D
		EB	LTR	0.70	32.1	C	LTR	0.95	56.6	E	LTR	0.91	48.4		D
	WB	LTR	0.94	49.9	D	LTR	1.12	103.4	F	LTR	1.07	81.8	F		
	<b>Overall Intersection</b>	-	<b>0.88</b>	<b>38.7</b>	<b>D</b>	-	<b>0.99</b>	<b>59.8</b>	<b>E</b>	-	<b>0.95</b>	<b>51.5</b>	<b>D</b>		
<b><u>KISSENA BOULEVARD</u></b>															
Main Street at Kissena Boulevard Main Street	NB	L	0.76	38.9	D	L	0.78	41.1	D					-Mitigation not required.	
		TR	0.59	22.4	C	TR	0.59	22.4	C						
	Kissena Boulevard	SB	L	0.88	55.5	E	L	0.88	55.5	E					
		TR	0.51	20.2	C	TR	0.51	20.2	C						
	WB	T	0.73	38.2	D	T	0.73	38.2	D						
	<b>Overall Intersection</b>	-	<b>0.81</b>	<b>30.5</b>	<b>C</b>	-	<b>0.82</b>	<b>30.8</b>	<b>C</b>						
<b><u>SANFORD AVENUE</u></b>															
College Point Boulevard at Sanford Avenue College Point Boulevard	NB	L	0.40	15.8	B	L	0.46	18.9	B	L	0.44	17.7	B	-Mitigation not required. -Upgrade to computerized signal controller with the following timing plan: WB phase will have 26 s green time; NB/SB phase will have 54 s green time [each phase will have 3 s amber and 2 s all red time] [Measures reflect improvements needed for the weekday Non-game PM and Saturday Non-game peak periods.]	
		T	0.76	16.2	B	T	0.78	16.9	B	T	0.77	16	B		
	Sanford Avenue	SB	TR	0.76	16.1	B	TR	0.80	17.5	B	TR	0.79	16.5		B
				-	-	-			-	-			-		-
	WB	L	0.82	50.2	D	L	0.82	50.2	D	L	0.82	50.7	D		
	TR	0.48	28.6	C	TR	0.61	31.6	C	TR	0.62	31.7	C			
<b>Overall Intersection</b>	-	<b>0.78</b>	<b>20.0</b>	<b>B</b>	-	<b>0.81</b>	<b>21.3</b>	<b>C</b>	-	<b>0.80</b>	<b>20.6</b>	<b>C</b>			
Union Street at Sanford Avenue Union Street	NB	LTR	0.39	21.7	C	LTR	0.39	21.7	C					-Mitigation not required.	
	SB	LTR	0.71	26.3	C	LTR	0.72	26.7	C						
	Sanford Avenue	EB	-	-	-	-	-	-	-	-					
		LTR	0.29	14.3	B	LTR	0.29	14.4	B						
	WB	LTR	0.91	32.4	C	LTR	0.97	40.7	D						
	<b>Overall Intersection</b>	-	<b>0.82</b>	<b>25.7</b>	<b>C</b>	-	<b>0.86</b>	<b>28.9</b>	<b>C</b>						

**TABLE 25  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2032 PHASE 2 WEEKDAY PRE-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Parsons Boulevard at Sanford Avenue</b>														
Parsons Boulevard	NB	LTR	1.05	58.4	E	LTR	1.08	68.6	E	LT	0.96	37.0	D	-Shift NB centerline 1-ft to the west to allow for a 20-ft NB approach. -Install "No Standing Anytime" regulations on the NB approach 75-ft from the stopbar to allow for one 10-ft left-through lane and one 10-ft daylighted right-turn pocket. -Install "No Standing 10 AM - 9 PM" regulations on the SB approach 75 feet from the stop bar to allow for a 10-ft daylighted right-turn lane.
			-	-	-	-	-	-	-	R	0.14	14.9	B	
	SB	LTR	0.70	25.1	C	LTR	0.85	34.1	C	LT	0.72	26.4	C	
			-	-	-	-	-	-	-	R	0.20	15.9	B	
Sanford Avenue	EB	LTR	0.61	23.6	C	LTR	0.63	24.2	C	LTR	0.63	24.2	C	
	WB	LTR	0.76	28.5	C	LTR	0.83	32.5	C	LTR	0.83	32.5	C	
			-	-	-	-	-	-	-	-	-	-	-	
<b>Overall Intersection</b>			<b>0.90</b>	<b>35.3</b>	<b>D</b>		<b>0.95</b>	<b>41.3</b>	<b>D</b>		<b>0.89</b>	<b>29.2</b>	<b>C</b>	
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>														
<b>College Point Boulevard at 32nd Avenue</b>														
College Point Boulevard	NB	T	0.40	23.8	C	T	0.42	24.1	C					-Mitigation not required.
			0.27	22.0	C	TR	0.27	22.0	C					
	SB	L	0.45	33.6	C	L	0.45	33.6	C					
			0.41	10.6	B	T	0.42	10.8	B					
32nd Avenue	WB	LTR	0.75	38.4	D	LTR	0.75	38.4	D					
			-	-	-	-	-	-	-					
<b>Overall Intersection</b>			<b>1.10</b>	<b>21.2</b>	<b>C</b>		<b>1.10</b>	<b>21.2</b>	<b>C</b>					
<b>NORTHERN BOULEVARD SERVICE ROAD</b>														
<b>College Point Boulevard at Northern Boulevard Service Road</b>														
College Point Boulevard	NB	TR	0.49	12.7	B	TR	0.50	12.8	B	TR	0.54	14.9	B	-Modify Signal Timing: Shift 3 s of green time from NB/SB phase to WB phase [NB/SB green time shifts from 51 s to 48 s; WB green time shifts from 29 s to 32 s].
	SB	LT	0.85	22.5	C	LT	0.88	24.3	C	LT	0.95	34.9	C	
Northern Blvd Service Rd	WB	LR	0.72	33.9	C	LR	0.95	54.5	D	LR	0.86	39.7	D	
			-	-	-	-	-	-	-					
<b>Overall Intersection</b>			<b>0.81</b>	<b>20.4</b>	<b>C</b>		<b>0.91</b>	<b>26.1</b>	<b>C</b>		<b>0.92</b>	<b>28.2</b>	<b>C</b>	
<b>STADIUM ROAD</b>														
<b>Boat Basin Road at Stadium Road</b>														
Boat Basin Road	NB	-	-	-	-	-	-	-	-	DefL	0.70	45.5	D	-Partially Mitigated. -Install an actuated controller. -Modify signal phasing and timing plan: EB lead phase will have 7 s green time; EB/WB phase will have 24 s green time; WB lag phase will have 9 s green time; NB/SB phase will have 45 s green time; SB lag phase will have 10 s green time [each phase will have 3 s amber and 2 s all red time].
			0.54	43.9	D	LTR	0.98	85.0	F	TR	0.32	26.9	C	
	SB	-	-	-	-	-	-	-	-	DefL	1.23	148.5	F	
			0.90	35.6	D	LTR	1.27	154.9	F	TR	0.99	58.0	E	
Stadium Road	EB	-	-	-	-	DefL	1.35	247.7	F	DefL	0.68	44.9	D	
			-	-	-	TR	0.38	24.9	C	TR	0.43	34.3	C	
	WB	-	-	-	-	-	-	-	-	-	-	-	-	
			0.88	33.1	C	LTR	1.43	225.2	F	LTR	1.40	225.0	F	
			-	-	-	-	-	-	-	-	-	-	-	
<b>Overall Intersection</b>			<b>0.85</b>	<b>35.2</b>	<b>D</b>		<b>1.29</b>	<b>169.0</b>	<b>F</b>		<b>1.58</b>	<b>133.9</b>	<b>F</b>	

TABLE 25  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2032 PHASE 2 WEEKDAY PRE-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>UNSIGNALIZED INTERSECTIONS</b>														
<b>Boat Basin Road at Worlds Fair Marina</b>														
Boat Basin Road	NB	L	-	54.8	F	L	-	1000.0+	F	L	0.50	35.2	D	-Install traffic signal with the following timing plan: EB will have 7 s green time; WB + NB-Right will have 50 s green time; NB will have 18 s green time [each phase will have 3 s amber and 2 s all red time]. -Stripe WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. -Stripe NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. -Intersection meets NYCDOT Signal Warrant Criteria.
		R	-	8.6	A	R	-	8.9	A	R	0.08	1.9	A	
Worlds Fair Marina	EB	-	-	-	-	-	-	-	-	TR	0.20	41.0	D	
	WB	LT	-	12.4	B	LT	-	16.6	C	L	0.94	38.1	D	
		-	-	-	-	-	-	-	-	LT	0.71	19.5	B	
<b>Overall Intersection</b>	-	-	-	<b>13.7</b>	<b>B</b>	-	-	<b>420.1</b>	<b>F</b>	-	<b>0.77</b>	<b>29.8</b>	<b>C</b>	
<b>Willets Point Boulevard at Northern Boulevard</b>														
Willets Point Boulevard	NB	TR	-	9.6	A	-	-	-	-	-	-	-	-	-Channelize EB through receiving and NB right-turn receiving to allow concurrent traffic flow. -Install traffic signal with the following timing plan: EB will have 25 s green time; SB will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Intersection meets NYCDOT Signal Warrant Criteria.
New Van Wyck Expressway Ramp	SB	-	-	-	-	-	-	-	-	T	0.53	14.7	B	
Northern Boulevard Service Road	EB	-	-	-	-	T	-	463.3	F	T	0.72	21.0	C	
<b>Overall Intersection</b>	-	-	-	<b>9.6</b>	<b>A</b>	-	-	<b>463.3</b>	<b>F</b>	-	<b>0.62</b>	<b>17.3</b>	<b>B</b>	
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>														
Stadium Road	NB	-	-	-	-	-	-	-	-	T	0.05	21.0	C	-Install traffic signal with the following timing plan: EB will have 35 s green time; WB will have 20 s green time; NB/SB will have 50 s green time [each phase will have 3 s amber and 2 s all red and 2 s all red time]. -Add a right turn lane and channelized right-turn to the GCP off ramp. -Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. -Add a 12-ft SB left-turn lane in the median of Stadium Road. -Intersection meets NYCDOT Signal Warrant Criteria.
	SB	-	-	-	-	LT	-	9.2	A	L	0.32	25.3	C	
Grand Central Parkway Off-Ramp	EB	L	-	35.6	E	L	-	326.9	F	L	0.38	36.2	D	
		-	-	-	-	T	-	547.0	F	T	0.61	42.1	D	
		R	-	9.6	A	R	-	334.7	F	-	-	-	-	
Willets West Center Exit	WB	-	-	-	-	L	-	1000.0+	F	L	0.99	86.3	F	
		-	-	-	-	R	-	10.2	B	R	0.30	47.1	D	
<b>Overall Intersection</b>	-	-	-	<b>32.4</b>	<b>D</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.77</b>	<b>47.2</b>	<b>D</b>	
<b>126th Street at 36th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.45	17.6	B	TR	0.45	17.6	B	-Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	-	-	-	-	-	-	-	-	
36th Avenue	WB	LT	-	8.3	A	LT	1.07	63.4	E	LT	1.02	44.6	D	
		LR	-	17.5	C	L	0.13	39.5	D	L	0.13	39.5	D	
		-	-	-	-	R	0.44	32.4	C	R	0.44	32.4	C	
<b>Overall Intersection</b>	-	-	-	<b>12.3</b>	<b>B</b>	-	<b>0.84</b>	<b>48.1</b>	<b>D</b>	-	<b>0.80</b>	<b>35.8</b>	<b>D</b>	
<b>126th Street at 37th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.41	16.9	B	TR	0.41	16.9	B	-Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	-	-	-	-	-	-	-	-	
37th Avenue	WB	LT	-	8.2	A	LT	1.04	55.7	E	LT	1.00	42.4	D	
		LR	-	15.9	C	L	0.11	35.3	D	L	0.11	35.3	D	
		-	-	-	-	R	0.45	32.6	C	R	0.45	32.6	C	
<b>Overall Intersection</b>	-	-	-	<b>12.6</b>	<b>B</b>	-	<b>0.82</b>	<b>43.4</b>	<b>D</b>	-	<b>0.78</b>	<b>34.6</b>	<b>C</b>	
<b>Northern Boulevard at 126th Place</b>														
126th Place	NB	R	-	21.0	C	R	-	34.5	D	R	0.28	42.3	D	-Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. -Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. -Intersection meets NYCDOT Signal Warrant Criteria.
Northern Boulevard	EB	-	-	-	-	-	-	-	-	TR	0.84	15.2	B	
<b>Overall Intersection</b>	-	-	-	<b>21.0</b>	<b>C</b>	-	-	<b>34.5</b>	<b>D</b>	-	<b>0.71</b>	<b>16.0</b>	<b>B</b>	

TABLE 25  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2032 PHASE 2 WEEKDAY PRE-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>NEW (WITH ACTION) SIGNALIZED INTERSECTIONS</b>													
<b>126th Street at New Willets Point Boulevard</b>													
126th Street	NB	-	-	-	TR	0.86	36.7	D					-Mitigation not required.
	SB	-	-	-	-	-	-	-					
					LT	0.97	40.6	D					
New Willets Point Boulevard	WB	-	-	-	L	0.96	75.2	E					
					R	0.56	32.4	C					
<b>Overall Intersection</b>						<b>0.99</b>	<b>44.6</b>	<b>D</b>					
<b>Citi Field/Lot B at Roosevelt Avenue</b>													
Citi Field/Lot B	SB	LR	-	-	LR	0.01	33.9	C					-Mitigation not required.
Roosevelt Avenue	EB	LT	-	-	LT	0.56	11.8	B					
	WB	TR	-	-	TR	1.02	46.0	D					
<b>Overall Intersection</b>						<b>0.75</b>	<b>34.4</b>	<b>C</b>					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+".
- (4): This table has been revised for the Final SEIS.

TABLE 26  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2032 PHASE 2 SATURDAY PRE-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>SIGNALIZED INTERSECTIONS</b>														
<b>ASTORIA BOULEVARD</b>														
<b>108th Street at Astoria Boulevard</b>														
108th Street	NB	DefL	0.46	25.9	C	DefL	0.53	27.8	C	DefL	0.53	27.8	C	-Install "No Standing 3 PM - 10 PM Saturday" regulations along the south curb of the EB approach for 150-ft from the intersection to allow for an 11-ft daylighted right-turn lane. -Modify signal timing: shift 1 s of green time from EB/WB phase to WB lead phase [EB/WB green time shifts from 34 s to 33 s, WB lead green time shifts from 9 s to 10 s].
		T	0.20	21.0	C	T	0.20	21.0	C	T	0.20	21.0	C	
	SB	LTR	0.23	21.4	C	LTR	0.23	21.4	C	LTR	0.23	21.4	C	
Astoria Boulevard	EB	TR	0.76	27.0	C	TR	0.88	31.2	C	T	0.80	28.5	C	
		-	-	-	D	-	-	-	D	R	0.22	20.4	C	
	WB	L	0.81	39.4	D	L	0.84	47.7	D	L	0.78	39.2	D	
		TR	0.30	12.0	B	TR	0.36	12.5	B	TR	0.36	12.5	B	
<b>Overall Intersection</b>	-	-	<b>0.66</b>	<b>23.4</b>	<b>C</b>	-	<b>0.75</b>	<b>26.1</b>	<b>C</b>	-	<b>0.71</b>	<b>23.9</b>	<b>C</b>	
<b>NORTHERN BOULEVARD</b>														
<b>108th Street at Northern Boulevard (RT. 25A)</b>														
108th Street	NB	LTR	1.16	121.8	F	LTR	1.43	238.6	F	L	0.89	54.4	D	-Install "No Standing Anytime" regulations along the east curb of the NB approach for 250-ft from the intersection to allow for two moving lanes. -Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes. -Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft. -Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft. -Modify signal timing: shift 1 s of green time from NB/SB phase to EB/WB left-turn phase and shift 2 s green time from NB/SB phase to EB/WB phase [NB/SB green time shifts from 30 s to 27 s; EB/WB left-turn green time shifts from 9 s to 10 s; EB/WB green time shifts from 66 s to 65 s] -Install "No Standing 10 AM - 9 PM" regulations along the north curb of the WB approach for 150-ft from the intersection to allow for a 10-ft daylighted right-turn lane. -Install "No Standing 10 AM - 9 PM" regulations along the south curb of the EB approach for 100-ft from the intersection to allow for a 10-ft daylighted right-turn lane.
		-	-	-	F	-	-	-	F	TR	0.72	42.9	D	
	SB	LTR	1.09	101.6	F	LTR	1.12	110.3	F	L	0.49	44.3	D	
Northern Boulevard (Rt. 25A)	EB	L	0.09	36.4	D	L	0.09	44.3	D	TR	0.76	47.9	D	
		TR	0.98	38.1	D	TR	1.18	109.1	F	L	0.09	34.9	C	
		-	-	-	D	-	-	-	D	T	1.00	39.2	D	
	WB	L	0.84	48.6	D	L	0.88	54.9	D	R	0.16	12.7	B	
		TR	1.17	106.4	F	TR	1.34	179.4	F	L	0.84	50.7	D	
		-	-	-	F	-	-	-	F	T	1.07	59.3	E	
		-	-	-	F	-	-	-	F	R	0.33	14.0	B	
<b>Overall Intersection</b>	-	-	<b>1.12</b>	<b>79.4</b>	<b>E</b>	-	<b>1.30</b>	<b>146.8</b>	<b>F</b>	-	<b>1.04</b>	<b>46.9</b>	<b>D</b>	
<b>114th Street at Northern Boulevard (RT. 25A)</b>														
114th Street	SB	LTR	0.62	49.9	D	LTR	0.76	56.5	E	LTR	0.63	39.7	D	-Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes. -Divert left-turning turning to NB 112th Place and then to SB 114th Street. -Prohibit parking along east curb of SB 114th Street for 200 ft and restripe as two 11-ft lanes. -Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides. -Modify signal timing: Eliminate WB lead phase. Shift 10 s green time from WB lead phase to SB phase [SB green time shifts from 25 s to 35 s]. Shift 12 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 63 s to 75 s].
Northern Boulevard (Rt. 25A)	EB	T	0.76	24.9	C	T	0.95	36.2	D	T	0.79	19.1	B	
		R	0.80	29.3	C	R	0.91	38.6	D	R	0.77	20.5	C	
	WB	DefL	0.84	39.0	D	DefL	1.16	132.3	F	-	-	-	-	
		T	0.86	16.1	B	T	0.97	26.1	C	T	0.89	21.9	C	
<b>Overall Intersection</b>	-	-	<b>1.32</b>	<b>23.8</b>	<b>C</b>	-	<b>2.05</b>	<b>39.9</b>	<b>D</b>	-	<b>0.80</b>	<b>22.7</b>	<b>C</b>	
<b>126th Street at Northern Boulevard (RT. 25A)</b>														
126th Street	NB	L	0.63	47.0	D	L	1.43	249.8	F	L	1.43	249.8	F	-Unmitigated Impact -Install Jersey barriers on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitestone Expressway Ramp to bypass the signal and operate as free flow through the intersection. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave. -Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes. -Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard. -Modify signal timing: shift 3 s of green time from EB GCP/Astoria Blvd Ramp phase to EB Northern Blvd phase [EB GCP/Astoria Blvd Ramp green time shifts from 45 s to 42 s; EB Northern Blvd green time shifts from 35 s to 38 s].
		R	0.33	41.9	D	R	3.00+	1000.0+	F	R	0.65	48.5	D	
Northern Boulevard	EB	T	0.55	38.3	D	T	0.62	39.9	D	T	0.80	42.5	D	
	WB	T	0.68	12.7	B	T	0.81	17.5	B	T	0.81	17.5	B	
Grand Central Parkway Ramp	EB	T	0.89	45.0	D	T	1.02	68.1	E	T	1.09	93.8	F	
Van Wyck & Whitestone Expressway Ramp	WB	T	0.74	13.1	B	T	0.83	16.3	B	-	-	-	-	
<b>Overall Intersection</b>	-	-	<b>0.72</b>	<b>27.2</b>	<b>C</b>	-	<b>2.12</b>	<b>216.3</b>	<b>F</b>	-	<b>1.07</b>	<b>94.4</b>	<b>F</b>	

TABLE 26  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2032 PHASE 2 SATURDAY PRE-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
Prince Street at Northern Boulevard (RT. 25A)														
Prince Street	NB	LTR	1.12	101.5	F	LTR	1.12	101.5	F	LTR	1.12	101.5	F	-Partially Mitigated. -Install "No Standing 10 AM - 7 PM" regulations along the north curb of the WB Northern Boulevard Service Road approach for 100-ft from the intersection to allow for one 10-ft through lane and one 10-ft daylighted right-turn pocket. -Reduce the width of the hatched median between the Service Road and Mainline from 8-ft to 6-ft.
	SB	LTR	0.51	37.8	D	LTR	0.51	37.8	D	LTR	0.51	37.8	D	
Northern Boulevard (Rt. 25A)	EB	L	1.01	87.7	F	L	1.01	87.7	F	L	1.01	87.7	F	
		T	0.98	40.8	D	T	1.08	73.6	E	T	1.08	73.6	E	
	WB	L	0.98	102.3	F	L	0.98	102.3	F	L	0.98	102.3	F	
		T	1.14	103.1	F	T	1.21	134.4	F	T	1.21	134.4	F	
Northern Boulevard Service Rd.	EB	TR	0.51	23.2	C	TR	0.51	23.2	C	TR	0.51	23.2	C	
	WB	TR	0.76	35.9	D	TR	1.03	73.7	E	T	0.76	34.9	C	
			-	-	-		-	-	-	R	0.16	21.8	C	
			-	-	-		-	-	-		-	-	-	
<b>Overall Intersection</b>			<b>1.11</b>	<b>67.8</b>	<b>E</b>		<b>1.14</b>	<b>92.1</b>	<b>F</b>		<b>1.14</b>	<b>89.7</b>	<b>F</b>	
Main Street at Northern Boulevard (RT. 25A)														
Main Street	NB	T	0.87	48.5	D	T	0.87	48.5	D					-Unmitigable impact.
		R	0.96	71.5	E	R	0.96	71.5	E					
Northern Boulevard (Rt. 25A)	EB	T	0.96	41.6	D	T	1.08	76.5	E					
		R	1.36	200.0	F	R	1.36	200.0	F					
	WB	L	0.17	26.6	C	L	0.17	26.6	C					
		T	0.89	27.0	C	T	1.02	47.2	D					
			-	-	-		-	-	-					
<b>Overall Intersection</b>			<b>1.17</b>	<b>58.2</b>	<b>E</b>		<b>1.17</b>	<b>75.2</b>	<b>E</b>					
Union Street at Northern Boulevard (RT. 25A)														
Union Street	NB	TR	0.70	35.8	D	TR	0.70	35.8	D	TR	0.70	35.8	D	
	SB	TR	0.61	33.3	C	TR	0.61	33.4	C	TR	0.61	33.4	C	
Northern Boulevard (Rt. 25A)	EB	L	0.70	35.5	D	L	0.70	37.2	D	L	0.70	35.0	C	
		TR	1.28	165.0	F	TR	1.43	230.1	F	TR	1.43	230.1	F	
	WB	L	0.99	69.8	E	L	0.99	70.1	E	L	0.99	70.1	E	
		TR	0.99	48.6	D	TR	1.17	115.5	F	TR	0.87	36.5	D	
			-	-	-		-	-	-		-	-	-	
<b>Overall Intersection</b>			<b>0.95</b>	<b>87.7</b>	<b>F</b>		<b>1.06</b>	<b>135.0</b>	<b>F</b>		<b>1.06</b>	<b>109.0</b>	<b>F</b>	
Parsons Boulevard at Northern Boulevard (RT. 25A)														
Parsons Boulevard	NB	L	0.69	51.0	D	L	0.71	53.5	D	L	0.69	51.3	D	-Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Modify Signal Timing: Shift 1 s green time from EB/WB protected left-turn phase to EB/WB phase [EB/WB protected left-turn green time shifts from 10 s to 9 s; EB/WB green time shifts from 52 s to 53 s].
		TR	0.54	39.2	D	TR	0.54	39.2	D	TR	0.54	39.2	D	
	SB	LTR	1.14	107.6	F	LTR	1.23	144.6	F	LT	0.66	35.2	D	
			-	-	-		-	-	-	R	0.39	33.6	C	
Northern Boulevard (Rt. 25A)	EB	L	0.42	43.5	D	L	0.48	46.9	D	L	0.52	47.0	D	
		TR	1.14	99.2	F	TR	1.32	177.2	F	T	1.09	75.3	E	
			-	-	-		-	-	-	R	0.37	23.0	C	
	WB	L	0.45	44.5	D	L	0.45	47.0	D	L	0.47	46.5	D	
		TR	1.08	72.9	E	TR	1.28	160.4	F	T	1.04	57.7	E	
			-	-	-		-	-	-	R	0.36	22.9	C	
<b>Overall Intersection</b>			<b>1.11</b>	<b>80.7</b>	<b>F</b>		<b>1.20</b>	<b>147.8</b>	<b>F</b>		<b>0.93</b>	<b>58.1</b>	<b>E</b>	
<b>34TH AVENUE</b>														
114th Street at 34th Avenue														
114th Street	SB	L	1.04	74.5	E	L	1.11	99.3	F	L	1.01	61.7	E	-Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].
		T	0.55	28.8	C	T	0.80	37.8	D	T	0.72	31.5	C	
34th Avenue	EB	T	0.43	12.1	B	T	0.43	12.1	B	T	0.46	14.1	B	
		R	0.11	8.8	A	R	0.12	8.8	A	R	0.12	10.3	B	
<b>Overall Intersection</b>			<b>0.65</b>	<b>41.2</b>	<b>D</b>		<b>0.67</b>	<b>53.1</b>	<b>D</b>		<b>0.67</b>	<b>37.2</b>	<b>D</b>	

TABLE 26  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2032 PHASE 2 SATURDAY PRE-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control	LOS	Mvt.	V/C	Control	LOS	Mvt.	V/C	Control	LOS			
			Delay				Delay				Delay				
<b>126th Street/GCP Ramp at 34th Avenue</b>															
126th Street	NB	DefL	1.03	104.7	F	DefL	2.12	570.6	F	L	1.06	101.7	F	-Partially mitigated. -Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane. -Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. -Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes. -Modify signal phasing and timing plan: EB/WB phase will have 53 s green time; NB/SB lead left-turn phase will have 11 s green time; NB/SB phase will have 41 s green time [each phase will have 3 s amber and 2 s all red time]	
		TR	0.48	33.4	C	TR	0.97	62.9	E	TR	0.85	45.0	D		
Northern Boulevard Ramp	SB	LTR	0.54	36.6	D	LTR	2.82	871.0	F	-	-	-	-		
	SB	LTR	2.09	545.7	F	LTR	3.00+	982.6	F	L	1.44	251.6	F		
Shea Road	-	-	-	-	-	-	-	-	-	T	0.83	44.0	D		
	EB	-	-	-	-	-	-	-	-	-	-	-	-		
34th Avenue	LTR	0.41	28.4	C	LTR	1.89	443.0	F	LTR	1.48	251.0	F			
	WB	-	-	-	-	-	-	-	DefL	3.00+	1000.0+	F			
	LTR	0.41	28.0	C	LTR	3.00+	1000.0+	F	TR	1.02	50.9	D			
<b>Overall Intersection</b>	-	<b>0.97</b>	<b>241.8</b>	<b>F</b>	-	<b>3.00+</b>	<b>738.5</b>	<b>F</b>	-	<b>2.81</b>	<b>214.2</b>	<b>F</b>			
<b>ROOSEVELT AVENUE</b>															
<b>108th Street at Roosevelt Avenue</b>															
108th Street	NB	LTR	1.20	137.9	F	LTR	1.27	165.8	F	LT	1.07	82.2	F	-Partially mitigated. -Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.	
		-	-	-	-	-	-	-	-	R	0.47	38.9	D		
Roosevelt Avenue	SB	LTR	1.20	136.6	F	LTR	1.22	147.5	F	LT	1.10	93.5	F		
		-	-	-	-	-	-	-	-	R	0.36	37.5	D		
Roosevelt Avenue	EB	LTR	0.79	19.6	B	LTR	0.96	38.0	D	LTR	0.94	33.1	C		
	WB	LTR	1.01	33.5	C	LTR	1.28	149.3	F	LTR	1.10	66.7	E		
<b>Overall Intersection</b>	-	<b>1.07</b>	<b>63.3</b>	<b>E</b>	-	<b>1.28</b>	<b>116.6</b>	<b>F</b>	-	<b>1.09</b>	<b>58.5</b>	<b>E</b>			
<b>111th Street at Roosevelt Avenue</b>															
111th Street	NB	LTR	1.07	80.2	F	LTR	1.07	80.2	F	-	-	-	-		-Unmitigatable impact.
		-	-	-	-	-	-	-	-	-	-	-	-		
Roosevelt Avenue	EB	LTR	0.87	23.3	C	LTR	1.07	64.9	E	-	-	-	-		
	WB	LTR	1.23	126.6	F	LTR	1.50	244.9	F	-	-	-	-		
<b>Overall Intersection</b>	-	<b>1.19</b>	<b>77.3</b>	<b>E</b>	-	<b>1.37</b>	<b>143.7</b>	<b>F</b>	-	-	-	-			
<b>114th Street at Roosevelt Avenue</b>															
114th Street	NB	LTR	1.10	94.5	F	LTR	1.14	109.7	F	LTR	1.05	72.4	E	-Shift center line of WB Roosevelt Avenue approach 11 ft to the south. -Restripe the WB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane, one 11-ft through lane, and one 11-ft exclusive right-turn lane. -Restripe the EB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane and one 11-ft travel lane. -Shift centerline of NB 114th Street approach 3 ft to the east. -Restripe the NB 114th Street approach from one 16-ft travel lane to one 13-ft travel lane -Shift center line of SB 114th Street approach 2 ft to the east. -Install "No Standing Anytime" regulations along the east curb of the NB 114th Street approach 250 ft from the intersection. -Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 250 ft from the intersection. -Modify signal timing: Shift 2 s green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 80 s to 78 s; NB/SB green time shifts from 30 s to 32 s]. -Install "No Standing 1 PM - 9 PM Saturday" regulations along the west curb of the SB 114th Street approach 150-ft from the intersection to allow for one 12-ft left-through lane and one 10-ft right-turn lane.	
		-	-	-	-	-	-	-	-	LT	0.95	45.8	D		
Roosevelt Avenue	SB	LTR	1.12	100.4	F	LTR	1.38	216.1	F	R	0.29	35.3	D		
		-	-	-	-	-	-	-	-	L	0.52	11.8	B		
Roosevelt Avenue	EB	LTR	1.26	137.8	F	LTR	1.88	417.9	F	TR	0.73	14.4	B		
		-	-	-	-	-	-	-	-	L	0.78	33.4	C		
Roosevelt Avenue	WB	LTR	0.61	12.7	B	LTR	0.96	33.5	C	T	0.61	14.4	B		
		-	-	-	-	-	-	-	-	R	0.83	26.7	C		
<b>Overall Intersection</b>	-	<b>1.22</b>	<b>79.1</b>	<b>E</b>	-	<b>1.73</b>	<b>187.4</b>	<b>F</b>	-	<b>0.90</b>	<b>29.0</b>	<b>C</b>			



**TABLE 26**  
**CITIFIELD - WILLETS POINT DEVELOPMENT STUDY**  
**2032 PHASE 2 SATURDAY PRE-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>126th Street at Roosevelt Avenue</b>														
126th Street	NB	-	-	-	-	-	-	-	L	0.56	51.8	D	-Partially mitigated.	
	LTR	0.84	83.3	F	LTR	3.00+	1000.0+	F	TR	0.35	38.1	D	-Reconfigure NB 126th Street approach to have one 10-ft exclusive left-turn and two 10-ft travel lanes.	
	SB	-	-	-	-	-	-	-	L	1.88	442.8	F	-Shift centerline of SB 126th Street approach 9 ft to the east.	
	LTR	1.16	119.6	F	LTR	3.00+	1000.0+	F	T	0.52	39.5	D	-Restripe the SB 126th Street approach from one 11-ft and one 12-ft travel lane to one 11-ft exclusive left-turn lane, one 10-ft through lane, and one 11-ft exclusive right-turn lane for 250 ft.	
		-	-	-	-	-	-	-	R	2.60	758.7	F	-Shift centerline of EB Roosevelt Avenue approach 1 ft to north.	
<b>Roosevelt Avenue</b>	EB	DefL	1.22	150.9	F	DefL	3.00+	1000.0+	F	DefL	1.14	139.1	F	-Shift centerline of WB Roosevelt Avenue approach 1 ft to south.
	TR	0.56	12.5	B	TR	0.65	14.6	B	TR	0.60	13.3	B	-Restripe the EB Roosevelt Avenue approach from one 10-ft and 11-ft travel lane to two 11-ft travel lanes.	
	WB	LTR	0.67	13.7	B	LTR	1.03	48.4	D	LTR	1.25	149.6	F	-Restripe the WB Roosevelt Avenue approach from one 11-ft and 10-ft travel lane to two 11-ft travel lanes.
<b>Overall Intersection</b>		-	1.21	56.0	E	-	3.00+	1000.0+	F	-	1.85	277.6	F	-Modify signal phasing and timing plan: EB/WB will have 61 s green time; EB-lag/SB right phase will have 14 s green time; NB/SB phase will have 30 s green time [each phase will have 3 s amber and 2 s all red time].
<b>College Point Boulevard at Roosevelt Avenue</b>														
College Point Boulevard	NB	L	1.33	195.3	F	L	1.69	352.9	F	L	1.25	173.8	F	-Partially Mitigated
	TR	0.84	28.1	C	TR	0.84	28.1	C	TR	0.82	33.6	C	-Restripe the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes.	
	SB	TR	1.23	136.8	F	TR	1.49	252.2	F	T	0.98	58.5	E	-Restripe the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes.
<b>Roosevelt Avenue</b>	EB	L	0.50	29.0	C	L	0.55	29.8	C	L	0.53	37.5	D	-Restripe the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes, and two 10-ft travel lanes for 200 ft.
	TR	1.25	140.1	F	TR	1.60	296.4	F	TR	1.49	251.3	F	-Restripe the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft.	
	WB	L	0.29	33.5	C	L	0.29	33.5	C	-	-	-	-Restripe the NB/SB lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left turn lanes, and three SB 10-ft travel lanes.	
	TR	0.55	28.4	C	TR	0.71	32.8	C	TR	0.66	44.5	D	-Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes.	
<b>Overall Intersection</b>		-	1.38	99.4	F	-	1.77	187.7	F	-	1.30	104.2	F	-Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft.
													-Install "No Standing Anytime" regulations along the west curb of the SB approach of College Point Boulevard for 200 ft.	
													-Divert SB right-turn traffic on College Point Boulevard to 39th Avenue and Janet Place.	
													-Divert WB left-turn traffic on Roosevelt Avenue to Janet Place and 39th Avenue.	
													-Modify signal phasing and timing plan: EB/WB will have 29 s green time; EB-lag phase will have 23 s green time; NB lead-phase will have 19 s green time; NB/SB phase will have 29 s green time [each phase will have 3 s amber and 2 s all red time].	
<b>Prince Street at Roosevelt Avenue</b>														
Prince Street	SB	LTR	0.81	42.3	D	LTR	0.81	42.3	D					-Mitigation not required.
Roosevelt Avenue	EB	DefL	0.78	18.6	B	DefL	0.83	21.7	C					
	TR	0.66	13.2	B	TR	0.78	16.3	B						
	WB	LTR	0.63	13.4	B	LTR	0.73	15.8	B					
<b>Overall Intersection</b>		-	0.79	20.7	C	-	0.82	22.0	C					

TABLE 26  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2032 PHASE 2 SATURDAY PRE-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Main Street at Roosevelt Avenue</b>														
Main Street	NB	T	0.68	24.5	C	T	0.68	24.5	C	T	0.76	29.7	C	-Modify Signal Timing; Shift 4 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 39 s to 43 s; NB/SB green time shifts from 41 s to 37 s].
	SB	T	0.65	24.3	C	T	0.65	24.3	C	T	0.73	29.4	C	
Roosevelt Avenue	EB	L	0.28	20.9	C	L	0.34	24.6	C	L	0.28	18.8	B	
	TR		0.75	33.1	C	TR	0.98	61.8	E	TR	0.88	40.2	D	
	WB	L	0.07	15.6	B	L	0.09	16.1	B	L	0.08	13.5	B	
	TR		0.86	40.9	D	TR	1.03	72.3	E	TR	0.92	44.9	D	
<b>Overall Intersection</b>	-	-	<b>0.77</b>	<b>29.1</b>	<b>C</b>	-	<b>0.87</b>	<b>42.6</b>	<b>D</b>	-	<b>0.85</b>	<b>34.9</b>	<b>C</b>	
<b>Union Street at Roosevelt Avenue</b>														
Union Street	NB	TR	0.46	17.3	B	TR	0.46	17.3	B					-Unmitigatable impact.
	SB	LT	1.01	57.9	E	LT	1.01	57.9	E					
		R	2.67	789.3	F	R	2.67	789.3	F					
Roosevelt Avenue	EB	LTR	1.95	459.4	F	LTR	2.42	672.2	F					
	WB	LT	0.58	24.4	C	LT	0.73	29.7	C					
		R	1.29	215.3	F	R	1.29	215.3	F					
<b>Overall Intersection</b>	-	-	<b>2.33</b>	<b>255.8</b>	<b>F</b>	-	<b>2.55</b>	<b>316.9</b>	<b>F</b>					
<b>Parsons Boulevard at Roosevelt Avenue</b>														
Parsons Boulevard	NB	LTR	0.74	28.0	C	LTR	0.80	31.3	C	LT	0.73	28.5	C	-Modify Signal Timing; Shift 2 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 40 s to 42 s; NB/SB green time shifts from 40 s to 38 s]. -Install "No Standing 10AM - 9PM, Saturday" regulations on the NB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane. [Measures reflect improvements needed for the Saturday post-game peak period.]
			-	-	-		-	-	-	R	0.03	15.3	B	
	SB	LTR	0.75	26.1	C	LTR	0.75	26.1	C	LTR	0.79	29.4	C	
Roosevelt Avenue	EB	LTR	0.46	20.1	C	LTR	0.67	25.8	C	LTR	0.63	23.1	C	
	WB	LTR	0.64	24.4	C	LTR	0.78	30.8	C	LTR	0.74	27.0	C	
<b>Overall Intersection</b>	-	-	<b>0.69</b>	<b>25.2</b>	<b>C</b>	-	<b>0.79</b>	<b>28.5</b>	<b>C</b>	-	<b>0.76</b>	<b>27.1</b>	<b>C</b>	
<b>KISSENA BOULEVARD</b>														
<b>Main Street at Kissena Boulevard</b>														
Main Street	NB	L	0.91	60.1	E	L	0.94	65.9	E	L	0.90	57.5	E	-Modify Signal Timing; Shift 1 s of green time from WB Kissena Blvd phase to NB/SB phase [WB green time shifts from 40 s to 39 s; NB/SB green time shifts from 40 s to 41 s].
		TR	0.60	21.5	C	TR	0.60	21.5	C	TR	0.59	20.6	C	
	SB	L	0.52	21.4	C	L	0.52	21.4	C	L	0.54	22.4	C	
		TR	0.54	19.7	B	TR	0.54	19.7	B	TR	0.53	18.9	B	
Kissena Boulevard	WB	T	0.66	24.8	C	T	0.66	24.8	C	T	0.68	26.1	C	
<b>Overall Intersection</b>	-	-	<b>0.79</b>	<b>25.0</b>	<b>C</b>	-	<b>0.80</b>	<b>25.7</b>	<b>C</b>	-	<b>0.79</b>	<b>24.7</b>	<b>C</b>	
<b>SANFORD AVENUE</b>														
<b>College Point Boulevard at Sanford Avenue</b>														
College Point Boulevard	NB	L	0.53	22.5	C	L	0.62	30.3	C	L	0.60	27.5	C	-Mitigation not required. -Upgrade to computerized signal controller with the following timing plan: WB phase will have 26 s green time, NB/SB phase will have 54 s green time [each phase will have 3 s amber and 2 s all red time]. [Measures reflect improvements needed for the weekday Non-game PM and Saturday Non-game peak periods.]
		T	0.83	18.3	B	T	0.86	19.7	B	T	0.85	18.5	B	
	SB	TR	0.83	18.3	B	TR	0.87	20.5	C	TR	0.86	19.2	B	
			-	-	-		-	-	-		-	-	-	
Sanford Avenue	WB	L	0.88	56.5	E	L	0.88	56.5	E	L	0.89	57.0	E	
		TR	0.52	29.3	C	TR	0.65	32.5	C	TR	0.66	32.7	C	
<b>Overall Intersection</b>	-	-	<b>0.85</b>	<b>22.6</b>	<b>C</b>	-	<b>0.88</b>	<b>24.5</b>	<b>C</b>	-	<b>0.87</b>	<b>23.5</b>	<b>C</b>	
<b>Union Street at Sanford Avenue</b>														
Union Street	NB	LTR	0.49	24.4	C	LTR	0.49	24.5	C					-Mitigation not required.
	SB	LTR	0.93	36.0	D	LTR	0.95	38.3	D					
Sanford Avenue	EB	DefL	0.58	24.6	C	DefL	0.61	26.6	C					
		TR	0.33	15.1	B	TR	0.33	15.1	B					
	WB	LTR	0.75	23.8	C	LTR	0.81	26.5	C					
<b>Overall Intersection</b>	-	-	<b>0.83</b>	<b>28.0</b>	<b>C</b>	-	<b>0.87</b>	<b>29.8</b>	<b>C</b>					



TABLE 26  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2032 PHASE 2 SATURDAY PRE-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>UNSIGNALIZED INTERSECTIONS</b>														
<b>Boat Basin Road at Worlds Fair Marina</b>														
Boat Basin Road	NB	L	-	41.4	E	L	-	1000.0+	F	L	0.46	34.3	C	-Install traffic signal with the following timing plan: EB will have 7 s green time; WB + NB-Right will have 50 s green time; NB will have 18 s green time [each phase will have 3 s amber and 2 s all red time]. -Stripe WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. -Stripe NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. -Intersection meets NYCDOT Signal Warrant Criteria.
		R	-	8.7	A	R	-	9.0	A	R	0.10	1.9	A	
Worlds Fair Marina	EB	-	-	-	-	-	-	-	-	TR	0.17	40.6	D	
	WB	LT	-	11.2	B	LT	-	17.8	C	L	0.98	45.0	D	
		-	-	-	-	-	-	-	-	LT	0.82	24.7	C	
<b>Overall Intersection</b>				<b>12.2</b>	<b>B</b>			<b>435.9</b>	<b>F</b>		<b>0.78</b>	<b>33.7</b>	<b>C</b>	
<b>Willets Point Boulevard at Northern Boulevard</b>														
Willets Point Boulevard	NB	TR	-	9.2	A	-	-	-	-	-	-	-	-	-Channelize EB through receiving and NB right-turn receiving to allow concurrent traffic flow. -Install traffic signal with the following timing plan: EB will have 25 s green time; SB will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Intersection meets NYCDOT Signal Warrant Criteria.
New Van Wyck Expressway Ramp	SB	-	-	-	-	-	-	-	-	T	0.69	17.3	B	
Northern Boulevard Service Road	EB	-	-	-	-	T	-	83.7	F	T	0.30	12.8	B	
<b>Overall Intersection</b>				<b>9.2</b>	<b>A</b>			<b>83.7</b>	<b>F</b>		<b>0.49</b>	<b>16.5</b>	<b>B</b>	
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>														
Stadium Road	NB	-	-	-	-	-	-	-	-	T	0.09	27.6	C	-Install traffic signal with the following timing plan: EB will have 45 s green time; WB will have 20 s green time; NB/SB will have 40 s green time [each phase will have 3 s amber and 2 s all red and add a right turn lane and channelized right-turn to the GCP off ramp]. -Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. -Add a 12-ft SB left-turn lane in the median of Stadium Road. -Intersection meets NYCDOT Signal Warrant Criteria.
	SB	-	-	-	-	LT	-	9.5	A	L	0.45	35.2	D	
		-	-	-	-	-	-	-	-	TR	0.82	44.2	D	
Grand Central Parkway Off-Ramp	EB	L	-	35.9	E	L	-	368.4	F	L	0.43	30.2	C	
		-	-	-	-	T	-	592.1	F	T	0.51	31.9	C	
		R	-	9.2	A	R	-	406.7	F	-	-	-	-	
Willets West Center Exit	WB	-	-	-	-	L	-	1000.0+	F	L	0.87	66.6	E	
		-	-	-	-	R	-	10.3	B	R	0.30	47.1	D	
<b>Overall Intersection</b>				<b>33.1</b>	<b>D</b>			<b>1000.0+</b>	<b>F</b>		<b>0.7</b>	<b>43.9</b>	<b>D</b>	
<b>126th Street at 36th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.62	23.7	C	TR	0.62	23.7	C	-Unmitigatable impact. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	-	-	-	-	-	-	-	-	
36th Avenue	WB	LT	-	9.5	A	LT	1.30	159.7	F	LT	1.23	129.3	F	
		LR	-	25.2	D	L	0.14	39.6	D	L	0.14	39.6	D	
		-	-	-	-	R	0.59	34.0	C	R	0.59	34.0	C	
<b>Overall Intersection</b>				<b>17.4</b>	<b>C</b>		<b>1.09</b>	<b>107.6</b>	<b>F</b>		<b>1.03</b>	<b>88.0</b>	<b>F</b>	
<b>126th Street at 37th Avenue</b>														
126th Street	NB	-	-	-	-	TR	0.43	17.3	B	TR	0.43	17.3	B	-Unmitigatable impact. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	-	-	-	-	-	-	-	-	
		LT	-	8.9	A	LT	1.19	112.7	F	LT	1.13	89.0	F	
37th Avenue	WB	LR	-	17.7	C	L	0.11	35.3	D	L	0.11	35.3	D	
		-	-	-	-	R	0.89	64.0	E	R	0.89	64.0	E	
<b>Overall Intersection</b>				<b>14.8</b>	<b>B</b>		<b>1.10</b>	<b>81.3</b>	<b>F</b>		<b>1.06</b>	<b>66.4</b>	<b>E</b>	
<b>Northern Boulevard at 126th Place</b>														
126th Place	NB	R	-	15.7	C	R	-	23.5	C	R	0.31	42.8	D	-Mitigation not required. -Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. -Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. -Intersection meets NYCDOT Signal Warrant Criteria.
Northern Boulevard	EB	-	-	-	-	-	-	-	-	TR	0.78	13.5	B	
<b>Overall Intersection</b>				<b>15.7</b>	<b>C</b>			<b>23.5</b>	<b>C</b>		<b>0.68</b>	<b>14.6</b>	<b>B</b>	

TABLE 26  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2032 PHASE 2 SATURDAY PRE-GAME MIDDAY NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>NEW (WITH ACTION) SIGNALIZED INTERSECTIONS</b>													
<b>126th Street at New Willets Point Boulevard</b>													
126th Street	NB	-	-	-	TR	0.90	39.8	D					-Mitigation not required.
	SB	-	-	-	-	-	-	-					-Intersection meets NYCDOT Signal Warrant Criteria.
New Willets Point Boulevard	WB	-	-	-	L	0.99	81.7	F					
		-	-	-	R	0.68	34.7	C					
	<b>Overall Intersection</b>	-	-	-	-	<b>1.00</b>	<b>53.2</b>	<b>D</b>					
<b>Citi Field/Lot B at Roosevelt Avenue</b>													
Citi Field/Lot B	SB	LR	-	-	LR	0.03	34.0	C					-Mitigation not required.
Roosevelt Avenue	EB	LT	-	-	LT	0.50	11.0	B					
	WB	TR	-	-	TR	1.05	56.0	E					
	<b>Overall Intersection</b>	-	-	-	-	<b>0.77</b>	<b>42.2</b>	<b>D</b>					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+".
- (4): This table has been revised for the Final SEIS.

TABLE 27  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2032 PHASE 2 SATURDAY POST-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
<b>SIGNALIZED INTERSECTIONS</b>															
<b>ASTORIA BOULEVARD</b>															
108th Street at Astoria Boulevard	NB	DefL	0.53	27.8	C	DefL	0.62	30.7	C	DefL	0.62	30.7	C	-Install "No Standing 3 PM - 10 PM Saturday" regulations along the south curb of the EB approach for 150-ft from the intersection to allow for an 11-ft daylighted right-turn lane. -Modify signal timing: shift 1 s of green time from EB/WB phase to WB lead phase [EB/WB green time shifts from 34 s to 33 s; WB lead green time shifts from 9 s to 10 s].	
108th Street		T	0.22	21.3	C	T	0.22	21.3	C	T	0.22	21.3	C		
Astoria Boulevard	SB	LTR	0.19	20.9	C	LTR	0.19	20.9	C	LTR	0.19	20.9	C		
	EB	TR	0.69	25.5	C	TR	0.79	28.0	C	T	0.69	26.1	C		
		-	-	-	-	-	-	-	-	R	0.26	21.1	C		
	WB	L	0.93	54.4	D	L	1.04	88.4	F	L	0.92	53.5	D		
		TR	0.31	12.1	B	TR	0.37	12.7	B	TR	0.37	12.7	B		
<b>Overall Intersection</b>	-	-	<b>0.73</b>	<b>24.5</b>	<b>C</b>	-	<b>0.90</b>	<b>28.6</b>	<b>C</b>	-	<b>0.74</b>	<b>24.4</b>	<b>C</b>		
<b>NORTHERN BOULEVARD</b>															
108th Street at Northern Boulevard (RT. 25A)	NB	LTR	1.19	135.2	F	LTR	1.44	247.2	F	L	0.66	45.7	D		-Install "No Standing Anytime" regulations along the east curb of the NB approach for 250-ft from the intersection to allow for two moving lanes. -Install "No Standing Anytime" regulations along the west curb of the SB approach for 250-ft from the intersection to allow for two moving lanes. -Restripe NB approach of 108th Street from one 22-ft lane to one 11-ft exclusive left-turn lane and one 11-ft shared through-right lane for 175 ft. -Restripe SB approach of 108th Street from one 23-ft lane to one 11-ft exclusive left-turn lane and one 12-ft shared through-right lane for 175 ft. -Modify signal timing: shift 1 s of green time from NB/SB phase to EB/WB left-turn phase and shift 2 s green time from NB/SB phase to EB/WB phase [NB/SB green time shifts from 30 s to 27 s; EB/WB left-turn green time shifts from 9 s to 10 s; EB/WB green time shifts from 66 s to 27 s; EB/WB left-turn green time shifts from 9 s to 10 s; EB/WB green time shifts from 66 s to 27 s; EB/WB left-turn green time shifts from 9 s to 10 s; EB/WB green time shifts from 66 s to 27 s]. -Install "No Standing 10 AM - 9 PM" regulations along the north curb of the WB approach for 150-ft from the intersection to allow for a 10-ft daylighted right-turn lane. -Install "No Standing 10 AM - 9 PM" regulations along the south curb of the EB approach for 100-ft from the intersection to allow for a 10-ft daylighted right-turn lane.
108th Street		-	-	-	-	-	-	-	-	TR	0.87	48.9	D		
Northern Boulevard (Rt. 25A)	SB	LTR	1.19	134.3	F	LTR	1.23	149.3	F	L	0.64	44.7	D		
		-	-	-	-	-	-	-	-	TR	0.75	44.7	D		
	EB	L	0.14	37.1	D	L	0.14	44.8	D	L	0.13	37.5	D		
		TR	0.97	36.9	D	TR	1.16	102.8	F	T	1.00	41.2	D		
		-	-	-	-	-	-	-	-	R	0.12	12.3	B		
	WB	L	1.01	73.8	E	L	1.07	95.4	F	L	1.02	77.2	E		
		TR	1.15	94.1	F	TR	1.33	174.5	F	T	1.08	62.9	E		
		-	-	-	-	-	-	-	-	R	0.29	13.7	B		
<b>Overall Intersection</b>	-	-	<b>1.14</b>	<b>78.8</b>	<b>E</b>	-	<b>1.33</b>	<b>146.9</b>	<b>F</b>	-	<b>1.06</b>	<b>50.7</b>	<b>D</b>		
<b>114th Street at Northern Boulevard (RT. 25A)</b>															
114th Street	SB	LTR	0.48	46.0	D	LTR	0.52	47.1	D	LTR	0.71	42.5	D	-Partially mitigated. -Prohibit left-turns from WB Northern Boulevard onto SB 114th Street to allow for three exclusive through lanes. -Divert left-turning turning to NB 112th Place and then to SB 114th Street. -Prohibit parking along east curb of SB 114th Street for 200 ft and restripe as two 11-ft lanes. -Restripe SB 114th Street receiving lanes as two 11-ft moving lanes with parking on both sides. -Modify signal timing: Eliminate WB lead phase. Shift 10 s green time from WB lead phase to SB phase [SB green time shifts from 25 s to 35 s]. Shift 12 s green time from WB lead phase to EB/WB phase [EB/WB green time shifts from 63 s to 75 s].	
Northern Boulevard (Rt. 25A)	EB	T	0.67	22.7	C	T	0.82	27.9	C	T	0.69	16.6	B		
		R	0.67	24.9	C	R	0.69	25.6	C	R	0.58	15.6	B		
	WB	DefL	1.29	159.4	F	DefL	1.68	342.4	F	-	-	-	-		
		T	1.21	113.3	F	T	1.34	171.6	F	T	1.25	133.5	F		
<b>Overall Intersection</b>	-	-	<b>1.95</b>	<b>87.2</b>	<b>F</b>	-	<b>2.98</b>	<b>137.1</b>	<b>F</b>	-	<b>1.08</b>	<b>87.8</b>	<b>F</b>		
<b>126th Street at Northern Boulevard (RT. 25A)</b>															
126th Street	NB	L	1.18	129.3	F	L	2.80	859.2	F	L	2.69	809.8	F		-Partially mitigated. -Install Jersey barriers on WB approach between the right-most lane and center lane to allow the Van Wyck and Whitestone Expressway Ramp to bypass the signal and operate as free flow through the intersection. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Divert traffic from the closed ramp through the intersection to SB 126th Pl to 34th Ave. -Widen the EB Northern approach from two 12-ft lanes to three 10-ft lanes. -Prohibit pedestrian crossing in the east crosswalk and divert pedestrians to the new crossing at 126th Place at Northern Boulevard. -Modify signal timing: shift 1 s of green time from EB Northern Blvd phase to NB 126th St phase [EB Northern Blvd green time shifts from 35 s to 34 s; NB 126th St green time shifts from 25 s to 26 s].
		R	0.66	44.3	D	R	3.00+	1000.0+	F	R	1.69	358.9	F		
Northern Boulevard	EB	T	0.57	38.6	D	T	0.63	40.2	D	T	0.76	43.8	D		
	WB	T	0.32	6.9	A	T	0.37	7.4	A	T	0.38	7.8	A		
Grand Central Parkway Ramp	EB	T	0.93	49.4	D	T	1.05	78.2	E	T	1.05	78.2	E		
Van Wyck & Whitestone Expressway Ramp	WB	T	0.64	12.1	B	T	1.03	50.9	D	-	-	-	-		
<b>Overall Intersection</b>	-	-	<b>0.76</b>	<b>49.6</b>	<b>D</b>	-	<b>3.00+</b>	<b>1000.0+</b>	<b>F</b>	-	<b>1.36</b>	<b>351.9</b>	<b>F</b>		

**TABLE 27  
CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
2032 PHASE 2 SATURDAY POST-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON**

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>Prince Street at Northern Boulevard (RT. 25A)</b>													-Unmitigatable Impact	
Prince Street	NB	LTR	1.15	115.1	F	LTR	1.15	115.1	F					
	SB	LTR	0.41	38.7	D	LTR	0.41	38.7	D					
Northern Boulevard (Rt. 25A)	EB	L	0.91	67.7	E	L	0.91	67.7	E					
	T		1.03	53.8	D	T	1.15	102.8	F					
	WB	L	0.90	90.6	F	L	0.90	90.6	F					
	T		0.99	51.1	D	T	1.05	68.2	E					
Northern Boulevard Service Rd.	EB	TR	0.45	21.9	C	TR	0.45	21.9	C					
	WB	TR	0.55	29.3	C	TR	0.76	37.6	D					
	-	-	-	-	-	-	-	-	-					
<b>Overall Intersection</b>	-	-	<b>1.05</b>	<b>54.1</b>	<b>D</b>	-	<b>1.12</b>	<b>79.9</b>	<b>E</b>					
<b>Main Street at Northern Boulevard (RT. 25A)</b>													-Unmitigatable impact.	
Main Street	NB	T	0.86	48.2	D	T	0.86	48.2	D					
	R		0.75	42.6	D	R	0.75	42.6	D					
Northern Boulevard (Rt. 25A)	EB	T	1.06	67.3	E	T	1.20	125.9	F					
	R		1.20	131.0	F	R	1.20	131.0	F					
	WB	L	0.12	26.0	C	L	0.12	26.0	C					
	T		0.71	21.3	C	T	0.81	24.3	C					
<b>Overall Intersection</b>	-	-	<b>0.99</b>	<b>56.7</b>	<b>E</b>	-	<b>0.99</b>	<b>80.6</b>	<b>F</b>					
<b>Union Street at Northern Boulevard (RT. 25A)</b>													-Partially Mitigated. -Install "No Standing 7AM - 10PM" regulations along the north curb of the WB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted shared through-right lane. -Modify Signal Timing: Shift 1 s of green time from NB/SB phase to EB/WB left-turn phase [NB/SB green time shifts from 44 s to 43 s; EB/WB left-turn green time shifts from 15 s to 16 s].	
Union Street	NB	TR	0.67	34.9	C	TR	0.67	34.9	C	TR	0.68	36.1		D
	SB	TR	0.68	35.0	C	TR	0.69	35.0	D	TR	0.70	36.2		D
Northern Boulevard (Rt. 25A)	EB	L	0.75	35.7	D	L	0.76	37.5	D	L	0.72	34.2		C
	TR		1.25	149.8	F	TR	1.40	218.9	F	TR	1.40	218.9		F
	L		1.01	69.8	E	L	1.01	84.6	F	L	0.96	71.9		E
	TR		0.86	39.4	D	TR	1.00	68.9	E	TR	0.74	34.3		C
	-	-	-	-	-	-	-	-	-	-	-	-		-
<b>Overall Intersection</b>	-	-	<b>0.98</b>	<b>82.1</b>	<b>F</b>	-	<b>1.04</b>	<b>120.1</b>	<b>F</b>	-	<b>1.05</b>	<b>109.8</b>		<b>F</b>
<b>Parsons Boulevard at Northern Boulevard (RT. 25A)</b>														-Install "No Standing Anytime" regulations along the north curb of the WB Northern Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the south curb of the EB Northern Blvd approach 200-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB Parsons Blvd approach 150-ft from the intersection to allow for one 10-ft daylighted right-turn lane. -Modify Signal Timing: Shift 1 s green time from EB/WB protected left-turn phase to EB/WB phase [EB/WB protected left-turn green time shifts from 10 s to 9 s; EB/WB green time shifts from 52 s to 53 s].
Parsons Boulevard	NB	L	0.76	58.2	E	L	0.78	62.0	E	L	0.78	61.4	E	
	TR		0.60	38.6	D	TR	0.60	38.6	D	TR	0.60	38.6	D	
	SB	LTR	1.13	104.3	F	LTR	1.20	132.9	F	LT	0.71	35.9	D	
	-	-	-	-	-	-	-	-	-	R	0.37	33.4	C	
Northern Boulevard (Rt. 25A)	EB	L	0.46	43.7	D	L	0.56	47.4	D	L	0.59	47.0	D	
	TR		1.16	107.4	F	TR	1.34	187.9	F	T	1.11	82.4	F	
	-	-	-	-	-	-	-	-	-	R	0.42	23.5	C	
	WB	L	0.52	46.4	D	L	0.51	47.1	D	L	0.55	47.0	D	
	TR		1.14	96.4	F	TR	1.31	173.6	F	T	1.07	67.8	E	
	-	-	-	-	-	-	-	-	-	R	0.33	22.1	C	
<b>Overall Intersection</b>	-	-	<b>1.10</b>	<b>92.4</b>	<b>F</b>	-	<b>1.22</b>	<b>155.0</b>	<b>F</b>	-	<b>0.94</b>	<b>64.4</b>	<b>E</b>	
<b>34TH AVENUE</b>														
<b>114th Street at 34th Avenue</b>													-Modify Signal Timing: Shift 3 s of green time from EB phase to SB phase [EB green time shifts from 52 s to 49 s; SB green time shifts from 28 s to 31 s].	
114th Street	SB	L	1.18	121.6	F	L	1.24	147.1	F	L	1.14	99.2		F
	T		0.36	25.1	C	T	0.42	26.0	C	T	0.38	23.4		C
34th Avenue	EB	T	0.45	12.3	B	T	0.45	12.3	B	T	0.48	14.4		B
	R		0.06	8.4	A	R	0.06	8.5	A	R	0.07	9.8	A	
<b>Overall Intersection</b>	-	-	<b>0.72</b>	<b>70.5</b>	<b>E</b>	-	<b>0.75</b>	<b>84.0</b>	<b>F</b>	-	<b>0.75</b>	<b>59.5</b>	<b>E</b>	

TABLE 27  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2032 PHASE 2 SATURDAY POST-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
126th Street/GCP Ramp at 34th Avenue 126th Street Northern Boulevard Ramp GCP Ramp Shea Road 34th Avenue  Overall Intersection	NB	-	-	-	-	-	-	-	L	1.14	123.6	F	-Partially mitigated. -Restripe the NB 126th Street approach from two 11-ft travel lanes, one 12-ft travel lane, and one 7-ft hatched median to one 12-ft exclusive left-turn lane, two 12-ft travel lanes and one 5-ft Class II bicycle lane. -Widen roadway on the east leg of the intersection to 44 ft to have two 11-ft WB approach lanes and two 11-ft EB receiving lanes. -Close the ramp from EB Northern Blvd ramp to 126th Street. -Construct a channelized right-turn from the GCP/EB Astoria Blvd ramp to WB Shea Road. -Reconstruct the GCP/EB Astoria Blvd ramp to have one 11-ft exclusive left-turn lane and two 11-ft travel lanes. -Modify signal phasing and timing plan: EB/WB phase will have 48 s green time; NB/SB lead left-turn phase will have 7 s green time; NB/SB phase will have 50 s green time [each phase will have 3 s amber and 2 s all red time].		
	LTR	0.58	29.3	C	LTR	2.06	513.6	F	TR	1.28	164.6	F			
	SB	LTR	0.20	24.2	C	LTR	3.00+	1000.0+	F	-	-	-			
	LTR	0.94	87.3	F	LTR	3.00+	1000.0+	F	L	1.49	287.1	F			
	-	-	-	-	-	-	-	-	T	0.41	25.7	C			
	EB	DefL	1.98	488.9	F	DefL	3.00+	1000.0+	F	DefL	2.15	562.5		F	
	TR	1.07	99.8	F	TR	1.66	345.3	F	TR	0.84	40.1	D			
	WB	-	-	-	-	-	-	-	DefL	0.79	51.8	D			
	LTR	0.60	43.4	D	LTR	3.00+	1000.0+	F	TR	1.26	166.5	F			
	-	-	-	-	-	-	-	-	-	-	-	-			
Overall Intersection	-	1.15	141.6	F	-	3.00+	976.2	F	-	2.23	175.9	F			
<b>ROOSEVELT AVENUE</b>															
108th Street at Roosevelt Avenue 108th Street  Roosevelt Avenue  Overall Intersection	NB	LTR	1.18	129.9	F	LTR	1.23	152.2	F	LT	1.17	126.9	F	-Partially mitigated. -Install "No Standing Anytime" regulations along the east curb of the NB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane. -Install "No Standing Anytime" regulations along the west curb of the SB 108th Street approach 150-ft from the intersection to allow for one 11-ft left-through lane and one 11-ft right-turn lane.	
	-	-	-	-	-	-	-	-	R	0.32	37.0	D			
	SB	LTR	1.22	146.9	F	LTR	1.24	154.2	F	LT	1.13	109.0	F		
	-	-	-	-	-	-	-	-	R	0.36	37.6	D			
	EB	LTR	0.65	15.1	B	LTR	0.80	21.0	C	LTR	0.79	20.7	C		
	WB	LTR	0.94	20.4	C	LTR	1.18	104.2	F	LTR	1.11	71.5	E		
	-	-	-	-	-	-	-	-	-	-	-	-			
	Overall Intersection	-	1.01	60.5	E	-	1.20	95.1	F	-	1.13	65.9	E		
	111th Street at Roosevelt Avenue 111th Street Roosevelt Avenue  Overall Intersection	NB	LTR	1.08	85.9	F	LTR	1.08	85.9	F	-	-	-		-Unmitigatable impact.
		EB	LTR	0.75	17.9	B	LTR	0.93	32.0	C	-	-	-		
WB		LTR	1.24	130.2	F	LTR	1.49	242.3	F	-	-	-			
-		-	-	-	-	-	-	-	-	-	-				
Overall Intersection		-	1.20	84.4	F	-	1.38	140.7	F	-	-	-			

114th Street at Roosevelt Avenue 114th Street  Roosevelt Avenue  Overall Intersection	NB	LTR	0.69	46.6	D	LTR	0.74	50.3	D	LTR	0.54	38.5	D	-Partially mitigated. -Shift center line of WB Roosevelt Avenue approach 11 ft to the south. -Restripe the WB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane, one 11-ft through lane, and one 11-ft exclusive right-turn lane. -Restripe the EB Roosevelt Avenue approach from two 11-ft travel lanes to one 11-ft exclusive left-turn lane and one 11-ft travel lane. -Shift centerline of NB 114th Street approach 3 ft to the east. -Restripe the NB 114th Street approach from one 16-ft travel lane to one 13-ft travel lane -Shift center line of SB 114th Street approach 2 ft to the east. -Install "No Standing Anytime" regulations along the east curb of the NB 114th Street approach 250 ft from the intersection. -Install "No Standing Anytime" regulations along the south curb of the EB Roosevelt Avenue approach 250 ft from the intersection. -Modify signal timing; Shift 2 s green time from EB/WB phase to NB/SB phase [EB/WB green time shifts from 80 s to 78 s; NB/SB green time shifts from 30 s to 32 s]. -Install "No Standing 1 PM - 9 PM Saturday" regulations along the west curb of the SB 114th Street approach 150-ft from the intersection to allow for one 12-ft left-through lane and one 10-ft right-turn lane.
	SB	LTR	1.11	97.5	F	LTR	1.24	153.3	F	LT	0.80	40.2	D	
	-	-	-	-	-	-	-	-	-	R	0.30	35.3	D	
	EB	LTR	1.33	170.5	F	LTR	2.14	534.2	F	L	0.64	14.5	B	
	-	-	-	-	-	-	-	-	-	TR	0.63	12.9	B	
	WB	LTR	0.80	17.4	B	LTR	1.39	200.3	F	L	0.56	16.7	B	
	-	-	-	-	-	-	-	-	-	T	0.77	18.4	B	
	-	-	-	-	-	-	-	-	-	R	1.84	404.6	F	
	Overall Intersection	-	1.26	71.4	E	-	1.87	266.7	F	-	1.51	116.4	F	



TABLE 27  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2032 PHASE 2 SATURDAY POST-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure		
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control				
			Delay	LOS			Delay	LOS			Delay	LOS			
126th Street at Roosevelt Avenue	NB	-	-	-	-	-	-	-	L	0.27	40.4	D	-Partially mitigated. -Reconfigure NB 126th Street approach to have one 10-ft exclusive left-turn and two 10-ft travel lanes. -Shift centerline of SB 126th Street approach 9 ft to the east. -Restripe the SB 126th Street approach from one 11-ft and one 12-ft travel lane to one 11-ft exclusive left-turn lane, one 10-ft through lane, and one 11-ft exclusive right-turn lane for 250 ft. -Shift centerline of EB Roosevelt Avenue approach 1 ft to north. -Shift centerline of WB Roosevelt Avenue approach 1 ft to south. -Restripe the EB Roosevelt Avenue approach from one 10-ft and 11-ft travel lane to two 11-ft travel lanes. -Restripe the WB Roosevelt Avenue approach from one 11-ft and 10-ft travel lane to two 11-ft travel lanes. -Modify signal phasing and timing plan: EB/WB will have 59 s green time; EB-lag/SB right phase will have 16 s green time; NB/SB phase will have 30 s green time [each phase will have 3 s amber and 2 s all red time].		
	LTR	0.22	37.4	D	LTR	2.83	889.5	D	TR	0.25	36.8	D			
	SB	DefL	1.25	167.0	F	DefL	1.90	456.2	D	L	1.83	434.7		F	
	TR	0.52	30.4	C	TR	1.96	476.0	F	T	0.45	41.5	D			
	-	-	-	-	-	-	-	-	R	1.15	125.9	F			
Roosevelt Avenue	EB	-	-	-	DefL	3.00+	1000.0+	F	DefL	3.06	970.5	F			
	LTR	0.62	23.0	C	TR	1.12	95.9	F	TR	0.86	23.6	C			
	WB	LTR	0.51	20.2	C	LTR	1.01	57.7	E	LTR	0.93	42.8		D	
<b>Overall Intersection</b>	-	<b>0.89</b>	<b>56.0</b>	<b>E</b>	-	<b>3.00+</b>	<b>1000.0+</b>	<b>F</b>	-	<b>1.83</b>	<b>336.8</b>	<b>F</b>			
College Point Boulevard at Roosevelt Avenue	NB	L	1.05	93.9	F	L	1.47	260.9	F	L	0.89	66.9		E	-Partially Mitigated -Restripe the WB Roosevelt Avenue approach from one 13-ft travel lane and one 17-ft travel lane to two 15-ft travel lanes. -Restripe the EB Roosevelt Avenue approach from one 14-ft travel lane and one 12-ft travel lane to two 13-ft travel lanes. -Restripe the NB College Point Boulevard approach from one 9-ft exclusive left-turn lane, one 13-ft travel lane, and one 18-ft travel lane with parking to two 10-ft exclusive left-turn lanes and two 10-ft travel lanes for 200 ft. -Restripe the SB College Point Boulevard approach from one 11-ft travel lane and one 19-ft travel lane to three 10-ft travel lanes for 200 ft. -Restripe the NB/SB lanes in the Roosevelt Avenue median from one NB 24-ft travel lane, one NB 11-ft travel lane, one NB 10-ft exclusive left-turn lane, one SB 10-ft travel lane and one SB 20-ft travel lane to one NB 15-ft travel lane, one NB 10-ft travel lane, two NB 10-ft exclusive left-turn lanes, and three SB 10-ft travel lanes. -Extend median on the north leg 3 ft to the east and shift NB receiving lanes 3 ft to the east. Taper 45 ft to meet existing lanes. -Install "No Standing Anytime" regulations along the east curb of the NB approach of College Point Boulevard for 250 ft. -Install "No Standing Anytime" regulations along the west curb of the SB approach of College Point Boulevard for 200 ft. -Divert SB right-turn traffic on College Point Boulevard to 39th Avenue and Janet Place. -Divert WB left-turn traffic on Roosevelt Avenue to Janet Place and 39th Avenue. -Modify signal phasing and timing plan: EB/WB will have 29 s green time; EB-lag phase will have 23 s green time; NB lead-phase will have 19 s green time; NB/SB phase will have 29 s green time [each phase will have 3 s amber and 2 s all red time].
	TR	0.78	26.3	C	TR	0.78	26.3	C	TR	0.76	31.8	C			
	SB	TR	0.89	40.4	D	TR	1.14	105.3	F	T	0.72	45.2		D	
Roosevelt Avenue	EB	L	0.59	30.5	C	L	0.67	32.0	C	L	0.64	40.3	D		
	TR	1.25	134.7	F	TR	1.55	272.4	F	TR	1.48	246.4	F			
	WB	L	0.25	32.9	C	L	0.25	32.9	C	-	-	-			
	TR	0.42	25.8	C	TR	0.55	28.3	C	TR	0.53	41.7	D			
<b>Overall Intersection</b>	-	<b>1.14</b>	<b>62.6</b>	<b>E</b>	-	<b>1.53</b>	<b>133.7</b>	<b>F</b>	-	<b>1.17</b>	<b>100.0</b>	<b>F</b>			
Prince Street at Roosevelt Avenue	SB	LTR	0.73	37.4	D	LTR	0.73	37.4	D				-Mitigation not required.		
	EB	DefL	0.78	19.0	B	-	-	-	-						
	TR	0.84	18.7	B	LTR	0.86	17.6	B							
	WB	LTR	0.60	12.4	B	LTR	0.72	14.7	B						
<b>Overall Intersection</b>	-	<b>0.80</b>	<b>20.5</b>	<b>C</b>	-	<b>0.82</b>	<b>20.1</b>	<b>C</b>							

TABLE 27  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2032 PHASE 2 SATURDAY POST-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>Main Street at Roosevelt Avenue</b>														
Main Street	NB	T	0.68	24.5	C	T	0.68	24.5	C	T	0.76	29.7	C	-Partially mitigated -Modify Signal Timing: Shift 4 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 39 s to 43 s; NB/SB green time shifts from 41 s to 37 s].
	SB	T	0.56	22.4	C	T	0.56	22.4	C	T	0.62	26.6	C	
Roosevelt Avenue	EB	L	0.26	19.5	B	L	0.31	21.6	C	L	0.26	17.1	B	
	TR		0.96	50.8		TR	1.19	127.5	F	TR	1.08	81.7	F	
	WB	L	0.20	17.4	B	L	0.32	21.5	C	L	0.23	16.0	B	
	TR		0.87	37.3		TR	1.01	61.7	E	TR	0.91	37.8	D	
<b>Overall Intersection</b>	-		<b>0.82</b>	<b>32.3</b>	<b>C</b>	-	<b>0.94</b>	<b>59.3</b>	<b>E</b>	-	<b>0.94</b>	<b>44.3</b>	<b>D</b>	
<b>Union Street at Roosevelt Avenue</b>														
Union Street	NB	TR	0.46	17.4	B	TR	0.46	17.4	B					-Unmitigatable impact.
	SB	LT	1.23	134.3	F	LT	1.23	134.3	F					
	R		1.93	453.3	F	R	1.93	453.3	F					
Roosevelt Avenue	EB	LTR	2.00	480.3	F	LTR	2.47	690.8	F					
	WB	LT	0.75	31.8	C	LT	0.91	46.5	D					
	R		1.53	309.9	F	R	1.53	309.9	F					
<b>Overall Intersection</b>	-		<b>1.96</b>	<b>231.5</b>	<b>F</b>	-	<b>2.17</b>	<b>300.2</b>	<b>F</b>					
<b>Parsons Boulevard at Roosevelt Avenue</b>														
Parsons Boulevard	NB	LTR	0.96	43.7	D	LTR	1.00	54.3	D	LT	0.94	42.1	D	-Modify Signal Timing: Shift 2 s of green time from NB/SB phase to EB/WB phase [EB/WB green time shifts from 40 s to 42 s; NB/SB green time shifts from 40 s to 38 s]. -Install "No Standing 10AM - 9PM, Saturday" regulations on the NB approach 75 feet from the intersection to allow for a 10-ft daylighted right-turn lane.
	-	-	-	-	-	-	-	-	-	R	0.08	15.7	B	
	SB	LTR	0.77	27.2	C	LTR	0.77	27.2	C	LTR	0.90	39.6	D	
Roosevelt Avenue	EB	LTR	0.72	26.9	C	LTR	0.96	50.4	D	LTR	0.92	40.9	D	
	WB	LTR	0.76	28.8	C	LTR	0.91	41.8	D	LTR	0.85	33.9	C	
<b>Overall Intersection</b>	-		<b>0.86</b>	<b>32.1</b>	<b>C</b>	-	<b>0.98</b>	<b>43.6</b>	<b>D</b>	-	<b>0.93</b>	<b>38.7</b>	<b>D</b>	
<b>KISSENA BOULEVARD</b>														
<b>Main Street at Kissena Boulevard</b>														
Main Street	NB	L	0.70	32.8	C	L	0.72	34.4	C	L	0.70	31.5	C	-Modify Signal Timing: Shift 1 s of green time from WB Kissena Blvd phase to NB/SB phase [WB green time shifts from 40 s to 39 s; NB/SB green time shifts from 40 s to 41 s]. [Measures reflect improvements needed for the Saturday Non-game and Saturday Pre-game peak periods.]
	TR		0.68	23.0	C	TR	0.68	23.0	C	TR	0.66	21.9	C	
	SB	L	0.44	19.8	B	L	0.44	19.8	B	L	0.45	20.7	C	
	TR		0.49	18.9	B	TR	0.49	18.9	B	TR	0.47	18.1	B	
Kissena Boulevard	WB	T	0.66	24.6	C	T	0.66	24.6	C	T	0.68	25.9	C	
<b>Overall Intersection</b>	-		<b>0.68</b>	<b>22.4</b>	<b>C</b>	-	<b>0.69</b>	<b>22.5</b>	<b>C</b>	-	<b>0.69</b>	<b>22.0</b>	<b>C</b>	
<b>SANFORD AVENUE</b>														
<b>College Point Boulevard at Sanford Avenue</b>														
College Point Boulevard	NB	L	0.24	13.2	B	L	0.29	15.8	B	L	0.27	13.6	B	-Mitigation not required. -Upgrade to computerized signal controller with the following timing plan: WB phase will have 25 s green time; NB/SB phase will have 55 s green time [each phase will have 3 s amber and 2 s all red time]. [Measures reflect improvements needed for the weekday Non-game PM and Saturday Non-game peak periods.]
	T		0.57	12.7	B	T	0.59	13.1	B	T	0.57	11.7	B	
	SB	TR	0.80	17.4	B	TR	0.86	19.9	B	TR	0.83	17.4	B	
	-	-	-	-	-	-	-	-	-	-	-	-	-	
Sanford Avenue	WB	L	0.58	34.8	C	L	0.58	34.8	C	L	0.61	37.0	D	
	TR		0.34	26.6	C	TR	0.46	28.5	C	TR	0.49	29.8	C	
<b>Overall Intersection</b>	-		<b>0.73</b>	<b>17.6</b>	<b>B</b>	-	<b>0.77</b>	<b>19.4</b>	<b>B</b>	-	<b>0.76</b>	<b>17.9</b>	<b>B</b>	
<b>Union Street at Sanford Avenue</b>														
Union Street	NB	LTR	0.42	22.2	C	LTR	0.42	22.2	C					-Mitigation not required.
	SB	LTR	0.82	30.1	C	LTR	0.83	30.9	C					
	EB	-	-	-	-	-	-	-	-					
Sanford Avenue	WB	LTR	0.24	13.8	B	LTR	0.24	13.8	B					
	WB	LTR	0.70	22.4	C	LTR	0.75	24.2	C					
<b>Overall Intersection</b>	-		<b>0.75</b>	<b>24.1</b>	<b>C</b>	-	<b>0.79</b>	<b>25.0</b>	<b>C</b>					

TABLE 27  
CITIFIELD - WILLETTS POINT DEVELOPMENT STUDY  
2032 PHASE 2 SATURDAY POST-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control		Mvt.	V/C	Control		Mvt.	V/C	Control			
			Delay	LOS			Delay	LOS			Delay	LOS		
<b>Parsons Boulevard at Sanford Avenue</b>														
Parsons Boulevard	NB	LTR	0.94	38.6	D	LTR	0.97	45.6	D	LT	0.86	31.3	C	-Shift NB centerline 1-ft to the west to allow for a 20-ft NB approach. -Install "No Standing Anytime" regulations on the NB approach 75-ft from the stopbar to allow for one 10-ft left-through lane and one 10-ft daylighted right-turn pocket. -Install "No Standing 10 AM - 9 PM" regulations on the SB approach 75 feet from the stop bar to allow for a 10-ft daylighted right-turn lane.
			-	-	-	-	-	-	-	R	0.12	14.9	B	
	SB	LTR	0.75	26.4	C	LTR	0.95	44.6	D	LT	0.78	28.7	C	
			-	-	-	-	-	-	-	R	0.25	16.4	B	
Sanford Avenue	EB	LTR	0.81	30.1	C	LTR	0.83	31.5	C	LTR	0.83	31.5	C	
	WB	LTR	0.83	32.5	C	LTR	0.89	38.3	D	LTR	0.89	38.3	D	
			-	-	-	-	-	-	-	-	-	-	-	
<b>Overall Intersection</b>	-	-	<b>0.88</b>	<b>31.9</b>	<b>C</b>	-	<b>0.93</b>	<b>40.1</b>	<b>D</b>	-	<b>0.88</b>	<b>31.0</b>	<b>C</b>	
<b>WHITESTONE EXPRESSWAY / 32ND AVENUE</b>														
<b>College Point Boulevard at 32nd Avenue</b>														
College Point Boulevard	NB	T	0.45	24.0	C	T	0.48	24.4	C					-Mitigation not required.
		TR	0.35	22.9	C	TR	0.37	23.1	C					
	SB	L	0.28	27.8	C	L	0.28	28.0	C					
		T	0.30	9.6	A	T	0.31	9.7	A					
32nd Avenue	WB	LTR	0.31	26.9	C	LTR	0.31	26.9	C					
			-	-	-	-	-	-	-					
<b>Overall Intersection</b>	-	-	<b>0.86</b>	<b>19.6</b>	<b>B</b>	-	<b>0.86</b>	<b>19.8</b>	<b>B</b>					
<b>NORTHERN BOULEVARD SERVICE ROAD</b>														
<b>College Point Boulevard at Northern Boulevard Service Road</b>														
College Point Boulevard	NB	TR	0.51	12.9	B	TR	0.54	13.2	B					-Mitigation not required.
	SB	LT	0.55	14.0	B	LT	0.58	14.6	B					
Northern Blvd Service Rd	WB	LR	0.57	29.2	C	LR	0.80	38.3	D					
<b>Overall Intersection</b>	-	-	<b>0.56</b>	<b>15.9</b>	<b>B</b>	-	<b>0.66</b>	<b>18.9</b>	<b>B</b>					
<b>STADIUM ROAD</b>														
<b>Boat Basin Road at Stadium Road</b>														
Boat Basin Road	NB	L	2.39	663.8	F	DefL	1.37	256.3	F	DefL	0.56	43.5	D	-Unmitigatable impact. -Install an actuated controller. -Modify signal phasing and timing plan: EB lead phase will have 14 s green time; EB/WB phase will have 37 s green time; WB lag phase will have 7 s green time; NB/SB phase will have 29 s green time; SB lag phase will have 8 s green time [each phase will have 3 s amber and 2 s all red time].
		TR	1.90	438.3	F	TR	0.35	26.3	C	TR	0.44	39.3	D	
	SB	-	-	-	-	-	-	-	-	DefL	1.39	236.8	F	
		LTR	0.41	27.7	C	LTR	1.75	374.9	F	TR	0.70	37.1	D	
Stadium Road	EB	-	-	-	-	DefL	3.00+	1000.0+	F	DefL	1.88	443.2	F	
		-	-	-	-	TR	0.49	12.2	B	TR	0.62	25.3	C	
	WB	-	-	-	-	-	-	-	-	-	-	-	-	
		LTR	0.27	9.3	A	LTR	0.81	18.2	B	LTR	0.93	44.9	D	
<b>Overall Intersection</b>	-	-	<b>0.98</b>	<b>431.4</b>	<b>F</b>	-	<b>2.84</b>	<b>276.7</b>	<b>F</b>	-	<b>3.00+</b>	<b>125.6</b>	<b>F</b>	

TABLE 27  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2032 PHASE 2 SATURDAY POST-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure	
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS		
<b>UNSIGNALIZED INTERSECTIONS</b>														
<b>Boat Basin Road at Worlds Fair Marina</b>														
Boat Basin Road	NB	L	-	103.5	F	L	-	1000.0+	F	L	0.89	52.9	D	-Install traffic signal with the following timing plan: EB will have 7 s green time; WB + NB-Right will have 50 s green time; NB will have 18 s green time [each phase will have 3 s amber and 2 s all red time]. -Stripe WB approach as one 11-ft left-turn lane and one 11-ft shared left-through lane. -Stripe NB approach as two 10-ft left-turn lanes and one 10-ft right-turn lane. -Intersection meets NYCDOT Signal Warrant Criteria.
		R	-	13.4	B	R	-	10.7	B	R	0.31	2.9	A	
Worlds Fair Marina	EB	-	-	-	-	-	-	-	-	TR	0.18	40.7	D	
	WB	LT	-	7.8	A	LT	-	9.8	A	L	0.49	14.2	B	
		-	-	-	-	-	-	-	-	LT	0.91	32.0	C	
<b>Overall Intersection</b>	-	-	-	<b>54.1</b>	<b>F</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.83</b>	<b>29.0</b>	<b>C</b>	
<b>Willets Point Boulevard at Northern Boulevard</b>														
Willets Point Boulevard	NB	TR	-	9.1	A	-	-	-	-	-	-	-	-	-Channelize EB through receiving and NB right-turn receiving to allow concurrent traffic flow. -Install traffic signal with the following timing plan: EB will have 30 s green time; SB will have 20 s green time [each phase will have 3 s amber and 2 s all red time]. -Intersection meets NYCDOT Signal Warrant Criteria.
New Van Wyck Expressway Ramp	SB	-	-	-	-	-	-	-	-	T	0.73	22.3	C	
Northern Boulevard Service Road	EB	-	-	-	-	TR	-	1000.0+	F	T	0.77	19.2	B	
<b>Overall Intersection</b>	-	-	-	<b>9.1</b>	<b>A</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.76</b>	<b>20.9</b>	<b>C</b>	
<b>Grand Central Parkway Ramp at West Park Loop/Stadium Road</b>														
Stadium Road	NB	-	-	-	-	-	-	-	-	T	0.53	27.6	C	-Install traffic signal with the following timing plan: EB will have 35 s green time; WB will have 20 s green time; NB/SB will have 50 s green time [each phase will have 3 s amber and 2 s all red time]. -Add a right turn lane and channelized right-turn to the GCP off ramp. -Stripe the WB approach as two 12-ft left-turn lanes and one 12-ft right-turn lane. -Add a 12-ft SB left-turn lane in the median of Stadium Road. -Intersection meets NYCDOT Signal Warrant Criteria.
	SB	-	-	-	-	LT	-	13.1	B	L	0.66	44.0	D	
Grand Central Parkway Off-Ramp	EB	L	-	53.2	F	L	-	333.6	F	L	0.46	37.9	D	
		-	-	-	-	T	-	761.5	F	T	0.44	37.5	D	
		R	-	22.8	C	R	-	12.5	B	-	-	-	-	
Willets West Center Exit	WB	-	-	-	-	L	-	1000.0+	F	L	0.95	78.8	E	
		-	-	-	-	R	-	13.4	B	R	0.29	46.8	D	
<b>Overall Intersection</b>	-	-	-	<b>41.7</b>	<b>E</b>	-	-	<b>1000.0+</b>	<b>F</b>	-	<b>0.65</b>	<b>41.4</b>	<b>D</b>	
<b>126th Street at 36th Avenue</b>														
126th Street	NB	-	-	-	-	TR	1.08	70.3	E	TR	1.08	70.3	E	-Unmitigatable impact. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	Defl	0.89	82.2	F	Defl	0.71	57.0	E	
36th Avenue	WB	LT	-	8.4	A	T	0.71	14.0	B	T	0.69	13.2	B	
		LR	-	13.3	B	L	0.13	39.5	D	L	0.13	39.5	D	
		-	-	-	-	R	1.12	128.9	F	R	1.12	128.9	F	
<b>Overall Intersection</b>	-	-	-	<b>13.0</b>	<b>B</b>	-	<b>1.33</b>	<b>62.1</b>	<b>E</b>	-	<b>1.30</b>	<b>61.2</b>	<b>E</b>	
<b>126th Street at 37th Avenue</b>														
126th Street	NB	-	-	-	-	TR	1.10	80.8	F	TR	1.10	80.8	F	-Unmitigatable impact. -Intersection meets NYCDOT Signal Warrant Criteria. -Restripe the WB approach as one 10-ft left-turn lane and one 10-ft right-turn lane.
	SB	-	-	-	-	Defl	0.89	82.0	F	Defl	0.72	55.9	E	
37th Avenue	WB	LT	-	8.4	A	T	0.64	14.5	B	T	0.64	14.5	B	
		LR	-	17.0	C	L	0.20	36.7	D	L	0.20	36.7	D	
		-	-	-	-	R	0.52	34.7	C	R	0.52	34.7	C	
<b>Overall Intersection</b>	-	-	-	<b>15.7</b>	<b>C</b>	-	<b>1.23</b>	<b>61.2</b>	<b>E</b>	-	<b>1.23</b>	<b>59.8</b>	<b>E</b>	
<b>Northern Boulevard at 126th Place</b>														
126th Place	NB	R	-	16.6	C	R	-	26.5	D	R	0.33	43.2	D	-Mitigation not required. -Restripe the NB approach as one 12-ft right-turn lane and two 10-ft receiving lanes. -Install traffic signal with the following timing plan: EB phase will have 85 s green time; NB phase will have 25 s green time [each phase will have 3 s amber and 2 s all red time]. -Install a crosswalk across the EB Northern Blvd approach to allow pedestrian access to a new bus stop in the WB Northern Blvd median. -Intersection meets NYCDOT Signal Warrant Criteria.
Northern Boulevard	EB	-	-	-	-	-	-	-	-	TR	0.72	11.8	B	
<b>Overall Intersection</b>	-	-	-	<b>16.6</b>	<b>C</b>	-	-	<b>26.5</b>	<b>D</b>	-	<b>0.63</b>	<b>13.0</b>	<b>B</b>	

TABLE 27  
 CITIFIELD - WILLETS POINT DEVELOPMENT STUDY  
 2032 PHASE 2 SATURDAY POST-GAME PM NO ACTION VS WITH ACTION TRAFFIC LEVELS OF SERVICE COMPARISON

INTERSECTION & APPROACH	No Action				With Action				Mitigation				Mitigation Measure
	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	Mvt.	V/C	Control Delay	LOS	
<b>NEW (WITH ACTION) SIGNALIZED INTERSECTIONS</b>													
<b>126th Street at New Willets Point Boulevard</b>													
126th Street	NB	-	-	-	TR	1.34	188.1	F					-Mitigation not required.
	SB	-	-	-	DelL	0.78	69.6	E					-Intersection meets NYCDOT Signal Warrant Criteria.
		-	-	-	T	0.63	16.7	B					
		-	-	-	L	0.76	49.8	D					
		-	-	-	R	0.52	30.9	C					
	<b>Overall Intersection</b>	-	-	-	-	<b>1.47</b>	<b>119.0</b>	<b>F</b>					
<b>Citi Field/Lot B at Roosevelt Avenue</b>													
Citi Field/Lot B	SB	LR	-	-	LR	0.02	33.9	C					-Mitigation not required.
Roosevelt Avenue	EB	LT	-	-	LT	1.07	61.4	E					
	WB	TR	-	-	TR	0.55	11.6	B					
	<b>Overall Intersection</b>	-	-	-	-	<b>0.78</b>	<b>43.9</b>	<b>D</b>					

**Notes**

- (1): Control delay is measured in seconds per vehicle.
- (2): Overall intersection V/C ratio is the critical lane groups' V/C ratio.
- (3): V/C ratios above 1.20 represent saturated conditions and, at several locations, result in predicted average vehicle delays in the 1,000 to 4,000+ second range for signalized intersections and 1,000 to 10,000+ second range for unsignalized intersections. These are theoretical HCM-generated outputs that may, in fact, overestimate delays for such conditions. Lane groups reflecting these conditions are presented in the tables as having delays of "1,000+" seconds and v/c ratios of approximately "3.00+".
- (4): This table has been revised for the Final SEIS.

Attachment M  
to comments of Robert LoScalzo

Willetts Point Development  
Final Supplemental Environmental Impact Statement  
Chapter 23: Unavoidable Significant Adverse Impacts

**A. INTRODUCTION**

Unavoidable significant adverse impacts are defined as those that meet the following two criteria:

- There are no reasonably practicable mitigation measures to eliminate the impacts; and
- There are no reasonable alternatives to the proposed project that would meet the purpose and need of the action, eliminate the impact, and not cause other or similar significant adverse impacts.

As described in Chapter 21, “Mitigation,” a number of the potential impacts identified for the proposed project could be mitigated. However, as described below, in some cases, project impacts would not be fully mitigated.

**B. HISTORIC AND CULTURAL RESOURCES**

As described in Chapter 7, “Historic and Cultural Resources,” Phase 2 of the proposed project contemplates demolition of the former Empire Millwork Corporation Building, located at 128-50 Willets Point Boulevard in the Special Willets Point District. Demolition of this building would constitute a significant adverse impact on this historic resource. A developer for Phase 2 has not yet been selected, and the Queens Development Group, LLC (QDG) may or may not be selected as the designated developer for Phase 2. Before the development of Phase 2, the selected developer will consult with the New York State Office of Parks, Recreation and Historic Preservation (OPRHP) and the New York City Landmarks Preservation Commission (LPC) to evaluate any remaining potential alternatives to demolition. If none are identified, measures to mitigate this adverse impact would be developed in consultation with OPRHP and LPC. The mitigation measures could include recording the building through a Historic American Buildings Survey (HABS)-level photographic documentation and accompanying narrative. However, this impact would not be completely eliminated, as the resource would still be demolished. Therefore, consistent with the conclusions of the 2008 FGEIS, the demolition would constitute an unavoidable significant adverse impact on this historic resource as a result of the proposed project.

**C. TRANSPORTATION****TRAFFIC AND PARKING**

As discussed in the Traffic and Parking section of Chapter 21, “Mitigation,” the proposed project would result in unmitigated impacts at local intersections and highway elements within the traffic study area and partially mitigated impacts at other locations. Not all of the unmitigated impact locations would occur in all seven traffic analysis periods. This section

## Willetts Point Development

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summarizes the unmitigated and partially mitigated locations based on the mitigation measures described in Chapter 21; for additional information, refer to Chapter 21.

### *LOCAL INTERSECTIONS*

Under Phase 1A, ~~8~~ 13 of the ~~29~~ 32 intersections analyzed would have significant impacts that could not be fully mitigated in at least one peak hour, including:

- Astoria Boulevard at 108th Street;
- Northern Boulevard at 126th Street, Prince Street and at Main Street;
- Roosevelt Avenue at 108th Street, 114th Street, 126th Street, College Point Boulevard, and Union Street; ~~and~~
- 126th Street at 34th Avenue, 36th Avenue, and 37th Avenue; and
- Boat Basin Road at Stadium Road.

Under Phase 1B, ~~14~~ 18 of the ~~30~~ 33 intersections analyzed (there is one additional intersection analyzed in the study area under Phase 1B) would have significant impacts that could not be fully mitigated in at least one peak hour, including the following locations in addition to those cited above for Phase 1A (Note: the intersection of Roosevelt Avenue at 108th Street, which could not be fully mitigated in Phase 1A, could be fully mitigated in Phase 1B):

- Northern Boulevard at Union Street and at Parsons Boulevard;
- ~~34th Avenue at 126th Street;~~
- Roosevelt Avenue at 111th Street, at Main Street, and at Parsons Boulevard; and
- Sanford Avenue at Parsons Boulevard.

Under Phase 2, ~~18~~ 23 of the ~~31~~ 34 intersections analyzed (there is one more intersection analyzed in the study area under Phase 2) would have significant impacts that could not be fully mitigated in at least one peak hour, including the following locations in addition to those cited above for Phase 1B:

- Northern Boulevard at 108th Street and at 114th Street;
- Roosevelt Avenue at 108th Street and Prince Street; ~~114th Street~~; and
- Northern Boulevard at College Point Boulevard.

### *HIGHWAY NETWORK*

Under Phase 1A, 6 of the 19 highway elements analyzed would have significant impacts that could not be fully mitigated in at least one peak hour, including:

- Westbound Grand Central Parkway (GCP) mainline (east side and west side), between Roosevelt Avenue and the Long Island Expressway (LIE);
- ~~Southbound Whitestone Expressway mainline between Northern Boulevard and Linden Place;~~
- Southbound Van Wyck Expressway between Roosevelt Avenue and the LIE;
- Ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway;
- Ramp from the Grand Central Parkway/eastbound Astoria Boulevard to the northbound Whitestone Expressway/eastbound Northern Boulevard; and



- Ramp from the southbound Whitestone Expressway to westbound Northern Boulevard.

~~As discussed in Chapter 21, “Mitigation,” there would be additional highway locations that would be slightly or moderately impacted due to the implementation of mitigation measures at local intersections and highway ramps. In Phase 1A, the eastbound GCP mainline between Roosevelt Avenue and the LIE would be slightly impacted and unmitigated during one of the seven peak traffic analysis hours.~~

Under Phase 1B, ~~40~~ 11 of the 19 analyzed highway elements would have significant traffic impacts that could not be fully mitigated in at least one peak hour, including the following locations in addition to those cited under Phase 1A (Note: the ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway, which could not be fully mitigated in Phase 1A, could be fully mitigated in Phase 1B):

- Northbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE;
- Southbound Whitestone Expressway mainline between Northern Boulevard and Linden Place;
- Ramp from the northbound Van Wyck Expressway to eastbound Northern Boulevard;
- Ramp from the northbound Van Wyck Expressway to westbound Northern Boulevard;
- Ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway; and
- Ramp from the westbound GCP toward Stadium Road and the northbound Whitestone Expressway.

~~As mentioned above for Phase 1A, in Chapter 21, there would be additional highway locations that would be slightly or moderately impacted due to the implementation of mitigation measures at local intersections and highway ramps, including the following in addition to the one location cited above for Phase 1A:~~

- Eastbound Grand Central Parkway mainline between Roosevelt Avenue and the LIE;
- Southbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE;
- Southbound Whitestone Expressway mainline between Northern Boulevard and Linden Place; and
- Ramp from World’s Fair Marina/Boat Basin Road to the westbound Grand Central Parkway.
- ~~• Ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway; and~~
- ~~• Ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway.~~

Under Phase 2, the same ~~11~~ 11 of the 19 analyzed highway elements would have significant impacts that could not be fully mitigated in at least one peak hour as in Phases 1A and 1B above. ~~including the following location in addition to those cited for Phases 1A and 1B:~~

- ~~• Southbound Van Wyck Expressway mainline between Roosevelt Avenue and the LIE.~~

~~As mentioned above for Phases 1A and 1B, there would be additional highway locations that would be slightly or moderately impacted due to the implementation of mitigation measures at local intersections and highway ramps, including the following in addition to locations cited above for Phases 1A and 1B:~~

## Willets Point Development

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- Westbound Grand Central Parkway mainline (east side), between Roosevelt Avenue and the LIE;
- Northbound Whitestone Expressway mainline between Northern Boulevard and Linden Place;
- Ramp from World's Fair Marina/Boat Basin Road to the westbound GCP; ~~and~~
- Ramp from the northbound Whitestone Expressway to the southbound Van Wyck Expressway;
- Ramp from the southbound Whitestone Expressway to the westbound GCP; and
- Ramp from westbound Northern Boulevard to the southbound Van Wyck Expressway.

As described in the Mitigation chapter, mitigation measures are proposed that would require further agency review prior to implementation at the following ~~six~~ three intersections: Grand Central Parkway (GCP) Exit Ramp at West Park Loop/Stadium Road, 126th Street/GCP Exit Ramp/34th Avenue, and Northern Boulevard at 126th Street, World's Fair Marina at Boat Basin Road, Boat Basin Road at Stadium Road and Northern Boulevard at 114th Street. If the ~~mitigation measures at these locations are~~ The New York City Department of Transportation (NYCDOT) reviewed and concurs with the operational analysis that was undertaken for the improvements for the intersections at the Grand Central Parkway westbound exit ramp at West Park Loop/Stadium Road, the intersection of 126th Street/GCP Exit Ramp/34th Avenue, and the intersection of Northern Boulevard and 126th Street; NYCDOT has given approval for those measures within its jurisdiction (i.e., installation of a traffic signal at the intersection of West Park Loop/Stadium Road). Final design for construction of those measures which do not fall under the jurisdiction of NYCDOT will be further reviewed by the New York State Department of Transportation (NYSDOT) closer to the time of construction. If the mitigation measures at these locations are rejected by NYSDOT and not implemented, significant adverse impacts identified above would be unmitigated, including but not necessarily limited to the westbound Grand Central Parkway (the east side, between Roosevelt Avenue and the LIE), the southbound Whitestone Expressway mainline between Northern Boulevard and Linden Place, the ramp from the southbound Whitestone Expressway to westbound Northern Boulevard, the ramp from the westbound Grand Central Parkway toward Stadium Road and the northbound Whitestone Expressway, and the ramp from eastbound Astoria Boulevard and the Grand Central Parkway to the northbound Whitestone Expressway and eastbound Northern Boulevard in addition to the intersections of the Grand Central Parkway westbound exit ramp at West Park Loop/Stadium Road, 126th Street/GCP Exit Ramp/34th Avenue, and Northern Boulevard and 126th Street.

~~In addition, the intersections of 126th Street at 36th Avenue, 126th Street at 37th Avenue, and Northern Boulevard at 126th Place will be analyzed and the related findings will be presented in the Final EIS. If these intersections are found to be significantly impacted, mitigation measures would be explored to address the impacts, or if no practicable mitigation measures can be identified, the impacts would be disclosed as being unmitigatable.~~

## TRANSIT AND PEDESTRIANS

As discussed in the Transit and Pedestrians section of Chapter 21, the proposed project would potentially result in unmitigated significant adverse impacts on station operations at the Mets-Willets Point subway station under the 2018, 2028, and 2032 With Action conditions, subway line haul operations for the No. 7 line under the 2032 With Action condition, and street level pedestrian facility operations under the 2018, 2028, and 2032 With Action conditions. Not all of

these potentially unmitigated impacts would occur in all analysis time periods. This section summarizes the potentially unmitigated and partially mitigated locations; for additional information, refer to Chapter 21.

#### *SUBWAY STATION OPERATIONS*

Under Phase 2, the proposed project would result in significant adverse impacts on the S-3, S-2, and M-4 stairways located on the north side of Roosevelt Avenue, requiring stairway widenings and the installation of an Americans with Disabilities Act (ADA)-compliant elevator between the street and mezzanine levels. The feasibility of the stairway widening and elevator installation were will be further evaluated between the Draft and Final SEIS. ~~In the event these mitigation measures are determined to be infeasible, the projected significant adverse stairway impacts would be deemed unmitigatable.~~ Specifically, an engineering feasibility study and design schematics were prepared and concluded that the recommended stairway widenings, as well as the installation of an ADA-compliant elevator, would be feasible. It should be noted that the above proposed mitigation measures may be subject to modification due to New York City Transit's (NYCT) future master plan for the Mets-Willets Point subway station. Any modifications in conformance with the future master plan would provide equivalent functionalities that would similarly mitigate the stairway impacts identified above. Since the projected impacts that prompted the stairway and elevator feasibility study would not occur until Phase 2 of the proposed project, no funding commitments are in place at this time. The City will coordinate with NYCT and the lead agency to ensure the proper mitigation would be implemented at the appropriate time and would add language to the Request for Proposals (RFP) for Phase 2 of the project as well as to the development agreement and/or other legally binding agreements, requiring the designated developer to fund the implementation of this mitigation.

In addition, NYCT may revert back to its pre-CitiField station operating plan for the Mets-Willets Point subway station, whereby passage through the station between parking in South Lot/Lot D and the north side of Roosevelt Avenue could be made only within the unpaid zone. If NYCT decides to proceed with this plan, which would take place independent of the proposed project, additional impacts for the station's street-level connections and the unpaid zone passageway could occur during game days. Although these impacts would be intermittent, occurring on average only approximately 80 ~~40 to 50~~ times a year, and subject to game-day traffic and pedestrian management, they may potentially be deemed unmitigatable. No changes to operating plans were announced by NYCT between the Draft and Final SEIS; therefore, any potential changes that may be considered for future implementation will be addressed outside of this environmental review.

#### *SUBWAY LINE HAUL*

Under Phase 1B and Phase 2, the proposed project would result in a significant adverse impact on the Manhattan-bound No. 7 subway line express service during the AM peak period. It should be noted that this significant adverse line-haul impact on the No. 7 line would not occur until Phase 2 should NYCT be able to process an additional Manhattan-bound express train during the AM peak hour, as assumed in the Draft SEIS. The addition of regular Long Island Rail Road (LIRR) service to Willets Point would provide substantial relief to the No. 7 subway line and may prevent this significant adverse subway impact from materializing. Since there are constraints on what service improvements are available to NYCT, the identified significant line-haul capacity impact on the No. 7 line would likely remain unmitigated absent the introduction of new LIRR service to the area.

## Willetts Point Development

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### *PEDESTRIANS*

Under Phases 1A and 1B, widening the east crosswalk of Northern Boulevard and 126th Street could fully mitigate the significant adverse impact during all peak periods. However, if the proposed widening was determined to be infeasible, the projected significant adverse impacts at this crosswalk would be either partially mitigated or unmitigated.

Under Phase 2, widening the east crosswalk of Northern Boulevard and 126th Street, the west crosswalk of Roosevelt Avenue and 126th Street, and the east crosswalk of 34th Avenue and 126th Street could fully mitigate the significant adverse impacts during all peak periods. However, if the proposed widenings were determined to be infeasible, the projected significant adverse impacts at these crosswalks would be either partially mitigated or unmitigated.

In addition, related pedestrian analyses ~~will be~~ were prepared for the three intersections (126th Street at 36th Avenue, 126th Street at 37th Avenue, and Northern Boulevard at 126th Place) where additional traffic analyses ~~will~~ were also be conducted and are presented in ~~the~~ this Final SEIS. Mitigation measures were recommended where appropriate for the additional three intersections and would not result in any additional unmitigatable impacts. If additional pedestrian impacts are identified, mitigation measures would be explored to address the impacts, or if no practicable mitigation measures can be identified, the impacts would be disclosed as being unmitigatable. \*

Attachment N  
to comments of Robert LoScalzo

Exhibit A attached to minutes of NYCEDC  
Board of Directors meeting held on December 19, 2013

Exhibit A

**WILLETS POINT PHASE 1 REDEVELOPMENT**  
**Board of Directors Meeting**  
**December 19, 2013**

**TRANSACTION  
OVERVIEW:**

The Site is comprised of three discrete areas – an approximately 23 acre site east of Citi Field Stadium ( “Citi Field”) (the “Willets Point Phase 1 Site”) within the Willets Point Urban Renewal Area (the “URA”) and Special Willets Point District (the “District”), an approximately 30.7 acre site on the west side of Citi Field (the “Willets West Site”), and an approximately 12.1 acre site south of Roosevelt Avenue (the “South Lot Site”).

It is expected that NYCEDC will sell the Willets Point Phase 1 Site to the Developer in two phases. The first closing (“First Closing”) will occur with the conveyance of title to certain City-owned parcels within the Willets Point Phase 1 Site (the “First Closing Properties”). The second closing (“Second Closing”) will occur with the conveyance of title to the balance of the parcels within the Willets Point Phase 1 Site upon acquisition by the City and vacant possession of those parcels. The City will convey the parcels to NYCLDC for \$1 and NYCLDC will then convey them to NYCEDC which will then convey them to the Developer.

The area that will be included in the Willets West Site is currently included in two leases between NYCIDA and Queens Ballpark Company, L.L.C. (“QBC”), a special purpose entity organized solely for the purpose of developing, leasing, and operating Citi Field and certain surrounding parking sites. One of these leases covers the parking areas located to the west and north of Citi Field and a parcel immediately to the south of Citi Field (the “Existing North Parking Site”). This lease will be severed into two leases – one of which (the “Severance Lease”) will comprise part of the Willets West Site, and the other of which (the “Remainder Lease”) will comprise the balance of the Existing North Parking Site, which will be retained by QBC. Either the Severance Lease or the Remainder Lease will include 400 parking spaces (in an area to be designated) to be used by QBC for Citi Field parking purposes (the “400 Space Site”).

The second lease between NYCIDA and QBC (the “Citi Field Lease”) covers Citi Field and adjacent areas (the “Citi Field Site”). The Citi Field Lease will be severed so that portions of

Parcels E and F of the Citi Field Site may become part of the Willets West Site.

QBC will surrender possession of the area that will become the Willets West Site in one or more transactions, as replacement parking is completed by the Developer. If the replacement parking is not timely delivered and QBC remains in possession of the Existing North Parking Site, the Developer will be responsible for any resulting delay in its required construction under the Development Agreement between Developer and NYCEDC.

The Willets West Site will be subleased by QBC to NYCEDC (the "Willets West Site Sub-Sublease"), and further subleased by NYCEDC to the Developer (the "Development Sublease"). This transaction cannot occur until, among other conditions, the consent of QBC and the insurers of the bonds issued to fund construction of Citi Field are obtained, which may occur at the same time as the Second Closing or at a subsequent third closing (whichever, the "Consent Closing"). Upon execution of the Development Sublease and other transaction documents, the Developer will be required to begin construction of the Project, in accordance with the Development Agreement.

A third existing lease between NYCIDA and QBC of the South Lot Site will be amended to permit the construction of structured parking facilities. By separate agreement between QBC and QDG to be signed at the Consent Closing, QDG will agree to construct this parking for QBC.

**PURCHASER:**

Queens Development Group, LLC ("QDG") or an affiliated entity of QDG, together with its subsidiaries.  
(collectively, the "Developer")

The members of the QDG are:

Related Willets, LLC ("Related") – Member – 50%  
Sterling Willets, LLC ("Sterling") – Member – 50%

The sole member of Related is:

The Related Companies, L.P. – Member – 100%

The members of Sterling are:

Fred Wilpon – Member – 50%  
Saul Katz – Member – 50%

QDG is a joint venture between Related and Sterling, which has formed or will form subsidiaries including QDG Retail Partners, LLC, QDG 126th Street Partners, LLC, QDG Hotel Partners, LLC and QDG Parking Partners, LLC (collectively, the "Subsidiaries"), each of which will acquire and/or lease and develop a portion of the Site, in such manner that all portions of the Site (other than the South Lot Site) will be owned or leased by one or more Subsidiaries. Related and Sterling are full service, highly experienced development firms with extensive histories of successful public private partnerships that generate significant economic development benefits for New York City and New York State.

**SUBLESSOR:** QBC

**SUBLESSEE/  
SUB-  
SUBLESSOR:** NYCEDC

**SUB-  
SUBLESSEE:** Developer

**SITE:** The Willets Point Phase 1 Site is comprised of approximately a 23 acre portion of the following: Block 1820, Lots 9 and 18; Block 1822, Lot 17; Block 1823, Lots 1, 3, 5, 7, 12, 14, 19, 20, 21, 23, 26, 28, 33, 40, 44, 47, 52, 55, 58, 59, 60; Block 1824, Lots 1, 12, 19, 21, 26, 28, 33, 38, 40, 45, 53; Block 1825, Lots 1, 19, 21, 25, 28, 30, 37, 46, 48, 53, 55, 58; Block 1826, Lots 1, 5, 14, 18, 20, 31, 35; Block 1827, Lot 1; and Block 1833, Lots 103, 111, 117, 120, 141, 143, 151, 155, 158, 172; and to-be-demapped street beds of 39th Avenue between Willets Point Boulevard and 126th Street; 38th Avenue between Willets Point Boulevard and 126th Street; 37th Avenue between 126th Street and 127th Street; 36th Avenue between 126th Street and 127th Street; and Willets Point Boulevard between 126th Street and 127th Street in Flushing, Queens (Exhibit B).

The Willets West Site is comprised of a portion of Block 1787, Lot 20 in Flushing, Queens.

The South Lot Site is comprised of a portion of Block 2018, Lot 1500 in Flushing, Queens.

(collectively, the "Site") (Exhibit A – the Site and lease structures)



**SITE  
DESCRIPTION:**

For much of the early 20th century, the District was a tidal marshland that served as a dumping ground for incineration ashes. During the last fifty years, the District has been primarily comprised of auto-related and light industrial businesses.

As a result of the decades of blight and contamination, the Willets Point Phase 1 Site, which is within the District, faces several challenges to, and extraordinary costs associated with, redevelopment. These include without limitation anticipated environmental remediation, site grading, and infrastructure improvements not typical of development sites within the City.

The Willets West Site, which was formerly approximately the site of Shea Stadium until 2009, currently serves as surface parking dedicated to Citi Field and the South Lot Site currently serves as parking for commuters and USTA National Tennis Center events when baseball games are not in progress.

**PROJECT  
DESCRIPTION:**

The Willets Point Development Plan (the "Plan") is an historic redevelopment effort aimed at transforming and revitalizing a largely neglected and polluted approximately 61-acre site into a lively, mixed-use, sustainable community and a regional retail and entertainment destination – a goal that has eluded the City for generations. The Plan included the creation of the District and the URA, which encompass the Willets Point Phase 1 Site, and led to a number of planning regulations and design guidelines to ensure future redevelopment would be consistent with the Plan. Expanding on the goals and objectives of the Plan, the Project will unlock over five million square feet of new development in one of the most vibrant parts of Queens by activating significant acreage on both sides of Citi Field to create a contiguous link between Flushing and Corona, unifying the District, cleaning up decades of suspected toxic pollution, improving the quality of nearby waterways, and providing basic infrastructure it now lacks.

The Developer seeks to acquire the Willets Point Phase 1 Site and to sublease the Willets West Site to develop a multi-phased project as part of the Plan (collectively, the "Project") (Exhibit C).

Phase 1A of the Project will commence promptly following the Consent Closing. As part of Phase 1A, the Developer will perform environmental remediation of the entire Willets Point Phase 1 Site ("WP Remediation"). After the completion of the WP Remediation, the Developer will construct an approximately 2,750 space surface parking lot within the Willets Point Phase 1 Site (the "WP Parking") and seasonal recreation use within the Willets Point Phase 1 Site (the "WP Recreation"). Following the construction of the WP Parking, the Developer will construct (i) an approximately 200 key hotel including approximately, but not more than, 75 accessory parking spaces within the Willets Point Phase 1 Site (the "WP Hotel"), (ii) an approximately, but not less than, 30,000 square foot retail and entertainment facility (up to 7,500 square feet of which may be located on the street level of the WP Hotel) within the Willets Point Phase 1 Site (the "WP Retail"), (iii) an approximately 1,850 space structured parking facility within the South Lot Site (the "South Lot Parking"), and (iv) an approximately 1.4 million gross square foot entertainment and retail center and an approximately 2,900 space parking facility within the Willets West Site; provided, however, if the 400 Space Site is retained by QBC under the Remainder Lease, then this parking facility on the Willets West Site will contain approximately 2,500 spaces (all the above facilities, collectively, the "Phase 1A Project").

Provided that the Developer has completed the Phase 1A Project, the Developer is required to commence Phase 1B of the Project no later than December 1, 2025 and to complete Phase 1B within five years of commencement.

Notwithstanding the foregoing, the Developer's obligation to commence Phase 1B of the Project is subject to the City's completion of new Van Wyck access ramps (the "Ramps"). In addition, before construction of Phase 1B may begin, the Developer is required to construct up to two future replacement structured parking facilities for the Mets on the South Lot Site (and/or the balance of the Existing North Parking Site retained by QBC) so that QBC may relocate spaces from WP Parking to such new parking facilities. In Phase 1B, the Developer is required to build a minimum of 1.2 million zoning square feet of improvements (less the zoning

square feet constituting the WP Hotel and WP Retail) in accordance with zoning and various mitigation requirements described below. The maximum Phase 1B build out may include construction of approximately 500,000 square feet of office space, approximately 290 additional hotel rooms, approximately 875,000 square feet of retail spaces, an approximately 1,000 seat 105,000 square foot core and shell school, approximately 25,000 square feet of community facility uses, over six acres of new open space for the community, and approximately 2,490 housing units, of which 35% will be affordable units (the above improvements, collectively, the "Phase 1B Project").

**TRANSACTION  
TERMS:**

The development agreement to be executed between NYCEDC and the Developer (the "Development Agreement"), among other things, obligates the Developer to remediate and develop the Willets Point Phase 1 Site in accordance with agreed milestones.

The Development Agreement provides that if the Developer fails to timely complete Phase 1A or 1B of the Project, the Developer can avoid default for a specified period by paying per diem damages to NYCEDC. If a default continues beyond a specified period, NYCEDC can reacquire some or all of Willets Point Phase I Site and/or terminate the Development Sublease depending upon timing and nature of default. Provided that the City has completed the Ramps by December 1, 2024, if the Developer fails to commence construction of the Phase 1B Project by December 1, 2025, then the Developer shall pay, as liquidated damages for such default, the amount of \$35,000,000 (the "Liquidated Damages") to NYCEDC. If the City has not completed the Ramps by December 1, 2025, the Developer is not responsible for the Liquidated Damages, but the Developer must commence the Phase 1B Project within one year of the date the City completes the Ramps. Failure to do so gives NYCEDC the right to reacquire the portions of the Willets Point Phase 1 Site on which foundations for the Phase 1B Project have not been completed at the time of reacquisition. Further, if the cost of remediation of the Willets Point Phase 1 Site, which is estimated to cost \$40 million, exceeds that amount, and NYCEDC does not agree to pay such costs over \$40 million, the Developer has the right to stop work and NYCEDC can reacquire the Willets Point Phase 1 Site and terminate the Development Sublease. If the Developer

violates certain other covenants (including transfer and use restrictions in the deeds conveying the Willets Point Phase 1 Site), NYCEDC or its designee shall have the right to regain possession by re-acquiring all or part of the Willets Point Phase 1 Site and/or terminating the Development Sublease.

In the event of an NYCEDC re-acquisition before the WP Parking and the initial structured parking on the South Lot Site are built, NYCEDC is required to allow QBC to continue to park on the Willets West Site until such parking is built. In the event of an NYCEDC re-acquisition after the WP Parking is built but before the initial structured parking is built, NYCEDC is required to allow QBC to continue to park on a portion of the Willets West Site until the initial structured parking is built, and to continue to park on the WP Parking site until the future structured parking is built. If there is an NYCEDC re-acquisition after the WP Parking and initial structured parking are built but before the future structured parking is built, NYCEDC is required to allow QBC to continue to park on the WP Parking site until the future structured parking is built. NYCEDC has no obligation to build parking in any of the above scenarios.

Additionally, pursuant to the Development Agreement, the Developer will be obligated to fulfill a series of commitments in order to alleviate concerns expressed by the Councilmember, City Council, Community Boards 3, 4, and 7 and to mitigate impacts identified in the 2013 Final Supplemental Environmental Impact Statement (the "FSEIS").

Under the Development Sublease, the Developer will be required to make participation and transaction payments to NYCEDC from operating revenues and proceeds of capital transactions (the "Participation Payments"), and to pay additional rent based upon a percentage of the assessed value of the improvements (the "Additional Rent"), and a special payment based upon the assessed value of the improvements, subject to a 15-year abatement (100% abatement in years 1-11, decreasing by 20% each year thereafter) and, after payment of the Citi Field bonds, upon the assessed value of the land comprising the Willets West Site (the "Special Payment").

The Severance Lease, the Willets West Site Sub-Sublease, and the Development Sublease will each have a term ending in 2105, which is coterminous with the Citi Field Lease.

QBC and the bond insurers have requested that the Development Sublease contain covenants and QBC approval rights, enforceable directly by QBC against the Developer, regarding matters including construction logistics and schedule, minimizing noise and vibrations during events at Citi Field, and a post-construction operations plan to avoid interference with Citi Field operations.

The Purchase and Sale Agreement entered into by NYCEDC and QDG on May 2, 2012, as amended and restated on August 1, 2012, and as will be further amended as of the date of the First Closing (the "PSA"), provides for obligations to be performed prior to the Developer's acquisition and development of the Willets Point Phase 1 Site and sublease of the Willets West Site. The PSA, among other things, provides for an outside closing date of May 2, 2019, by which the Second Closing must occur.

Since the PSA contemplates a multi-phase closing, it also provides for a put option, which allows the Developer to convey to NYCEDC the Willets Point Phase 1 Site (or portions thereof conveyed to the Developer) for \$1, and a call option, which allows NYCEDC to require the Developer to convey to NYCEDC the Willets Point Phase 1 Site (or portions thereof conveyed to the Developer) for \$1, each such option under circumstances specified in the PSA.

Additionally, the Developer will have a right of first offer ("ROFO") if the City elects to sell or ground lease all or a portion of the remaining URA and/or the MTA property identified as Block 1833, Lot 1 if acquired by the City (collectively, the "ROFO Property"). NYCEDC must notify the Developer of the terms upon which the City proposes to sell or ground lease the ROFO Property (the "ROFO Terms"), and the Developer may elect to purchase or lease (as applicable) on such terms within 120 days after delivery of the notice. If the Developer elects not to purchase the ROFO Property, the City may sell the ROFO Property on the ROFO Terms or terms more favorable to the City to a third party within 540 days. Notwithstanding the foregoing, if the City fails to sell the ROFO Property to such third party within such period, the ROFO will be automatically reinstated. The ROFO terminates if the Developer does not complete all three closings with NYCEDC, or defaults under its agreements with, or the deeds from, NYCEDC. The ROFO also terminates two years after

the date that the Developer is required to pay the Liquidated Damages. If the Developer is to purchase the ROFO Property pursuant to the ROFO, it is anticipated that the City will sell the ROFO Property to NYCLDC for \$1, NYCLDC will then sell such property to NYCEDC for \$1 and NYCEDC will sell the property to the Developer for the agreed on price. If the Developer is to lease the ROFO Property pursuant to the ROFO, it is anticipated that the City will lease the ROFO Property to NYCLDC, which will assign the lease to the Developer for nominal consideration. The Board of Directors of NYCEDC and NYCLDC will be required to approve these transactions if the dispositions are passing through NYCLDC.

The WP Parking, WP Retail, and WP Hotel components within the Willets Point Phase 1 Site will each be subject to individual requirements set forth in its respective deed, including transfer restrictions, lender cure rights, and, in the case of the WP Hotel and WP Retail, Participation Payments.

**PURCHASE  
PRICE:**

The Developer's proposed purchase price for the Willets Point Phase 1 Site is \$1 (the "Purchase Price"). NYCEDC will purchase the Willets Point Phase 1 Site from NYCLDC for \$1. NYCLDC will purchase the Willets Point Phase 1 Site from the City for \$1.

**RENT:**

NYCEDC will lease the Willets West Site from QBC for nominal rent. QDG will pay an annual rent for the Willets West Site of \$10 plus the Participation Payments, Additional Rent and Special Payment described above to NYCEDC.

**APPRAISED  
VALUE:**

Pursuant to an independent appraisal dated December 17, 2013 (the "Appraisal"), the estimated fair market value of the fee simple interest of the Willets Point Phase 1 Site assuming conditions at the time of Phase 1A, for its highest and best use in as-is condition, is approximately negative \$54.9 million. When taking into account all impacts and/or extraordinary costs associated with the existing conditions and restrictions specific to the Plan and under the PSA, Development Agreement and the deeds, the value is approximately negative \$152.5 million.

Pursuant to the Appraisal, the estimated fair market value of the fee simple interest of the Willets Point Phase 1 Site assuming conditions at the time of Phase 1B, for its highest

and best use in as-is condition, is approximately \$97 million. When taking into account all impacts and/or extraordinary costs associated with the existing conditions and restrictions specific to the Plan and under the PSA, Development Agreement and the deeds, the value is approximately negative \$34.6 million.

Pursuant to the Appraisal, the estimated fair market value of the leasehold interest of the Willets West Site assuming conditions at the time of Phase 1A is approximately negative \$35.4 million.

**PUBLIC  
PURPOSE:**

The Project will serve the following public purposes in furtherance of the Plan goals:

- Create a regional destination that would enhance economic growth in Downtown Flushing and Corona
- Improve environmental conditions in the District and reflect the sensitive nature of its waterfront setting
- Create a larger, expanded Flushing core, by integrating the two sides of the Flushing River through land use and design
- Complement the adjacent recreational and sporting facilities
- Optimize use of existing highway, public transit, and parking infrastructure to minimize local traffic impacts
- Create substantial positive economic value for the City and provide a source of quality jobs for area residents.

**ECONOMIC  
BENEFITS/  
EMPLOYMENT:**

In addition to establishing a major new mixed-income neighborhood and commercial destination, the Project will form a comprehensive center of economic growth for Queens by infusing approximately \$3 billion of private investment into the local economy, generating over tens of millions of dollars in new tax revenue during construction and once operational. The Developer estimates that the Project will create approximately 10,500 permanent private-sector jobs and approximately 18,000 direct construction jobs. The Developer will establish an M/WBE capacity-building fund totaling \$930,000 with a goal of achieving 25% M/WBE usage during construction, targeted usage, and capacity building programs.

**FINANCIAL  
BENEFITS:**

It is contemplated that the Developer will receive financial assistance from the NYCIDA for the Phase 1A Project, including PILOT equal to \$0 until the commencement of the Phase 1B Project with respect to the WP Parking and exemptions from City and State mortgage recording tax capped at \$23.344 million with respect to mortgages recorded to secure financing for Willets West, the WP Hotel, the WP Retail and the South Lot Parking.

The Developer will also receive a sales tax exemption capped at \$20 million to be made available for construction of Willets West, the South Lot Parking and the 400 Space Site.

The Developer will be spending approximately \$3 billion, which will be financed by an approximately 60% commercial loan, \$99.99 million of capital grants from the City through NYCEDC to help defray the costs of the WP Remediation and certain other pre-development and development costs required of the Developer, with the balance funded by equity from the Developer.

**ZONING:**

Pursuant to Zoning Map 10b, the Willets Point Phase 1 Site is zoned C4-4 within the District and the URA. Article XII Chapter 4 of the Zoning Resolution of the City of New York sets forth site planning and design provisions for the District specifying the location of uses, maximum block dimensions, minimum street and sidewalk dimensions, building heights and setbacks, roof design requirements, and minimum amounts and locations of publicly accessible open space. The Plan provides complementary controls on redevelopment in the URA, which are to be concurrent with the controls of the Zoning Resolution but, in the event there is a conflict between the two, the more restrictive of the two will govern.

In addition to the zoning regulations above, the Project must conform to the maximum development program analyzed in the FSEIS and reflect the Willets Point Design Guidelines.

**PUBLIC  
APPROVALS:**

A ULURP application for the designation of the URA and unrestricted disposition of the Willets Point Phase 1 Site was approved by City Planning on September 24, 2008 and adopted by the City Council on November 13, 2008. A ULURP application for a special permit to modify bulk or use



regulations was approved by City Planning on August 21, 2013 and adopted by the City Council on October 9, 2013. No further ULURP approval is required for this transaction. Pursuant to Section 384(b)(4) of the New York City Charter, the Queens Borough Board approved the proposed disposition on November 18, 2013.

**PROPOSED  
RESOLUTION:**

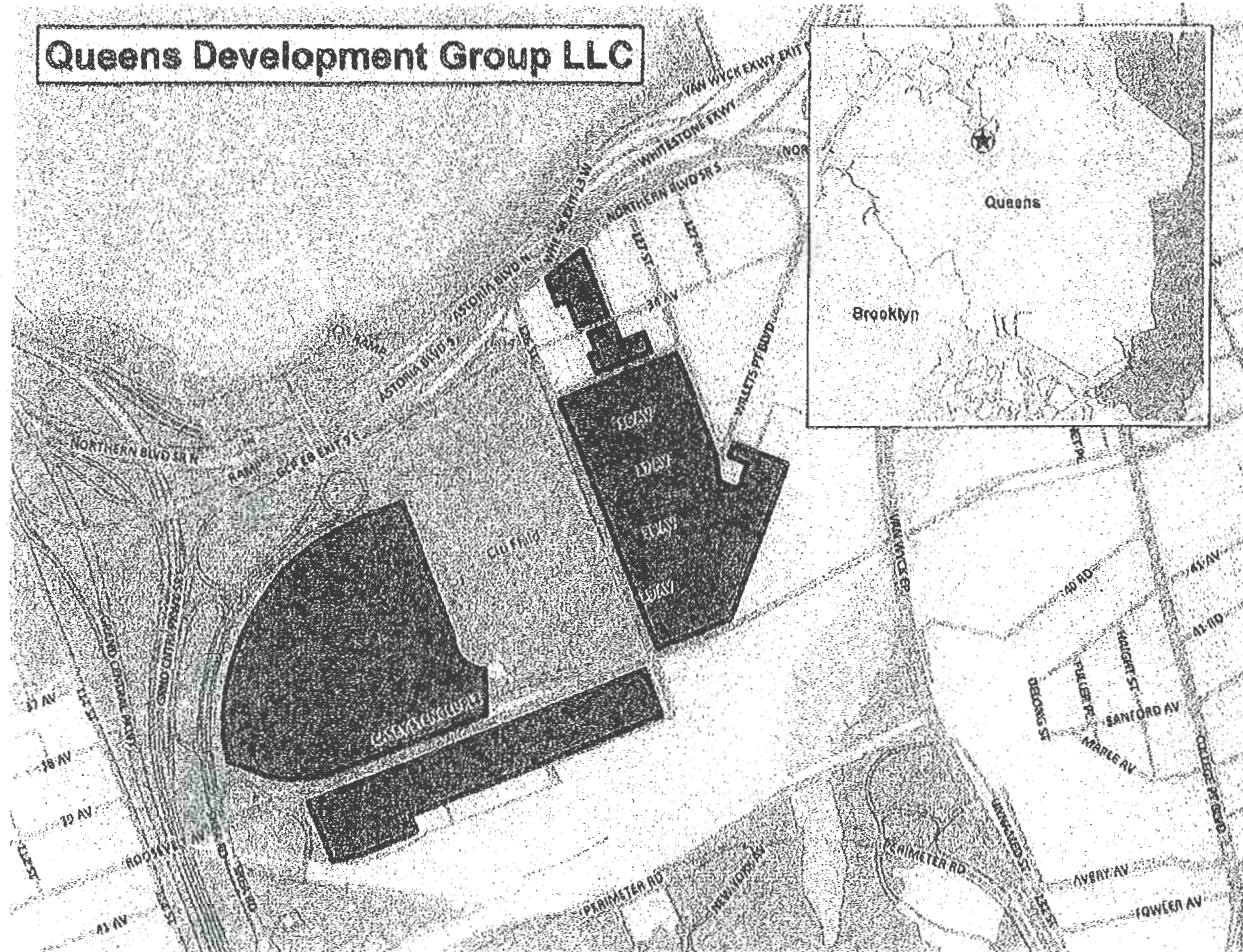
Approval for NYCEDC to (i) purchase the Willets Point Phase 1 Site from NYCLDC and sell it to the Developer for nominal consideration on substantially the above-described terms; (ii) sublease the Willets West Site from QBC and then sub-sublease it to the Developer on substantially the above-described terms; (iii) reacquire the Willets Point Phase 1 Site, or portions thereof, conveyed to Developer if Developer exercises its "put" option or NYCEDC exercises its "call" option, on substantially the above described terms; and (iv) enter into any related agreements and take any other actions necessary for the transactions to proceed substantially as described herein.

The Board further resolves that there is no reasonable alternative to the proposed transfers to the Developer that would achieve the same public purpose as the transfer.

**NYCEDC  
PROJECT CODE: 1906**

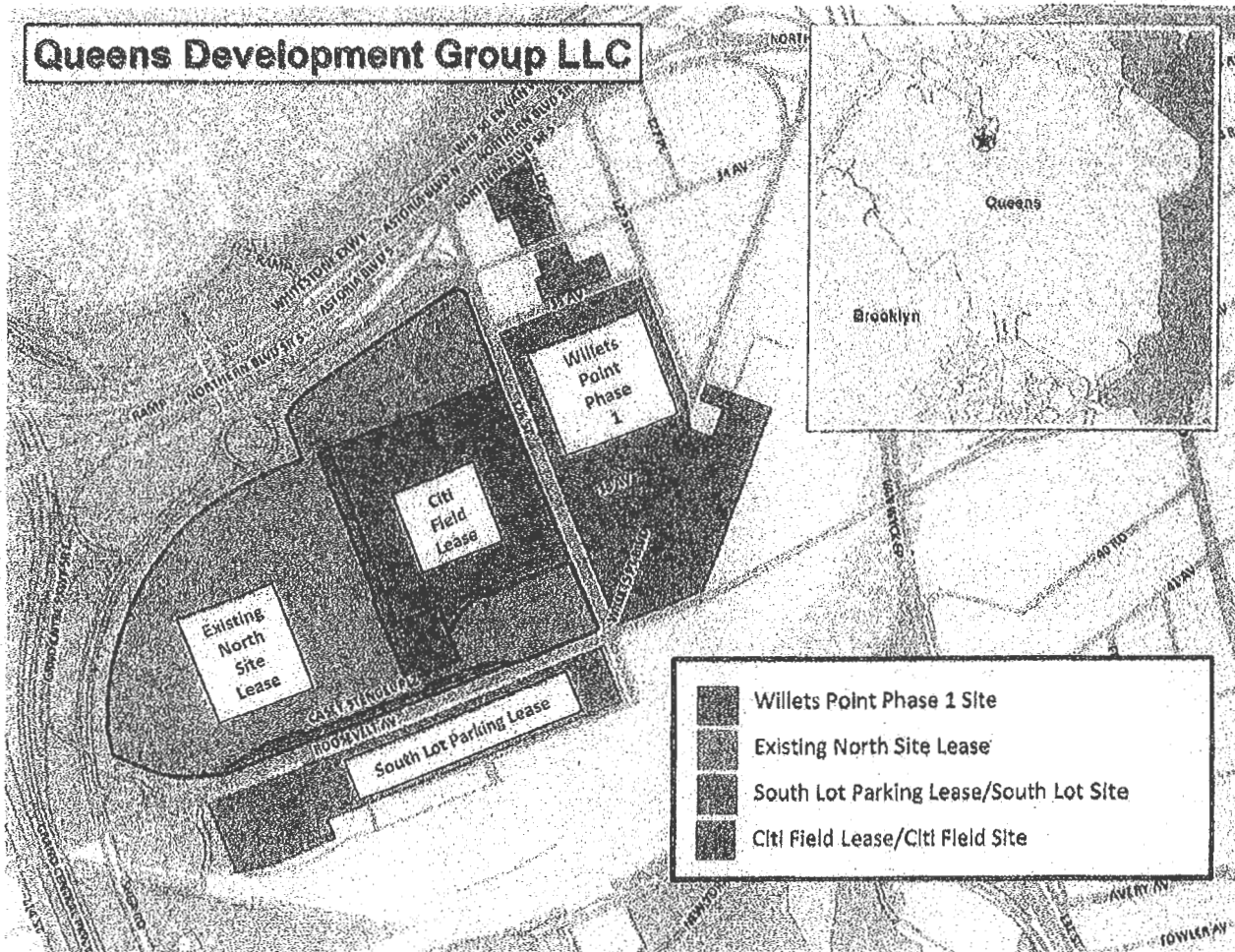
**EXHIBIT A OF EXHIBIT A**

The Site



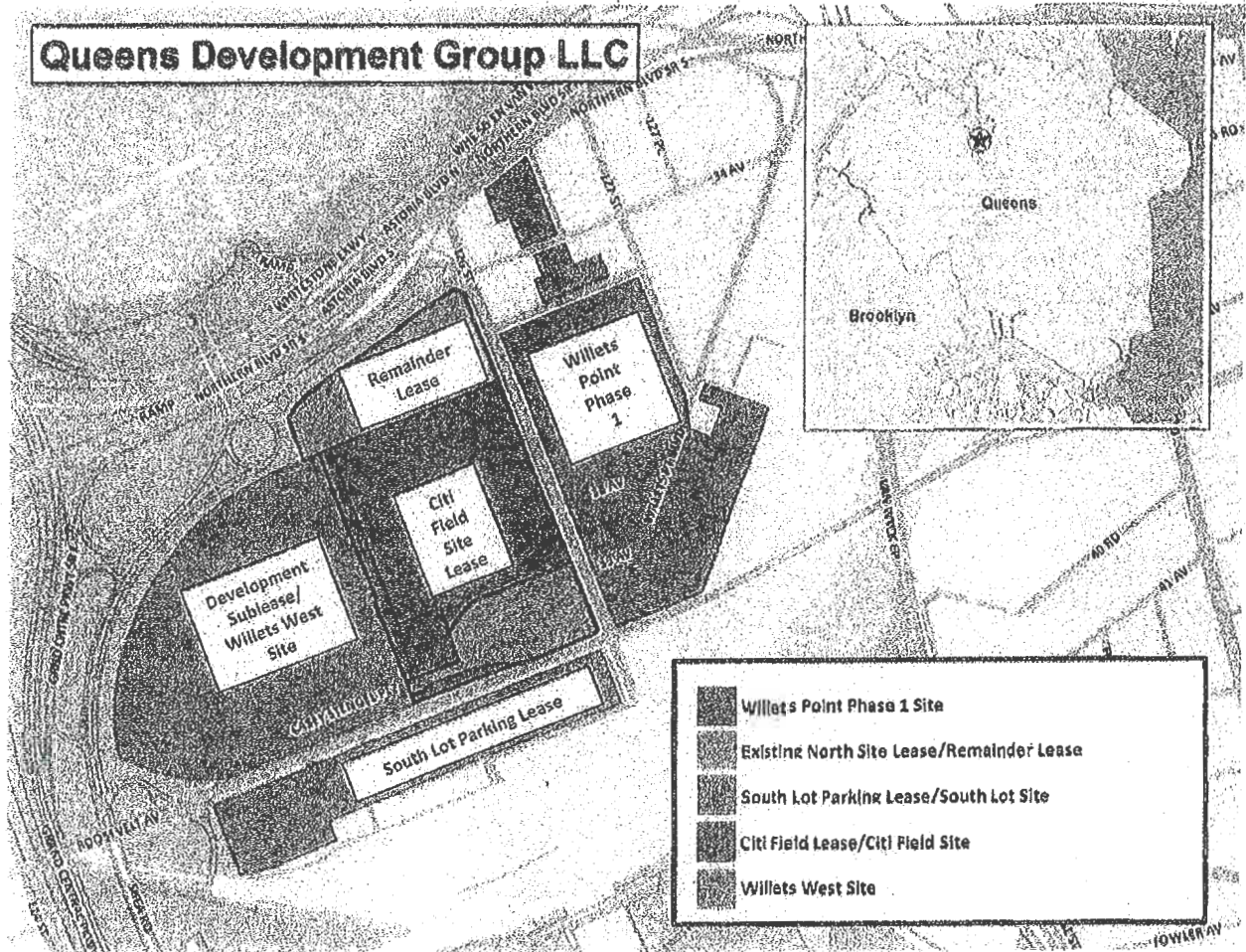
**EXHIBIT A OF EXHIBIT A**

**Existing Lease Structures**



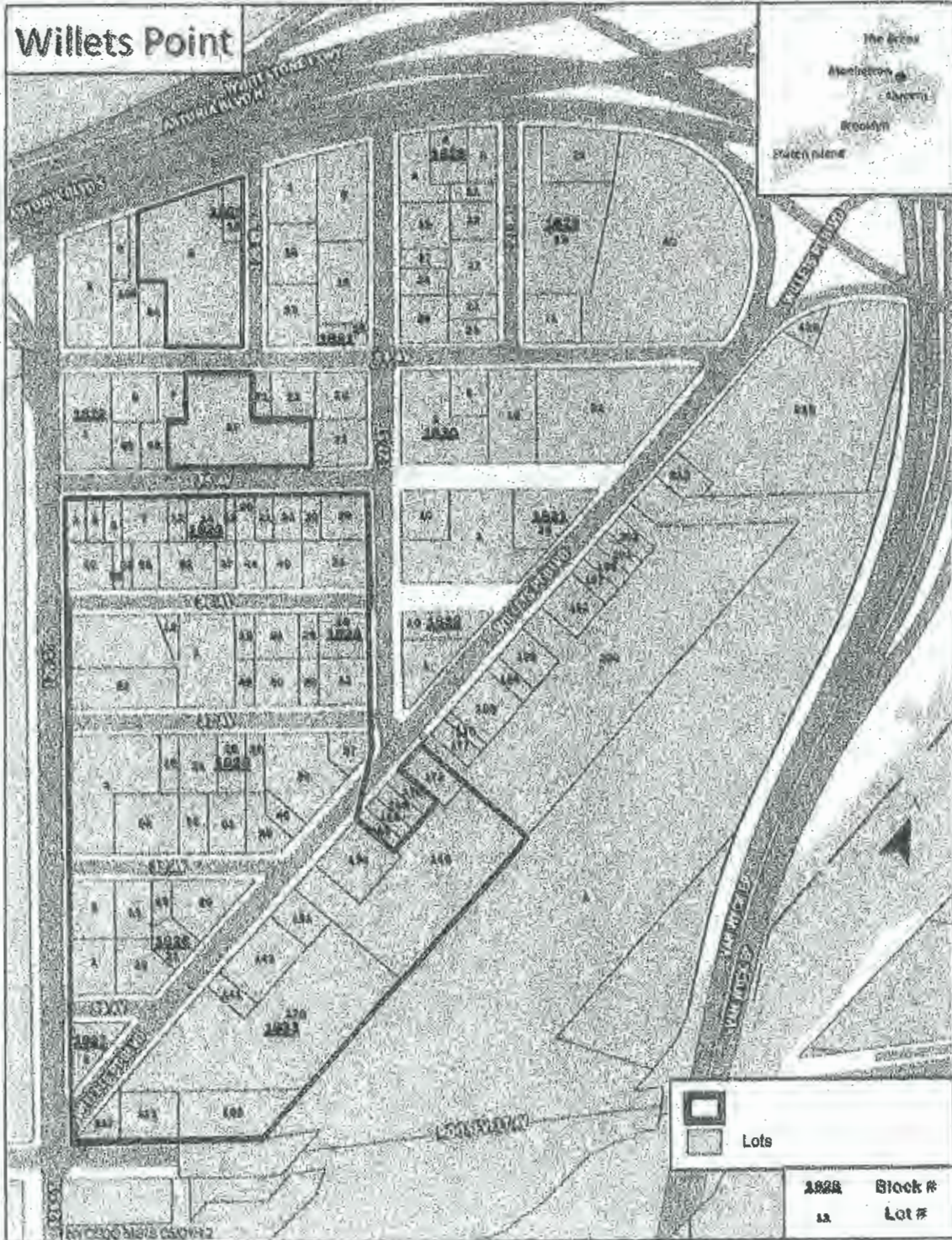
**EXHIBIT A OF EXHIBIT A**

**Future Lease Structures**



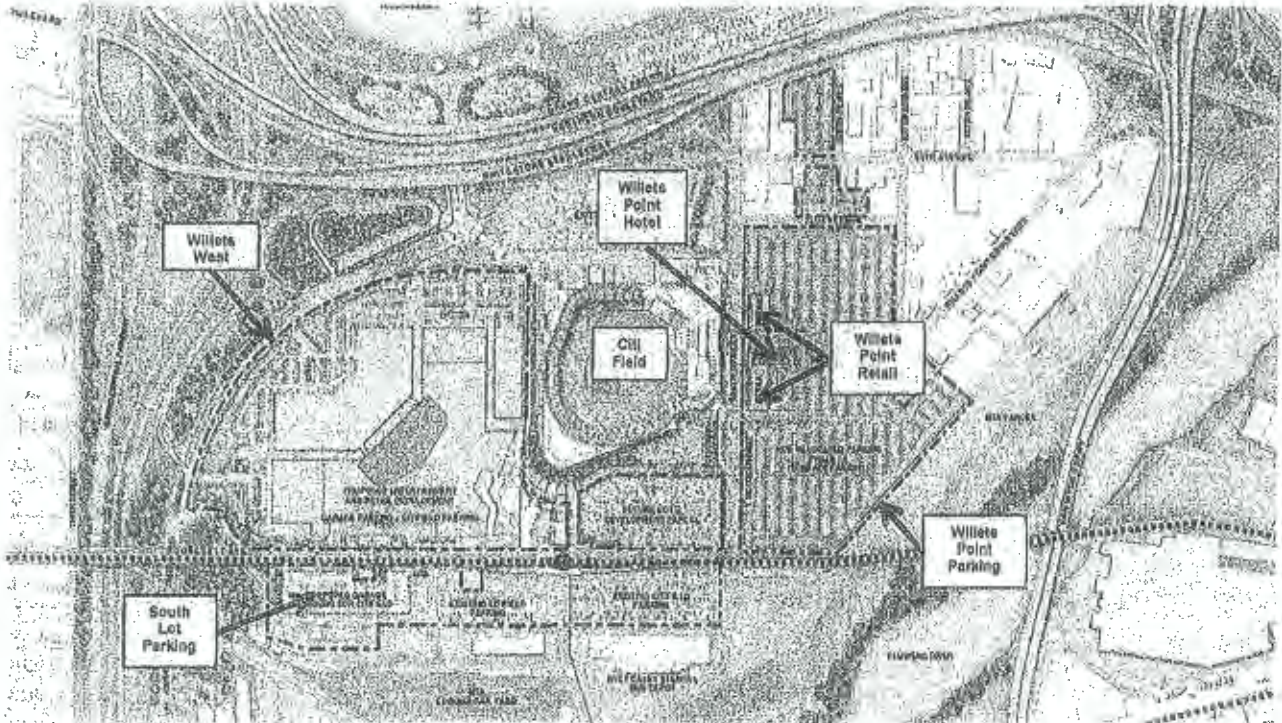
**EXHIBIT B OF EXHIBIT A**

**Willets Point Phase 1 Site**  
(consists of an approximately 23-acre portion of the area delineated below)

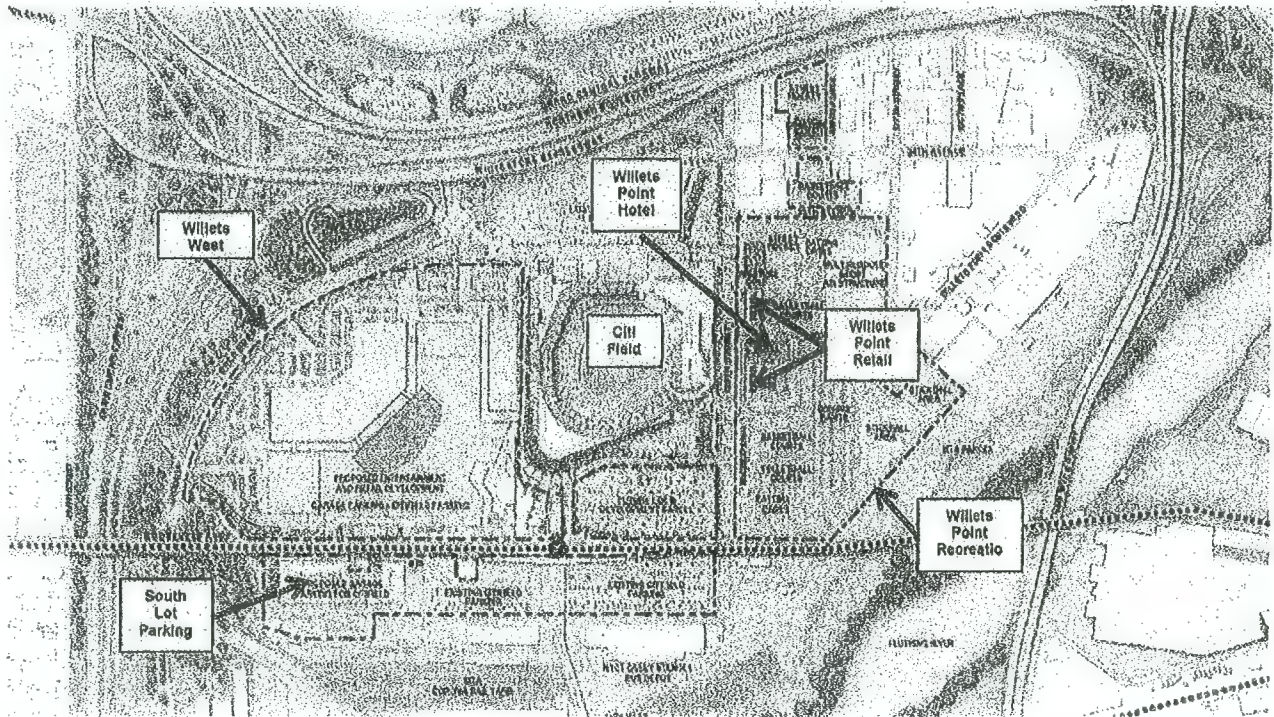


**EXHIBIT C OF EXHIBIT A**

**Illustrative Site Plan of Phase 1A Project – with WP Parking Facility**

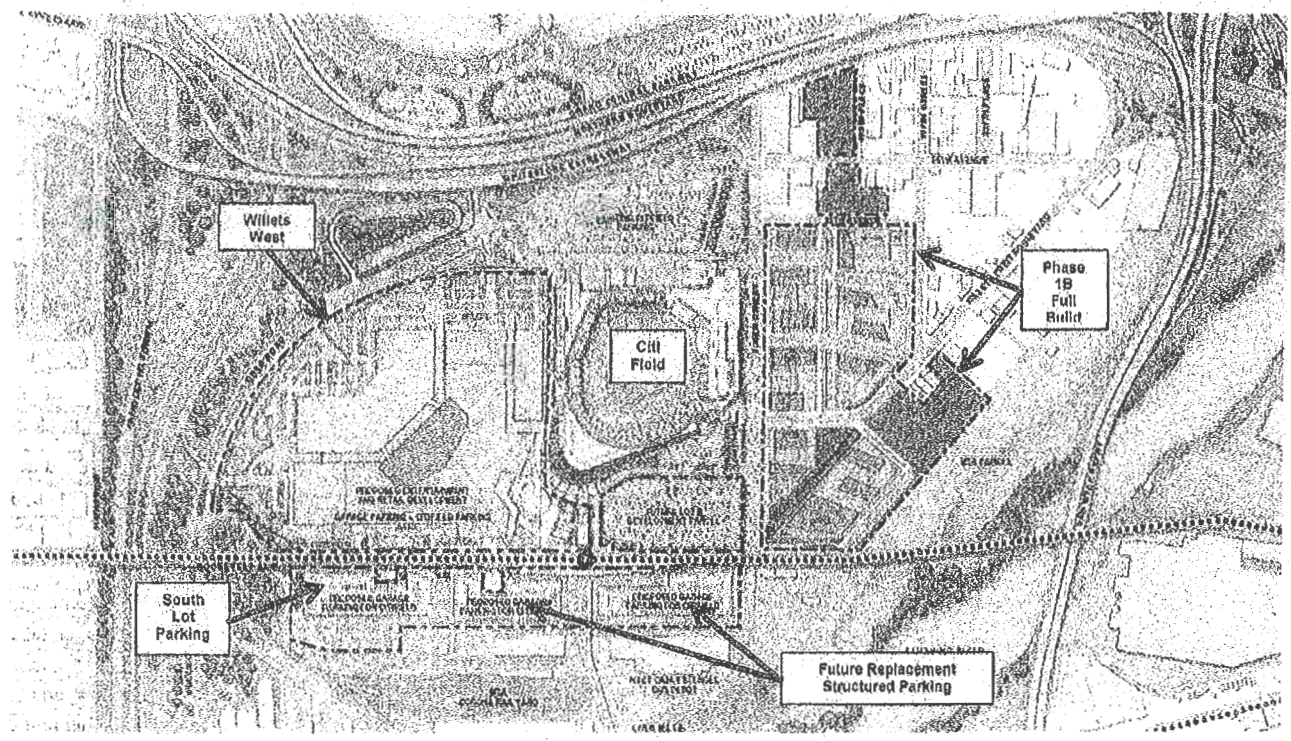


**Illustrative Site Plan of Phase 1A Project – with WP Recreation**



**EXHIBIT C OF EXHIBIT A**

**Illustrative Site Plan of Phase 1B Project – Full Build Scenario**



Attachment O  
to comments of Robert LoScalzo

PANYNJ Request for Proposals dated February 6, 2017  
for the performance of expert professional preliminary design services  
for the initial design of AirTrain at LaGuardia Airport as requested  
on an "as-needed" basis and optional technical advisory services  
on an "as-needed" basis  
(RFP #48565)



February 6, 2017

**SUBJECT: REQUEST FOR PROPOSALS FOR THE PERFORMANCE OF EXPERT PROFESSIONAL PRELIMINARY DESIGN SERVICES FOR THE INITIAL DESIGN OF AIRTRAIN AT LAGUARDIA AIRPORT AS REQUESTED ON AN "AS-NEEDED" BASIS AND OPTIONAL TECHNICAL ADVISORY SERVICES ON AN "AS-NEEDED" BASIS (RFP #48565)**

Dear Sir or Madam:

The Port Authority of New York and New Jersey (the "Authority") hereby invites your Proposal for providing the subject services, as further described in Attachment A, attached hereto and made a part hereof. You should carefully review the attached Agreement as it is the form of agreement that the Authority intends that you sign in the event of acceptance of your Proposal and forms the basis for the submission of Proposals.

Proposers are advised that the selected Proposer's (Consultant's) services shall be provided in two phases. Phase 1 consists of as-needed preliminary design services for the initial design of the AirTrain. Phase 2 consists of as-needed technical advisory services during design, procurement, construction, and installation of the AirTrain System. At this time, Phase 2 services shall be considered optional, at the sole discretion of the Authority. Services under Phase 2 may be requested only if the Authority's Board of Commissioners deems the project feasible and authorizes the construction of an AirTrain.

Proposers are advised that the Authority has determined that performance of the services contemplated hereunder will give rise to the existence, or the appearance, of a conflict of interest, and accordingly, the firm(s) selected for performance of the subject services will be expressly precluded from participation in, or the performance of, other LaGuardia Airport AirTrain contracting opportunities.

**I. PROPOSER REQUIREMENTS**

The Authority will consider proposals only from those firms who meet the following criteria:

- A. Successful completion of at least one (1) major rail design and construction oversight project that included design, planning and technical functions, and oversight of the construction of the project, that is similar in scope and complexity as the services contemplated in this RFP. The project must have included work on both the systems and infrastructure components (including rolling stock) of the project, and had a minimum construction value of \$300 million (adjusted for inflation/deflation), and been completed within the past fifteen (15) years.
- B. Successful completion (or currently under construction) of a minimum of two (2) design and/or implementation oversight projects consisting of either an airport rail connector or airport people mover (APM) or light/heavy rail, with minimum total project values of \$250 million each.

A determination that a Proposer meets the forgoing requirements is no assurance that the Port Authority will select the Proposer for performance of the subject services. The Port Authority will not consider those firms that do not meet these requirements.

4 World Trade Center  
150 Greenwich Street, 21<sup>st</sup> Floor  
New York, NY 10007

## **II. PROPOSAL REQUIREMENTS**

To respond to this RFP, submit a concise proposal complying with each of the following basic format criteria:

- A. To be acceptable, a Proposal cannot be more than forty (40) pages on single-sided (or 20 pages double sided) using 12 point or greater Arial or Times New Roman font size. The page limit excludes resumes and tab dividers and pertains only to Letters F and G (excluding MBE and WBE Participation Plan) in Section III, below. Using 12-point or greater font size, each resume may only be 2-pages single-sided (or 1-page, double-sided) for all proposed staff except the Project Manager; the resume for the Project Manager may shall not exceed 4 pages. The Proposal pages must be numbered and bound, or in a 3-ring binder, with “Your Firm Name”, and **RFP Number 48565** clearly indicated on the cover.
- B. Separate each section of the Proposal with a tab divider labeled in accordance with the letter and Task of the corresponding requirement specified below.
- C. All Proposals must be delivered in sealed envelopes or packages addressed to: The Port Authority of New York and New Jersey, **Attention: RFP Custodian, 4 World Trade Center (4WTC) 150 Greenwich Street, 21<sup>st</sup> Floor, New York NY 10007**. Do not address your Proposal to any other name. Clearly mark the solicitation number on the outermost package. You are requested to submit **one (1) reproducible original and nine electronic (flash drive) copies** of your Proposal for review. Each electronic copy of the Proposal shall be made into one (1) complete, searchable PDF file, and each electronic copy shall be conspicuously marked or labeled with the Proposer’s name and RFP number 48565. In case of conflict, the reproducible original of the Proposal shall take precedence over material on the flash drive.
- D. In each submission to the Authority, including any return address label, information on the flash drive and information on the reproducible original and copies of the proposal, the Proposer must use its **FULL LEGAL NAME WITHOUT ABBREVIATIONS**. Failure to comply with this requirement may lead to delays in agreement award and payments, which will be the responsibility of the Proposer.
- E. Your Proposal must be received in sufficient time so that the Authority receives it **no later than 2:00 p.m. on March 6, 2017**. The outermost cover of your submittal must include the RFP Number and the RFP title as indicated in the “Subject” above. The Authority assumes no responsibility for delays caused by any delivery services.
- F. If your proposal is to be hand-delivered, note that only individuals with proper identification (e.g. photo identification) will be permitted access to the Authority’s offices. Individuals without proper identification will be turned away and their packages not accepted. There is extensive security at the World Trade Center Site. You must present a valid government-issued photo ID to enter 4 WTC. Individuals without packages or carrying small packages, envelopes or boxes that can be conveyed by hand or on a hand truck may enter through the lobby. All packages, envelopes and boxes may be subject to additional security screening. There is no parking available at 4 WTC/150 Greenwich Street, and parking in the surrounding area is extremely limited. Express carrier deliveries by commercial vehicles may be made only via vendors approved by Silverstein Properties, the WTC Property Manager, through the Vehicle Security Center (VSC). Presently, UPS is the only delivery vendor with approved recurring delivery times. UPS makes deliveries to 4 WTC around 9:30 a.m. each day. Please plan your submission accordingly. As

additional express carriers may be approved by Silverstein Properties and scheduled for recurring delivery times with the VSC, this information may be updated. Under certain circumstances, a solicitation may allow for a commercial vehicle to be approved to make a delivery in accordance with the VSC procedures. If applicable, the specific solicitation document will include that information. The Port Authority assumes no responsibility for delays, including, but not limited to, delays caused by any delivery services, building access procedures, or security requirements.

### **III. SUBMISSION REQUIREMENTS:**

To respond to this RFP, your firm must provide the following information:

- A. In the front of your Proposal, a copy of Attachment B (Agreement on Terms of Discussion), signed by an officer of your company
- B. A completed Company Profile (Attachment C)
- C. Transmittal Letter

(i) Each Proposer shall submit a transmittal letter on its letterhead, signed by an authorized representative, demonstrating compliance with each of the “Proposer Requirements”. If your firm’s compliance with the “Proposer Requirements” is not included in this transmittal letter, even if your firm’s compliance is listed elsewhere in the proposal, your proposal will not be considered further. Do not include resumes here. Resumes must be submitted under letter D, below.

(ii) Your transmittal letter must also include a statement indicating whether your firm is proposing as a single entity or as a joint venture. All the qualification information required for a single entity must be submitted for each participant in the joint venture. If proposing as a common law joint venture, all participants in the joint venture must be bound jointly and severally, and each participant must execute the Proposal. If a joint venture is deemed qualified to receive an invitation to deliver a formal presentation of how it proposes to provide the services outlined in this RFP, the joint venture must be composed of the same participants as were in the joint venture when it submitted its Proposal. No substitution of participants will be allowed without the advance written permission of the Authority. Submit a copy of any written agreement or understanding, which exists between each party to the joint venture as part of the Proposal. If no written agreement or understanding exists, the lead propose must be identified and the joint venture must include in its proposal a written statement explaining how the joint venture will fulfill the requirements of this Agreement. This explanation must fully discuss and identify the responsibility of each party to the joint venture for performing the work outlined in Attachment A, and for providing the required insurance coverages.

- D. Qualifications and Experience of Staff

In this section, detail the experience of key individuals (including subconsultants, if any) to be responsible for the successful completion of the contemplated services. Prepare an organization chart for this project that identifies key individuals, their titles, their firm and office address, their function, task responsibility and reporting relationships. Attach a detailed resume for each key individual that includes his/her educational background, chronological history of employment, relevant licenses and certifications. The resumes

shall clearly identify the years of experience in the field related to the tasks for which the individual will be responsible, as well as his/her specific role if any, in performance of the project(s) identified in response to Section I, above.

The Project Manager should be able to demonstrate experience with managing and leading a multi-technical staff of engineers, designers, and architects. Experience should include a minimum of five (5) years in the design of airport rail connectors, airport people movers, light rail or commuter rail-related structures (bridges, platforms, station, etc.).

#### E. Firm Experience

Provide documentation of Firm's (including subconsultants, if any) Qualifications and Experience, which shall include projects similar in size and scope to that of this RFP, including, but not be limited to, a list of entities for which similar services have been provided. Provide a list of at least two projects and contacts for the Authority to confirm provided information. Information shall be presented in a table prepared by you, to include but not be limited to, the following for each project:

1. Project Title
2. Client
3. Other entities assisting in the project
4. Project Manager
5. Key personnel participants
6. Date started
7. Date completed
8. Construction cost
9. Specific services provided
10. Project Statistics including: length of system, number of stations, fleet size, technology utilized, vendor that provided the system. Also describe whether the project was delivery using design-build, design-build-maintain, and if the system vehicles were procured together as part of the project or separately.

#### F. Technical Approach

- (i) Submit a detailed description of the proposed technical approach to be taken for performance of the required services for each task in Attachment A, and a schedule for completion of said tasks, including milestones associated with each task. The schedule shall be developed based on the overall Program Schedule Milestones noted in the Background Section of Attachment A. Factors addressed in your technical approach shall include, but are not limited to, your firm's ability to quickly mobilize the proposed staff to perform services after Agreement execution, your proposed methodology and strategy for performing the services in Attachment A, as well as any specific software or other technology you may employ in the performance of these services.
- (ii) As part of your technical approach, prepare a staffing analysis for performance of each task in Attachment A, using the Excel spreadsheet in the following link: [Attachment D \(Staffing Analysis Sheet\)](#). Include names, titles, multipliers, actual hourly pay rates and billing rates (for principals and partners) of staff to be assigned to the performance of each task, and the total number of hours to be spent by each of them in the performance of each task, including out-of-pocket (direct) expenses, if any. Please note that allowable out-of-pocket expenses shall not include daily commutation or housing

costs or any relocation costs that may be incurred by proposed staff in performance of the contemplated services.

- (iii) The “multipliers” referred to in the second and fifth lines of subparagraph (7A) of the accompanying Agreement, including a breakdown of said multipliers, indicating all of its components (e.g., vacation, holiday, sick pay, workers’ compensation, office rent, insurance, profit).
- (iv) If proposing the use of subconsultant(s), include the terms and conditions for their compensation (including their multipliers and/or billing rates as appropriate), their Port-Authority-certified Minority/Women-owned Business Enterprise (MBE/WBE) status and the technical qualifications of their key personnel to be assigned to the subject project.

#### G. Management Approach

A detailed description of the proposed management approach to be taken for performance of the required services for each task in Attachment A. Factors addressed in your management approach shall include, but are not limited to: your proposed organizational structure to be responsive to the Authority’s needs; your proposed approach and schedule for keeping the Authority apprised of the project status; and your proposed approach to ensuring the quality and timeliness of the work product to be produced.

Your attention is directed to Paragraph 20 of the Agreement in which the Authority has stated the MBE/WBE goals for participation in this project. Submit details on how you intend to meet these goals. A listing of Port Authority certified MBE/WBE firms will be provided upon request. The Consultant shall include its MBE/WBE Participation Plan (Form PA 3760C) with its Proposal, to be reviewed and approved by the Authority’s Office of Business Diversity and Civil Rights (OBDCR). The MBE/WBE Plan submitted by the Consultant to the Authority shall contain, at a minimum, the following:

- Identification of MBE/WBEs: Provide the names and addresses of all MBE/WBEs included in the Plan. If none are identified, describe the process for selecting participant firms in order to achieve the good faith goals under this Contract.
- Level of Participation: Indicate the percentage of MBE/WBE participation expected to be achieved with the arrangement described in the Plan.
- Scope of Work: Describe the specific scope of work the MBE/WBEs will perform.

All MBE/WBE subconsultants listed on the MBE/WBE Participation Plan must be certified by the Authority in order for the Consultant to receive credit toward the MBE/WBE goals set forth in this Agreement. Please go to <http://www.panynj.gov/business-opportunities/supplier-diversity.html> to search for MBE/WBEs by a particular commodity or service. The Authority makes no representation as to the financial responsibility of these firms or their ability to perform work under this Agreement.

Subsequent to Agreement award, all changes to the MBE/WBE Participation Plan must be submitted via a modified MBE/WBE Participation Plan to the Manager for review and approval by OBDCR. For submittal of modifications to the MBE/WBE Plan, Consultants

are directed to use form PA3760D. The Consultant shall not make changes to its approved MBE/WBE Participation Plan or substitute MBE/WBE subconsultants or suppliers for those named in their approved plan without the Manager's prior written approval. Unauthorized changes or substitutions, including performing the work designated for a subconsultant with the Consultant's own forces, shall be a violation of this section. Progress toward attainment of MBE/WBE participation goals set forth herein will be monitored throughout the duration of the Agreement.

The Consultant shall also submit to the Project Manager, along with invoices, the Statement of Subcontractor Payments in the form of the MBE/WBE Participation Report, which may be downloaded at <http://www.panynj.gov/business-opportunities/become-vendor.html>. The Statement must include the name and business address of each MBE/WBE subconsultant and supplier actually involved in the Agreement, a description of the work performed and/or product or service supplied by each such subcontractor or supplier, the date and amount of each expenditure, and such other information that may assist the Project Manager in determining the Consultant's compliance with the foregoing provisions.

### **MBE/WBE Conditions of Participation**

MBE/WBE participation will be counted toward meeting the MBE/WBE agreement goal, subject to all of the following conditions:

1. **Commercially Useful Function:** An MBE/WBE is considered to perform a commercially useful function when it is responsible for the execution of a distinct element of work on a contract and carries out its responsibilities by actually performing, managing, and supervising the work involved in accordance with normal industry practice. Regardless of whether an arrangement between the Consultant and the MBE/WBE represent standard industry practice, if the arrangement erodes the ownership, control or independence of the MBE/WBE or in any other way does not meet the commercially useful function requirement, that firm shall not be included in determining whether the MBE/WBE goal is met and shall not be included in MBE/WBE reports. If this occurs with respect to a firm identified as a MBE/WBE, the Consultant shall receive no credit toward the MBE/WBE goal and may be required to backfill the participation. An MBE/WBE does not perform a commercially useful function if its role is limited to that of an extra participant in a transaction or contract through which funds are passed in order to obtain the appearance of MBE/WBE participation. An MBE/WBE may rebut a determination by the Authority that the MBE/WBE is not performing a commercially useful function to the Authority.
2. **Work Force:** The MBE/WBE must employ a work force (including administrative and clerical staff) separate and apart from that employed by the Contractor, other Subcontractors on the contract, or their Affiliates. This does not preclude the employment by the MBE/WBE of an individual that has been previously employed by another firm involved in the Contract, provided that the individual was independently recruited by the MBE/WBE in accordance with customary industry practice. The routine transfer of work crews from another employer to the MBE/WBE shall not be allowed.
3. **Supervision:** All Work performed by the MBE/WBE must be controlled and supervised by the MBE/WBE without duplication of supervisory personnel from the Consultant, other subconsultants on the agreement, or their Affiliates. This does not preclude routine communication between the supervisory personnel of the MBE/WBE and other supervisors necessary to coordinate the Work.

### **Counting MBE/WBE Participation**

The value of the Work performed by an MBE/WBE, with its own equipment, with its own forces, and under its own supervision will be counted toward the goal, provided the utilization is a commercially useful function. An MBE/WBE prime contractor shall still provide opportunities for participation by other MBE/WBEs. Work performed by MBE/WBEs will be counted as set forth below. If the Authority determines that some or all of the MBE/WBEs work does not constitute a commercially useful function, only the portion of the work considered to be a commercially useful function will be credited toward the goal.

1. Subconsultants: One hundred percent (100%) of the value of the Work to be performed by an MBE/WBE subconsultant will be counted toward the MBE/WBE goal. The value of such Work includes the cost of materials and supplies purchased by the MBE/WBE, except the cost of supplies or equipment leased from the Consultant, other subconsultants or their affiliates will not be counted. When a MBE/WBE subcontracts part of the work of its contract to another firm, the value of the subconsultant work may be counted toward MBE/WBE goals only if the MBE/WBE subconsultant is itself a MBE/WBE. Work that a MBE/WBE subconsultants to a non-MBE/WBE firm does not count toward MBE/WBE goals.
  2. Material Suppliers: Sixty percent (60%) of the expenditure to a MBE/WBE material supplier will be counted toward the MBE/WBE goal. Packagers, brokers, manufacturer's representatives, or other persons who arrange or expedite transactions are not material suppliers within the meaning of this paragraph.
  3. Broker's/Manufacturer's Representatives: One hundred percent (100%) of fees or commissions charged for assistance in the procurement of the materials and supplies, or fees for transportation charges for the delivery of materials or supplies provided by an MBE/WBE broker/manufacturer's representative will be counted toward the MBE/WBE goal, provided they are determined by the Authority to be reasonable and not excessive as compared with fees customarily allowed for similar services. The cost of the materials and supplies themselves will not be counted.
  4. Services: One hundred percent (100%) of fees or commissions charged by an MBE/WBE for providing a bona fide service, such as professional, technical, consultant, or managerial services, or for providing bonds or insurance specifically required for the performance of the Work will be counted toward the MBE/WBE goal, provided the fee is reasonable and not excessive as compared with fees customarily allowed for similar services.
  5. Joint Venture: Joint ventures between MBE/WBEs and non-MBE/WBEs may be counted toward the MBE/WBE goal in proportion to the total dollar value of the Agreement equal to the distinct, clearly defined portion of the work of the contract that the MBE/WBE performs with its own forces. Contact OBDCR at (201) 395-3958 for more information about requirements for such joint ventures.
- H. A complete list of your firm's affiliates.
- I. If the Proposer or any employee, agent or subconsultant of the Proposer may have, or may give the appearance of a possible conflict of interest, the Proposer shall include in its Proposal a statement indicating the nature of the conflict. The Authority reserves the right to disqualify the Proposer if, in its sole discretion, any interest disclosed from any source

could create, or give the appearance of, a conflict of interest. The Authority's determination regarding any question(s) of conflict of interest shall be final.

- J. The Proposer is expected to agree with the form of Agreement. The Proposer should therefore not make any changes in the Agreement nor restate any of its provisions in your Proposal or supporting material. However, if the Proposer has any specific exceptions, such exceptions should be set forth in a separate letter included with its response to this RFP. The Authority is under no obligation to entertain or accept any such specific exceptions. Failure to raise issues at the time of Proposal submission shall preclude the raising of such issues at a later time. The selected Consultant(s) shall comply with the requirements of the Agreement and all of its terms and conditions.

#### **IV. SELECTION PROCESS**

The review, rating and ranking of Proposals will be based upon the following technical criteria (listed in order of importance), and subsequently cost, as appropriate. After consideration of these factors the Authority may enter into negotiations with the firm (or firms) deemed best qualified in terms of the forgoing factors to perform the required services:

- A. Qualifications and experience of the staff performing services hereunder;
- B. Qualifications and experience of the firm(s);
- C. Technical Approach for the performance of the contemplated services; and
- D. Management approach for the performance of the contemplated services.

#### **V. ORAL PRESENTATIONS**

After review of all proposal submissions, an oral presentation to the selection committee and others, as appropriate, may be requested. It should be noted that firms selected to make presentations might be given brief advance notice. Presentations will be limited to 30 minutes, and shall include the material contained in your proposal. The presentation will be followed by an approximately 40-minute question and answer session. The proposed Project Manager, who may be supported by no more than five (5) other senior staff members who are proposed to work on this project, shall lead proposer's staff providing the presentation. Please provide the name and e-mail address of the person who should be contacted for presentation scheduling, if applicable, as well as an alternate in the event that person is unavailable.

#### **VI. SECURITY REQUIREMENTS**

The Authority will provide certain documents to those firms deemed solely by the Authority as bona fide proposers interested in responding to this RFP. In order to be deemed a bona fide proposer and receive these documents, a firm must first submit the following to the Solicitation Manager listed in Section VII below (firms may send a PDF attachment of the required documents to the Solicitation Manager via email: [jsummerville@panynj.gov](mailto:jsummerville@panynj.gov)), with an original hard copy containing original signatures to the address provided in Section II.C. above:

- A. A letter of intent to propose on this RFP, signed by a principal of the firm on firm letterhead.



- B. A completed Attachment C (Company Profile). Please note the documents will be either emailed or sent via overnight post (encrypted, password protected file only) to the contact provided by the firm in Attachment C (Line 10).
- C. A notarized affirmation signed by a principal of the firm that contains the following certification:
- (1) the information provided by the Authority will be kept in confidence;
  - (2) the information provided will be used only for the purpose of addressing the requirements of the RFP, and for obtaining pricing information required to submit a proposal; and
  - (3) the information provided will be destroyed in the event of notification that the firm(s) was not awarded a contract for the work to be performed under this Agreement.

E-mailed PDF requests should be received no later than 2:00 p.m. EST on January 30, 2017. The Authority anticipates, but does not guarantee, that it will provide certain documents to the requestor within seventy-two hours of receipt of the emailed PDF request.

Submission of any information requested in accordance this Section is separate and apart from that also requested elsewhere in this RFP. If the information is also required under any section of the RFP, including, but not limited to, Proposer Requirements and Proposal Requirements, the information must also be submitted with the firm's proposal. Submission of such information with respect to requesting the documents, as set forth in this Section, will **not** constitute submission of the information for purposes of the RFP. The Authority's determination as to whether a requestor of these documents is deemed a bona fide proposer and therefore eligible to receive the documents shall be final.

## **VII. ADDITIONAL INFORMATION**

If your firm is selected for performance of the subject services, the agreement you will be asked to sign will include clauses entitled "Certification of No Investigation (Criminal Or Civil Anti-Trust), Indictment, Conviction, Debarment, Suspension, Disqualification and Disclosure Of Other Information" and "Non-Collusive Proposing, And Code Of Ethics Certification; Certification Of No Solicitation Based On Commission, Percentage, Brokerage, Contingent Or Other Fees". By submitting a Proposal, the firm shall be deemed to have made the certifications contained therein unless said firm submits a statement with its Proposal explaining why any such certification(s) cannot be made. Such a submission shall be submitted in a separate envelope along with your Proposal, clearly marked "CERTIFICATION STATEMENT".

It is Authority policy that its consultants, contractors and vendors comply with the legal requirements of the States of New York and New Jersey. Your attention is therefore called to New York State's requirements that certain contractors, affiliates, subcontractors and subcontractors' affiliates register with the New York State Department of Taxation and Finance for the purpose of collection and remittance of sales and use taxes. Similarly, New

Jersey requires business organizations to obtain appropriate Business Registration Certificates from the Division of Revenue of the State's Department of the Treasury.

Proposers are advised that additional vendor information, including, but not limited to forms, documents and other related information may be found on the Authority website at: [www.panynj.gov/business\\_opportunities/become-vendor.html](http://www.panynj.gov/business_opportunities/become-vendor.html).

Should your firm have any questions, please e-mail them to Mr. James Summerville, the manager for this solicitation, at [jsummerville@panynj.gov](mailto:jsummerville@panynj.gov). All such emails must have "RFP #48565" in the subject line. All questions must be received at least five (5) working days prior to the Proposal due date. Neither Mr. Summerville nor any other employee of the Authority is authorized to interpret the provisions of this RFP or accompanying documents or to give additional information as to their requirements. If interpretation or additional information is required, it will be communicated by written addendum issued by the Procurement Department, and such addendum shall form a part of this RFP, or the accompanying documents, as appropriate.

Proposal preparation costs are not reimbursable by the Authority, and the Authority shall have no obligation to a firm except under a duly authorized agreement executed by the Authority.

No rights accrue to any Proposer except under a duly authorized agreement for performance of the specified services.

The Authority reserves the unqualified right, in its sole and absolute discretion, to reject all Proposals, to undertake discussions and modifications with one or more Consultants and to proceed with that Proposal or modified Proposal, if any, which in its judgment will, under all the circumstances, best serve the public interest.

Sincerely,

David Gutiérrez, CPPO  
Assistant Director  
Procurement Department

Attachments

## ATTACHMENT A

### PERFORMANCE OF EXPERT PROFESSIONAL PRELIMINARY DESIGN SERVICES FOR THE INITIAL DESIGN OF AIRTRAIN AT LAGUARDIA AIRPORT AS REQUESTED ON AN “AS-NEEDED” BASIS AND OPTIONAL TECHNICAL ADVISORY SERVICES ON AN “AS-NEEDED” BASIS

#### I. BACKGROUND

For background with respect to The Port Authority of New York and New Jersey (the Authority) see [www.panynj.gov](http://www.panynj.gov). Additionally, the most recent electronic version of the Authority’s Annual Report is available at <http://www.panynj.gov/corporate-information/annual-reports.html>.

As part of the redevelopment of LaGuardia Airport (LGA or the Airport), the Authority is considering the expansion of the airport to Willets Point, with the potential to develop a consolidated rental car facility (CONRAC), long-term and/or employee parking, and a hotel. As a way of enhancing on-airport connectivity, unifying the airport’s potential expansion to Willets Point, and providing a fast, predictable ground access system, the Authority would construct a new AirTrain automated people mover (APM) from the Airport to Willets Point. The APM system would serve air travelers, airport employees, and others having airport-related business, operating between LGA and Willets Point, with connections to the Long Island Rail Road (Port Washington Branch) (LIRR), the Willets Point-Mets Station of the Metropolitan Transportation Authority’s (MTA) New York City Transit (NYCT) Flushing subway line (7 train), and LGA’s future facilities. Under the “APM Program,” the new LaGuardia AirTrain system would also serve as an on-airport transit system that would accommodate current growth and redevelopment of CTB Terminal B, and Delta Airlines Terminals C/D, while not precluding a future expansion to Terminal A. The APM Program includes associated facilities and infrastructure (stations, guideway, maintenance/control facility, etc.) as well as the systems (vehicles, train control, power distribution system, etc.) for the AirTrain.

At Willets Point, the APM Program would support the development of airport-related facilities by providing frequent AirTrain service between Willets Point and LGA. In addition to accommodating convenient pedestrian connections to the airport facilities developed at Willets Point, the development of the AirTrain station will be fully integrated with the complete transformation of the LIRR and NYCT stations at Willets Point. MTA has already begun preliminary planning and engineering for the two station rebuilds at Willets Point, and the new station complex will allow for convenient passenger transfers between the AirTrain, LIRR and 7 train subway..

The ground access goal of the APM Program is to reduce auto congestion and travel time delays and to increase the predictability of travel time for air travelers, airport employees and others having airport-related business by providing a convenient and reliable link between LGA and the New York City area’s regional transit network, thereby improving access to the Manhattan Central Business District, the Borough of Queens, and Nassau and Suffolk Counties.

The Authority has begun preliminary planning and feasibility studies of alignment alternatives, station locations and people moving technologies for the APM Program. At this time, the

Authority envisions three (3) stations for the APM Program, including two (2) on-airport stations and a terminus station at Willets Point that would provide connections to the new LIRR and NYCT stations.

The anticipated schedule milestones for the APM Program, which are subject to change, are as follows:

Award of As-Needed Preliminary Design Consultant Agreement:	1 <sup>st</sup> Quarter 2017
Release Request for Proposals for the LGA AirTrain:	1 <sup>st</sup> Half 2018
Award Contract for LGA AirTrain:	3 <sup>rd</sup> Quarter 2019
Initiate Testing and Commissioning of LGA AirTrain:	2021
Initiate Passenger Service on LGA AirTrain:	2021-2022

The existing MTA Subway #7 and LIRR will remain operational during AirTrain construction. The Authority will form a multi-disciplinary integrated design and management team, of which the Consultant will be a part, to effectively plan, procure and implement the APM Program. The planning provided hereunder by the Consultant must be completed in recognition of other ongoing development and study efforts at LGA, including but not limited to the Terminal B Redevelopment Program and Delta Airlines Terminals C/D expansion programs, and other master planning and visioning efforts that the Authority is already undertaking or will undertake at LGA. Coordination with the Terminal B Redevelopment Program and Delta Airlines Terminals C/D expansion programs has begun, but further coordination is needed to advance the planning and design of the APM Program.

The Consultant's work provided hereunder shall build upon existing planning, feasibility, and design work prepared by the Authority, as summarized in the Authority's draft *LaGuardia AirTrain Study Report*. The Consultant shall provide design and procurement support services to advance individual project elements of the APM Program, and conduct further studies to determine the appropriate size and placement of the AirTrain's maintenance facilities, which may also be located at Willets Point.

## **II. SCOPE OF WORK**

The Consultant's services shall be provided in two (2) phases:

- a. Phase 1 consists of as-needed preliminary design services for the initial design of the AirTrain. At minimum, Phase 1 would include:
  - Technical, architectural, landscape architectural and engineering services to complete the Conceptual Design for the APM Program (the "Basic Contract Drawings" and "Basic Design Criteria"), including performance specifications for systems and infrastructure; and
  - Supplying staff to perform all planning, design and engineering disciplines, and other subject matter experts as required to develop conceptual designs and concepts of operation, and assist in the development of procurement strategies.

Phase 1 would conclude at the award of a contract to a firm or consortium for the design, construction and installation of an AirTrain System.

- b. Phase 2 consists of as-needed technical advisory services during design, procurement, construction, and installation of the AirTrain System. Under Phase 2, the Consultant shall provide as-needed technical advisory services to help ensure successful design and construction of civil works, manufacturing and installation of APM Program system components, acceptance testing and demonstration, warranty administration, and contract administration.

At this time, Phase 2 services shall be considered optional, at the sole discretion of the Authority. Services under Phase 2 may be requested only if the Authority's Board of Commissioners deems the project feasible and authorizes the construction of an AirTrain.

Regardless of the Phase, all work to be performed hereunder by the Consultant will be issued according to as-needed task orders, which may include services related to the following categories of work:

**Phase One, expected to be completed within nine months:**

1. Ridership demands and performance requirements definition for the APM Program;
2. Technology assessments and recommendations;
3. AirTrain layout design, including guideway alignment and functional arrangement of major elements;
4. Develop a preliminary subsurface investigation and testing program required to obtain the subsurface information and soil properties. Perform the subsurface investigation and testing program and prepare a comprehensive geotechnical report;
5. Prepare AirTrain system performance-based technical specifications, including but not limited to Rolling Stock;
6. Guideway, Station and Maintenance/Control Facility layout and conceptual designs;
7. Electrical power studies and conceptual designs;
8. Site planning, utility provision and relocations requirements definition;
9. Traffic, Traffic Signal and Intelligent Transportation System (ITS) Development;
10. Coordination with the Authority, MTA station redesign consultants, various local, state, and federal agencies, the Authority's LGA Master Planning Consultant and other Authority consultants related to environmental documentation, approvals, and permitting;
11. Sustainable design parameters;
12. Cost estimating, construction staging and scheduling;
13. Maintenance of Traffic and Work Area Protection development;
14. Construction permitting;
15. Developing Traffic Management and performance metrics for establishing and maintaining on and off airport operation;
16. Traffic studies to support construction;
17. Value Engineering;
18. Phase 1 Strategic procurement support, as needed;

19. Prepare a tree inventory in order to determine tree replacement required per the provisions set forth in Title 56 of the New York City Rules and Regulations, Chapter 5 entitled “Rules Governing Tree Replacement”. At minimum, the number of trees needed to replace each tree approved for removal shall be determined by calculating the size, condition, species and location rating of the tree proposed for removal. Replacement trees shall be 3” in caliper unless otherwise authorized by New York City Department of Parks and Recreation (NYC Parks Dept.);
20. Preparation of a conceptual landscape-planting plan for all NYC Parks Dept. impact zones and planned remediation planting areas;
21. Preparation of a conceptual green infrastructure – bio-infiltration plan concept plan to offset increased impervious areas.

**Phase Two (Optional, solely at the Authority’s Option):**

1. Design review and technical advisory services during the implementation phase of the APM Program;
2. Implementation, testing and commissioning oversight, including review of contract payment and warranty administration.
3. Phase 2 Strategic procurement support, as needed;

Under both phases, the Consultant shall provide program controls, including reporting on the status of APM Program-related budgets, and project management tasks, such as document control, preparation of reports, presentations, etc.

Any services requiring interaction between the Consultant and other stakeholders and agencies – e.g. airlines, the New York City (NYC) Department of Transportation (NYCDOT), the New York State (NYS) Department of Transportation (NYSDOT), the MTA, NYC Transit, NYC Parks Dept., the Flushing Meadows Corona Park Conservancy, etc. – shall be provided in consultation with the Authority.

The Consultant shall coordinate the APM Program elements with all other developments, current or future, at LGA and Willets Point, to achieve a cohesive design concept and shall suggest improvements in methodology and technology that might achieve cost savings, ease of implementation, etc. The Consultant shall work with the Authority staff or other consultants as needed and shall provide base design assumptions and drawings to Authority in-house design staff in a timely manner as appropriate. Under the direction of the Authority, the Consultant shall integrate any Authority work product into all aspects of the overall deliverables.

All work performed by the Consultant shall comply with all applicable codes and ordinances, as well as with Authority standards, guidelines and requirements, and shall be subject to the Authority’s review and approval at any time.

Note: The Authority reserves the right to perform any of the services mentioned herein with its own staff or with other consultants, as it deems appropriate.

### **III. DESCRIPTION OF THE CONSULTANT'S TASKS DURING PHASE 1**

Tasks under Phase 1 shall include, but not be limited to, the following:

#### **TASK A: GENERAL PLANNING SERVICES**

##### **1) Document Review:**

- a) Perform a detailed review of studies, reports, and contracts previously completed for and in support of or related to the APM Program. These documents include but are not limited to those listed in Section V below.
- b) In addition to the information from Section V, Item 1.h, gather and review geotechnical information from other entities that define the project sites such as but not limited to:
  - o NYSDOT, NYCDOT, NYC Parks Dept.
  - o Geotechnical data from published information.
  - o Topographic information gathered from published information including US Geological Survey, etc.
- c) Coordinate with relevant redevelopment efforts that may be undertaken by the Authority for LGA, including Terminal B Redevelopment Program, Terminals C/D, and Willets Point Redevelopment.
- d) Document your findings and requirements noted through the document review in a report and meet with Authority staff and other stakeholders as required to discuss the report. Incorporate any comments as directed by the Authority and resubmit the report as final.

##### **2) Internal and External Coordination:**

- a) Coordinate with the Authority's LGA Redevelopment team and its consultants, as directed by the Authority. Information, including, but not limited to, the placement and sizing of airport-related facilities at Willets Point, will be needed by the Consultant in order to advance the analyses to be completed in Task A.3. Additionally, the Authority's LGA Redevelopment team may require coordination meetings with the Consultant in order to obtain the latest information on the planning and design of the new AirTrain system.
- b) NYCT and LIRR consultants are completing conceptual redesigns for complete rebuilds of the 7 train and LIRR stations at Willets Point. The Consultant hereunder must coordinate its efforts with the work performed by the NYCT and LIRR consultants to accommodate convenient passenger connections between the AirTrain station and the redesigned LIRR and NYCT stations, and to address the constructability of an AirTrain Station and related infrastructure in close proximity to the LIRR and NYCT stations. In order to ensure sufficient coordination with both the NYCT and LIRR consultants teams, the Consultant hereunder shall submit a proposed "MTA Coordination Plan" encompassing all Phase 1 tasks hereunder, for review and approval by the Authority and the MTA, within two weeks of Contract Execution.
- c) Coordinate with Authority environmental consultants, who will complete preliminary environmental analysis and provide environmental documentation support for the APM

Program. The Authority's environmental consultants may require coordination meetings with the Consultant in order to obtain the latest information on the planning and design of the new AirTrain system.

- d) Support the Authority's coordination with other agencies, including but not limited to MTA, NYSDOT, NYC Parks Dept., NYCDOT, on an as-needed basis. Summarize analyses for purposes of presentation. Prepare materials for stakeholders and outreach as requested. Attend meetings with Authority staff to provide support.

3) Ridership Forecast:

The Consultant shall complete ridership forecasts for the projected opening service year, as well as five years and twenty-five years after the opening year.

- a) Develop initial ridership demands for the APM Program, taking into account both airline passengers and airport employees. Ridership must also consider current and future demands and capacities of feeder transit systems, including but not limited to MTA and LIRR. The ridership forecast shall:
  - i. Accurately describe current and future travel volumes for the APM Program, as well as existing rail, transit and highway systems, based on existing regional forecasts;
  - ii. Reflect traveler responses to potential changes in travel time, cost, and service quality from service and route changes; if deemed necessary, in consultation with the Authority, conduct a stated preference survey to understand traveler responses.
  - iii. Consider passenger generation from potential airport ancillary facilities at Willets Point, such as a CONRAC, long-term and/or employee parking, and a hotel. All necessary information regarding the sizing and projected use levels of these facilities will be provided by the Authority's LGA Master Planning Consultant.
  - iv. Provide sufficient information to support the preparation of future National Environmental Policy Act (NEPA) documentation;
  - v. Generate appropriate ranges of impacts and sensitivities.
- b) The Consultant shall prepare a ridership forecasting methodology plan for review and approval by the Authority. The methodology plan will explain in appropriate detail:
  - i. The proposed approach to be taken to develop and utilize the forecasting tools required for the APM Program, including coding of the proposed AirTrain system within existing and planned transportation networks, development or modification of model coefficients representing customer sensitivities to travel, waiting and transfer times, costs and qualitative elements of each alternative (including crowding, and other customer amenities).
  - ii. The proposed tools to be utilized for model development, including existing models proposed for use. Where possible, existing, proven model tools used for Authority-sponsored studies shall be utilized and modified as necessary. In the event that proposed model tools have not been previously used for Authority-sponsored studies, an explanation shall be provided of their prior use and applicability to this study.



- iii. The proposed timetable for development, validation and implementation of the forecasting models, including time required for necessary model changes, recalibration, and re-forecasting steps, if deemed necessary by the Authority.
- c) The Consultant shall develop the model tools required for the ridership forecasting subtask as defined in the Methodology report. Subject to execution of appropriate Non-Disclosure and Confidentiality Agreements and Acknowledgements, the following products will be provided by the Authority or MTA to the Consultant as required:
  - i. A working copy of the following models in a previously agreed upon format:
    - a. MTA's Transit Model;
    - b. NYMTC's New York Best Practice Model (NYBPM);
    - c. The Authority's Air Passenger Ground Access Mode Choice Model (AirGRAM);
    - d. The Authority's Airport Choice Model.
  - ii. Future year forecasts of auto traffic, LIRR, NYCT subway, and bus ridership to, from within and adjacent to the Airport and Study Area, to be obtained from NYSDOT and MTA.
  - iii. Future year forecasts of LGA air passenger volumes.
  - iv. Future year assumptions for available airport access services and service characteristics.
  - v. Approved regional forecasts of population, labor force and employment prepared by the New York Metropolitan Transportation Council (NYMTC).
  - vi. Regional highway networks prepared by NYMTC.
  - vii. Airport Choice Model results

Prior to the utilization of the model to prepare the ridership forecast, the Consultant shall validate the model and forecasting process by successfully replicating current-year trip volumes, mode choice and network assignment characteristics to the satisfaction of the Authority. This may include the refinement of the mode choice components. If required, the candidate model mode choice parameters will be calibrated to match observed mode shares from current Authority and/or MTA person-trip tables and/or ridership surveys, and air-passenger surveys, taxi data, For Hire Vehicles (FHV) and other approved sources of observed air passenger and airport worker trips to LGA.

The forecasting model shall be validated to observed counts of transit passengers at the cordon level and at specific screenlines for peak period and daily volumes. For the auto modes of travel, model volumes shall be validated to both total daily traffic and peak period counts at the cordon and individual screenline level. Refinement of available NYMTC highway network data may be required to estimate Level of Service (LOS) for key routes bearing on the LGA transit alternatives, particularly with respect to impacts on the Grand Central Parkway, Van Wyck Expressway, and Brooklyn-Queens Expressway.

4) Alignment Development

- a) Building off the Authority's draft *LaGuardia AirTrain Study Report*, verify various alternative alignments that will meet the demands of the APM Program. The alignments shall also include locations and functional arrangement of stations and maintenance and control facilities. Proposed alignments shall consider all other ongoing and future development at LGA.
- b) Prepare a simulation model to reflect the proposed AirTrain routes (normal and failure mode operations), project peak-hour traffic and final configuration of stations. The model shall be used to recommend final alignment and facility siting for selecting alternatives.
- c) In consultation with the Authority, select a preferred alignment for further development.

5) Technology Assessments and Recommendations:

- a) Assist with review of available technologies that meet the performance requirements of the APM Program and assess the attributes and deficiencies of each.

6) Procurement and Financing Strategy:

- a) Identify all of the relevant procurement methods and other requirements that can affect the procurement of the APM Program components. Submit to the Authority an assessment of the various procurement options available to finalize design, procure Rolling Stock, construct, finance, operate and maintain the APM Program.
- b) Draft a report documenting the various methods and options available along with the pros and cons, life-cycle costs of each, along with recommendations for implementing the APM Program. Address the major tasks to be completed, the parties responsible for completing them and a timetable for completion. Submit the report to the Authority for review and comments. Incorporate Authority comments within three (3) business days and issue report at final.
- c) Participate in a peer review process administered by the Authority. Provide all APM Program information as requested and required by the Authority. Attend meetings and discussions, incorporating comments as required.

7) Other Studies and Reports

Perform various studies and analyses, as required, to support and advance the APM Program, including but not limited to a design basis threat analysis, an analysis of safety and security risk, a traffic management plan and a ground transportation management plan during construction, traffic impact studies and a traffic capacity analysis, resiliency and mitigation measures, luggage handling (checked bags), as well as a tree remediation planting plan.

## TASK B: CONCEPT DESIGN

### 1) Finalize Performance and Operation Requirements:

Define AirTrain performance and operational requirements that take into account ridership and identify headway. In order to properly set station dwell limits and gauge station occupancies, ridership shall be analyzed in time increments not to exceed the anticipated system headway. The ridership analysis shall cover the entire 24-hour average day of the peak month in order to set the system-operating schedule and maintenance window properly. Complete the following tasks and incorporate into final report on performance and operational requirements to be reviewed by the Authority:

- a) Prepare an analysis that will involve updating the initial ridership modeling based on airline operational data and updated aviation activity forecasts. The new analysis shall incorporate any changes in the ridership demand based on airline activity data and planning assumptions made by the Authority's Aviation Department.
- b) Determine passenger capacity, train length and the number of trains required to meet peak demand. Identify peak loads along with future peak loads, depending on airline movements.
- c) Prepare an analysis of passenger circulation distances and times, taking into consideration horizontal and vertical movements as well as available system service levels. Assess if existing and planned vertical circulation is adequate to handle peak demands.
- d) Prepare a passenger circulation diagram, queuing analysis and all pedestrian elements with LOS analysis based on final estimates of ridership and concept configuration of the AirTrain and its stations.
- e) Prepare an emergency evacuation analysis, which shall analyze the conceptual AirTrain platform population, and establish emergency egress requirements based on approved software.
- f) Perform a failure management analysis to identify how service will be maintained under various failure scenarios. Determine the optimum location for crossovers between guideways and guideway locations to store a ready train. This analysis shall include an evaluation of the cost of failure management facilities and systems.
- g) Summarize all work in a Basic Design Criteria, Concept of Operations Report and update Performance Requirements developed under Task A as needed.
- h) Prepare landscape operational design and maintenance criteria identifying the setback limit of all mature tree canopies along the length of the guideway located in planted areas, including but not limited to guideway maintenance and emergency access and security cameras. Select plants that meet the FAA AC 150/5200-33C Wildlife Hazards to Aircraft.

### 2) Propulsion Power System Requirements:

Identify and define the range of power requirements for the AirTrain Propulsion Power System, including the identification of available sources of electrical power at LGA and along the alignment. Coordinate this effort with existing sources of electrical service at LGA. The proposed Propulsion Power System design shall be coordinated with ConEdison

to identify the need to modify electrical service to LGA. Complete the following tasks and incorporate results into a Propulsion Power System Report:

- a. Prepare a preliminary, order-of-magnitude power load estimate of the energy consumption that will be provided for the AirTrain. The analysis shall be based on the planned operating characteristics defined in the Concept of Operations Report and the AirTrain Performance Requirements. The analysis shall consider propulsion power, station electrical loads, and guideway heating. The estimate shall include a projected annualized consumption value and a peak operational load. The estimate shall also estimate demand required at each terminal and the power allocation to each terminal on this basis.
- b. Identify possible locations for power distribution substations. It may be necessary to identify a range of potential solutions resulting in several different locations. The location of these substations shall be a function of the system power demand.
- c. Utilize traction power simulation software, incorporating the planned headways and train technology, to verify the traction power design.
- d. Prepare a Propulsion Power System Report that shall include a narrative and define the limits available for a power propulsion system. The Propulsion Power System Report shall also include conceptual level drawings depicting proposed improvements to be constructed by ConEdison to provide an adequate supply of electrical power to meet AirTrain operational requirements. Submit to the Authority for review. Incorporate Authority comments, if any, and resubmit as Final.

3) Infrastructure Design Criteria & Conceptual Design:

- a. Provide a design aesthetic consistent throughout all elements of the LGA AirTrain system. This design aesthetic should be compatible with the Central Hall and the New Central Terminal Buildings. The LGA AirTrain system will ultimately serve as an extension of the airport to Willets Point Station (on the NYCT's #7 line and the LIRR's Port Washington Branch). As such, the system's interior design should provide airport patrons with an "airport experience" once they enter the LGA AirTrain terminus station at Willets Point.
- b. Develop Infrastructure **Basic Design Criteria** to define requirements for all infrastructure components of the APM Program, including guideway, stations and maintenance/control facilities and define interfaces between the system and related facilities. Confirm what is available and feasible regarding clearances with regard to existing infrastructure and facilities at LGA. Define space requirements, tolerances, clearances, adjacencies, functions, circulation requirements as well as necessary preliminary designs including but not limited to: Architectural, Civil, Electrical/Electronic, Environmental, Geotechnical, Hydrological, Mechanical/Fire Protection, Structural, Track Design, Traffic and Sustainability requirements for stations, guideways, maintenance/control facilities, etc., that must be maintained by any AirTrain Contractor.
- c. The conceptual design shall include tenability criteria and design fire size for stations and train ways. The design shall encompass the following:

- i. The fire heat release rate and fire smoke release rate produced by the combustible load of a vehicle and any combustible materials that could contribute to the fire load at the incident site;
- ii. The fire growth rate;
- iii. Station and train way geometries;
- iv. The effects of elevation, elevation differences, ambient temperature differences, and ambient wind;
- v. A system of fans, shafts, and devices for directing airflow in stations and train ways;
- vi. A program of predetermined emergency response procedures capable of initiating prompt response from the operations;
- vii. Control center in the event of a fire emergency;
- viii. A ventilation system reliability analysis that, as a minimum, considers the following subsystems: (1) Electrical (2) Mechanical and Supervisory control.

The time-of-tenability criteria for stations and train ways shall be established and approved. The time shall be greater than the calculated egress time used to establish egress capacity.

Incorporate the following into the Infrastructure **Basic Design Criteria**:

- i. Provide criteria relative to the required vehicle dynamic envelope, guideway alignment, guideway loads (static and dynamic), lighting, drainage and emergency access requirements, among others.
- ii. Provide criteria relative to the recommended maintenance facility location, size, and configuration. Additional information shall include: required utility services, access, lighting, structural, functional and space allocations.
- iii. Provide recommended location, size, functional layout and other unique requirements for a central control facility.
- iv. Develop space, functional and services requirements for wayside electronics rooms and station equipment rooms. The AirTrain will require a limited amount of space for electronic equipment, dispersed along the AirTrain right-of-way and at stations.
- v. Provide dimensional requirements for the physical interfaces between the guideway and the stations.
- vi. Provide site analysis diagrams, program space adjacency diagrams, narratives as required for Stage I Report/ Basis of Design Documents, and preliminary phasing and staging narrative and diagrams.
- vii. Prepare an Infrastructure Basic Design Criteria Report to document all applicable criteria. The Report shall also identify criteria and/or assumptions that have been made, consider short-term and long-term development of the airport, and assess the phasing in/out of the new/existing system. Submit to the Authority for review. Incorporate Authority comments, if any, and resubmit as Final.
- viii. Develop a preliminary list of required construction permits and approvals, based on a review of the proposed alignment and construction phasing.

- ix. Develop Electrical criteria including: AC and DC power distribution, circuit and equipment protection, lighting, signal system, lightning protection, stray current and corrosion protection, grounding, mechanical and electrical interlocks, metering, indication and control, maintainability, system-wide fire alarm and life safety devices.
- x. Provide Electronics Tasks: Command, Control, and Communication Systems
  - a. Automatic Train Control (ATC)
    - 1) Automatic Train Operation (ATO)
    - 2) Automatic Train Protection (ATP)
    - 3) Automatic Train Supervision (ATS)
  - b. Audio and Visual Communications
    - 1) Audio Communication
      - a. Public Address System
        - 1) For Vehicles
        - 2) For Stations
        - 3) For Fare Zones
        - 4) For Ops and Maintenance Control Facility
      - b. Passenger Assistance/Emergency Telephone
        - 1) For Vehicles
        - 2) For Stations
        - 3) For Fare Zones
        - 4) For Ops and Maintenance Control Facility
      - c. Vehicle Voice Communications
      - d. Recorded Information Aids
      - e. Two-way Radio Communications
      - f. Distributed Antenna Systems (DAS)
      - g. Standard Telephone Service
      - h. Communications Infrastructure, including WiFi
    - 2) Closed-Circuit Television (CCTV) Surveillance System
      - a. For Guideway
      - b. For Train Vehicles
      - c. For Stations
      - d. For Fare Zones
      - e. For Ops and Maintenance Control Facility
      - f. Associated Communications Infrastructure

- c. Fare Collection System
  - 1) For Stations
- d. Access Control and Intrusion Detection Systems
  - 1) For Guideway
  - 2) For Train Vehicles
  - 3) For Stations
  - 4) For Fare Zones
  - 5) For Ops and Maintenance Control Facility
- e. Visual Paging and Master Clock System
  - 1) For Train Vehicles
  - 2) For Stations
  - 3) For Fare Zones
- ix. Develop a list of required environmental permits and approvals, based on a review of the proposed alignment.
- x. Based on a review of information from Task A, Item 1 above, develop a preliminary subsurface investigation and testing program required to obtain the subsurface information and soil properties to develop preliminary design alternatives for the selected roadway alignment. Include the estimated cost of the subsurface investigation and testing program and identify the required permits and rite of entry agreements required to perform the work. Include provisions for the collection of soil samples from the upper ten feet of soil from representative soil borings for environmental laboratory analyses.
- xi. Perform the subsurface investigation program and prepare a preliminary geotechnical report. The report shall include but shall not be limited to the following
  - 1. Subsurface stratigraphy descriptions and soil profile along the proposed AirTrain alignment.
  - 2. Evaluate subsurface investigation laboratory and in situ data and provide a summary of selected design static and seismic soil parameters.
  - 3. Site characteristics for selecting seismic design parameters, which shall include but not be limited to liquefaction analysis, determination of seismic site class, preliminary response spectrums for varying soil profiles, site specific seismic analysis if required, and recommended design earthquake events for various structures which are included in the project.
  - 4. Develop alternative deep foundation design concepts and provide recommendation for various structures (bridges, substations and auxiliary structures, etc.).
- xii. Establish design flood elevations applicable to the APM Program, including but not limited to the alignment, stations, support facilities, and ancillary infrastructure. As

applicable, develop potential risk mitigation alternatives and perform Benefit/Cost Analysis.

- xiii. Preliminary Design calculations to substantiate conceptual design.
- d. Prepare a set of **Basic Contract Drawings** conceptual design for AirTrain facilities. In completion of the Conceptual Designs for the Guideway, Station and Maintenance/Control Facility the Consultant shall include:
  - i. Performance Design Criteria, including sustainable design achievement as applicable. Include the required performance specifications for all necessary building systems.
  - ii. Design Basic Contract Drawings to the preliminary (nominally 20-30%) level. At the discretion of the Authority, some Program elements may need to be advanced to a further level of design due to feasibility or interagency considerations.
    - 1. Foundation drawings showing Pile Cap Sizes, Orientations and Locations.
    - 2. General Plans and Sections showing Rail structure alignment, vertical profile, as well as Station locations and orientations. Also provide Typical Sections and Details.
    - 3. Plans and Sections for other supporting facilities, including but not limited to Sub-station, Utility Building, Maintenance/Control Building, parking, pavement markings, signals, ITS devices, regulatory and warning signs, ground transportation, Sign Structures, Light Pole foundations, Utility manholes, Elevator Structures, Retaining Walls, Signal System infrastructure, fire alarm and life safety systems, corrosion protection, etc.
    - 4. Construction phasing drawings showing sequence of all proposed construction.
    - 5. Traffic drawings showing maintenance of traffic and work area protection based on construction phasing drawings.
    - 6. Environmental drawings showing notes for required permits, soil erosion and sediment control, soil disposal, and clear fill.
    - 7. Electrical power system one-line diagrams, substation equipment layout plans, selection and sizing of major equipment, and power distribution along the alignment as well as at train stations. Recommendation for emergency power and uninterrupted power supply (UPS).
    - 8. Utility coordination for location and quantity of power substations as well as creation of preliminary load letters
    - 9. Building site plans.
    - 10. Building floor plans and reflective ceiling plans of all levels.
    - 11. Building cross sections and longitudinal sections.
    - 12. Building wall sections.
    - 13. Building elevations.



14. Include a list of the required specifications for all necessary building systems. Include information on necessary modifications to Port Authority Standard Specifications where appropriate.
15. Prepare a conceptual landscape-planting plan for all NYC Parks Dept. impact zones and planned remediation planting areas.
16. Prepare a conceptual green infrastructure -- bio-infiltration plan concept plan to offset increased impervious areas.

4) System Performance Specifications:

Prepare the System Performance Specifications. The performance specifications shall present all of the technical and performance requirements for the AirTrain. These will not be presented as a finished design specification, but as performance requirements to the selected AirTrain Contractor. The final design of the AirTrain system equipment will be the responsibility of the selected AirTrain Contractor, which will be contractually obligated to design, manufacture, build, test and demonstrate all aspects of the AirTrain system, to be fully compliant with the requirements of governing agencies and the System Performance Specifications. Preparation of the System Performance Specifications shall be coordinated with other consultants, as directed by the Authority.

5) Cost Estimating and Schedule Development:

- a) Develop preliminary capital cost and operations/maintenance cost estimates for the AirTrain. The cost estimate shall include a breakdown of all costs that will be part of the AirTrain procurement, including but not limited to the provision(s) of all system elements and necessary infrastructure, including stations and maintenance/control facility. Costs shall be based on historical costs for similar/comparable people mover system applications and adjusted to account for local conditions and market conditions.
- b) Develop a detailed implementation schedule for the APM Program. The implementation schedule shall include all aspects of the APM Program, including design, manufacturing, construction and commission of the system and infrastructure components.

6) Financial Feasibility Assessment:

In coordination with, and under the direction of, the Authority's Financial Advisor, the Consultant shall develop preliminary financial plan options using the estimates of capital, operating and maintenance costs developed in Task B5. After reviewing available financial plan options with the Authority, the Consultant shall recommend a preliminary financial plan. The preliminary financial plan will include a review of the capacity of existing funding sources to support the capital and operating costs of the Program. The financial plan will include all assumptions and inputs that contribute to the cash flow projection and the financial analysis of agencies assumptions, capital and operating plans and financial strategies. Evaluate the potential for development, construction and operation of the APM Program and/or one or more individual APM Program components by a public-private initiative.

- 7) Drawings and Documents, Operations and Maintenance Data, Final Acceptance Procedures, etc.:
- a) System Performance Specifications - Document the AirTrain System Performance Specifications. Develop an Operations and Maintenance Agreement, which will be included in the RFP for the AirTrain Contractor. Incorporate Infrastructure Design Criteria and System Performance Specifications.
  - b) Reference Drawings – Provide Reference Drawings depicting the proposed alignment for the AirTrain, siting for station layouts and the maintenance facility, the central control facility, the propulsion power substations and all subsystem equipment rooms.
- 8) Design Software for all Preliminary and Final Design Deliverables: The APM Program shall be developed using a Building Information Modeling (BIM) design process. Consultant shall use the following design software for all preliminary and final design deliverables:
- a) Civil, Geotechnical, Environment, Traffic, Civil Engineering: Autodesk Civil 3D
  - b) Architecture, Structural, Mechanical (including HVAC, Plumbing and Fire Protection), Electrical (including Electronics): Autodesk Revit
  - c) The Consultant shall also:
    - i. Submit a BIM Execution Plan in accordance with the requirements and template found in the Port Authority E/A Design Division BIM Standard.
    - ii. Develop and maintain the Revit BIM models (RVT format) and AutoCAD Civil 3D (DWG format) files as the only sources of information from which the plotted sheets and Design Web Format (DWF format) files are generated.
    - iii. Follow the current Port Authority E/A Design Division CAD Standard for work completed with AutoCAD Civil 3D.
    - iv. All draft documents (at 50% and 100% known as a PA-Wide submission) shall be provided to the Port Authority for review and comment. All draft documents shall be submitted in electronic formats with line numbers so that the Port Authority, and where applicable, the FAA, MTA, NYCDOT, NYSDOT, etc., can utilize a “comment/response matrix” for ease of review and comment. The Consultant shall recommend resolution for all comments in the matrix. After comments are responded to and resolution reached with the Port Authority, all necessary revisions shall be incorporated into the documents. The consolidated draft final drawings, reports and associated documents shall be submitted to the Port Authority and other stakeholders, as appropriate, for final review.
    - v. Final submission of signed and sealed ‘Basic Contract Drawings’ be submitted using archival plotter paper with Permalife® Plotter paper specifications.
  - d) “Basic Design Criteria” Documents shall be developed consistent with Authority electronic strategy and shall utilize approved hardware and software. The systems presently accepted are:
    - i. Microsoft Excel 2007: budgeting, cost monitoring, tables and charts
    - ii. Microsoft Word 2007; word processing
    - iii. Microsoft Power Point 2007; graphics and presentations
    - iv. Microsoft Project 2007; design schedules

- v. Authority Engineering Architectural Design Division CAD Standards, December 2015
- vi. SYNCHRO software version 8.0; Traffic capacity analysis
- vii. VISSIM software version 5.4; Traffic capacity analysis

#### **IV. DESCRIPTION OF THE CONSULTANT'S TASKS DURING PHASE TWO**

The services described in Phase 2 hereunder shall not be construed as construction management services. However, the Authority expects the Consultant to work with the Authority, the AirTrain Contractor and any selected construction management firm.

At the request of the Authority, the Consultant shall provide the services described in this Section IV. Phase 2 services would begin only if the Authority's Board of Commissioners deems the project feasible and authorizes the construction of the AirTrain and after the Authority awards the AirTrain Contract (the Contract) to the firm (Contractor) that will design, build and install the AirTrain system (Implementation Phase), and Phase 2 will conclude when the AirTrain becomes operational. All Phase Two work shall be completed in consultation with the Authority.

##### **TASK A: AIRTRAIN PROCUREMENT CONTRACT DOCUMENTS AND PROCUREMENT SUPPORT**

In direct coordination with the Authority:

- 1) Assist with the development of a Procurement Plan. The Procurement Plan shall describe a systematic method of the steps required to develop the procurement documents and specific timeframes, reviews and approvals needed. The Procurement Plan shall define any remaining information that is required before any contract documents can be prepared. The Procurement Plan shall also define the proposed scope of the AirTrain contract and its interface with other facilities and ongoing programs. Clearly delineate interfaces and system requirements, which will be incorporated as criteria.
- 2) Assist in preparing all supporting contract documents for the procurement of the AirTrain. Assist the Authority in preparing the Contract, General Provisions, and Special Provisions for use in the AirTrain Procurement process.
- 3) Assist in preparation of specific instructions to Proposers. Assist in preparation of specific forms for Proposers to complete, including technical data submission requirements and pricing forms. The procurement process shall be explained in detail and specific instructions on when and how to submit management, technical and pricing information shall be included.
- 4) Assist in the development of certain sections of solicitation documents, including but not limited to General Requirements, Scope of Work, Payments Schedule, Project Coordination, Systems Coordination, Commissioning Responsibilities, Field Engineering, Regulatory Requirements, Project Meetings, Submittals, Project Schedule, Reporting Systems, Environmental Response Plan, Quality Control, Inspection and Testing, Temporary Facilities, Security Requirements, Construction Safety, Temporary Controls, Environmental Protection, Traffic Control, Material and Equipment, Project Close Out, Cleaning, Record Keeping.

- 5) Assist in the preparation of the following documents, if necessary: Requests for Qualifications (RFQ) and Request for Proposals (RFP) for the Design-Build, Finance, Operate and Maintain (DBFOM) (as the case may be), for the AirTrain Program.
- 6) Identify and provide to the Authority a list of automated people mover system suppliers to which the RFQ may be sent, in addition to the public advertisement.
- 7) During the RFP phase, assist in the preparation of responses and correspondence to questions raised by prospective Proposers.
- 8) Assist in the creation of materials for the Authority's use in presentations on the Project to interested Proposers.
- 9) Assist in the preparation of the evaluation criteria and specific forms to be used for selection of the AirTrain Proposer, i.e., technical data requirements and pricing forms, as well as the preparation of the materials to be used in evaluating the proposals.
- 10) Assist in the evaluation of proposals and advise the Authority regarding their relative merits.
- 11) Assist in the preparation for negotiations between the Authority and the selected Proposer. The Consultant shall help clarify any questions about the Proposer's equipment, organization and management, and proposed pricing, and providing additional assistance as requested by the Authority.

#### TASK B: Design Oversight and Documentation Review

- 1) Provide design and quality oversight reviews of the Contractor's services and documentation. These reviews shall help ensure that the AirTrain is successfully completed within the specified schedule, and in full conformance with the Contract requirements. The reviews will fall into three classifications: (1) Contract Submittals Review(s); (2) Design Audit Review(s); and (3) Quality Assurance Review(s). Copies of all review reports prepared by the Consultant will be provided to the Contractor for action.
- 2) Review various data and documentation submittals through the life of the Contract for conformance with Contract requirements. Provide timely alerts to the Contractor if there are any areas where the project work is straying from the Contract requirements or is behind schedule.
- 3) Review of all technical designs prepared by the Contractor and submitted for design reviews. Upon review of the design, the Consultant shall provide comments, which shall alert the Contractor early in the Implementation Phase to areas of design that do not conform to Contract requirements. This shall allow time for redesign and correction within the schedule. In addition to reviewing system equipment and infrastructure elements individually, the Consultant shall perform design reviews on the AirTrain guideway and full structure to ensure that the system and guideway interfaces are properly developed and designed.
- 4) Review the Contractor's Quality Assurance/Quality Control (QA/QC) Plan to ensure that the proper procedures are in place for quality assurance of all aspects of the project: design, manufacturing, construction and testing. Subsequently, conduct audits of QA/QC

documentation and procedures, to verify that the Contractor's own QA/QC Plan are being rigorously followed.

- 5) Review all Contractor testing and commissioning plans, procedures and operations and maintenance plans procedures and manuals.

#### TASK C. Manufacturing, Installation and Construction

- 1) During the Implementation Phase, monitor the AirTrain Contractor's manufacturing and installation of the AirTrain System, and related construction activities.
- 2) Report progress and document any work not in conformance with the Contract Documents. Progress of on-site installation work shall be reported in regular weekly, written reports by the Consultant.
- 3) Conduct in-plant observations and reviews to verify the Contractor's quality procedures during manufacturing and plant testing activities. Additionally, witness selected in-plant tests deemed critical to the successful completion of the project. Tests that do not meet Contract requirements shall be required to be re-run. Any special tests included in the Contract Documents shall be conducted by the Contractor.
- 4) Help review and monitor the actual construction of the AirTrain at all construction sites. Attend regular Progress Meetings during the installation of the AirTrain equipment. The objective of these activities will be to ensure that the work of the Contractor conforms to the requirements of the Contract. In this task, the Consultant will not assume the responsibility for material quality (for example, properties of structural and/or reinforcing steel, concrete mix design, concrete structures, and so forth). This will be a requirement of the Contractor to be included in its QA/QC Plan.

#### TASK D. Acceptance Testing and Demonstrations

Development of the plans, procedures and schedule of acceptance test activities (the Contractor Testing Plan) will be the responsibility of Contractor. The Consultant shall review the Contractor's Testing Plan. The Testing Plan, once approved by the Consultant and the Authority, will serve as the basis for all acceptance activities and the preparation of test and inspection procedures.

- 1) The Consultant shall monitor the testing activities to verify that the Contractor adheres to the approved Testing Plan and that test results are acceptable. Progress of on-site acceptance and commissioning work shall be reported in regular weekly reports.
- 2) Witness the various activities and tests conducted by the Contractor to demonstrate compliance with applicable governing agencies and the Contract requirements. Report the results to the Authority in regular weekly reports and special reports as necessary.
- 3) Review and approve reports of on-site acceptance tests and other activities, as required by the Contract documents and as submitted by the Contractor.
- 4) Witness all final acceptance demonstration activities of the Contractor.
- 5) Review all relevant documents and advise the Authority in a special report regarding the final acceptance of the AirTrain. Final acceptance of the AirTrain, subject to Authority approval, shall follow successful operation of six (6) consecutive months of Operations and Maintenance oversight, including actual passenger carrying operations.

#### TASK E. Warranty Administration

Institute procedures to ensure that warranty activities are separately accounted for and paid for by the Contractor. During the first year of the Operations and Maintenance period, the Contractor will be responsible for correcting any System deficiencies that are covered by the various Warranties included in the Special Provisions of the Contract. It is important that these corrective activities and costs not be paid for by the Port Authority as part of the operations and maintenance services. The Consultant shall oversee the warranty administration.

#### TASK F. Contract Administration and Payments

The Consultant shall monitor project progress and recommend payment retentions as authorized by the Contract provisions, as necessary to protect the Authority.

- 1) Review documentation related to Contractor invoices for payment and recommend payments to be made by the Authority.
- 2) Assist the Authority in the negotiation of Contract change orders and any required amendments to the terms and conditions of the Contract.

### **V. DELIVERABLES AND AUTHORITY DOCUMENTATION REQUIREMENTS**

The final supporting documents shall be submitted electronically, along with three (3) hard copies. All analyses, studies, reports, data, etc. provided, submitted and/or produced by the Consultant under this Agreement shall become the property of the Port Authority and shall not be reproduced or utilized in any way for any purpose without the prior written consent of the Port Authority.

### **VI. INFORMATION AND MATERIALS PROVIDED BY THE AUTHORITY**

The Authority will make available for the Consultant's information certain documents specified below. The documents specified below were not prepared for the purpose of providing information for the Consultant upon the present work but they were prepared for other purposes. The Authority makes no representation or guarantee as to, and shall not be responsible for, their accuracy, completeness or pertinence, and, in addition, shall not be responsible for the conclusions to be drawn. They are made available to the Consultant merely for the purpose of providing information in the possession of the Authority, irrespective of whether such information may be accurate, complete or pertinent, or of any value to the Consultant.

All documents, as well as Authority standards, and Authority specifications will be made available to the Consultant by the Authority.

Said documents are as follows:

#### A. Available Documents

- a) DRAFT LAGUARDIA AIRTRAIN STUDY REPORT, JANUARY 2017
- b) TECHNICAL REPORT: PROPOSED DESIGN CHANGES TO THE CENTRAL TERMINAL BUILDING REDEVELOPMENT PROGRAM AT LGA, 2016

- c) LAGUARDIA AIRPORT SUBWAY ACCESS, ALTERNATIVE ALIGNMENT REPORT (DRAFT), JULY 1999
- d) TECHNICAL STATEMENT OF WORK & PROJECT REQUIREMENTS DOCUMENT, SCOPE DOCUMENT FOR THE NEW LIRR METS – WILLETS POINT STATION, JANUARY 2016
- e) RECONSTRUCTION/MODERNIZATION OF THE METS-WILLETS POINT #7 STATION CONCEPTUAL STUDY / PRELIMINARY DESIGN - SCOPE OF WORK, JANUARY 2016
- f) JFK REDEVELOPMENT PROGRAM DESIGN AND CONSTRUCTION OF PASSENGER DISTRIBUTION SYSTEM, CONTRACT JFK-098.006
- g) EWR REDEVELOPMENT PROGRAM DESIGN AND CONSTRUCTION OF AUTOMATED PEOPLE MOVER (APM), CONTRACT EWR-114.00
- h) EXISTING LGA SUBSURFACE INFORMATION NEAREST TO THE PROPOSED ALIGNMENT
- i) THE NEW LAGUARDIA AIRPORT PLAN AND DESIGN GUIDELINES (MASTER PLAN GUIDELINES)
- j) ADDITIONAL TERMINAL B REDEVELOPMENT DESIGN AND CONSTRUCTION DOCUMENTS, AS AVAILABLE
- k) DELTA AIRSIDE RECONFIGURATION PROJECT, AS AVAILABLE
- l) ADDITIONAL REPORTS, DESIGNS AND DOCUMENTATION FROM THE MTA, NYSDOT AND OTHER AGENCIES, AS REQUIRED

B. Reference Documents

- a) PANYNJ Sustainable Building Guidelines
- b) PANYNJ Sustainable Infrastructure Guidelines
- c) Authority Engineering Architectural Design Division CAD and BIM Standards
- d) Authority Engineering Architectural Design Division CAD Standards (December 2015)
- e) Authority Engineering Architectural Design Division Report Templates
- f) Other information, material, and/or documentation related to the APM Program will be made available to the Consultant as needed and appropriate to assist the Consultant with the performance of requested services.

**VII. CONDITIONS AND PRECAUTIONS**

1) General

- a) Documentation related to the design and construction of the AirTrain will be subject to the provisions in the Port Authority of New York and New Jersey Information Security Handbook, October 15, 2008, corrected as November 14, 2013

(<http://www.panynj.gov/business-opportunities/pdf/Corporate-Information-Security-Handbook.pdf>).

- b) All Consultant staff must be capable of receiving Airside Operations Area (AOA) identification, which includes fingerprinting and an FBI background check.
  - c) Consultant must immediately inform the Authority of any unsafe condition discovered at any time during the course of this work.
  - d) Vehicular traffic on all airport roadways shall always have priority over any and all of the Consultant's operations.
- 2) Work Areas
- a) The Consultant shall limit its work operations to the areas necessary for the performance of such work and shall not interfere with the operation of Authority facilities or the facilities of other agencies without first obtaining specific approval from the Authority.
  - b) During all periods of time when the Consultant is not performing operations at the work sites, it shall store all equipment being used for inspections in areas designated by the Authority, and the Consultant shall provide all security required for such equipment.
  - c) The Consultant shall not permit any objects or pieces of equipment to lie unattended on sidewalks, roadways or structures at any time.
- 3) Work Hours
- a) The Consultant shall perform work at the work sites between the hours of 8:00 A.M. and 5:00 P.M., Monday through Friday, unless otherwise directed by the Authority.
  - b) In any case, no work shall be performed at the sites on a legal holiday of either the State of New York or the State of New Jersey.
  - c) For access to any work site, the Consultant will be provided a name and telephone number of an Authority contact to arrange for any site visits and to obtain facility IDs for all personnel to access the project site. To obtain facility IDs, all personnel must first obtain a Membership ID from the Secure Worker Access Consortium (SWAC).

Note:

The Contractor may be required to have its staff, and any subcontractor's staff working under this Contract, authorize the Authority or its designee to perform background checks. Such authorization shall be in a form acceptable to the Authority. The Consultant (and any sub-consultants) may also be required to use an organization designated by the Authority to perform the background checks. The cost for said background checks for staff that pass and are granted a credential shall be reimbursable to the Consultant (and its sub-consultants) as an out-of-pocket expense. Costs for staff that are rejected for a credential for any reason are not reimbursable.

As of January 29, 2007, the Secure Worker Access Consortium (S.W.A.C.) is the only Authority-approved provider to be used to conduct background screening, except as otherwise required by federal law and/or regulation. Information about S.W.A.C., instructions, corporate enrollment, online applications, and location of processing centers



can be found at <http://www.secureworker.com>, or S.W.A.C. may be contacted directly at (877)522-7922.

### **VIII. AUTHORITY DESIGN STANDARDS AND CODES**

All work shall be designed in accordance with all applicable codes and standards and with the latest Authority standards, which shall include but not be limited to the following:

- 1) The International Building Code, 2010 edition, as modified by the State of New York
- 2) New York City Building Code 2014 or Latest Edition.
- 3) New York City Mechanical Code 2014 or Later Edition.
- 4) Port Authority of New York and New Jersey (PANYNJ) Standards and Guidelines, including but not limited the following:
  - a) Engineering Department Standard Specifications
  - b) Aviation Department Signing and Wayfinding Airport Standards Manual
  - c) Port Authority Graphic Design Standards
  - d) Engineering Department's Engineering/Architecture Design Division CAD/BIM Standards ([www.panynj-cadstandards.com](http://www.panynj-cadstandards.com))
  - e) Engineering Department Engineering/Architectural Design Division Civil Engineering Standard Details and Civil Engineering Design Guidelines
  - f) Engineering Department Engineering/Architecture Design Division Traffic Engineering Standard Details
  - g) Intersection Signalization Procedure
  - h) CADD Graphic Standards
  - i) Traffic Signal Design and Drawing Preparation Guidelines
  - j) Roadside and Median Barrier Design Guide
  - k) Airport Roadway Sign Design Manual
  - l) Manual for Pedestrian Signing & Wayfinding
  - m) ITS Design Guidelines
  - n) LaGuardia Airport ITS Master Plan
  - o) Engineering Department Engineering/Architecture Design Division Electrical Engineering Standard Details
  - p) Engineering Department Engineering/Architecture Design Division Mechanical Engineering Standard Details

- q) PANYNJ Sustainable Building Guidelines and PANYNJ Sustainable Infrastructure Guidelines
  - r) PANYNJ’s Design Guidelines—Climate Resilience
  - s) “Aviation Landscape and Sustainable Design Criteria”, Port Authority Engineering Architectural Design Landscape Staff, July 29, 2014
  - t) Standards for Hung Ceiling Support
  - u) Engineering Department’s Project Delivery Manual
  - v) Tenant Construction Review Manual
  - w) Construction Estimating Guide
  - x) Standards & Guidelines of Authority Technology
  - y) Design Basis Threat Analysis provided by the Authority
- 5) The American Disabilities Act (ADA)
  - 6) 2010 ADA Standards for Accessible Design, or latest version
  - 7) Traffic Detector Handbook
  - 8) International Fire Code (IFC)
  - 9) International Fuel Gas Code
  - 10) National Fire Protection associations (NFPA) ([www.nfpa.org](http://www.nfpa.org)). - relevant standards and guidelines, including but not limited to the following:
    - a) NFPA 101 – Life safety Code
    - b) NFPA 72 – National Fire Alarm Code
    - c) NFPA 130 – Standard for Fixed Guideway Transit and Passenger Rail Systems
    - d) NFPA 415 – Airport Terminal Buildings, Fueling Ramp Drainage, and Loading Walkways 2008 Edition
    - e) NFPA 90A – Standard for the installation of Air Conditioning and Ventilation Systems
    - f) NFPA 2001 Clean Agent Fire Extinguishing Systems, 2008 Edition.
  - 11) Federal Aviation Administration (FAA) - relevant standards and guidelines, including but not limited to the following:
    - a) Advisory Circular No. FAA AC 150/5300-13 - entitled “Airport Design”
    - b) Advisory Circular No. 150/5200-33B, entitled “Hazardous Wildlife Attractants On or Near Airports”, dated 8/28/2007.
    - c) Advisory Circular No. FAA 150/5200-33C entitled “Protocol for the Conduct and Review of Wildlife Hazards Site Visits, Wildlife Assessments and Wildlife Hazards Management Plans (Draft AC), 12/7/2012.

- 12) US Green Building Council (USGBC) Leadership in Energy & Environmental Design (LEED) green building rating system ([www.usgbc.org](http://www.usgbc.org))
- 13) American Society for Testing & Materials (ASTM) Standards.
- 14) American National Standards Institute (ANSI) Standards
- 15) Underwriters Laboratories, Inc. (UL)
  - a) UL 467 Grounding and Bonding Equipment
  - b) Standard 802.15.4: Wireless Medium Access Control and Physical Layer Specifications for Low-Rate Wireless Personal Area Networks, Institute of Electrical and Electronics Engineers (IEEE).
- 16) National Institute for Occupational Safety & Health (NIOSH) Guidelines ([www.cdc.gov](http://www.cdc.gov))
- 17) Occupational Safety and Health Administration (OSHA) - relevant standards and guidelines including but not limited to the following: 29 CFR (Code of Federal Regulations) Part 1926.1101, U.S. OSHA – Asbestos Standard for the Construction Industry ([www.osha.gov](http://www.osha.gov))
- 18) American Society of Civil Engineers (ASCE) 7-10 Minimum Design Loads for Buildings and Other Structures ([www.ascelibrary.aip.org](http://www.ascelibrary.aip.org))
- 19) American Institute of Steel Construction (AISC) ([www.aisc.org](http://www.aisc.org)) - relevant standards and guidelines, including but not limited to the following:
  - a) Specifications for Structural Steel Buildings, 2005 Edition.
  - b) Steel Construction Manual, 13<sup>th</sup> Edition.
- 20) New York City Plumbing Code 2014, or Latest Edition.
- 21) American Society of Mechanical Engineers (ASME)
- 22) Insulating Glass Certification Council (IGCC)
- 23) Air Conditioning and Refrigeration Institute (ARI)
- 24) American Society of Heating, Refrigerating and Air-Conditioning Engineers (ASHRAE) ([www.ashrae.org](http://www.ashrae.org)) - relevant standards and guidelines, including but not limited to the following:
  - a) Standard 90.1 – 2010: Energy Standard for Buildings Except Low-rise Residential Buildings – with technical amendments per N.J.A.C. 5:23-3.18.
  - b) Standard 62.1 – 2007: Ventilation for Acceptable Indoor Air Quality
  - c) Standard 55 – 2010: Thermal Environmental Conditions for Human Occupancy
  - d) Standard 52.2 – 2007: Method of Testing General Ventilation Air – Cleaning Devices for Removal Efficiency by Particle Size
  - e) Standard 15: Safety Standard for Refrigeration System
- 25) Sheet Metal and Air Conditioning Contractors' National Association (SMACNA) Standards ([www.ashrae.org](http://www.ashrae.org))
- 26) Air Movement and Control Association (AMCA) Standards ([www.amca.org](http://www.amca.org))

- 27) American Public Transportation Association (APTA)
- 28) Associated Air Balancing Bureau (NEBB) Standards
- 29) NYSDOT Highway Design Manual  
(<https://www.dot.ny.gov/divisions/engineering/design/dqab/hdm?nd=nysdot>)
- 30) New York State Department of Transportation Engineering Instruction "NYSDOT LRFD Bridge Design Specifications" Latest edition.
- 31) NYSDOT Standard Sheets
- 32) NYCDOT Standard Sheets
- 33) NYS Supplement to the Manual on Uniform Traffic Control Devices (MUTCD)
- 34) American Association of State Highway and Transportation Officials (AASHTO) ([www.transportation.org](http://www.transportation.org)) - relevant standards and guidelines, including but not limited to the following:
  - a) A Policy on Geometric design of Highways and Streets; 2004, Fifth Edition.
  - b) Roadside Design Guide (3<sup>rd</sup> Edition) 2006, with Updated Chapter 6
  - c) LRFD Bridge Design Specifications, Latest Edition.
  - d) Standard Specifications for Structural Supports for Highway Signs, Luminaries and Traffic Signals, Latest Edition.
  - e) GL-6 Roadway Lighting Design Guide
  - f) Standard Specifications for Highway Bridges
- 35) Federal Highway Administration (FHWA) ([www.fhwa.dot.gov](http://www.fhwa.dot.gov)) - relevant standards and guidelines, including but not limited to the following:
  - a) Manual on Uniform Traffic Control Devices, 2009 Edition.
  - b) Standard Highway Signs, 2004 Edition
  - c) Traffic Monitoring Guide
- 36) Transportation Research Board (TRB) ([www.trb.org](http://www.trb.org)) – Highway Capacity Manual 2010 (HCM2010)
- 37) American Concrete Institute (ACI) – Building Code Requirements for Structural Concrete, 2005 Edition ([www.concrete.org](http://www.concrete.org))
- 38) American Petroleum Institute (API) Standards.
- 39) American Welding Society (AWS) ([www.aws.org](http://www.aws.org)) - relevant standards and guidelines, including but not limited to the following:
  - a) Structural Welding Code Steel AWS D1.1 – Latest Edition.
  - b) Bridge Welding Code AWS D1.5 – Latest Edition.
- 40) Utility Company's/Owner's standards and requirements. (Private Utility Companies that are expected to be impacted include, but are not limited to, Con Ed and Verizon)

- 41) Requirements for the removal of paint coatings containing lead and other toxic metals, in accordance with SSPC guidelines, Local, State, and Federal regulations ([www.sspc.org](http://www.sspc.org))
- 42) National Association of Corrosion Engineers (NACE)
- 43) National Electrical Manufacturers Association
  - a) Standard for Traffic Control Systems (Publication No. TS-1)
  - b) Standard for Traffic Control Assemblies (Publication No. TS-2)
  - c) NEMA TS4: Hardware Standards for Dynamic Message Signs (DMS) with NTCIP Requirements
  - d) NEMA 250: Enclosures for Electrical Equipment (100 Volts Max)
  - e) National Transportation Communications for Intelligent Transportation
  - f) Systems Protocol (NTCIP) Standards: NTCIP 1201 Global Object Definitions,
  - g) NTCIP 1203 Object Definitions for Dynamic Message Signs, and NTCIP 2001 Class B Profile
  - h) Standards for Enclosures for Electrical Equipment (Publication No. 250)
  - i) Standards for Wiring Devices -Dimensional Requirements (Publication No. WD6)
- 44) Illuminating Engineering Society of North America (IESNA)
- 45) New York State Department of Environmental Conservation ([www.dec.ny.gov](http://www.dec.ny.gov)) relevant standards, regulations, and guidelines
- 46) Army Corps of Engineers (<http://www.usace.army.mil/>) relevant standards, regulations, and guidelines
- 47) New York City Department of Environmental Protection (<http://www.nyc.gov/html/dep/html/home/home.shtml>) relevant standards, regulations, and guidelines.
- 48) Environmental Protection Agency-Code of Federal Regulations-([www.epa.gov/](http://www.epa.gov/)) relevant standards and guidelines, including but not limited to the following:
  - a) Spill Prevention Control and Countermeasure Plans (40 CFR part 112)
  - b) Technical Standards and Corrective Action Requirements for Owners and Operators of Underground Storage Tanks (UST) (40 CFR Part 280).
- 49) Latest Planning Guidelines and Design Standards for Checked Baggage Inspection System, TSA Ver. 3.0 November 27, 2009
- 50) Latest Recommended Security Guidelines for Airport Planning, Design and Construction, TSA Revised May 2011
- 51) Latest Airport Technical Design Standards Passenger Processing Facilities, US Department of Homeland Security, US Custom and Border Protection August, 2006.
- 52) American Railway Engineering and Maintenance-of-way Association (AREMA), 2012.
- 53) NYC Parks & Recreation Forestry Permit (<http://www.nycgovparks.org/pagefiles/52/P-A-Forestry-Application-Updated.pdf>), Send completed applications to: NYC Parks &

Recreation, Attn: Queens Forestry, 80-30 Park Lane, Kew Gardens, NY 11415. Phone (718) 393-7320, Fax (718) 393-7373.

- 54) N.Y.S. Department of Agriculture and Markets Division of Plant Industry, 4 Stewart Avenue, West Hampton Beach, NY 11878 (631) 288-1751 or (800) 554-4501 ext. 72087. Queens is located in the quarantine area of the Asian Longhorned Beetle. Be aware of the Emerald Ash Borer and its impact in this area. [http://www.nycgovparks.org/pagefiles/59/asian\\_longhorned\\_beetle\\_quarantine\\_2013.pdf](http://www.nycgovparks.org/pagefiles/59/asian_longhorned_beetle_quarantine_2013.pdf)
- 55) New York City Department of Parks and Recreation – Flushing Meadows Corona Park – Strategic Framework Plan <http://www.nycgovparks.org/parks/flushing-meadows-corona-park>
- 56) Flushing Meadows Corona Park Conservancy - <http://www.fmcp-conservancy.org/> - mission park conservation.

## **IX. LIABILITY INSURANCE AND WORKERS' COMPENSATION INSURANCE**

### **1. Commercial Liability Insurance:**

- a) The Consultant shall take out and maintain at his own expense Commercial General Liability Insurance including but not limited to Premises-Operations, Products, Completed Operations, Work within 50 feet of railroad, explosion, collapse and underground property damage (XCU) coverage, terrorism, and Independent Contractors' coverages in limits of not less than \$25,000,000 combined single limit per occurrence for Bodily Injury Liability and Property Damage Liability. And if vehicles are to be used to carry out the performance of this Agreement, then the Consultant shall also take out, maintain and pay the premiums on Automobile Liability Insurance covering all owned, non-owned and hired autos in not less than \$25,000,000 combined single limit per accident for bodily injury and property damage. Any/all activities performed airside must, at all times, be performed while under security escort as approved in advance, and in writing by the Project Manager. If at any time, the Consultant is directed to perform services airside in absence of an approved escort, the Commercial General Liability Insurance and Automobile Liability Insurance provided by the Consultant must contain limits of not less than \$25,000,000 combined single limit per occurrence, as provided in item 2) (a) below. In addition, the liability policies (other than Professional Liability) shall include the "Port Authority of New York and New Jersey and its related entities, The City of New York, NYSDOT, NYCDOT, NYC Parks and Recreation, MTA, LIRR, NYCT, National-Rent-a Car, Avis-Rent-a Car, Ace-Rent-a Car, Hertz-Rent-a Car, Budget-Rent-a Car, Dollar-Rent-a Car, Thrifty-Rent-a Car, Payless-Rent-a Car, and their Successors or Assigns" as additional insured and shall contain an endorsement that the policy may not be canceled, terminated or modified without thirty (30) days written advance notice to the Project Manager as noted below. Moreover, the Commercial General Liability policy shall not contain any provisions (other than a Professional Liability exclusion, if any) for exclusions from liability other than provisions or exclusions from liability forming part of the most up to date ISO form or its equivalent unendorsed Commercial General Liability Policy. The liability policy(ies) and certificate of insurance shall contain separation of insured condition (cross-liability) and severability of interests provisions so that coverage will respond as if separate policies were in force for each insured. Any and all excess and umbrella policies shall 'follow form' by conforming to the underlying policies.

Furthermore, the Consultant's insurance shall be primary insurance as respects to the above additional insureds. Any insurance or self-insurance maintained by the above additional insureds shall not contribute to any loss or claim. The Consultant shall be responsible for any and all deductibles and losses not covered by insurance.

- i. Further, the certificate of insurance and the liability Policy (ies) shall be specifically endorsed that *"The insurance carrier(s) shall not, without obtaining the express advance permission from the General Counsel of the Port Authority, raise any defense involving in any way the jurisdiction of the tribunal over the person of the Port Authority, the immunity of the Port Authority, its Commissioners, officers, agents or employees, the governmental nature of the Port Authority, or the provisions of any statutes respecting suits against the Port Authority."*
  - b) Additional Coverages: The Consultant shall have the policy endorsed when required by the Chief Engineer for specific services hereunder and shall include the additional premium cost thereof as an out-of-pocket expense:
    - i. Endorsement to eliminate any exclusions on account of ownership, maintenance, operation, use, loading or unloading of watercraft.
    - ii. Railroad Protective as required
2. **Workers' Compensation Insurance:**
- a) The Consultant shall take out and maintain Workers' Compensation Insurance in accordance with the requirements of law and Employer's Liability Insurance with limits of not less than \$1,000,000 each accident. A waiver of subrogation in favor of the additional insureds, as allowed by law, shall be included.
  - b) Additional Coverages: The Consultant shall have the policy endorsed when required by the Chief Engineer for specific services hereunder and shall include the additional premium cost thereof as an out-of-pocket expense:
    - i. United States Longshoremen's and Harbor Workers' Compensation Act Endorsement.
    - ii. Coverage B Endorsement - Maritime (Masters or Members of the Crew of Vessels), in limits of not less than \$1,000,000 per occurrence.
    - iii. Amendments to Coverage B, Federal Employers' Liability Act in limits of not less than \$1,000,000 per occurrence.

3. **Professional Liability Insurance:**

Not less than \$10 million each occurrence, covering acts, errors, mistakes, and omissions arising out of the work or services performed by Consultant, or any person employed by Consultant. All endorsements and exclusions shall be evidenced on the certificate of insurance. The coverage shall be written on an occurrence basis.

4. **Compliance:**

Prior to commencement of work at the site, the Consultant shall deliver, via e-mail, to the Project Manager, a certificate from its insurer evidencing policies of the above insurance

stating the title of this Agreement, the P. A. Agreement number and containing a separate express statement of compliance with each of the requirements above set forth.

- a) Renewal certificates of insurance or policies shall be delivered to the Facility Contract Administrator, Port Authority, at least fifteen (15) days prior to the expiration date of each expiring policy. The General Manager, Risk Management must approve the renewal certificate(s) of insurance before work can resume on the facility. If at any time any of the certificates or policies shall become unsatisfactory to the Port Authority, the Consultant shall promptly obtain a new and satisfactory certificate and policy.
- b) If at any time the above liability insurance should be canceled, terminated, or modified so that the insurance is not in effect as above required, then, if the Project Manager shall so direct, the Consultant shall suspend performance of the Agreement at the premises. If the Agreement is so suspended, no extension of time shall be due on account thereof. If the Agreement is not suspended (whether or not because of omission of the Project Manager to order suspension), then the Authority may, at its option, obtain insurance affording coverage equal to the above required, the cost of such insurance to be payable by the Consultant to the Authority.
- c) Upon request of the General Manager, Risk Management/Treasury, the Consultant shall furnish to the Authority a certified copy of each policy itself, including the provisions establishing premiums.
- d) The requirements for insurance procured by the Consultant shall not in any way be construed as a limitation on the nature or extent of the contractual obligations assumed by the Consultant under this Agreement. The insurance requirements are not a representation by the Authority as to the adequacy of the insurance to protect the Consultant against the obligations imposed on it by law or by this or any other Agreement.

#### **5. Policy Terms and Conditions**

- a) In the event the Consultant maintains insurance in greater limits than the stated minimum, the additional insureds listed in the Contract shall be included as additional insureds to the full extent of all such insurance.
- b) The Consultant shall be responsible to ensure that its subcontractors maintain satisfactory insurance requirements and that they are supplied with this section of the Contract known as "Liability Insurance and Workers Compensation Insurance". Further, it is the Consultant's responsibility to maintain coverage and to ensure that the type and limits of coverage are accurate, and to retain all subcontractors' certificates of insurance. All certificates of insurance shall be provided to the Authority upon request by the Authority and upon completion of the Contract.
- c)

The insurance coverage (including primary, excess and/or umbrella) hereinafter afforded by the Contractor and all subcontractor(s) shall be primary insurance and non-contributory with respect to the additional insureds.
- d) Excess/Umbrella policies shall "follow form" to the underlying policy.
- e) Excess/Umbrella policies shall have a liberalization clause with drop down provision.



f) To the extent any coverage the Contractor and subcontractor(s) obtains and/or maintains under this Contract contains “Other Insurance” language or provisions, such language or provisions shall not be applicable to the additional insureds or to any insurance coverage maintained by the additional insureds.

g) Additional insureds coverage shall not be restricted to vicarious liability unless required by controlling law

h) A waiver of subrogation (as allowed by law) shall be given in favor of the additional insureds

6. The Authority may at any time during the term of this Agreement add, change or modify the limits and coverages of insurance. Should the modification or change result in an additional premium, the General Manager, Risk Management for the Authority may consider such cost as an out-of-pocket expense.

\*\*\*

**P.A. AGREEMENT #AVI-17-\*\*\***  
DATE

FIRM NAME  
ADDRESS  
CITY, STATE ZIP

Attention: CONTACT NAME, TITLE

**SUBJECT: PERFORMANCE OF EXPERT PROFESSIONAL PRELIMINARY  
DESIGN SERVICES FOR THE INITIAL DESIGN OF AIRTRAIN AT  
LAGUARDIA AIRPORT AS REQUESTED ON AN "AS-NEEDED" BASIS  
AND OPTIONAL TECHNICAL ADVISORY SERVICES ON AN "AS-  
NEEDED" BASIS**

Dear CONTACT:

1. The Port Authority of New York and New Jersey (the "Authority") hereby offers to retain FIRM NAME (the "Consultant" or "you") to provide as-needed expert professional preliminary design services, as more fully set forth in Attachment A, which is attached hereto and made a part hereof.

The Authority reserves the right, at its sole discretion, to order as-needed technical advisory services, as more fully set forth in Attachment A.

The Authority does not guarantee the ordering of any services under this Agreement and specifically reserves the right, in its sole discretion, to use any person or firm to perform the type of services required hereunder.

The Authority has determined that the performance of the services contemplated hereunder shall give rise to the existence of a conflict of interest, and accordingly, the Consultant is expressly precluded from participation in, or the performance of, other LaGuardia Airport AirTrain contracting opportunities.

2. This Agreement shall be signed by you and by the Authority's Chief Procurement Officer. As used herein and hereafter, the "Director" means the Director, Aviation Department of the Authority, or duly authorized representatives acting within the scope of the particular authority vested in them.

For the purpose of administering this Agreement, the Director has designated DAR NAME, TITLE, to act as his duly authorized representative. The Project Manager for this project is NAME, tel. (\*\*\*)\*\*\*-\*\*\*\*, or e-mail address: \*\*\*\*@panynj.gov.

3. Your services shall be performed as expeditiously as possible and at the time or times required by the Director. Time is of the essence in the performance of all your services under this Agreement.

4. In order to effectuate the policy of the Authority, the services provided by the Consultant shall comply with all provisions of federal, state, municipal, local and departmental laws, ordinances, rules, regulations, and orders which would affect or control said services as if the services were being performed for a private corporation, unless the Authority standard is more stringent, in which case the Authority standard shall be followed, or unless the Consultant shall receive a written notification to the contrary signed by the Director personally, in which case the requirements of said notification shall apply.

5. The Consultant shall meet and consult with Authority staff as requested by the Director in connection with any service to be performed herein. All items to be submitted or prepared by the Consultant hereunder shall be subject to the review of the Director. The Director may disapprove if, in his sole opinion, said items are not in accordance with the requirements of this Agreement or accepted professional standards or are impractical, uneconomical or unsuited in any way for the purpose for which they are intended. If any of the said items or any portion thereof are so disapproved, the Consultant shall forthwith revise them until they meet the approval of the Director, but the Consultant will not be compensated under any provision of this Agreement for performance of such revisions. No approval or disapproval or omission to approve or disapprove, however, shall relieve the Consultant of its responsibility under this Agreement to furnish the requested services in accordance with an agreed upon schedule and in accordance with professional standards.

6. You shall not continue to render services under this Agreement after the point at which the total amount to be paid to you hereunder including reimbursable expenses reaches the amount of \$\*\*\*,\*\*\*.00 (\*\*\*\*\*), unless you are specifically authorized in writing to so continue by the Director. If no such authorization is issued, this Agreement shall be terminated without further obligation by either of the parties as to services not yet performed, but you shall be compensated as hereinafter provided for services already completed. It is understood, however, that this limitation shall not be construed to entitle you to the above amount as a minimum compensation.

7. As full compensation for all your services and obligations in connection with this Agreement, the Authority will pay you the total of the amounts computed under subparagraphs A, B, C, D, and E below, subject to the limits on compensation and provisions set forth above. Subject to the terms and conditions below, travel time is not reimbursable under subparagraphs A, B, and C hereunder.

A. For work performed at the Consultant's offices, the Consultant will be compensated at an amount equal to \*.\*\* times the actual salaries paid by you to professional and technical personnel (but not partners or principals) for time actually spent by them in the performance of services hereunder. For work performed at Authority office(s), as mutually agreed upon, the Consultant will be compensated at an amount equal to \*.\*\* times the actual salaries paid by you to professional and technical personnel (but not partners or principals) for time actually spent by them in the performance of services hereunder, plus an amount equal to the number of hours actually spent by partners and principals in the performance of services hereunder times the billing rate (no multiplier applied) described below but in each case excluding premium payments for overtime work or night work or for performing hazardous duty. Attached hereto is a schedule of actual salaries and titles of architects, engineers, technical staff and/or other permanent professional and

technical personnel employed by you, as well as rates customarily billed for partners and principals on projects such as this. Said schedule shall clearly indicate any of your employees, proposed by you to perform the requested services, that are former Authority employees. For compensation purposes under this Agreement, no said salary or amount shall exceed the salary or amount received by said personnel or rate customarily billed for a partner or principal as of the effective date of this Agreement unless the Director has been notified in advance, in writing, of the increased salary, rate or amount and approves the increase.

The Consultant shall verify that its employees, or subconsultants, working under this Agreement are legally present and authorized to work in the United States, as per the federally required I-9 Program. Furthermore, upon request of the Authority, the Consultant shall furnish, or provide the Authority access to federal Form I-9 (Employment Eligibility Verification) for each individual hired by the Consultant, performing services hereunder. This includes citizens and noncitizens.

The Authority reserves the right of approval of all personnel, amounts, billing rates and salaries of said personnel performing services under this Agreement. When requesting salary or billing rate adjustments for one or more of its personnel, the Consultant shall submit his/her name, title, current direct hourly rate or billing rate, proposed new direct hourly salary or billing rate, resulting percentage increase, effective date and reason for the requested change, setting forth in detail any increased cost to the Consultant of providing the services under this Agreement which has given rise to the request for increased salary. For adjustments submitted after the effective date of this Agreement, the Authority will grant an increase only if the Consultant demonstrates compliance with all of the following conditions: that increases in salary, or partner's or principal's billing rate or amount, are in a) accordance with the program of periodic merit and cost of living increases normally administered by it, b) are warranted by increased costs of providing services under this Agreement, c) are based upon increases in salaries and billing rates which are generally applicable to all of Consultant's clients and d) are in accordance with the Authority's salary rate increase policy for the current year for Authority employees possessing comparable skills and experience. If, during any calendar year, Authority limits are not available to the Consultant in a timely fashion, increases falling within such limits may be approved retroactively, as appropriate. The amount of increase in salary or billing rate, if any, to be applicable under this Agreement will in all cases be finally determined by the Director or his designee, in his sole and absolute discretion.

Notwithstanding the above, the multipliers set forth in the second and fifth lines of this subparagraph shall be applied only in the case of personnel other than partners or principals who are permanent employees.

B. Premium payments for overtime work or night work or for performing hazardous duty, actually paid to professional and technical employees, but not partners or principals, for time actually spent by them in the performance of services hereunder when such overtime or other premium payments have been demonstrated to be in accordance with the Consultant's normal business practice will be reimbursed by the Authority when they have been authorized in advance by the Director in writing. The Project Manager for the Authority shall have the right to authorize and approve premium payments up to a total amount of one thousand dollars (\$1,000) per occasion. Payments above said total amount shall be subject to the prior written authorization of the Director. Such premium payments to supervisory employees who do not receive such payments in the Consultant's normal business practice will not be given under this Agreement.

C. Amounts actually paid to subconsultants hereunder who have been retained after the written approval by the Director of the subconsultant and the compensation to be paid the subconsultant. The Consultant shall submit a copy of the terms and conditions of the subconsultant's compensation (including multiplier, if applicable), as well as an estimate of the number of hours required by the subconsultant to perform his services, as part of any request for approval of the subconsultant.

D. Out-of-pocket expenses, approved in advance by the Director, necessarily and reasonably incurred and actually paid by you in the performance of your services hereunder. Out-of-pocket expenses are expenses that are unique to the performance of your services under this Agreement and generally contemplate the purchase of outside ancillary services, except that for the purpose of this Agreement, out-of-pocket expenses do include amounts for long distance telephone calls, rentals of equipment, travel and local transportation and meals and lodging on overnight trips.

Notwithstanding the above, the Authority will pay an amount approved in advance by the Director and computed as follows for the reproduction of submittal drawings, specifications and reports:

1) If the Consultant uses its own facilities to reproduce such documents, an amount computed in accordance with the billing rates the Consultant customarily charges for reproduction of such documents under agreements such as this, or

2) If the Consultant uses an outside vendor for the reproduction of such documents, the actual, necessary and reasonable amounts for the reproduction of such documents.

The Authority will not pay for expenses that are usually and customarily included as part of the Consultant's overhead. For the purposes of this Agreement out-of-pocket expenses do not include amounts for typing, utilization of computer systems, computer aided design and drafting (CADD), cameras, recording or measuring devices, flashlights and other small, portable equipment, safety supplies, phones, telephone calls, electronic messaging including Fax, or expendable office supplies. Unless otherwise indicated, required insurance is not a reimbursable expense.

When the Consultant uses its personal vehicle to provide services within the Port District, the Consultant will be reimbursed for travel expenses beyond normal commuting costs at a rate not higher than the Annual Federal Mileage Reimbursement Rate (as determined by the United States General Services Administration (GSA) – <http://www.gsa.gov/portal/content/100715>) per mile traveled by auto.

When the Consultant is asked to provide services outside the Port District, the actual cost of transportation as well as the cost for hotel accommodations and meals will be reimbursable hereunder when approved in advanced in writing by the Director. The cost for all meals and lodging on approved overnight trips is limited to the amounts established by the United States GSA for that locality.

GSA Domestic Rates: <http://www.gsa.gov/portal/category/21287>

You shall obtain the Director's written approval prior to making expenditures for out-of-pocket expenses in excess of one thousand dollars (\$1,000) per specific expenditure and for all overnight trips, which are reimbursable expenditures as set forth above. You shall substantiate all billings for out-of-pocket expenses in excess of twenty-five dollars (\$25) with receipted bills and shall provide said receipts with the appropriate billing.

E. As used herein:

"Port District" is a geographical area of about 1,500 square miles in the States of New York and New Jersey, centering about New York Harbor. The Port District includes the Cities of New York and Yonkers in New York State, the cities of Newark, Jersey City, Bayonne, Hoboken and Elizabeth in the State of New Jersey and over 200 other municipalities, including all or part of seventeen counties, in the two States.

"Salaries paid to employees" or words of similar import means salaries and amounts actually paid (excluding payments or factors for holidays, vacations, sick time, bonuses, profit participations and other similar payments) to architects, engineers, designers, drafters or other professional and technical employees of the Consultant for time actually spent directly in the performance of technical services hereunder and recorded on daily time records which have been approved by the employee's immediate supervisor, excluding the time of any employee of the Consultant to the extent that the time of such employee of the Consultant is devoted to typing/word processing, stenographic, clerical or administrative functions. Such functions shall be deemed to be included in the multiplier referred to in Subparagraph A above.

8. You shall keep, and shall cause any subconsultants under this Agreement to keep, daily records of the time spent in the performance of services hereunder by all persons whose salaries or amounts paid thereto will be the basis for compensation under this Agreement as well as records of the amounts of such salaries and amounts actually paid for the performance of such services and records and receipts of reimbursable expenditures hereunder and, notwithstanding any other provision of this Agreement, failure to do so shall constitute a conclusive waiver of any right to compensation for such services or expenses as are otherwise compensable hereunder. The Authority will have the right to audit all such records.

The Authority will have the right to inspect your records, and those of your subconsultants, pertaining to any compensation to be paid hereunder, such records to be maintained by you and your subconsultants for a period of one year after completion of services to be performed under this Agreement.

9. On or about the fifteenth (15<sup>th</sup>) day of each month, you shall render a bill for services performed and reimbursable out-of-pocket expenses incurred in the prior month, accompanied by such records and receipts as required, to the Project Manager. Each invoice shall bear your taxpayer number and the purchase order number provided by the Director. Upon receipt of the foregoing, the Director will estimate and certify to the Authority the approximate amount of compensation earned by you up to that time. As an aid to you, the Authority will, within thirty (30) days after receipt of such certification by the Director, advance to you by check the sum certified minus all prior payments to you for your account.

10. The Authority may at any time for cause terminate this Agreement as to any services not yet rendered, and may terminate this Agreement in whole or in part without cause upon three (3) days notice to you. You shall have no right of termination as to any services under this Agreement without just cause. Termination by either party shall be by certified letter addressed to the other at its address hereinbefore set forth. Should this Agreement be terminated in whole or in part by either party as above provided, you shall receive no compensation for any services not yet

performed; but if termination is without fault on your part, the Authority will pay you as the full compensation to which you shall be entitled in connection with this Agreement the amounts computed as above set forth for services completed to the satisfaction of the Director through the date of termination, minus all prior payments to you.

11. You shall not issue or permit to be issued any press release, advertisement or literature of any kind which refers to the Authority or to the services performed in connection with this Agreement, unless you first obtain the written approval of the Director. Such approval may be withheld if for any reason the Director believes that the publication of such information would be harmful to the public interest or is in any way undesirable.

12. Under no circumstances shall you or your subconsultants communicate in any way with any contractor, department, board, agency, commission or other organization or any person, whether governmental or private, in connection with the services to be performed hereunder except upon prior written approval and instructions of the Director, provided, however, that data from manufacturers and suppliers of material shall be obtained by you when you find such data necessary, unless you are otherwise instructed by the Director.

13. Any services performed for the benefit of the Authority at any time by you or on your behalf, even services in addition to those described herein, even if expressly and duly authorized by the Authority, shall be deemed to be rendered under and subject to this Agreement (unless referable to another express written, duly executed agreement by the same parties), whether such additional services are performed prior to, during or subsequent to the services described herein, and no other rights or obligations shall arise out of such additional services.

14. No certificate, payment (final or otherwise), acceptance of any work or any other act or omission of the Authority or the Director shall operate to release you from any obligations under or upon this Agreement, or to estop the Authority from showing at any time that such certificate, payment, acceptance, act or omission was incorrect or to preclude the Authority from recovering any money paid in excess of that lawfully due, whether under mistake of law or fact or to prevent the recovery of any damages sustained by the Authority.

15. Originals of estimates, reports, records, data, charts, documents, renderings, computations, computer tapes or disks, and other papers of any type whatsoever, whether in the form of writing, figures or delineations, which are prepared or compiled in connection with this Agreement, shall become the property of the Authority, and the Authority will have the right to use or permit the use of them and of any ideas or methods represented by them for any purpose and at any time without compensation other than that specifically provided herein. The Consultant hereby warrants and represents that the Authority will have at all times the ownership and rights provided for in the immediately preceding sentence free and clear of all claims of third persons, whether such claims presently exist or arise in the future and they are whether presently known to either of the parties to this Agreement or not. This Agreement shall not be construed, however, to require the Consultant to obtain for the Consultant and the Authority the right to use any idea, design, method, material, equipment or other matter which is the subject of a valid patent, unless owned by the Consultant, by a subconsultant or by an employee of either. Whether or not your Proposal

is accepted by the Authority, it is agreed that all information of any nature whatsoever which is in any way connected with the services performed in connection with this Agreement, regardless of the form in which it has been or may be given by you or on your behalf, whether prior or subsequent to the execution of this Agreement, to the Authority, its Commissioners, officers, agents or employees, is not given in confidence and may be used or disclosed by or on behalf of the Authority without liability of any kind, except as may arise under valid existing or pending patents, if any.

16. If research or development is furnished in connection with the performance of this Agreement and if in the course of such research or development patentable subject matter is produced by the Consultant, its officers, agents, employees, or subconsultants, the Authority will have, without cost or expense to it, an irrevocable, non-exclusive royalty-free license to make, have made and use, either itself or by anyone on its behalf, such subject matter in connection with any activity now or hereafter engaged in or permitted by the Authority. Promptly upon request by the Authority, the Consultant shall furnish or obtain from the appropriate person a form of license satisfactory to the Authority; but it is expressly understood and agreed that, as between the Authority and the Consultant, the license herein provided for shall nevertheless arise for the benefit of the Authority immediately upon the production of said subject matter, and shall not await formal exemplification in a written license agreement as provided for above. Such license agreement may be transferred by the Authority to its successors, immediate or otherwise, in the operation or ownership of any real or personal property now or hereafter owned or operated by the Authority but such license shall not be otherwise transferable.

17. Notwithstanding anything to the contrary herein, the work product of the Consultant, its officers, agents, employees or sub-consultants, which is produced in accordance with the Agreement, whether it consists of computer programming or documentation thereof, including source code, and on any media whatsoever, shall be deemed to belong exclusively to the Authority, and the Authority will have the exclusive right to obtain and to hold in its own name any and all copyrights, patents, trade secrets and/or other proprietary rights and protection as may be produced as part of this work product, including the right to extensions or renewals, where appropriate. The work product shall not be destroyed or released to anyone outside of the Project Management Office without express written authorization of the Director. The Authority will have the exclusive right to use or permit the use of them and of any ideas or methods represented by them for any purpose and at any time without compensation other than that specifically provided for herein. You agree to contract with your employees for the benefit of the Authority to ensure that the Authority has such rights and to give to the Authority or any party designated by the Authority all assistance reasonably required to perfect the rights herein above stated. You shall indemnify and hold harmless the Authority against any claims of proprietary rights infringement arising out of such use of your work product.

18. You shall promptly and fully inform the Director in writing, of any patent or patent disputes, intellectual property disputes, whether existing or potential, of which you have knowledge, relating to any idea, design, method, material, equipment or other matter related to the subject matter of this Agreement or coming to your attention in connection with this Agreement.



19. This Agreement being based upon your special qualifications for the services herein contemplated, any assignment, subletting or other transfer of this Agreement or any part hereof or of any moneys due or to become due hereunder without the express consent in writing of the Authority shall be void and of no effect as to the Authority; provided, however, that you may sublet services to subconsultants with the express consent in writing of the Director. All persons to whom you sublet services, however, shall be deemed to be your agents and no subletting or approval thereof shall be deemed to release you from your obligations under this Agreement, to impose any obligation on the Authority to such subconsultant or to give the subconsultant any rights against the Authority.

20. The Authority has a long-standing practice of encouraging Minority Business Enterprises (MBEs) and Women Business Enterprises (WBEs) to seek business opportunities with it, either directly or as subconsultants or subcontractors. "Minority-owned business" or "MBE" means a business entity which is at least fifty-one percent (51%) owned by one (1) or more members of one (1) or more minority groups, or, in the case of a publicly held corporation, at least fifty-one percent (51%) of the stock of which is owned by one (1) or more members of one (1) or more minority groups; and whose management and daily business operations are controlled by one (1) or more such individuals who are citizens or permanent resident aliens. "Women-owned business" or "WBE" means a business which is at least fifty-one percent (51%) owned by one (1) or more women; or, in the case of a publicly held corporation, fifty-one percent (51%) of the stock of which is owned by one (1) or more women; and whose management and daily business operations are controlled by one (1) or more women who are citizens or permanent resident aliens.

"Minority group" means any of the following racial or ethnic groups:

A. Black persons having origins in any of the Black African racial groups not of Hispanic origin;

B. Hispanic persons of Puerto Rican, Mexican, Dominican, Cuban, Central or South American culture or origin, regardless of race;

C. Asian and Pacific Islander persons having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent or the Pacific Islands;

D. American Indian or Alaskan Native persons having origins in any of the original peoples of North America and maintaining identifiable tribal affiliations through membership and participation or community identification.

The Director has set a goal of twelve percent (12%) participation by qualified and certified MBEs and five percent (5%) to qualified and certified WBEs on technical service projects.

To be "certified" a firm must be certified by the Authority's Office of Business Diversity and Civil Rights.

In order to facilitate the meeting of this goal, the Consultant shall use every good-faith effort to utilize subconsultants who are certified MBEs or WBEs to the maximum extent feasible.

The Authority has a list of certified MBE/WBE service firms which is available to you at <http://www.panynj.gov/business-opportunities/supplier-diversity.html>. The Consultant will be required to submit to the Authority's Office of Business Diversity and Civil Rights for certification

the names of MBE/WBE firms it proposes to use who are not on the list of certified MBE/WBE firms.

## 21. NON-DISCRIMINATION REQUIREMENTS

The Consultant shall take all necessary and reasonable steps to ensure non-discrimination in the performance and administration of all aspects of this Agreement.

A. Consultant hereby agrees that no person on the ground of race, color, national origin, creed/religion, sex, age or handicap/disability shall be excluded from participation in, denied the benefits of, or be otherwise subjected to discrimination in the furnishing of goods or services or in the selection and retention of subconsultants and/or vendors under this Agreement. Consultant shall also ascertain and comply with all applicable federal, state and local laws, ordinances, rules, regulations, and orders that pertain to equal employment opportunity, affirmative action, and non-discrimination in employment.

B. Consultant agrees that these “Non-Discrimination Requirements” are a binding part of this Agreement. Without limiting the generality of any other term or provision of this Agreement, in the event the Authority, or a state or federal agency finds that the Consultant or any of its subconsultants or vendors has not complied with these “Non-Discrimination Requirements”, the Authority may cancel, terminate or suspend this Agreement in accordance with Section 10 of this Agreement.

C. Consultant agrees to cooperate fully with the Authority’s investigation of allegations of discrimination. Cooperation includes, but is not limited to, allowing the Authority to question employees during the investigation of allegations of discrimination, and complying with directives that the Authority or the State or Federal government deem essential to ensure compliance with these “Non-Discrimination Requirements.”

## 22. NOTIFICATION OF SECURITY REQUIREMENTS

The Authority has the responsibility of ensuring safe, reliable and secure transportation facilities, systems and projects to maintain the well-being and economic competitiveness of the region. Therefore, the Authority reserves the right to deny access to certain documents and to sensitive security sites and facilities (including rental spaces) to any person who declines to abide by Authority security procedures and protocols and to any person with a criminal record with respect to certain crimes or who may otherwise pose a threat to the construction site or facility security. The Authority reserves the right to impose multiple layers of security requirements on the Consultant, its staff and subconsultants and their staffs, depending upon the level of security required, and to make any amendments with respect to such requirements as determined by the Authority.

These security requirements may include but are not limited to the following:

- Execution of Non-Disclosure and Confidentiality Agreements and Acknowledgments

At the direction of the Authority, you shall have your employees, subconsultants and their employees execute Authority approved non-disclosure agreements.

- Consultant/Subconsultant identity checks and background screening

The Consultant may be required to have its staff, and any subconsultant's staff, visitors or others over whom the Consultant/subconsultant has control, authorize the Authority or its designee to perform background checks and personal identity verification checks. Such authorization shall be in a form acceptable to the Authority. The Consultant and subconsultant may also be required to use an organization designated by the Authority to perform the background checks.

The Authority's designated background screening provider may require (1) inspection of not less than two forms of valid/current government issued identification (at least one having an official photograph) to verify staff's name and residence, (2) screening of federal, state, and/or local criminal justice agency information databases and files, (3) screening of any terrorist identification files and (4) access identification, to include some form of biometric security methodology, such as fingerprint, facial or iris scanning.

As of January 29, 2007, the Secure Worker Access Consortium (S.W.A.C.) is the only Authority approved provider to be used to conduct background screening and personal identity verification, except as otherwise required by federal law and/or regulation (such as the Transportation Worker Identification Credential for personnel performing in secure areas at Maritime facilities). Information about S.W.A.C., instructions, corporate enrollment, online applications and location of processing centers is located at <http://www.secureworker.com>, or S.W.A.C. can be contacted directly at (877) 522-7922 for more information and the latest pricing. If approved by the Project Manager, the cost for said background checks for staff that pass and are granted a credential shall be reimbursable to the Consultant (and its subconsultants) as an out-of-pocket expense as provided herein. Costs for staff that are rejected for a credential for any reason are not reimbursable.

- Issuance of Photo Identification Credential

No person shall be permitted on or about the non-public areas of the Authority's construction sites or facilities (including rental spaces) without a facility-specific photo identification credential approved by the Authority. If the Authority requires facility-specific identification credentials for the Consultant and the subconsultant's staff, the Authority will supply such identification at no cost to the Consultant or its subconsultants. Such facility-specific identification credential shall remain the property of the Authority and shall be returned to the Authority at the completion or upon request prior to completion of the individual's assignment at the specific facility. Consultant shall immediately report to the Authority the loss of any staff member's or subconsultant's individual facility-specific identification credential. The Consultant will be billed for the cost of the replacement identification credential. Staff shall display Identification badges in a conspicuous and clearly visible manner, when entering, working at or leaving an Authority construction site or facility.

Staff may be required to produce not less than two forms of valid/current government issued identification having an official photograph and an original, non-laminated social security card for identity and SSN verification.

- Designated Secure Areas

Services under the Agreement may be required in designated secure areas, as the same may be designated by the Authority ("Secure Areas"). The Authority will require the observance of certain security procedures with respect to Secure Areas, which may include the escort to, at, and/or from said high security areas by security personnel. All personnel that require access to designated

Secure Areas who are not under escort by an authorized individual will be required to undergo background screening and personal identity verification.

Forty-eight (48) hours prior to the proposed performance of any work in a Secure Area, the Consultant shall notify the Project Manager. The Consultant shall conform to procedures as may be established by the Project Manager from time to time and at any time for access to Secure Areas and the escorting of personnel hereunder. Prior to the start of any work, the Consultant shall request a description from the Project Manager of the Secure Areas that will be in effect on the commencement date(s) of the request services. The description of Secure Areas may be changed from time to time and at any time by the Project Manager during the term of the Agreement.

- Access control, inspection, and monitoring by security guards

The Authority may provide for Authority construction sites or facilities (including rental spaces) access control, inspection and monitoring by Port Authority Police or Authority retained consultant security guards. However, the presence of Port Authority Police or Authority retained consultant security guards shall not relieve the Consultant of its responsibility to secure its equipment and work and that of its subconsultants and service suppliers at the Authority sites or facilities (including rental spaces). In addition, the Consultant, subconsultant or service provider is not permitted to take photographs, digital images, electronic copying and/or electronic transmission or video recordings or to make sketches on any other medium at any Authority site or facility (including any rental space), except when necessary to perform the Work under this Agreement, without prior written permission from the Authority. Upon request, any photograph, digital image, video recording or sketch made of any Authority sites or facility shall be submitted to the Authority to determine compliance with this paragraph, which submission shall be conclusive and binding on the submitting entity.

- Compliance with the Port Authority Information Security Handbook

This Agreement may require access to Authority information considered Protected Information ("PI") as defined in the Port Authority Information Security Handbook ("Handbook"), dated October, 2008, corrected as of November 14, 2013, and as may be further amended. The Handbook and its requirements are hereby incorporated into this Agreement and will govern the possession, distribution and use of PI if at any point during the lifecycle of the project or solicitation it becomes necessary for the Consultant to have access to PI. Consultant shall protect sensitive information by applying uniform safeguarding measures to prevent unauthorized disclosure and to control any authorized disclosure of this information within the Authority or when released by the Authority to outside entities. The Handbook can be obtained upon request or at: <http://www.panynj.gov/business-opportunities/pdf/Corporate-Information-Security-Handbook.pdf>.

- Audits for Compliance with Security Requirements

The Authority may conduct random or scheduled examinations of business practices under this section and the Handbook in order to assess the extent of compliance with security requirements, PI procedures, protocols and practices, which may include, but which are not necessarily limited to, verification of background check status, confirmation of completion of specified training, and/or a site visit to view material storage locations and protocols.

24. The Consultant assumes the following distinct and several risks to the extent they may arise from the negligent or willful intentional acts or omissions of the Consultant or its subconsultants in the performance of services hereunder:

A. The risk of loss or damage to Authority property arising out of or in connection with the performance of services hereunder;

B. The risk or loss or damage to any property of the Consultant or its subconsultants arising out of or in connection with the performance of services hereunder;

C. The risk of claims, arising out of or in connection with the performance of services hereunder, whether made against the Consultant or its subconsultants or against the Authority, for loss or damage to any property of the Consultant's agents, employees, subcontractors, subconsultants, materialmen or others performing services hereunder;

D. The risk of claims, just or unjust, by third persons made against the Consultant or its subconsultants or against the Authority on account of injuries (including wrongful death), loss or damage of any kind whatsoever arising in connection with the performance of services hereunder, including claims against the Consultant or its subconsultants or against the Authority for the payment of workers' compensation, whether such claims are made and whether such injuries, damage or loss are sustained at any time both before and after the completion of services hereunder.

The Consultant shall indemnify the Authority against all claims described in subparagraphs A through D above and for all expense incurred by the Authority in the defense, settlement or satisfaction thereof, including expenses of attorneys. If so directed by the Authority, the Consultant shall defend against any claim described in subparagraphs B, C and D above, in which event the Consultant shall not without obtaining express advance permission from the General Counsel of the Authority raise any defense involving in any way the jurisdiction of the tribunal, immunity of the Authority, governmental nature of the Authority or the provisions of any statutes respecting suits against the Authority, such defense to be at the Consultant's cost.

The provisions of this clause shall also be for the benefit of the Commissioners, officers, agents and employees of the Authority, so that they shall have all the rights which they would have under this clause if they were named at each place above at which the Authority is named, including a direct right of action against the Consultant to enforce the foregoing indemnity, except, however, that the Authority may, at any time in its sole discretion and without liability on its part, cancel the benefit conferred on any of them by this clause, whether or not the occasion for invoking such benefit has already arisen at the time of such cancellation.

Neither the completion of services hereunder nor the making of payment (final or otherwise) shall release the Consultant from his obligations under this clause. Moreover, neither the enumeration in this clause or the enumeration elsewhere in this Agreement of particular risks assumed by the Consultant or of particular claims for which he is responsible shall be deemed (a) to limit the effect of the provisions of this clause or of any other clause of this Agreement relating to such risks or claims, (b) to imply that the Consultant assumes or is responsible for risks or claims only of the type enumerated in this clause or in any other clause of this Agreement, or (c) to limit the risks which the Consultant would assume or the claims for which he would be responsible in the absence of such enumerations.

No third party rights are created by the Agreement, except to the extent that the Agreement specifically provides otherwise by use of the words "benefit" or "direct right of action".

Inasmuch as the Authority has agreed to indemnify the Cities of New York and Newark against claims of the types described in subparagraph D above made against said cities, the Consultant's obligation under subparagraph D above shall include claims by said cities against the Authority for such indemnification.

23. CERTIFICATION OF NO INVESTIGATION (CRIMINAL OR CIVIL ANTI-TRUST), INDICTMENT, CONVICTION, DEBARMENT, SUSPENSION, DISQUALIFICATION AND DISCLOSURE OF OTHER INFORMATION

By proposing on this Agreement, each Consultant and each person signing on behalf of any Consultant certifies, and in the case of a joint proposal each party thereto certifies as to its own organization, that the Consultant and each parent and/or affiliate of the Consultant has not:

- A. been indicted or convicted in any jurisdiction;
- B. been suspended, debarred, found not responsible or otherwise disqualified from entering into any agreement with any governmental agency or been denied a government agreement for failure to meet standards related to the integrity of the Consultant;
- C. had an agreement terminated by any governmental agency for breach of agreement or for any cause based in whole or in part on an indictment or conviction;
- D. ever used a name, trade name or abbreviated name, or an Employer Identification Number different from those inserted in the Proposal;
- E. had any business or professional license suspended or revoked or, within the five years prior to proposal opening, had any sanction imposed in excess of fifty thousand dollars (\$50,000) as a result of any judicial or administrative proceeding with respect to any license held or with respect to any violation of a federal, state or local environmental law, rule or regulation;
- F. had any sanction imposed as a result of a judicial or administrative proceeding related to fraud, extortion, bribery, bid rigging, proposal rigging, embezzlement, misrepresentation or anti-trust, regardless of the dollar amount of the sanctions or the date of their imposition; and
- G. been, and is not currently, the subject of a criminal investigation by any federal, state or local prosecuting or investigative agency and/or a civil anti-trust investigation by any federal, state or local prosecuting or investigative agency, including an inspector general of a governmental agency or public authority.

24. NON-COLLUSIVE PROPOSING, AND CODE OF ETHICS CERTIFICATION, CERTIFICATION OF NO SOLICITATION BASED ON COMMISSION, PERCENTAGE, BROKERAGE, CONTINGENT OR OTHER FEES

By proposing on this Agreement, each Consultant and each person signing on behalf of any consultant certifies, and in the case of a joint proposal, each party thereto certifies as to its own organization, that:

A. the prices in its proposal have been arrived at independently without collusion, consultation, communication or agreement for the purpose of restricting competition, as to any matter relating to such prices with any other consultant or with any competitor;

B. the prices quoted in its proposal have not been and will not be knowingly disclosed directly or indirectly by the Consultant prior to the official opening of such proposal to any other consultant or to any competitor;

C. no attempt has been made and none will be made by the Consultant to induce any other person, partnership or corporation to submit or not to submit a proposal for the purpose of restricting competition;

D. this organization has not made any offers or agreements or taken any other action with respect to any Authority employee or former employee or immediate family member of either which would constitute a breach of ethical standards under the Code of Ethics dated March 11, 2014, or as may be revised, (a copy of which is available upon request to the Authority), nor does this organization have any knowledge of any act on the part of an Authority employee or former Authority employee relating either directly or indirectly to this organization which constitutes a breach of the ethical standards set forth in said Code;

E. no person or selling agency other than a bona fide employee or bona fide established commercial or selling agency maintained by the Consultant for the purpose of securing business, has been employed or retained by the Consultant to solicit or secure this Agreement on the understanding that a commission, percentage, brokerage, contingent, or other fee would be paid to such person or selling agency;

F. the Consultant has not offered, promised or given, demanded or accepted, any undue advantage, directly or indirectly, to or from a public official or employee, political candidate, party or party official, or any private sector employee (including a person who directs or works for a private sector enterprise in any capacity), in order to obtain, retain, or direct business or to secure any other improper advantage in connection with this Agreement; and

G. no person or organization has been retained, employed or designated on behalf of the Consultant to impact any Authority determination with respect to (i) the solicitation, evaluation or award of this Agreement; or (ii) the preparation of specifications or request for submissions in connection with this Agreement.

The certifications in this Section and the Section entitled "Certification of No Investigation (Criminal or Civil Anti-trust), Indictment, Conviction, Debarment Suspension, Disqualification and Disclosure of Other Information" shall be deemed to be made by the Consultant as follows:

\* if the Consultant is a corporation, such certification shall be deemed to have been made not only with respect to the Consultant itself, but also with respect to each parent, affiliate, director, and officer of the Consultant, as well as, to the best of the certifier's knowledge and belief, each stockholder of the Consultant with an ownership interest in excess of 10%;

\* if the Consultant is a partnership, such certification shall be deemed to have been made not only with respect to the Consultant itself, but also with respect to each partner.

Moreover, the certifications in this Section and the Section entitled "Certification of No Investigation (Criminal or Civil Anti-trust), Indictment, Conviction, Debarment Suspension, Disqualification and Disclosure of Other Information", if made by a corporate Consultant, shall be deemed to have been authorized by the Board of Directors of the Consultant, and such authorization shall be deemed to include the signing and submission of the proposal and the inclusion therein of such certification as the act and deed of the corporation.

In any case where the Consultant cannot make the certifications in this Section and the Section entitled "Certification of No Investigation (Criminal or Civil Anti-trust), Indictment, Conviction, Debarment Suspension, Disqualification and Disclosure of Other Information", the Consultant shall so state and shall furnish with the signed proposal a signed statement which sets forth in detail the reasons therefor. If the Consultant is uncertain as to whether it can make the foregoing certifications, it shall so indicate in a signed statement furnished with its proposal, setting forth in such statement the reasons for its uncertainty. With respect to the foregoing certification in paragraph "24G", if the Consultant cannot make the certification, it shall provide, in writing, with the signed proposal: (i) a list of the name(s), address(es), telephone number(s), and place(s) of principal employment of each such individual or organization; and (ii) a statement as to whether such individual or organization has a "financial interest" in this Agreement, as described in the Procurement Disclosure Policy of the Authority (a copy of which is available upon request to the Chief Procurement Officer of the Authority). Such disclosure is to be updated, as necessary, up to the time of award of this Agreement. As a result of such disclosure, the Authority will take appropriate action up to and including a finding of non-responsibility.

Failure to make the required disclosures shall lead to administrative actions up to and including a finding of non-responsiveness or non-responsibility.

Notwithstanding that the Consultant may be able to make the certifications in this Section and the Section entitled "Certification of No Investigation (Criminal or Civil Anti-trust), Indictment, Conviction, Debarment Suspension, Disqualification and Disclosure of Other Information" at the time the proposal is submitted, the Consultant shall immediately notify the Authority in writing during the period of irrevocability of proposals on this Agreement or any extension of such period, or during the term of this Agreement, of any change of circumstances which might under this clause make it unable to make the foregoing certifications, might render any portion of the certifications previously made invalid, or require disclosure. The foregoing certifications or signed statement shall be deemed to have been made by the Consultant with full knowledge that they would become a part of the records of the Authority and that the Authority will rely on their truth and accuracy in awarding this Agreement. In the event that the Authority should determine at any time prior or subsequent to the award of this Agreement that the Consultant has falsely certified as to any material item in the foregoing certifications, has failed to immediately notify the Port Authority of any change in circumstances which might make it unable to make the foregoing certifications, might render any portion of the certifications previously made invalid, or require disclosure, or has willfully or fraudulently furnished a signed statement which is false in any material respect, or has not fully and accurately represented any circumstance with respect to any item in the foregoing certifications required to be disclosed, the Authority may determine that the Consultant is not a responsible Consultant with respect to its proposal on the Agreement or with respect to future proposals on Authority agreements and may exercise such other remedies as are provided to it by the Agreement with respect to these matters. In addition, Consultant is advised that knowingly



providing a false certification or statement pursuant hereto may be the basis for prosecution for offering a false instrument for filing (see, e.g., New York Penal Law, Section 175.30 et seq.). Consultant is also advised that the inability to make such certification will not in and of itself disqualify the Consultant and that in each instance the Authority will evaluate the reasons therefor provided by the Consultant.

Under certain circumstances, the Consultant may be required as a condition of award of this Agreement to enter into a Monitoring Agreement under which the Consultant will be required to take certain specified actions, including compensating an independent Monitor to be selected by the Authority. Said Monitor shall be charged with, among other things, auditing the actions of the Consultant to determine whether its business practices and relationships indicate a level of integrity sufficient to permit it to continue business with the Authority. Furthermore, the Consultant selected for performance of the subject services shall immediately notify the Authority in writing, at any time during the term of the Agreement, of any change of circumstances which might, under this clause, make it unable to make the foregoing certifications, or might require disclosure.

#### 25. CONSULTANT ELIGIBILITY FOR AWARD OF AGREEMENTS - DETERMINATION BY AN AGENCY OF THE STATE OF NEW YORK OR NEW JERSEY CONCERNING ELIGIBILITY TO RECEIVE PUBLIC AGREEMENTS

Consultants are advised that the Authority has adopted a policy to the effect that in awarding its agreements it will honor any determination by an agency of the State of New York or of the State of New Jersey that a Consultant is not eligible to propose on or be awarded public agreements because the Consultant has been determined to have engaged in illegal or dishonest conduct or to have violated prevailing rate of wage legislation.

The policy permits a Consultant whose ineligibility has been so determined by an agency of the State of New York or of the State of New Jersey to submit a proposal on an Authority agreement and then to establish that it is eligible to be awarded an agreement on which it has proposed because (i) the state agency determination relied upon does not apply to the Consultant, or (ii) the state agency determination relied upon was made without affording the Consultant the notice and hearing to which the Consultant was entitled by the requirements of due process of law, or (iii) the state agency determination was clearly erroneous or (iv) the state agency determination relied upon was not based on a finding of conduct demonstrating a lack of integrity or violation of a prevailing rate of wage law.

The full text of the resolution adopting the policy may be found in the Minutes of the Authority's Board of Commissioners meeting of September 9, 1993.

#### 26. CONSULTANT RESPONSIBILITY, SUSPENSION OF WORK AND TERMINATION

During the term of this Agreement, the Consultant shall remain responsible. To be "responsible" shall mean (1) to have legal authority to do business in the State of New Jersey and/or the State of New York and (2) to possess, in the Authority's opinion, integrity, experience, ability, financial capacity and a satisfactory record of prior performance sufficient to perform the services required under this Agreement. The Consultant agrees, if requested by the Authority, to present evidence that the Consultant is responsible.

The Authority, in its sole discretion, reserves the right to suspend any or all activities under this Agreement, at any time, when it discovers information that calls into question the responsibility of the Consultant. The Authority may exercise this right to suspend the Consultant by giving the Consultant written notice outlining the particulars of such suspension. Upon receipt of such notice, the Consultant shall comply with the notice's terms. Agreement activity may resume at such time as the Authority issues another written notice authorizing a resumption of performance under the Agreement.

Upon written notice to the Consultant, and an opportunity to be heard with appropriate Authority officials or staff, the Agreement may be terminated by the Authority at the Consultant's expense when the Consultant is determined by the Authority not to be responsible (non-responsible). In such event, the Authority or its designee may complete the contractual requirements in any manner he or she may deem advisable and may pursue available legal or equitable remedies for breach, including recovery of costs from Consultant associated with such termination.

## 27. NO GIFTS, GRATUITIES, OFFERS OF EMPLOYMENT, ETC.

At all times, the Consultant shall not offer, give or agree to give anything of value either to an Authority employee, agent, job shopper, consultant, construction manager or other person or firm representing the Authority, or to a member of the immediate family (i.e., a spouse, child, parent, brother or sister) of any of the foregoing, in connection with the performance by such employee, agent, job shopper, consultant, construction manager or other person or firm representing the Authority of duties involving transactions with the Consultant on behalf of the Authority, whether or not such duties are related to this Agreement or to any other Authority agreement or matter. Any such conduct shall be deemed a material breach of this Agreement.

As used herein "anything of value" shall include but not be limited to any (a) favors, such as meals, entertainment, transportation (other than that contemplated by the Agreement or any other Authority agreement), etc., which might tend to obligate the Authority employee to the Consultant and (b) gift, gratuity, money, goods, equipment, services, lodging, or discounts not available to the general public, offers or promises of employment, loans or the cancellation thereof, preferential treatment or business opportunity. "Anything of value" shall not include compensation contemplated by this Agreement or any other Authority agreement. Where used herein, the term "Port Authority" or "Authority" shall be deemed to include all subsidiaries of the Authority.

The Consultant shall ensure that no gratuities of any kind or nature whatsoever shall be solicited or accepted by it or by its personnel for any reason whatsoever from the passengers, tenants, customers or other persons using the Facility and shall so instruct its personnel.

In the event that the Consultant becomes aware of the occurrence of any conduct that is prohibited by this section entitled "No Gifts, Gratuities, Offers of Employment, Etc.", it shall report such occurrence to the Authority's Office of Inspector General within three (3) business days of obtaining such knowledge. (See "<http://www.panynj.gov/inspector-general>" for information about reporting information to the Office of Inspector General). Failing to report such conduct shall constitute grounds for a finding that the Consultant is non-responsible.

In addition, during the term of this Agreement, the Consultant shall not make an offer of employment or use confidential information in a manner proscribed by the Code of Ethics and

Financial Disclosure dated March 11, 2014, or as may be revised, (a copy of which is available upon request to the Office of the Secretary of the Authority). Without the express written approval of the Director, you shall keep confidential, and shall require your employees, your subconsultants and your subconsultant's employees to keep confidential, a) all information disclosed by the Authority or its consultants to you or b) developed by you or your subconsultants in the performance of services hereunder. Disclosure of any such information shall constitute a material breach of the Agreement.

The Consultant shall include the provisions of this clause in each subagreement entered into under this Agreement.

## 28. CONFLICT OF INTEREST

During the term of this Agreement, the Consultant shall not participate in any way in the preparation, negotiation or award of any agreement (other than an agreement for its own services to the Authority) to which it is contemplated the Authority may become a party, nor shall the Consultant participate in any way in the review or resolution of a claim in connection with such an agreement if the Consultant has a substantial financial interest in any other consultant or potential consultant of the Authority or if the Consultant has an arrangement for future employment or for any other business relationship with said other consultant or potential consultant; nor shall the Consultant at any time take any other action which might be viewed as or give the appearance of conflict of interest on its part. If the possibility of such an arrangement for future employment or for another business arrangement has been or is the subject of a previous or current discussion, or if the Consultant has reason to believe such an arrangement may be the subject of future discussion, or if the Consultant has any financial interest, substantial or not, in any other consultant or potential consultant of the Authority, and if the Consultant's participation in the preparation, negotiation or award of any agreement with such other consultant or the review or resolution of a claim in connection with such an agreement is contemplated or if the Consultant has reason to believe that any other situation exists which might be viewed as or give the appearance of a conflict of interest, the Consultant shall immediately inform the Authority in writing of such situation, giving the full details thereof. Unless the Consultant receives the specific written approval of the Authority, the Consultant shall not take the contemplated action which might be viewed as or give the appearance of a conflict of interest. The Authority may require the Consultant to submit a mitigation plan addressing and mitigating any disclosed or undisclosed conflict, and such mitigation plan shall be subject to the approval of the Authority and shall become a requirement imposed on the Consultant, as though fully set forth in this Agreement. In the event the Authority shall determine that the performance by the Consultant of a portion of its services under this Agreement is precluded by the provisions of this numbered paragraph, or if a portion of the Consultant's said services is determined by the Authority to be no longer appropriate because of such preclusion, then the Authority shall have full authority on behalf of both parties to order that such portion of the Consultant's services not be performed by the Consultant, reserving the right, however, to have the services performed by others; and any lump sum compensation payable hereunder which is applicable to the deleted work shall be equitably adjusted by the parties. The Consultant's execution of this document shall constitute a representation by the Consultant that at the time of such execution the Consultant knows of no circumstances, present or anticipated, which come within the provisions of this paragraph or which might otherwise be viewed as or give the

appearance of a conflict of interest on the Consultant's part. The Consultant acknowledges that the Authority may preclude it from involvement in certain disposition/privatization initiatives or transactions that result from the findings of its evaluations hereunder or from participation in any agreements that result, directly or indirectly, from the services provided by the Consultant hereunder. The Authority's determination regarding any conflict of interest shall be final. Performance of work under this Agreement as a subconsultant may also result in or give the appearance of a conflict of interest, and as such, subconsultants may be precluded from participation in, or the performance of, contracting opportunities related to the LGA AirTrain Program.

## 29. DEFINITIONS

As used in sections 23 to 28 above, the following terms shall mean:

Affiliate - Two or more firms are affiliates if a parent owns more than fifty percent of the voting stock of each of the firms, or if a common shareholder or group of shareholders owns more than fifty percent of the voting stock of each of the firms, or if the firms have a common proprietor or general partner.

Agency or Governmental Agency - Any federal, state, city or other local agency, including departments, offices, public authorities and corporations, boards of education and higher education, public development corporations, local development corporations and others.

Investigation - Any inquiry made by any federal, state or local criminal prosecuting agency and any inquiry concerning civil anti-trust investigations made by any federal, state or local governmental agency. Except for inquiries concerning civil anti-trust investigations, the term does not include inquiries made by any civil government agency concerning compliance with any regulation the nature of which does not carry criminal penalties, nor does it include any background investigation for employment, or federal, state or local inquiries into tax returns.

Officer - Any individual who serves as chief executive officer, chief financial officer or chief operating officer of the Consultant by whatever titles known.

Parent - An individual, partnership, joint venture or corporation which owns more than 50% of the voting stock of the Consultant.

30. The entire agreement between the parties is contained herein and no change in or modification, termination or discharge of this Agreement in any form whatsoever shall be valid or enforceable unless it is in writing and signed by the party to be charged therewith, or by his duly authorized representative, provided, however, that termination in the manner hereinbefore expressly provided shall be effective as so provided.

31. No Commissioner, officer, agent or employee of the Authority shall be charged personally by you with any liability or held liable to you under any term or provision of this Agreement, or because of its execution or attempted execution or because of any breach hereof.

32. References herein to the Authority shall and shall be deemed to mean equally the Port Authority Trans Hudson Corporation (PATH).

33. Nothing in this Agreement is intended to constitute the creation of an agency relationship between the Authority and the Consultant or any other right for the Consultant to act as the representative of the Authority for any purpose whatsoever except as may be specifically provided in this Agreement. It is hereby specifically acknowledged and understood that the Consultant, in performing its services hereunder, is and shall be at all times an independent contractor and the officers, agents and employees of the Consultant shall not be or be deemed to be agents, servants, or employees or "special employees" of the Authority.

34. If the foregoing meets with your approval, please indicate your acceptance by signing the original and the additional enclosed copy in the lower left-hand corner and returning them to the Authority.

Sincerely,

THE PORT AUTHORITY OF  
NEW YORK AND NEW JERSEY

\_\_\_\_\_  
Lillian D. Valenti  
Chief Procurement Officer

Date \_\_\_\_\_

ACCEPTED:

FIRM NAME

By: \_\_\_\_\_

Print Name: \_\_\_\_\_

Title: \_\_\_\_\_

Date: \_\_\_\_\_

**INSTRUCTIONS**

If the selected Consultant firm is not located in the States of New York or New Jersey, change the number of the last Paragraph of this Agreement from "34" to "35" and insert a new Paragraph "34" as follows:

34. This Agreement shall be governed by and construed in accordance with the Laws of the State of New York without regard to conflict of laws principles.

**ATTACHMENT B**

**PERFORMANCE OF EXPERT PROFESSIONAL PRELIMINARY DESIGN SERVICES  
FOR THE INITIAL DESIGN OF AN AIRTRAIN AT LAGUARDIA AIRPORT, AS  
REQUESTED ON AN “AS NEEDED BASIS AND OPTIONAL TECHNICAL  
ADVISORY SERVICES ON AN “AS-NEEDED” BASIS**

**RFP 48565**

**AGREEMENT ON TERMS OF DISCUSSION**

The Port Authority’s receipt or discussion of any information (including information contained in any proposal, vendor qualification(s), ideas, models, drawings, or other material communicated or exhibited by us or on our behalf) shall not impose any obligations whatsoever on the Port Authority or entitle us to any compensation therefor (except to the extent specifically provided in such written agreement, if any, as may be entered into between the Port Authority and us). Any such information given to the Port Authority before, with or after this Agreement on Terms of Discussion (“Agreement”), either orally or in writing, is not given in confidence. Such information may be used, or disclosed to others, for any purpose at any time without obligation or compensation and without liability of any kind whatsoever. Any statement which is inconsistent with this Agreement, whether made as part of or in connection with this Agreement, shall be void and of no effect. This Agreement is not intended, however, to grant to the Port Authority rights to any matter, which is the subject of valid existing or potential letters patent.

Any information (including information contained in any proposal, vendor qualification(s), ideas, models, drawings, or other material communicated or exhibited by us or on our behalf) provided in connection with this procurement is subject to the provisions of the Port Authority Public Records Access Policy adopted by the Port Authority’s Board of Commissioners, which may be found on the Port Authority website at: <http://corpinfo.panynj.gov/documents/Access-to-Port-Authority-Public-Records/>. The foregoing applies to any information, whether or not given at the invitation of the Authority.

\_\_\_\_\_  
(Company)

\_\_\_\_\_  
(Signature)

\_\_\_\_\_  
(Title)

\_\_\_\_\_  
(Date)

ORIGINAL AND PHOTOCOPIES OF THIS PAGE ONLY.  
DO NOT RETYPE.

**ATTACHMENT C**  
**COMPANY PROFILE**  
**RFP: 48565**

1. Company Name (print or type):

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2. Business Address (to receive mail for this RFP):

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3. Business Telephone Number: \_\_\_\_\_

4. Business Fax Number: \_\_\_\_\_

5. Firm website: \_\_\_\_\_

6. Federal Employer Identification Number (EIN): \_\_\_\_\_

7. Date (MM/DD/YYYY) Firm was Established: \_\_\_\_ / \_\_\_\_ / \_\_\_\_

8. Name, Address and EIN of Affiliates or Subsidiaries (use a separate sheet if necessary):

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9. Officer or Principal of Firm and Title:

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10. Name, telephone number, and email address of contact for questions:

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11. Is your firm certified by the Authority as a Minority-owned, Woman-owned or Small Business Enterprise (M/W/SBE)?     Yes             No

If yes, please attach a copy of your **Port Authority** certification as a part of this profile.

If your firm is an M/WBE not currently certified by the Authority, see the Authority's web site – <http://www.panynj.gov/business-opportunities/supplier-diversity.html>, to receive information and apply for certification.



**ATTACHMENT D**

**STAFFING & COST ANALYSIS SHEET**

**PERFORMANCE OF EXPERT PROFESSIONAL PRELIMINARY DESIGN SERVICES  
FOR THE INITIAL DESIGN OF AIRTRAIN AT LAGUARDIA AIRPORT  
AS REQUESTED ON AN "AS-NEEDED" BASIS AND OPTIONAL TECHNICAL ADVISORY SERVICES ON AN "AS-NEEDED" BASIS  
(PHASE ONE)  
(RFP# 48565)**

**<INSERT PROPOSER/FIRM NAME>**

<b>Task A - General Planning Services</b> (Insert additional lines as required)							
PROPOSED STAFF		FIRM	HOURS	MULT*	HOURLY PAY RATE*	BILLING RATE**	COST
STAFF (NAME)	TITLE						
							\$0
							\$0
							\$0
<b>SUB-TOTALS:</b>			<b>0</b>				<b>\$0</b>

<b>Task B - Concept Design</b> (Insert additional lines as required)							
PROPOSED STAFF		FIRM	HOURS	MULT*	HOURLY PAY RATE*	BILLING RATE**	COST
STAFF (NAME)	TITLE						
							\$0
							\$0
							\$0
<b>SUB-TOTALS:</b>			<b>0</b>				<b>\$0</b>

<b>TASK TOTALS:</b>	<b>#REF!</b>	<b>#REF!</b>
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<b>OUT-OF-POCKET (DIRECT) EXPENSES</b>	
DESCRIPTION	COST
	\$ -
	\$ -
	\$ -
<b>TOTAL:</b>	<b>\$ -</b>

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\* MULTIPLIER APPLIED TO OTHER THAN PARTNERS AND/OR PRINCIPALS  
\*\* APPLIES TO BOTH PARTNERS AND/OR PRINCIPALS, AND OTHERS

SUMMARY	
TOTAL STAFF HOURS:	#REF!
TOTAL STAFF COSTS:	#REF!
TOTAL DIRECT EXPENSES:	<u>\$0</u>
TOTAL PROJECT COSTS:	#REF!

**ATTACHMENT D**

**STAFFING & COST ANALYSIS SHEET**

**PERFORMANCE OF EXPERT PROFESSIONAL PRELIMINARY DESIGN SERVICES  
FOR THE INITIAL DESIGN OF AIRTRAIN AT LAGUARDIA AIRPORT  
AS REQUESTED ON AN "AS-NEEDED" BASIS AND OPTIONAL TECHNICAL ADVISORY SERVICES ON AN "AS-NEEDED" BASIS  
(PHASE TWO)  
(RFP# 48565)**

**<INSERT PROPOSER/FIRM NAME>**

<b>Task A - AirTrain Procurement Contract Documents and Procurement Support</b> (Insert additional lines as required)							
PROPOSED STAFF		FIRM	HOURS	MULT*	HOURLY PAY RATE*	BILLING RATE**	COST
STAFF (NAME)	TITLE						
							\$0
							\$0
							\$0
<b>SUB-TOTALS:</b>			<b>0</b>				<b>\$0</b>

<b>Task B - Design Oversight and Documentation Review</b> (Insert additional lines as required)							
PROPOSED STAFF		FIRM	HOURS	MULT*	HOURLY PAY RATE*	BILLING RATE**	COST
STAFF (NAME)	TITLE						
							\$0
							\$0
							\$0
<b>SUB-TOTALS:</b>			<b>0</b>				<b>\$0</b>

<b>Task C - Manufacturing, Installation and Construction</b> (Insert additional lines as required)							
PROPOSED STAFF		FIRM	HOURS	MULT*	HOURLY PAY RATE*	BILLING RATE**	COST
STAFF (NAME)	TITLE						
							\$0
							\$0
							\$0
<b>SUB-TOTALS:</b>			<b>0</b>				<b>\$0</b>

<b>Task D - Acceptance Testing and Demonstrations</b> (Insert additional lines as required)							
PROPOSED STAFF		FIRM	HOURS	MULT*	HOURLY PAY RATE*	BILLING RATE**	COST
STAFF (NAME)	TITLE						
							\$0
							\$0
							\$0
<b>SUB-TOTALS:</b>			<b>0</b>				<b>\$0</b>

<b>Task E - Warranty Administration</b> (Insert additional lines as required)							
PROPOSED STAFF		FIRM	HOURS	MULT*	HOURLY PAY RATE*	BILLING RATE**	COST
STAFF (NAME)	TITLE						
							\$0
							\$0
							\$0
<b>SUB-TOTALS:</b>			<b>0</b>				<b>\$0</b>

<b>Task F - Contract Administration and Payments</b> (Insert additional lines as required)							
PROPOSED STAFF		FIRM	HOURS	MULT*	HOURLY PAY RATE*	BILLING RATE**	COST
STAFF (NAME)	TITLE						
							\$0
							\$0
							\$0
<b>SUB-TOTALS:</b>			<b>0</b>				<b>\$0</b>

<b>TASK TOTALS:</b>			<b>0</b>				<b>\$0</b>
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<b>OUT-OF-POCKET (DIRECT) EXPENSES</b>	
DESCRIPTION	COST
	\$ -
	\$ -
	\$ -
<b>TOTAL:</b>	<b>\$ -</b>

\* MULTIPLIER APPLIED TO OTHER THAN PARTNERS AND/OR PRINCIPALS

\*\* APPLIES TO BOTH PARTNERS AND/OR PRINCIPALS, AND OTHERS

SUMMARY	
TOTAL STAFF HOURS:	0
TOTAL STAFF COSTS:	\$0
TOTAL DIRECT EXPENSES:	<u>\$0</u>
TOTAL PROJECT COSTS:	\$0