

Transportation

APPENDIX H



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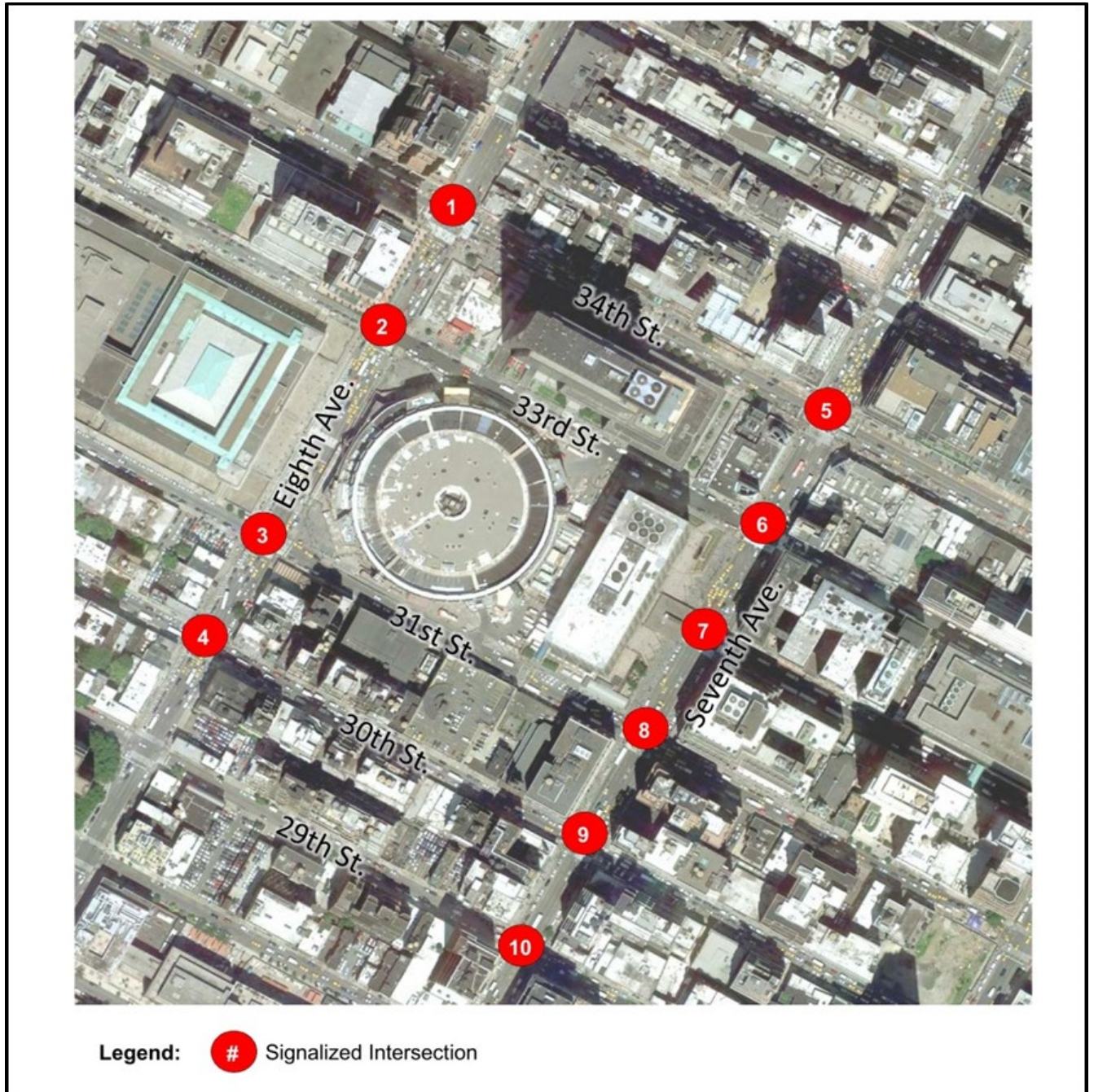
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Appendix H. Transportation

H.1 EXISTING CONDITIONS

Figure H-1. Penn Station New York: Traffic Study Area



Source: Google Earth and WSP, 2020



Figure H-2. Penn Station New York Study Area: Subway Lines



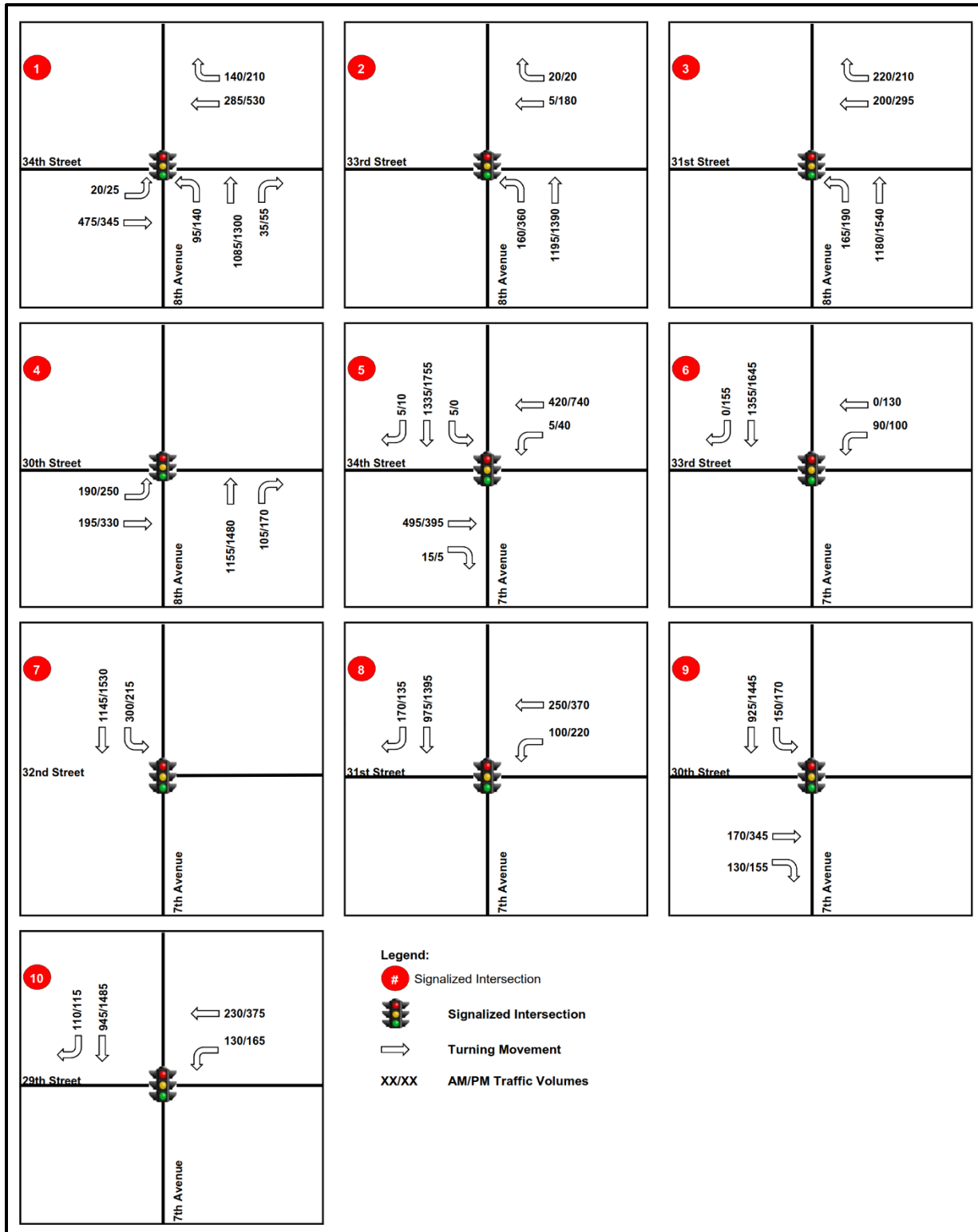
Source: WSP, 2020

Figure H-3. Penn Station New York Study Area: Bus Routes



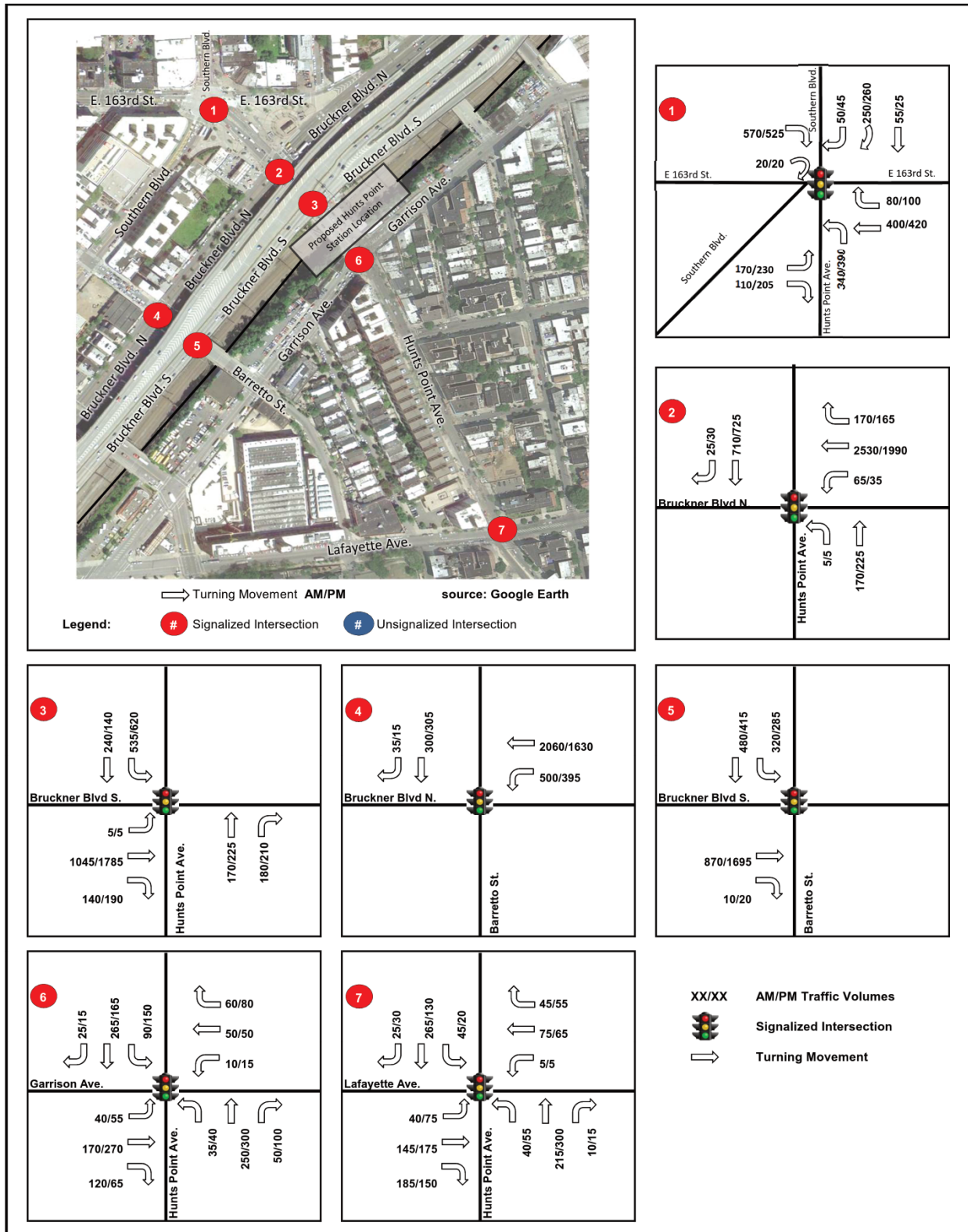
Source: WSP, 2020

Figure H-4. Penn Station New York Study Area: Traffic Volumes – Existing Conditions (2018)



Source: WSP, 2020

Figure H-5. Hunts Point Station Area: Traffic Volumes – Existing Conditions (2018)



Source: WSP, 2020

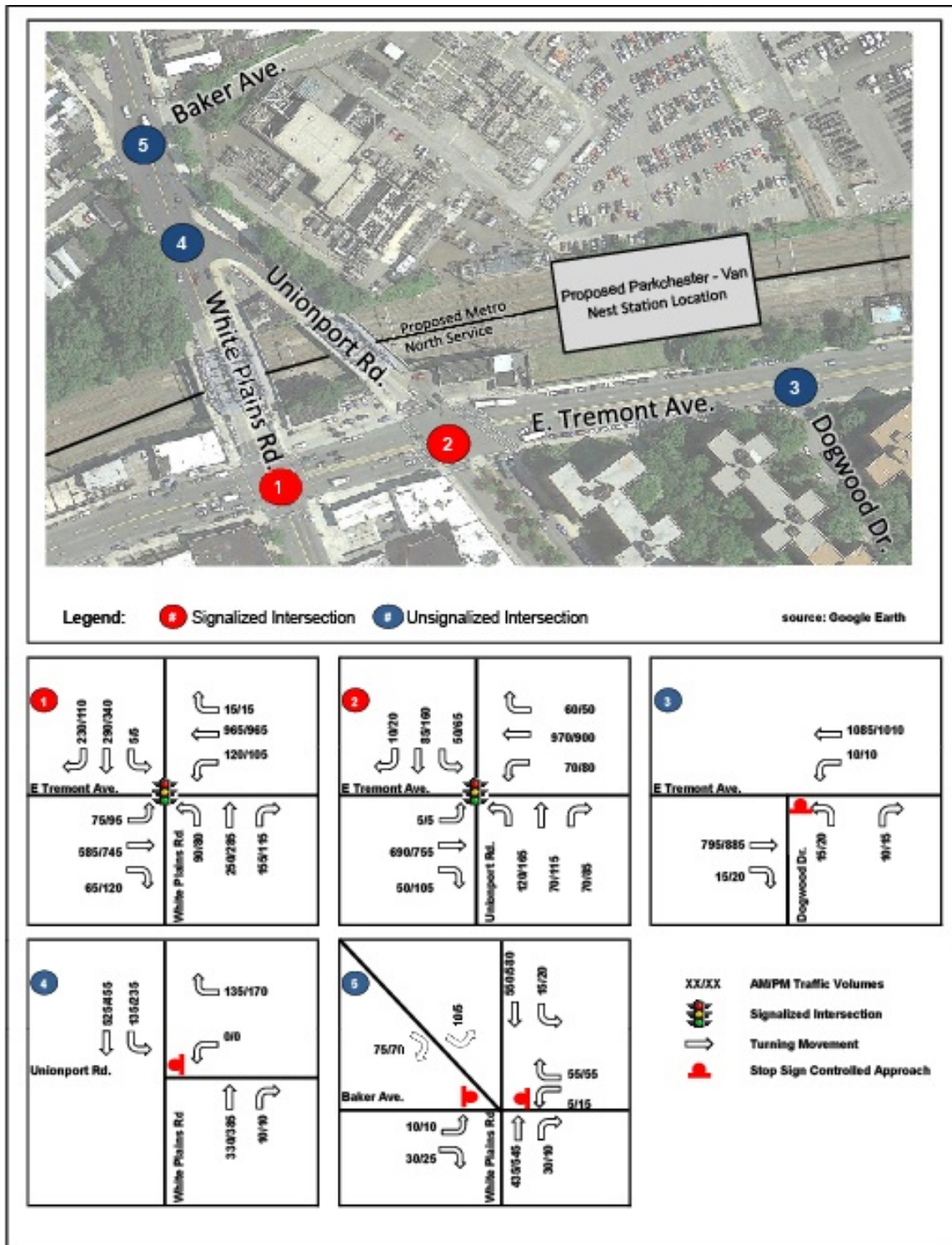


Figure H-6. Hunts Point Station Area: Transit Services



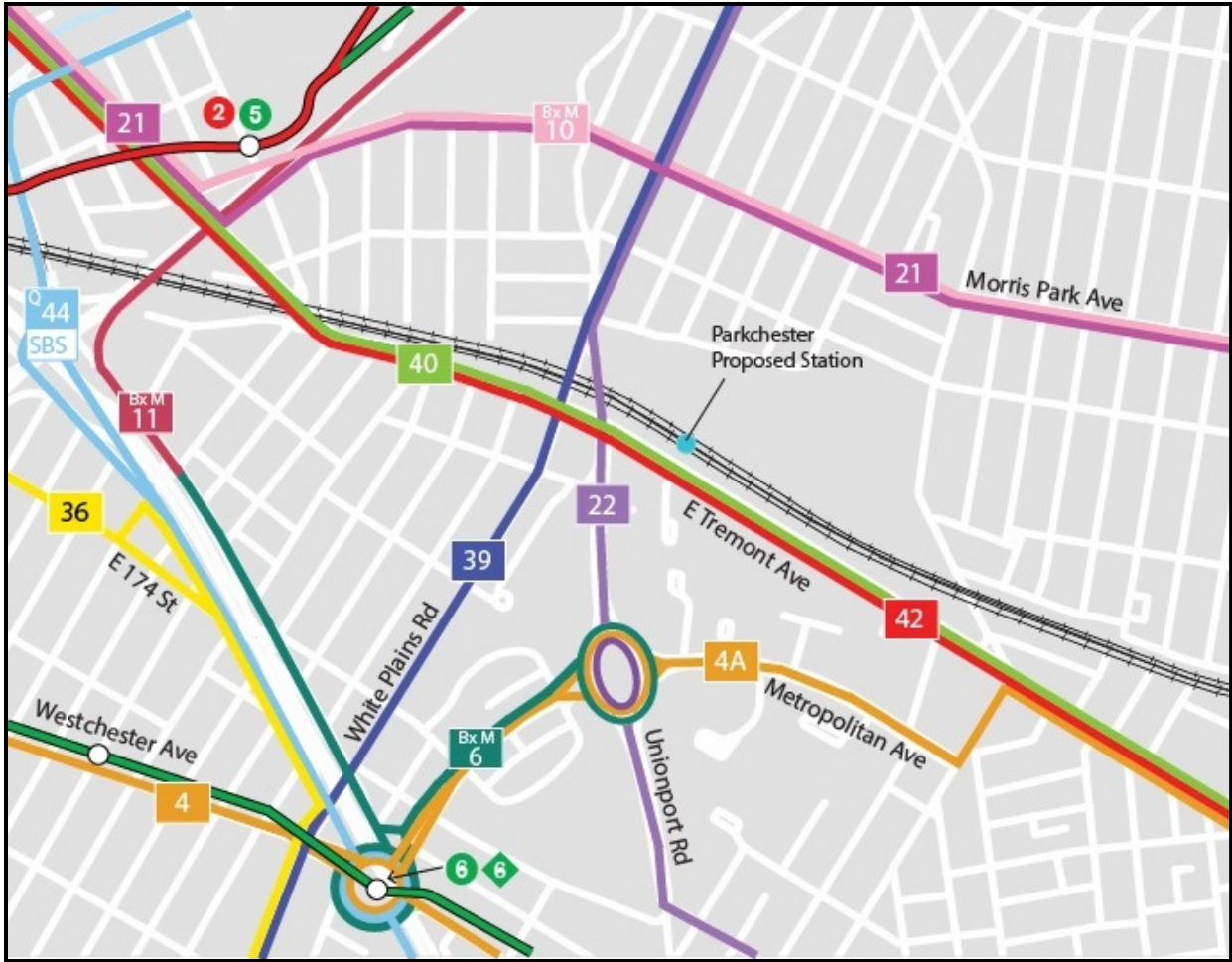
Source: WSP, 2020

Figure H-7. Parkchester-Van Nest Station Area: Traffic Volumes – Existing Conditions (2018)



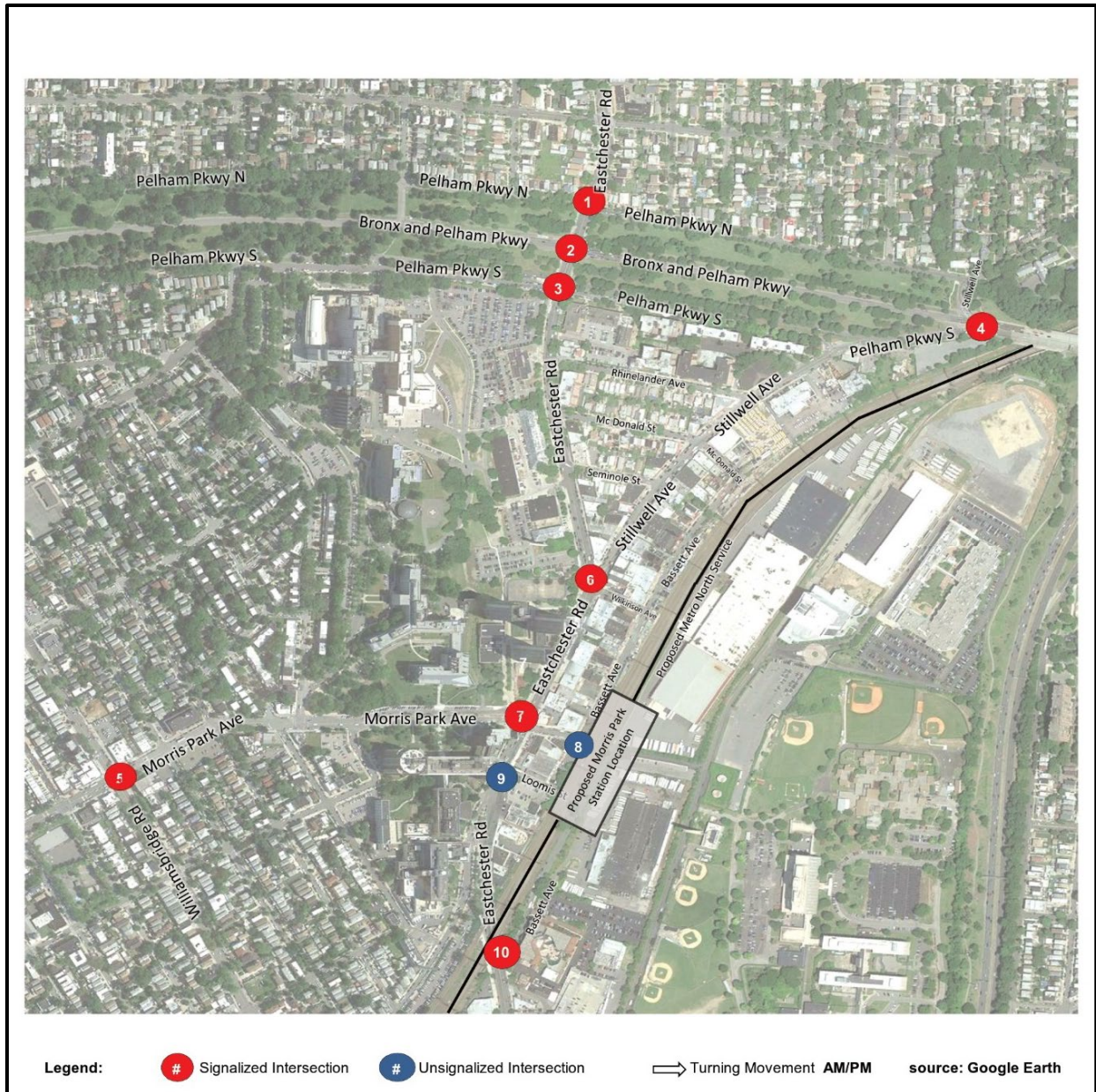
Source: WSP, 2020

Figure H-8. Parkchester-Van Nest Station Area: Transit Services



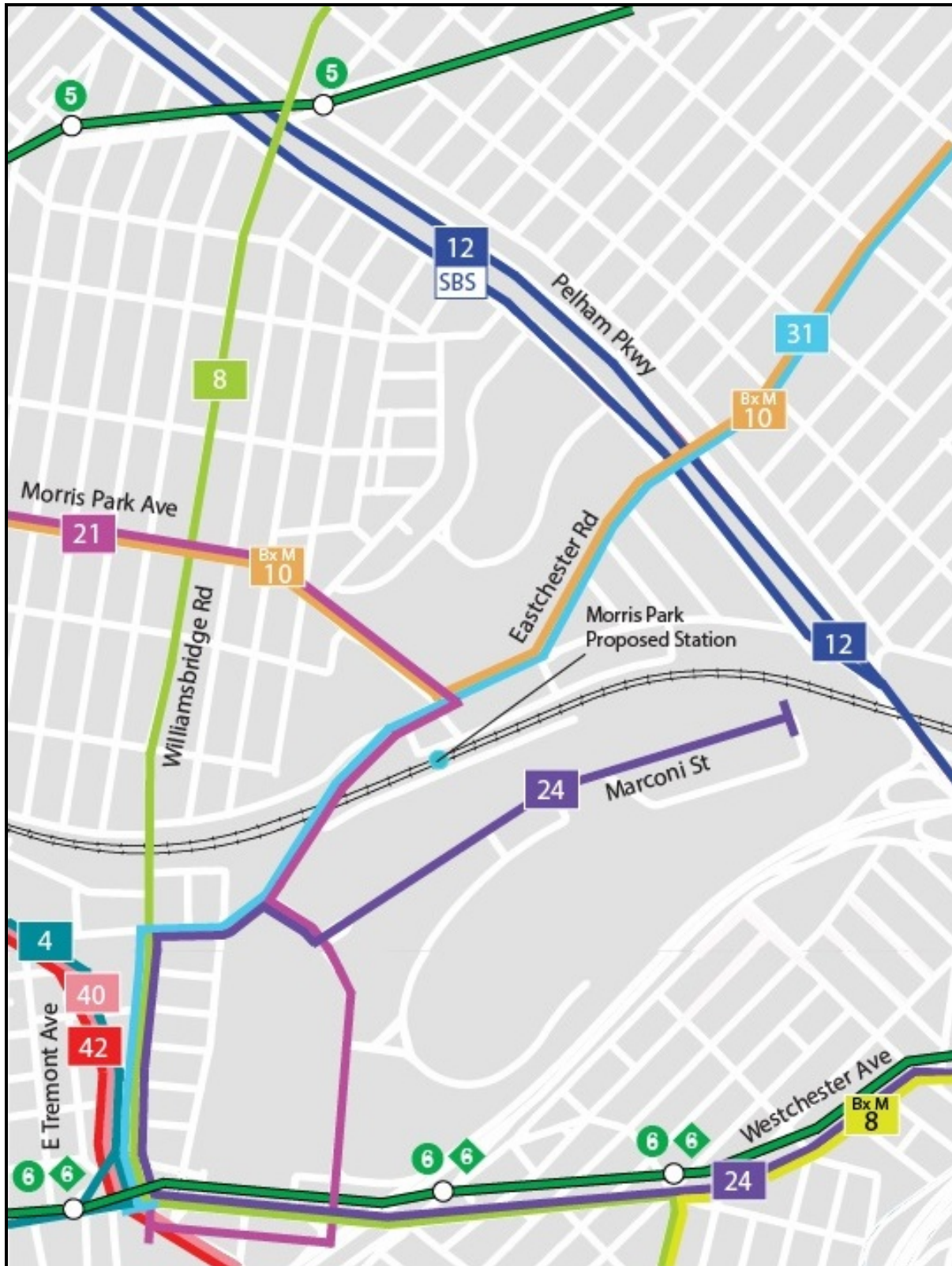
Source: WSP, 2020

Figure H-9. Morris Park Station Traffic Study Area



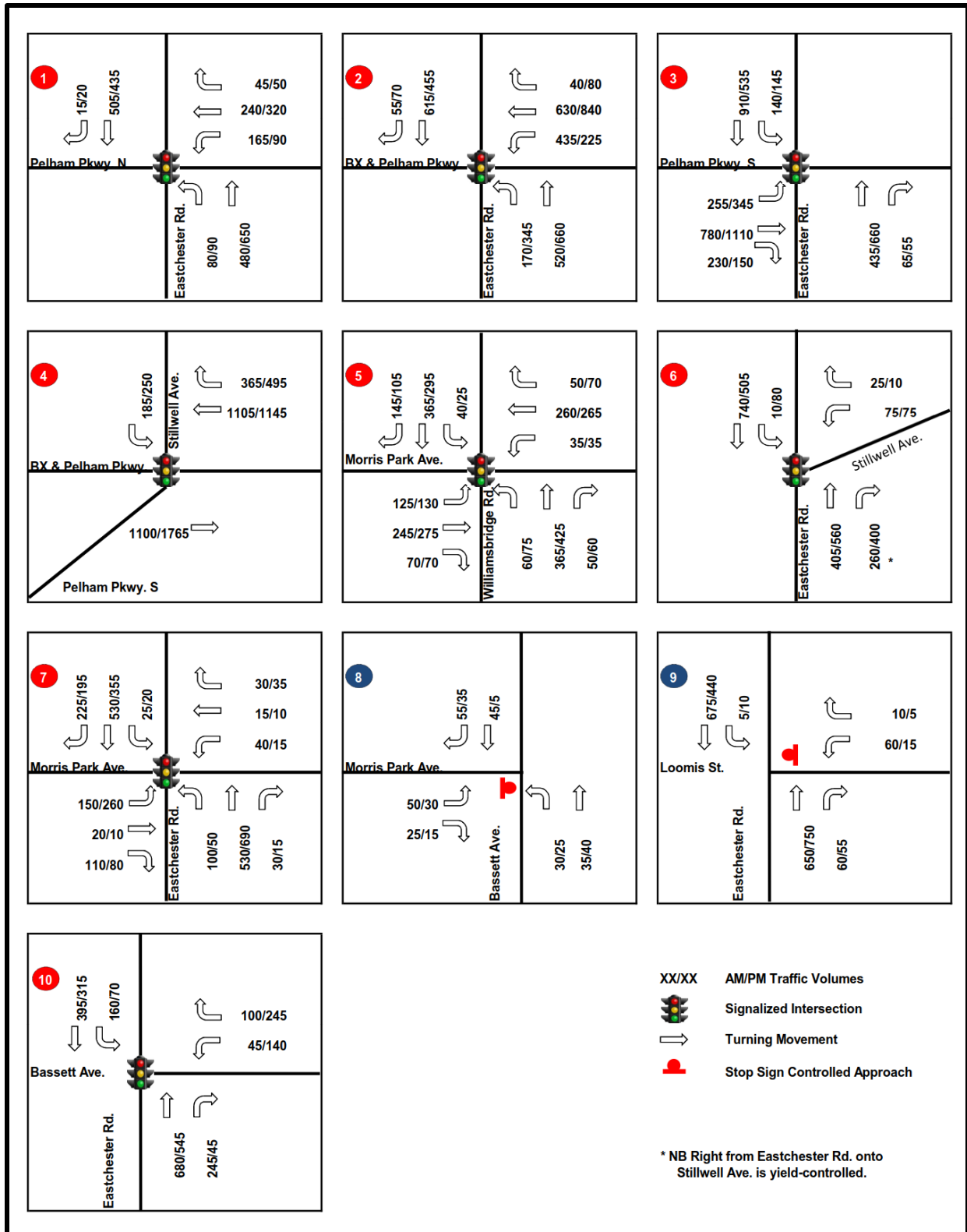
Source: WSP, 2020

Figure H-10. Morris Park Station Area: Transit Services



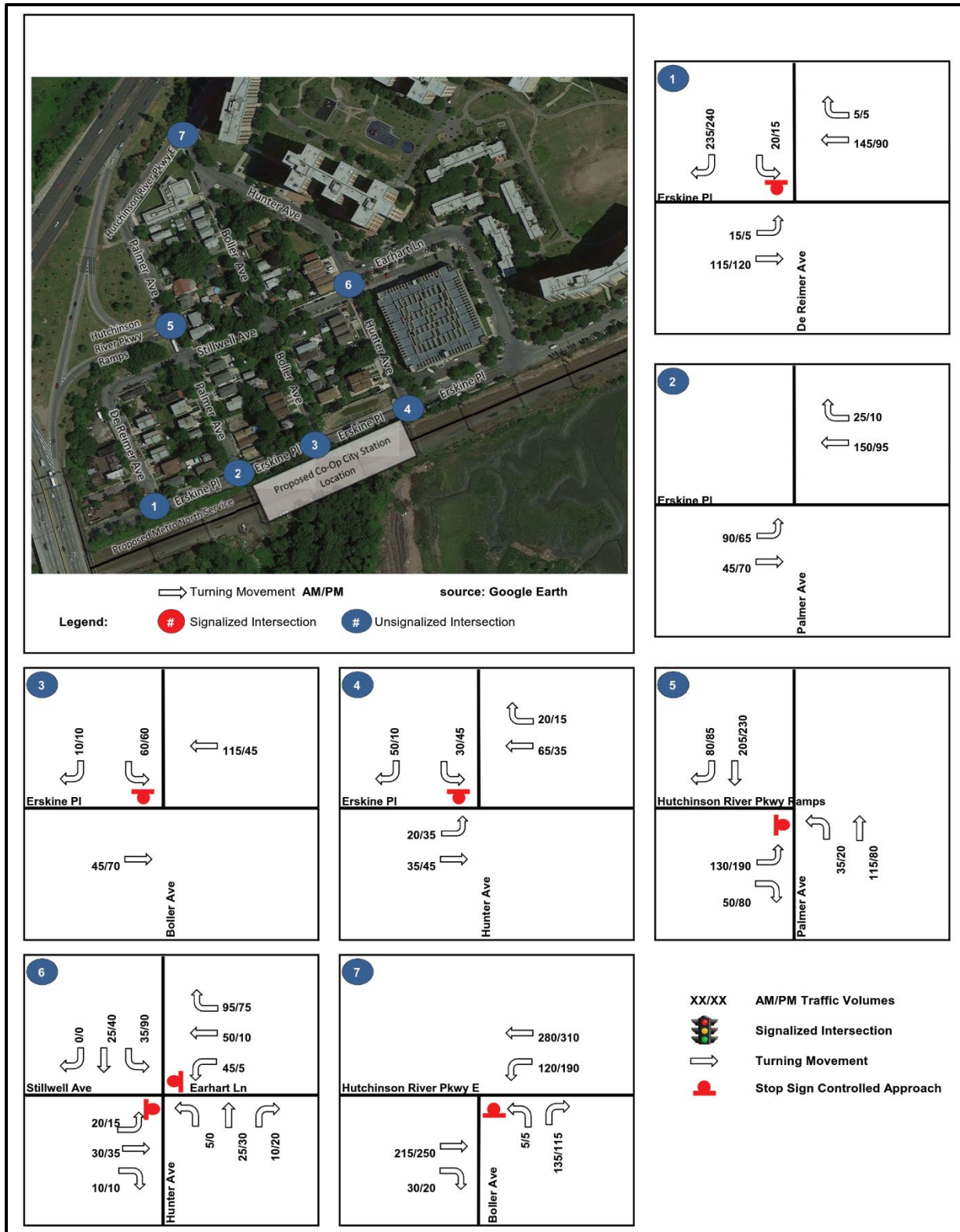
Source: WSP, 2020

Figure H-11. Morris Park Station Area: Traffic Volumes – Existing Conditions (2018)



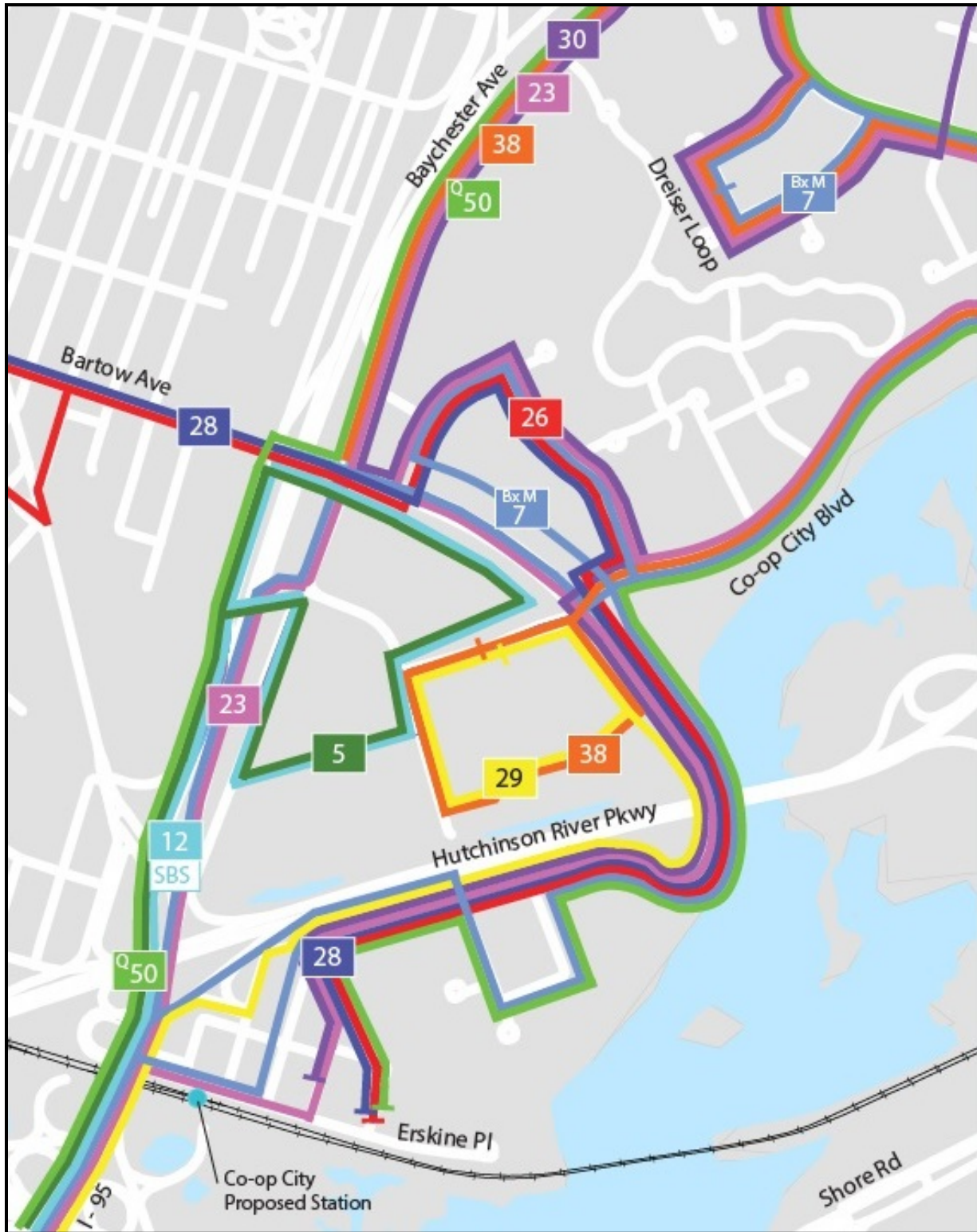
Source: WSP, 2020

Figure H-12. Co-op City Station Area: Traffic Volumes – Existing Conditions (2018)



Source: WSP, 2020

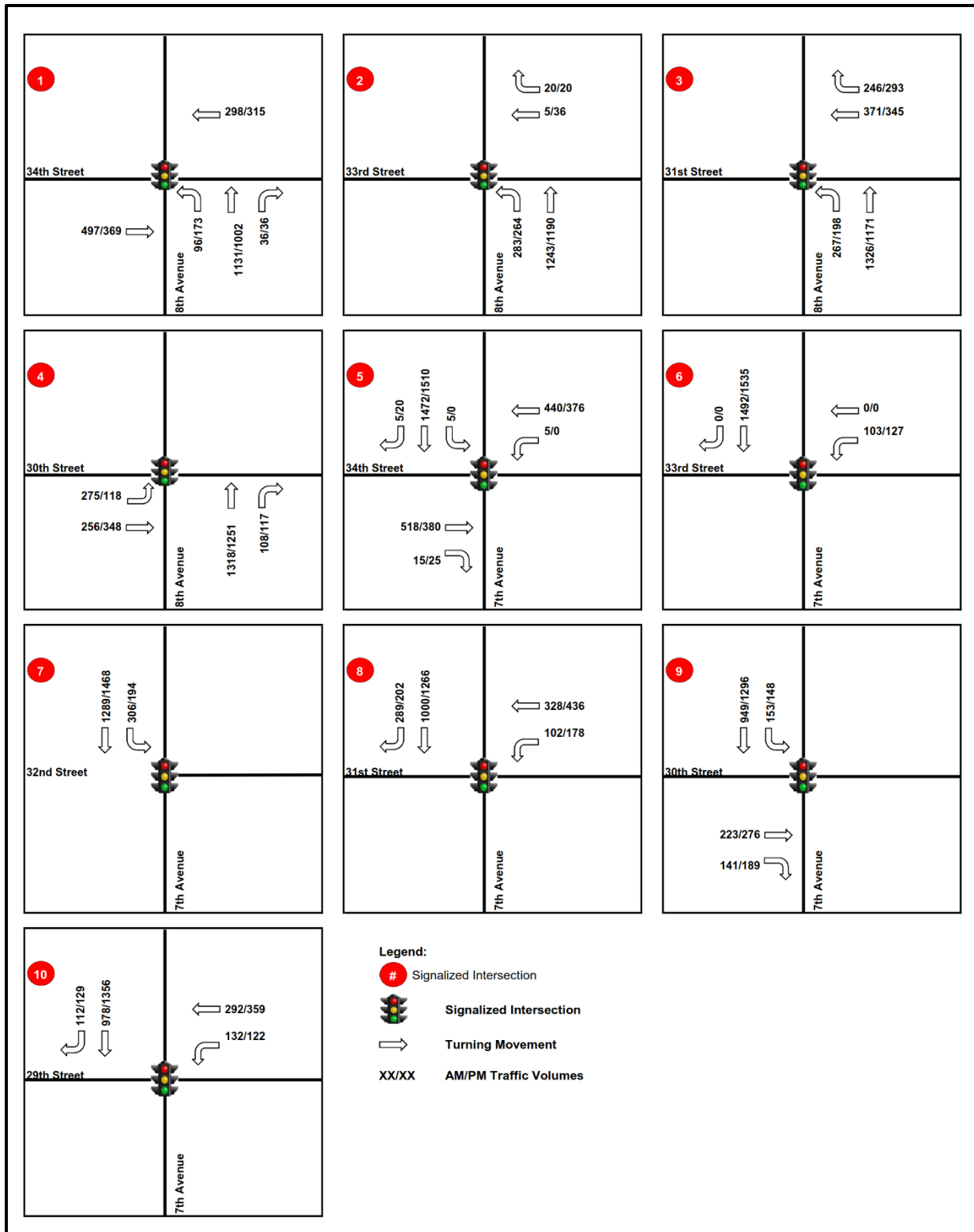
Figure H-13. Co-op City Station Area: Transit Services



Source: WSP, 2020

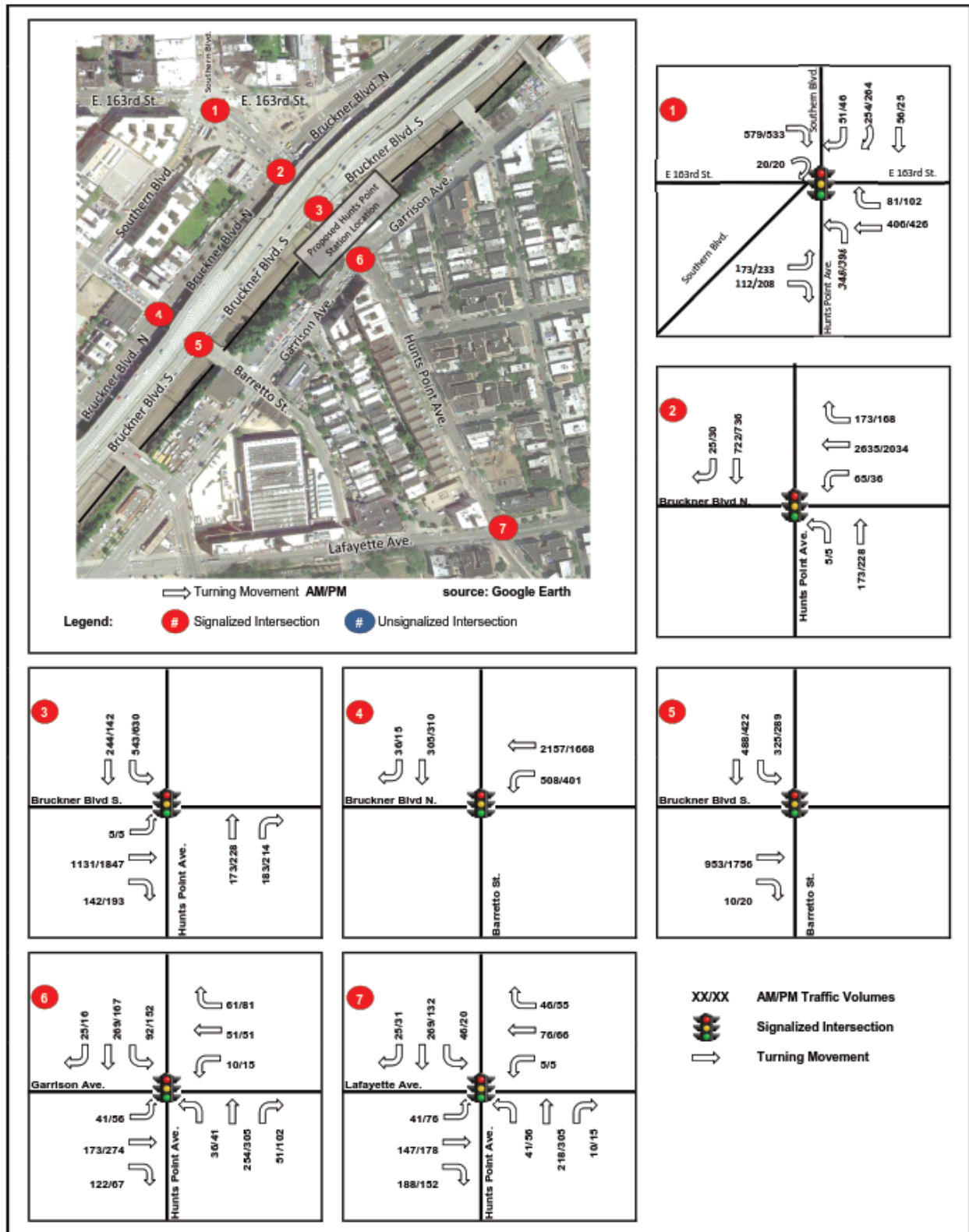
H.2 NO ACTION ALTERNATIVE

Figure H-14 Penn Station New York Study Area: Traffic Volumes – No Action Alternative (2025)



Source: WSP, 2020

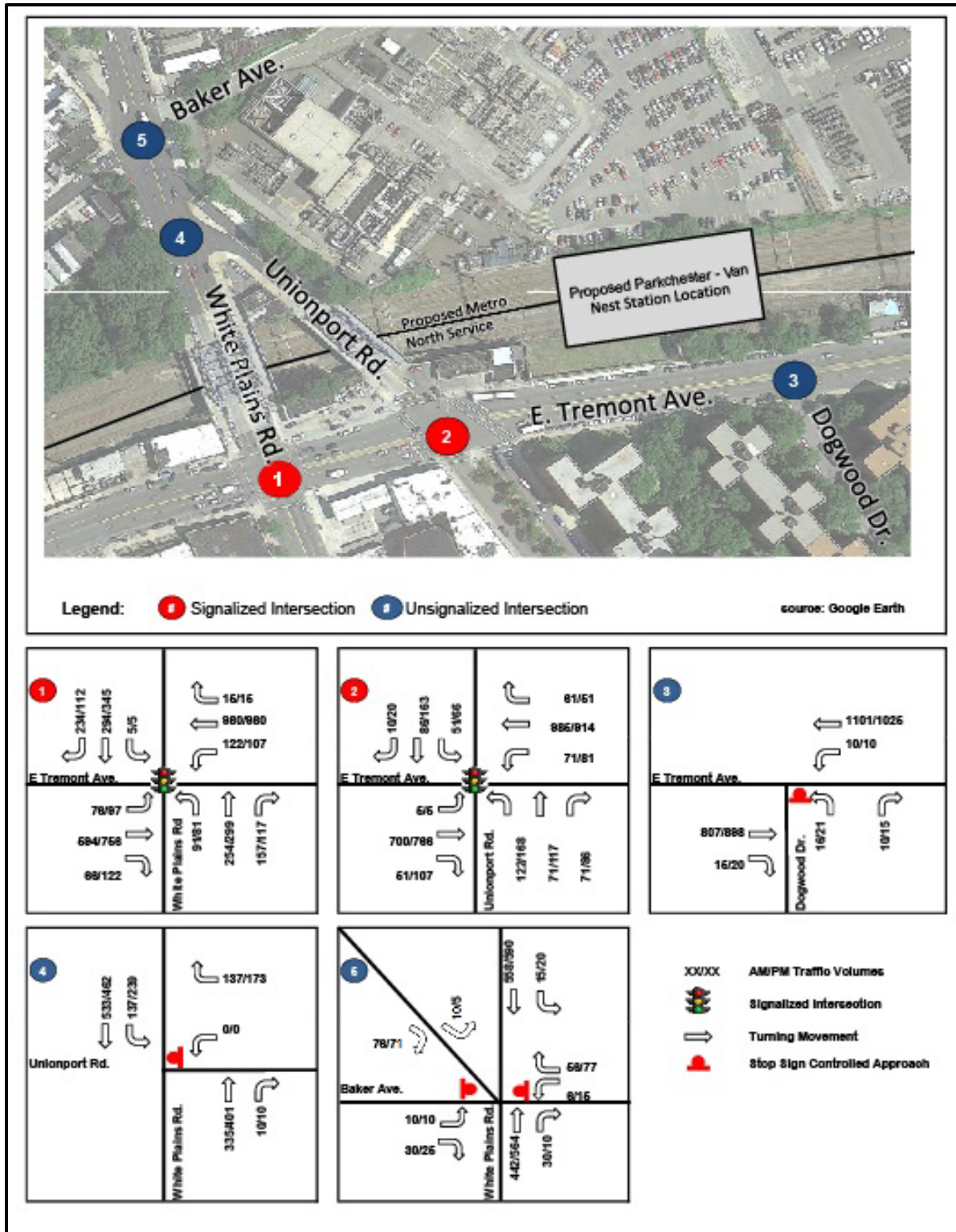
Figure H-15. Hunts Point Station Area: Traffic Volumes – No Action Alternative (2025)



Source: WSP, 2020

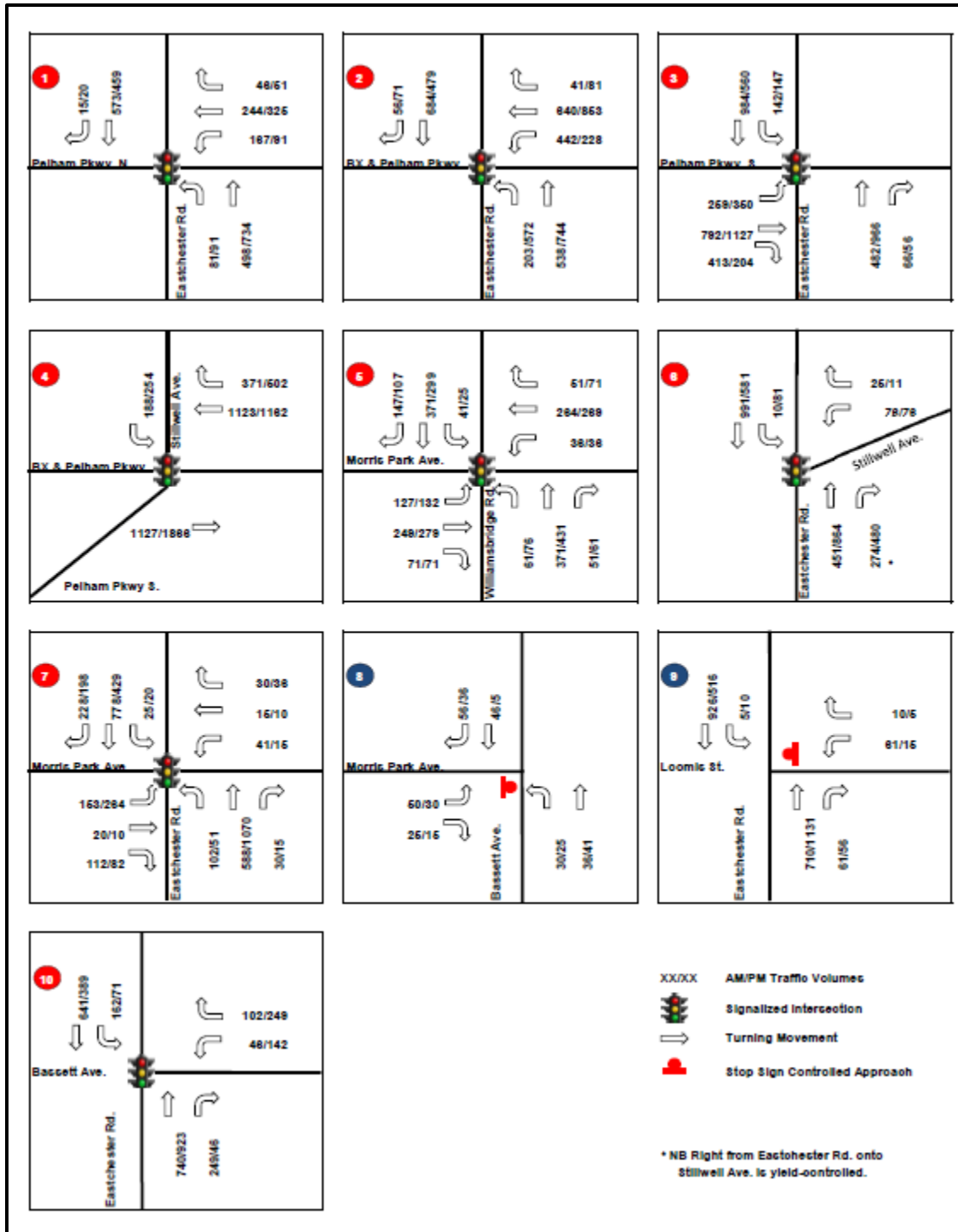


Figure H-16. Parkchester-Van Nest Station Area: Traffic Volumes – No Action Alternative (2025)



Source: WSP, 2020

Figure H-17. Morris Park Study Area: Traffic Volumes – No Action Alternative (2025)



Source: WSP, 2020

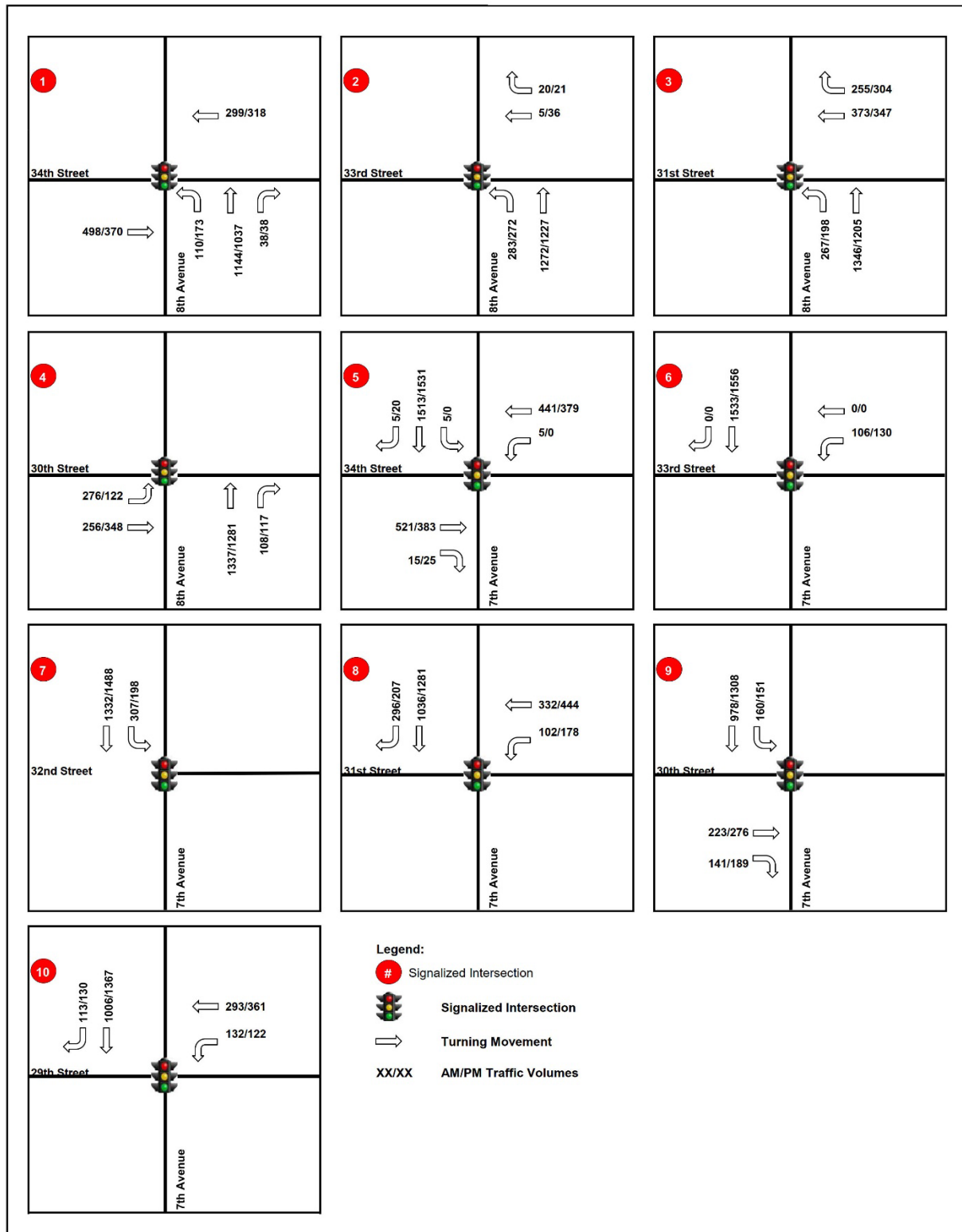
Figure H-18. Co-op City Station Area: Traffic Volumes –No Action Alternative (2025)



Source: WSP, 2020

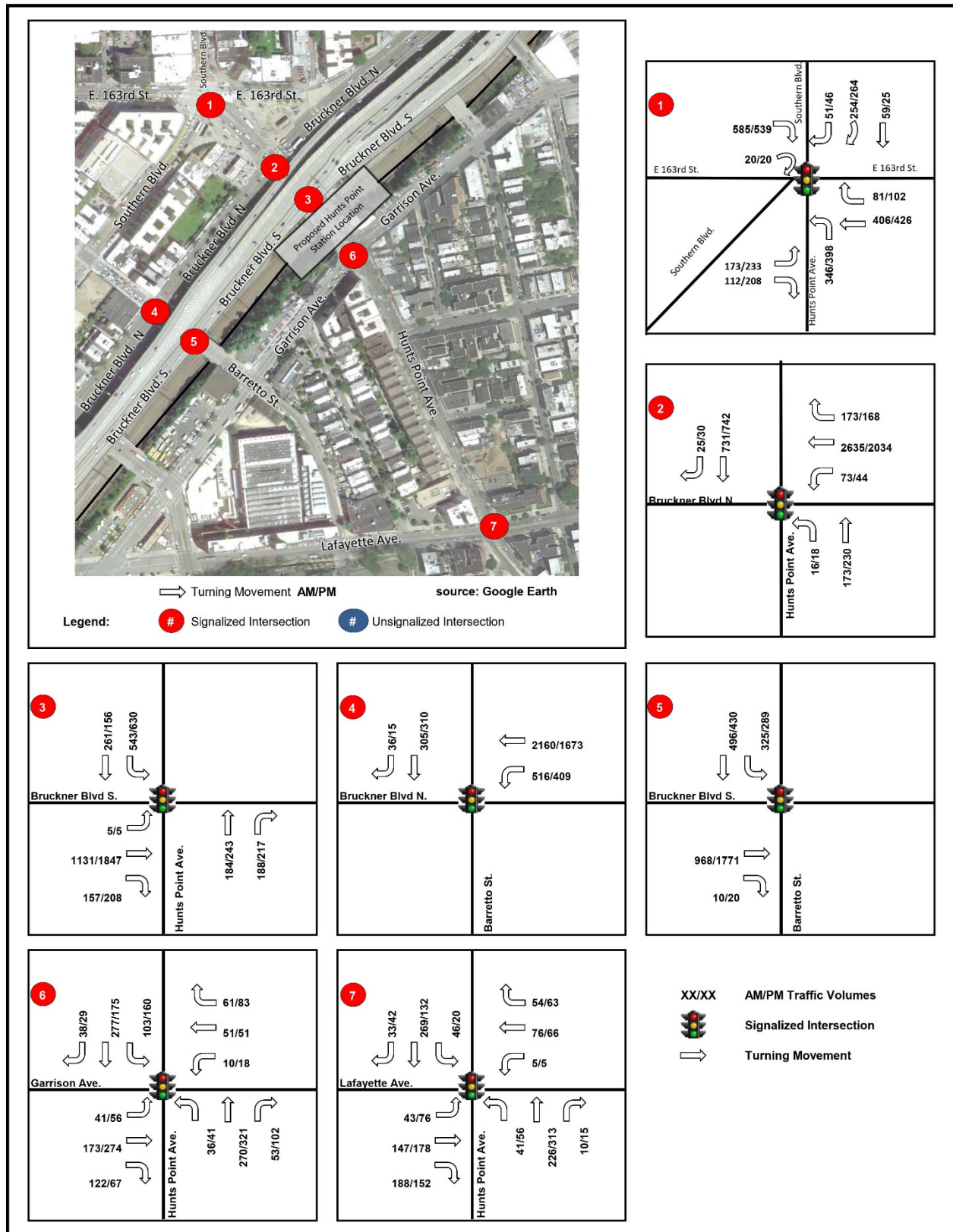
H.3 PROPOSED PROJECT

Figure H-19. Penn Station New York Study Area: Traffic Volumes – Proposed Project (2025)



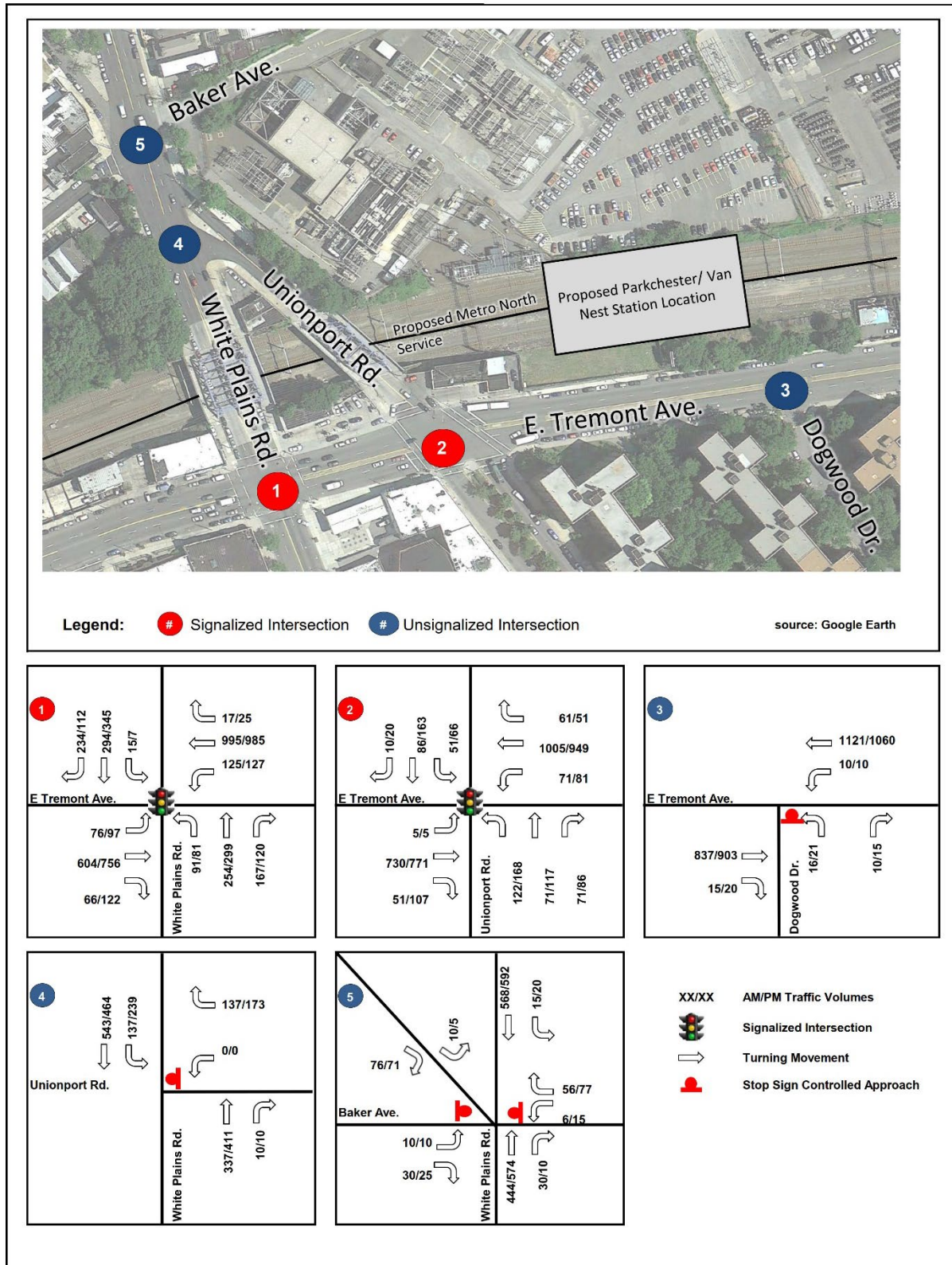
Source: WSP, 2020

Figure H-20. Hunts Point Station Area: Traffic Volumes – Proposed Project (2025)



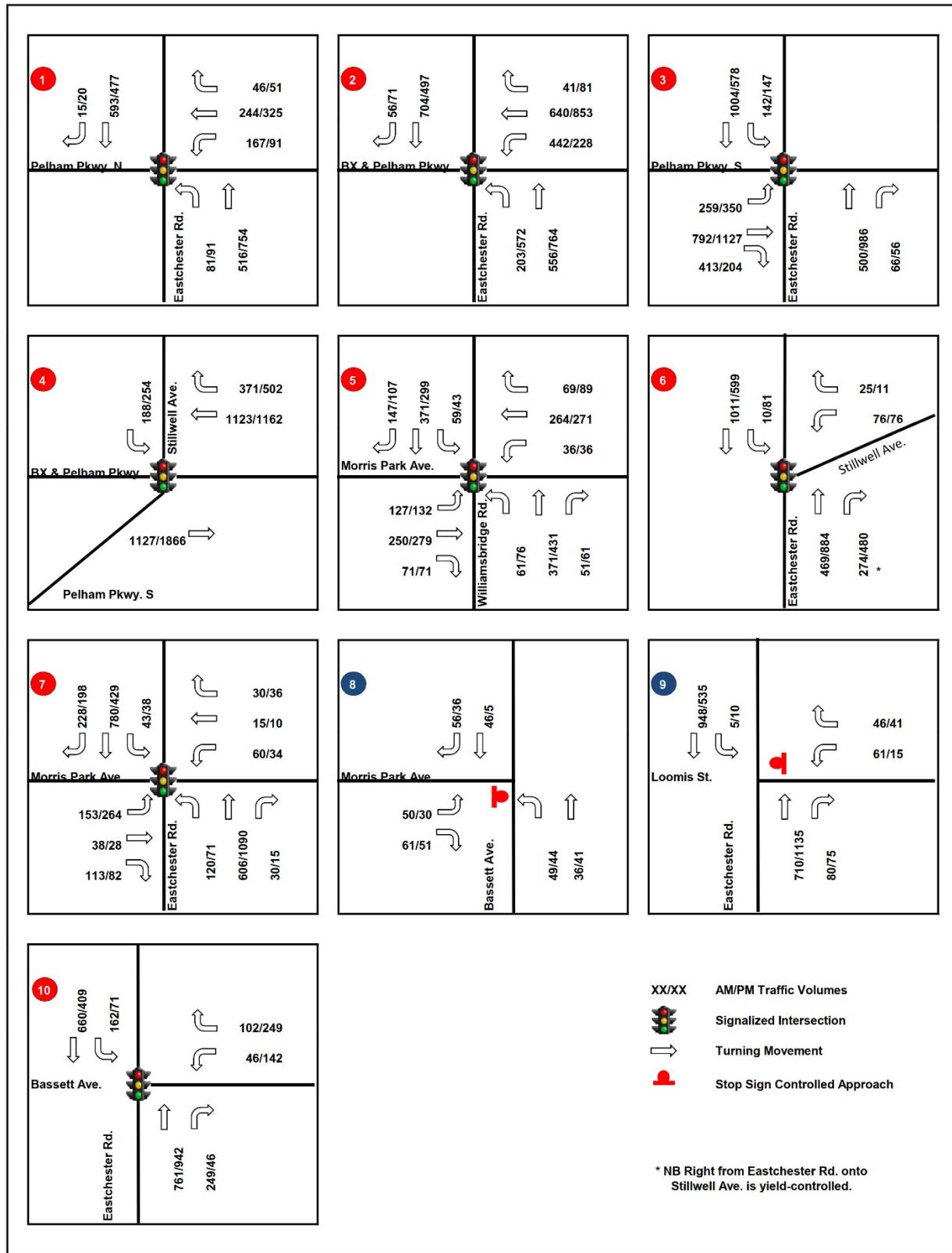
Source: WSP, 2020

Figure H-21. Parkchester-Van Nest Station Area: Traffic Volumes – Proposed Project (2025)



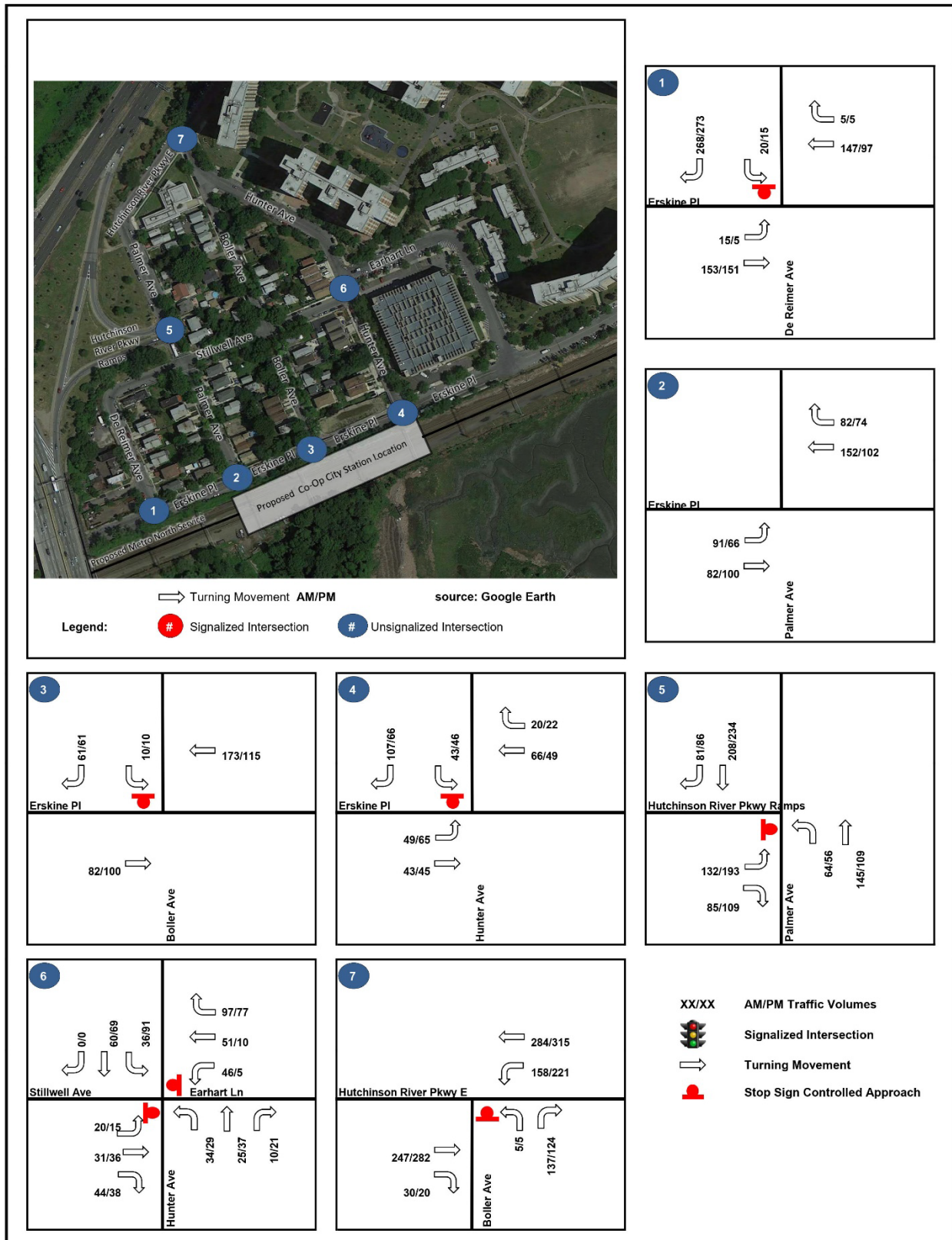
Source: WSP, 2020

Figure H-22. Morris Park Study Area: Traffic Volumes – Proposed Project (2025)



Source: WSP, 2020

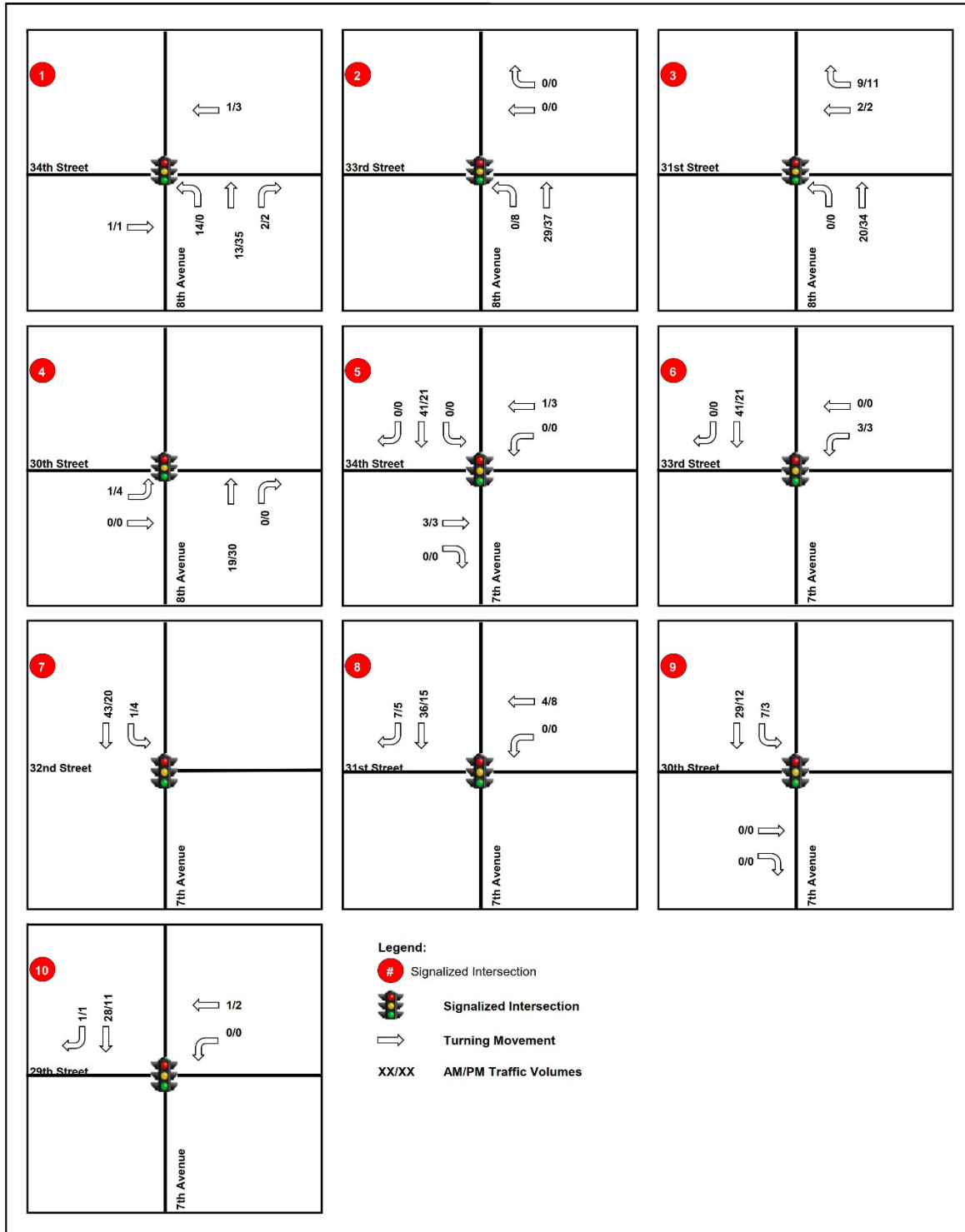
Figure H-23. Co-op City Station Area: Traffic Volumes – Proposed Project (2025)



Source: WSP, 2020

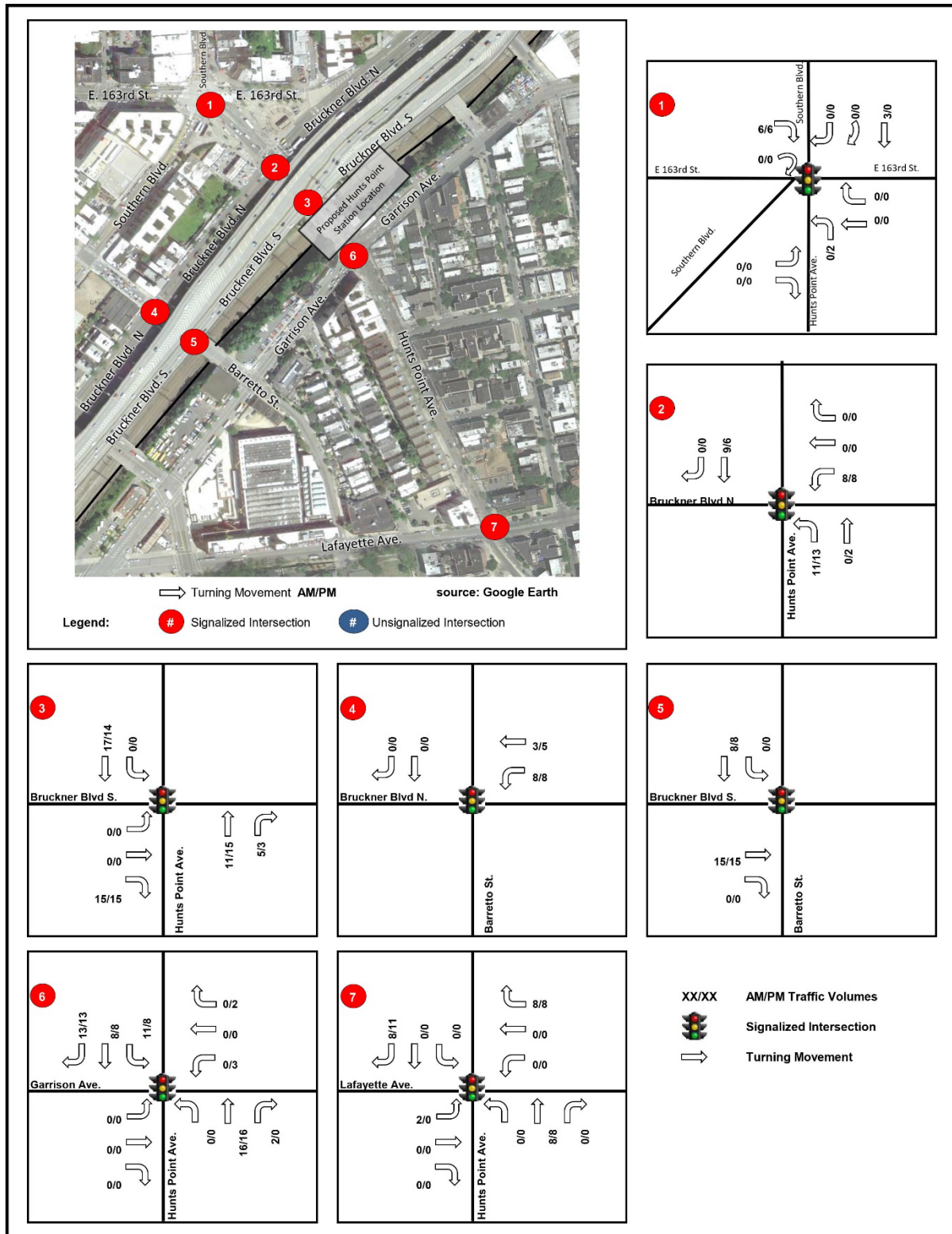
H.4 INCREMENTAL CONDITIONS BETWEEN NO ACTION ALTERNATIVE AND PROPOSED PROJECT

Figure H-24. Penn Station New York Study Area: Traffic Volumes – Net Increment between No Action Alternative and Proposed Project (2025)



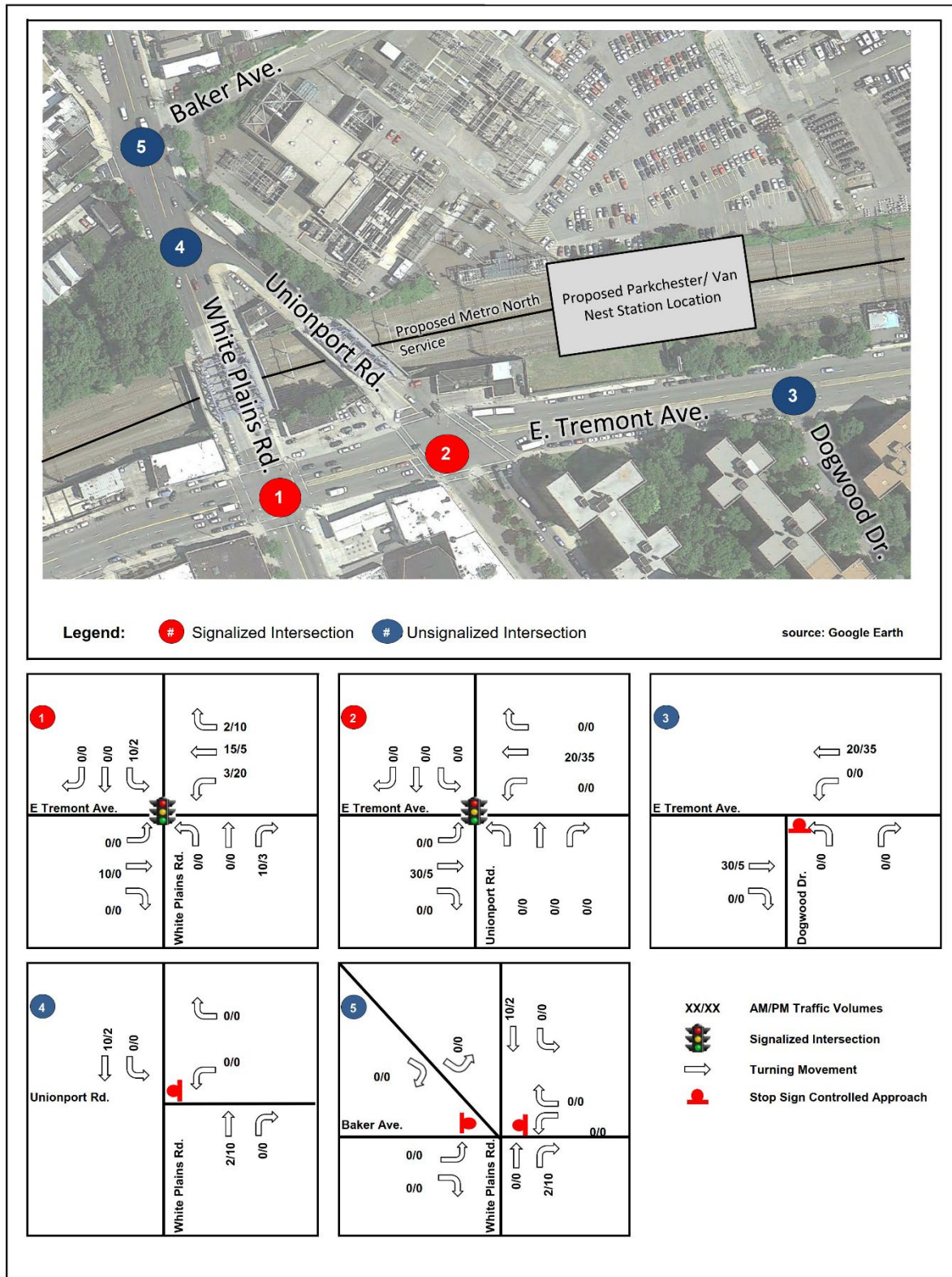
Source: WSP, 2020

Figure H-25. Hunts Point Station Area: Traffic Volumes – Net Increment Between No Action Alternative and Proposed Project (2025)



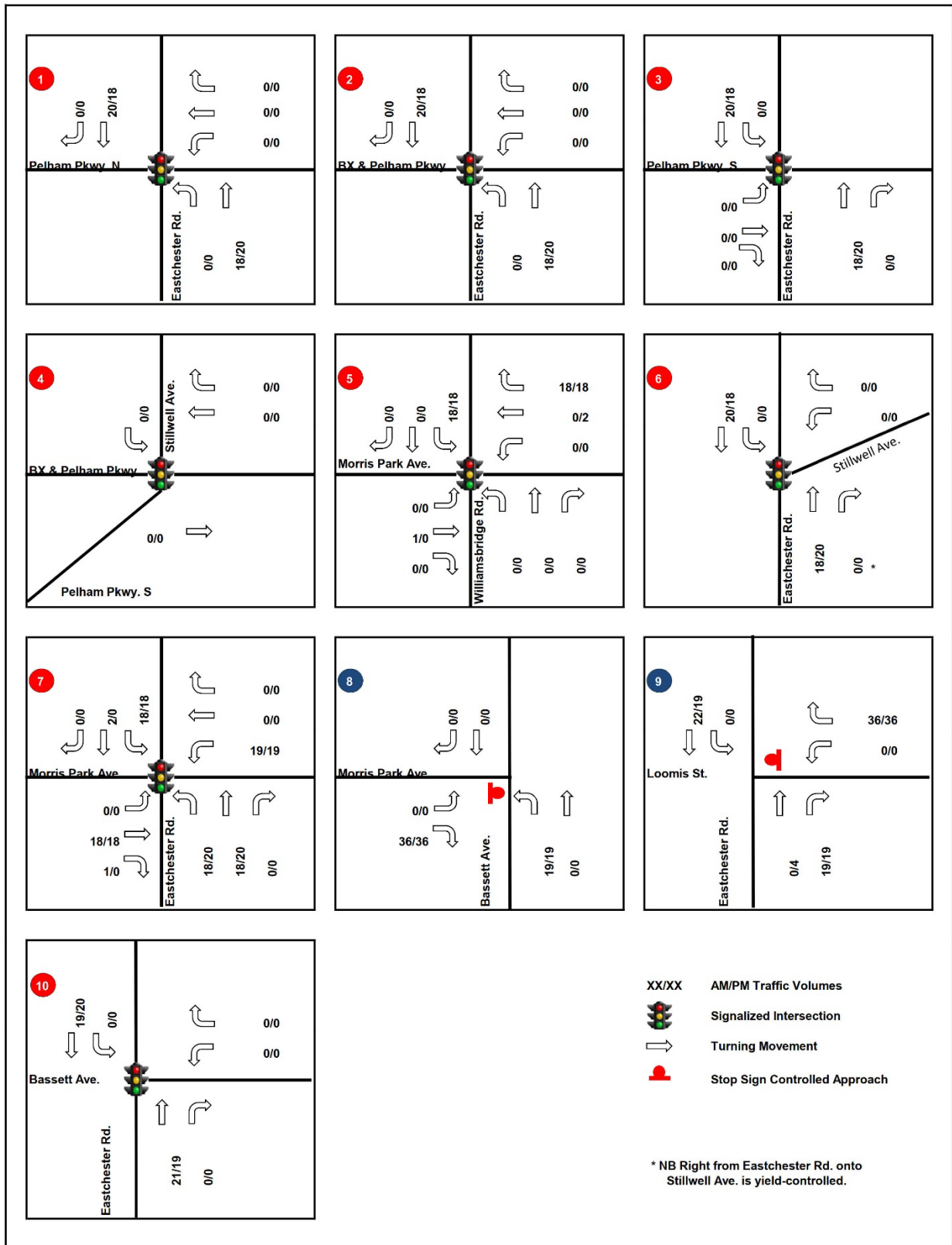
Source: WSP, 2020

Figure H-26. Parkchester-Van Nest Station Area: Traffic Volumes – Net Increment Between No Action Alternative and Proposed Project (2025)



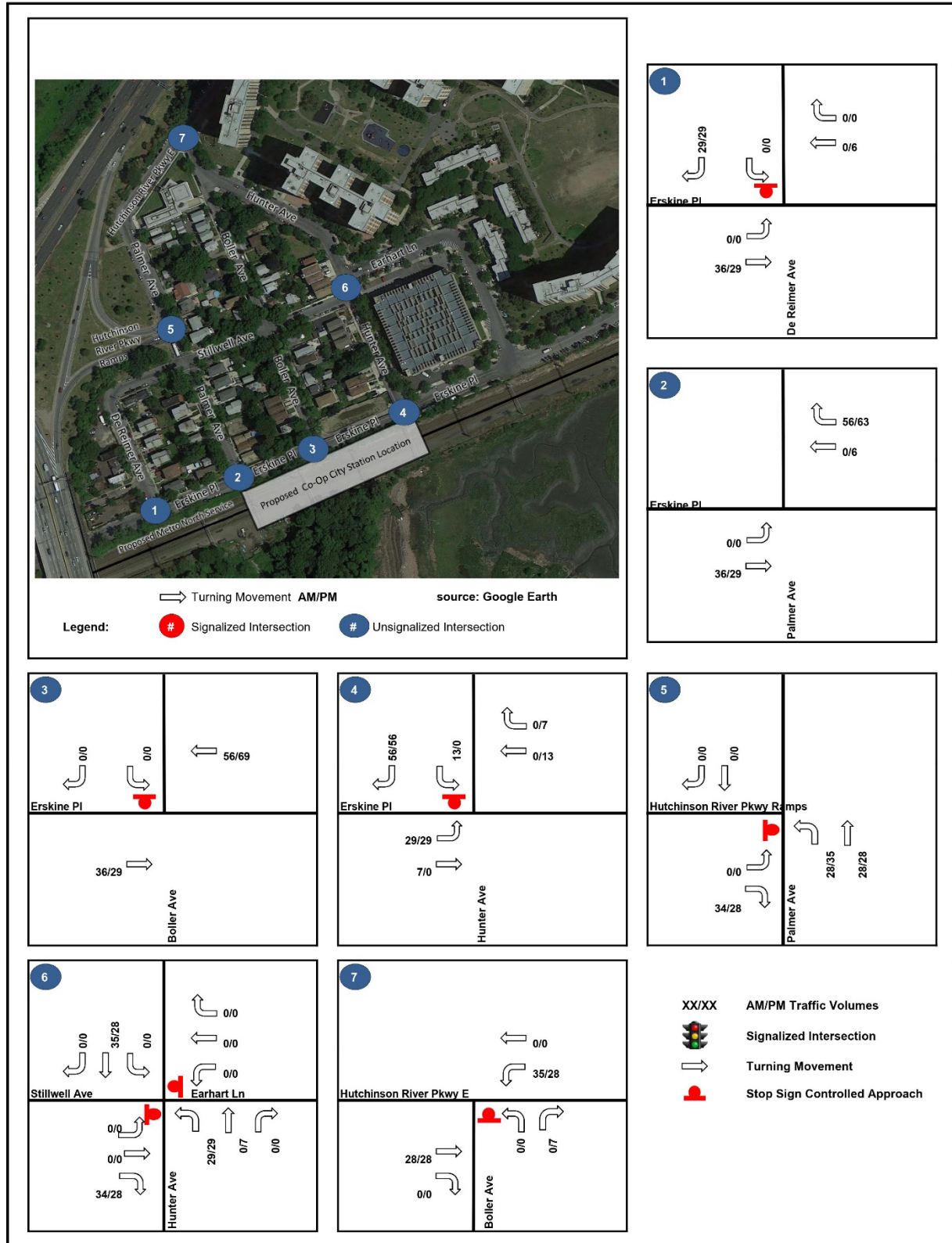
Source: WSP, 2020

Figure H-27. Morris Park Study Area: Traffic Volumes –Net Increment (2025)



Source: WSP, 2020

Figure H-28. Co-op City Station Area: Traffic Volumes –Net Increment Between No Action Alternative and Proposed Project (2025)



Source: WSP, 2020



H.5 TRAFFIC ANALYSES

Table H-1. Penn Station Study Area: Levels of Service – AM Peak Hour (8:15 AM – 9:15 AM)

Intersection	Existing					No-Action			Action		
	Approach	Lane Group	V/C Ratio	Delay Sec/Veh	Approach LOS	V/C Ratio	Delay Sec/Veh	Approach LOS	V/C Ratio	Delay Sec/Veh	Approach LOS
7th Ave / 29th St	SB	T	0.49	6.1	A	0.50	7.0	A	0.52	7.1	A
		R	0.46			0.46			0.47		
	WB	L	0.44	27.0	C	0.45	33.0	C	0.45	33.1	C
		T	0.60			0.76			0.76		
INTERSECTION			0.60	11.5	B	0.76	14.5	B	0.76	14.5	B
7th Ave / 30th St	EB	T	0.50	31.0	C	0.65	32.8	C	0.65	32.8	C
		R	0.71			0.77			0.77		
	SB	L	0.71	16.9	B	0.72	18.4	B	0.75	19.2	B
		T	0.67			0.69			0.71		
INTERSECTION			0.71	20.1	B	0.77	22.1	C	0.77	22.6	C
7th Ave / 31st St	SB	T	0.48	23.8	C	0.49	52.8	D	0.51	55.9	E
		R	0.75			1.27			1.30		
	WB	L	0.68	44.6	D	0.70	89.2	F	0.70	92.7	F
		T	0.84			1.10			1.11		
INTERSECTION			0.84	29.2	C	1.27	62.9	E	1.30	65.9	E
7th Ave / 32nd St	SB	L	0.71	25.1	C	0.72	59.3	E	0.72	67.9	E
		T	0.89			1.00			1.04		
INTERSECTION			0.89	25.1	C	1.00	59.3	E	1.04	67.9	E
7th Ave / 33rd St	SB	T	0.57	3.7	A	0.63	3.7	A	0.64	3.8	A
	WB	L	0.57	41.0	D	0.65	46.4	D	0.67	48.0	D
INTERSECTION			0.57	6.4	A	0.65	6.9	A	0.67	7.1	A
7th Ave / 34th St	EB	TR	1.02	50.6	D	1.06	61.7	E	1.07	64.3	E
	SB	LTR	0.60	17.3	B	0.66	18.4	B	0.68	18.8	B
	WB	LT	0.98	65.9	E	1.08	92.2	F	1.09	96.0	F
INTERSECTION			1.02	34.7	C	1.08	42.3	D	1.09	43.4	D
8th Ave / 30th St	EB	L	0.72	34.1	C	1.05	73.0	E	1.05	73.3	E
		T	0.48			0.63			0.63		
	NB	TR	0.71	22.8	C	0.79	25.2	C	0.80	25.6	C
INTERSECTION			0.72	25.6	C	1.05	39.1	D	1.05	39.4	D
8th Ave / 31st St	WB	T	0.42	35.1	D	0.78	36.1	D	0.78	36.5	D
		R	0.71			0.79			0.82		
	NB	L	0.96	45.5	D	1.55	94.5	F	1.55	96.4	F
		T	0.87			0.98			0.99		
INTERSECTION			0.96	42.9	D	1.55	77.6	E	1.55	79.1	E
8th Ave / 33rd St	WB	T	0.01	12.9	B	0.01	12.9	B	0.01	12.9	B
		R	0.14			0.14			0.14		
	NB	L	1.05	47.2	D	1.87	109.8	F	1.87	108.7	F
		TR	0.80			0.83			0.85		
INTERSECTION			1.05	46.5	D	1.87	108.0	F	1.87	107.0	F
8th Ave / 34th St	WB	T	0.50	34.1	C	0.52	33.5	C	0.52	33.6	C
		R	0.62			0.63			0.63		
	EB	LT	1.00	66.0	E	1.05	78.2	E	1.05	78.8	E
	NB	L	1.05	43.2	D	1.06	43.9	D	1.22	49.2	D
TR		0.73	0.76			0.77					
INTERSECTION			1.05	46.8	D	1.06	50.0	D	1.22	53.0	D

Source: WSP, 2020



Appendix H. Transportation

Table H-2. Penn Station Study Area: Levels of Service – PM Peak Hour (6:00 PM – 7:00PM)

Intersection	Existing					No-Action			Action		
	Approach	Lane Group	V/C Ratio	Delay Sec/Veh	Approach LOS	V/C Ratio	Delay Sec/Veh	Approach LOS	V/C Ratio	Delay Sec/Veh	Approach LOS
7th Ave / 29th St	SB	T	0.67	16.6	B	0.72	17.3	B	0.72	17.6	B
		R	0.84			0.87			0.89		
	WB	L	0.40	30.8	C	0.40	35.9	D	0.40	36.3	D
		T	0.73			0.82			0.83		
INTERSECTION			0.84	20.1	C	0.87	22.0	C	0.89	22.3	C
7th Ave / 30th St	EB	T	0.42	26.7	C	0.72	46.7	D	0.72	46.7	D
		R	0.55			0.94			0.94		
	SB	L	0.78	17.5	B	0.79	17.8	B	0.81	18.1	B
		T	0.79			0.80			0.81		
INTERSECTION			0.79	19.2	C	0.94	25.7	C	0.94	25.8	C
7th Ave / 31st St	SB	T	0.68	22.1	C	0.70	28.4	C	0.71	29.5	C
		R	0.75			1.01			1.03		
	WB	L	0.69	40.5	D	0.70	53.1	D	0.70	55.9	E
		T	0.87			0.97			0.98		
INTERSECTION			0.87	27.8	C	1.01	36.1	D	1.03	37.8	D
7th Ave / 32nd St	SB	L	0.86	27.8	C	0.91	31.0	C	0.92	32.4	C
		T									
INTERSECTION			0.86	27.8	C	0.91	31.0	C	0.92	32.4	C
7th Ave / 33rd St	SB	T	0.61	7.4	A	0.64	8.2	A	0.65	8.4	A
	WB	L	0.37	30.1	C	0.41	30.4	C	0.42	30.7	C
INTERSECTION			0.61	9.5	A	0.64	10.1	B	0.65	10.4	B
7th Ave / 34th St	EB	TR	0.81	57.5	E	0.84	56.1	E	0.84	56.1	E
	SB	LTR	0.65	18.2	B	0.68	18.8	B	0.69	19.0	B
	WB	LT	0.85	42.9	D	0.86	44.4	D	0.87	45.3	D
INTERSECTION			0.85	29.4	C	0.86	29.7	C	0.87	29.9	C
8th Ave / 30th St	EB	L	0.53	25.1	C	0.63	39.5	D	0.65	39.9	D
		T	0.37			0.84			0.84		
	NB	TR	0.67	20.6	C	0.72	21.9	C	0.74	22.2	C
INTERSECTION			0.67	21.4	C	0.84	26.7	C	0.84	27.0	C
8th Ave / 31st St	WB	T	0.47	43.1	D	0.61	47.9	D	0.62	54.7	D
		R	1.04			1.10			1.14		
	NB	L	0.63	21.6	C	0.73	24.5	C	0.73	25.0	C
		T	0.58			0.63			0.65		
INTERSECTION			1.04	28.6	C	1.10	32.4	C	1.14	35.0	D
8th Ave / 33rd St	WB	T	0.06	11.4	B	0.06	11.9	B	0.06	11.9	B
		R	0.08			0.08			0.08		
	NB	L	0.77	39.5	D	0.95	47.4	D	0.98	71.9	E
		TR	0.74			0.78			0.81		
INTERSECTION			0.77	38.4	D	0.95	46.1	D	0.98	69.7	E
8th Ave / 34th St	WB	T	0.65	34.4	D	0.67	36.5	D	0.67	36.5	D
		R	0.43			0.44			0.44		
	EB	LT	0.64	25.3	C	0.79	33.4	C	0.80	33.6	C
	NB	L	1.04	63.0	E	1.06	75.7	E	1.06	87.5	F
TR		0.66	0.70			0.73					
INTERSECTION			1.04	50.6	D	1.06	59.6	E	1.06	67.1	E

Source: WSP, 2020



Table H-3. Hunts Point Station Study Area: Levels of Service – AM Peak Hour (7:45 AM – 8:45 AM)

Intersection	Existing					No-Action			Action			
	Approach	Lane Group	V/C Ratio	Delay Sec/Veh	Approach LOS	V/C Ratio	Delay Sec/Veh	Approach LOS	V/C Ratio	Delay Sec/Veh	Approach LOS	
Lafayette Ave / Hunts Point Ave	EB	LTR	1.05	91.8	F	1.07	96.6	F	1.08	98.8	F	
	SB	L	0.13	14.8	B	0.13	14.9	B	0.13	15.2	B	
		TR	0.42			0.44						
	WB	LTR	0.43	30.3	C	0.44	30.6	C	0.47	31.4	C	
	NB	L	0.13	13.8	B	0.13	13.8	B	0.13	14.0	B	
		TR	0.34			0.35						
	INTERSECTION			1.05	43.8	D	1.07	45.6	D	1.08	46.1	D
	Garrison Ave / Hunts Point Ave	EB	L	0.20	90.6	F	0.21	95.1	F	0.21	95.1	F
TR			1.02	1.04								
SB		L	0.28	9.4	A	0.28	9.8	A	0.32	10.2	B	
		TR	0.32			0.36						
WB		L	0.12	43.0	D	0.13	43.2	D	0.13	43.2	D	
		TR	0.44			0.45						
NB		L	0.76	33.1	C	0.78	33.8	C	0.78	34.3	C	
		TR	0.61			0.65						
INTERSECTION			1.02	43.1	D	1.04	44.8	D	1.04	43.9	D	
Bruckner Blvd S / Hunts Point Ave		SB	L	0.90	31.4	C	0.91	33.6	C	0.91	35.9	D
	T		0.30	0.33								
	EB	LT	0.56	20.8	C	0.61	23.9	C	0.61	24.5	C	
		R	0.30			0.31						
	NB	T	0.55	49.7	D	0.56	50.3	D	0.58	51.9	D	
		R	0.54			0.55						
INTERSECTION			0.90	28.8	C	0.91	31.0	C	0.91	32.4	C	
Bruckner Blvd N / Hunts Point Ave	SB	TR	0.50	20.6	C	0.51	20.9	C	0.51	21.1	C	
	WB	LTR	1.02	65.0	E	1.06	80.0	E	1.06	79.9	E	
	NB	LT	0.21	4.7	A	0.21	4.6	A	0.24	5.3	A	
INTERSECTION			1.02	54.1	D	1.06	65.9	E	1.06	65.7	E	
Southern Blvd / 163rd St / Hunts Point Ave	EB 163rd St	TR	0.65	33.1	C	0.66	33.5	C	0.67	33.7	C	
	SB Southern Blvd	L	0.16	22.4	C	0.16	22.6	C	0.17	22.5	C	
		TR	0.50			0.51						
	WB 163rd St	T	0.79	40.5	D	0.80	41.2	D	0.80	41.2	D	
		R	0.38			0.38						
	NB Hunts Point Ave	T	0.60	26.8	C	0.61	27.0	C	0.61	26.7	C	
	NEB Southern Blvd	T	0.43	32.4	C	0.44	32.6	C	0.44	32.6	C	
		R	0.25			0.26						
INTERSECTION			0.79	31.8	C	0.80	32.1	C	0.80	32.1	C	
Bruckner Blvd SB / Barretto St	EB	TR	0.67	49.2	D	0.68	49.6	D	0.68	49.6	D	
	SB	LT	1.04	13.1	B	1.06	14.4	B	1.08	16.0	B	
		0.64	0.67									
INTERSECTION			1.04	17.7	B	1.06	18.8	B	1.08	20.1	C	
Bruckner Blvd NB / Barretto St	NB	TR	0.55	36.5	D	0.60	37.4	D	0.61	37.6	D	
	EB	L	0.40	0.3	A	0.40	0.3	A	0.41	0.3	A	
T												
INTERSECTION			1.04	18.2	B	1.06	19.4	B	1.08	19.5	B	

Source: WSP, 2020



Appendix H. Transportation

Table H-4. Hunts Point Station Study Area: Levels of Service – PM Peak Hour (4:30 PM – 5:30 PM)

Intersection	Existing					No-Action			Action		
	Approach	Lane Group	V/C Ratio	Delay Sec/Veh	Approach LOS	V/C Ratio	Delay Sec/Veh	Approach LOS	V/C Ratio	Delay Sec/Veh	Approach LOS
Lafayette Ave / Hunts Point Ave	EB	LTR	1.05	90.9	F	1.07	95.6	F	1.07	95.6	F
	SB	L	0.07	13.4	B	0.07	13.5	B	0.07	13.8	B
		TR	0.30			0.33					
	WB	LTR	0.41	29.8	C	0.41	29.9	C	0.45	30.7	C
	NB	L	0.14	15.1	B	0.14	15.2	B	0.15	15.4	B
		TR	0.45			0.46			0.47		
INTERSECTION			1.05	44.5	D	1.07	46.3	D	1.07	45.9	D
Garrison Ave / Hunts Point Ave	EB	L	0.27	93.2	F	0.28	98.0	F	0.28	98.0	F
		TR	1.05			1.07			1.07		
	SB	L	0.46	10.9	B	0.47	11.0	B	0.50	11.8	B
		TR	0.24			0.25			0.29		
	WB	L	0.33	44.1	D	0.33	44.3	D	0.40	45.7	D
		TR	0.45			0.45			0.46		
	NB	L	0.83	42.9	D	0.85	45.4	D	0.85	49.2	D
		TR	0.82			0.84			0.87		
INTERSECTION			1.05	50.4	D	1.07	52.8	D	1.07	53.4	D
Bruckner Blvd S / Hunts Point Ave	SB	L	1.03	170.2	F	1.04	168.5	F	1.04	165.9	F
		T	0.22			0.22			0.24		
	EB	LT	0.85	40.2	D	0.88	41.3	D	0.88	41.4	D
		R	0.38			0.39			0.42		
	NB	T	0.64	112.5	F	0.66	112.7	F	0.68	114.1	F
		R	0.62			0.63			0.65		
INTERSECTION			1.03	81.7	F	1.04	81.6	F	1.04	81.6	F
Bruckner Blvd N / Hunts Point Ave	SB	TR	0.55	73.1	E	0.56	73.1	E	0.56	72.9	E
	WB	LTR	0.72	23.1	C	0.73	23.6	C	0.74	23.7	C
	NB	LT	0.24	136.8	F	0.24	137.2	F	0.29	137.2	F
INTERSECTION			0.72	43.7	D	0.73	43.9	D	0.74	44.4	D
Southern Blvd / 163rd St / Hunts Point Ave	EB 163rd St	TR	0.65	33.2	C	0.66	33.5	C	0.67	33.7	C
	SB Southern Blvd	L	0.09	22.3	C	0.09	22.5	C	0.09	22.5	C
		TR	0.49			0.50			0.50		
	WB 163rd St	T	0.73	38.5	D	0.74	38.9	D	0.74	38.9	D
		R	0.53			0.54			0.54		
	NB Hunts Point Ave	T	0.62	24.7	C	0.63	24.9	C	0.63	24.2	C
	NEB Southern Blvd	T	0.49	38.6	D	0.50	38.9	D	0.50	38.9	D
R		0.63	0.64			0.64					
INTERSECTION			0.73	32.3	C	0.74	32.6	C	0.74	32.5	C
Bruckner Blvd SB / Barretto St	EB	TR	0.54	44.4	D	0.55	44.6	D	0.55	44.6	D
	SB	LT	1.07	24.4	C	1.09	25.2	C	1.11	26.7	C
			0.51			0.53			0.53		
INTERSECTION			1.07	27.2	C	1.09	27.9	C	1.11	29.1	C
Bruckner Blvd NB / Barretto St	NB	TR	0.62	28.6	C	0.64	29.1	C	0.65	29.2	C
	EB	L	0.39	1.2	A	0.40	1.2	A	0.40	1.3	A
		T									
INTERSECTION			1.07	20.3	B	1.09	20.7	C	1.11	20.6	C

Source: WSP, 2020



Table H-5. Parkchester-Van Nest Station Study Area: Levels of Service AM Peak Hour (8:30 AM – 9:30 AM)

Intersection	Existing					No-Action			Action		
	Approach	Lane Group	V/C Ratio	Delay Sec/Veh	Approach LOS	V/C Ratio	Delay Sec/Veh	Approach LOS	V/C Ratio	Delay Sec/Veh	Approach LOS
Dogwood Dr / E Tremont Ave*	EB	TR	0.38	0.0	A	0.38	0.0	A	0.40	0.0	A
			0.20			0.20			0.21		
	WB	LT	0.02	0.2	A	0.02	0.2	A	0.02	0.2	A
			0.47			0.48			0.49		
NB	LR	0.22	36.8	E	0.24	39.1	E	0.25	42.0	E	
INTERSECTION			0.47	0.6	A	0.48	0.7	A	0.49	0.7	A
Unionport Rd / E Tremont Ave	EB	LTR	0.52	10.0	A	0.53	10.5	B	0.55	12.0	B
	SB	LTR	0.45	37.7	D	0.46	37.9	D	0.46	38.0	D
	WB	LTR	0.82	40.8	D	0.84	52.2	D	0.87	68.0	E
	NB	LTR	0.51	36.8	D	0.52	37.1	D	0.52	37.1	D
INTERSECTION			0.82	29.4	C	0.84	35.0	C	0.87	42.6	D
White Plains Rd / E Tremont Ave	EB	LTR	0.88	34.4	C	0.90	36.9	D	0.92	39.2	D
	SB	LTR	0.68	38.3	D	0.69	38.7	D	0.89	50.0	D
			0.55			0.56			0.56		
	WB	LTR	1.05	50.7	D	1.07	58.5	E	1.10	69.5	E
NB	LTR	0.48	43.5	D	0.49	44.2	D	0.50	45.8	D	
		0.78			0.79			0.81			
INTERSECTION			1.05	42.7	D	1.07	46.4	D	1.10	53.5	D
White Plains Rd & Unionport Rd*	SB	LT	0.15	1.9	A	0.16	1.9	A	0.16	1.9	A
			0.37			0.38			0.38		
	WB	LR	0.26	12.5	B	0.26	12.6	B	0.28	13.4	B
	NB	T	0.23	0.0	A	0.23	0.0	A	0.23	0.0	A
R		0.01	0.01			0.01					
INTERSECTION			0.37	2.6	A	0.38	2.6	A	0.38	2.7	A
White Plains Rd & Baker Ave*	EB	LR	0.21	23.3	C	0.21	23.8	C	0.21	24.3	C
	SB	LT	0.03	0.4	A	0.03	0.4	A	0.03	0.4	A
			0.42			0.43			0.44		
	WB	L	0.11	14.7	B	0.12	15.8	C	0.12	16.0	C
		R	0.11			0.12			0.12		
	NB	TR	0.19	0.0	A	0.19	0.0	A	0.19	0.0	A
0.12			0.12			0.12					
INTERSECTION			0.42	1.8	A	0.4	1.9	C	0.4	1.9	A

*Unsignalized

Source: WSP, 2020



Appendix H. Transportation

Table H-6. Parkchester-Van Nest Study Area: Levels of Service PM Peak Hour (5:00 PM – 6:00 PM)

Intersection	Existing					No-Action			Action				
	Approach	Lane Group	V/C Ratio	Delay Sec/Veh	Approach LOS	V/C Ratio	Delay Sec/Veh	LOS	Volume	V/C Ratio	Delay Sec/Veh	LOS	
Dogwood Dr / E Tremont Ave*	EB	TR	0.37	0.0	A	0.37	0.0	A	903	0.37	0.0	A	
			0.20			20			0.20				
	WB	LT	0.02	0.3	A	0.02	0.2	A	10	0.02	0.2	A	
			0.44			1060			0.46				
	NB	LR	0.30	39.6	E	0.32	42.0	E	21	0.33	44.1	E	
									15				
INTERSECTION			0.44	0.9	A	0.44	1.0	A		0.46	1.0	A	
Unionport Rd / E Tremont Ave	EB	LTR	0.54	7.5	A	0.54	8.0	A	5	0.55	8.6	A	
									771				
									107				
	SB	LTR	0.78	54.1	D	0.81	57.9	E	66	0.81	58.2	E	
									163				
									20				
	WB	LTR	0.93	49.4	D	0.95	66.8	E	81	0.97	83.8	F	
									949				
									51				
	NB	LTR	0.73	41.8	D	0.75	42.8	D	168	0.75	42.9	D	
									117				
									86				
INTERSECTION			0.93	35.2	D	0.95	43.3	D		0.97	51.2	D	
White Plains Rd / E Tremont Ave	EB	LTR	0.95	46.5	D	0.96	42.1	D	97	0.98	45.6	D	
									756				
									122				
	SB	LTR	0.89	50.6	D	0.95	58.0	E	7	1.03	74.6	E	
									345				
									112				
	WB	LTR	0.93	37.0	D	0.98	57.0	E	127	1.06	66.8	E	
									985				
									25				
	NB	LTR	0.76	51.5	D	0.80	54.4	D	81	0.81	55.3	E	
									299				
									120				
INTERSECTION			0.95	45.0	D	0.98	52.0	D		1.06	59.5	E	
White Plains Rd & Unionport Rd*	SB	LT	0.27	3.6	A	0.28	3.6	A	239	0.28	3.7	A	
			0.28			464			0.29				
	WB	LR	0.29	12.7	B	0.30	12.9	B	0	0.30	13.0	B	
									173				
	NB	T	0.24	0.0	A	0.25	0.0	A	411	0.25	0.0	A	
		R	0.01			0.01			10	0.01			
INTERSECTION			0.29	3.8	A	0.30	3.8	A		0.30	3.8	A	
White Plains Rd & Baker Ave*	EB	LR	0.21	26.4	D	0.22	28.6	D	10	0.23	28.9	D	
			25										
	SB	LT	0.23	0.5	A	0.06	0.5	A	25	0.06	0.5	A	
			0.12			0.45			663	0.45			
	WB	L	0.39	31.0	D	0.43	28.4	D	15	0.44	29.2	D	
		R	0.39			0.43			77	0.44			
	NB	TR	0.06	0.0	A	0.23	0.0	A	574	0.24	0.0	A	
			0.44			0.12			10	0.13			
	INTERSECTION			0.44	2.8	A		3.1	A		0.45	3.2	A

*Unsignalized

Source: WSP, 2020



Table H-7. Morris Park Station Study Area: Levels of Service – AM Peak Hour (8:30 AM – 9:30 AM)

Intersection	Existing			No-Action			Action						
	Approach	Lane Group	V/C Ratio	Delay Sec/Veh	Approach LOS	V/C Ratio	Delay Sec/Veh	Approach LOS	V/C Ratio	Delay Sec/Veh	Approach LOS		
Bassett Ave / Eastchester Rd	SB	LT	0.69	15.9	B	1.00	49.6	D	1.03	56.0	E		
	WB	LR	0.32	23.6	C	0.32	23.8	C	0.32	23.8	C		
	NB	TR	0.62	16.1	B	0.66	17.0	B	0.67	17.3	B		
INTERSECTION			0.69	16.8	B	1.00	31.3	C	1.03	34.2	C		
Sackett Ave / Eastchester Rd	EB	LR	0.07	20.3	C	0.07	20.3	C	0.07	20.3	C		
	SB	TR	0.33	12.0	B	0.48	13.7	B	0.49	13.9	B		
	NB	LT	0.58	9.9	A	0.69	11.4	B	0.72	11.9	B		
INTERSECTION			0.58	11.0	B	0.69	12.7	B	0.72	13.0	B		
Loomis St / Eastchester Rd**	SB	L	0.01	0.1	A	0.01	0.1	A	0.01	0.1	A		
		T	0.30									0.42	0.43
	WB	LR	0.14	11.7	B	0.12	10.4	B	0.17	10.6	B		
	NB	T	0.27	0.0	A	0.30	0.0	A	0.30	0.0	A		
		R	0.18									0.19	0.21
INTERSECTION			0.30	0.7	A	0.42	0.5	A	0.43	0.7	A		
Morris Park Ave / Eastchester Rd	EB	L	0.36	39.1	D	0.37	39.3	D	0.41	39.7	D		
		T	0.33									0.34	0.35
		R	0.40									0.40	0.41
	SB	LT	0.77	55.4	E	1.10	95.6	F	1.26	145.3	F		
		R	0.95									0.96	0.96
	WB	LTR	0.35	39.0	D	0.35	39.1	D	0.46	42.4	D		
	NB	L	0.45	23.3	C	0.46	23.5	C	0.54	24.7	C		
		TR	0.38									0.42	0.43
INTERSECTION			0.95	40.9	D	1.10	62.2	E	1.26	86.2	F		
Eastchester Rd / Stillwell Ave *	SB	LT	0.53	9.3	A	0.70	13.7	B	0.72	14.0	B		
	SWB	LR	0.24	22.6	C	0.24	22.6	C	0.24	22.6	C		
	NB	TR	0.23	11.1	B	0.54	11.4	B	0.27	11.5	B		
INTERSECTION			0.53	11.1	B	0.70	13.7	B	0.72	13.9	B		
Morris Park Ave / Bassett Ave**	EB	LR	0.12	10.3	B	0.12	10.3	B	0.18	10.7	B		
	SB	TR	0.07	0.0	A	0.08	0.0	A	0.08	0.0	A		
	NB	LT	0.02	3.5	A	0.02	3.5	A	0.04	3.0	A		
INTERSECTION			0.12	4.2	A	0.12	4.1	A	0.18	5.2	A		
Morris Park Ave / Williamsbridge Rd	EB	LTR	0.61	22.1	C	0.62	22.4	C	0.63	22.7	C		
		SB	LT									0.76	39.4
	R	0.63	0.64	0.64									
	WB	LTR	0.36	8.7	A	0.36	8.8	A	0.38	8.8	A		
	NB	LTR	0.95	60.7	E	0.97	65.4	E	0.99	70.2	E		
INTERSECTION			0.95	34.9	C	0.97	36.6	D	0.99	41.1	D		
Pelham Pkwy S / Eastchester Rd	EB	LTR	0.82	29.3	C	0.95	39.0	D	0.95	39.0	D		
	SB	LT	1.03	79.5	E	1.13	90.9	F	1.16	103.3	F		
	NB	TR	0.66	19.1	B	0.72	20.5	C	0.74	21.2	C		
INTERSECTION			1.03	46.2	D	1.13	54.4	D	1.16	59.1	E		
Bronx and Pelham Pkwy / Eastchester Rd	SB	TR	0.88	37.9	D	0.97	75.4	E	1.00	76.5	E		
		L	0.80									33.1	C
	T	0.41	0.41	0.41									
	WB	R	0.09	14.2	B	0.09	15.8	B	0.09	15.8	B		
		L	0.54									0.63	0.64
NB	T	0.41	29.2	C	0.49	40.8	D	1.00	41.2	D			
	L	0.41									0.49	0.50	
INTERSECTION			0.88	29.2	C	0.97	40.8	D	1.00	41.2	D		
Pelham Pkwy N / Eastchester Rd	SB	TR	0.73	34.9	C	0.82	42.9	D	0.85	50.7	D		
		L	0.49									54.9	D
	WB	TR	0.93	0.95	0.95								
	NB	L	0.15	3.6	A	0.16	3.0	A	0.16	3.2	A		
		T	0.47									0.49	0.50
INTERSECTION			0.93	30.0	C	0.95	33.5	C	0.95	36.3	D		
Bronx and Pelham Pkwy / Stillwell Ave	SB	L	0.35	21.4	C	0.36	21.5	C	0.36	21.5	C		
	WB	TR	0.70	19.2	B	0.71	19.5	B	0.71	19.5	B		
	EB	T	0.70	20.1	C	0.72	20.6	C	0.72	20.6	C		
INTERSECTION			0.70	19.8	B	0.72	20.1	C	0.72	20.1	C		

* Wilkinson approaches are unsignalized
 **Unsignalized

Source: WSP, 2020



Appendix H. Transportation

Table H-8. Morris Park Station Study Area: Levels of Service – PM Peak Hour (4:15 PM – 5:15 PM)

Intersection	Existing						No-Action			Action		
	Approach	Lane Group	V/C Ratio	Delay Sec/Veh	Approach LOS	V/C Ratio	Delay Sec/Veh	Approach LOS	V/C Ratio	Delay Sec/Veh	Approach LOS	
Bassett Ave / Eastchester Rd	SB	LT	0.34	8.7	A	0.46	10.2	B	0.48	10.4	B	
	WB	LR	0.79	37.9	D	0.80	38.9	D	0.80	38.9	D	
	NB	TR	0.40	12.8	B	0.64	16.6	B	0.66	16.9	B	
INTERSECTION			0.79	19.1	B	0.80	20.1	C	0.80	20.2	C	
Sackett Ave / Eastchester Rd	EB	LR	0.07	20.4	C	0.07	20.4	C	0.08	20.5	C	
	SB	TR	0.22	11.0	B	0.27	11.4	B	0.28	11.5	B	
	NB	LT	0.51	9.6	A	0.75	11.3	B	0.76	11.6	B	
INTERSECTION			0.51	10.4	B	0.75	11.5	B	0.76	11.8	B	
Loomis St / Eastchester Rd**	SB	L	0.02	0.3	A	0.02	0.3	A	0.02	0.3	A	
		T	0.21						0.25			
	WB	LR	0.06	14.7	B	0.08	17.0	C	0.14	13.6	B	
		T	0.32						0.48			
	NB	R	0.20	0.0	A	0.28	0.0	A	0.29	0.0	A	
		T	0.20						0.28			
INTERSECTION			0.32	0.4	A	0.48	0.3	A	0.48	0.6	A	
Morris Park Ave / Eastchester Rd	EB	L	0.48	41.4	D	0.49	41.6	D	0.55	42.2	D	
		LT	0.49						0.50			
		R	0.25						0.25			
	SB	LT	0.50	39.4	D	0.71	44.1	D	1.00	56.3	E	
		R	0.66						0.67			
	WB	LTR	0.23	36.7	D	0.24	36.4	D	0.34	38.7	D	
		L	0.25						0.25			
	NB	L	0.45	20.9	C	0.69	28.3	C	0.70	29.6	C	
		TR	0.45						0.69			
	INTERSECTION			0.66	31.8	C	0.71	35.4	D	0.90	39.9	D
Eastchester Rd / Stillwell Ave *	SB	LT	0.62	17.0	B	0.81	24.7	C	0.84	26.7	C	
	SWB	LR	0.18	21.7	C	0.18	21.7	C	0.18	21.7	C	
	NB	TR	0.33	12.0	B	0.51	14.1	B	0.52	14.3	B	
INTERSECTION			0.62	15.2	B	0.81	19.1	B	0.84	20.1	C	
Morris Park Ave / Bassett Ave**	EB	LR	0.07	9.5	A	0.07	9.5	A	0.12	9.7	A	
	SB	TR	0.03	0.0	A	0.03	0.0	A	0.03	0.0	A	
	NB	LT	0.02	2.9	A	0.02	2.9	A	0.04	4.0	A	
INTERSECTION			0.07	4.1	A	0.07	4.1	A	0.12	5.4	A	
Morris Park Ave / Williamsbridge Rd	EB	LTR	0.62	22.1	C	0.63	22.4	C	0.64	23.0	C	
	SB	LT	0.49	30.9	C	0.50	31.1	C	0.61	33.5	C	
		R	0.46						0.48			
	WB	LTR	0.36	9.9	A	0.37	10.0	B	0.39	10.0	A	
NB	LTR	0.89	48.7	D	0.91	51.0	D	0.92	53.7	D		
INTERSECTION			0.89	29.4	C	0.91	30.2	C	0.92	31.5	C	
Pelham Pkwy S / Eastchester Rd	EB	LTR	0.79	36.7	D	0.84	38.8	D	0.84	38.8	D	
	SB	LT	0.64	6.9	A	0.71	14.4	B	0.73	18.0	B	
	NB	TR	0.66	14.8	B	0.94	70.5	E	0.96	71.8	E	
INTERSECTION			0.79	24.5	C	0.94	43.5	D	0.96	44.7	D	
Bronx and Pelham Pkwy / Eastchester Rd	SB	TR	0.76	24.2	C	0.25	27.9	C	0.82	31.4	C	
		L	0.62						0.63			
	WB	T	0.77	47.2	D	0.79	47.6	D	0.79	47.6	D	
		R	0.31						0.31			
	NB	L	0.40	55.4	E	0.55	76.4	E	0.55	76.5	E	
T		0.41	0.59									
INTERSECTION			0.77	45.6	D	0.79	56.3	E	0.82	57.0	E	
Pelham Pkwy N / Eastchester Rd	SB	TR	0.66	40.5	D	0.69	41.8	D	0.72	42.9	D	
		L	0.27						0.28			
	WB	TR	1.00	76.3	E	1.01	78.9	E	1.01	78.9	E	
		L	0.16						0.16			
	NB	T	0.49	9.8	A	0.66	8.6	A	0.68	8.8	A	
L		0.16	0.16									
INTERSECTION			1.00	37.7	D	1.01	37.2	D	1.01	37.4	D	
Bronx and Pelham Pkwy / Stillwell Ave	SB	L	0.46	25.2	C	0.46	25.4	C	0.46	25.4	C	
	WB	TR	0.70	18.2	B	0.71	18.4	B	0.71	18.4	B	
	EB	T	1.02	47.9	D	1.08	67.2	E	1.08	67.2	E	
INTERSECTION			1.02	33.1	C	1.08	43.1	D	1.08	43.1	D	

* Wilkinson approaches are unsignalized
 **Unsignalized

Source: WSP, 2020



Table H-9. Co-op City Station Study Area: Levels of Service – AM Peak Hour (7:15 AM – 8:15 AM)

Intersection	Existing					No-Action			Action		
	Approach	Lane Group	V/C Ratio	Delay Sec/Veh	Approach LOS	V/C Ratio	Delay Sec/Veh	Approach LOS	V/C Ratio	Delay Sec/Veh	Approach LOS
De Reimer Ave / Erskine Pl*	EB	LT	0.01	1.2	A	0.01	1.1	A	0.01	1.0	A
	SB	LR	0.39	12.2	B	0.40	12.3	B	0.43	12.8	B
	WB	TR	0.11	0.0	A	0.11	0.0	A	0.11	0.0	A
INTERSECTION			0.39	6.4	A	0.40	6.4	A	0.43	6.6	A
Palmer Ave / Erskine Pl*	EB	LT	0.09	5.6	A	0.09	5.5	A	0.09	4.8	A
	WB	TR	0.12	0.0	A	0.13	0.0	A	0.16	0.0	A
INTERSECTION			0.12	2.5	A	0.13	2.5	A	0.16	2.1	A
Boller Ave / Erskine Pl*	EB	T	0.03	0.0	A	0.03	0.0	A	0.06	0.0	A
	SB	LR	0.10	9.6	A	0.10	9.6	A	0.11	10.0	B
	WB	T	0.08	0.0	A	0.09	0.0	A	0.12	0.0	A
INTERSECTION			0.10	2.9	A	0.10	2.9	A	0.12	2.3	A
Hunter Ave / Erskine Pl*	EB	LT	0.02	2.8	A	0.02	2.8	A	0.04	4.0	A
	SB	LR	0.12	9.9	A	0.12	9.9	A	0.20	10.5	B
	WB	TR	0.06	0.0	A	0.06	0.0	A	0.06	0.0	A
INTERSECTION			0.12	4.3	A	0.12	4.2	A	0.20	5.6	A
Hunter Ave / Stillwell Ave - Earhart Ln* North	WB	LR	0.30	11.7	B	0.30	11.8	B	0.31	12.0	B
	SB	LT	0.04	4.8	A	0.04	4.9	A	0.04	3.5	A
	NB	TR	0.06	0.0	A	0.06	0.0	A	0.06	0.0	A
INTERSECTION			0.30	7.4	A	0.30	7.5	A	0.31	7.0	A
Hunter Ave / Stillwell Ave - Earhart Ln* South	EB	LTR	0.09	9.9	A	0.09	9.9	A	0.14	10.6	B
	SB	TR	0.09	0.0	A	0.09	0.0	A	0.11	0.0	A
	NB	LT	0.00	0.9	A	0.00	0.9	A	0.03	3.5	A
INTERSECTION			0.09	2.9	A	0.09	2.9	A	0.14	3.8	A
Palmer Ave / Hutchinson River Pkwy on-off ramps*	EB	LR	0.41	16.8	C	0.42	17.1	C	0.52	20.2	C
	SB	TR	0.21	0.0	A	0.21	0.0	A	0.21	0.0	A
	NB	LT	0.03	1.9	A	0.03	2.0	A	0.05	2.5	A
INTERSECTION			0.41	5.3	A	0.42	5.4	A	0.52	6.7	A
Hutchinson River Pkwy E / Boller Ave*	EB	TR	0.16	0.0	A	0.17	0.0	A	0.18	0.0	A
	WB	LT	0.14	3.8	A	0.15	3.9	A	0.18	4.6	A
	NB	LR	0.24	12.4	B	0.24	12.5	B	0.26	13.0	B
INTERSECTION			0.24	4.1	A	0.24	4.1	A	0.26	4.5	A

Source: WSP, 2020

Appendix H. Transportation

Table H-10. Co-op City Station Study Area: Levels of Service – PM Peak Hour (5:00 PM – 6:00 PM)

Intersection	Existing					No-Action			Action		
	Approach	Lane Group	V/C Ratio	Delay Sec/Veh	Approach LOS	V/C Ratio	Delay Sec/Veh	Approach LOS	V/C Ratio	Delay Sec/Veh	Approach LOS
De Reimer Ave / Erskine Pl*	EB	LT	0.00	0.3	A	0.00	0.3	A	0.00	0.3	A
	SB	LR	0.34	11.0	B	0.34	11.0	B	0.38	11.4	B
	WB	TR	0.06	0.0	A	0.06	0.0	A	0.07	0.0	A
INTERSECTION			0.34	6.1	A	0.34	6.2	A	0.38	6.3	A
Palmer Ave / Erskine Pl*	EB	LT	0.06	3.9	A	0.06	3.9	A	0.06	3.5	A
	WB	TR	0.07	0.0	A	0.07	0.0	A	0.11	0.0	A
INTERSECTION			0.07	2.3	A	0.07	2.3	A	0.11	1.8	A
Boller Ave / Erskine Pl*	EB	T	0.05	0.0	A	0.05	0.0	A	0.07	0.0	A
	SB	LR	0.09	9.0	A	0.09	9.0	A	0.10	9.5	A
	WB	T	0.03	0.0	A	0.03	0.0	A	0.07	0.0	A
INTERSECTION			0.09	3.5	A	0.09	3.5	A	0.10	2.6	A
Hunter Ave / Erskine Pl*	EB	LT	0.03	3.4	A	0.03	3.4	A	0.05	4.4	A
	SB	LR	0.10	10.7	B	0.10	10.8	B	0.16	10.9	B
	WB	TR	0.04	0.0	A	0.04	0.0	A	0.05	0.0	A
INTERSECTION			0.10	4.6	A	0.10	4.6	A	0.16	5.6	A
Hunter Ave / Stillwell Ave - Earhart Ln* North	WB	LR	0.15	10.8	B	0.16	10.8	B	0.16	11.0	B
	SB	LT	0.07	5.4	A	0.07	5.4	A	0.07	4.7	A
	NB	TR	0.07	0.0	A	0.07	0.0	A	0.08	0.0	A
			0.15	5.2	A	0.16	5.2	A	0.16	4.9	A
Hunter Ave / Stillwell Ave - Earhart Ln* South	EB	LTR	0.09	9.7	A	0.09	9.7	A	0.13	10.2	B
	SB	TR	0.04	0.0	A	0.04	0.0	A	0.06	0.0	A
	NB	LT	0.00	0.0	A	0.00	0.0	A	0.02	2.0	A
INTERSECTION			0.09	3.5	A	0.09	3.5	A	0.13	4.2	A
Palmer Ave / Hutchinson River Pkwy on-off ramps*	EB	LR	0.59	19.9	C	0.60	20.5	C	0.72	27.8	D
	SB	SB	0.21	0.0	A	0.22	0.0	A	0.22	0.0	A
	NB	LT	0.02	1.9	A	0.02	1.9	A	0.05	3.1	A
INTERSECTION			0.59	8.5	A	0.60	8.7	A	0.72	11.8	B
Hutchinson River Pkwy E / Boller Ave*	EB	TR	0.20	0.0	A	0.20	0.0	A	0.22	0.0	A
	WB	LT	0.19	4.6	A	0.19	4.7	A	0.22	5.2	A
	NB	LR	0.22	13.1	B	0.23	13.3	B	0.25	13.9	B
INTERSECTION			0.22	4.2	A	0.23	4.2	A	0.25	4.5	A

*Unsignalized

Source: WSP, 2020