

CENTRAL BUSINESS DISTRICT (CBD) TOLLING PROGRAM

# Appendix 4B.4, Transportation: Traffic LOS: CBD Tolling Alternative

August 2022

9A Study Area - No-Action vs Action (No Mitigation) - AM Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS	
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
1	24th Street & 12th Ave	NB	T	T	1874	1854	-20	0.71	0.71	19.2	19.0	B	B
			TR	R	20	20	-	-	-	-	-	-	-
		SB	L	L	109	103	-6	0.96	0.91	133.8	121.2	F	F
			T	T	1765	1663	-102	0.60	0.57	16.4	15.7	B	B
		WB	LR	LR	200	200	-	0.71	0.71	71.3	71.3	E	E
			R	R	165	165	-	0.92	0.92	116.4	116.4	F	F
		Intersection										27.9	27.3

9A Study Area - No-Action vs Action (No Mitigation)- MD Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS		
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action	
					1	24th Street & 12th Ave	NB	T	T	1523	1524	1	0.69	0.69
			TR	R	20	20	-	-	-	-	-	-	-	-
		SB	L	L	80	73	-7	0.78	0.71	91.3	82.7	F	F	
			T	T	1536	1408	-128	0.64	0.59	20.2	19.1	C	B	
		WB	LR	LR	130	130	-	0.45	0.45	43.7	43.7	D	D	
			R	R	195	195	-	0.54	0.54	51.7	51.7	D	D	
		Intersection								25.1	24.5	C	C	

9A Study Area - No-Action vs Action (No Mitigation)- PM Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS	
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
					1	24th Street & 12th Ave	NB	T	T	2323	2254	-69	0.80
			TR	R	10	10	-	-	-	-	-	-	-
		SB	L	L	85	77	-8	0.80	0.72	105.1	95.9	F	F
			T	T	2048	1860	-188	0.69	0.63	20.0	18.4	B	B
		WB	LR	LR	235	235	-	0.80	0.80	72.4	72.4	E	E
			R	R	275	275	-	0.88	0.88	96.6	96.6	F	F
		Intersection								30.1	29.2	C	C

9A Study Area - No-Action vs Action (No Mitigation) - LN Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS	
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
					1	24th Street & 12th Ave	NB	T	T	1605	1500	-105	0.66
			TR	R	15	14	-1	-	-	-	-	-	-
		SB	L	L	45	39	-6	0.39	0.33	60.4	58.6	E	E
			T	T	1240	1083	-157	0.49	0.43	17.4	16.5	B	B
		WB	LR	LR	135	135	-	0.43	0.43	43.2	43.2	D	D
			R	R	195	195	-	0.48	0.48	48.5	48.5	D	D
		Intersection								22.7	22.1	C	C

Downtown Brooklyn Study Area - No-Action vs With-Action (No Mitigation) - AM Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay		LOS		
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action	
1	Flatbush Avenue and Tillary Street	NB	L	L	570	570	0	1.38	1.21	230.0	161.6	F	F	
			TR	T	1158	934	-224	1.41	1.21	222.1	136.5	F	F	
			R		260	260	0	0.47	0.46	6.1	4.7	A	A	
		SB	T	T	724	667	-57	0.73	0.67	43.5	41.7	D	D	
			R	R	91	84	-7	0.35	0.32	38.6	37.9	D	D	
		EB	L	L	172	139	-33	1.11	0.90	145.1	94.7	F	F	
			T	T	611	608	-3	0.83	0.83	48.4	48.1	D	D	
			R	R	227	226	-1	0.85	0.84	63.8	63.4	E	E	
		WB	L	L	235	231	-4	0.78	0.77	66.0	65.1	E	E	
			T	T	376	369	-7	0.93	0.79	62.9	47.8	E	D	
R	R		463	367	-96	1.06	0.91	111.9	77.1	F	E			
Intersection									116.9	80.1	F	F		
2	Adam Street and Tillary Street	NB	L	L	0	0	0	-	-	-	-	-	-	
			T	T	617	593	-24	0.83	0.80	48.7	46.8	D	D	
			R	R	59	59	0	0.72	0.70	51.8	50.3	D	D	
		SB	R2		157	150	-7	-	-	-	-	-	-	-
			L	L	609	604	-5	0.88	0.87	54.3	53.6	D	D	
			T	T	833	826	-7	0.61	0.61	23.3	23.1	C	C	
		EB	R	R	15	15	0	0.03	0.03	8.5	8.5	A	A	
			L	L	0	0	0	-	-	-	-	-	-	-
			TR	T	205	196	-9	0.36	0.35	37.1	36.9	D	D	
		WB	R		90	90	0	-	-	-	-	-	-	-
L	L		141	139	-2	0.83	0.81	75.0	71.5	E	E			
T	T		232	229	-3	0.36	0.35	37.3	37.3	D	D			
R	R		0	0	0	-	-	-	-	-	-	-		
Intersection									42.0	41.1	D	D		
3	Old Fulton Street and Vine Street	NB	L	L	1127	1123	-4	0.99	0.99	51.5	50.7	D	D	
			T	T	176	175	-1	0.34	0.34	20.0	20.0	C	C	
		SB	T	T	663	658	-5	0.56	0.56	62.5	62.4	E	E	
Intersection									52.4	51.9	D	D		

Downtown Brooklyn Study Area - No-Action vs With-Action (No Mitigation) - Midday Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay		LOS		
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action	
1	Flatbush Avenue and Tillary Street	NB	L	L	585	585	0	1.20	0.92	155.2	68.3	F	E	
			TR	T	820	475	-345	1.21dl	0.90dl	69.7	32.6	E	C	
				R	345	342	-3	0.51	0.51	5.8	5.4	A	A	
		SB	T	T	636	361	-275	0.59	0.33	39.5	35.0	D	D	
			R	R	77	44	-33	0.31	0.18	37.4	34.5	D	C	
		EB	L	L	123	58	-65	0.68	0.32	66.4	51.2	E	D	
			T	T	683	603	-80	0.82	0.73	47.2	42.4	D	D	
			R	R	255	227	-28	0.77	0.68	53.8	47.9	D	D	
		WB	L	L	233	222	-11	0.73	0.69	61.6	59.7	E	E	
			T	T	366	349	-17	0.85	0.58	51.5	38.4	D	D	
			R	R	382	203	-179	0.96	0.68	83.4	48.6	F	D	
		Intersection									59.6	39.6	E	D
2	Adam Street and Tillary Street	NB	L	L	0	0	0	-	-	-	-	-	-	
			T	T	474	395	-79	0.66	0.55	41.2	38.2	D	D	
			R	R	44	44	0	0.81	0.75	57.9	53.2	E	D	
		SB		R2	188	173	-15	-	-	-	-	-	-	-
			L	L	634	488	-146	0.88	0.68	54.8	43.1	D	D	
			T	T	735	565	-170	0.54	0.41	21.6	19.4	C	B	
		EB	R	R	19	15	-4	0.04	0.04	8.6	8.5	A	A	
			L	L	0	0	0	-	-	-	-	-	-	-
			TR	T	279	256	-23	0.41	0.38	37.6	37.2	D	D	
		WB		R	85	85	0	-	-	-	-	-	-	-
			L	L	169	156	-13	1.10	0.97	138.4	103.2	F	F	
			T	T	214	197	-17	0.31	0.29	36.6	36.2	D	D	
Intersection														
3	Old Fulton Street and Vine Street	NB	L	L	1094	949	-145	1.03	0.89	63.0	37.9	E	D	
			T	T	122	106	-16	0.25	0.21	20.7	20.3	C	C	
		SB	T	T	509	455	-54	0.41	0.37	23.5	9.2	C	A	
		Intersection									47.2	27.2	D	C

Downtown Brooklyn Study Area - No-Action vs With-Action (No Mitigation) - PM Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay		LOS		
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action	
1	Flatbush Avenue and Tillary Street	NB	L	L	520	520	0	1.45	1.12	263.4	129.6	F	F	
			TR	T	971	610	-361	1.47dl	1.14dl	111.1	38.6	F	D	
			R		311	301	-10	0.48	0.46	5.4	4.6	A	A	
		SB	T	T	955	687	-268	0.90	0.65	52.5	40.7	D	D	
			R	R	80	58	-22	0.30	0.21	36.6	35.0	D	C	
		EB	L	L	128	72	-56	0.66	0.37	65.3	52.7	E	D	
			T	T	733	650	-83	0.89	0.79	53.0	45.4	D	D	
			R	R	230	211	-19	0.75	0.69	51.3	47.4	D	D	
		WB	L	L	223	218	-5	0.62	0.60	55.9	55.5	E	E	
			T	T	643	628	-15	0.93	0.89	58.4	53.3	E	D	
			R	R	289	175	-114	0.88	0.53	65.7	41.0	E	D	
		Intersection									75.7	46.9	E	D
2	Adam Street and Tillary Street	NB	L	L	0	0	0	-	-	-	-	-	-	
			T	T	621	558	-63	0.76	0.68	44.9	41.8	D	D	
			R	R	61	61	0	0.92	0.87	72.2	63.8	E	E	
		SB	R2		236	218	-18	-	-	-	-	-	-	-
			L	L	536	461	-75	0.74	0.64	45.3	41.7	D	D	
			T	T	1027	883	-144	0.74	0.64	26.9	23.8	C	C	
		EB	R	R	20	17	-3	0.04	0.03	8.5	8.4	A	A	
			L	L	0	0	0	-	-	-	-	-	-	-
			TR	T	329	304	-25	0.43	0.40	37.9	37.5	D	D	
		WB	R		85	85	0	-	-	-	-	-	-	-
			L	L	225	215	-10	1.34	1.23	219.1	176.9	F	F	
			T	T	365	349	-16	0.49	0.47	39.6	39.2	D	D	
Intersection														
3	Old Fulton Street and Vine Street	NB	L	L	1151	1100	-51	0.73	0.70	22.0	21.0	C	C	
			T	T	245	234	-11	0.33	0.31	14.6	14.4	B	B	
		SB	T	T	280	259	-21	0.34	0.31	14.0	10.3	B	B	
		Intersection									19.4	18.0	B	B



Downtown Brooklyn Study Area - No-Action vs With-Action (No Mitigation) - Late Night Peak Hour														
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay		LOS		
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action	
1	Flatbush Avenue and Tillary Street	NB	L	L	465	465	0	1.29	0.98	200.0	90.8	F	F	
			TR	T	847	209	-638	1.25dl	0.93dl	47.9	25.2	D	C	
				R	415	384	-31	0.53	0.49	7.1	4.9	A	A	
		SB	T	T	866	588	-278	0.79	0.54	45.3	38.3	D	D	
			R	R	53	36	-17	0.18	0.12	34.3	33.2	C	C	
		EB	L	L	106	16	-90	0.58	0.09	61.5	46.2	E	D	
			T	T	528	440	-88	0.67	0.56	40.4	37.4	D	D	
			R	R	149	135	-14	0.46	0.41	37.9	36.8	D	D	
		WB	L	L	250	246	-4	0.69	0.68	59.1	58.5	E	E	
			T	T	410	404	-6	0.71	0.57	42.3	38.0	D	D	
			R	R	294	68	-226	0.75	0.22	52.1	32.9	D	C	
Intersection									50.7	37.6	D	D		
2	Adam Street and Tillary Street	NB	L	L	0	0	0	-	-	-	-	-	-	
			T	T	511	325	-186	0.64	0.40	40.4	35.2	D	D	
			R	R	44	44	0	0.46	0.31	38.6	35.1	D	D	
		SB		R2	106	58	-48	-	-	-	-	-	-	-
			L	L	371	298	-73	0.54	0.44	39.3	37.2	D	D	
			T	T	619	497	-122	0.47	0.38	20.4	18.9	C	B	
		EB	R	R	0	0	0	-	-	-	-	-	-	-
			L	L	0	0	0	-	-	-	-	-	-	-
			TR	T	141	77	-64	0.18	0.12	34.4	33.7	C	C	
		WB		R	45	45	0	-	-	-	-	-	-	-
			L	L	115	107	-8	0.54	0.47	47.0	43.7	D	D	
T	T		120	112	-8	0.18	0.17	34.7	34.5	C	C			
Intersection	R	R2	37	18	-19	0.10	0.05	34.2	33.3	C	C			
										33.5	30.8	C	C	
3	Old Fulton Street and Vine Street	NB	L	L	1190	1093	-97	0.79	0.73	24.3	21.8	C	C	
			T	T	129	118	-11	0.17	0.15	12.6	12.4	B	B	
		SB	T	T	307	216	-91	0.36	0.25	20.2	5.7	C	A	
		Intersection									22.5	18.5	C	B

Long Island City Study Area - No-Action vs With-Action (No Mitigation)- AM Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS	
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
1a	Pulaski Bridge / 11th Street & Jackson Avenue	NB	L	L	71	71	0	-	-	-	-	-	-
				T	715	705	-10	1.18	1.17	128.5	124.4	F	F
				R	390	396	6	0.66	0.67	43.9	44.2	D	D
		SB	R	T	445	445	0	0.68	0.68	8.6	8.7	A	A
				TR	60	62	2	-	-	-	-	-	-
				LT	35	31	-4	-	-	-	-	-	-
		EB	T	T	71	65	-6	0.26	0.23	37.8	37.3	D	D
				L	480	464	-16	0.69	0.66	44.6	43.8	D	D
				T	206	208	2	0.29	0.29	14.6	14.6	B	B
		Intersection									61.3	59.7	E
1b	11th Street & 48TH Avenue	NB	L	L	65	65	0	0.39	0.39	3.2	3.0	A	A
				T	685	671	-14	0.65	0.64	23.2	19.1	C	B
				TR	495	497	2	0.66	0.66	39.1	39.2	D	D
		SB	R	L	15	15	0	-	-	-	-	-	-
				T	10	10	0	-	-	-	-	-	-
				R	25	25	0	0.08	0.08	17.8	17.8	B	B
		WB	L	L	10	10	0	-	-	-	-	-	-
				T	25	25	0	0.08	0.08	17.8	17.8	B	B
R	10			10	0	-	-	-	-	-	-		
Intersection									28.0	25.9	C	C	
2	50TH Avenue @ Vernon Blvd	NB	L	L	218	214	-4	0.37	0.36	14.2	14.1	B	B
				R	11	12	1	0.03	0.03	10.6	10.8	B	B
				LT	35	40	5	-	-	-	-	-	-
		SB	R	L	165	164	-1	0.47	0.49	16.9	17.3	B	B
				T	35	35	0	-	-	-	-	-	-
				R	50	58	8	0.29	0.31	13.7	13.8	B	B
		WB	L	L	30	30	0	-	-	-	-	-	-
				T	30	30	0	-	-	-	-	-	-
R	30			30	0	-	-	-	-	-	-		
Intersection									15.0	15.2	B	B	
3	Green Street & McGuinness Blvd	NB	L	L	1176	1153	-23	0.85	0.83	27.2	26.2	C	C
				T	30	30	0	-	-	-	-	-	-
				TR	74	73	-1	0.80	0.75	68.0	58.7	E	E
		SB	R	L	962	944	-18	0.61	0.60	17.9	17.7	B	B
				T	185	182	-3	-	-	-	-	-	-
				R	20	20	0	0.63	0.62	40.7	40.4	D	D
		WB	L	L	40	40	0	-	-	-	-	-	-
				T	40	40	0	-	-	-	-	-	-
R	40			40	0	-	-	-	-	-	-		
Intersection									26.3	25.4	C	C	
4	McGuinness Blvd & Freeman Street	NB	L	L	1361	1335	-26	-	-	-	-	-	-
				T	1036	1017	-19	-	-	-	-	-	-
				TR	115	115	0	-	-	-	-	-	-
		WB	L	L	211	180	-31	-	-	-	-	-	-
				R	211	180	-31	-	-	-	-	-	-
Intersection													
5	21st Street & 49th Avenue	NB	L	L	35	35	0	-	-	-	-	-	-
				T	90	90	0	0.57	0.57	33.0	32.9	C	C
				R	40	40	0	-	-	-	-	-	-
		SB	R	L	99	98	-1	-	-	-	-	-	-
				T	129	127	-2	1.04	1.04	97.1	95.3	F	F
				R	10	10	0	-	-	-	-	-	-
		EB	L	L	38	37	-1	-	-	-	-	-	-
				T	141	138	-3	0.49	0.48	24.5	24.3	C	C
				R	11	11	0	-	-	-	-	-	-
		WB	L	L	5	5	0	-	-	-	-	-	-
				T	40	40	0	0.11	0.11	17.8	17.8	B	B
				R	310	310	0	0.91	0.91	57.4	57.4	E	E
Intersection									54.9	54.4	D	D	
7	11th Street & Borden Avenue	NB	L	L	17	17	0	-	-	-	-	-	-
				T	67	67	0	-	-	-	-	-	-
				R	23	17	-6	-	-	-	-	-	-
		SB	R	L	35	32	-3	-	-	-	-	-	-
				T	0	0	0	-	-	-	-	-	-
				R	125	114	-11	-	-	-	-	-	-
		EB	L	L	561	570	9	-	-	-	-	-	-
				T	50	50	0	-	-	-	-	-	-
				R	26	19	-7	-	-	-	-	-	-
		WB	L	L	40	40	0	-	-	-	-	-	-
				T	422	424	2	-	-	-	-	-	-
				R	77	59	-18	-	-	-	-	-	-
Intersection													
8a	Van Dam Street & OMT Expy	NB	L	L	26	23	-3	-	-	-	-	-	-
				T	303	297	-6	0.45	0.41	8.3	7.1	A	A
				TR	842	765	-77	0.70	0.63	80.0	61.2	E	E
		WB	L	L	19	17	-2	-	-	-	-	-	
				T	891	840	-51	0.70	0.67	26.6	25.5	C	C
WB	R	L	263	258	-5	-	-	-	-	-			
		T	263	258	-5	-	-	-	-	-			
Intersection									42.3	34.6	D	C	
8b	Van Dam Street & Borden Avenue	NB	L	L	299	291	-8	0.57	0.56	43.7	42.7	D	D
				T	5	5	0	-	-	-	-	-	-
				R	5	5	0	-	-	-	-	-	-
		SB	R	L	636	585	-51	0.97	0.89	95.6	92.4	F	F
				T	206	180	-26	0.29	0.26	3.4	3.0	A	A
				LT	30	29	-1	-	-	-	-	-	-
		WB	L	L	185	185	0	0.31	0.31	29.0	28.9	C	C
R	15			15	0	-	-	-	-	-			
Intersection									57.9	56.0	E	E	
9	Jackson Ave / Northern Blvd & Queens Plaza	NB	L	L	0	0	0	-	-	-	-	-	-
				T	260	301	41	0.65	0.74	51.3	55.4	D	E
				TR	16	16	0	-	-	-	-	-	-
		SB	R	L	15	15	0	-	-	-	-	-	
				T	132	135	3	0.40	0.41	38.9	39.3	D	D
				T	963	833	-130	0.47	0.41	22.8	21.8	C	C
		WB	L	L	327	283	-44	0.66	0.57	31.1	27.9	C	C
				T	50	50	0	-	-	-	-	-	
				R	733	723	-10	0.50	0.48	15.5	15.3	B	B
		WB	R	L	60	60	0	-	-	-	-	-	
T	60			60	0	-	-	-	-	-			
Intersection									26.0	26.4	C	C	
11a	Thomson Avenue & Dutch Kills Street	SB	L	L	0	0	0	-	-	-	-	-	-
				TR	0	0	0	-	-	-	-	-	
				R	400	388	-12	-	-	-	-	-	
		WB	L	L	385	385	0	-	-	-	-	-	
				T	896	896	0	-	-	-	-	-	
Intersection													
11b	Thomson Avenue & Dutch Kills Street	WB	L	L	1281	1281	0	-	-	-	-	-	-
				T	842	689	-153	-	-	-	-	-	
				R	400	388	-12	-	-	-	-	-	
Intersection													
12	21th Street & Queens Plaza N	NB	L	L	0	0	0	-	-	-	-	-	-
				T	365	365	0	0.47	0.47	17.6	17.6	B	B
				TR	947	951	4	1.05	1.06	70.5	72.2	E	E
		SB	R	L	401	334	-67	0.51	0.43	18.3	16.6	B	B
				T	123	120	-3	-	-	-	-	-	
				R	78	63	-15	0.71	0.66	47.3	45.1	D	D
		WB	L	L	84	82	-2	-	-	-	-	-	
				T	84	82	-2	-	-	-	-	-	
Intersection									46.5	47.8	D	D	

Long Island City Study Area - No-Action vs With-Action (No Mitigation) - Midday Peak Hour														
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS		
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action	
1a	Pulaski Bridge / 11th Street & Jackson Avenue	NB	LT	L	70	68	-2	-	-	-	-	-	-	-
			T	T	515	499	-16	1.03	1.00	84.6	77.8	F	E	
			R	R	283	312	29	0.41	0.45	34.0	34.8	C	C	
		SB	T	T	340	337	-3	0.65	0.66	8.9	9.0	A	A	
			TR	R	75	84	9	-	-	-	-	-	-	-
			LT	L	55	73	18	-	-	-	-	-	-	-
		EB	T	T	89	114	25	0.33	0.42	38.9	40.9	D	D	
			L	L	395	342	-53	0.57	0.49	37.5	35.7	D	D	
			T	T	208	209	1	0.28	0.28	12.0	12.1	B	B	
		Intersection									41.6	39.3	D	D
1b	11th Street & 48th Avenue	NB	L	L	55	55	0	0.32	0.33	5.9	6.9	A	A	
			T	T	515	517	2	0.57	0.57	11.3	12.7	B	B	
			T	T	410	416	6	0.67	0.68	43.1	43.4	D	D	
		SB	TR	R	35	35	0	-	-	-	-	-	-	-
			L	L	5	5	0	-	-	-	-	-	-	-
			T	T	25	25	0	0.08	0.08	15.1	15.1	B	B	
		WB	L	L	15	15	0	-	-	-	-	-	-	-
T	T							24.3	25.3	C	C			
Intersection														
2	50TH Avenue @ Vernon Blvd	NB	T	T	230	249	19	0.44	0.48	15.4	16.0	B	B	
			R	R	27	39	12	0.06	0.09	11.0	11.2	B	B	
		SB	LT	L	35	48	13	-	-	-	-	-	-	-
			T	T	214	207	-7	0.53	0.56	17.6	18.7	B	B	
			L	L	30	30	0	-	-	-	-	-	-	-
		EB	LTR	T	30	42	12	0.21	0.23	12.7	12.9	B	B	
			T	T	20	20	0	-	-	-	-	-	-	-
			R	R						15.7	16.3	B	B	
Intersection														
3	Green Street & McGuinness Blvd	NB	T	T	752	754	2	0.55	0.55	17.1	17.1	B	B	
			TR	R	40	39	-1	-	-	-	-	-	-	-
		SB	L	L	78	71	-7	0.38	0.35	19.1	18.1	B	B	
			T	T	624	561	-63	0.38	0.34	14.1	13.6	B	B	
			L	L	243	250	7	-	-	-	-	-	-	-
		EB	LTR	T	40	40	0	0.84	0.85	53.3	54.8	D	D	
			R	R	60	59	-1	-	-	-	-	-	-	-
Intersection									23.5	24.1	C	C		
4	McGuinness Blvd & Freeman Street	NB	T	T	995	1004	9	-	-	-	-	-	-	
			TR	R	702	632	-70	-	-	-	-	-	-	
		SB	T	T	215	215	0	-	-	-	-	-	-	-
			TR	R	185	114	-71	-	-	-	-	-	-	-
		WB	L	L										
R	R													
Intersection														
5	21st Street & 49th Avenue	NB	L	L	20	20	0	-	-	-	-	-	-	
			T	T	85	85	0	0.47	0.47	28.7	28.7	C	C	
			R	R	50	50	0	-	-	-	-	-	-	
		SB	L	L	105	96	-9	-	-	-	-	-	-	-
			T	T	100	91	-9	0.87	0.78	58.7	47.2	E	D	
			R	R	10	9	-1	-	-	-	-	-	-	
		EB	L	L	33	38	5	-	-	-	-	-	-	-
			T	T	111	128	17	0.39	0.45	22.3	23.6	C	C	
			R	R	11	13	2	-	-	-	-	-	-	
		WB	L	L	5	5	0	-	-	-	-	-	-	-
			T	T	35	35	0	0.09	0.09	17.5	17.5	B	B	
			R	R	310	310	0	0.79	0.79	39.3	39.3	D	D	
		Intersection									38.0	34.8	D	C
7	11th Street & Borden Avenue	NB	L	L	10	8	-2	-	-	-	-	-	-	
			T	T	80	70	-10	-	-	-	-	-	-	
			R	R	41	32	-9	-	-	-	-	-	-	
		SB	L	L	45	64	19	-	-	-	-	-	-	-
			T	T	6	9	3	-	-	-	-	-	-	-
			R	R	130	186	56	-	-	-	-	-	-	
		EB	L	L	581	610	29	-	-	-	-	-	-	-
			T	T	75	73	-2	-	-	-	-	-	-	-
			R	R	41	40	-1	-	-	-	-	-	-	
		WB	L	L	70	70	0	-	-	-	-	-	-	-
			T	T	271	265	-6	-	-	-	-	-	-	-
			R	R	346	357	11	-	-	-	-	-	-	-
		Intersection												
8a	Van Dam Street & QMT Expy	NB	LT	L	20	19	-1	-	-	-	-	-	-	
			T	T	238	228	-10	0.27	0.26	3.6	3.6	A	A	
		SB	TR	R	768	580	-188	0.64	0.48	73.7	22.9	E	C	
			L	L	14	11	-3	-	-	-	-	-	-	
		WB	T	T	651	643	-8	0.70	0.71	18.1	18.1	B	B	
			TR	R	501	528	27	-	-	-	-	-	-	
Intersection									35.2	17.6	D	B		
8b	Van Dam Street & Borden Avenue	NB	T	T	238	227	-11	0.38	0.36	28.0	27.8	C	C	
			TR	R	10	10	0	-	-	-	-	-	-	
		SB	L	L	574	403	-171	0.95	0.66	93.1	83.9	F	F	
			T	T	194	177	-17	0.27	0.24	2.2	1.5	A	A	
			L	L	20	20	0	-	-	-	-	-	-	
		EB	LTR	T	205	205	0	0.32	0.32	23.6	23.6	C	C	
			R	R	35	35	0	-	-	-	-	-	-	
Intersection									51.4	42.7	D	D		
9	Jackson Ave / Northern Blvd & Queens Plaza	NB	LT	L	15	15	0	-	-	-	-	-	-	
			T	T	272	304	32	0.80	0.88	59.2	67.3	E	E	
			TR	R	42	46	4	-	-	-	-	-	-	
		SB	LT	L	55	56	1	-	-	-	-	-	-	
			T	T	145	147	2	0.66	0.70	53.9	57.7	D	E	
			T	T	762	326	-436	0.40	0.17	21.1	18.3	C	B	
		EB	R	R	210	90	-120	0.41	0.18	23.2	19.1	C	B	
			LT	L	45	44	-1	-	-	-	-	-	-	
			T	T	861	849	-12	0.54	0.50	16.4	15.9	B	B	
		WB	TR	R	90	89	-1	-	-	-	-	-	-	
											27.6	31.0	C	C
Intersection														
11a	Thomson Avenue & Dutch Kills Street	SB	L	L	1047	1022	-25	0.59	0.58	17.4	17.1	B	B	
			LR	R	25	24	-1	-	-	-	-	-		
		EB	T	T	223	207	-16	0.19	0.18	29.0	28.8	C	C	
			T	T	235	230	-5	0.28	0.27	30.4	30.3	C	C	
		WB	L	L	0	0	0	-	-	-	-	-	-	
R	R								21	20.7	C	C		
Intersection														
11b	Thomson Avenue & Dutch Kills Street	WB	T	T	235	230	-5	-	-	-	-	-		
			R	R	885	885	0	-	-	-	-	-		
		EB	T	T	1270	1229	-41	-	-	-	-	-		
Intersection														
12	21th Street & Queens Plaza N	NB	L	L	0	0	0	-	-	-	-	-		
			T	T	818	804	-14	0.99	0.97	54.6	50.7	D	D	
		SB	T	T	496	499	3	0.72	0.73	26.7	26.9	C	C	
			R	R	249	268	19	0.34	0.37	16.5	16.9	B	B	
		WB	L	L	65	55	-10	-	-	-	-	-	-	
			T	T	44	41	-3	0.41	0.35	38.2	37.0	D	D	
			R	R	51	43	-8	-	-	-	-	-	-	
Intersection									39.7	37.5	D	D		

Long Island City Study Area - No-Action vs With-Action (No Mitigation)- PM Peak Hour															
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS			
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action		
1a	Pulaski Bridge / 11th Street & Jackson Avenue	NB	LT	L	70	70	0	1.01	0.98	145.9	135.1	F	F		
			T	T	610	565	-45	0.81	0.75	48.5	45.5	D	D		
			R	R	379	378	-1	0.50	0.50	35.7	35.7	D	D		
		SB	T	T	556	546	-10	0.89	0.88	20.1	19.2	C	B		
			TR	R	55	58	3	-	-	-	-	-	-		
			LT	L	50	104	54	-	-	-	-	-	-		
		EB	T	T	145	237	92	0.41	0.74	40.2	50.4	D	D		
			L	L	666	621	-45	0.86	0.80	49.9	45.8	D	D		
			T	T	159	160	1	0.18	0.18	10.9	10.9	B	B		
		Intersection									40.4	39.5	D	D	
1b	11th Street & 48TH Avenue	NB	L	L	70	70	0	0.64	0.63	22.7	25.1	C	C		
			T	T	590	599	9	0.56	0.57	4.6	6.5	A	A		
			R	R	601	594	-7	0.92	0.91	60.1	58.7	E	E		
		SB	TR	R	35	35	0	-	-	-	-	-	-		
			L	L	10	10	0	-	-	-	-	-	-		
			LTR	L	40	40	0	0.10	0.10	15.3	15.3	B	B		
		WB	T	T	15	15	0	-	-	-	-	-	-		
			R	R	15	15	0	-	-	-	-	-	-		
			Intersection									32.8	32.8	C	C
		2	50TH Avenue @ Vernon Blvd	NB	T	T	277	338	61	0.50	0.60	16.1	18.4	B	B
R	R				45	63	18	0.12	0.16	11.6	12.2	B	B		
L	L				48	56	8	-	-	-	-	-	-		
SB	LT			L	179	176	-3	0.51	0.55	17.3	18.6	B	B		
	T			T	50	50	0	-	-	-	-	-	-		
	LTR			L	34	41	7	0.29	0.30	13.9	14.0	B	B		
EB	T			T	15	15	0	-	-	-	-	-	-		
	R			R	15	15	0	-	-	-	-	-	-		
	Intersection										15.8	17.2	B	B	
3	Green Street & McGuinness Blvd			NB	T	T	892	829	-63	0.61	0.56	18.1	17.2	B	B
		TR	R		20	20	0	-	-	-	-	-	-		
		L	L		59	57	-2	0.35	0.31	19.2	17.2	B	B		
		SB	T	T	970	914	-56	0.55	0.52	16.7	16.1	B	B		
			L	L	170	160	-10	-	-	-	-	-	-		
			LTR	L	35	35	0	0.63	0.60	40.4	39.3	D	D		
		EB	T	T	55	53	-2	-	-	-	-	-	-		
			R	R	55	53	-2	-	-	-	-	-	-		
			Intersection									20.4	19.6	C	B
		4	McGuinness Blvd & Freeman Street	NB	T	T	1062	989	-73	-	-	-	-	-	
TR	R				1029	971	-58	-	-	-	-	-			
L	L				340	340	0	-	-	-	-	-			
SB	TR			R	340	340	0	-	-	-	-	-			
	L			L	139	101	-38	-	-	-	-	-			
	Intersection										-	-	-		
5	21st Street & 49th Avenue			NB	L	L	40	40	0	-	-	-	-	-	
					T	T	105	105	0	0.63	0.63	33.5	33.4	C	C
					R	R	65	65	0	-	-	-	-	-	
				SB	L	L	163	159	-4	-	-	-	-	-	
		T	T		79	77	-2	1.17	1.13	137.6	124.8	F	F		
		LTR	L		30	29	-1	-	-	-	-	-			
		EB	L	L	48	61	13	-	-	-	-	-			
			T	T	97	123	26	0.50	0.64	25.1	29.9	C	C		
			R	R	36	46	10	-	-	-	-	-			
		WB	L	L	5	5	0	-	-	-	-	-			
T	T		85	85	0	0.20	0.20	18.8	18.8	B	B				
R	R		355	355	0	0.87	0.87	47.0	47.0	D	D				
Intersection									60.9	56.8	E	E			
7	11th Street & Borden Avenue	NB	L	L	11	9	-2	-	-	-	-	-			
			T	T	42	39	-3	-	-	-	-	-			
			R	R	16	6	-10	-	-	-	-	-			
		SB	L	L	53	90	37	-	-	-	-	-			
			T	T	9	15	6	-	-	-	-	-			
			LTR	L	263	450	187	-	-	-	-	-			
		EB	L	L	567	590	23	-	-	-	-	-			
			T	T	70	65	-5	-	-	-	-	-			
			R	R	10	5	-5	-	-	-	-	-			
		WB	L	L	0	0	0	-	-	-	-	-			
T	T		334	313	-21	-	-	-	-	-					
R	R		154	88	-66	-	-	-	-	-					
Intersection									-	-	-				
8a	Van Dam Street & QMT Expy	NB	LT	L	30	26	-4	-	-	-	-	-			
			T	T	265	243	-22	0.29	0.26	4.7	4.7	A	A		
			TR	R	508	412	-96	0.45	0.37	25.2	22.8	C	C		
		SB	T	T	9	7	-2	-	-	-	-	-			
			TR	R	867	808	-59	0.74	0.68	26.8	25.2	C	C		
			LT	L	393	356	-37	-	-	-	-	-			
		EB	T	T	265	241	-24	0.44	0.40	23.3	21.7	C	C		
			TR	R	10	10	0	-	-	-	-	-			
			L	L	296	240	-56	0.56	0.46	96.8	83.0	F	F		
		WB	T	T	212	172	-40	0.57	0.45	85.6	85.7	F	F		
L	L		30	28	-2	-	-	-	-	-					
LTR	L		545	545	0	0.59	0.59	34.0	34.0	C	C				
Intersection									55.1	51.3	E	D			
9	Jackson Ave / Northern Blvd & Queens Plaza	NB	LT	L	35	35	0	-	-	-	-	-			
			T	T	410	305	-105	0.91	0.73	69.6	54.6	E	D		
			TR	R	17	21	4	-	-	-	-	-			
		SB	LT	L	20	20	0	-	-	-	-	-			
			T	T	143	144	1	0.35	0.35	36.7	36.5	D	D		
			T	T	926	465	-461	0.44	0.22	21.7	18.8	C	B		
		EB	R	R	199	100	-99	0.40	0.20	23.0	19.4	C	B		
			LT	L	20	20	0	-	-	-	-	-			
			T	T	752	738	-14	0.38	0.36	14.1	14.0	B	B		
		WB	T	T	60	60	0	-	-	-	-	-			
TR	R		60	60	0	-	-	-	-	-					
Intersection										29.0	25.2	C	C		
11a	Thomson Avenue & Dutch Kills Street	SB	L	L	1385	1374	-11	0.70	0.69	19.3	19.1	B	B		
			LR	R	15	15	0	-	-	-	-	-			
			T	T	342	355	13	0.36	0.37	43.6	43.9	D	D		
		EB	T	T	401	400	-1	0.58	0.58	49.1	49.0	D	D		
			R	R	0	0	0	-	-	-	-	-			
			Intersection									29.3	29.4	C	C
		11b	Thomson Avenue & Dutch Kills Street	WB	T	T	401	400	-1	-	-	-	-	-	
					R	R	670	670	0	-	-	-	-	-	
					T	T	1727	1729	2	-	-	-	-	-	
				EB	T	T	1727	1729	2	-	-	-	-	-	
L	L				0	0	0	-	-	-	-	-			
Intersection												-	-	-	
12	21th Street & Queens Plaza N			NB	L	L	0	0	0	-	-	-	-	-	
					T	T	1063	1045	-18	1.12	1.11	95.6	88.4	F	F
					R	R	629	631	2	0.70	0.71	23.5	23.6	C	C
				SB	T	T	272	226	-46	0.34	0.28	15.2	14.4	B	B
		L	L		77	73	-4	-	-	-	-	-			
		LTR	L		113	87	-26	0.82	0.73	54.4	48.4	D	D		
		WB	T	T	144	136	-8	-	-	-	-	-			
			R	R	144	136	-8	-	-	-	-	-			
			Intersection									59.1	55.6	E	E

Lower Manhattan Study Area - No-Action vs With-Action (No Mitigation) - AM Peak Hour																		
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS						
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action					
1	Trinity Place & Edgar Street	NB	LT	L	3	0	-3	-	-	-	-	-	-					
			T	T	79	62	-17	0.09	0.06	10.1	10.0	B	A					
			EB	L	L	35	35	0	0.09	0.09	20.7	20.7	C	C				
		Intersection								13.5	14.1	B	B					
2	Trinity Place & Rector Street	NB	TR	T	104	88	-16	0.16	0.14	10.7	10.5	B	B					
			R	R	10	9	-	-	-	-	-	-	-					
		EB	LT	L	102	97	-5	-	-	-	-	-	-					
			T	T	35	34	-1	0.52	0.49	31.9	31.0	C	C					
		Intersection								22.1	22.2	C	C					
3a	HCT Entrance/Exit & West Street	NB	T	T	1056	1022	-34	0.73	0.71	45.2	44.4	D	D					
			R2	R2	424	448	24	0.27	0.28	0.5	0.5	A	A					
		SB	T	T	1044	1008	-36	0.65	0.63	1.4	1.3	A	A					
			L	L	1692	1722	30	0.97	0.99	53.0	56.8	D	E					
		Intersection								32.7	34.2	C	C					
3b	HCT Exit & West Street & West Thames Street	NB	T	T	1056	1022	-34	0.61	0.59	1.2	1.2	A	A					
			TR	T	1044	1008	-36	0.76	0.73	46.1	45.1	D	D					
		SB	R	R	0	0	0	-	-	-	-	-	-					
			R	R	0	0	0	-	-	-	-	-	-					
		Intersection								38.4	40.1	D	D					
4	Chambers Street & Centre Street	NB	L	L	430	406	-24	0.48	0.45	26.5	26.0	C	C					
			T	T	496	469	-27	0.57	0.54	13.8	13.2	B	B					
		SB	TR	T	237	206	-31	0.79	0.69	50.5	43.2	D	D					
			R	R	31	27	-4	0.29	0.25	35.9	34.7	D	C					
		Intersection								51.3	47.5	D	D					
5a	Canal Street & Hudson Street/Holland Tunnel On-Ramp	NB	LT	L	105	105	0	-	-	-	-	-	-					
			T	T	670	670	0	0.87	0.86	41.0	40.8	D	D					
			R	R	190	147	-43	0.56	0.43	34.9	31.0	C	C					
			R2	R2	46	45	-1	0.24	0.24	27.9	27.8	C	C					
		EB	L2	L2	50	49	-1	-	-	-	-	-	-					
			L	L	438	328	-110	0.80	0.62	42.9	35.6	D	D					
			T	T	589	564	-25	0.71	0.68	19.8	18.8	B	B					
			TR	T	409	342	-67	0.81	0.68	28.9	18.5	C	B					
		Intersection								89	74	-15	-					
5b	Canal Street & Holland Tunnel On-Ramp	WB	T	T	635	609	-26	0.42	0.40	5.1	5.0	A	A					
			R	R	498	416	-82	1.08	0.97	97.8	60.0	F	E					
		Intersection								880	880	0	1.14	1.14	100.9	100.9	F	F
7a	Canal Street S & West Street	NB	T	T	2680	2678	-2	1.00	1.00	50.2	49.9	D	D					
			R	R	291	278	-13	0.61	0.58	28.2	27.1	C	C					
		SB	L	L	734	673	-61	0.75	0.69	115.1	113.0	F	F					
			T	T	2144	2111	-33	0.76	0.74	8.2	8.0	A	A					
		Intersection								41.9	40.8	D	D					
9	West Street & Albany Street	NB	TR	T	2267	2230	-37	0.79	0.78	25.8	25.3	C	C					
			R	R	93	92	-1	-	-	-	-	-						
			L	L	5	5	-	-	-	-	-							
		SB	TR	T	1644	1670	26	0.58	0.59	19.8	19.9	B	B					
			R	R	140	136	-4	-	-	-	-	-						
			L	L	135	134	-1	-	-	-	-							
		Intersection								90	90	0	0.76	0.76	57.9	58.3	E	E
10	West Street & Vesey Street	NB	L	L	5	5	0	-	-	-	-	-						
			T	T	2296	2243	-53	0.71	0.69	20.3	19.8	C	B					
			T	T	1855	1874	19	0.69	0.70	20.0	20.3	C	C					
			R	R	330	323	-7	0.86	0.84	44.0	41.6	D	D					
		EB	L	L	105	104	-1	0.58	0.57	58.1	57.5	E	E					
			R	R	77	79	2	0.38	0.39	48.5	48.8	D	D					
			LT	L	0	0	0	-	-	-	-	-						
			R	R	0	0	0	-	-	-	-	-						
		Intersection								0	0	0	-	-	-	-		
11	West Street & Chambers Street	NB	TR	T	2328	2256	-72	0.88	0.85	38.4	36.9	D	D					
			T	T	65	63	-2	-	-	-	-							
		SB	L	L	230	223	-7	0.77	0.75	80.2	78.7	F	E					
			T	T	1793	1789	-4	0.63	0.63	17.1	17.1	B	B					
		EB	R	R	50	49	-1	0.27	0.26	57.3	57.1	E	E					
			L	L	105	103	-2	-	-	-	-							
			T	T	30	29	-1	0.58	0.57	55.5	55.0	E	E					
			R	R	15	15	0	-	-	-	-							
		Intersection								67	69	2	-	-	-			
14	Canal Street/Manhattan Bridge & Bowery	WB	T	T	839	756	-83	0.87	0.78	34.0	29.0	C	C					
			R	R	104	103	-1	0.29	0.29	20.7	20.7	C	C					
		NB	T	T	1149	980	-169	1.05	0.90	69.5	37.4	E	D					
			L	L	294	292	-2	0.56	0.55	35.0	35.0	D	C					
		Intersection								337	304	-33	0.36	0.33	0.9	0.8	A	A
15	Manhattan Bridge & Bowery	SB	L	L	331	272	-59	0.57	0.49	16.0	13.6	B	B					
			TR	T	156	142	-14	0.68	0.58	12.7	10.3	B	B					
		WB	R	R	85	77	-8	-	-	-	-							
			T	T	294	292	-2	0.51	0.51	6.7	6.6	A	A					
		Intersection								572	491	-81	0.37	0.32	18.6	18.0	B	B
18	6th Avenue & Watts Street	WB	TR	T	776	715	-61	0.37	0.34	17.1	16.9	B	B					
			R	R	25	25	0	-	-	-	-							
		NB	LT	L	86	74	-12	-	-	-	-							
		Intersection								997	925	-72	0.47	0.43	12.5	11.8	B	B
19	Canal Street & 6th Avenue/Laight Street	NEB	R	R	629	602	-27	1.05	1.00	82.6	71.1	F	E					
			L	L	168	160	-8	-	-	-	-							
		NB	LTR	T	694	663	-31	0.52	0.50	24.2	23.9	C	C					
			R	R	4	4	0	-	-	-	-							
		WB	T	T	657	628	-29	0.83	0.79	40.8	38.5	D	D					
			TR	T	1217	1145	-72	1.09	1.03	78.6	56.8	E	E					
		Intersection								265	249	-16	-	-	-	-		

Lower Manhattan Study Area - No-Action vs With-Action (No Mitigation) - Midday Peak Hour															
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS			
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action		
1	Trinity Place & Edgar Street	NB	LT	L	11	1	-10	-	-	-	-	-	-		
			T	T	99	10	-89	0.09	0.01	10.0	9.5	B	A		
		EB	L	L	254	451	197	0.61	1.08	30.4	92.0	C	F		
			Intersection								24.7	90.2	C	F	
2	Trinity Place & Rector Street	NB	TR	T	297	389	92	0.42	0.55	36.9	44.9	D	D		
			R	R	56	72	16	-	-	-	-	-	-		
		EB	LT	L	110	79	-31	-	-	-	-	-	-		
			T	T	45	44	-1	0.42	0.32	24.3	22.2	C	C		
Intersection									33.1	40.1	C	D			
3a	HCT Entrance/Exit & West Street	NB	T	T	1033	970	-63	0.58	0.55	25.0	24.2	C	C		
			R2	R2	781	977	196	0.41	0.51	0.8	1.2	A	A		
		SB	T	T	1409	1294	-115	0.65	0.60	1.1	0.9	A	A		
			WB	L	L	832	964	132	0.63	0.73	35.5	38.2	D	D	
Intersection										14.2	15.0	B	B		
3b	HCT Exit & West Street & West Thames Street	NB	T	T	1033	970	-63	0.49	0.46	0.7	0.6	A	A		
			SB	TR	T	1409	1294	-115	0.76	0.69	29.4	27.5	C	C	
		EB	R	R	0	0	0	-	-	-	-	-	-		
			WB	R	R	0	0	0	-	-	-	-	-		
Intersection										39.2	46.1	D	D		
4	Chambers Street & Centre Street	NB	L	L	344	266	-78	0.43	0.33	25.7	24.3	C	C		
			T	T	433	334	-99	0.47	0.36	12.1	10.6	B	B		
		SB	TR	T	226	107	-119	0.77	0.36	48.6	33.0	D	C		
			R	R	15	12	-3	0.21	0.16	35.3	33.6	D	C		
		EB	R	R	391	269	-122	0.89	0.61	50.4	31.8	D	C		
			Intersection									32.9	23.3	C	C
5a	Canal Street & Hudson Street/Holland Tunnel On-Ramp	NB	LT	L	75	75	0	-	-	-	-	-	-		
			T	T	515	515	0	0.96	0.96	58.7	58.7	E	E		
		R2	R	R	325	207	-118	0.57	0.36	31.2	27.3	C	C		
			L	L	58	43	-15	0.31	0.23	29.8	27.8	C	C		
		EB	L	L2	31	31	0	-	-	-	-	-	-		
			T	T	328	211	-117	0.65	0.44	36.5	31.9	D	C		
		WB	T	T	357	322	-35	0.44	0.40	13.3	12.6	B	B		
			R	R	257	104	-153	0.75	0.30	19.1	6.3	B	A		
		Intersection										11.1	4.4	B	A
		5b	Canal Street & Holland Tunnel On-Ramp	EB	T	T	415	365	-50	0.28	0.24	5.6	5.2	A	A
WB	T				T	299	121	-178	0.87	0.35	55.9	29.2	E	C	
Intersection	R			R	605	605	0	0.58	0.58	15.2	15.2	B	B		
												21.8	13.5	C	B
7a	Canal Street S & West Street	NB	T	T	2136	2186	50	0.94	0.96	38.4	41.1	D	D		
			R	R	163	125	-38	0.40	0.31	23.4	21.3	C	C		
		SB	L	L	428	285	-143	0.44	0.29	53.1	38.4	D	D		
			T	T	1911	2014	103	0.71	0.75	6.5	7.5	A	A		
Intersection										26.3	25.7	C	C		
9	West Street & Albany Street	NB	TR	T	1533	1578	45	0.62	0.64	20.8	21.2	C	C		
			R	R	85	90	5	-	-	-	-	-	-		
		SB	TR	T	2174	2349	175	0.76	0.82	24.1	26.0	C	C		
			R	R	90	86	-4	-	-	-	-	-	-		
		EB	L	L	105	101	-4	-	-	-	-	-	-		
			T	T	95	95	0	0.60	0.60	36.6	36.9	D	D		
		Intersection	R	R	62	69	7	-	-	-	-	-	-		
													23.7	24.9	C
10	West Street & Vesey Street	NB	T	T	10	11	1	-	-	-	-	-	-		
			T	T	1924	1923	-1	0.74	0.76	23.8	24.5	C	C		
		SB	T	T	2165	2304	139	0.88	0.93	29.6	34.2	C	C		
			R	R	170	164	-6	0.42	0.40	20.5	20.1	C	C		
		EB	L	L	144	136	-8	0.56	0.53	39.9	38.6	D	D		
			R	R	149	163	14	0.45	0.49	34.6	35.9	C	D		
		WB	LT	L	0	0	0	-	-	-	-	-	-		
			T	T	0	0	0	-	-	-	-	-	-		
		Intersection													
		11	West Street & Chambers Street	NB	TR	T	1996	1960	-36	0.88	0.86	36.9	35.9	D	D
T	T				46	44	-2	-	-	-	-	-	-		
SB	L			L	179	165	-14	0.47	0.44	52.9	52.2	D	D		
	T			T	2063	2127	64	0.74	0.76	18.7	19.4	B	B		
EB	R			R	85	82	-3	0.36	0.34	45.4	45.1	D	D		
	L			L	45	43	-2	-	-	-	-	-	-		
WB	LTR			T	0	0	0	0.18	0.18	33.5	33.4	C	C		
	R			R	10	11	1	-	-	-	-	-	-		
Intersection															
14	Canal Street/Manhattan Bridge & Bowery			EB	T	T	631	372	-259	0.65	0.38	25.5	20.5	C	C
		R	R		125	124	-1	0.35	0.34	21.6	21.6	C	C		
		WB	T	T	697	419	-278	0.71	0.42	27.0	21.0	C	C		
			T	T	269	255	-14	0.46	0.44	31.5	31.1	C	C		
		NB	R	R	431	245	-186	0.44	0.25	1.3	0.5	A	A		
			L	L	396	189	-207	0.69	0.39	22.5	11.2	C	B		
		SB	TR	T	150	99	-51	0.76	0.41	17.0	6.9	B	A		
			R	R	75	66	-9	-	-	-	-	-	-		
		Intersection													
		15	Manhattan Bridge & Bowery	NB	T	T	269	255	-14	0.25	0.23	0.7	0.7	A	A
SB	T				T	621	354	-267	0.40	0.23	19.0	17.0	B	B	
WB	R			R	272	21	-251	0.21	0.02	7.4	6.2	A	A		
	Intersection														
18	6th Avenue & Watts Street	WB	TR	T	785	685	-100	0.37	0.33	17.2	16.7	B	B		
			R	R	25	24	-1	-	-	-	-	-			
		NB	LT	L	92	69	-23	-	-	-	-	-			
			T	T	882	747	-135	0.39	0.33	8.0	7.6	A	A		
Intersection															
19	Canal Street & 6th Avenue/Laight Street	NEB	R	R	389	318	-71	0.70	0.57	40.2	36.6	D	D		
			L	L	165	141	-24	-	-	-	-	-			
		NB	LTR	T	733	625	-108	0.51	0.43	24.0	23.0	C	C		
			R	R	4	3	-1	-	-	-	-	-			
		WB	T	T	417	383	-34	0.58	0.54	31.5	30.5	C	C		
			TR	T	703	594	-109	0.69	0.58	22.7	20.3	C	C		
Intersection															

Lower Manhattan Study Area - No-Action vs With-Action (No Mitigation) - PM Peak Hour																	
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS					
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action				
1	Trinity Place & Edgar Street	NB	LT	L	1	0	-1	-	-	-	-	-	-				
			T	T	9	0	-9	0.01	-	9.5	-	A	-				
		EB	L	L	134	138	4	0.28	0.29	23.2	23.3	C	C				
		Intersection							22.2	23.3	C	C					
2	Trinity Place & Rector Street	NB	TR	T	125	120	-5	0.21	0.20	34.1	35.8	C	D				
			R	R	18	18	0	-	-	-	-	-	-				
		EB	LT	L	81	59	-22	-	-	-	-	-	-				
			T	T	40	39	-1	0.35	0.27	23.2	21.5	C	C				
		Intersection							29.1	29.8	C	C					
3a	HCT Entrance/Exit & West Street	NB	T	T	566	539	-27	0.32	0.31	23.4	23.2	C	C				
			R2	R2	1297	1520	223	0.65	0.77	1.5	2.6	A	A				
		SB	T	T	1297	1191	-106	0.61	0.56	1.0	0.8	A	A				
			WB	L	L	351	347	-4	0.29	0.29	35.8	35.7	D	D			
				Intersection							8.4	8.4	A	A			
3b	HCT Exit & West Street & West Thames Street	NB	T	T	566	539	-27	0.28	0.26	0.5	0.5	A	A				
			SB	TR	T	1297	1191	-106	0.69	0.63	31.2	29.6	C	C			
		EB	R	R	0	0	0	-	-	-	-	-	-				
			WB	R	R	510	510	0	0.48	0.48	39.5	39.5	D	D			
				Intersection							25.4	24.6	C	C			
4	Chambers Street & Centre Street	NB	L	L	445	396	-49	0.51	0.45	27.1	26.1	C	C				
			T	T	533	474	-59	0.66	0.58	16.0	14.2	B	B				
		SB	TR	T	370	230	-140	1.24	0.77	160.8	49.0	F	D				
			R	R	15	11	-4	0.17	0.13	33.1	31.5	C	C				
		EB	R	R	510	434	-76	1.18	1.01	131.1	74.1	F	E				
					Intersection							80.0	39.8	E	D		
5a	Canal Street & Hudson Street/Holland Tunnel On-Ramp	NB	LT	L	45	45	0	-	-	-	-	-	-				
			T	T	585	585	0	0.88	0.88	44.6	44.6	D	D				
		R	R	R	189	184	-5	0.31	0.30	26.5	26.4	C	C				
			R2	R2	10	5	-5	0.05	0.02	24.0	23.4	C	C				
		EB	L	L2	5	5	0	-	-	-	-	-	-				
			L	L	225	209	-16	0.41	0.38	31.3	30.9	C	C				
		WB	T	T	462	419	-43	0.54	0.49	15.0	14.1	B	B				
			TR	T	10	0	-10	0.03	-	3.8	-	A	-				
				Intersection							4.0	-	A	-			
5b	Canal Street & Holland Tunnel On-Ramp	EB	T	T	472	424	-48	0.30	0.27	3.2	2.9	A	A				
			WB	T	T	12	0	-12	0.04	-	24.2	-	C	-			
				Intersection							1405	1405	0	1.23	1.23	131.8	131.8
7a	Canal Street S & West Street	NB	T	T	2698	2647	-51	0.98	0.97	45.7	42.2	D	D				
			R	R	5	5	0	0.01	0.01	14.8	14.8	B	B				
		SB	L	L	559	476	-83	0.62	0.53	114.2	111.6	F	F				
			T	T	1884	1854	-30	0.65	0.64	5.4	5.4	A	A				
				Intersection							39.0	35.7	D	D			
9	West Street & Albany Street	NB	TR	T	1284	1227	-57	0.48	0.46	20.5	20.1	C	C				
			R	R	49	47	-2	-	-	-	-	-	-				
		SB	TR	T	2324	2402	78	0.70	0.72	25.1	25.7	C	C				
			R	R	80	76	-4	-	-	-	-	-					
		EB	L	L	140	140	0	-	-	-	-	-					
			T	T	90	90	0	0.71	0.73	50.7	51.7	D	D				
				Intersection							82	88	6	-	-		
10	West Street & Vesey Street	NB	T	T	1536	1469	-67	0.45	0.43	15.0	14.7	B	B				
			T	T	2465	2518	53	0.83	0.85	25.1	26.0	C	C				
		SB	R	R	140	135	-5	0.33	0.31	15.5	15.3	B	B				
			L	L	100	99	-1	0.58	0.57	58.3	57.9	E	E				
		EB	R	R	122	129	7	0.60	0.64	58.7	60.9	E	E				
			LT	L	10	10	0	-	-	-	-	-					
		WB	T	T	0	0	0	0.05	0.05	39.7	39.7	D	D				
			R	R	0	0	0	-	-	-	-	-					
		Intersection							23.1	23.8	C	C					
11	West Street & Chambers Street	NB	TR	T	1879	1781	-98	0.75	0.71	35.4	34.2	D	C				
			T	T	38	36	-2	-	-	-	-	-					
		SB	L	L	195	182	-13	0.82	0.77	89.8	84.7	F	F				
			T	T	1945	1938	-7	0.72	0.72	23.6	23.5	C	C				
		EB	R	R	95	90	-5	0.47	0.44	67.4	66.6	E	E				
			L	L	50	50	0	-	-	-	-	-					
		WB	LTR	T	20	20	0	0.27	0.27	39.9	40.1	D	D				
			R	R	5	5	0	-	-	-	-	-					
				Intersection							127	135	8	-	-		
		14	Canal Street/Manhattan Bridge & Bowery	EB	T	T	1051	763	-288	0.99	0.72	52.4	26.5	D	C		
R	R				85	83	-2	0.30	0.29	21.3	21.1	C	C				
WB	T			T	542	328	-214	0.52	0.31	22.2	19.4	C	B				
	T			T	177	171	-6	0.30	0.29	29.2	29.1	C	C				
NB	R			R	619	454	-165	0.56	0.41	1.9	1.1	A	A				
	L			L	677	370	-307	1.02	0.56	55.1	13.8	E	B				
SB	TR			T	105	32	-73	0.26	0.08	4.3	3.4	A	A				
	R			R	20	16	-4	0.06	0.05	2.8	2.8	A	A				
				Intersection							34.4	17.9	C	B			
15	Manhattan Bridge & Bowery			NB	T	T	177	171	-6	0.16	0.15	1.6	1.5	A	A		
					SB	T	T	802	418	-384	0.40	0.21	18.8	16.8	B	B	
				WB	R	R	416	203	-213	0.32	0.16	8.3	7.0	A	A		
				Intersection							13.4	10.8	B	B			
18	6th Avenue & Watts Street			WB	TR	T	219	188	-31	0.11	0.09	14.7	14.6	B	B		
		R	R		0	0	0	-	-	-	-	-					
		NB	LT	L	173	147	-26	-	-	-	-	-					
		Intersection							605	516	-89	0.34	0.29	35.7	35.1	D	D
19	Canal Street & 6th Avenue/Laight Street	NEB	R	R	447	381	-66	0.79	0.67	44.3	39.1	D	D				
			L	L	44	39	-5	-	-	-	-	-					
		NB	LTR	T	698	625	-73	0.43	0.38	22.9	22.3	C	C				
			R	R	4	3	-1	-	-	-	-	-					
		EB	T	T	396	345	-51	0.53	0.46	30.2	29.1	C	C				
			TR	T	1333	1229	-104	0.96	0.88	38.9	30.1	D	C				
				Intersection							10	9	-1	-	-		
		Intersection							34.6	29.4	C	C					

New Jersey Study Area - No-Action vs Action (No Mitigation) - AM Peak Hour														
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS		
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action	
1	14th Street / Holland Tunnel (E-W) & Marin Boulevard (N-S)	WB	TR	T	1988	1695	-293	1.03	0.90	61.3	36.7	E	D	
				R	207	207	0	-	-	-	-	-	-	
		WB2	TR	T	197	197	0	0.84	0.84	80.9	80.9	F	F	
				R	5	5	0	-	-	-	-	-	-	
		NB	L	L	273	273	0	0.97	0.97	76.7	76.7	E	E	
				T	172	172	0	0.29	0.29	25.8	25.8	C	C	
		SB	TR	T	187	187	0	0.99	0.99	89.9	89.9	F	F	
R	152			152	0	-	-	-	-	-	-			
Intersection									65.2	50.0	E	D		
4	14th Street (E-W) & Jersey Avenue (N-S)	WB	L	L	61	61	0	0.11	0.11	16.9	16.9	B	B	
				TR	T	2821	2528	-293	0.78	0.70	27.6	25.4	C	C
				R	40	40	0	-	-	-	-	-	-	
		NB	L	L	86	86	0	0.25	0.25	26.7	26.7	C	C	
				T	727	727	0	0.57	0.57	32.7	32.7	C	C	
		SB	TR	T	136	136	0	0.33	0.33	37.9	37.9	D	D	
				R	818	818	0	1.04	1.04	86.2	86.2	F	F	
Intersection									39.0	38.5	D	D		
5	12th Street (E-W) & Jersey Avenue (N-S)	SE	L	L	434	434	0	0.28	0.28	5.0	5.0	A	A	
				TR	T	662	662	0	1.05	1.05	107.3	107.3	F	F
				R	369	369	0	-	-	-	-	-	-	
		EB	L	L	379	379	0	-	-	-	-	-	-	
				TR	T	1064	986	-78	1.06	1.02	83.2	71.8	F	E
				R	667	667	0	-	-	-	-	-	-	
		SB	L	L	126	126	0	0.73	0.73	109.1	109.1	F	F	
T	71			71	0	0.72	0.72	107.4	107.4	F	F			
Intersection									82.4	75.9	F	E		
8	12th Street/Holland Tunnel (E-W) & Marin Boulevard (N-S)	EB	L	L	71	71	0	0.12	0.12	17.1	17.1	B	B	
				TR	T	1948	1870	-78	1.04	1.00	62.3	50.9	E	D
				R	56	56	0	-	-	-	-	-	-	
		NB	T	T	374	374	0	0.58	0.58	26.9	26.9	C	C	
				R	449	449	0	1.04	1.04	81.3	81.3	F	F	
		SB	T	187	187	0	0.29	0.29	21.4	21.4	C	C		
Intersection									56.5	49.3	E	D		



Lincoln Tunnel Study Area - No-Action vs With-Action (No Mitigation)- Midday Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS	
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
1	9th Ave and 33rd Street	SB	TR	T	977	920	-57	0.42	0.39	14.9	14.5	B	B
				R	64	51	-13	-	-	-	-	-	-
		WB	TR	L	70	70	0	0.28	0.28	26.5	26.5	C	C
				T	108	92	-16	0.27	0.23	25.1	24.6	C	C
Intersection									16.5	16.2	B	B	
2	Dyer Ave and 34th Street	SB	TR	L	159	143	-16	0.44	0.41	37.2	36.7	D	D
				R	95	90	-5	0.54	0.49	47.3	45.3	D	D
		EB	LT	L	5	5	0	-	-	-	-	-	-
				T	370	337	-33	0.52	0.47	16.5	15.6	B	B
		WB	TR	T	405	409	4	0.59	0.60	18.2	18.4	B	B
R	170			172	2	0.25	0.25	9.9	9.9	A	A		
Intersection									21.1	20.5	C	C	
3	12th Ave and 34th Street	NB	TR	T	1396	1375	-21	0.61	0.61	23.6	23.4	C	C
				R	217	214	-3	0.58	0.57	28.6	28.3	C	C
		SB	TR	L	180	165	-15	0.62	0.56	63.3	63.4	E	E
				T	1675	1567	-108	0.60	0.57	16.3	15.8	B	B
		WB	TR	L	131	134	3	0.49	0.49	42.5	42.5	D	D
				R	220	221	1	0.30	0.31	26.2	26.3	C	C
Intersection									24.2	24.0	C	C	
4	11th Ave and 42nd Street	SB	LT	L	50	45	-5	-	-	-	-	-	-
				T	1102	859	-243	0.48	0.38	21.5	20.3	C	C
				R	100	90	-10	0.32	0.29	22.1	21.5	C	C
		EB	LT	T	185	166	-19	0.50	0.44	24.9	23.8	C	C
				R	277	238	-39	0.59	0.51	33.0	29.7	C	C
		WB	TR	L	135	135	0	0.50	0.48	19.2	18.5	B	B
				T	581	581	0	0.51	0.51	16.1	16.1	B	B
Intersection									21.2	20.1	C	C	
5	Dyer Ave & West 36th Street	NB	TR	T	263	228	-35	0.87	0.76	58.7	47.6	E	D
				R	10	10	0	-	-	-	-	-	-
		SB	TR	L	189	169	-20	0.28	0.25	25.6	25.1	C	C
				T	249	222	-27	0.33	0.29	24.8	24.4	C	C
		EB	LTR	R	80	71	-9	0.25	0.22	25.2	24.8	C	C
				L	0	0	0	-	-	-	-	-	-
		WB	TR	T	198	178	-20	0.30	0.28	25.5	25.2	C	C
				R	30	30	0	-	-	-	-	-	-
		Intersection									34.6	31.1	C
6	10th Ave and 33rd Street	NB	LT	L	0	0	0	-	-	-	-	-	-
				T	1310	1260	-50	0.49	0.47	15.9	15.7	B	B
		WB	TR	T	27	12	-15	0.41	0.34	23.5	21.5	C	C
R	145			131	-14	-	-	-	-	-	-	-	
Intersection									17.0	16.4	B	B	
7	11th Ave and 34th Street	SB	LTR	L	75	71	-4	-	-	-	-	-	-
				T	736	697	-39	0.67	0.64	22.3	21.7	C	C
				R	120	121	1	-	-	-	-	-	-
		EB	LTR	L	160	152	-8	0.96	0.92	81.2	70.3	F	E
				T	182	173	-9	0.29	0.28	26.1	26.0	C	C
		WB	TR	R	55	54	-1	0.39	0.38	33.5	33.3	C	C
				L	140	142	2	0.51	0.52	23.4	23.6	C	C
		WB	TR	T	231	234	3	0.84	0.84	51.3	51.3	D	D
R	35			34	-1	-	-	-	-	-	-	-	
Intersection									33.1	31.9	C	C	
8	10th Ave and 41st Street	NB	LT	L	233	157	-76	-	-	-	-	-	-
				T	1450	1419	-31	0.78	0.72	27.0	25.4	C	C
		WB	TR	T	690	472	-218	0.40	0.28	14.9	13.6	B	B
R	540			533	-7	0.97	0.96	65.4	63.0	E	E		
Intersection									31.3	31.0	C	C	
9	12th Ave and 42nd Street	NB	TR	T	1860	1861	1	1.03	1.03	54.8	55.3	D	E
				R	125	117	-8	0.45	0.42	22.8	22.3	C	C
		SB	TR	L	337	287	-50	0.65	0.55	48.9	46.3	D	D
				T	1783	1669	-114	0.93	0.87	39.1	34.0	D	C
		EB	LTR	L	5	5	0	-	-	-	-	-	-
				T	0	0	0	0.19	0.19	35.5	35.5	D	D
		WB	TR	R	40	40	0	-	-	-	-	-	-
				L	141	138	-3	0.41	0.40	39.3	39.0	D	D
WB	TR	T	540	533	-7	0.64	0.64	21.9	21.7	C	C		
		R								43.3	41.6	D	D
Intersection													

Lincoln Tunnel Study Area - No-Action vs Action (No Mitigation)- PM Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS	
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
1	9th Ave and 33rd Street	SB	TR	T	1042	962	-80	0.41	0.38	14.7	14.3	B	B
				R	85	72	-13	-	-	-	-	-	-
		WB		L	95	95	0	0.37	0.37	28.6	28.6	C	C
				T	211	195	-16	0.48	0.45	29.0	28.2	C	C
Intersection									18.0	17.7	B	B	
2	Dyer Ave and 34th Street	SB		L	167	158	-9	0.48	0.46	37.8	37.5	D	D
				R	105	103	-2	0.52	0.50	45.2	44.3	D	D
		EB	LT	L	0	0	0	-	-	-	-	-	-
				T	400	368	-32	0.55	0.51	17.2	16.2	B	B
		WB		T	553	546	-7	0.78	0.77	25.5	24.9	C	C
R	90			89	-1	0.13	0.13	8.8	8.8	A	A		
Intersection									24.8	24.3	C	C	
3	12th Ave and 34th Street	NB		T	2322	2250	-72	0.74	0.71	22.7	22.0	C	C
				R	286	277	-9	0.50	0.49	19.9	19.5	B	B
		SB		L	293	276	-17	1.04	0.99	116.8	107.1	F	F
				T	2288	2105	-183	0.74	0.68	24.0	21.9	C	C
		WB		L	86	81	-5	0.48	0.46	57.6	57.2	E	E
				R	220	215	-5	0.39	0.38	44.9	44.6	D	D
Intersection									29.9	28.2	C	C	
4	11th Ave and 42nd Street	SB	LT	L	15	12	-3	-	-	-	-	-	-
				T	700	527	-173	0.33	0.25	19.8	18.9	B	B
				R	45	37	-8	0.15	0.12	19.3	18.9	B	B
		EB		T	183	177	-6	0.55	0.50	26.1	25.0	C	C
				R	288	256	-32	0.65	0.59	37.0	33.5	D	C
		WB		L	176	177	1	0.50	0.49	19.4	19.0	B	B
				T	185	185	0	0.30	0.30	12.6	12.6	B	B
Intersection									21.6	20.6	C	C	
5	Dyer Ave & West 36th Street	NB	TR	T	142	111	-31	0.47	0.37	35.1	33.0	D	C
				R	5	4	-1	-	-	-	-	-	-
		SB		L	356	344	-12	0.54	0.52	31.0	30.5	C	C
				T	536	518	-18	0.59	0.57	28.4	28.0	C	C
		EB	LTR	R	105	102	-3	0.31	0.30	26.1	26.0	C	C
				L	120	119	-1	-	-	-	-	-	-
		WB		T	150	136	-14	0.49	0.46	28.5	28.1	C	C
				R	35	35	0	-	-	-	-	-	-
		Intersection									29.3	28.7	C
6	10th Ave and 33rd Street	NB	LT	L	0	0	0	-	-	-	-	-	-
				T	1641	1581	-60	0.61	0.58	17.5	17.2	B	B
		WB	TR	T	181	153	-28	0.45	0.42	18.9	17.7	B	B
R	115			114	-1	-	-	-	-	-	-		
Intersection									17.7	17.2	B	B	
7	11th Ave and 34th Street	SB	LTR	L	35	30	-5	-	-	-	-	-	-
				T	245	208	-37	0.26	0.23	16.3	15.9	B	B
				R	60	51	-9	-	-	-	-	-	-
		EB		L	218	208	-10	0.96	0.91	72.4	62.3	E	E
				T	302	288	-14	0.42	0.40	27.9	27.6	C	C
		WB	TR	R	59	57	-2	0.39	0.38	33.3	32.8	C	C
				L	110	110	0	0.42	0.41	20.2	20.1	C	C
Intersection									59.0	57.4	E	E	
Intersection									38.3	36.9	D	D	
8	10th Ave and 41st Street	NB	LT	L	292	111	-181	-	-	-	-	-	-
				T	1603	1570	-33	0.88dl	0.70	29.1	25.0	C	C
		WB		T	214	65	-149	0.14	0.04	12.4	11.6	B	B
R	79			71	-8	0.22	0.20	31.7	31.4	C	C		
Intersection									27.4	24.7	C	C	
9	12th Ave and 42nd Street	NB		T	2609	2559	-50	0.87	0.85	16.4	16.2	B	B
				R	123	116	-7	0.28	0.26	7.6	7.7	A	A
		SB		L	348	317	-31	1.05	0.95	123.4	103.6	F	F
				T	2509	2308	-201	0.91	0.84	29.2	24.1	C	C
		EB	LTR	L	5	5	0	-	-	-	-	-	-
				T	0	0	0	0.04	0.04	47.0	47.0	D	D
		WB		R	0	0	0	-	-	-	-	-	-
				L	95	91	-4	0.37	0.36	53.8	53.4	D	D
Intersection									35.3	35.2	D	D	
Intersection									29.3	25.6	C	C	

Lincoln Tunnel Study Area - No-Action vs With-Action (No Mitigation) - AM Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS	
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
1	9th Ave and 33rd Street	SB	TR	T	1059	1018	-41	0.46	0.44	15.3	15.1	B	B
				R	60	56	-4	-	-	-	-	-	-
		WB		L	50	50	0	0.19	0.19	25.1	25.1	C	C
				T	100	97	-3	0.25	0.24	24.9	24.8	C	C
Intersection									16.5	16.3	B	B	
2	Dyer Ave and 34th Street	SB		L	245	240	-5	0.81	0.80	54.1	52.8	D	D
				R	155	153	-2	0.87	0.86	81.2	80.1	F	F
		EB	LT	L	0	0	0	-	-	-	-	-	-
				T	411	395	-16	0.62	0.60	19.2	18.5	B	B
		WB		T	350	345	-5	0.52	0.51	16.8	16.6	B	B
				R	75	74	-1	0.11	0.11	8.6	8.6	A	A
Intersection									32.1	31.5	C	C	
3	12th Ave and 34th Street	NB		T	1833	1812	-21	0.73	0.73	29.5	29.2	C	C
				R	222	219	-3	0.56	0.55	29.4	29.2	C	C
		SB		L	169	160	-9	0.41	0.39	53.0	54.5	D	D
				T	2023	1912	-111	0.69	0.65	2.9	3.0	A	A
		WB		L	141	136	-5	0.60	0.59	61.6	61.1	E	E
				R	200	200	0	0.34	0.34	34.7	34.7	C	C
Intersection									20.7	21.0	C	C	
4	11th Ave and 42nd Street	SB	LT	L	60	56	-4	-	-	-	-	-	-
				T	1068	965	-103	0.48	0.43	21.4	20.9	C	C
				R	90	84	-6	0.28	0.26	21.4	21.0	C	C
		EB		T	199	187	-12	0.48	0.45	24.6	24.2	C	C
				R	230	220	-10	0.56	0.53	32.2	30.9	C	C
		WB		L	126	126	0	0.57	0.56	23.3	22.8	C	C
				T	396	396	0	0.40	0.40	14.3	14.3	B	B
		Intersection									21.2	20.7	C
5	Dyer Ave & West 36th Street	NB	TR	T	70	62	-8	0.31	0.29	32.2	31.8	C	C
				R	20	19	-1	-	-	-	-	-	-
		SB		L	434	427	-7	0.69	0.68	37.4	36.8	D	D
				T	633	623	-10	0.77	0.76	33.5	33.0	C	C
				R	209	206	-3	0.65	0.64	36.0	35.5	D	D
		EB	LTR	L	0	0	0	-	-	-	-	-	-
				T	140	131	-9	0.27	0.26	25.2	25.0	C	C
		WB		R	25	24	-1	-	-	-	-	-	-
				R	0	0	0	-	-	-	-	-	-
		Intersection									33.4	33.0	C
6	10th Ave and 33rd Street	NB	LT	L	0	0	0	-	-	-	-	-	-
				T	1241	1219	-22	0.51	0.50	16.2	16.1	B	B
		WB	TR	T	0	0	0	0.34	0.32	22.5	21.8	C	C
				R	160	153	-7	-	-	-	-	-	-
Intersection									16.9	16.7	B	B	
7	11th Ave and 34th Street	SB	LTR	L	115	111	-4	-	-	-	-	-	-
				T	907	878	-29	0.76	0.74	24.9	24.1	C	C
				R	110	106	-4	-	-	-	-	-	-
		EB		L	110	107	-3	0.76	0.74	47.0	44.4	D	D
				T	201	193	-8	0.29	0.28	26.1	26.0	C	C
				R	80	79	-1	0.61	0.60	46.0	45.5	D	D
		WB	TR	L	176	175	-1	0.78	0.77	40.6	39.8	D	D
				T	231	230	-1	0.83	0.82	51.3	50.1	D	D
WB		R	25	24	-1	-	-	-	-	-	-		
		Intersection									32.5	31.7	C
8	10th Ave and 41st Street	NB	LT	L	172	150	-22	-	-	-	-	-	-
				T	1224	1211	-13	0.71	0.69	25.4	24.8	C	C
		WB		T	531	459	-72	0.38	0.33	14.8	14.2	B	B
				R	484	476	-8	0.99	0.97	71.8	68.0	E	E
Intersection									32.3	31.6	C	C	
9	12th Ave and 42nd Street	NB		T	2254	2241	-13	0.98	0.98	73.0	72.0	E	E
				R	155	152	-3	0.40	0.39	46.1	46.0	D	D
		SB		L	274	255	-19	0.50	0.46	55.9	55.1	E	E
				T	2220	2099	-121	0.88	0.83	30.5	27.6	C	C
		EB	LTR	L	5	5	0	-	-	-	-	-	-
				T	0	0	0	0.03	0.03	47.0	47.0	D	D
		WB		R	0	0	0	-	-	-	-	-	-
				L	126	126	0	0.37	0.37	53.2	53.2	D	D
WB		R	360	354	-6	0.50	0.49	29.1	29.0	C	C		
		Intersection									50.2	49.0	D

Lincoln Tunnel Study Area - No-Action vs With-Action (No Mitigation)- Midday Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS	
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
1	9th Ave and 33rd Street	SB	TR	T	977	920	-57	0.42	0.39	14.9	14.5	B	B
				R	64	51	-13	-	-	-	-	-	-
		WB	TR	L	70	70	0	0.28	0.28	26.5	26.5	C	C
				T	108	92	-16	0.27	0.23	25.1	24.6	C	C
Intersection									16.5	16.2	B	B	
2	Dyer Ave and 34th Street	SB	TR	L	159	143	-16	0.44	0.41	37.2	36.7	D	D
				R	95	90	-5	0.54	0.49	47.3	45.3	D	D
		EB	LT	L	5	5	0	-	-	-	-	-	-
				T	370	337	-33	0.52	0.47	16.5	15.6	B	B
		WB	TR	T	405	409	4	0.59	0.60	18.2	18.4	B	B
R	170			172	2	0.25	0.25	9.9	9.9	A	A		
Intersection									21.1	20.5	C	C	
3	12th Ave and 34th Street	NB	TR	T	1396	1375	-21	0.61	0.61	23.6	23.4	C	C
				R	217	214	-3	0.58	0.57	28.6	28.3	C	C
		SB	TR	L	180	165	-15	0.62	0.56	63.3	63.4	E	E
				T	1675	1567	-108	0.60	0.57	16.3	15.8	B	B
		WB	TR	L	131	134	3	0.49	0.49	42.5	42.5	D	D
				R	220	221	1	0.30	0.31	26.2	26.3	C	C
Intersection									24.2	24.0	C	C	
4	11th Ave and 42nd Street	SB	LT	L	50	45	-5	-	-	-	-	-	-
				T	1102	859	-243	0.48	0.38	21.5	20.3	C	C
				R	100	90	-10	0.32	0.29	22.1	21.5	C	C
		EB	LT	T	185	166	-19	0.50	0.44	24.9	23.8	C	C
				R	277	238	-39	0.59	0.51	33.0	29.7	C	C
		WB	TR	L	135	135	0	0.50	0.48	19.2	18.5	B	B
				T	581	581	0	0.51	0.51	16.1	16.1	B	B
Intersection									21.2	20.1	C	C	
5	Dyer Ave & West 36th Street	NB	TR	T	263	228	-35	0.87	0.76	58.7	47.6	E	D
				R	10	10	0	-	-	-	-	-	-
		SB	TR	L	189	169	-20	0.28	0.25	25.6	25.1	C	C
				T	249	222	-27	0.33	0.29	24.8	24.4	C	C
		EB	LTR	R	80	71	-9	0.25	0.22	25.2	24.8	C	C
				L	0	0	0	-	-	-	-	-	-
		WB	TR	T	198	178	-20	0.30	0.28	25.5	25.2	C	C
				R	30	30	0	-	-	-	-	-	-
		Intersection									34.6	31.1	C
6	10th Ave and 33rd Street	NB	LT	L	0	0	0	-	-	-	-	-	-
				T	1310	1260	-50	0.49	0.47	15.9	15.7	B	B
		WB	TR	T	27	12	-15	0.41	0.34	23.5	21.5	C	C
R	145			131	-14	-	-	-	-	-	-	-	
Intersection									17.0	16.4	B	B	
7	11th Ave and 34th Street	SB	LTR	L	75	71	-4	-	-	-	-	-	-
				T	736	697	-39	0.67	0.64	22.3	21.7	C	C
				R	120	121	1	-	-	-	-	-	-
		EB	LTR	L	160	152	-8	0.96	0.92	81.2	70.3	F	E
				T	182	173	-9	0.29	0.28	26.1	26.0	C	C
		WB	TR	R	55	54	-1	0.39	0.38	33.5	33.3	C	C
				L	140	142	2	0.51	0.52	23.4	23.6	C	C
		WB	TR	T	231	234	3	0.84	0.84	51.3	51.3	D	D
R	35			34	-1	-	-	-	-	-	-	-	
Intersection									33.1	31.9	C	C	
8	10th Ave and 41st Street	NB	LT	L	233	157	-76	-	-	-	-	-	-
				T	1450	1419	-31	0.78	0.72	27.0	25.4	C	C
		WB	TR	T	690	472	-218	0.40	0.28	14.9	13.6	B	B
R	540			533	-7	0.97	0.96	65.4	63.0	E	E		
Intersection									31.3	31.0	C	C	
9	12th Ave and 42nd Street	NB	TR	T	1860	1861	1	1.03	1.03	54.8	55.3	D	E
				R	125	117	-8	0.45	0.42	22.8	22.3	C	C
		SB	TR	L	337	287	-50	0.65	0.55	48.9	46.3	D	D
				T	1783	1669	-114	0.93	0.87	39.1	34.0	D	C
		EB	LTR	L	5	5	0	-	-	-	-	-	-
				T	0	0	0	0.19	0.19	35.5	35.5	D	D
		WB	TR	R	40	40	0	-	-	-	-	-	-
				L	141	138	-3	0.41	0.40	39.3	39.0	D	D
WB	TR	T	540	533	-7	0.64	0.64	21.9	21.7	C	C		
		R								43.3	41.6	D	D
Intersection													

Lincoln Tunnel Study Area - No-Action vs Action (No Mitigation)- PM Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS					
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action				
1	9th Ave and 33rd Street	SB	TR	T	1042	962	-80	0.41	0.38	14.7	14.3	B	B				
				R	85	72	-13	-	-	-	-	-	-	-			
		WB	TR	L	95	95	0	0.37	0.37	28.6	28.6	C	C				
				T	211	195	-16	0.48	0.45	29.0	28.2	C	C				
Intersection									18.0	17.7	B	B					
2	Dyer Ave and 34th Street	SB	TR	L	167	158	-9	0.48	0.46	37.8	37.5	D	D				
				R	105	103	-2	0.52	0.50	45.2	44.3	D	D				
		EB	LT	L	0	0	0	-	-	-	-	-	-				
				T	400	368	-32	0.55	0.51	17.2	16.2	B	B				
		WB	TR	T	553	546	-7	0.78	0.77	25.5	24.9	C	C				
R	90			89	-1	0.13	0.13	8.8	8.8	A	A						
Intersection									24.8	24.3	C	C					
3	12th Ave and 34th Street	NB	TR	T	2322	2250	-72	0.74	0.71	22.7	22.0	C	C				
				R	286	277	-9	0.50	0.49	19.9	19.5	B	B				
		SB	LT	L	293	276	-17	1.04	0.99	116.8	107.1	F	F				
				T	2288	2105	-183	0.74	0.68	24.0	21.9	C	C				
		WB	TR	L	86	81	-5	0.48	0.46	57.6	57.2	E	E				
				R	220	215	-5	0.39	0.38	44.9	44.6	D	D				
Intersection									29.9	28.2	C	C					
4	11th Ave and 42nd Street	SB	LT	L	15	12	-3	-	-	-	-	-	-				
				T	700	527	-173	0.33	0.25	19.8	18.9	B	B				
				R	45	37	-8	0.15	0.12	19.3	18.9	B	B				
		EB	LT	T	183	177	-6	0.55	0.50	26.1	25.0	C	C				
				R	288	256	-32	0.65	0.59	37.0	33.5	D	C				
		WB	TR	L	176	177	1	0.50	0.49	19.4	19.0	B	B				
				T	185	185	0	0.30	0.30	12.6	12.6	B	B				
Intersection									21.6	20.6	C	C					
5	Dyer Ave & West 36th Street	NB	TR	T	142	111	-31	0.47	0.37	35.1	33.0	D	C				
				R	5	4	-1	-	-	-	-	-	-	-			
		SB	LT	L	356	344	-12	0.54	0.52	31.0	30.5	C	C				
				T	536	518	-18	0.59	0.57	28.4	28.0	C	C				
		EB	LTR	R	105	102	-3	0.31	0.30	26.1	26.0	C	C				
				L	120	119	-1	-	-	-	-	-	-				
		WB	TR	T	150	136	-14	0.49	0.46	28.5	28.1	C	C				
				R	35	35	0	-	-	-	-	-	-				
		Intersection									0	0	0	-	-		
6	10th Ave and 33rd Street	NB	LT	L	0	0	0	-	-	-	-	-	-				
				T	1641	1581	-60	0.61	0.58	17.5	17.2	B	B				
		WB	TR	T	181	153	-28	0.45	0.42	18.9	17.7	B	B				
				R	115	114	-1	-	-	-	-	-	-				
Intersection									17.7	17.2	B	B					
7	11th Ave and 34th Street	SB	LTR	L	35	30	-5	-	-	-	-	-	-				
				T	245	208	-37	0.26	0.23	16.3	15.9	B	B				
				R	60	51	-9	-	-	-	-	-	-				
		EB	LT	L	218	208	-10	0.96	0.91	72.4	62.3	E	E				
				T	302	288	-14	0.42	0.40	27.9	27.6	C	C				
		WB	TR	R	59	57	-2	0.39	0.38	33.3	32.8	C	C				
				L	110	110	0	0.42	0.41	20.2	20.1	C	C				
Intersection									24.6	24.5	C	C					
8	10th Ave and 41st Street	NB	LT	L	292	111	-181	-	-	-	-	-	-				
				T	1603	1570	-33	0.88dl	0.70	29.1	25.0	C	C				
		WB	TR	T	214	65	-149	0.14	0.04	12.4	11.6	B	B				
				R	79	71	-8	0.22	0.20	31.7	31.4	C	C				
Intersection									27.4	24.7	C	C					
9	12th Ave and 42nd Street	NB	TR	T	2609	2559	-50	0.87	0.85	16.4	16.2	B	B				
				R	123	116	-7	0.28	0.26	7.6	7.7	A	A				
		SB	LT	L	348	317	-31	1.05	0.95	123.4	103.6	F	F				
				T	2509	2308	-201	0.91	0.84	29.2	24.1	C	C				
		EB	LTR	L	5	5	0	-	-	-	-	-	-				
				T	0	0	0	0.04	0.04	47.0	47.0	D	D				
		WB	TR	R	0	0	0	-	-	-	-	-	-				
				L	95	91	-4	0.37	0.36	53.8	53.4	D	D				
Intersection									135	131	-4	0.28	0.27	35.3	35.2	D	D
Intersection									29.3	25.6	C	C					

Queens Midtown Tunnel (Manhattan) Study Area - No-Action vs With-Action (No Mitigation) - AM Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS	
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
1	E 37th Street & 3rd Avenue	NB	L	L	20	19	-1	0.09	0.09	4.1	4.1	A	A
			T	T	826	773	-53	0.60	0.56	6.8	6.4	A	A
		WB	T	T	728	745	17	0.58	0.59	18.6	18.9	B	B
			R	R	263	271	8	0.75	0.78	47.9	49.6	D	D
Intersection										17.4	18.1	B	B
2	E 36th Street & 2nd Avenue	SB	L	L	438	415	-23	0.65	0.62	33.2	32.2	C	C
			T	T	1006	970	-36	0.52	0.50	12.1	11.8	B	B
		EB	T	T	431	408	-23	0.48	0.45	27.5	27.2	C	C
			TR	R	47	45	-2	-	-	-	-	-	-
		WB	L	L	515	515	0	1.67	1.61	340.7	311.9	F	F
Intersection										93.6	88.9	F	F
3	E 34th Street & 3rd Avenue	NB	LT	L	94	88	-6	-	-	-	-	-	-
			T	T	1005	949	-56	0.54	0.51	19.4	18.9	B	B
			R	R	104	99	-5	1.02	0.98	116.9	104.1	F	F
		EB	T	T	416	379	-37	1.01	0.92	73.5	53.9	E	D
			T	T	402	380	-22	1.04	0.98	84.1	69.6	F	E
		WB	R	R	50	48	-2	0.18	0.18	21.3	21.2	C	C
Intersection										47.5	39.9	D	D
4	E 35th Street & 3rd Avenue	NB	LT	L	109	103	-6	-	-	-	-	-	-
			T	T	946	894	-52	0.48	0.46	2.5	2.4	A	A
		WB	TR	T	574	535	-39	0.61	0.57	26.4	25.5	C	C
			R	R	55	52	-3	0.16	0.15	20.7	20.5	C	C
Intersection										11.0	10.6	B	B
5	E 34th Street & 2nd Ave	SB	L	L	370	363	-7	0.66	0.65	34.1	34.1	C	C
			T	T	1453	1422	-31	0.83	0.81	24.7	23.7	C	C
			R	R	120	117	-3	1.18	1.15	162.2	150.8	F	F
		EB	T	T	572	561	-11	0.76	0.74	34.8	34.2	C	C
			R	R	116	114	-2	0.63	0.62	42.3	41.7	D	D
		WB	T	T	195	191	-4	0.51	0.50	30.5	30.3	C	C
Intersection										35.3	34.1	D	C
6	E 35th Street & 2nd Ave	SB	T	T	1393	1358	-35	0.56	0.55	16.1	16.2	B	B
			R	R	175	172	-3	0.55	0.54	19.5	19.7	B	B
		EB	R	R	473	468	-5	0.64	0.64	26.8	26.6	C	C
			T	T	87	86	-1	0.14	0.14	18.3	18.3	B	B
		WB	L	L	77	76	-1	0.14	0.14	18.9	18.9	B	B
Intersection										19.0	19.0	B	B

Queens Midtown Tunnel (Manhattan) Study Area - No-Action vs With-Action (No Mitigation) - Midday Peak Hour

Intersection #	Intersection NMDe	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS	
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
1	E 37th Street & 3rd Avenue	NB	L	L	44	37	-7	0.16	0.14	6.5	4.8	A	A
			T	T	635	553	-82	0.49	0.43	5.9	4.7	A	A
		WB	T	T	577	638	61	0.95	1.05	49.3	74.7	D	E
			R	R	265	303	38	0.73	0.84	44.8	52.8	D	D
Intersection									29.2	43.3	C	D	
2	E 36th Street & 2nd Avenue	SB	L	L	242	248	6	0.43	0.44	28.6	28.8	C	C
			T	T	1035	990	-45	0.50	0.48	11.7	11.5	B	B
		EB	T	T	1278	1335	57	1.34	1.40	189.4	211.6	F	F
			TR	R	85	83	-2	-	-	-	-	-	-
Intersection									106.1	121.1	F	F	
3	E 34th Street & 3rd Avenue	NB	LT	L	24	21	-3	-	-	-	-	-	-
			T	T	1075	949	-126	0.48	0.42	18.5	17.8	B	B
			R	R	173	162	-11	0.78	0.73	47.2	41.9	D	D
		EB	T	T	445	367	-78	0.96	0.80	62.0	39.1	E	D
T	T		450	446	-4	0.98	0.97	65.0	63.1	E	E		
WB	T	T	450	446	-4	0.98	0.97	65.0	63.1	E	E		
	R	R	80	83	3	0.30	0.31	23.4	23.6	C	C		
Intersection									38.9	33.8	D	C	
4	E 35th Street & 3rd Avenue	NB	LT	L	83	76	-7	-	-	-	-	-	-
			T	T	1072	956	-116	0.82	0.73	14.3	11.6	B	B
			TR	T	519	490	-29	0.57	0.54	25.4	24.8	C	C
		WB	T	T	519	490	-29	0.57	0.54	25.4	24.8	C	C
R	R		60	58	-2	0.19	0.19	21.4	21.3	C	C		
Intersection									18.0	16.3	B	B	
5	E 34th Street & 2nd Ave	SB	L	L	229	226	-3	0.37	0.37	29.5	30.0	C	C
			TR	T	1325	1271	-54	0.73	0.70	21.9	21.2	C	C
		EB	R	R	45	43	-2	0.34	0.33	18.9	18.5	B	B
			T	T	591	577	-14	0.75	0.73	34.3	33.6	C	C
WB	R	R	130	126	-4	0.59	0.57	37.9	36.9	D	D		
	T	T	253	234	-19	0.63	0.58	33.8	32.2	C	C		
Intersection									27.4	26.7	C	C	
6	E 35th Street & 2nd Ave	SB	T	T	1040	992	-48	0.58	0.55	12.1	11.9	B	B
			TR	R	80	81	1	-	-	-	-	-	-
		EB	R	R	476	467	-9	0.62	0.61	26.1	25.9	C	C
			T	T	88	86	-2	0.15	0.14	18.4	18.3	B	B
WB	T	T	88	86	-2	0.15	0.14	18.4	18.3	B	B		
	L	L	83	81	-2	0.15	0.15	19.0	19.0	B	B		
Intersection									16.6	16.4	B	B	

Queens Midtown Tunnel (Manhattan) Study Area - No-Action vs With-Action (No Mitigation) - PM Peak Hour													
Intersection #	Intersection NPMe	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS	
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
1	E 37th Street & 3rd Avenue	NB	L	L	25	22	-3	-	-	-	-	-	-
			T	T	873	780	-93	0.52	0.46	2.9	2.6	A	A
		WB	T	T	618	628	10	0.51	0.51	17.2	17.3	B	B
			R	R	274	293	19	0.69	0.73	42.1	44.7	D	D
	Intersection								14.0	15.3	B	B	
2	E 36th Street & 2nd Avenue	SB	L	L	364	421	57	0.55	0.64	30.2	32.3	C	C
			T	T	1567	1488	-79	0.67	0.64	14.4	13.7	B	B
		EB	T	T	1044	1209	165	0.79	0.90	33.4	39.6	C	D
			TR	R	61	59	-2	-	-	-	-	-	-
	Intersection								23.4	26.8	C	C	
3	E 34th Street & 3rd Avenue	NB	LT	L	69	64	-5	-	-	-	-	-	-
			T	T	1418	1297	-121	0.65	0.59	21.2	20.2	C	C
			R	R	124	118	-6	0.68	0.65	38.6	36.2	D	D
		EB	T	T	386	320	-66	0.81	0.67	40.3	31.9	D	C
T	T		431	403	-28	1.04	0.97	80.6	63.5	F	E		
	Intersection								35.9	30.9	D	C	
4	E 35th Street & 3rd Avenue	NB	LT	L	173	163	-10	-	-	-	-	-	-
			T	T	1324	1209	-115	0.81	0.75	9.0	7.9	A	A
		WB	TR	T	429	375	-54	0.48	0.42	23.9	22.9	C	C
			R	R	35	31	-4	0.13	0.11	20.4	20.1	C	C
	Intersection								12.6	11.5	B	B	
5	E 34th Street & 2nd Ave	SB	L	L	259	251	-8	0.42	0.41	24.3	24.8	C	C
			T	T	1657	1581	-76	0.84	0.80	28.5	21.7	C	C
			R	R	55	52	-3	1.28	1.21	231.7	207.1	F	F
		EB	T	T	428	431	3	0.58	0.58	29.4	29.4	C	C
R	R		111	108	-3	0.60	0.58	39.0	38.0	D	D		
	Intersection								30.0	28.8	C	C	
6	E 35th Street & 2nd Ave	SB	T	T	1533	1454	-79	0.61	0.58	10.8	10.5	B	B
			R	R	95	93	-2	0.29	0.29	10.2	10.2	B	B
		EB	R	R	437	430	-7	0.56	0.55	24.8	24.5	C	C
			T	T	1	0	-1	-	-	17.0	-	B	-
	Intersection								17.0	-	B	-	
	Intersection								13.8	13.6	B	B	



Queens Midtown Tunnel (Manhattan) Study Area - No-Action vs With-Action (No Mitigation) - Late Night Peak Hour

Intersection #	Intersection N/LE	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS	
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
1	E 37th Street & 3rd Avenue	NB	L	L	25	20	-5	0.08	0.07	3.7	3.6	A	A
			T	T	1063	893	-170	0.55	0.46	4.9	4.4	A	A
		WB	T	T	372	477	105	0.29	0.37	14.4	15.3	B	B
			R	R	339	471	132	0.98	1.36	78.4	210.0	E	F
Intersection									21.8	62.9	C	E	
2	E 36th Street & 2nd Avenue	SB	L	L	421	628	207	0.53	0.78	29.6	37.4	C	D
			T	T	1530	1493	-37	0.67	0.66	14.3	14.0	B	B
		EB	T	T	580	816	236	0.56	0.76	28.7	33.3	C	C
			TR	R	50	43	-7	-	-	-	-	-	-
Intersection									20.3	24.4	C	C	
3	E 34th Street & 3rd Avenue	NB	LT	L	39	32	-7	-	-	-	-	-	-
			T	T	1257	1069	-188	0.52	0.44	18.9	17.9	B	B
			R	R	193	175	-18	0.57	0.52	25.8	24.1	C	C
		EB	T	T	500	417	-83	0.52	0.43	24.5	23.1	C	C
T	T		321	350	29	0.36	0.39	22.1	22.5	C	C		
WB	T	T	100	113	13	0.33	0.37	23.6	24.5	C	C		
	R	R							21.3	20.6	C	C	
Intersection									-	-	-	-	
4	E 35th Street & 3rd Avenue	NB	LT	L	54	47	-7	-	-	-	-	-	-
			T	T	1303	1135	-168	0.52	0.45	4.3	5.1	A	A
		WB	TR	T	461	427	-34	0.51	0.47	24.3	23.7	C	C
			R	R	60	57	-3	0.17	0.16	20.7	20.5	C	C
Intersection									10.1	10.7	B	B	
5	E 34th Street & 2nd Ave	SB	L	L	350	330	-20	0.57	0.53	26.7	25.5	C	C
			TR	T	1406	1357	-49	0.72	0.70	14.3	12.9	B	B
		EB	R	R	105	82	-23	0.28	0.22	8.0	7.0	A	A
			T	T	623	631	8	0.66	0.66	29.9	29.9	C	C
WB	R	R	75	72	-3	-	-	-	-	-	-	-	
	T	T	210	119	-91	0.28	0.16	24.5	23.1	C	C		
Intersection									20.6	19.7	C	B	
6	E 35th Street & 2nd Ave	SB	T	T	1485	1438	-47	0.68	0.66	11.5	11.2	B	B
			TR	R	95	98	3	-	-	-	-	-	-
		EB	R	R	295	276	-19	0.37	0.34	21.2	20.8	C	C
			T	T	86	59	-27	0.13	0.09	18.2	17.8	B	B
WB	T	T											
	L	L	81	55	-26	0.13	0.09	18.6	18.1	B	B		
Intersection									13.5	13.0	B	B	

Red Hook Study Area - No-Action vs With-Action (No Mitigation) - AM Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS	
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
1	Hamilton Avenue , Clinton Street & West 9 Street	EB	TR	T	112	112	0	0.42	0.42	44.6	44.6	D	D
				R	0	0	0	-	-	-	-	-	-
		NB	LT	L	260	260	0	-	-	-	-	-	-
				T	2425	2395	-30	0.65	0.64	7.8	7.9	A	A
		SB (at West 9th)	RT	T	1118	1140	22	0.40	0.41	8.3	8.4	A	A
				R	82	84	2	-	-	-	-	-	-
		SB (at Clinton St)	L	L	249	254	5	0.29	0.29	4.7	4.7	A	A
				T	866	881	15	0.53	0.54	6.7	6.7	A	A
		WB	TR	L	118	120	2	-	-	-	-	-	-
				T	115	115	0	0.14	0.14	54.5	54.6	D	D
		WB	L	L	145	145	0	0.24	0.24	58.4	58.8	E	E
				Intersection						10.0	10.1	A	B
2	Hamilton Avenue NB & West 9 Street	NB	T	T	2081	2050	-31	0.60	0.59	14.5	14.3	B	B
				R	243	239	-4	0.42	0.41	36.5	36.4	D	D
		WB	Intersection						17.1	17.0	B	B	

Red Hook Study Area - No-Action vs With-Action (No Mitigation) - Midday Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS	
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
1	Hamilton Avenue, Clinton Street & West 9 Street	EB	TR	T	114	114	0	0.39	0.39	41.8	41.8	D	D
				R	0	0	0	-	-	-	-	-	-
				L	245	245	0	-	-	-	-	-	-
		NB	LT	T	2226	2289	63	0.62	0.63	8.4	9.2	A	A
				L	1167	1283	116	0.43	0.48	9.5	10.0	A	A
		SB (at West 9th)	RT	T	93	100	7	-	-	-	-	-	-
				R	258	291	33	0.28	0.31	4.7	4.6	A	A
		SB (at Clinton St)	TR	T	905	977	72	0.57	0.62	7.3	7.4	A	A
				L	134	145	11	-	-	-	-	-	-
		WB		T	130	130	0	0.14	0.14	55.6	55.3	E	E
				L	115	115	0	0.16	0.16	56.1	55.6	E	E
		Intersection									10.4	10.7	B
2	Hamilton Avenue NB & West 9 Street	NB	T	T	1967	2001	34	0.54	0.54	10.9	11.1	B	B
				R	132	128	-4	0.29	0.28	38.8	38.6	D	D
		Intersection									13.0	13.0	B

Red Hook Study Area - No-Action vs With-Action (No Mitigation) - PM Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS	
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
1	Hamilton Avenue Clinton Street & West 9 Street	EB	TR	T	120	120	0	0.35	0.35	40.8	40.8	D	D
				R	0	0	0	-	-	-	-	-	-
		NB	LT	L	200	200	0	-	-	-	-	-	-
				T	2066	1998	-68	0.56	0.55	9.6	10.3	A	B
		SB (at West 9th)	RT	T	1312	1394	82	0.46	0.49	9.7	10.1	A	B
				R	57	60	3	-	-	-	-	-	-
		SB (at Clinton St)	TR	L	287	305	18	0.29	0.31	4.1	4.0	A	A
				T	1022	1080	58	0.63	0.66	7.1	7.5	A	A
		WB	L	L	108	114	6	-	-	-	-	-	-
				T	105	105	0	0.15	0.15	58.6	59.2	E	E
		Intersection	L	L	95	95	0	0.16	0.16	58.9	59.5	E	E
										10.7	11.1	B	B
2	Hamilton Avenue NB & West 9 Street	NB	T	T	1729	1650	-79	0.48	0.45	11.3	10.7	B	B
				R	130	123	-7	0.27	0.26	38.5	38.3	D	D
		Intersection							13.5	12.9	B	B	

Red Hook Study Area - No-Action vs With-Action (No Mitigation) - Late Night Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay (seconds)		LOS	
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
1	Hamilton Avenue, Clinton Street & West 9 Street	EB	TR	T	55	62	7	0.17	0.19	37.4	37.8	D	D
				R	0	0	0	-	-	-	-	-	-
		NB	LT	L	75	75	0	-	-	-	-	-	-
				T	1282	1184	-98	0.36	0.33	8.0	10.9	A	B
		SB (at West 9th)	RT	T	739	908	169	0.25	0.30	7.8	8.3	A	A
				R	45	53	8	-	-	-	-	-	-
		SB (at Clinton St)	L	L	192	252	60	0.20	0.26	2.6	2.6	A	A
				T	547	651	104	0.29	0.35	2.5	2.5	A	A
		WB	TR	L	25	30	5	-	-	-	-	-	-
				T	25	25	0	0.03	0.03	59.8	61.0	E	E
		WB	L	L	50	50	0	0.07	0.07	61.0	62.0	E	E
				Intersection						8.1	9.0	A	A
2	Hamilton Avenue NB & West 9 Street	NB	T	T	1034	877	-157	0.27	0.23	8.0	7.7	A	A
				R	76	68	-8	0.15	0.14	36.7	36.5	D	D
		Intersection						10.2	10.0	B	B		

RFK Bridge Study Area - No-Action vs Action (No Mitigation) - AM Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume			V/C		Delay		LOS		
					No-Action	Action	Δ Increment	No-Action	Action	No-Action	Action	No-Action	Action	
1	126th Street and 2nd Avenue	NW	L	L2	30	30	0	-	-	-	-	-	-	
				L	190	190	0	0.97	0.97	85.0	85.0	F	F	
			R	415	415	0	0.31	0.31	7.3	7.3	A	A		
		SB	TR	T	1240	1161	-79	0.56	0.52	21.9	21.4	C	C	
				R	45	41	-4	-	-	-	-	-	-	
		WB	L	L	40	39	-1	-	-	-	-	-	-	
				T	30	29	-1	0.80	0.77	57.6	54.7	E	D	
Intersection									28.9	28.5	C	C		
2	125th Street and 2nd Avenue	SB	L	L	501	497	-4	0.54	0.54	7.4	7.5	A	A	
				T	754	683	-71	0.58	0.53	6.9	6.7	A	A	
			TR	R	55	50	-5	-	-	-	-	-	-	
		SW	L	L	394	460	66	1.06	1.24	90.2	154.0	F	F	
				R	133	155	22	-	-	-	-	-	-	
		EB	TR	T	627	678	51	0.86	0.93	44.2	51.5	D	D	
				R	40	40	0	-	-	-	-	-	-	
		WB	LT	L	22	11	-11	-	-	-	-	-	-	
				T	61	30	-31	0.22	0.10	28.9	27.2	C	C	
		Intersection									34.9	55.3	C	E
11	E 134th Street & St. Ann's Avenue	NB	TR	T	140	140	0	0.46	0.46	18.5	18.5	B	B	
				R	80	80	0	-	-	-	-	-	-	
		SB	LT	L	145	145	0	-	-	-	-	-	-	
				T	105	105	0	0.62	0.62	20.2	20.2	C	C	
		EB	LTR	L	140	140	0	-	-	-	-	-	-	
				T	120	120	0	0.80	0.80	33.1	33.1	C	C	
		Intersection									24.8	24.8	C	C
22	St Ann's Ave and Bruckner Blvd	NB	LTR	L	25	25	0	-	-	-	-	-	-	
				T	105	105	0	0.56	0.56	46.0	46.0	D	D	
				R	30	30	0	-	-	-	-	-	-	
		SB	LTR	L	55	55	0	-	-	-	-	-	-	
				T	70	70	0	0.57	0.57	48.6	48.6	D	D	
				R	25	25	0	-	-	-	-	-	-	
		EB	LTR	L	50	50	0	-	-	-	-	-	-	
				T	1440	1440	0	0.90	0.90	25.6	25.6	C	C	
				R	30	30	0	-	-	-	-	-	-	
		WB	LTR	L	40	40	0	-	-	-	-	-	-	
				T	480	480	0	0.50	0.50	11.6	11.6	B	B	
				R	65	65	0	-	-	-	-	-	-	
Intersection									24.9	24.9	C	C		
17	31st St & Astoria Blvd	NB	L	T	96	70	-26	0.26	0.19	37.3	36.1	D	D	
				R	17	12	-5	0.02	0.02	7.3	7.2	A	A	
		SB	R	T	558	567	9	0.62	0.63	26.5	27.2	C	C	
				R	174	175	1	0.41	0.41	23.9	24.3	C	C	
		EB	L	L	10	11	1	-	-	-	-	-	-	
				T	362	384	22	0.51	0.54	32.6	33.3	C	C	
		Intersection									28.8	29.3	C	C
24	Hoyt N & 31st St	NB	L	L	18	15	-3	-	-	-	-	-		
				T	94	75	-19	0.21	0.16	21.0	19.2	C	B	
		SB	T	T	262	265	3	0.81	0.81	109.4	109.5	F	F	
				R	131	130	-1	-	-	-	-	-	-	
		WB	L	L	401	402	1	0.26	0.26	9.3	9.3	A	A	
				T	2135	2127	-8	0.66	0.66	14.1	14.0	B	B	
Intersection									8.5	8.5	A	A		
3	Hoyt S & 31st St	NB	T	T	97	74	-23	0.16	0.12	21.9	22.6	C	C	
				R	9	7	-2	-	-	-	-	-	-	
		SB	L	L	20	20	0	-	-	-	-	-	-	
				T	643	647	4	0.38	0.38	15.7	15.9	B	B	
		EB	L	L	15	16	1	-	-	-	-	-	-	
				T	893	946	53	0.79	0.84	46.5	48.7	D	D	
		Intersection									41.7	42.9	D	D
		Intersection									33.6	35.5	C	D

RFK Bridge Study Area - No-Action vs Action (No Mitigation) - MD Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume			V/C		Delay		LOS		
					No-Action	Action	Δ Increment	No-Action	Action	No-Action	Action	No-Action	Action	
1	126th Street and 2nd Avenue	NW	L	L2	0	0	0	-	-	-	-	-	-	
				L	120	120	0	0.55	0.55	41.3	41.3	D	D	
			R	1050	1050	0	0.70	0.70	13.0	13.0	B	B		
		SB	TR	T	1042	929	-113	0.47	0.42	20.7	20.1	C	C	
				R	49	42	-7	-	-	-	-	-	-	
		WB	L	L	45	42	-3	-	-	-	-	-	-	-
				T	20	18	-2	0.68	0.62	46.0	42.6	D	D	
				R	90	82	-8	-	-	-	-	-	-	
Intersection									20.3	19.6	C	B		
2	125th Street and 2nd Avenue	SB	L	L	318	305	-13	0.38	0.36	6.2	6.3	A	A	
				T	724	627	-97	0.54	0.46	6.8	6.3	A	A	
			TR	R	45	39	-6	-	-	-	-	-	-	
		SW	L	L	314	322	8	1.02	1.04	80.0	86.9	F	F	
				R	129	132	3	-	-	-	-	-	-	
		EB	TR	T	555	604	49	0.72	0.78	36.8	39.1	D	D	
				R	50	50	0	-	-	-	-	-	-	
		WB	LT	L	18	6	-12	-	-	-	-	-	-	
				T	64	22	-42	0.19	0.06	28.3	26.6	C	C	
		Intersection									30.6	34.5	C	C
11	E 134th Street & St. Ann's Avenue	NB	TR	T	170	170	0	0.51	0.51	14.1	14.1	B	B	
				R	80	80	0	-	-	-	-	-	-	
		SB	LT	L	110	110	0	-	-	-	-	-	-	
				T	95	95	0	0.53	0.53	18.0	18.0	B	B	
		EB	LTR	L	155	155	0	-	-	-	-	-	-	
				T	140	140	0	0.94	0.94	51.5	51.5	D	D	
		R	85	85	0	-	-	-	-	-	-			
Intersection									31.7	31.7	C	C		
22	St Ann's Ave and Bruckner Blvd	NB	LTR	L	20	20	0	-	-	-	-	-	-	
				T	140	140	0	0.80	0.80	55.7	55.7	E	E	
			R	75	75	0	-	-	-	-	-	-		
		SB	LTR	L	85	85	0	-	-	-	-	-	-	
				T	60	60	0	0.73	0.73	59.3	59.3	E	E	
		EB	LTR	R	35	35	0	-	-	-	-	-	-	
				L	55	55	0	-	-	-	-	-	-	
		WB	LTR	T	1260	1260	0	0.98	0.98	41.0	41.0	D	D	
				R	35	35	0	-	-	-	-	-	-	
				L	40	40	0	-	-	-	-	-	-	
R	760	760	0	0.70	0.70	19.9	19.9	B	B					
R	55	55	0	-	-	-	-	-	-					
Intersection									37.1	37.1	D	D		
17	31st St & Astoria Blvd	NB	L	T	117	30	-87	0.32	0.08	30.4	27.0	C	C	
				R	3	3	0	-	-	4.3	4.3	A	A	
		SB	L	T	242	240	-2	0.29	0.29	11.6	11.6	B	B	
				R	115	114	-1	0.38	0.38	14.8	14.9	B	B	
		EB	L	L	20	21	1	-	-	-	-	-	-	
				T	364	382	18	0.46	0.48	22.3	22.6	C	C	
		R	40	42	2	-	-	-	-	-	-			
Intersection									19.5	18.5	B	B		
24	Hoyt N & 31st St	NB	L	L	102	48	-54	-	-	-	-	-	-	
				T	41	9	-32	0.29	0.11	9.5	11.5	A	B	
		SB	T	T	206	203	-3	0.37	0.37	23.1	23.0	C	C	
				R	70	70	0	-	-	-	-	-	-	
		WB	L	L	215	215	0	0.17	0.17	11.2	11.2	B	B	
				T	1684	1685	1	0.67	0.67	16.7	16.8	B	B	
		R	65	65	0	0.17	0.17	12.0	12.0	B	B			
Intersection									16.4	16.8	B	B		
3	Hoyt S & 31st St	NB	T	T	133	46	-87	0.16	0.06	11.4	22.4	B	C	
				R	4	5	1	-	-	-	-	-	-	
		SB	L	L	140	139	-1	-	-	-	-	-	-	
				T	281	279	-2	0.41	0.39	13.2	13.1	B	B	
		EB	L	L	10	11	1	-	-	-	-	-	-	
				T	861	918	57	0.55	0.59	26.0	26.6	C	C	
		R	76	75	-1	0.23	0.23	23.9	23.8	C	C			
Intersection									20.9	22.4	C	C		

RFK Bridge Study Area - No-Action vs Action (No Mitigation) - PM Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume			V/C		Delay		LOS	
					No-Action	Action	Δ Increment	No-Action	Action	No-Action	Action	No-Action	Action
1	126th Street and 2nd Avenue	NW	L	L2	25	25	0	-	-	-	-	-	-
				L	180	180	0	0.93	0.93	76.4	76.4	E	E
				R	765	765	0	0.55	0.55	10.0	10.0	B	B
		SB	TR	T	1472	1250	-222	0.58	0.49	22.2	20.9	C	C
				R	35	29	-6	-	-	-	-	-	-
				L	47	40	-7	-	-	-	-	-	-
		WB	L	T	25	21	-4	0.57	0.47	40.0	36.6	D	D
				L	51	42	-9	-	-	-	-	-	-
				R	51	42	-9	-	-	-	-	-	-
		Intersection									24.1	23.3	C
2	125th Street and 2nd Avenue	SB	L	L	663	595	-68	0.69	0.62	9.9	9.3	A	A
				T	822	672	-150	0.55	0.45	6.4	6.1	A	A
				R	59	48	-11	-	-	-	-	-	-
		SW	L	L	369	594	225	0.88	1.42	51.0	228.3	D	F
				R	138	222	84	-	-	-	-	-	-
				T	686	724	38	0.81	0.85	39.9	42.5	D	D
		EB	TR	R	20	20	0	-	-	-	-	-	-
				L	55	21	-34	-	-	-	-	-	-
				T	176	66	-110	0.63	0.19	38.3	28.2	D	C
		Intersection									25.0	77.2	C
11	E 134th Street & St. Ann's Avenue	NB	TR	T	110	110	0	0.41	0.41	10.9	10.9	B	B
				R	100	100	0	-	-	-	-	-	-
				L	110	110	0	-	-	-	-	-	-
		SB	LT	T	50	50	0	0.38	0.38	13.8	13.8	B	B
				L	155	155	0	-	-	-	-	-	-
				T	140	140	0	0.78	0.78	30.3	30.3	C	C
		EB	LTR	R	30	30	0	-	-	-	-	-	-
				L	20	20	0	-	-	-	-	-	-
				T	1300	1300	0	0.85	0.85	22.5	22.5	C	C
		Intersection									20.5	20.5	C
22	St Ann's Ave and Bruckner Blvd	NB	LTR	L	20	20	0	-	-	-	-	-	-
				T	95	95	0	0.50	0.50	43.0	43.0	D	D
				R	30	30	0	-	-	-	-	-	-
		SB	LTR	L	35	35	0	-	-	-	-	-	-
				T	20	20	0	0.29	0.29	39.6	39.6	D	D
				R	25	25	0	-	-	-	-	-	-
		EB	LTR	L	50	50	0	-	-	-	-	-	-
				T	1300	1300	0	0.85	0.85	22.5	22.5	C	C
				R	45	45	0	-	-	-	-	-	-
		WB	LTR	L	25	25	0	-	-	-	-	-	-
T	610			610	0	0.46	0.46	11.4	11.4	B	B		
R	65			65	0	-	-	-	-	-	-		
Intersection									21.1	21.1	C	C	
17	31st St & Astoria Blvd	NB	L	T	42	11	-31	0.11	0.03	27.5	26.3	C	C
				R	5	3	-2	0.01	-	4.4	4.3	A	A
				L	478	446	-32	0.58	0.54	76.7	76.5	E	E
		SB	TR	R	222	204	-18	0.75	0.69	94.5	92.0	F	F
				L	16	16	0	-	-	-	-	-	-
				T	388	399	11	0.50	0.52	23.0	23.2	C	C
		EB	L	L	48	49	1	-	-	-	-	-	-
				T	388	399	11	0.50	0.52	23.0	23.2	C	C
				R	48	49	1	-	-	-	-	-	-
		Intersection									57.3	56.2	E
24	Hoyt N & 31st St	NB	L	L	17	4	-13	-	-	-	-	-	-
				T	47	31	-16	0.12	0.06	27.8	23.0	C	C
				R	121	73	-48	0.36	0.29	38.4	37.4	D	D
		SB	T	R	70	67	-3	-	-	-	-	-	-
				L	513	514	1	0.34	0.34	9.7	9.7	A	A
				T	1523	1463	-60	0.47	0.45	10.7	10.5	B	B
		WB	R	R	35	35	0	0.07	0.07	7.8	7.8	A	A
				L	513	514	1	0.34	0.34	9.7	9.7	A	A
				T	1523	1463	-60	0.47	0.45	10.7	10.5	B	B
		Intersection									13.3	12.2	B
3	Hoyt S & 31st St	NB	T	T	53	24	-29	0.08	0.04	37.4	34.9	D	C
				R	5	3	-2	-	-	-	-	-	-
				L	20	20	0	-	-	-	-	-	-
		SB	L	T	614	567	-47	0.39	0.36	13.2	10.1	B	B
				L	11	11	0	-	-	-	-	-	-
				T	1071	1104	33	0.61	0.62	33.2	33.6	C	C
		EB	R	R	86	83	-3	0.25	0.25	29.3	29.1	C	C
				L	20	20	0	-	-	-	-	-	-
				T	614	567	-47	0.39	0.36	13.2	10.1	B	B
		Intersection									26.4	25.9	C



RFK Bridge Study Area - No-Action vs Action (No Mitigation) - LN Peak Hour

Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume			V/C		Delay		LOS	
					No-Action	Action	Δ Increment	No-Action	Action	No-Action	Action	No-Action	Action
1	126th Street and 2nd Avenue	NW	L	L2	5	5	0	-	-	-	-	-	-
				L	75	75	0	0.36	0.36	35.3	35.3	D	D
			R	535	535	0	0.40	0.40	8.1	8.1	A	A	
		SB	TR	T	560	342	-218	0.24	0.14	18.2	17.4	B	B
				R	20	11	-9	-	-	-	-	-	-
		WB	L	L	20	20	0	-	-	-	-	-	-
				T	35	33	-2	0.46	0.44	35.7	35.1	D	D
Intersection					60	56	-4	-	-	16.6	15.9	B	B
2	125th Street and 2nd Avenue	SB	L	L	109	91	-18	0.13	0.11	5.7	6.3	A	A
				T	456	266	-190	0.31	0.18	6.3	6.4	A	A
		TR	R	R	20	10	-10	-	-	-	-	-	-
				L	174	198	24	0.61	0.70	37.6	40.4	D	D
		SW	L	R	153	174	21	-	-	-	-	-	-
				T	535	704	169	0.68	0.87	34.9	43.9	C	D
		EB	TR	R	50	50	0	-	-	-	-	-	-
				L	9	4	-5	-	-	-	-	-	-
		WB	LT	L	70	10	-60	0.15	0.03	27.5	26.2	C	C
				T	70	10	-60	0.15	0.03	27.5	26.2	C	C
Intersection										23.8	33.1	C	C
11	E 134th Street & St. Ann's Avenue	NB	TR	T	100	100	0	0.21	0.21	17.0	17.0	B	B
				R	20	20	0	-	-	-	-	-	-
		SB	LT	L	40	40	0	-	-	-	-	-	-
				T	50	50	0	0.18	0.18	10.9	10.9	B	B
		EB	LTR	L	190	190	0	-	-	-	-	-	-
				T	90	90	0	0.70	0.70	25.0	25.0	C	C
Intersection					35	35	0	-	-	-	-	-	
22	St Ann's Ave and Bruckner Blvd	NB	LTR	L	10	10	0	-	-	-	-	-	-
				T	55	55	0	0.24	0.24	33.0	33.0	C	C
				R	15	15	0	-	-	-	-	-	-
		SB	LTR	L	30	30	0	-	-	-	-	-	-
				T	10	10	0	0.25	0.25	35.0	35.0	C	C
				R	45	45	0	-	-	-	-	-	-
		EB	LTR	L	40	40	0	-	-	-	-	-	-
				T	1515	1515	0	0.88	0.88	26.6	26.6	C	C
				R	10	10	0	-	-	-	-	-	-
		WB	LTR	L	10	10	0	-	-	-	-	-	-
T	500			500	0	0.33	0.33	12.2	12.2	B	B		
R	25			25	0	-	-	-	-	-	-		
Intersection										23.7	23.7	C	C
17	31st St & Astoria Blvd	NB	L	T	120	26	-94	0.34	0.07	30.7	26.8	C	C
				R	13	6	-7	0.02	0.01	4.5	4.5	A	A
		SB	L	T	345	308	-37	0.47	0.41	9.2	7.4	A	A
				R	165	147	-18	0.39	0.34	10.0	8.4	A	A
		EB	L	L	10	10	0	-	-	-	-	-	-
				T	286	328	42	0.32	0.36	20.2	20.8	C	C
		Intersection					15	17	2	-	-	15.5	13.6
24	Hoyt N & 31st St	NB	L	L	80	12	-68	-	-	-	-	-	
				T	51	25	-26	0.23	0.05	7.7	10.1	A	B
		SB	T	T	220	167	-53	0.28	0.23	21.7	21.1	C	C
				R	40	38	-2	-	-	-	-	-	-
		WB	L	L	440	444	4	0.33	0.33	45.6	40.3	D	D
				T	1105	1063	-42	0.42	0.41	13.2	13.1	B	B
Intersection					20	20	0	0.04	0.04	10.4	10.4	B	B
3	Hoyt S & 31st St	NB	T	T	126	31	-95	0.16	0.04	8.3	16.8	A	B
				R	4	5	1	-	-	-	-	-	-
		SB	L	L	205	203	-2	-	-	-	-	-	-
				T	455	408	-47	0.65	0.58	26.9	31.6	C	C
		EB	L	L	5	6	1	-	-	-	-	-	-
				T	744	882	138	0.44	0.52	24.3	25.4	C	C
		Intersection					55	47	-8	0.17	0.15	22.7	22.3
Intersection										24.1	27.6	C	C



















Little Dominican Republic Area - No-Action vs With-Action - AM Peak Hour														
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay		LOS		
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action	
1	W 179th St & Broadway	NB	L	L	55	55	0	0.15	0.15	11.10	11.10	B	B	
			T	T	210	210	0	0.18	0.18	10.3	10.3	B	B	
		SB	T	T	220	220	0	0.44	0.44	23.0	23.0	C	C	
			TR	R	80	80	0	-	-	-	-	-	-	
		WB	TR	L	L	45	45	0	-	-	-	-	-	-
				T	T	153	163	10	0.72	0.75	39.8	41.8	D	D
				R	R	50	50	0	-	-	-	-	-	-
		Intersection									24.0	24.8	C	C

~: the approach is above capacity for the 50th percentile traffic , queue can be longer  
#: the volume for the 95th percentile cycle exceeds capacity  
m: volume for the 95th percentile queue is metered by an upstream signal

Little Dominican Republic Area - No-Action vs With-Action - MD Peak Hour														
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay		LOS		
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action	
1	W 179th St & Broadway	NB	L	L	140	140	0	0.36	0.36	15.60	15.60	B	B	
			T	T	330	330	0	0.25	0.25	11.4	11.4	B	B	
		SB	T	T	220	220	0	0.44	0.44	24.1	24.1	C	C	
			TR	R	105	105	0	-	-	-	-	-	-	
		WB	TR	L	L	40	40	0	-	-	-	-	-	-
				T	T	196	257	61	0.73	0.88	37.7	50.9	D	D
				R	R	50	50	0	-	-	-	-	-	-
		Intersection									22.9	27.9	C	C

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Little Dominican Republic Area - No-Action vs With-Action - PM Peak Hour														
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay		LOS		
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action	
1	W 179th St & Broadway	NB	L	L	135	135	0	0.30	0.30	14.10	14.10	B	B	
			T	T	340	340	0	0.27	0.27	11.6	11.6	B	B	
		SB	T	T	230	230	0	0.41	0.41	23.7	23.7	C	C	
			TR	R	100	100	0	-	-	-	-	-	-	
		WB	TR	L	L	35	35	0	-	-	-	-	-	-
				T	T	217	244	27	0.76	0.80	39.6	41.6	D	D
				R	R	60	60	0	-	-	-	-	-	-
		Intersection									23.3	24.3	C	C

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Lower East Side Study Area - No-Action vs With-Action - AM Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay		LOS	
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
1	Park Row/Chatham Square & Worth/Oliver St & Mott St	NB	LT	L	10	10	0	-	-	-	-	-	-
				T	355	355	0	0.76	0.76	39.1	39.1	D	D
			R	R2	165	157	-8	0.45	0.43	29.5	28.9	C	C
		SB	TR	T	85	78	-7	0.78	0.71	86.2	71.0	F	E
				T	50	50	0	0.15	0.15	23.6	23.6	C	C
		EB	TR	R	10	10	0	-	-	-	-	-	-
				T	20	20	0	0.09	0.09	22.0	22.0	C	C
		WB	L	R	10	10	0	-	-	-	-	-	-
				L	133	116	-17	0.46	0.40	29.6	29.7	C	C
				T	15	15	0	0.30	0.27	21.5	22.8	C	C
		SWB	LR	R	168	150	-18	-	-	-	-	-	-
				L2	55	55	0	-	-	-	-	-	-
				L	0	0	0	0.24	0.24	33.0	33.0	C	C
		Intersection									35.5	34.5	D
2	Chatham Square & E Broadway	NB	L	L	95	95	0	0.20	0.20	16.4	16.4	B	B
				R	30	30	0	0.07	0.07	14.9	14.9	B	B
		EB	R	T	190	175	-15	0.18	0.16	19.2	18.6	B	B
				R	135	135	0	0.29	0.29	59.7	56.8	E	E
		WB	L	L	120	120	0	0.35	0.35	10.4	11.4	B	B
				T	221	186	-35	0.21	0.18	6.4	6.8	A	A
Intersection				0	0	0	-	-	20.9	21.1	C	C	
3	Chatham Square/Bowery & Divison St	NB	L	L	140	140	0	0.58	0.58	41.5	41.5	D	D
				T	250	250	0	0.55	0.55	19.8	19.8	B	B
		EB	TR	T	215	200	-15	0.27	0.25	5.8	6.1	A	A
				R2	5	5	0	-	-	-	-	-	-
		WB	LT	L	5	5	0	-	-	-	-	-	-
				T	201	166	-35	0.25	0.20	20.1	19.7	C	B
Intersection									20.1	20.4	C	C	

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Lower East Side Study Area - No-Action vs With-Action - MD Peak Hour														
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay		LOS		
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action	
1	Park Row/Chatham Square & Worth/Oliver St & Mott St	NB	LT	L	10	10	0	-	-	-	-	-	-	
				T	215	215	0	0.49	0.49	29.3	29.3	C	C	
				R	172	146	-26	0.47	0.40	30.2	28.3	C	C	
		SB	TR	T	163	137	-26	0.84	0.70	95.2	57.1	F	E	
				T	75	75	0	0.22	0.22	24.6	24.6	C	C	
		EB	TR	R	10	10	0	-	-	-	-	-	-	
				T	20	20	0	0.11	0.11	22.2	22.2	C	C	
		WB	TR	R	20	20	0	-	-	-	-	-	-	
				L	140	40	-100	0.44	0.12	25.6	35.2	C	D	
		SWB	LR	T	20	20	0	0.27	0.13	18.2	33.9	B	C	
				R	165	65	-100	-	-	-	-	-	-	
				L2	40	40	0	-	-	-	-	-	-	
		Intersection									37.3	34.1	D	C
		2	Chatham Square & E Broadway	NB	R	L	85	85	0	0.15	0.15	15.8	15.8	B
R	35					35	0	0.08	0.08	14.9	14.9	B	B	
EB	R			T	210	158	-52	0.20	0.15	20.0	16.3	B	B	
				R	185	185	0	0.37	0.37	84.7	85.6	F	F	
WB	T			L	130	130	0	0.35	0.33	7.7	15.9	A	B	
		T	240	40	-200	0.21	0.03	4.7	8.0	A	A			
Intersection									27.3	36.0	C	D		
3	Chatham Square/Bowery & Divison St	NB	T	L	110	110	0	0.43	0.43	36.6	36.6	D	D	
				T	225	225	0	0.41	0.41	16.3	16.3	B	B	
		EB	TR	T	235	183	-52	0.29	0.23	5.7	6.4	A	A	
				R2	10	10	0	-	-	-	-	-	-	
		WB	T	LT	5	5	0	-	-	-	-	-	-	
				T	260	60	-200	0.30	0.07	20.7	18.3	C	B	
Intersection				0	0	0	-	-	17.4	17.3	B	B		

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Lower East Side Study Area - No-Action vs With-Action - PM Peak Hour													
Intersection #	Intersection Name	Approach	Lane Group	Movement	Volume (vph)			V/C		Delay		LOS	
					No-Action	With-Action	Increment	No-Action	With-Action	No-Action	With-Action	No-Action	With-Action
1	Park Row/Chatham Square & Worth/Oliver St & Mott St	NB	LT	L	5	5	0	-	-	-	-	-	-
				T	175	175	0	0.37	0.37	26.8	26.8	C	C
				R	230	192	-38	0.62	0.52	39.0	31.9	D	C
		SB	TR	T	195	158	-37	0.73	0.59	68.8	40.5	E	D
				T	95	95	0	0.24	0.24	24.7	24.7	C	C
		EB	TR	R	5	5	0	-	-	-	-	-	-
				T	25	25	0	0.09	0.09	22.1	22.1	C	C
		WB	TR	R	10	10	0	-	-	-	-	-	-
				L	143	58	-85	0.46	0.19	28.7	34.0	C	C
				T	20	20	0	0.31	0.19	21.0	31.5	C	C
		SWB	LR	R	188	102	-86	-	-	-	-	-	-
				L2	55	55	0	-	-	-	-	-	-
				L	0	0	0	0.24	0.24	33.0	33.0	C	C
		Intersection									35.1	31.3	D
2	Chatham Square & E Broadway	NB	R	L	105	105	0	0.20	0.20	16.3	16.3	B	B
				R	45	45	0	0.09	0.09	15.0	15.0	B	B
		EB	TR	T	280	205	-75	0.26	0.19	45.5	19.6	D	B
				R	225	225	0	0.39	0.39	84.4	85.0	F	F
		WB	TR	L	125	125	0	0.35	0.32	9.9	17.0	A	B
T	246			75	-171	0.22	0.07	6.4	9.0	A	A		
Intersection									35.4	35.2	D	D	
3	Chatham Square/Bowery & Divison St	NB	TR	L	155	155	0	0.62	0.62	43.0	43.0	D	D
				T	395	395	0	0.74	0.74	26.5	26.5	C	C
		EB	TR	T	315	240	-75	0.38	0.29	6.2	7.0	A	A
				R2	10	10	0	-	-	-	-	-	-
		WB	TR	LT	5	5	0	-	-	-	-	-	-
				T	216	45	-171	0.25	0.06	20.1	18.1	C	B
Intersection									21.5	23.3	C	C	

~: the approach is above capacity for the 50th percentile traffic , queue can be longer  
#: the volume for the 95th percentile cycle exceeds capacity  
m: volume for the 95th percentile queue is metered by an upstream signal