

## PUBLIC SAFETY ANSWERING CENTER II CHAPTER 13: TRANSIT AND PEDESTRIANS

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### A. INTRODUCTION

This chapter describes the transit and pedestrian travel characteristics and any potential adverse impacts associated with the Proposed Action, which would facilitate the construction of the Public Safety Answering Center II (PSAC II). As described in detail in Chapter 1, “Project Description”, the proposed PSAC II development would consist of an approximately 640,000 gsf new office building that would accommodate 911 call intake and dispatch operations, command control center operations for the Fire Department of New York City (FDNY) and the New York City Police Department (NYPD), as well as related mechanical and data systems, and a 500-space accessory parking structure. The proposed development site is located in the northern portion of the Hutchinson Metro Center office complex (“Hutchinson Metro Center” [HMC]) in the northeast Bronx.

The Proposed Action would also map an existing private roadway (Industrial Street) that provides access to the development site as a public street (Marconi Street) to ensure permanent access and utility service to the proposed development along a public road. When complete in 2012, the proposed PSAC II development would operate continuously 24 hours per day, seven days per week and is expected to have a typical staff size of approximately 850 employees working primarily in three eight to ten hour shifts throughout the 24-hour period (approximately 315 employees per shift) (“Typical Operations”). However under heightened emergency situations, or should PSAC I become inoperable, the proposed PSAC II development would accommodate emergency 911 communications for the entire City. Under this temporary condition (“Consolidated Operations”), the proposed PSAC II development would be comprised of both PSAC I and PSAC II staff members, totaling up to approximately 1,700 employees that would work over the course of a 24-hour period (approximately 630 employees per shift).

The transit and pedestrian analyses for the proposed PSAC II development is focused on the local bus routes and pedestrian facilities available to the proposed PSAC II employees. As shown in Table 12-9 of Chapter 12, “Traffic and Parking”, the Proposed Action would generate up to 226 peak hour subway trips that, when dispersed over the three subway stations in the vicinity of the proposed development site, would not exceed the *City Environmental Quality Review (CEQR) Technical Manual* threshold of 200 trips per hour at any subway station required for detailed analysis. A qualitative discussion of the existing condition at the subway stations is therefore provided.

### Methodology

The transit and pedestrian analyses presented in this chapter consider subway, local bus and pedestrian facilities where concentrations of new demand from the proposed PSAC II development would occur. Under both Typical and temporary Consolidated Operations, as employees would work primarily in three separate shifts, new trips are expected to be concentrated in the half hour before and after the shift changes that would occur at 7:00 AM, 3:00 PM and 11:00 PM, and lunch hour travel is expected to be minimal as the proposed PSAC II development would include a cafeteria facility. Therefore, employees traveling to and from the proposed development would likely do so outside of the typical

8:00 AM to 9:00 AM, 12:00 PM to 1:00 PM and 5:00 PM to 6:00 PM peak commuting periods. For the purpose of this analysis, the AM, midday and PM peak hours are, respectively, 6:30 AM to 7:30 AM, 2:30 PM to 3:30 PM and 10:30 PM to 11:30 PM, and peak hour trips are comprised of both incoming and outgoing shift workers. Future conditions without the Proposed Action (No-Build conditions) in 2012 are presented for the transit and pedestrian facilities and account for general background growth, new demand resulting from anticipated developments in and around the study area and any changes to transit services and pedestrian facilities expected by 2012. The transit and pedestrian demand resulting from the proposed PSAC II development (the project increment) is calculated based on the transportation demand forecast presented in Table 12-9 of Chapter 12, "Traffic and Parking". The project increment is added to the No-Build condition, minus any demand eliminated by the Proposed Action, to develop the 2012 Future conditions with the Proposed Action (Build conditions). Any significant adverse impacts resulting from the Proposed Action are then identified.

For PSAC II employees that would utilize public transportation to access the site, it is anticipated that they would take the subway to either the Pelham Bay Park (6), Pelham Parkway (5), or Pelham Parkway (2, 5) stations, respectively located approximately 0.6 miles to the east, and one and two miles to the west of the proposed development site, and then transfer to Bx 12 local bus route, which operates along the Pelham Parkway in the vicinity of the development site. Under Typical Operations, the Proposed Action would generate a net total of approximately 32, 53 and 59 net new subway trips (in and out combined) in the AM, midday and PM peak hours, respectively, and approximately 166, 226 and 178 net new subway trips, respectively, under Consolidated Operations. As all subway trips to the proposed PSAC II development would involve at least one transfer onto the Bx 12, new subway trips are assigned to the three subway stations based on the service area accessible from each station and existing service. As an example, the Pelham Parkway (2, 5) station, though more distant from the proposed development site, is expected to receive an appreciable share of new subway trips as it would provide subway service to PSAC II employees traveling between the development site and Brooklyn, Manhattan (both the westside and eastside) and the Bronx (both north and south Bronx neighborhoods). Therefore, the Pelham Bay Park (6), Pelham Parkway (5) or Pelham Parkway (2, 5) stations would likely receive an equal number of new subway trips (approximately 33 percent per station), each receiving up to approximately 55, 75 and 59 net new subway trips in the AM, midday and PM peak hours under Consolidated Operations of the proposed PSAC II development.

According to *CEQR Technical Manual* criteria, a detailed analysis of subway stations is typically required when the incremental increase in the peak hour trips totals 200 persons per hour or more at a station. As the number of net new subway trips generated by the proposed PSAC II development is not expected to exceed this threshold at any subway station utilized by PSAC II employees, a detailed analysis of the Pelham Bay Park (6), Pelham Parkway (5) and the Pelham Parkway (2,5) stations is not warranted. However, a qualitative discussion of each subway station will be provided in later sections of this chapter.

As noted above, the proposed PSAC II development site is also accessible by bus via the Bx 12, which runs along the Pelham Parkway, located immediately to the north of the development site. As all other local bus routes are located at least 0.63 miles from the development site, it is not likely that they would receive measurable project generated trips. Therefore, the Bx 12 is assumed to accommodate all of the new bus demand as well as the demand associated with trips en route to and from the area's subway stations for the proposed PSAC II development. As this would result in a net new bus demand of greater than 200 persons per hour in the AM, midday and PM peak hours, the *CEQR Technical Manual* threshold for detailed analysis, a quantitative analysis of the Bx 12 local bus route is provided in this chapter.

The analysis of pedestrian conditions focuses on the key pedestrian elements (sidewalks, corner areas and crosswalks) where new demand is expected to be most concentrated, primarily located along the corridors that provide access to and from the site. For the Proposed Action, the analysis will focus on

the pedestrian pathway between the site of the proposed development and the Pelham Parkway, as this pathway would serve the majority of PSAC II employees walking to and from the development site as well as transit trips en route to and from bus and subway facilities. The pedestrian analysis examines peak 15-minute flow conditions in the AM and midday peak hours on the pedestrian pathway. Other pedestrian facilities located near the development site or at the entrance of the HMC (at Waters Place) are not expected to receive an appreciable volume of new pedestrian trips.

### **Data Collection**

Data for the transit and pedestrian analyses for the proposed PSAC II development are comprised of information provided by City agencies and field counts conducted in late January 2008 that capture the exiting demand associated with the HMC including office workers and the students and staff of Mercy College. Weekday AM, midday and PM peak hour load point data used in the analysis of the Bx 12 bus route line haul capacity was obtained from the MTA New York City Transit.

## **B. EXISTING CONDITIONS**

### **Subway Service**

As noted above, the area surrounding the proposed development is not well served by the subway, with the closest station located more than a half mile to the east of the site. Figure 13-1 shows the three stations serving the proposed development site, all of which are located along the Pelham Parkway. These stations include the Pelham Bay Park (6) station at the Bruckner Expressway, the Pelham Parkway (5) station at Williamsbridge Road, and the Pelham Parkway (2, 5) station at White Plains Road. All three of these stations have a direct transfer to the Bx 12 bus route, which travels along the Pelham Parkway directly north of the proposed development site.

For the proposed PSAC II development, it is anticipated that new subway trips would be distributed between the Pelham Bay Park (6), Pelham Parkway (5) and Pelham Parkway (2, 5) stations; respectively located approximately 0.6 miles to the east and one mile and two miles to the west of the development site. Table 13-1 shows the average weekday entering turnstile counts at the three stations for the years 2004 through 2006 as well as the respective 2006 ranking of each station based on average weekday ridership relative to all 423 stations system-wide. Overall, demand increased by approximately 5.5 percent from 2004 to 2006 at the stations that would facilitate subway travel to and from the proposed PSAC II development site. The Pelham Bay Park (6) and Pelham Parkway (5) stations experienced increases of approximately 10.9 and 12.8 percent between 2004 and 2006, while Pelham Parkway (2, 5) station experienced a decline of approximately 2.0 percent.

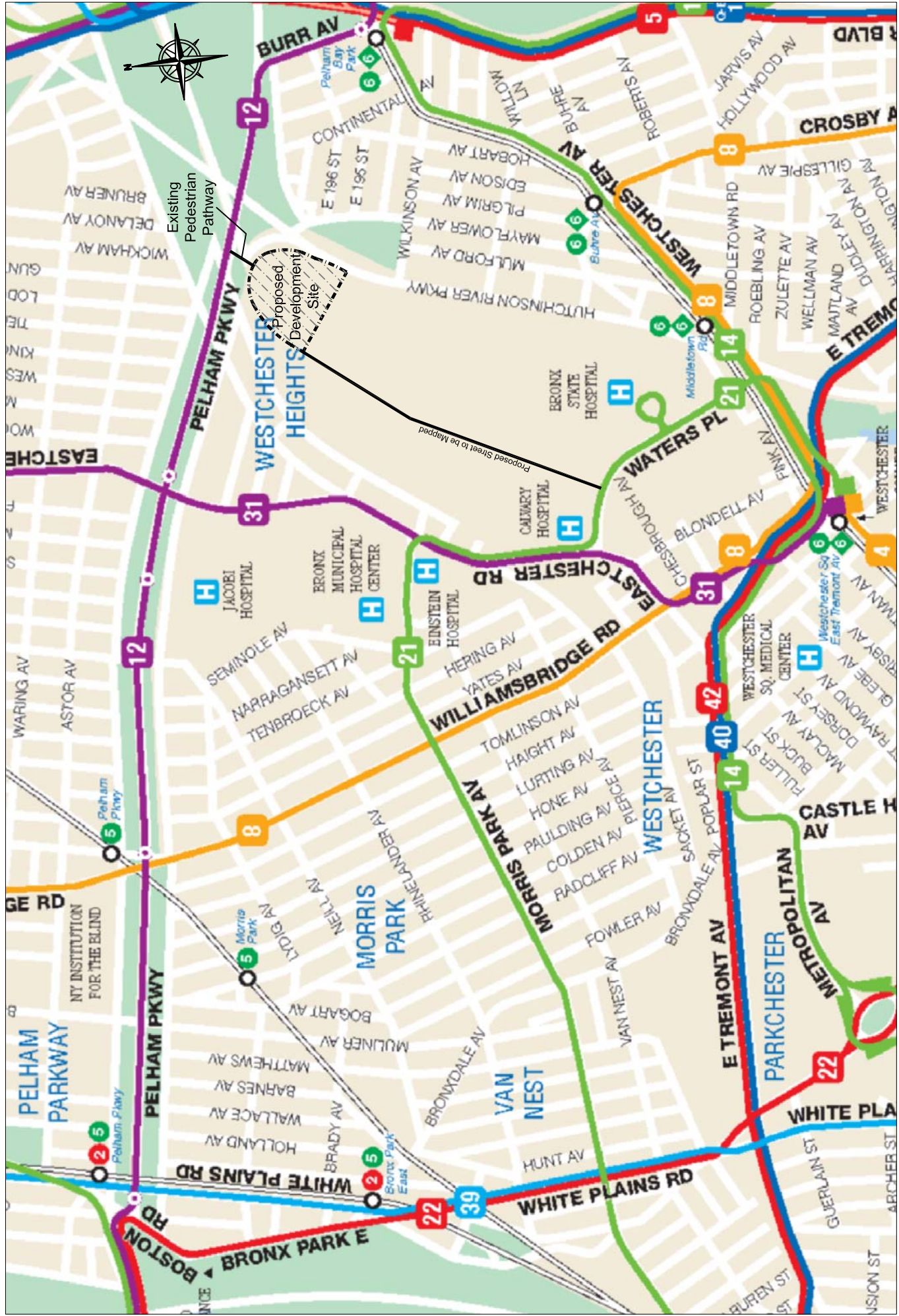
**TABLE 13-1**  
**Average Weekday Entering Turnstile Counts**

Subway Station	2006 Rank	2004	2005	2006	Percent Change 2004-2006
Pelham Bay Park (6) Station	224	5,407	5,754	5,999	10.9%
Pelham Parkway (5) Station	305	2,599	2,847	2,931	12.8%
Pelham Parkway (2, 5) Station	208	6,503	7,020	6,373	-2.0%

**Notes:**

Ranking out of 423 subway stations system-wide by 2006 average weekday ridership.

Source: NYCT 2006 Subway & Bus Ridership Report



As discussed earlier, because the number of net new subway trips generated by the proposed PSAC II development is expected to be fewer than the *CEQR Technical Manual* threshold of 200 person trips per hour during any analyzed peak hour at any subway station utilized by PSAC II employees, a detailed analysis of the Pelham Bay Park (6), Pelham Parkway (5) and the Pelham Parkway (2,5) stations is not warranted. However, a qualitative discussion of the three subway stations, including the physical characteristics and available services, is provided below.

### ***Pelham Bay Park (6) Station***

As shown in Figure 13-1, the elevated Pelham Bay Park (6) station is located above Westchester Avenue between St. Paul and Burr Avenues, approximately 0.6 miles to the east of the proposed development site near the Pelham Parkway and Bruckner Expressway. Street level access to above-grade platforms are available from a terminal station located at the intersection of Westchester Avenue at Burr Avenue. This station is the northern terminus for the 6 subway line, which has its southern terminus in Lower Manhattan at Brooklyn Bridge-City Hall. In Manhattan, the 6 subway line operates below grade and provides local service on the Lexington Avenue subway line. In the Bronx, the 6 subway line primarily operates above Westchester Avenue providing local and skip-stop service.

As shown in Table 13-1, with an average weekday ridership of approximately 5,999 entering passengers in 2006, the Pelham Bay Park (6) station is ranked 224<sup>th</sup> out of the 423 subway stations system-wide. Ridership at this station increased by approximately 10.9 percent from 2004 through 2006. As discussed later, this subway station would receive approximately 55, 75 and 59 net new subway trips, respectively, in the AM, midday and PM peak hours when demand would be greatest under Consolidated Operations at PSAC II, which is less than the *CEQR Technical Manual's* 200-trip threshold for detailed impact analysis. A detailed quantitative analysis of the Pelham Bay Park (6) station is therefore not provided in this EIS.

### ***Pelham Parkway (5) Station***

As shown in Figure 13-1, the Pelham Parkway (5) station is located approximately one mile to the west of the proposed development site and runs beneath the Esplanade and near the intersection of Williamsbridge Road and the Pelham Parkway. Street level access to the platform level is available at this intersection. This station is served at all times by the 5 trains, which provide service between the Eastchester neighborhood and the Bronx and Flatbush/Brooklyn College in Brooklyn via express service in Manhattan along the Lexington Avenue subway line.

As shown in Table 13-1, with an average weekday ridership of approximately 2,931 entering passengers in 2006, the Pelham Parkway (5) station is ranked 305<sup>th</sup> out of the 423 subway stations system-wide. Ridership at this station increased by approximately 12.8 percent from 2004 through 2006. This subway station is expected to receive a maximum of approximately 55, 75 and 59 net new subway trips in the AM, midday and PM peak hours, respectively, when demand would be greatest under Consolidated Operations, which is less than the *CEQR Technical Manual's* 200-trip threshold for detailed impact analysis. A detailed quantitative analysis of the Pelham Parkway (5) station is therefore not provided in this EIS.

### ***Pelham Parkway (2, 5) Station***

As shown in the Figure 13-1, the Pelham Parkway (2, 5) station is located approximately two miles to the west of the proposed development site. This station is elevated above White Plains Road and straddles the Pelham Parkway. The station platforms may be accessed by two sets of stairs located near the Pelham Parkway South and Pelham Parkway North. This station is served at all times by the 2 subway line, which provides service between Wakefield/241<sup>st</sup> Street in the Bronx and Brooklyn

College/Flatbush Avenue in Brooklyn via Manhattan. At all times, the 2 trains operate express, except during late night in Manhattan. This station is also served by the 5 subway line during weekday rush hours and provides service to and from the Bronx and Brooklyn College/Flatbush Avenue via express service in Manhattan.

As shown in Table 13-1, with an average weekday ridership of approximately 6,373 entering passengers in 2006, the Pelham Parkway (2, 5) station is ranked 208<sup>th</sup> out of the 423 subway stations system-wide. Ridership at this station decreased by approximately 2 percent from 2004 through 2006. This subway station is also expected to receive a maximum of approximately 55, 75 and 59 net new subway trips in the AM, midday and PM peak hours, respectively, when demand would be greatest under the Consolidated Operations, which is less than the *CEQR Technical Manual's* 200-trip threshold for detailed impact analysis. A detailed quantitative analysis of the Pelham Parkway (2, 5) station is therefore not provided in this EIS.

## Bus Service

As shown in Figure 13-1, the Bx 12 is the only local bus route operated by MTA NYC Transit that is available within an approximate ¼-mile of the proposed PSAC II development, operating immediately to the north of the proposed development site, on the Pelham Parkway. As discussed earlier, because the Bx 12 provides a direct connection between the proposed PSAC II development and the area's subway stations, which are located somewhat distant from the proposed development site, all subway trips are assumed to transfer to the Bx 12. Therefore, the Bx 12 is expected to accommodate all of the new bus demand for the proposed PSAC II development as well as travel demand associated with trips en route to and from the area's subway stations.

The Bx 12 operates on the Pelham Parkway, located immediately to the north of the proposed development site. The full route extends from Broadway/West 207<sup>th</sup> Street (the Inwood-207<sup>th</sup> St A-train station), located in the northern Manhattan neighborhood of Inwood, to Bay Plaza in Co-op City of the Bronx. Some routes terminate at Pelham Bay Park (also the No. 6 subway station). On weekdays, eastbound service begins at 5:40 AM and runs until 1:00 AM and includes limited-stop service on some buses that operate the full route. On Saturdays and Sundays, eastbound service begins at 6:29 AM and 7:50 AM, respectively, and runs until 1:00 AM. The Bx 12 provides westbound service on the Pelham Parkway at all times. During summer months, the Bx 12 bus route also provides daily service between Broadway/West 207<sup>th</sup> Street in Manhattan and Orchard Beach in the Bronx between approximately 6 AM to 8 PM.

In early July 2008, the City launched the Select Bus Service (SBS) system to bring faster, higher performance bus service to key areas citywide, including along the Bx 12 route from 207<sup>th</sup> Street and Broadway in upper Manhattan to the Bay Plaza Shopping Center in the Bronx. The Bx12 SBS replaces limited-stop service along the Bx 12 bus route from 207<sup>th</sup> Street in Inwood, Manhattan to the Baychester neighborhood of the Bronx. During the summer, the Bx 12 SBS route continues to Orchard Beach.

The SBS is the culmination of a three-year collaborative effort among, New York City Transit, New York City Department of Transportation (NYCDOT), the New York City Police Department (NYPD), and the New York State Department of Transportation (NYSDOT). The system features more frequent service, specially designed buses with flashing lights, and traffic signals that expedite bus movement, and an off-board fare collection system that speeds passenger boarding and allows boarding at all bus doors. Under SBS, a bus fare payment is made prior to passengers boarding the bus through the use of vending machines at "stations" along the bus route. Using this type of fare method allows patrons to board either the front or the rear door of the bus without stopping at the fare box, which is anticipated to reduce the time a bus must remain stopped. SBS bus will also be sped along routes with the use of

Traffic Signal Priorization and corridor optimization, which will reduce the amount of time a bus waits at a traffic light. The buses will operate on highly visible dedicated bus lanes and make fewer stops. Bx 12 SBS stops along Fordham Road and the Pelham Parkway are primarily located at intersections with subway and Metro North station connections, and are designated separately from local bus stops. These stops include Cedar Avenue, University Avenue, Jerome Avenue (transfer to the 4 subway line), Grand Concourse (transfer to the B and D subway lines), Fordham Plaza (transfer to Metro North), the Bronx Zoo, White Plains Road (transfer to the 2 and 5 subway lines), the Williamsbridge Road (transfer to the 5 subway line), Eastchester Road/Jacobi Hospital, and Pelham Bay Park (transfer to the 6 subway line). An additional station at Stillwell Avenue at the Pelham Parkway is expected to be installed at some point in the future to serve the HMC.

Several service and physical improvements, including the creation of enhanced and extended bus lanes, SBS stations with new Cemusa shelter and new and improved signage, have either been implemented or are currently being constructed along the street corridors of Fordham Road and the Pelham Parkway for the Bx 12 SBS. Along Fordham Road, approximately 10-foot wide dedicated bus lanes would be established along both curbs that would be highly visible and indicated by red painted lanes. These dedicated bus lanes on Fordham Road would operate roughly from 7:00 AM to 7:00 PM in both directions, Monday through Friday. Two-hour delivery windows would establish zones for truck deliveries along the south side of Fordham Road from University Avenue to Grand Concourse and from Grand Concourse to Webster Road, and on the north side of Fordham Road from Jerome Avenue to Grand Concourse.

Dedicated bus lanes would also be added along the curbs of the Pelham Parkway, and further enhanced as part of the reconstruction of the Pelham Parkway. Major physical changes, including bus lane markings and full SBS stations, would be implemented as part of the Pelham Parkway reconstruction. Similar to Fordham Road, these dedicated bus lanes would operate from 7:00 AM to 7:00 PM in both directions, Monday through Friday. An approximately 10-foot wide dedicated bus lane would be established along the eastbound Pelham Parkway and an approximately 12-foot wide dedicated bus lane would be established along the westbound Pelham Parkway.

It is anticipated that demand for the BRT service on the Bx 12 SBS would be comprised primarily of the ridership using the existing Bx 12 limited service. Travel-time savings and improved reliability would also likely attract some demand from the existing Bx 12 local bus service, and other modes such as auto and taxi.

Although the bus analysis focuses on the Bx 12, it should be noted that connections to other local bus routes, including the Bx 5, Bx 14 and the Bx 29 are available via the Bx 12 at the Pelham Bay Park station, located approximately 0.6 miles from the proposed development site. The Bx 31, which operates on Eastchester Road located to the west of the proposed development site, is also available via the Bx 12. In addition, MTA NYC Transit also operates the Bx 21, located approximately 0.63 miles to the south of the proposed development site, on Waters Place which serves the Bronx State Hospital Facility. However, as these bus routes are located at least 0.6 miles from the proposed development site, they are not likely to receive a substantial concentration of project-generated trips, and therefore are not considered in the analysis.

The analysis of local bus routes examines conditions at the maximum load point (the point where the buses carry the greatest number of passengers during the analyzed peak hour) in the peak direction of travel in the AM (6:30-7:30 AM), midday (2:30-3:30 PM) and PM (10:30-11:30 PM) peak hours. Because limited-service Bx 12 buses do not stop near the proposed PSAC II and as the planning for the installation of the new SBS station at Stillwell Avenue and the Pelham Parkway is still in the preliminary stages, only local-service Bx 12 buses are conservatively considered in this analysis. For the purpose of this study, as existing demand on the Bx 12 is approximately equal in both the eastbound and westbound directions during the peak hours, both directions of travel are analyzed. As

the Bx 12 bus route is comprised entirely of articulated buses, the analysis shows the average passengers per bus and the available peak hour capacity based on the MTA NYCT loading guideline of 93 passengers, maximum, per articulate bus.

As shown in Table 13-2, with the exception of PM westbound travel on the Bx 12, the maximum load point for both eastbound and westbound travel occurs a minimum of 1.7 miles to the west of the proposed development site in the existing condition. In the AM peak hour, eastbound and westbound Bx 12 buses average approximately 58 and 49 passengers per bus, respectively, at the maximum load points. Similarly in the midday peak hour, eastbound and westbound Bx 12 buses average approximately 54 and 51 passengers per bus, respectively, at the maximum load points. In the PM peak hour, eastbound and westbound Bx 12 buses carry an average of 44 and 48 passengers per bus, respectively, at the maximum load point.

**TABLE 13-2**  
**2007 Existing Condition of Bx 12 Local Bus Route**

Peak Hour (1)	Direction	Maximum Load Point	Peak Hour Buses (2)	Peak Hour Passengers (2)	Average Passengers per Bus	Available Capacity (3)
AM (6:30-7:30)	EB	West Fordham Rd. & University Ave.	7	404	58	247
	WB	Pelham Parkway & White Plains Rd.	7	340	49	311
MD (2:30-3:30)	EB	East Fordham Rd. & Valentine Ave.	7	375	54	276
	WB	East Fordham Rd. & 3 <sup>rd</sup> Ave.	7	357	51	294
PM (10:30-11:30)	EB	East Fordham Rd. & Valentine Ave.	7	310	44	341
	WB	Pelham Bay	5	240	48	225

**Notes:**

- (1) Analyzed peak hours are expected to occur outside of the typical peak commuting periods of 8-9 AM, 12-1 PM and 5-6 PM.
- (2) Based on most current available NYC Transit ridership summaries.
- (3) Available capacity based on MTA NYCT loading guidelines of 93 passengers per articulated bus.

## Pedestrians

The analysis of pedestrian facilities focuses on sidewalks, corner areas and crosswalks where a substantial number of new pedestrian trips generated by the Proposed Action would occur. Because the majority of pedestrian travel would be via the pedestrian pathway between the proposed development site and the Pelham Parkway, this analysis focuses on this facility. This pathway provides a direct connection between the proposed development site and the Pelham Parkway and would serve pedestrians that would walk to the proposed PSAC II development as well pedestrian trips en route to and from the Bx 12 and the area's subway stations. This analysis considers the pedestrian condition on the pathway in the AM (6:30-7:30 AM) and midday (2:30-3:30 PM) peak hours, as new walk-only trips and new trips en route to and from the area's transit facilities would utilize this facility in the presence of appreciable existing travel demand.

The pedestrian pathway is analyzed according to the methodology set forth in the *Highway Capacity Manual* for sidewalks and considers the peak 15-minute flow conditions during the AM and midday peak hours. Using this methodology, the congestion level of the pedestrian pathway is determined by considering the pedestrian volume, measuring the width of the path, determining the available pedestrian capacity and developing a ratio of existing volume flows to capacity conditions. The resulting ratio is then compared with level of service standards for pedestrian flows, which define a



qualitative relationship at a certain pedestrian traffic concentration level. The analysis of the pedestrian pathway also includes a “platoon” factor in the calculation of pedestrian flows to more accurately estimate the dynamics of walking. (“Platooning” is a tendency for pedestrians to move in bunched groups or “ platoons” once they cross a street where traffic requires them to wait.) Platooning generally results in a level of service one level poorer than that determined for average flow rates.

LOS standards are based on the average area available per pedestrian during the analysis period, typically expressed as a 15-minute peak period. LOS grades from A to F are assigned with LOS A representing free flow conditions without pedestrian conflicts and LOS F depicting significant capacity limitations and inconvenience. Table 13-3 defines the LOS criteria for sidewalk facilities as based on the *Highway Capacity Manual* methodology.

**TABLE 13-3  
Pedestrian Sidewalk Level of Service Descriptions\***

Level of Service		Sidewalk Criteria (ped/min/ft)
A	Unrestricted	≤ 5
B	Slightly restricted	≤ 7
C	Restricted but fluid	≤ 10
D	Restricted, necessary to continuously alter walking stride and direction	≤ 15
E	Severely restricted	≤ 23
F	Forward progress only by shuffling; no reverse movement possible	>23

**Notes:**

\* Based on average conditions for 15 minutes.  
(ped/min/ft)- pedestrian per minute per foot-width

Source: *Highway Capacity Manual*

In the existing condition, the pathway is generally 12 feet in width and spans approximately 370 feet in length and is lightly traveled, with no greater than five pedestrians in any analyzed peak 15-minute period in the AM and midday peak hour. As shown in Table 13-4, the pedestrian pathway currently operates at a platoon-adjusted LOS A in the Existing condition.

**TABLE 13-4  
Existing Conditions at the Pedestrian Pathway**

Total Width	Shy Dist.	Effective Width	Peak-15-min Volume		Flow Rate (ped/min/ft)		Average Flow LOS		Platoon-Adjusted LOS	
			AM	MD	AM	MD	AM	MD	AM	MD
12	1	11	3	5	0.0	0.0	A	A	A	A

**Notes:**

Effective width calculated by deducting a 0.5 ft. buffer from each edges of the pedestrian pathway.  
(ped/min/ft)- pedestrians per minute per foot-width

**C. FUTURE WITHOUT THE PROPOSED ACTION  
(NO-BUILD CONDITIONS)**

In the future without the Proposed Action (No-Build condition), transit and pedestrian demand would increase as a result of background growth and discrete developments that would be completed by 2012. Transit and pedestrian travel demand is forecasted by applying the *CEQR Technical Manual*

recommended growth rate of 0.5 percent per year to the existing demand, and then, adding the additional demand generated by known, planned or proposed developments that would occur by the analysis year of 2012 (see Chapter 2, “Land Use, Zoning and Public Policy”).

No-Build developments considered in this analysis include the construction of two new commercial buildings in the HMC that would provide a total of approximately 502,000 gsf of office space and an approximately 150-room hotel, as well as add approximately 1,685 accessory parking spaces. Further to the south of the HMC, the Bronx Psychiatric Center will undergo a major renovation that will involve the construction of five new buildings, as well as the renovation of an existing building. These renovations to the Bronx Psychiatric Center are intended to better address the current needs of its patient populations and will not result in an increase in the number of staff, consumers, or visitors to the Bronx Psychiatric Center. The Division of Substance Abuse at Albert Einstein College of Medicine is constructing a new medical facility, the Wellness Center, at 1510 Waters Place on the north side of Waters Place, adjacent to and west of the entrance to the Bronx Psychiatric Center. The planned facility is anticipated to improve existing substance abuse services and will consolidate three methadone clinics currently located at 1500 Waters Place within a single building. It is also not anticipated to introduce any new employees, or expand existing patient services. The No-Build analysis also assumes the completion of an approximately 127,000 sf Ambulatory Care Center in the Jacobi Medical Center and the Michael F. Price Center for Genetic and Translational Medicine (MPCGTM), an approximately 201,000 sf research facility for Yeshiva University’s Albert Einstein College of Medicine located on Morris Park Avenue, near Eastchester Road. In addition, Albert Einstein College of Medicine is also planning a 310-space enlargement to its Staff Housing garage to meet the need for additional off-street parking generated by the continued expansion and modernization of its educational and medical facilities. The demand generated from these discrete sites, along with any changes to the transit service or pedestrian facilities are incorporated into the No-Build analysis.

## Bus Service

During the 2007 through 2012 period, demand on local buses operated by MTA NYC Transit is expected to increase due to demand from discrete developments and background growth. During this period, it is also anticipated that MTA New York City Transit (NYCT) will implement Bus Rapid Transit (BRT) service along at least one demonstration corridor in each of the five boroughs. The Bx 12 limited route, which travels from 207<sup>th</sup> Street and Broadway in upper Manhattan to the Bay Plaza Shopping Center in the Bronx, with an extension to Orchard Beach in the summer months, has been selected as the demonstration corridor in the Bronx.

Bus Rapid Transit is defined as an integrated, high performance transit system with a unique identity designed to reduce travel time and to increase the level of comfort for the customers. BRT systems typically consist of all or a combination of six elements, which include the following:

- ◆ High visibility stations;
- ◆ Bus ways where the road is dedicated to the exclusive use of buses;
- ◆ A service plan that provides an easily understandable route map and schedule;
- ◆ High capacity vehicles;
- ◆ Intelligent Transportation Systems (ITS) that provide information on the next arriving bus at the bus stations, and the next stop on-board buses; and
- ◆ System identity and branding which bring a unique and distinguished visibility to the BRT service.

As mentioned above, in July 2008, the City launched the Bx 12 Select Bus Service (SBS), which replaced the Bx 12 Limited that runs between the Inwood neighborhood of Manhattan to Bay Plaza in

the Bronx. This bus route provides a critical east-west transit link with direct connections to a number of subway lines, including 1, 2, 4, 5, 6, A, B and D subway lines, as well as to Metro North. This system features more frequent service, specially designed buses with flashing lights, and traffic signals that expedite bus movement, and an off-board fare collection system with fare inspection on board that speeds passenger boarding and allows boarding at all bus doors. The Bx 12 local service would continue to operate as it does under existing conditions, making all stops.

As shown in Table 13-5, eastbound and westbound demand through the maximum load point for the Bx 12 would respectively average 60 and 51 passengers per bus in the AM peak hour, 58 and 56 passengers per bus in the midday peak hour and 46 and 50 passengers per bus in the PM peak hour, respectively. Under the No-Build conditions, the Bx 12 would continue to operate with available capacity.

**TABLE 13-5  
2012 No-Build Conditions of Bx 12 Local Bus Route**

Peak Hour (1)	Direction	Maximum Load Point	Peak Hour Buses (3)	Peak Hour Passengers (2)	Average Passengers per Bus	Available Capacity (4)
AM (6:30-7:30)	EB	West Fordham Rd. & University Ave. Pelham Parkway & White Plains Rd.	7	418	60	233
	WB		7	354	51	297
MD (2:30-3:30)	EB	East Fordham Rd. & Valentine Ave. East Fordham Rd. & 3 <sup>rd</sup> Ave.	7	409	58	242
	WB		7	393	56	258
PM (10:30-11:30)	EB	East Fordham Rd. & Valentine Ave. Pelham Bay	7	320	46	331
	WB		5	251	50	214

**Notes:**

- (1) Analyzed peak hours are expected to occur outside of the typical rush hour commuting periods of 8-9 AM, 12-1 PM and 5-6 PM.
- (2) Assumes 0.5 percent per year background growth plus demand from No Build sites developed by 2012.
- (3) Based on most current available NYC Transit ridership summaries.
- (4) Available capacity based on MTA NYCT loading guidelines of 93 passengers per articulated bus.

**Pedestrians**

The No-Build analysis of pedestrian flow conditions at the pedestrian pathway incorporates the anticipated demand from the construction of two new commercial buildings in the HMC and includes the 0.5 percent per year background growth rate. Other developments that would occur by 2012, such as the Ambulatory Care Facility in the Jacobi Medical Center and the MPCGTM research facility for Albert Einstein College of Medicine are not considered in the pedestrian analysis for the proposed PSAC II development, as they would not contribute demand at the analyzed pedestrian pathway. As shown in Table 13-6, though pedestrian volumes would increase to 7 and 43 pedestrians in the peak 15-minute period in the AM and midday peak hours respectively, the pedestrian pathway would continue to operate at a platoon-adjusted LOS A in all analyzed peak hours in the No-Build condition.

**TABLE 13-6  
2012 No-Build Conditions at the Pedestrian Pathway**

Total Width	Shy Dist.	Effective Width	Peak-15-min Volume		Flow Rate (ped/min/ft)		Average Flow LOS		Platoon-Adjusted LOS	
			AM	MD	AM	MD	AM	MD	AM	MD
12	1	11	7	43	0.0	0.3	A	A	A	A

**Notes:**

Effective width calculated by deducting a 0.5 ft. buffer from each edge of the pedestrian pathway.  
(ped/min/ft)- pedestrians per minute per foot-width

## D. FUTURE WITH THE PROPOSED ACTION (BUILD CONDITIONS)

This section provides an analysis of transit and pedestrian conditions in the 2012 future with the Proposed Action. As discussed in Chapter 1, “Project Description” and noted at the beginning of this chapter, the Proposed Action would result in the construction of PSAC II, which would consist of an approximately 640,000 gsf new office building and a 500-space above-grade parking structure. As the proposed development site is located within the northern portion of the HMC, the Proposed Action would also map an existing private roadway, Industrial Street, as a public street (“Marconi Street”). The proposed street would extend north of Waters Place and have a mapped width of 60 feet for approximately 1, 670 feet and 50 feet for approximately 1,300 feet.

When complete in 2012, PSAC II would operate continuously 24 hours per day, seven days per week and is expected to have a typical staff size of approximately 850 employees working in three primary eight to ten hour shifts throughout a 24-hour period (maximum of approximately 315 employees per shift). The analysis presented in this section focuses on the condition of the transit and pedestrian facilities under these typical conditions (“Typical Operations”). However, as under temporary conditions during heightened security days or when PSAC I is non-operational PSAC II could be comprised of both PSAC I and PSAC II staff members, totaling approximately 1,700 employees (approximately 630 employees maximum per shift), this section also presents the traffic analysis under this condition (“Consolidated Operations”).

The transportation planning assumptions for the proposed PSAC II development, shown in Table 12-8 of Chapter 12, “Traffic and Parking”, is based on 2000 Census reverse journey-to-work data as well as data supplied by the New York City Police Department (NYPD, Fire Department of New York (FDNY) and the New York City Emergency Medical Services (EMS). Other environmental studies for similar projects were also used as secondary references.

Table 12-8 in Chapter 12, “Traffic and Parking”, shows the transportation planning assumptions used in the proposed PSAC II development’s travel demand forecast. Under both Typical and temporary Consolidated Operations, as employees would work primarily in three separate shifts, new trips are expected to be concentrated in the half hour before and after the shift changes that would occur around 7:00 AM, 3:00 PM, and 11:00 PM. Therefore, as discussed earlier, employees traveling to and from the proposed PSAC II development would likely do so outside of the 8:00 AM to 9:00 AM, 12:00 PM to 1:00 PM and 5:00 PM to 6:00 PM typical peak commuting periods. For the purpose of this study, the AM, midday and PM peak hours are, respectively, 6:30 AM to 7:30 AM, 2:30 PM to 3:30 PM and 10:30 PM to 11:30 PM, and peak hour trips are comprised of both incoming and outgoing shift workers.

As shown in Table 12-9 in Chapter 12, “Traffic and Parking”, under Typical Operations in the AM, midday and PM peak hours, the proposed PSAC II development would generate a net new 32, 53, and 59 subway trips (in and out combined), respectively, and 96, 129 and 129 bus trips (in and out combined), respectively. As the site of the proposed development is relatively isolated from surrounding residential areas, in a low-density somewhat industrial section of the northeastern Bronx, the number of trips to and from PSAC II made solely by walking (“walk-only” trips) is expected to be minimal. Under Typical Operations, a net new 13, 22 and 15 walk-only trips (in and out combined) would occur in the AM, midday and PM peak hours, respectively.

As shown in Table 12-9 in Chapter 12, “Traffic and Parking”, transit and pedestrian trips to and from the proposed PSAC II development is greater under temporary Consolidated Operations of the facility as the proposed PSAC II development would accommodate the staffs of both PSAC I and PSAC I. In the AM, midday and PM peak hours, a net new 166, 226 and 178 subway trips (in and out combined), respectively, would occur, as well as 116, 149 and 129 net new bus trips (in and out combined),

respectively. However, as employees of PSAC I are expected to utilize public transit or drive to PSAC II, a minimal number of additional walk-only trips would result. Under temporary Consolidated Operations, a net new 15, 24 and 15 walk-only trips made solely by walking (in and out combined) would occur in the AM, midday and PM peak hours, respectively.

As discussed earlier under the section, “Existing conditions”, the proposed PSAC II development is not expected to meet the *CEQR Technical Manual* 200-person threshold at the Pelham Bay Park (6), Pelham Parkway (5) and the Pelham Parkway (2,5) subway stations that would warrant a detailed quantitative analysis. Therefore, the following sections discuss the results of the proposed PSAC II development on bus service and pedestrian facilities.

## Bus Service

In the 2012 future with the Proposed Action, all bus trips resulting from the proposed PSAC II development were assigned to the maximum load point of the Bx 12, as it is the only available local bus route within a ¼-mile radius of the development site. Additionally given the distance of subway stations, this EIS assumes that all subway trips would utilize bus service to reach the area’s subway stations located along the Pelham Parkway.

As shown in Table 12-9 in Chapter 12, “Traffic and Parking”, under Typical Operations, net new bus trips resulting from the proposed PSAC II development would total approximately 48 inbound and 48 outbound in the AM peak hour, 81 inbound and 48 outbound in the midday peak hour, and 48 inbound and 81 outbound in the PM peak hour. As all subway stations are located at least 0.6 miles from the proposed development site, it is expected that these travelers would transfer to a local bus in order to reach the proposed development site. As travelers arriving at the Pelham Bay Park (6), Pelham Parkway (5) and the Pelham Parkway (2,5) subway stations may transfer directly to the Bx 12, it is anticipated that all subway trips would also utilize the Bx 12. The analysis of the Bx 12 presented in this section therefore incorporates the additional net new subway trips that would occur in the AM (13 inbound and 19 outbound), midday (40 inbound and 13 outbound) and PM (19 inbound and 40 outbound) peak hours.

The local bus analysis under temporary Consolidated Operations includes the net new bus trips (approximately 68 inbound and 48 outbound in the AM peak hour, 81 inbound and 68 outbound in the midday peak hour and 48 inbound and 81 outbound in the PM peak hour) that would occur when PSAC II would operate with both PSAC I and PSAC II employees, as well as the new subway trips that would transfer onto the Bx 12 en route to or from the proposed development site (approximately 107 inbound and 59 outbound in the AM peak hour, 119 inbound and 107 outbound in the midday peak hour and 59 inbound and 119 outbound in the PM peak hour).

Table 13-7 shows the resulting conditions on the Bx 12 at the maximum load points in AM, midday and PM peak hours in the 2012 future with the Propose Action. As the maximum load points for the Bx 12 are located substantially distant from the proposed development site (typically a minimum of 1.7 miles to the west of the development site), the proposed PSAC II development would add a relatively small number of peak direction passengers. The proposed PSAC II development would add a maximum of 32 peak direction passengers in any peak hour under Typical Operations and a maximum of 44 peak direction passengers under temporary Consolidated Operations. With this added demand, the Bx 12 local bus route would continue to operate with available capacity at the maximum load point in the AM, midday and PM peak hours under both Typical and temporary Consolidated Operations, indicating that no service shortfalls would occur under the Build condition.

**Table 13-7  
2012 Build Local Bus Conditions**

Peak Hour (1)	Direction	Maximum Load Point	2012 Service Levels under Typical Operation of PSAC II (PSAC II ONLY)			
			Peak Hour Buses (2)	No Build Available Capacity (3)	Project Increment (4)	Build Available Capacity (3)
AM	EB	West Fordham Rd. & University Ave.	7	234	6	228
	WB	Pelham Parkway & White Plains Rd.	7	298	21	277
MD	EB	East Fordham Rd. & Valentine Ave.	7	250	13	237
	WB	East Fordham Rd. & 3rd Ave.	7	266	8	258
PM	EB	East Fordham Rd. & Valentine Ave.	7	331	8	323
	WB	Pelham Bay	5	215	32	183

Peak Hour (1)	Direction	Maximum Load Point	2012 Service Levels under temporary Consolidated Operation of PSAC II (PSAC I and II)			
			Peak Hour Buses (2)	No Build Available Capacity (3)	Project Increment (4)	Build Available Capacity (3)
AM	EB	West Fordham Rd. & University Ave.	7	234	8	226
	WB	Pelham Parkway & White Plains Rd.	7	298	40	258
MD	EB	East Fordham Rd. & Valentine Ave.	7	250	13	237
	WB	East Fordham Rd. & 3rd Ave.	7	266	11	255
PM	EB	East Fordham Rd. & Valentine Ave.	7	331	8	323
	WB	Pelham Bay	5	215	44	171

**Notes:**

- (1) Peak hours: weekday 6:30-7:30 AM, 2:30-3:30 PM, and 10:30-11:30 PM.
- (2) Assumes service levels adjusted to address capacity shortfalls in the No Build condition.
- (3) Available capacity based on MTA NYCT loading guidelines of 93 passengers per articulated bus.
- (4) Project increment at the Maximum Load Point.

According to current NYCT guidelines, increases in bus load levels to above their maximum capacity at any load point is considered a significant adverse impact as it would necessitate the addition of more bus service along that route. Based on this standard, no significant impacts would occur to Bx 12 service in the AM, midday and PM peak hours under either Typical or temporary Consolidated Operations in the future with the proposed PSAC II development.

## Pedestrians

In the future with the Proposed Action, it is anticipated that all access to the proposed PSAC II development would be from the southern end of the development site. Vehicles as well as pedestrians would be required to enter the site at the southwest corner through a gated security entrance operated by the NYPD at the northern end of the hammerhead turnaround for Marconi Street. After passing through the security gate, vehicles and pedestrians would proceed to the accessory parking structure located at the southern edge of the proposed development site. All visitors and employees to PSAC II would be required to pass through a security screening facility that would be located on the first floor of the proposed garage to enter PSAC II. An enclosed walkway would connect the security screening office in the accessory garage to the main entrance of the PSAC II office building.

To facilitate access for employees that would arrive at PSAC II by walking or through transit use, the existing pedestrian pathway between the north of the proposed development site and the Pelham Parkway would be improved and reconfigured to include a segment between the Pelham Parkway and the northern boundary of the site, and an additional pathway that would extend along the western perimeter of the development site to provide access to PSAC II and Marconi Street, as well as the HMC. This entire pedestrian pathway would be publicly accessible and would maintain a public pedestrian connection between the Pelham Parkway on the north and the HMC on the south.

As shown in Figure 1-5 in Chapter 1, “Project Description”, the existing segment of the pedestrian pathway within the Pelham Parkway right-of-way between the Pelham Parkway and the development site would be realigned further to the west and would extend approximately parallel to the Amtrak right-of-way for approximately 320 feet. This segment would also be widened from approximately 12 feet to 25 feet in width, which would enable the pathway to potentially serve as an emergency access/egress route for vehicles to and from the proposed development. In order to prevent unwanted vehicular access, a rated vehicle barrier would be installed at the property line of the proposed development site, and a gate would be installed at the Pelham Parkway guardrail. In addition, traffic personnel and officers would be staffed at the emergency route to control vehicular access.

Although this segment of the pathway would be able to accommodate vehicular traffic in emergency situations or if access should become unavailable from Marconi Street, it is anticipated that the pathway would remain primarily for pedestrian use.<sup>1</sup> At the northwest edge of the development site, the pathway would narrow to approximately 8 feet wide and extend approximately 650 feet along the western perimeter of the proposed development site, just outside of the perimeter fence that would encircle the proposed development, to Marconi Street. As the pedestrian condition is likely to be determined by this narrower segment, the pedestrian analysis presented for the Build condition conservatively examines the performance of this 8-foot wide segment along the western perimeter of the development site.

The Proposed Action would generate new pedestrian demand by 2012. This demand would remain concentrated along the pedestrian pathway connecting the proposed development to the Pelham

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<sup>1</sup> It is expected that vehicles would only use this emergency egress route to the Pelham Parkway, if there was a fire, flood, or evacuation of the proposed facility.

Parkway, as walk-only, as well as bus and subway transit trips would utilize this pathway. Under Typical Operations, net new walk-only trips resulting from the proposed PSAC II development would total approximately 10 inbound and 3 outbound in the AM peak hour, 12 inbound and 10 outbound in the midday peak hour, and 3 inbound and 12 outbound in the PM peak hour, respectively. As discussed earlier, because the site of the proposed development is relatively isolated from residential areas and is located in a low-density industrial section of the northeastern Bronx, the number of walk-only trips to and from the proposed development site is relatively small. Most of the new pedestrian demand at the analyzed pedestrian pathway would result from new transit trips (subway plus bus trips), which would utilize this pathway to access the surrounding area’s transit facilities, including the Bx 12 bus stop and the area’s subway stations. Under Typical Operations, transit trips (including both bus and subway trips) to and from the proposed PSAC II development would account for approximately 128, 182 and 188 net new trips (in and out combined) in the AM, midday and PM peak hours, respectively, for a total of 141, 204 and 203 net new pedestrian trips (in and out combined) in the AM, midday and PM peak hours, respectively, on the pathway.

Under temporary Consolidated Operations, net new walk-only trips resulting from the Proposed Action would total approximately 12 inbound and 3 outbound in the AM peak hour, 12 inbound and 12 outbound in the midday peak hour, and 3 inbound and 12 outbound in the PM peak hour, respectively. Similar to Typical Operations, transit trips would account for the majority of the new pedestrian demand at the analyzed pedestrian pathway, totaling approximately 282, 375 and 307 (in and out combined) in the AM, midday and PM peak hours, respectively, for a total of 297, 399 and 322 new pedestrian trips (in and out combined) in the AM, midday and PM peak hours, respectively, on the pathway. The results of the pedestrian flow conditions in the future with the Proposed Action at the pedestrian pathway is shown in Table 13-8 for the proposed PSAC II development under both Typical and temporary Consolidated Operations.

For sidewalks outside of the Manhattan CBD (the area of Manhattan below 60<sup>th</sup> Street) and downtown Brooklyn, the *CEQR Technical Manual* criteria defines a significant adverse impact to have occurred when the flow rate increases by two or more pedestrians per foot per minute (PFM) over No-Build conditions characterized by flow rates over 13 PFM (mid-LOS D). Increments of one PFM may be perceptible, but not necessarily significant impacts.

**TABLE 13-8  
2012 Build Conditions at the Pedestrian Pathway**

	Total Width	Shy Dist.	Effective Width	Peak-15-min Volume		Flow Rate (ped/min/ft)		Average Flow LOS		Platoon-Adjusted LOS	
				AM	MD	AM	MD	AM	MD	AM	MD
<b>Typical Operations (PSAC II Only)</b>	8	1	7	52	107	0.5	1.0	A	A	A	B
<b>Consolidated Operations (PSAC I and II)</b>	8	1	7	99	167	0.9	1.6	A	A	B	B

- Notes:**
- Pedestrian pathway comprised of two segments, one 25-foot wide segment between Pelham Parkway and the northern boundary of the development site and one 8-foot wide segments (approx. 650 ft. long) located at the western perimeter of the development site. Analysis conservatively assumes a typical width of 8-feet.
  - Effective width calculated by deducting 0.5 ft. buffer from the edge of the pedestrian pathway.
  - (ped/min/ft)-pedestrians per minute per foot/width

As shown in Table 13-8, in the future with the proposed PSAC II development, the pedestrian pathway would operate at a platoon-adjusted LOS B or better in the AM and midday peak hours under both



Typical and temporary Consolidated Operations. Because Peak 15-minute flow rates at the pedestrian pathway would not exceed 13 PFM, no significant adverse sidewalk impacts are anticipated to result from the proposed PSAC II development.

## **E. CONCLUSION**

This chapter analyzes the effects of added travel demand from the proposed PSAC II development on the transit and pedestrian facilities in the vicinity of the proposed development site, focusing on the Bx 12 bus route and the pedestrian pathway between the Pelham Parkway and the proposed development site under both Typical (PSAC II operating with PSAC II employees only) and a temporary Consolidated (PSAC II operating with PSAC I and II employees combined) Operations. The results of the analyses show that no significant adverse impacts would result at any analyzed transit or pedestrian facility under both Typical and temporary Consolidated Operations that would receive this new demand.