

Project Components and What Was Analyzed

Commercial Development

- 15.9M sf by full build-out (2038)

Penn Station Expansion & Ridership Growth

Project Transit Improvements

- East-west cross passageway
- New station entrances and platform stairs, widened platforms

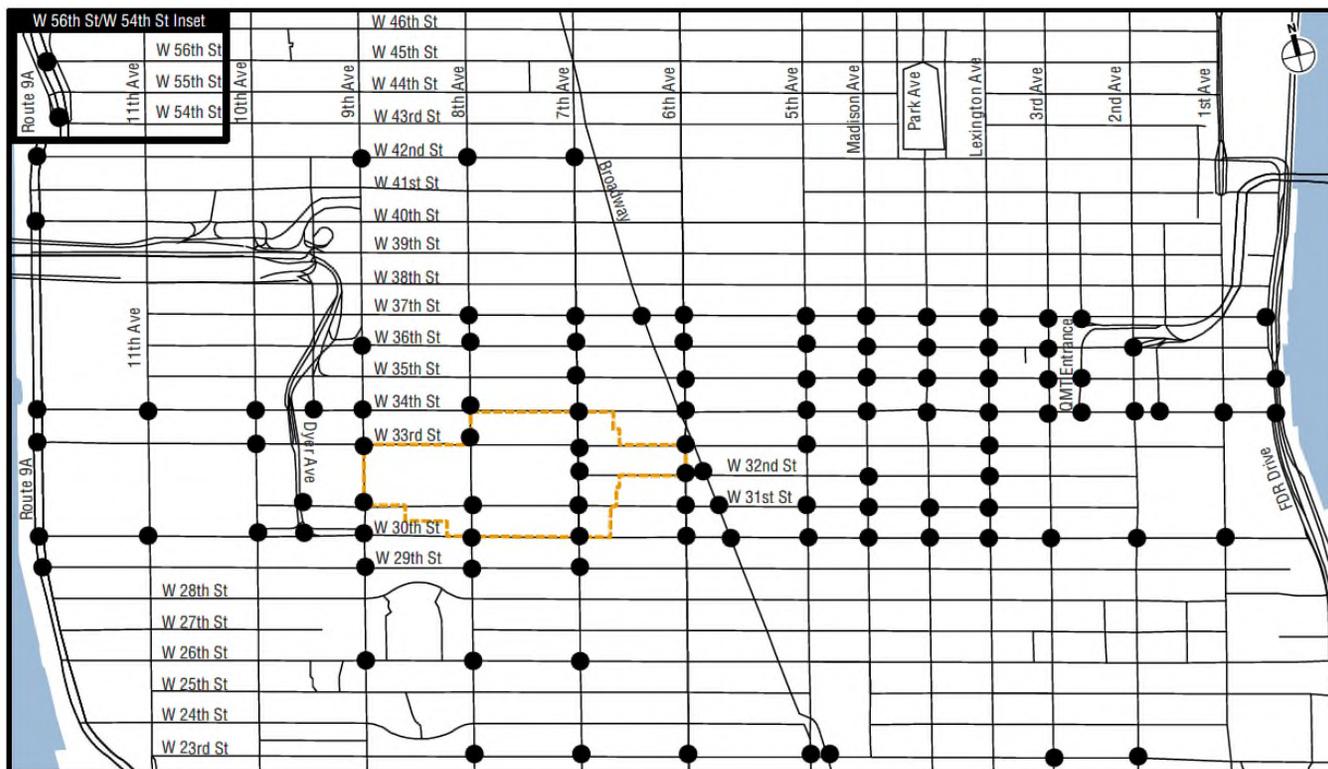
Project Public Realm Improvements

- Building setbacks
- Shared streets and bike lanes
- Open spaces

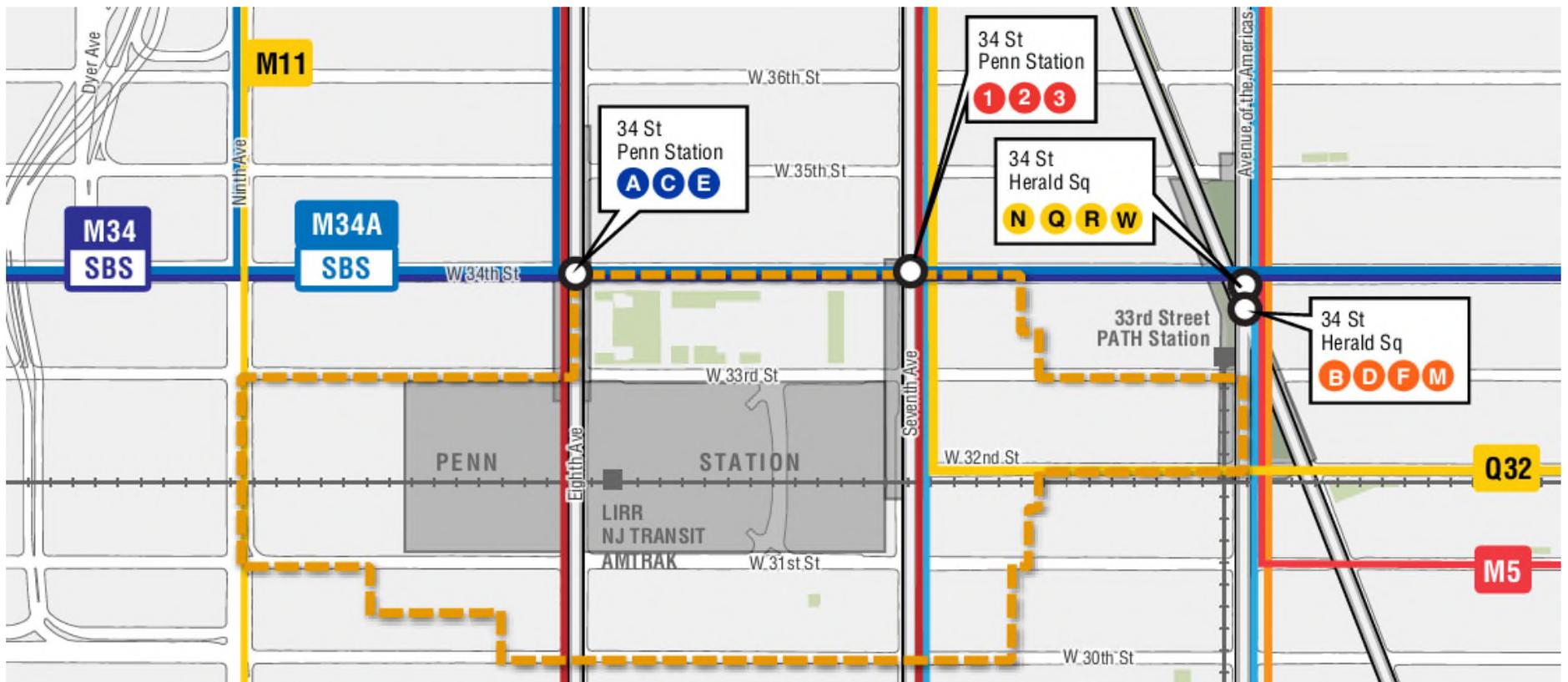
DEIS Analysis

- 108 traffic intersections
- 103 station elements at the three 34th Street subway stations
- 245 pedestrian elements

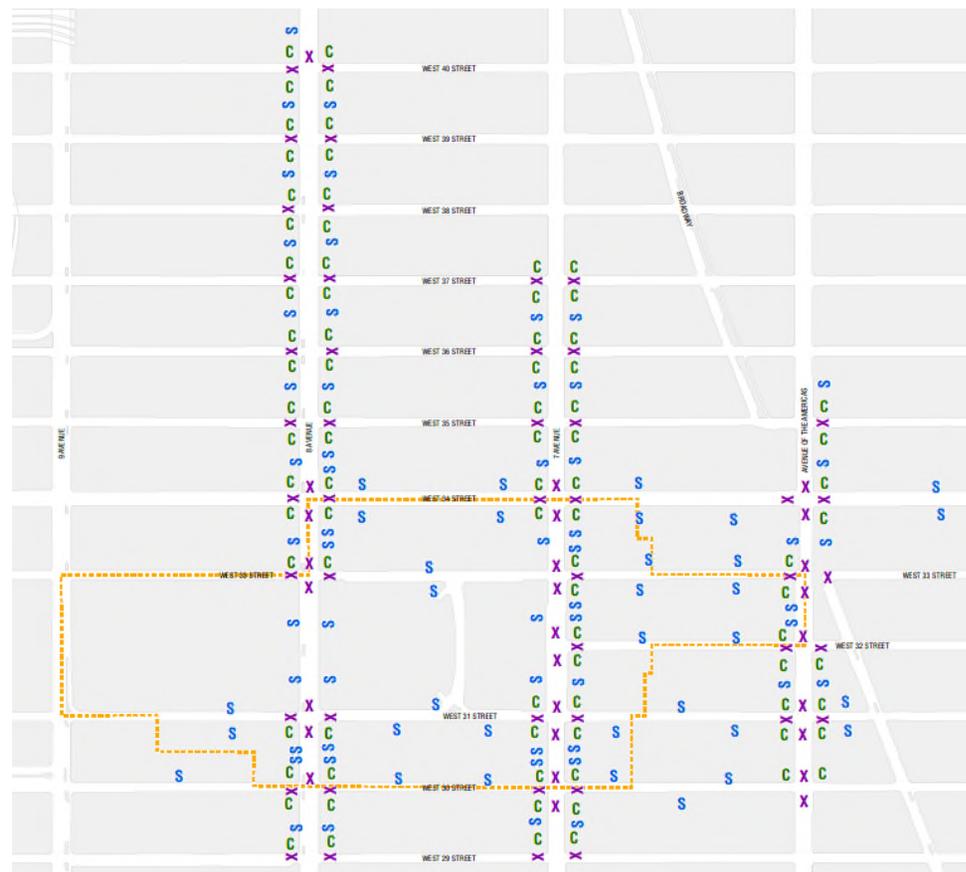
Traffic Study Area (108 intersections)



Transit Study Area (3 stations, 103 elements)

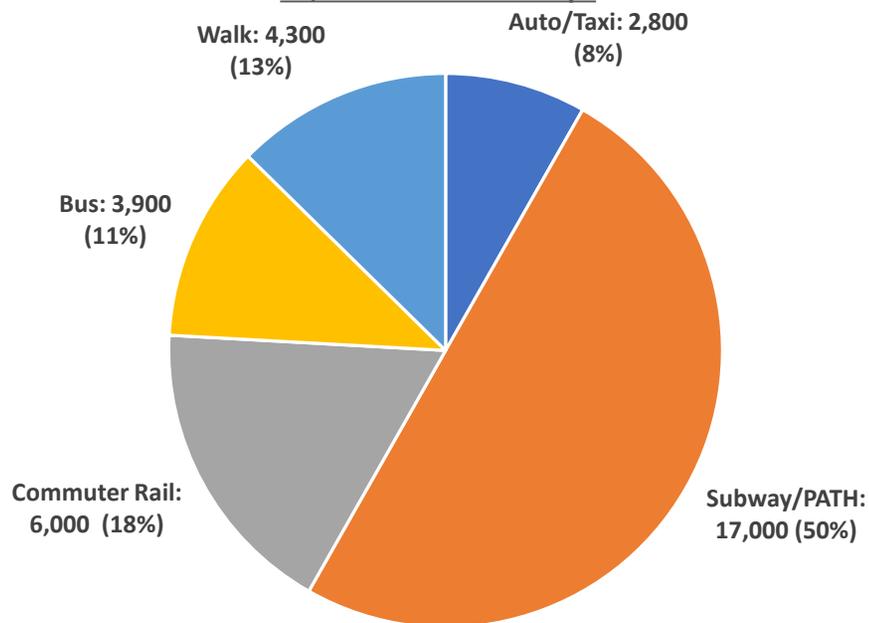


Pedestrian Study Area (245 elements)

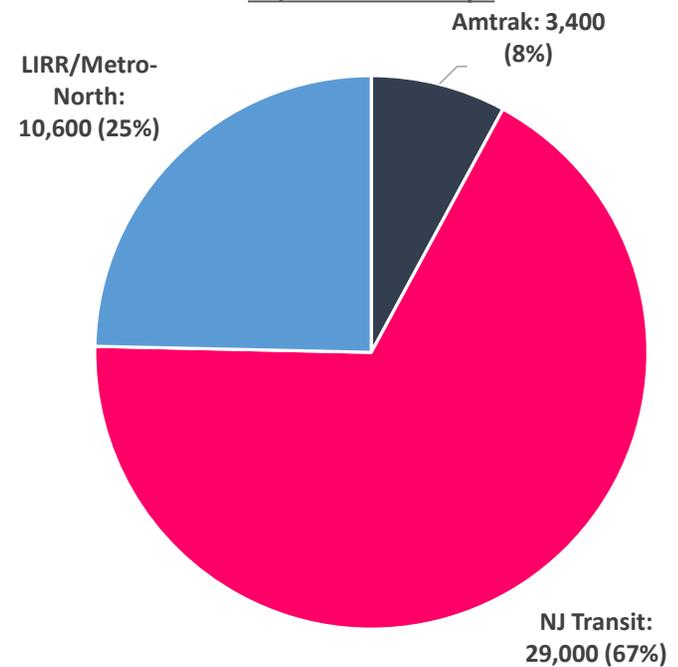


Peak Hour Trip Generation

Proposed Project Development Sites –
34,000 Total Person Trips

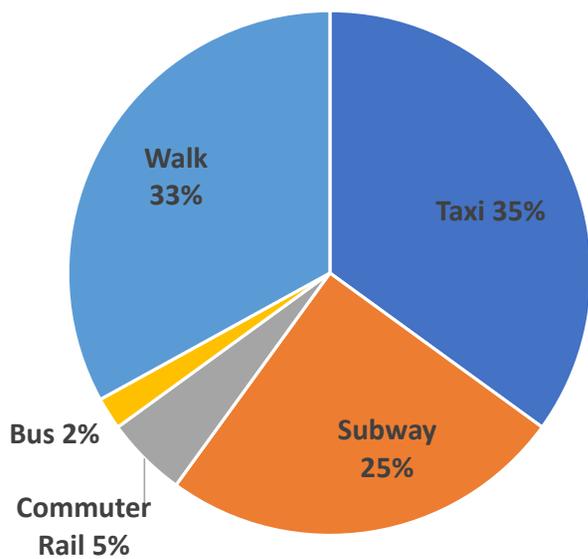


Additional Commuter Rail Trips by 2038 –
43,000 Person Trips

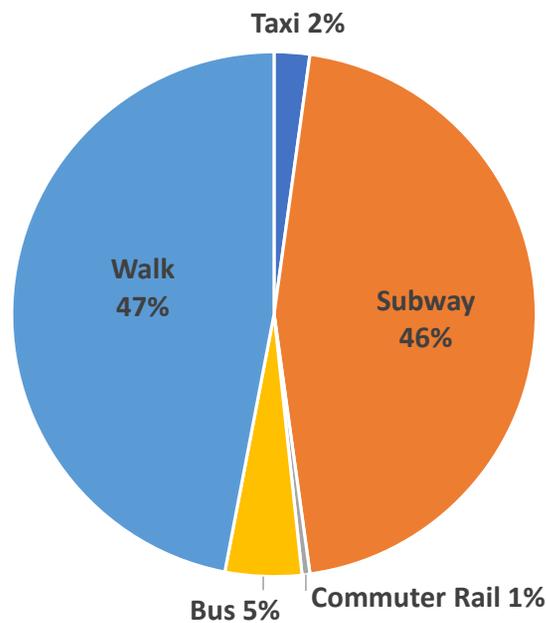


Rail Ridership – Connecting Modes

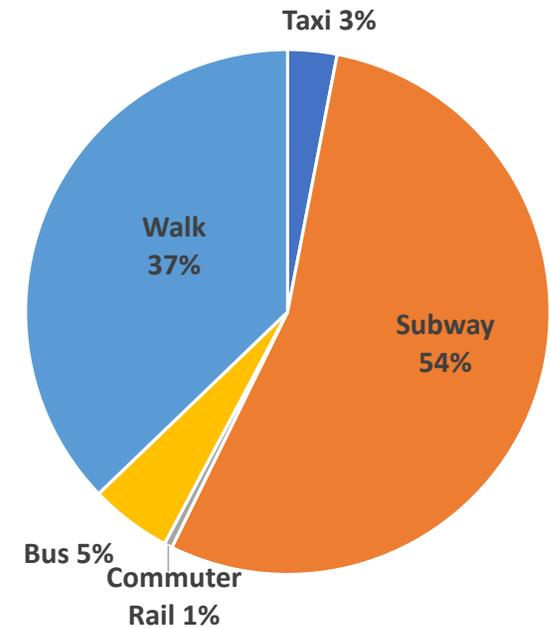
Amtrak Trips:
Connecting Modes



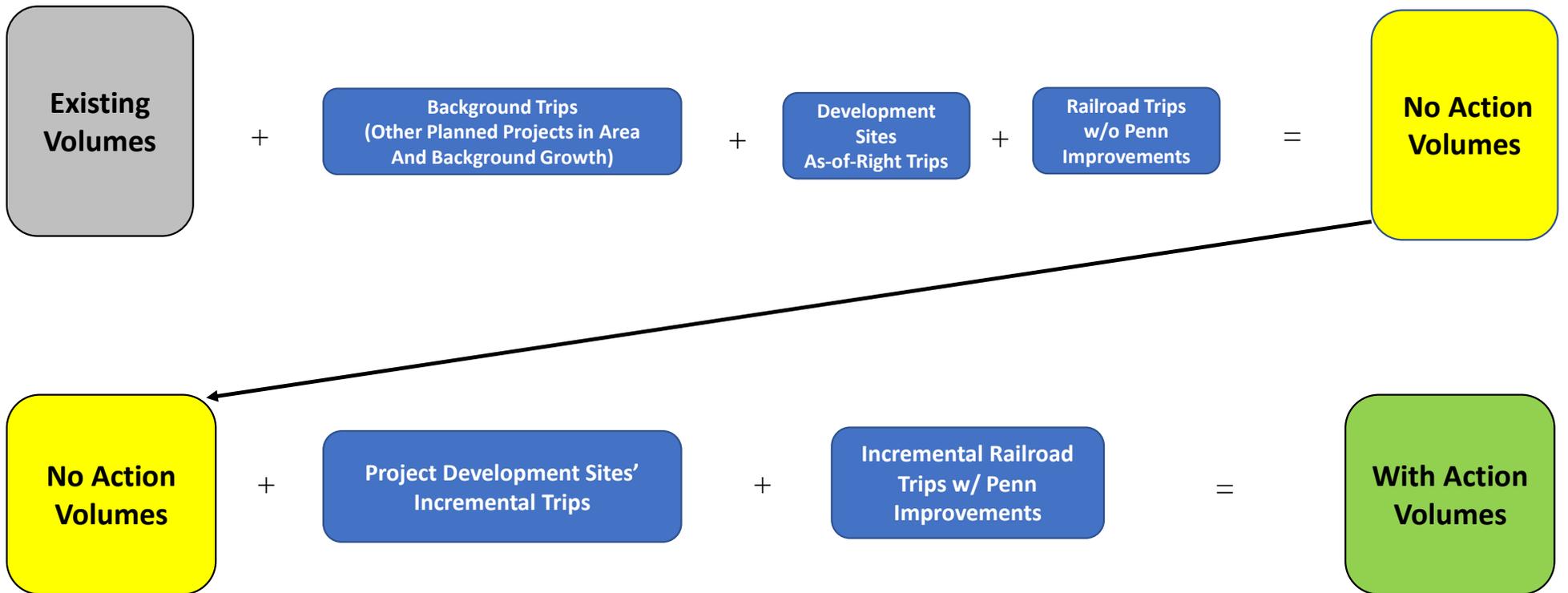
LIRR/Metro-North Trips:
Connecting Modes



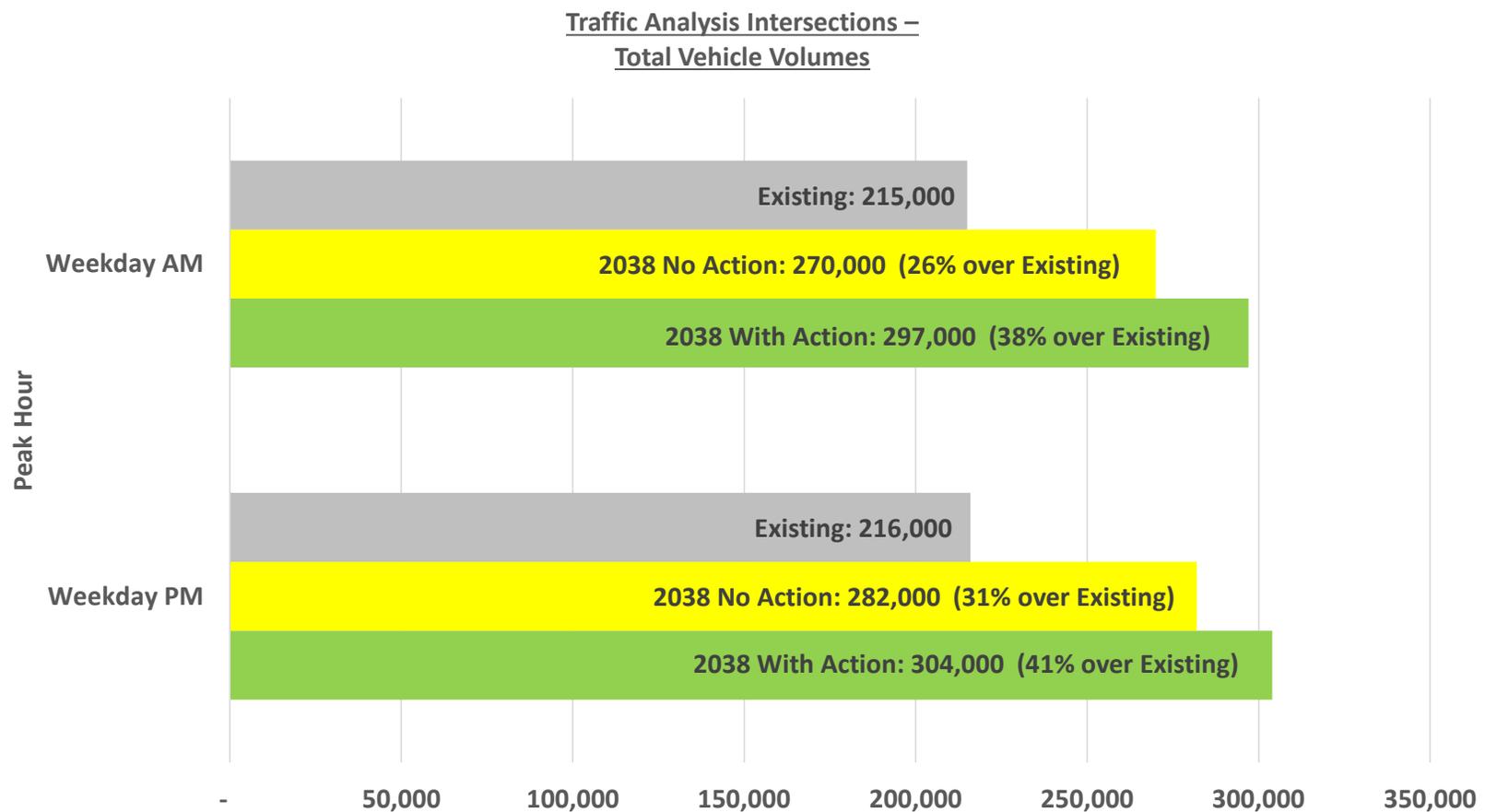
NJ Transit Trips:
Connecting Modes



Existing to With Action Volume Development

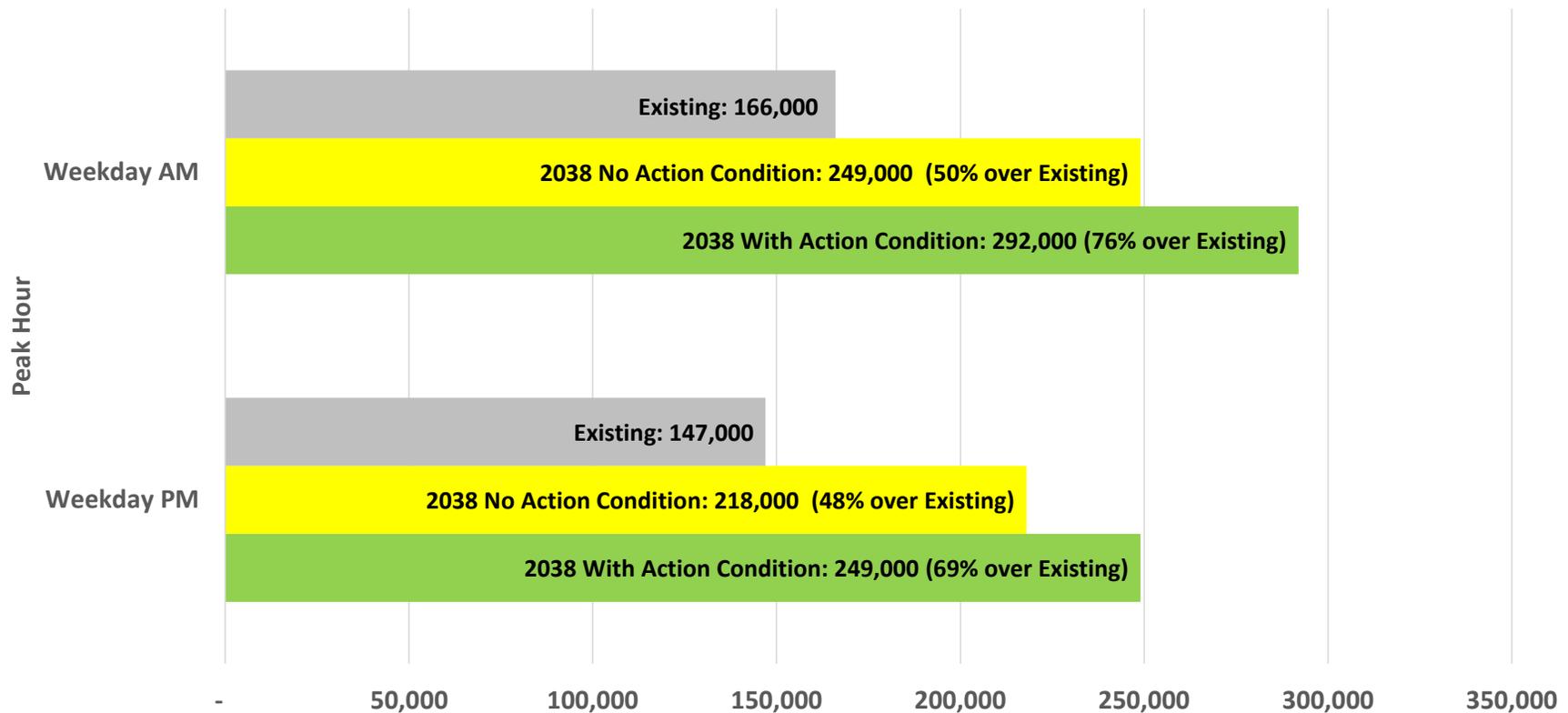


Traffic Volumes



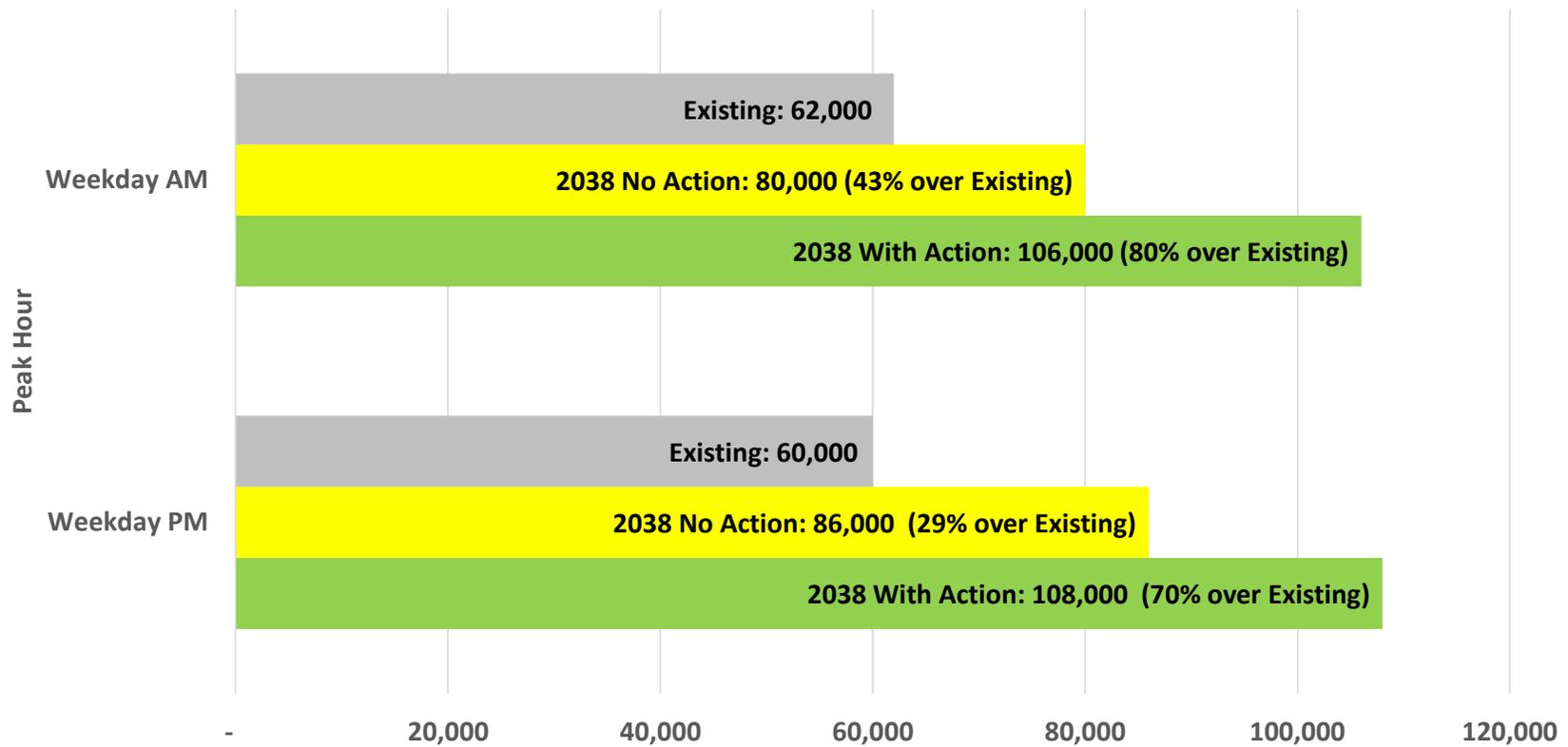
Pedestrian Volumes

Pedestrian Analysis Locations –
Total Crosswalk Pedestrian Volumes

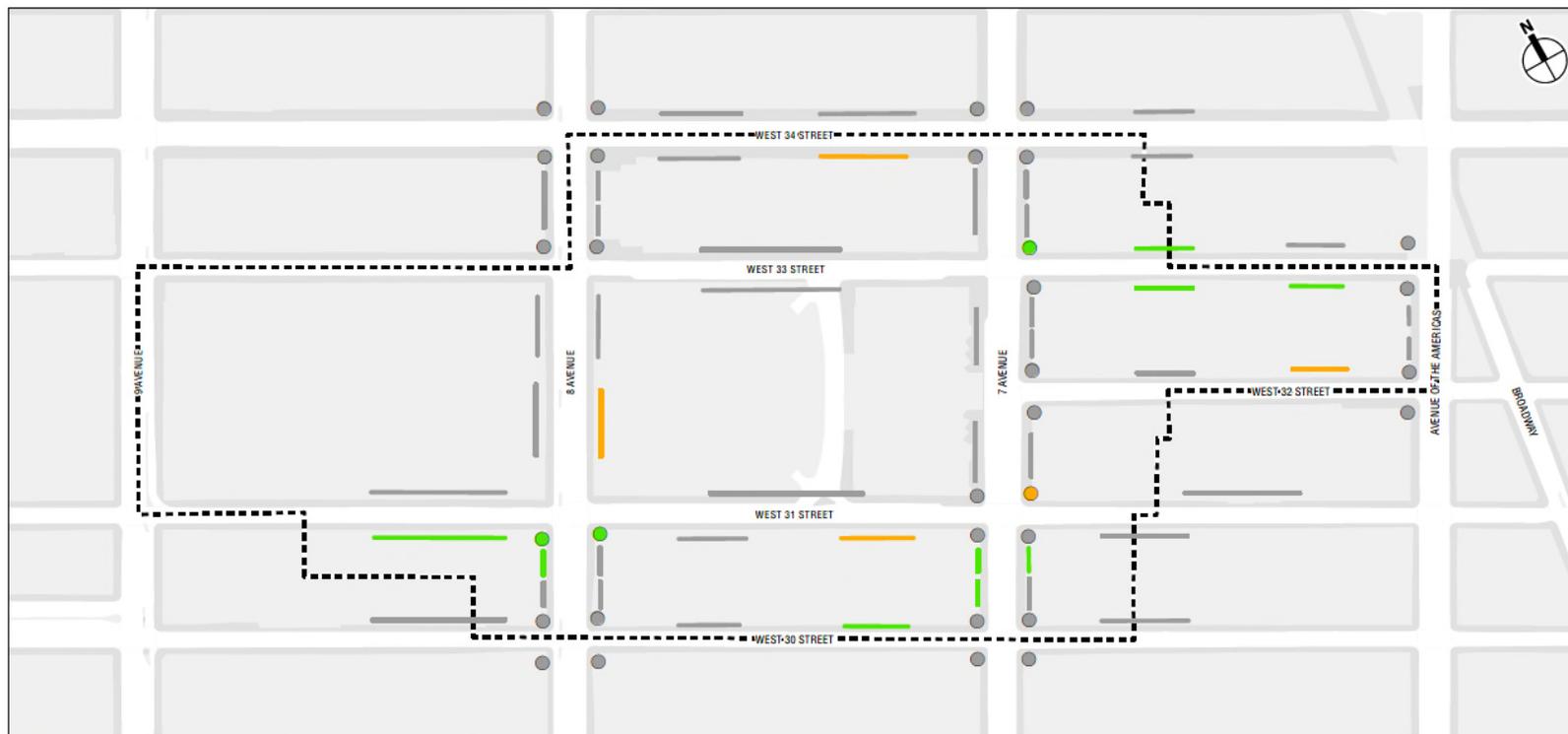


Transit Volumes

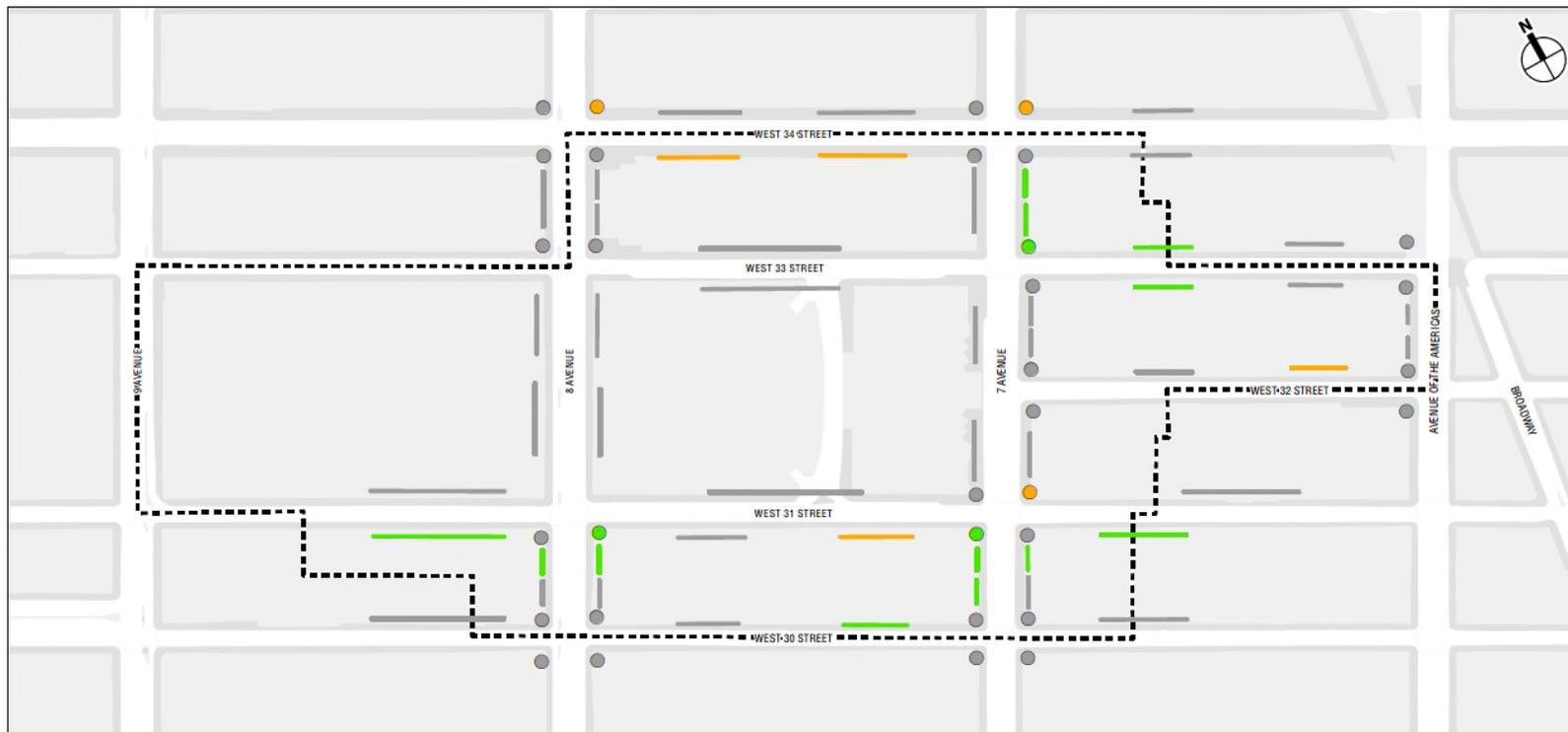
Subway Station Analysis Locations –
Total Control Area and Vertical Circulation Element Volumes



Change in Pedestrian Experience (AM Peak Hour)



Change in Pedestrian Experience (PM Peak Hour)



Study Findings & Future TMPs

Mitigation measures have been explored with NYCDOT and the MTA to mitigate impacts to the extent practicable.

Continuing to explore additional mitigation strategies for the FEIS, including coordination with MTA's Penn Station Master Plan efforts

Future transportation monitoring plan (TMP) efforts committed during and after project build-out to explore feasibility of additional mitigation measures

Thank You!

Questions and Discussion