

# 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

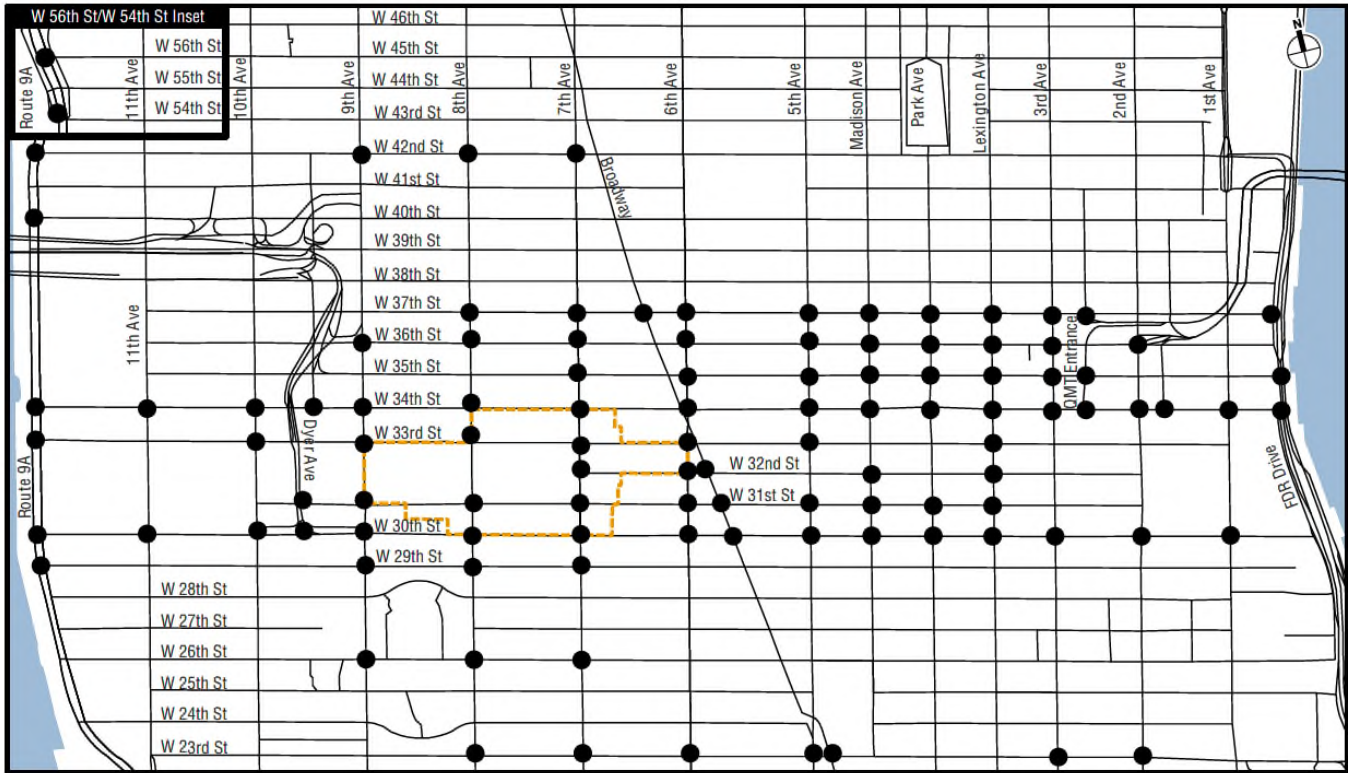
## Project Public Realm Improvements

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

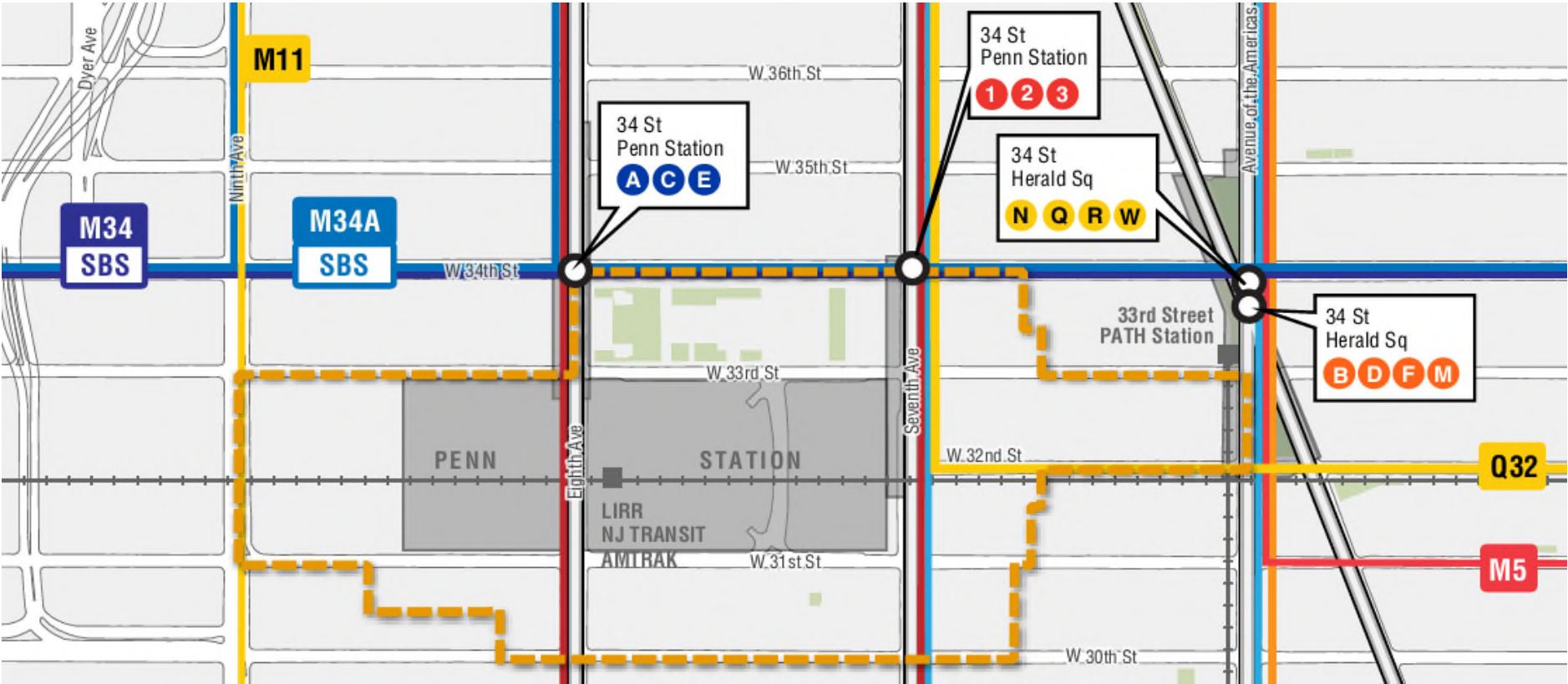
## DEIS Analysis

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

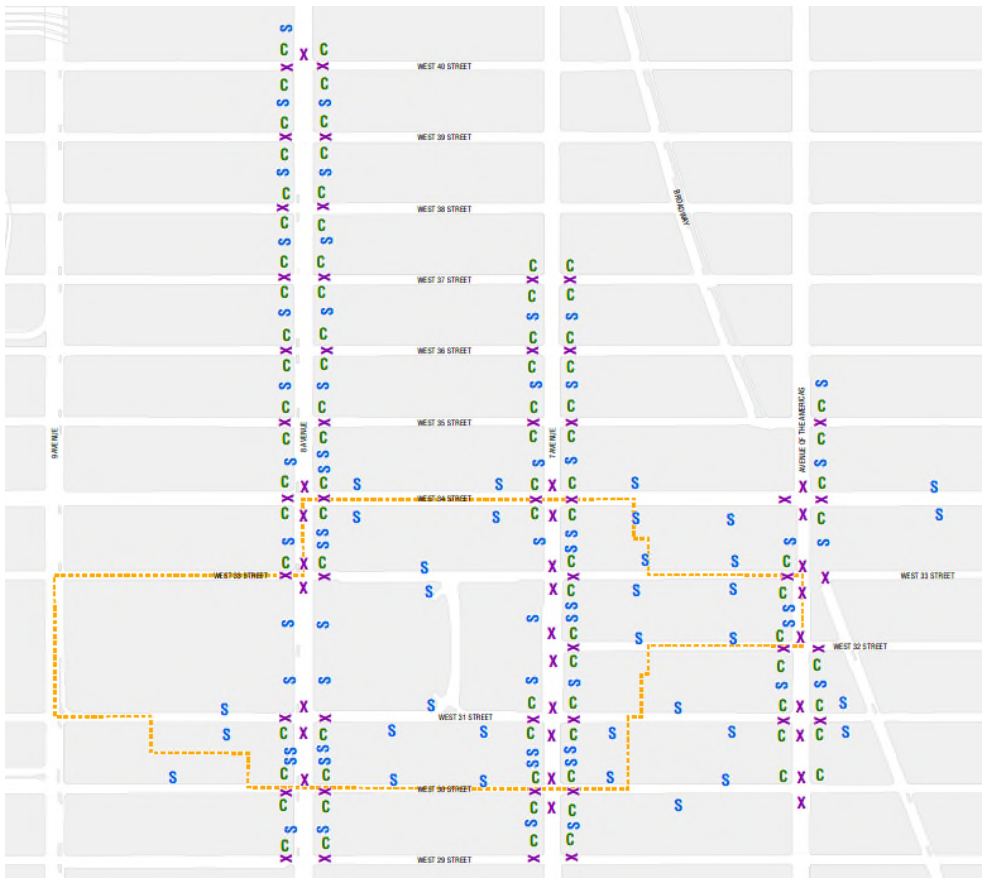
# Traffic Study Area (108 intersections)



# Transit Study Area (3 stations, 103 elements)

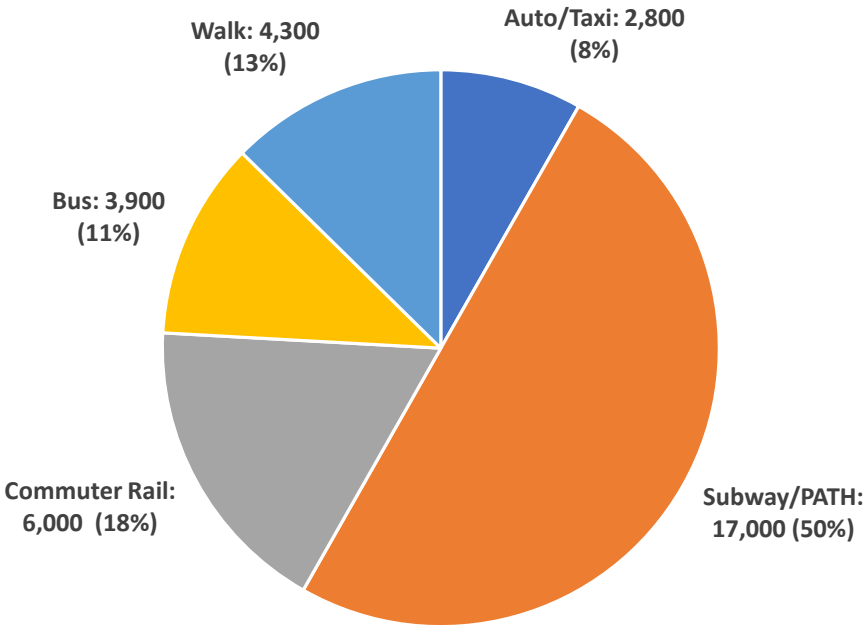


# Pedestrian Study Area (245 elements)

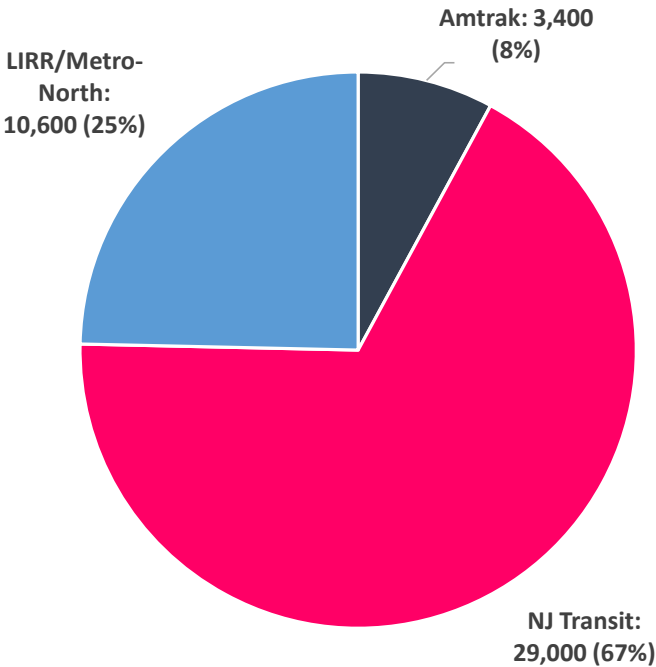


# Peak Hour Trip Generation

Proposed Project Development Sites –  
34,000 Total Person Trips

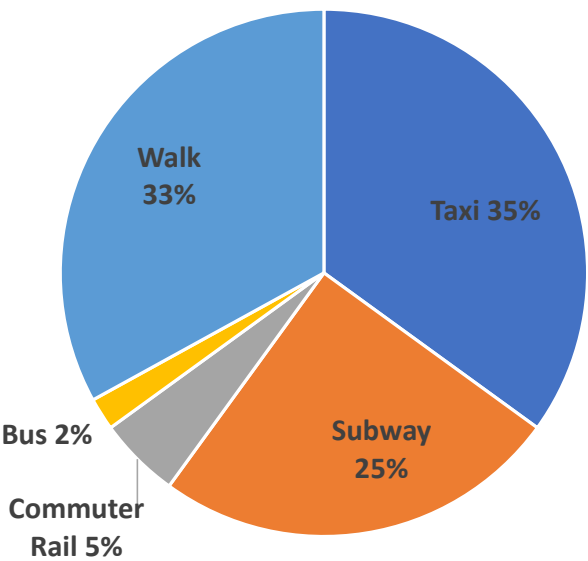


Additional Commuter Rail Trips by 2038 –  
43,000 Person Trips

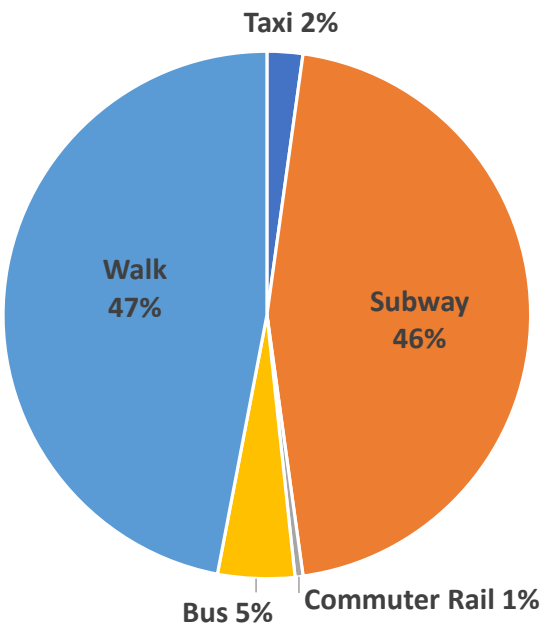


# Rail Ridership – Connecting Modes

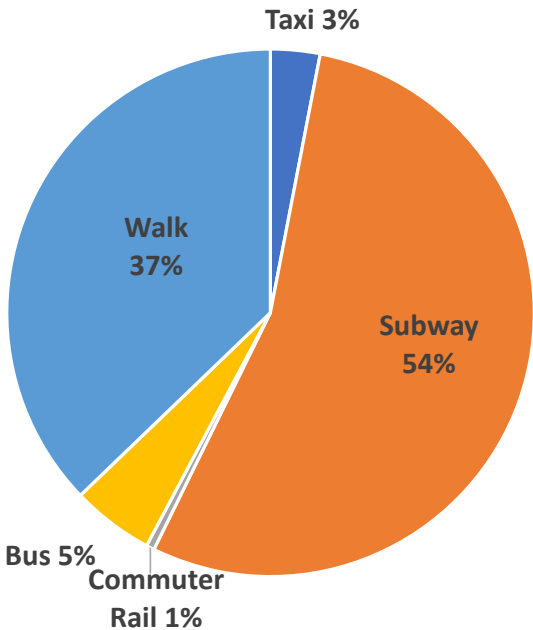
Amtrak Trips:  
Connecting Modes



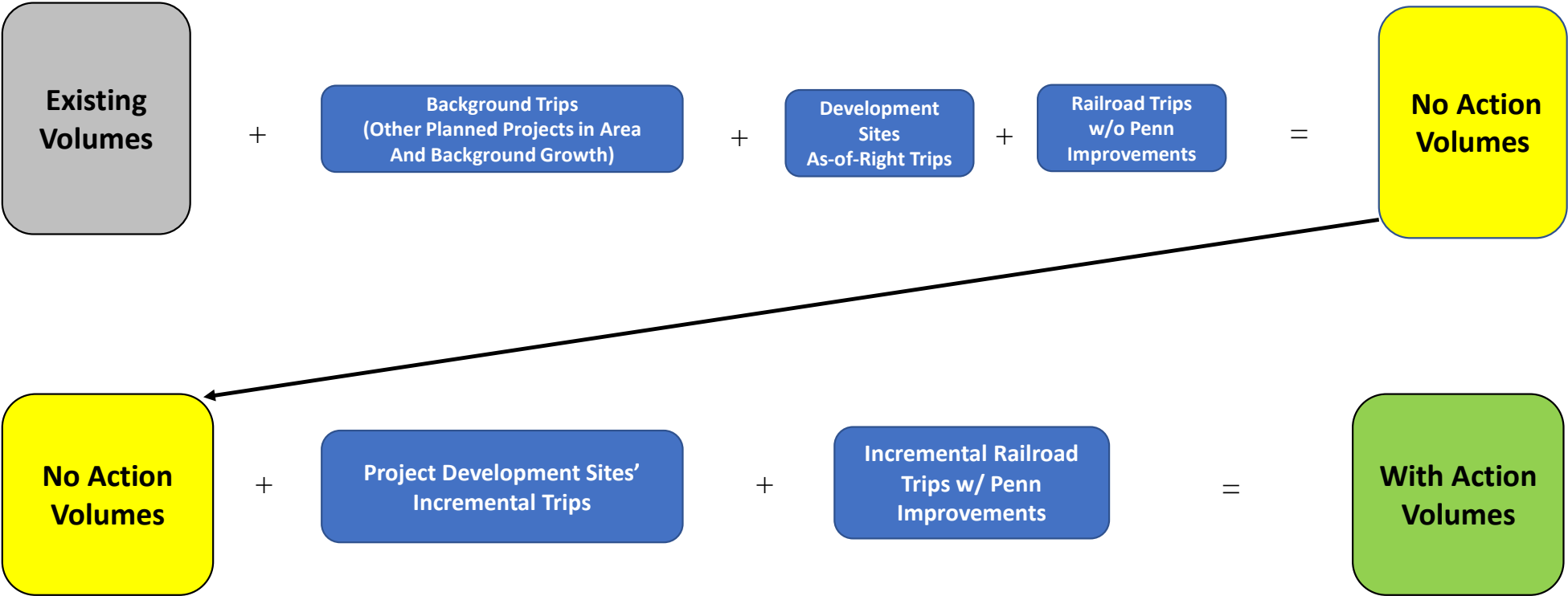
LIRR/Metro-North Trips:  
Connecting Modes



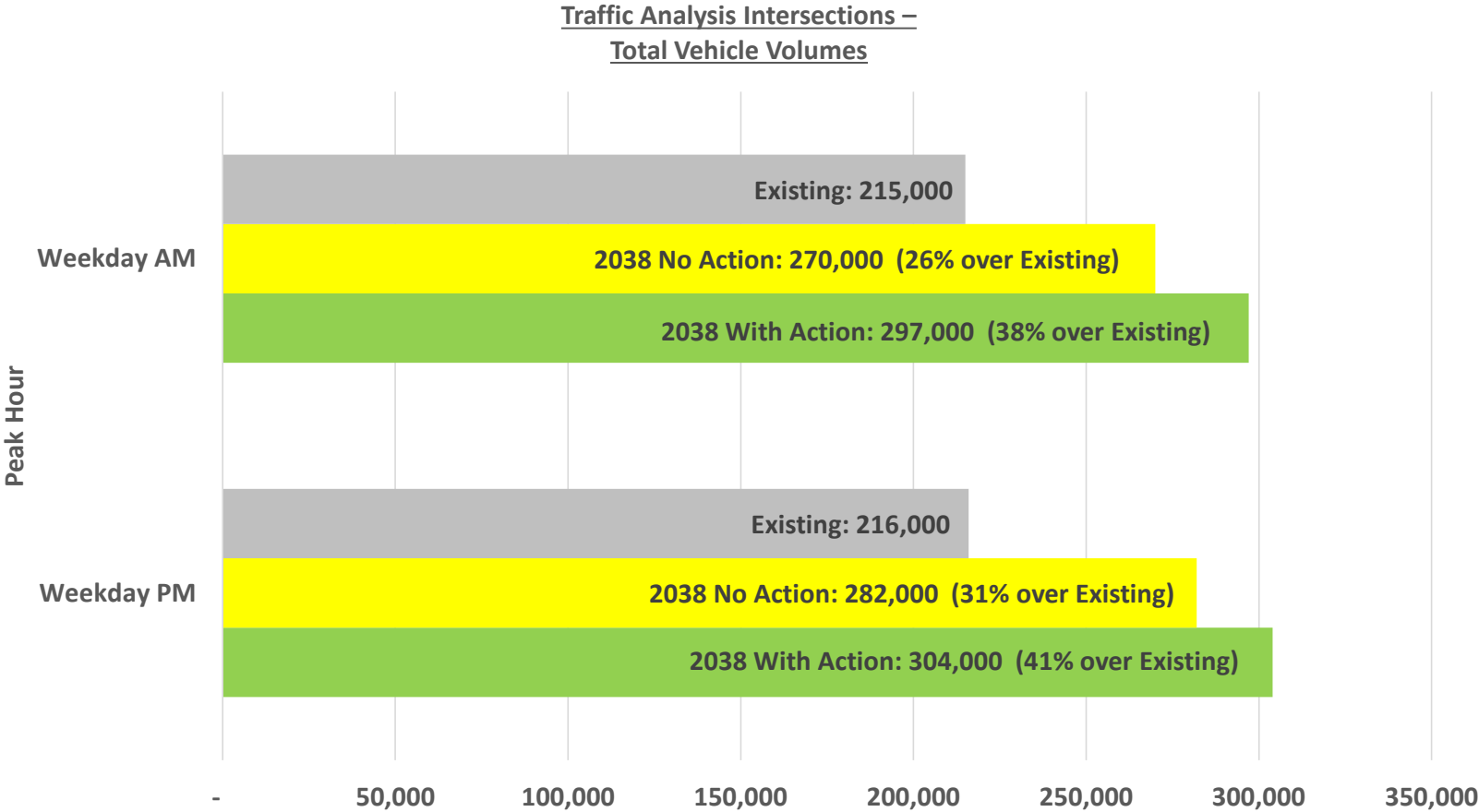
NJ Transit Trips:  
Connecting Modes



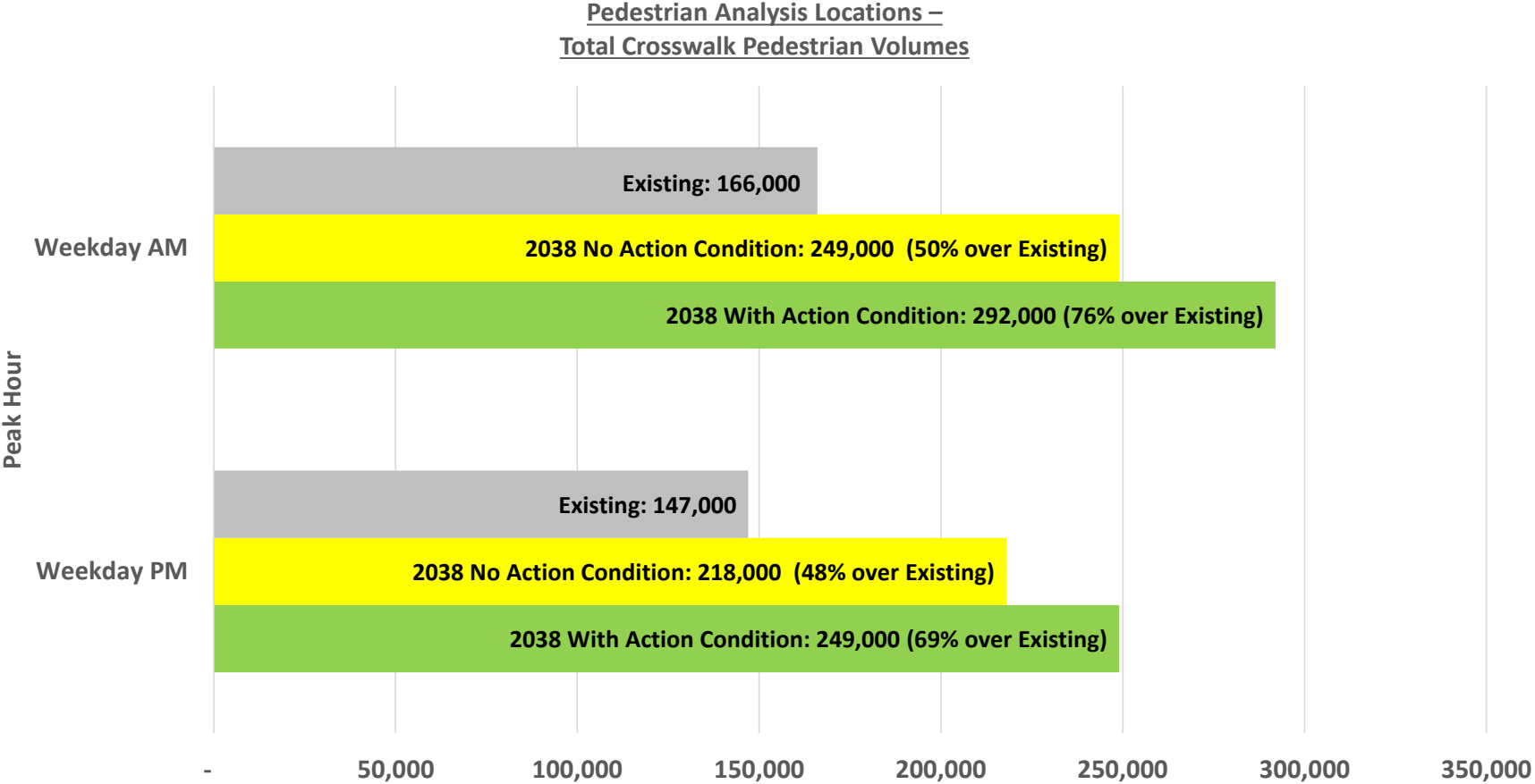
# Existing to With Action Volume Development



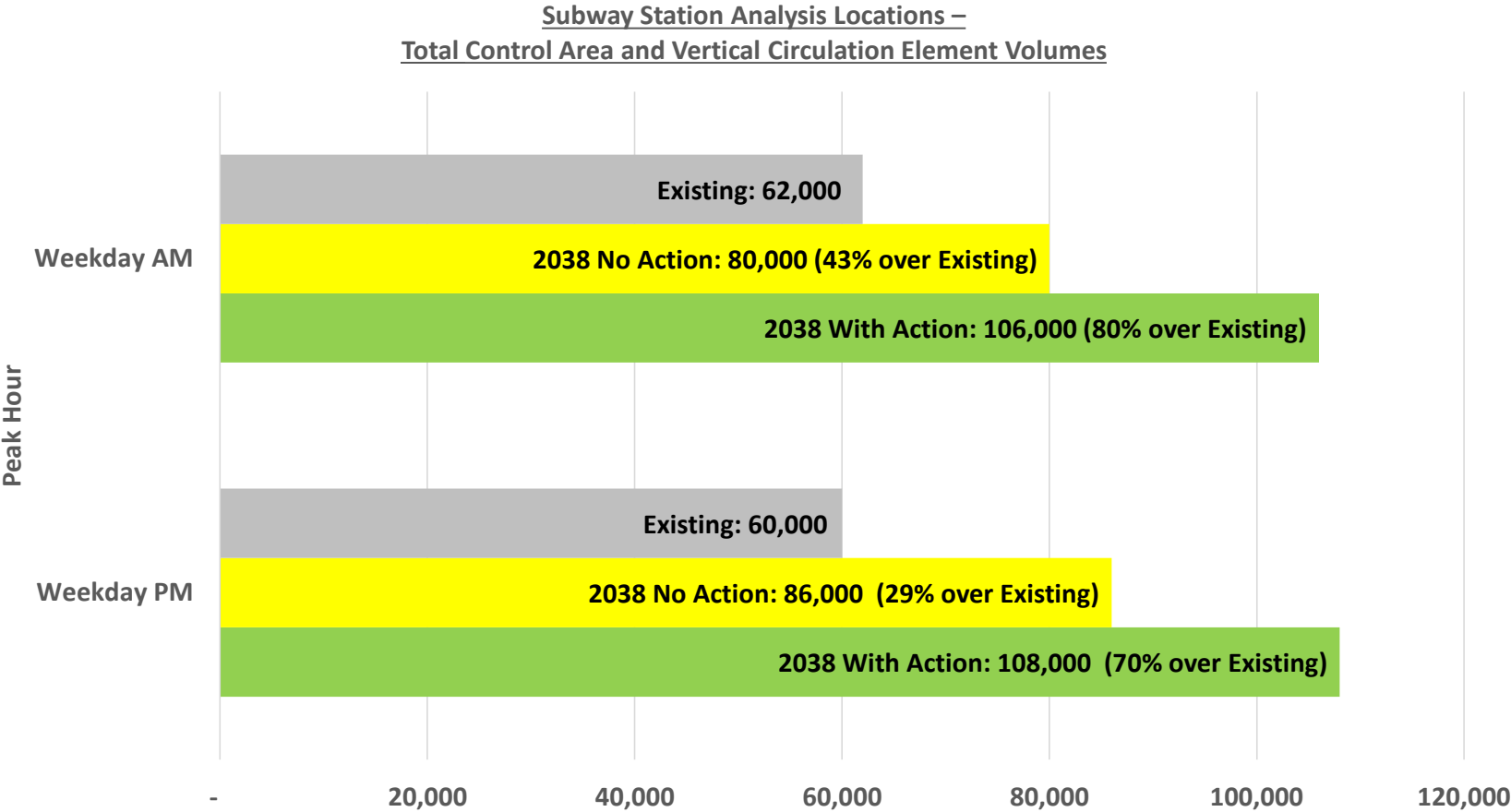
# Traffic Volumes



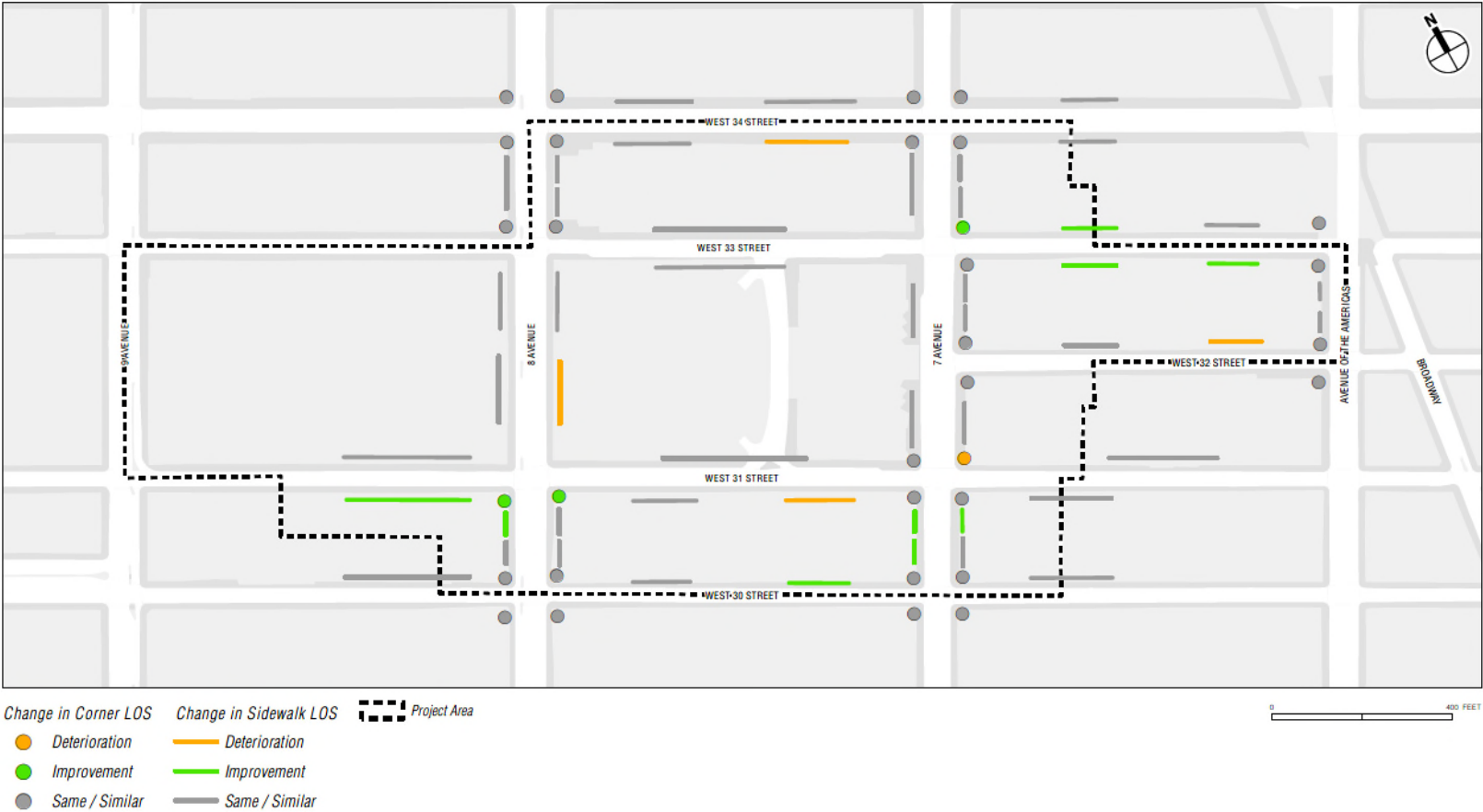
# Pedestrian Volumes



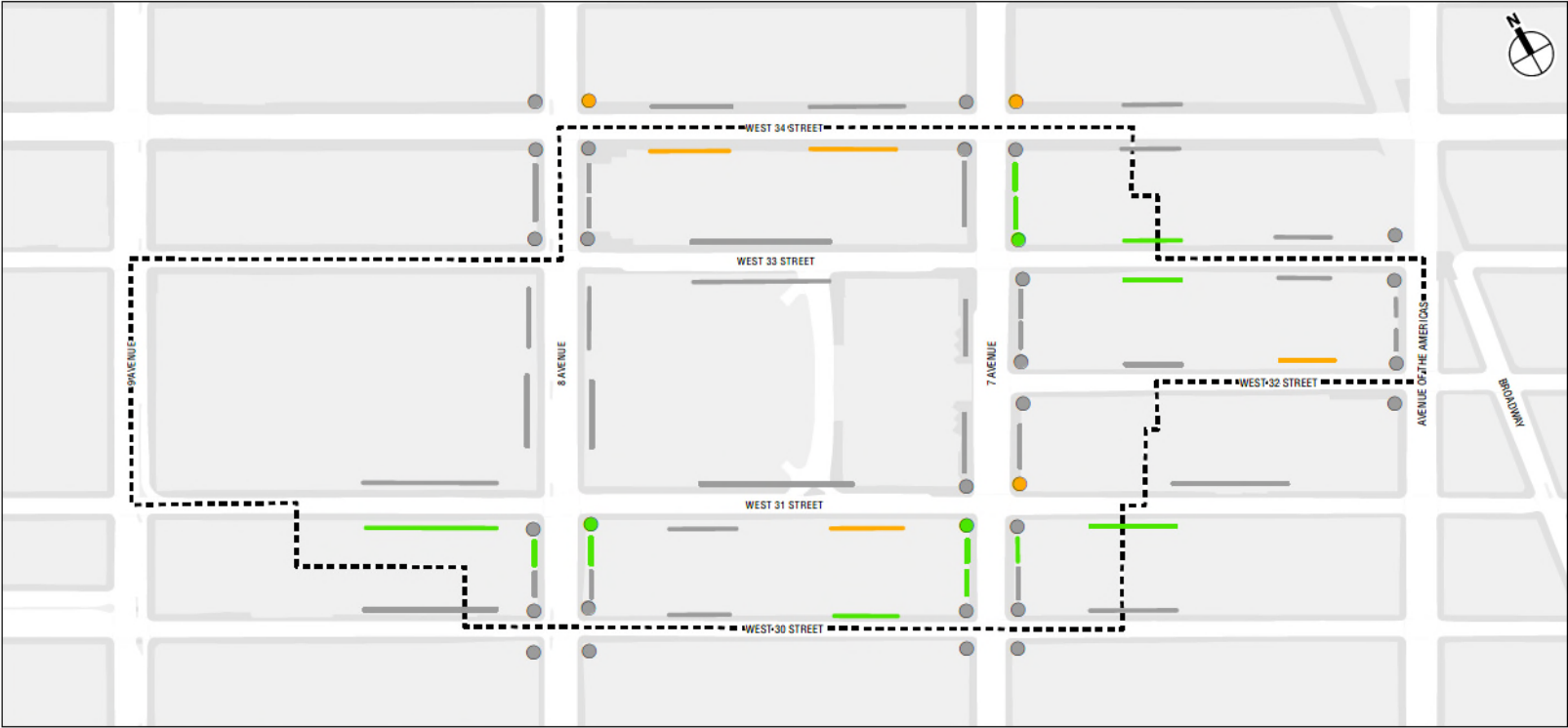
# Transit Volumes



# Change in Pedestrian Experience (AM Peak Hour)



# Change in Pedestrian Experience (PM Peak Hour)



- |                             |                               |                     |
|-----------------------------|-------------------------------|---------------------|
| <b>Change in Corner LOS</b> | <b>Change in Sidewalk LOS</b> | <b>Project Area</b> |
| ● Deterioration             | — Deterioration               |                     |
| ● Improvement               | — Improvement                 |                     |
| ● Same / Similar            | — Same / Similar              |                     |

# 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