

Chapter 5 of the FEIS assesses the effects of the Second Avenue Subway on transportation, both during construction and during operation. The chapter covers the various aspects of transportation in different sections, as follows:

- 5A, Ridership Modeling, introduces the ridership models used to predict patronage on the new Second Avenue Subway Line. The other transportation analyses incorporated in Chapter 5 are based on the outputs from these ridership models. More information is available in Appendix D.
- 5B, Subway and Commuter Rail, analyzes the project's effects on New York City Transit's (NYCT's) subway system during construction and operation. The analysis considers conditions on trains and in stations and transfer passageways for existing subway lines (e.g., the Lexington Avenue Line) as well as the new service. The analysis concludes that some temporary disruption to service on existing lines would be required during construction. Once the new subway is complete, however, the Second Avenue Line would see substantial ridership and would greatly reduce crowding on the Lexington Avenue Line.
- 5C, Surface Transit, evaluates the project's effects on bus service in the area. This assessment concludes that temporary disruptions could occur to bus service during subway construction; once the subway is complete, bus service would be restored. Ridership would decline on certain bus lines once the new subway is operating, because subway service would be more attractive.
- 5D, Vehicular Traffic, describes the project's effects on vehicular traffic in the study area. It concludes that significant adverse impacts to street traffic would occur during construction of the proposed subway and mitigation measures are identified. Once the project is complete, it would improve vehicular traffic in the study area.
- 5E, Parking, considers any changes to parking conditions required by the project (both during construction and permanently once the project is in place). As described there, parking spaces would have to be eliminated in each construction zone, but once the project was completed, parking spaces would be restored.
- 5F, Pedestrians, incorporates an analysis of sidewalk, crosswalk, and corner conditions to assess whether the project would result in street-level crowding. As described there, some changes to street-level pedestrian flows would occur, but these could all be mitigated.

As demonstrated in the analyses that follow, the Second Avenue Subway would greatly improve transit access for communities on the East Side, connecting them from Harlem to the Financial District. In addition, the proposed Second Avenue Subway service via the Broadway Line would create for the first time a one-seat ride from East Harlem and the Upper East Side to West Midtown and points south. Subway access for persons with disabilities would be substantially improved on the new line, and riders heading into or out of Manhattan on the Metro-North commuter rail system would benefit from a new transfer at 125th Street in East Harlem. Additional benefits to subway and bus riders are described in Sections 5B and 5C below. *