

The capacity analyses show that all of the analyzed lane groups operate at level of service D or better during both the A.M. and P.M. peak hours in the 2005 Existing condition and the 2010 No-Build and Build conditions. Based on the criteria stipulated in the Scoping Document there are no significant impacts requiring mitigation caused by the project-generated traffic on any lane group.

f. Public Transportation

The applicant does not propose to run shuttle bus service, as it is believed that the existing BeeLine service is adequate. As shown by the boarding /disembarking counts – see the public Transportation section under Existing Conditions – use of the bus stop at the intersection of Columbus Avenue and Lozza Place is very light, although the immediate area contains probably over one million square feet of office space. Furthermore, as the counts show, all patronage is to and from the south, which is counterflow to the main commuter flow, which would be southbound in the morning and northbound in the evening. Should the demand for bus service become heavy, it is likely that WCDOT would increase the service.

Metro-North commuter trains presently carry heavy passenger loads in the morning and evening commuter hours. However, as with the bus usage, any usage would be counterflow to the main commuter patterns, so capacity should not be a problem.

Use of Public transportation is expected to be low, and no reduction into the generated traffic volumes has been taken in the traffic analysis.

g. Pedestrian Circulation

An internal pedestrian circulation system consists of sidewalks along driveways and separate pedestrian pathways fully separated from the vehicular paths. Students will be able to walk between most of the educational and dormitory buildings without crossing any internal roadways.