Appendix E: Transportation Technical Memos and Analyses

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Appendix E1:
Western Rail Yard Development Plan EIS
Transportation Planning Factors

TECHNICAL MEMORANDUM

To: Files

From: Joseph Setteducato, P.E.

Date: November 11, 2008

Subject: Western Rail Yard Development Plan EIS
Transportation Planning Factors

This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, parking, transit and pedestrian conditions for the proposed Western Rail Yard Development Plan EIS, including trip generation rates, temporal distributions, modal splits plus estimates of the projected travel demand of the proposed action for the weekday AM, midday, PM and Saturday peak hours.

PROJECTED DEVELOPMENT

The City of New York and the Metropolitan Transportation Authority (MTA) are proposing to undertake zoning map changes, to enter into a development agreement, and to take other actions necessary to develop a mixed-use project—including commercial, residential (with an affordable component), a public school (at both elementary and intermediate levels), open space, and parking—over and adjacent to the western portion of the Long Island Rail Road's (LIRR) John D. Caemmerer West Side Yard (the Western Rail Yard) on the far west side of Midtown Manhattan.[1] Zoning and other actions are also proposed at two locations north of the Western Rail Yard, at Tenth Avenue and West 48th Street, and Ninth Avenue at West 54th Street, to provide for the future development of these sites with affordable housing.

As shown in Figure 1, the proposed project includes three project sites—the Western Rail Yard ("Development Site"), comprising approximately 13 acres, as well as two "Additional Housing Sites": one site to the north at Tenth Avenue and West 48th Street, and the other site Ninth Avenue at West 54th Street. The Western Rail Yard Development Site is bounded by Eleventh Avenue to the east, West 30th Street to the south, Twelfth Avenue to the west, and West 33rd Street to the north. The Additional Housing Sites are located on the west side of Tenth Avenue between West 48th and 49th Streets and the east side of Ninth Avenue between West 53rd and 54th Streets.

[1] The West Side Yard comprises the Western Rail Yard, which is the proposed project site, and the Eastern Rail Yard directly to the east between Tenth and Eleventh Avenues. The redevelopment of the Eastern Rail Yard is considered as a No Action project.



Project Sites

WESTERN **RAIL YARD**

Project Sites
Figure 1

Two reasonable worst-case development scenarios (RWCDS) are under consideration at the Western Rail Yard development site under the proposed action – a Maximum Commercial and Maximum Residential Scenario. Further, two options are under consideration within the Maximum Residential Scenario – an Office Option and a Hotel Option. Ground level local retail is also anticipated at each of the additional housing sites as well as a limited amount of space at the Ninth Avenue site that is proposed to be used by the Metropolitan Transportation Authority (MTA) as a training facility.

The anticipated development plans under each scenario and options, where applicable are provided in Table 1A through Table 1C

Table 1A:
Proposed Action Development Plan – Maximum Commercial Scenario

Land Use	Incremental Net Change
Western Rail Yard	
Residential	3,837,225 gsf/ 4,624 du
Office	2,185,000 gsf
Local Retail	176,400 gsf
Destination Retail	44,100 gsf
Public School	120,000 gsf
Accessory Parking	1600 spaces
Tenth Avenue Site	
Residential	176,300 gsf/ 204 du
Local Retail	10,800 gsf
Ninth Avenue Site	
Residential	96,300 gsf/ 108 du
Local Retail	6,750 gsf
Training Facility	30,000 gsf

Notes: gsf- gross square feet
du- dwelling unit

Table 1B:
Proposed Action Development Plan – Maximum Residential Scenario-Office Option

Land Use	Incremental Net Change
Western Rail Yard	
Residential	4,468,063 gsf/ 5,347 du
Office	1,495,000 gsf
Local Retail	176,400 gsf
Destination Retail	44,100 gsf
Public School	120,000 gsf
Accessory Parking	1600 spaces
Tenth Avenue Site	
Same as Table 1A	
Ninth Avenue Site	
Same as Table 1A	

Notes: gsf- gross square feet
du- dwelling unit

Table 1C:
Proposed Action Development Plan – Maximum Residential Scenario - Hotel Option

Land Use	Incremental Net Change
Western Rail Yard	
Residential	4,836,563 gsf/ 5,762 du
Hotel	1,008,000 gsf/ 1,200 rooms
Local Retail	168,000 gsf
Destination Retail	42,000 gsf
Public School	120,000 gsf
Accessory Parking	1600 spaces
Tenth Avenue Site	
Same as Table 1A	
Ninth Avenue Site	
Same as Table 1A	

Notes: gsf- gross square feet
du- dwelling unit

TRANSPORTATION PLANNING FACTORS

The transportation planning factors proposed to forecast weekday and Saturday travel demand for the Build Scenarios are summarized in Tables 2A and 2B and discussed below. The trip generation rates, temporal distributions and mode splits for the uses shown in Tables 2A and 2B were based on accepted *CEQR Technical Manual* criteria, rates that were developed for the *No. 7 Subway Extension – Hudson Yards Rezoning and Development Program FGEIS*, updated where appropriate with 2000 Census journey-to-work and reverse journey-to-work data for census tracts in the study area, factors developed for other EISs for similar development proposals in Manhattan as well as other New York City boroughs with similar levels of transit access, and standard professional references.

Residential

The forecast of travel demand from projected residential development for weekdays will be based on the trip generation rates, temporal distributions and in/out splits presented in *Urban Space for Pedestrians* (Pushakrev & Zupan), and as cited in the *CEQR Technical Manual*. Saturday trip generation rates were derived from the weekday to Saturday trip generation ratios presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual for high rise apartment buildings. In/out splits and temporal distributions for Saturday were derived from the *Farley/Moynihan West FEIS*. The residential modal split reflects journey-to-work data from the 2000 Census of existing census tracts in the Western Rail Yard area as determined in the *Hudson Yards Rezoning and Development Program FGEIS*. Although residential-based trips in the midday would likely be more local in nature than in the peak commuter hours (and therefore have a higher walk share, for example), the residential modal split based on census journey-to-work data is conservatively assumed for all weekday and Saturday analysis periods. Vehicle occupancies to be applied are as was used in the Hudson Yards FGEIS as are weekday truck trip generation and temporal distributions. Saturday truck trip generation and temporal distributions were derived from the *Atlantic Yards and Arena Development FEIS*.

Office

The weekday office trip generation rates were derived from the *Hudson Yards Rezoning and Development Program FGEIS* and the temporal distributions and in/out splits were derived from *Urban Space for Pedestrians* (Pushakrev & Zupan), as cited in the *CEQR Technical Manual*. Weekday modal splits were derived from reverse journey-to-work data from the 2000 Census for census tracts in the Western Rail Yard area. Midday modal splits to be applied for office are as was used in the *Hudson Yards Rezoning and Development Program FGEIS*. Vehicle occupancies are as was used in the Hudson Yards GEIS as are weekday truck trip generation and temporal distributions. Saturday trip generation rates were derived from the weekday to Saturday trip generation ratios presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual for general office building as are the derivations of Saturday temporal distributions and in/out splits. Saturday truck trip generation and temporal distributions were derived from the *Atlantic Yards and Arena Development FEIS*. Office transportation planning factors were conservatively applied for the proposed MTA training facility space at the Ninth Avenue Additional Housing site.

Local Retail
Local retail would attract trips primarily from residential and worker populations in the area surrounding a retail site, such as within the Western Rail Yard development and adjacent land uses. It is therefore anticipated that the majority of these trips would be via the walk mode and that many would be "linked" trips (e.g., a trip with multiple purposes, such as stopping at a retail store while commuting to or from work or at lunchtime) and would therefore not represent the addition of new discrete trips on the study area transportation network. The proportion of "linked" trips assumed is 25 per cent. Weekday trip generation rates to be used for local retail are as cited in the *CEQR Technical Manual*. Weekday temporal distributions, in/out splits, modal splits, vehicle occupancies, truck trip generation rates and truck temporal distributions used are as were applied in the *Hudson Yards Rezoning and Development Program FGEIS.* Saturday trip generation rates were derived from the weekday to Saturday trip generation ratios presented in the Institute of Transportation Engineers (ITE) Trip Generation Manual for convenience retail as were the derivations of Saturday temporal distributions and in/out splits. Saturday truck trip generation and temporal distribution factors were derived from the *Atlantic Yards and Arena Development FEIS*.

Destination Retail
Destination retail differs from local retail in that it more often represents a primary trip purpose to the study area, as is reflected in the mode split. However, destination retail trips are often "linked" to other attractions in the study area, therefore a higher proportion of the walk trips occur than in a more predominately destination trip generator such as an office. The proportion of "linked" trips assumed is 25 per cent. Weekday trip generation rates, temporal distributions, in/out splits, vehicle occupancies, truck trip generation rates and truck temporal distributions proposed are as were applied in the *Hudson Yards Rezoning and Development Program FGEIS.* Weekday PM mode splits were derived from the *Farley/Moynihan West FEIS* while off peak mode splits and weekday truck trip generation factors were derived from the *Hudson Yards Rezoning and Development Program FGEIS.* Weekend truck trip generation factors were assumed to be the same as local retail.

Hotel
The weekday AM, midday and PM person trip generation rates, temporal distribution, in/out splits, modal splits and vehicle occupancies to be applied are as were used in the *Hudson Yards Rezoning and Development Program FGEIS.* The daily person trip generation rate was reduced by 2 daily trips per room as per the *Hudson Yards Rezoning and Development Program FGEIS* for hotels to be located adjacent to the Jacob K. Javits Convention Center, as would be the case for the Western Rail Yard development site. The Saturday trip generation rate and modal split to be used is the same as the weekday AM and PM peak periods and the temporal distribution the same as the weekday AM peak period as per the *Farley/Moynihan West FEIS* and New York City Department of Transportation (NYCDOT) directive as noted in Table 2.

Public School
Transportation planning factors are considered separately for the elementary and intermediate school student components, but combined for staff. The number of elementary and intermediate school students expected at the school facility was provided by the New York City School Construction Authority. Transportation planning factors for elementary school are differentiated into students and parents who accompany those

students who walk to and from school. Factors for elementary school student trip generation, mode split and vehicle occupancy (of students) were adopted from a survey conducted at PS 59 in Manhattan in March 2007. The temporal distribution and in/out splits, however, were derived from the *Hudson Yards Rezoning and Development Program FGEIS* to conform to the specific traffic analysis hours of the Western Rail Yard Development Plan EIS. The derivation of the trip generation rate for parents accompanying children was based upon the student walk mode share and an assumption of an average of two children per parent guardian as per Hudson Yards. Trip generation rates and mode share for the intermediate school were derived from the EIS for PS/IS at 268-284 Dyckman Street in Manhattan. The temporal distribution factors and in/out splits were likewise derived from Hudson Yards. The translation from the number of students to staff was as developed for the *Hudson Yards Rezoning and Development Program FGEIS* as were staff trip generation rates, the temporal distribution and in/out splits. Staff mode shares for AM and PM peak hours were derived from the reverse journey-to-work data from the 2000 Census for census tracts in the Western Rail Yard area while the midday mode shares are as derived in Hudson Yards. Vehicle occupancy for staff was adopted from the PS 59 survey.

Table 2A:
Transportation Planning Factors

Land Use:	Residential		Office		Local Retail		Destination Retail	
Trip Generation:	(1)	(2)	(6)	(8)	(10,11)	(12,11)	(6) (11)	(13) (11)
	Weekday	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**
Daily Person Trips	8.075	9.57	18.0	3.87	205	240	159	185
Net Daily Person Trips	8.075	9.57	18.0	3.87	154	180	119	139
	per dwelling unit		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf	
Temporal Distribution:	(1,3)		(1,14)		(6,7)		(6,13)	
AM (8-9)	9.1%		11.8%		3.1%		0.0%	
MD (12-1)	4.7%		15.0%		19.0%		9.5%	
PM (5-6)	10.7%		13.7%		9.6%		9.8%	
SAT (1-2)	7.0%		15.0%		9.5%		9.9%	
In/Out Splits:	(1,3)		(1,14)		(6)		(6,13)	
	In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
AM (8-9)	15%	85%	96%	4%	50%	50%	0%	0%
MD (12-1)	50%	50%	48%	52%	50%	50%	55%	45%
PM (5-6)	70%	30%	5%	95%	50%	50%	47%	53%
SAT (1-2)	50%	50%	57%	43%	50%	50%	52%	48%
Modal Splits:	(4)		(9)	(6)	(6)		(3,6)	
	All		**AM/PM**	**MD/SAT**	**All**		**PM**	**MD/SAT**
Auto	6.6%		9.9%	2.0%	2.0%		9.0%	9.0%
Taxi	6.5%		2.4%	3.0%	3.0%		4.0%	4.0%
Bus	5.8%		15.8%	6.0%	6.0%		8.0%	8.0%
Subway	37.5%		43.7%	6.0%	6.0%		26.5%	20.0%
Railroad	2.0%		20.1%	0.0%	0.0%		2.0%	0.0%
Walk	40.3%		7.2%	83.0%	83.0%		50.5%	59.0%
Other	1.3%		0.3%	0.0%	0.0%		0.0%	0.0%
Work at Home	0.0%		0.6%	0.0%	0.0%		0.0%	0.0%
	100.0%		100.0%	100.0%	100.0%		100.0%	100.0%
Vehicle Occupancy:	(6)		(6)		(6)		(6)	
Auto	1.65		1.65		1.65		2.00	
Taxi	1.40		1.40		1.40		2.00	
Truck Trip Generation:	(6)	(7)	(6)	(7)	(6)	(7)	(6)	(15)
	Weekday	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**
	0.03	0.01	0.16	0.01	0.35	0.02	0.35	0.02
	per dwelling unit		per 1,000 gsf		per 1,000 gsf		per 1,000 gsf	
	(6,7)		(7)		(6,7)		(6,15)	
AM (8-9)	12.2%		7.0%		7.7%		7.7%	
MD (12-1)	8.7%		7.0%		11.0%		11.0%	
PM (5-6)	2.0%		3.0%		1.0%		1.0%	
SAT (1-2)	9.0%		11.0%		11.0%		11.0%	
	In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%	50.0%

Sources:

(1) Pushkarev & Zupan, "Urban Space for Pedestrians," 1975.

(2) ITE Trip Generation, 7th Edition, Land Use Code 220: High Rise Apartment Ratio of Weekday to Saturday Trip Generation Rates

(3) Farley/Moynihan West FEIS, 2006, Table 13-1

(4) Hudson Yards FGEIS, Appendix S-1 Based Upon 2000 US Census Journey-to-Work "Residence of Worker" data

(5) Assumes approximately 8.3 students per staff based upon Hudson Yards FGEIS, Appendix S-1

(6) No. 7 Subway Extension - Hudson Yards Rezoning and Development Program FGEIS, 2004.

(7) Atlantic Yards and Arena Redevelopment FEIS, 2006

(8) ITE Trip Generation, 7th Edition, Land Use Code 710: General Office Building Ratio of Weekday to Saturday Trip Generation Rates

(9) Hudson Yards FGEIS, Appendix S-1 Updated by NYCDCP, NYCDOT and NYCT Working Group

(10) City Environmental Quality Review (CEQR) Technical Manual, Appendix 3, 2001

(11) Assumes 25% linked trips for retail uses as per No. 7 Subway Extension - Hudson Yards Rezoning and Development Program FGEIS, 2004.

(12) ITE Trip Generation, 7th Edition, Land Use Code 851: Convenience Retail Ratio of Weekday to Saturday Trip Generation Rates

(13) ITE Trip Generation, 7th Edition, Land Use Code 820: Shopping Center Ratio of Weekday to Saturday Trip Generation Rates
Directional distribution based upon Saturday peak hour of the generator

(14) ITE Trip Generation, 7th Edition, Land Use Code 710: General Office Building Ratio of Saturday Peak Hour Trip Generation Rate to Saturday Daily Rate.
Directional distribution based upon Saturday peak hour of the generator

(15) Assumes same Saturday truck trip generation rate as local retail.

(16) Hotel Saturday trip generation rate assumed same as weekday as per NYCDOT 3-14-08, Expanded Moynihan/Penn Station Redevelopment Project

(17) Survey conducted as part of PS 59 Expansion, March 2007. To be used as per NYCDOT directive 11-5-08

(18) NYCDOT directive 11-5-08

(19) Curbside Pickup & Delivery Operations & Arterial Traffic Impacts, FHWA, February, 1981.

(20) Adult accompanying children walking to and from school based upon 88 per cent walk share and one parent per two children

(21) Adopted and modified from PS/IS at 268-284 Dyckman Street, Manhattan, 2004

(22) As per the Hudson Yards FGEIS, for hotels adjacent to the Jacob K. Javits Convention Center, 2 daily person trips per room are assumed to be linked walk trips between the Convention Center and the hotel.

Table 2B:
Transportation Planning Factors

Land Use:	Hotel		Elementary School (Students)		Elementary School (Parents)		Intermediate School (Students)		School (Staff)	
Trip Generation:	(6,16,22)		(17)		(6, 20)		(21)		(5, 6)	
	Weekday	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**	**Weekday**	**Saturday**
Daily Person Trips	9.42	9.42	2	0.0	1.8	0.0	2	0.0	2.0	0.0
Net Daily Person Trips	7.42	7.42	2	0.0	1.8	0.0	2	0.0	2.0	0.0
	per room		per student		per student		per student		per employee	
Temporal Distribution:	(3,6)		(6)		(6)		(6)		(6)	
AM (8-9)	7.5%		50.0%		50.0%		50.0%		5.0%	
MD (12-1)	14.4%		0.0%		0.0%		0.0%		0.0%	
PM (5-6)	12.8%		2.5%		2.5%		2.5%		2.5%	
SAT (1-2)	7.5%		0.0%		0.0%		0.0%		0.0%	
In/Out Splits:	(3,6)		(6)		(6)		(6)		(6)	
	In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
AM (8-9)	39%	61%	100%	0%	100%	100%	100%	0%	100%	0%
MD (12-1)	54%	46%	50%	50%	100%	100%	50%	50%	50%	50%
PM (5-6)	65%	35%	0%	100%	100%	100%	0%	100%	0%	100%
SAT (1-2)	56%	44%	0%	0%	0%	0%	0%	0%	0%	0%
Modal Splits:	(3,6)	(6)	(17)		(6)		(21)		(9)	(6)
	AM/PM/SAT	**MIDDAY**	**AM/MD/PM**		**AM/MD/PM**		**AM/MD/PM**		**AM/PM**	**MIDDAY**
Auto	9.0%	8.0%	6.2%		0%		0%		9.9%	2.0%
Taxi	18.0%	15.0%	1.7%		0%		0%		2.4%	3.0%
Bus	3.0%	3.0%	0.0%		0%		40%		15.8%	6.0%
Subway	24.0%	13.0%	0.0%		0%		15%		43.7%	6.0%
Railroad	0.0%	0.0%	0.0%		0%		0%		20.1%	0.0%
Walk	46.0%	61.0%	88.2%		100.0%		45.0%		7.2%	83.0%
Other (School Bus)	0.0%	0.0%	3.9%		0.0%		0.0%		0.9%	0.0%
Work at Home	0.0%	0.0%	0.0%		0.0%		0.0%		0.0%	0.0%
	100.0%	100.0%	100.0%		100.0%		100.0%		100.0%	100.0%
Vehicle Occupancy:	(6)		(17,18)						(17)	
Auto	1.40		1.74		NA		NA		1.20	
Taxi	1.80		1.40		NA		NA		1.40	
Truck Trip Generation:	(6)	(19)							(6)	
	Weekday	**Saturday**							**Weekday**	**Saturday**
	0.06	0.01							0.03	0.00
	per 1,000 gsf								per 1,000 gsf	
	(6,19)								(6)	
AM (8-9)	12.2%								9.6%	
MD (12-1)	8.7%								11.0%	
PM (5-6)	1.0%								1.0%	
SAT (1-2)	9.0%								0.0%	
	In	**Out**							**In**	**Out**
	50.0%	50.0%							50.0%	50.0%

Sources:

(1) Pushkarev & Zupan, “Urban Space for Pedestrians,” 1975.
(2) ITE Trip Generation, 7th Edition, Land Use Code 220: High Rise Apartment Ratio of Weekday to Saturday Trip Generation Rates
(3) Farley/Moynihan West FEIS, 2006, Table 13-1
(4) Hudson Yards FGEIS, Appendix S-1 Based Upon 2000 US Census Journey-to-Work "Residence of Worker" data
(5) Assumes approximately 8.3 students per staff based upon Hudson Yards FGEIS, Appendix S-1
(6) No. 7 Subway Extension - Hudson Yards Rezoning and Development Program FGEIS, 2004.
(7) Atlantic Yards and Arena Redevelopment FEIS, 2006
(8) ITE Trip Generation, 7th Edition, Land Use Code 710: General Office Building Ratio of Weekday to Saturday Trip Generation Rates
(9) Hudson Yards FGEIS, Appendix S-1 Updated by NYCDCP, NYCDOT and NYCT Working Group
(10) City Environmental Quality Review (CEQR) Technical Manual, Appendix 3, 2001
(11) Assumes 25% linked trips for retail uses as per No. 7 Subway Extension - Hudson Yards Rezoning and Development Program FGEIS, 2004.
(12) ITE Trip Generation, 7th Edition, Land Use Code 851: Convenience Retail Ratio of Weekday to Saturday Trip Generation Rates
(13) ITE Trip Generation, 7th Edition, Land Use Code 820: Shopping Center Ratio of Weekday to Saturday Trip Generation Rates
Directional distribution based upon Saturday peak hour of the generator
(14) ITE Trip Generation, 7th Edition, Land Use Code 710: General Office Building Ratio of Saturday Peak Hour Trip Generation Rate to Saturday Daily Rate.
Directional distribution based upon Saturday peak hour of the generator
(15) Assumes same Saturday truck trip generation rate as local retail.
(16) Hotel Saturday trip generation rate assumed same as weekday as per NYCDOT 3-14-08, Expanded Moynihan/Penn Station Redevelopment Project
(17) Survey conducted as part of PS 59 Expansion, March 2007. To be used as per NYCDOT directive 11-5-08
(18) NYCDOT directive 11-5-08
(19) Curbside Pickup & Delivery Operations & Arterial Traffic Impacts, FHWA, February, 1981.
(20) Adult accompanying children walking to and from school based upon 88 per cent walk share and one parent per two children
(21) Adopted and modified from PS/IS at 268-284 Dyckman Street, Manhattan, 2004
(22) As per the Hudson Yards FGEIS, for hotels adjacent to the Jacob K. Javits Convention Center, 2 daily person trips per room are assumed to be linked walk trips between the Convention Center and the hotel.

TRIP GENERATION

The incremental difference in person and vehicle trips expected to result from the proposed action by the projected 2019 development completion study year were derived for each of the two Reasonable Worst Case Development Scenarios plus Options of the Western Rail Yard development proposal. Tables 3A, 3B and 3C provide an estimate of the incremental net change in peak hour person trips (versus the No-Action condition) that would occur in 2019 with implementation of the proposed action at the Western Rail Yard site under the Maximum Commercial Scenario, the Maximum Residential Scenario with Office Option and the Maximum Residential Scenario with Hotel Option, respectively, for each analysis hour. Table 3D provides an estimate of the incremental net change in peak hour person trips that would occur in 2019 with implementation of the proposed action at the Additional Housing Site locations.

As shown in Table 3A under the Maximum Commercial Scenario, the proposed action at the Western Rail Yard would generate an increase of approximately 10,370 total person trips in the weekday AM peak hour, 13,320 person trips in the weekday midday peak hour, 12,560 person trips in the weekday PM peak hour and 7,990 person trips in the Saturday peak hour, compared to the No-Action condition. Person trips by auto and taxi would increase by a net total of 1,090 in the weekday AM peak hour, 850 in the weekday midday peak hour, 1,380 in the weekday PM peak hour and 700 in the Saturday peak hour. Peak hour subway trips would increase by a net total of approximately 3,410, 1,420, 4,150 during the weekday AM, midday and PM peak hours, and 1,540 in the Saturday peak hour, while peak hour bus trips would increase by 1,110 in the weekday AM peak hour, 810 in the weekday midday peak hour, 1,290 in the weekday PM peak hour and by approximately 490 in the Saturday peak hour. Trips made solely by the walk mode would increase by 3,680 in the weekday AM peak hour, 10,180 in the weekday midday peak hour, 4,490 in the weekday PM peak hour and by approximately 5,160 in the Saturday peak hour.

Incremental person trips generated by mode under the Maximum Residential Scenario with Office Option, as shown in Table 3B, would be mostly less than those described above during the weekday peak hours. However, incremental walk only trips generated during the AM and PM peak hours would be higher as would person trips by auto, taxi, bus, subway as well as total person trips generated during the Saturday peak hour. Incremental person trips by taxi under the Maximum Residential Scenario with Hotel Option, as shown in Table 3C, would be highest of all scenarios during all time periods, person trips by auto would be highest of all scenarios during the midday and Saturday peak hours, and person trips by walk only would be highest during the AM and PM peak hours. The highest level of Saturday person trips by subway would also occur under this scenario.

The person trips that would be generated by the two Additional Housing Sites are provided in Table 3D. The Tenth Avenue site would generate more person trips during all time periods. Cumulatively, these developments would generate an overall maximum of approximately 120 person trips by subway and approximately 70 person trips by bus, occurring during the PM peak hour.

Table 3A:
Person Trips – Western Rail Yard
Maximum Commercial Scenario

LAND USE		AM								MD							
		Auto	Taxi	Bus	Subway	Railroad	Walk	Other	Total	Auto	Taxi	Bus	Subway	Railroad	Walk	Other	Total
Residential	In	34	33	30	191	10	205	7	510	58	57	51	329	18	354	11	878
4624 dwelling units	Out	191	188	168	1,083	58	1,164	38	2,890	58	57	51	329	18	354	11	878
	Total	225	221	198	1,274	68	1,369	45	3,400	116	114	102	658	36	708	22	1,756
Office	In	441	107	704	1,947	896	321	13	4,429	57	85	170	170	0	2,350	0	2,832
2185000 gsf	Out	18	4	29	81	37	13	1	183	61	92	184	184	0	2,546	0	3,067
	Total	459	111	733	2,028	933	334	14	4,612	118	177	354	354	0	4,896	0	5,899
Local Retail	In	8	13	25	25	0	349	0	420	52	77	155	155	0	2,142	0	2,581
176400 gsf	Out	8	13	25	25	0	349	0	420	52	77	155	155	0	2,142	0	2,581
	Total	16	26	50	50	0	698	0	840	104	154	310	310	0	4,284	0	5,162
Destination Retail	In	0	0	0	0	0	0	0	0	25	11	22	55	0	162	0	275
44100 gsf	Out	0	0	0	0	0	0	0	0	20	9	18	45	0	132	0	224
	Total	0	0	0	0	0	0	0	0	45	20	40	100	0	294	0	499
Elementary School	In	26	7	0	0	0	748	16	797	0	0	0	0	0	0	0	0
420 students	Out	0	0	0	0	0	378	0	378	0	0	0	0	0	0	0	0
(Includes parents walking students)	Total	26	7	0	0	0	1,126	16	1,175	0	0	0	0	0	0	0	0
Intermediate School	In	0	0	103	39	0	116	0	258	0	0	0	0	0	0	0	0
330 students	Out	0	0	29	11	0	33	0	73	0	0	0	0	0	0	0	0
	Total	0	0	132	50	0	149	0	331	0	0	0	0	0	0	0	0
School (Staff)	In	1	0	1	4	2	1	0	9	0	0	0	0	0	0	0	0
90 staff	Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	1	0	1	4	2	1	0	9	0	0	0	0	0	0	0	0
TOTAL TRIPS	In	**510**	**160**	**863**	**2,206**	**908**	**1,741**	**36**	**6,424**	**191**	**230**	**398**	**709**	**18**	**5,008**	**11**	**6,565**
	Out	**217**	**205**	**251**	**1,200**	**95**	**1,937**	**38**	**3,943**	**191**	**235**	**408**	**713**	**18**	**5,174**	**11**	**6,750**
	Total	**727**	**365**	**1,114**	**3,406**	**1,003**	**3,678**	**74**	**10,367**	**382**	**465**	**806**	**1,422**	**36**	**10,182**	**22**	**13,315**

LAND USE		PM								SAT (1-2PM)							
		Auto	Taxi	Bus	Subway	Railroad	Walk	Other	Total	Auto	Taxi	Bus	Subway	Railroad	Walk	Other	Total
Residential	In	185	182	162	1,049	56	1,127	36	2,797	102	101	90	581	31	624	20	1,549
4624 dwelling units	Out	79	78	70	449	24	483	16	1,199	102	101	90	581	31	624	20	1,549
	Total	264	260	232	1,498	80	1,610	52	3,996	204	202	180	1,162	62	1,248	40	3,098
Office	In	27	6	43	118	54	19	1	268	14	22	43	43	0	600	0	722
2185000 gsf	Out	507	123	809	2,237	1,029	369	15	5,089	11	16	33	33	0	453	0	546
	Total	534	129	852	2,355	1,083	388	16	5,357	25	38	76	76	0	1,053	0	1,268
Local Retail	In	26	39	78	78	0	1,082	0	1,303	30	45	90	90	0	1,252	0	1,507
176400 gsf	Out	26	39	78	78	0	1,082	0	1,303	30	45	90	90	0	1,252	0	1,507
	Total	52	78	156	156	0	2,164	0	2,606	60	90	180	180	0	2,504	0	3,014
Destination Retail	In	22	10	19	64	5	122	0	242	28	13	25	63	0	186	0	315
44100 gsf	Out	25	11	22	72	5	138	0	273	26	12	23	58	0	172	0	291
	Total	47	21	41	136	10	260	0	515	54	25	48	121	0	358	0	606
Elementary School	In	0	0	0	0	0	19	0	19	0	0	0	0	0	0	0	0
420 students	Out	1	0	0	0	0	37	1	39	0	0	0	0	0	0	0	0
(Includes parents walking students)	Total	1	0	0	0	0	56	1	58	0	0	0	0	0	0	0	0
Intermediate School	In	0	0	1	1	0	2	0	4	0	0	0	0	0	0	0	0
330 students	Out	0	0	5	2	0	6	0	13	0	0	0	0	0	0	0	0
	Total	0	0	6	3	0	8	0	17	0	0	0	0	0	0	0	0
School (Staff)	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
90 staff	Out	0	0	1	2	1	0	0	4	0	0	0	0	0	0	0	0
	Total	0	0	1	2	1	0	0	4	0	0	0	0	0	0	0	0
TOTAL TRIPS	In	**259**	**237**	**304**	**1,309**	**115**	**2,371**	**37**	**4,632**	**175**	**180**	**249**	**778**	**31**	**2,662**	**20**	**4,095**
	Out	**638**	**251**	**984**	**2,841**	**1,059**	**2,115**	**32**	**7,920**	**170**	**174**	**236**	**762**	**31**	**2,501**	**20**	**3,894**
	Total	**897**	**488**	**1,288**	**4,150**	**1,174**	**4,486**	**69**	**12,552**	**345**	**354**	**485**	**1,540**	**62**	**5,163**	**40**	**7,989**

Table 3B:
Person Trips – Western Rail Yard
Maximum Residential Scenario - Office Option

LAND USE		AM								MD							
		Auto	Taxi	Bus	Subway	Railroad	Walk	Other	Total	Auto	Taxi	Bus	Subway	Railroad	Walk	Other	Total
Residential	In	39	38	34	221	12	238	8	590	67	66	59	380	20	409	13	1,014
5347 dwelling units	Out	220	217	194	1,252	67	1,346	43	3,339	67	66	59	380	20	409	13	1,014
	Total	259	255	228	1,473	79	1,584	51	3,929	134	132	118	760	40	818	26	2,028
Office	In	302	73	482	1,332	613	219	9	3,030	39	58	116	116	0	1,608	0	1,937
1495000 gsf	Out	13	3	20	56	26	9	0	127	42	63	126	126	0	1,742	0	2,099
	Total	315	76	502	1,388	639	228	9	3,157	81	121	242	242	0	3,350	0	4,036
Local Retail	In	8	13	25	25	0	349	0	420	52	77	155	155	0	2,142	0	2,581
176400 gsf	Out	8	13	25	25	0	349	0	420	52	77	155	155	0	2,142	0	2,581
	Total	16	26	50	50	0	698	0	840	104	154	310	310	0	4,284	0	5,162
Destination Retail	In	0	0	0	0	0	0	0	0	25	11	22	55	0	162	0	275
44100 gsf	Out	0	0	0	0	0	0	0	0	20	9	18	45	0	132	0	224
	Total	0	0	0	0	0	0	0	0	45	20	40	100	0	294	0	499
Elementary School	In	26	7	0	0	0	748	16	797	0	0	0	0	0	0	0	0
420 students	Out	0	0	0	0	0	378	0	378	0	0	0	0	0	0	0	0
(Includes parents walking students)	Total	26	7	0	0	0	1,126	16	1,175	0	0	0	0	0	0	0	0
Intermediate School	In	0	0	103	39	0	116	0	258	0	0	0	0	0	0	0	0
330 students	Out	0	0	29	11	0	33	0	73	0	0	0	0	0	0	0	0
	Total	0	0	132	50	0	149	0	331	0	0	0	0	0	0	0	0
School (Staff)	In	1	0	1	4	2	1	0	9	0	0	0	0	0	0	0	0
90 staff	Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	1	0	1	4	2	1	0	9	0	0	0	0	0	0	0	0
TOTAL TRIPS	In	**376**	**131**	**645**	**1,621**	**626**	**1,671**	**33**	**5,103**	**182**	**212**	**352**	**706**	**20**	**4,321**	**13**	**5,806**
	Out	**241**	**233**	**268**	**1,344**	**92**	**2,115**	**44**	**4,337**	**181**	**215**	**358**	**706**	**20**	**4,425**	**13**	**5,918**
	Total	**617**	**364**	**913**	**2,965**	**718**	**3,786**	**77**	**9,440**	**363**	**427**	**710**	**1,412**	**40**	**8,746**	**26**	**11,724**

LAND USE		PM								SAT (1-2PM)							
		Auto	Taxi	Bus	Subway	Railroad	Walk	Other	Total	Auto	Taxi	Bus	Subway	Railroad	Walk	Other	Total
Residential	In	213	210	188	1,213	65	1,303	42	3,234	118	116	104	672	36	722	23	1,791
5347 dwelling units	Out	91	90	80	520	28	559	18	1,386	118	116	104	672	36	722	23	1,791
	Total	304	300	268	1,733	93	1,862	60	4,620	236	232	208	1,344	72	1,444	46	3,582
Office	In	18	4	29	81	37	13	1	183	10	15	30	30	0	411	0	496
1495000 gsf	Out	347	84	553	1,531	704	252	11	3,482	7	11	22	22	0	310	0	372
	Total	365	88	582	1,612	741	265	12	3,665	17	26	52	52	0	721	0	868
Local Retail	In	26	39	78	78	0	1,082	0	1,303	30	45	90	90	0	1,252	0	1,507
176400 gsf	Out	26	39	78	78	0	1,082	0	1,303	30	45	90	90	0	1,252	0	1,507
	Total	52	78	156	156	0	2,164	0	2,606	60	90	180	180	0	2,504	0	3,014
Destination Retail	In	22	10	19	64	5	122	0	242	28	13	25	63	0	186	0	315
44100 gsf	Out	25	11	22	72	5	138	0	273	26	12	23	58	0	172	0	291
	Total	47	21	41	136	10	260	0	515	54	25	48	121	0	358	0	606
Elementary School	In	0	0	0	0	0	19	0	19	0	0	0	0	0	0	0	0
420 students	Out	1	0	0	0	0	37	1	39	0	0	0	0	0	0	0	0
(Includes parents walking students)	Total	1	0	0	0	0	56	1	58	0	0	0	0	0	0	0	0
Intermediate School	In	0	0	1	1	0	2	0	4	0	0	0	0	0	0	0	0
330 students	Out	0	0	5	2	0	6	0	13	0	0	0	0	0	0	0	0
	Total	0	0	6	3	0	8	0	17	0	0	0	0	0	0	0	0
School (Staff)	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
90 staff	Out	0	0	1	2	1	0	0	4	0	0	0	0	0	0	0	0
	Total	0	0	1	2	1	0	0	4	0	0	0	0	0	0	0	0
TOTAL TRIPS	In	**280**	**263**	**316**	**1,436**	**107**	**2,541**	**43**	**4,986**	**187**	**189**	**249**	**855**	**36**	**2,570**	**23**	**4,109**
	Out	**491**	**225**	**740**	**2,205**	**738**	**2,074**	**29**	**6,502**	**182**	**185**	**240**	**843**	**36**	**2,455**	**23**	**3,964**
	Total	**771**	**488**	**1,056**	**3,641**	**845**	**4,615**	**72**	**11,488**	**369**	**374**	**489**	**1,698**	**72**	**5,025**	**46**	**8,073**

Table 3C:
Person Trips – Western Rail Yard
Maximum Residential Scenario - Hotel Option

LAND USE		AM								MD							
		Auto	Taxi	Bus	Subway	Railroad	Walk	Other	Total	Auto	Taxi	Bus	Subway	Railroad	Walk	Other	Total
Residential	In	42	41	37	238	13	256	8	635	72	71	63	410	22	441	14	1,093
5762 dwelling units	Out	238	234	209	1,350	72	1,450	47	3,600	72	71	63	410	22	441	14	1,093
	Total	280	275	246	1,588	85	1,706	55	4,235	144	142	126	820	44	882	28	2,186
Hotel	In	23	47	8	63	0	120	0	261	55	104	21	90	0	422	0	692
1200 rooms	Out	37	73	12	98	0	187	0	407	47	88	18	77	0	360	0	590
	Total	60	120	20	161	0	307	0	668	102	192	39	167	0	782	0	1,282
Local Retail	In	8	12	24	24	0	333	0	401	49	74	147	147	0	2,040	0	2,457
168000 gsf	Out	8	12	24	24	0	333	0	401	49	74	147	147	0	2,040	0	2,457
	Total	16	24	48	48	0	666	0	802	98	148	294	294	0	4,080	0	4,914
Destination Retail	In	0	0	0	0	0	0	0	0	24	10	21	52	0	154	0	261
42000 gsf	Out	0	0	0	0	0	0	0	0	19	9	17	43	0	126	0	214
	Total	0	0	0	0	0	0	0	0	43	19	38	95	0	280	0	475
Elementary School	In	26	7	0	0	0	748	16	797	0	0	0	0	0	0	0	0
420 students	Out	0	0	0	0	0	378	0	378	0	0	0	0	0	0	0	0
(Includes parents walking students)	Total	26	7	0	0	0	1,126	16	1,175	0	0	0	0	0	0	0	0
Intermediate School	In	0	0	103	39	0	116	0	258	0	0	0	0	0	0	0	0
330 students	Out	0	0	29	11	0	33	0	73	0	0	0	0	0	0	0	0
	Total	0	0	132	50	0	149	0	331	0	0	0	0	0	0	0	0
School (Staff)	In	1	0	1	4	2	1	0	9	0	0	0	0	0	0	0	0
90 staff	Out	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	1	0	1	4	2	1	0	9	0	0	0	0	0	0	0	0
TOTAL TRIPS	In	**100**	**108**	**173**	**367**	**15**	**1,574**	**25**	**2,362**	**200**	**259**	**253**	**700**	**22**	**3,057**	**14**	**4,505**
	Out	**282**	**319**	**274**	**1,482**	**72**	**2,381**	**47**	**4,857**	**188**	**242**	**246**	**677**	**22**	**2,966**	**14**	**4,355**
	Total	**382**	**427**	**447**	**1,849**	**87**	**3,955**	**72**	**7,219**	**388**	**501**	**499**	**1,377**	**44**	**6,023**	**28**	**8,860**

LAND USE		PM								SAT (1-2PM)							
		Auto	Taxi	Bus	Subway	Railroad	Walk	Other	Total	Auto	Taxi	Bus	Subway	Railroad	Walk	Other	Total
Residential	In	230	227	202	1,307	70	1,404	45	3,485	127	125	112	724	39	778	25	1,930
5762 dwelling units	Out	99	97	87	560	30	602	19	1,494	127	125	112	724	39	778	25	1,930
	Total	329	324	289	1,867	100	2,006	64	4,979	254	250	224	1,448	78	1,556	50	3,860
Hotel	In	67	133	22	178	0	341	0	741	34	67	11	90	0	172	0	374
1200 rooms	Out	36	72	12	96	0	183	0	399	26	53	9	71	0	135	0	294
	Total	103	205	34	274	0	524	0	1,140	60	120	20	161	0	307	0	668
Local Retail	In	25	37	75	75	0	1,031	0	1,243	29	43	86	86	0	1,192	0	1,436
168000 gsf	Out	25	37	75	75	0	1,031	0	1,243	29	43	86	86	0	1,192	0	1,436
	Total	50	74	150	150	0	2,062	0	2,486	58	86	172	172	0	2,384	0	2,872
Destination Retail	In	21	9	18	61	5	116	0	230	27	12	24	60	0	177	0	300
42000 gsf	Out	23	10	21	69	5	131	0	259	25	11	22	55	0	164	0	277
	Total	44	19	39	130	10	247	0	489	52	23	46	115	0	341	0	577
Elementary School	In	0	0	0	0	0	19	0	19	0	0	0	0	0	0	0	0
420 students	Out	1	0	0	0	0	37	1	39	0	0	0	0	0	0	0	0
(Includes parents walking students)	Total	1	0	0	0	0	56	1	58	0	0	0	0	0	0	0	0
Intermediate School	In	0	0	1	1	0	2	0	4	0	0	0	0	0	0	0	0
330 students	Out	0	0	5	2	0	6	0	13	0	0	0	0	0	0	0	0
	Total	0	0	6	3	0	8	0	17	0	0	0	0	0	0	0	0
School (Staff)	In	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
90 staff	Out	0	0	1	2	1	0	0	4	0	0	0	0	0	0	0	0
	Total	0	0	1	2	1	0	0	4	0	0	0	0	0	0	0	0
TOTAL TRIPS	In	**342**	**406**	**319**	**1,621**	**74**	**2,913**	**45**	**5,720**	**217**	**248**	**233**	**960**	**39**	**2,319**	**25**	**4,041**
	Out	**184**	**217**	**200**	**803**	**36**	**1,991**	**20**	**3,451**	**208**	**233**	**229**	**936**	**39**	**2,269**	**25**	**3,939**
	Total	**526**	**623**	**519**	**2,424**	**110**	**4,904**	**65**	**9,171**	**425**	**481**	**462**	**1,896**	**78**	**4,588**	**50**	**7,980**

Table 3D:
Person Trips – Affordable Housing Sites

DEVELOPMENT		AM								MD							
		Auto	Taxi	Bus	Subway	Railroad	Walk	Other	Total	Auto	Taxi	Bus	Subway	Railroad	Walk	Other	Total
NINTH AVENUE SITE	In	7	3	13	31	12	23	0	89	4	6	12	14	0	123	0	159
	Out	4	6	12	20	1	42	0	85	4	6	12	14	0	126	0	162
	Total	11	9	25	51	13	65	0	174	8	12	24	28	0	249	0	321
TENTH AVENUE SITE	In	2	3	5	8	0	31	0	49	5	8	16	20	1	148	0	198
	Out	7	11	22	36	2	75	0	153	5	8	16	20	1	148	0	198
	Total	9	14	27	44	2	106	0	202	10	16	32	40	2	296	0	396
		PM								SAT (1-2PM)							
NINTH AVENUE SITE	In	5	7	14	22	2	69	0	119	3	5	10	14	0	71	0	103
	Out	9	6	19	41	14	58	0	147	3	5	10	14	0	69	0	101
	Total	14	13	33	63	16	127	0	266	6	10	20	28	0	140	0	204
TENTH AVENUE SITE	In	8	13	25	38	2	119	0	205	5	9	17	24	1	106	0	162
	Out	4	7	13	19	1	89	0	133	5	9	17	24	1	106	0	162
	Total	12	20	38	57	3	208	0	338	10	18	34	48	2	212	0	324

Tables 4A, 4B and 4C provide an estimate of the incremental net change in peak hour vehicle trips (auto, taxi and truck) that would occur in 2019 with implementation of the proposed action at the Western Rail Yard site under the Maximum Commercial Scenario, the Maximum Residential Scenario with Office Option and the Maximum Residential Scenario with Hotel Option, respectively, for each analysis hour. Table 4D provides an estimate of the incremental net change in peak hour vehicle trips that would occur in 2019 with implementation of the proposed action at the Additional Housing Site locations.

As shown in Table 4A, total vehicle trips generated by the Western Rail Yard development site under the Maximum Commercial Scenario would increase by approximately 910 in the weekday AM peak hour, 760 in the weekday midday peak hour, 1,080 in the weekday PM peak hour and 600 in the Saturday peak hour. In the weekday AM peak hour there would be a net increase of approximately 460 auto trips (inbound and outbound combined) and a net increase of approximately 410 taxi trips. (All taxi trips have been balanced to reflect that a proportion of taxis dropping off inbound passengers would be available to accommodate outbound trips). In the weekday midday peak hour, auto and taxi trips would increase by 230 and 490, respectively, in the weekday PM peak hour, auto trips and taxi trips would increase by 540 and 520, respectively, while in the Saturday peak hour, auto trips and taxi trips would increase by approximately 200 and 370. Truck trips would increase by approximately 40 to 50 in the weekday AM peak hour and midday peak hours and 10 in the PM peak hour. Truck trips generated by the Western Rail Yard development site would increase by about 20 during the Saturday peak hour.

Vehicle trips generated by the Maximum Residential Scenario with Office Option would be less in total for all weekday time periods, as shown in Table 4B, but higher for taxi vehicle trips during the AM peak hour and in overall vehicle trips generated on Saturday. As indicated in Table 4C, taxi trips would be highest for the Maximum Residential Scenario with Hotel Option for the AM, PM and Saturday peak hours and highest in vehicle trips generated overall during the Saturday peak hour.

Vehicle trips that would be generated by the Additional Housing Sites are projected to be a maximum of 28 vehicle trips and 23 vehicle trips at the Tenth Avenue and Ninth Avenue sites, respectively, during the PM peak hour and a maximum of 51 vehicle trips combined for the two sites. As noted above, transportation planning factors for office were conservatively applied for the proposed MTA training facility at the Ninth Avenue site.

Table 4A:
Vehicle Trips – Western Rail Yard
Maximum Commercial Scenario

LAND USE		AM						MD					
		Auto	Truck	School Bus	Taxi	Balanced Taxi (1)	Total	Auto	Truck	School Bus	Taxi	Balanced Taxi (1)	Total
Residential	In	20	8	0	24	---	52	35	6	0	41	---	82
4624 dwelling units	Out	116	8	0	134	---	258	35	6	0	41	---	82
	Total	136	16	0	158	---	310	70	12	0	82	---	164
Office	In	267	12	0	76	---	355	34	12	0	61	---	107
2185000 gsf	Out	11	12	0	3	---	26	37	12	0	66	---	115
	Total	278	24	0	79	---	381	71	24	0	127	---	222
Local Retail	In	5	2	0	9	---	16	31	3	0	55	---	89
176400 gsf	Out	5	2	0	9	---	16	31	3	0	55	---	89
	Total	10	4	0	18	---	32	62	6	0	110	---	178
Destination Retail	In	0	1	0	0	---	1	12	1	0	5	---	18
44100 gsf	Out	0	1	0	0	---	1	10	1	0	4	---	15
	Total	0	2	0	0	---	2	22	2	0	9	---	33
Elementary School	In	15	0	2	5	---	22	0	0	0	0	---	0
420 students	Out	15	0	2	0	---	17	0	0	0	0	---	0
	Total	30	0	4	5	---	39	0	0	0	0	---	0
Intermediate School	In	0	0	0	0	---	0	0	0	0	0	---	0
330 students	Out	0	0	0	0	---	0	0	0	0	0	---	0
	Total	0	0	0	0	---	0	0	0	0	0	---	0
School (Staff)	In	1	0	0	0	---	1	0	0	0	0	---	0
90 staff	Out	0	0	0	0	---	0	0	0	0	0	---	0
	Total	1	0	0	0	---	1	0	0	0	0	---	0
TOTAL TRIPS	**In**	**308**	**23**	**2**	**114**	**203**	**536**	**112**	**22**	**0**	**162**	**247**	**381**
	Out	**147**	**23**	**2**	**146**	**203**	**375**	**113**	**22**	**0**	**166**	**247**	**382**
	Total	**455**	**46**	**4**	**260**	**406**	**911**	**225**	**44**	**0**	**328**	**494**	**763**

LAND USE		PM						SAT (1-2PM)					
		Auto	Truck	School Bus	Taxi	Balanced Taxi (1)	Total	Auto	Truck	School Bus	Taxi	Balanced Taxi (1)	Total
Residential	In	112	1	0	130	---	243	62	6	0	72	---	140
4624 dwelling units	Out	48	1	0	56	---	105	62	6	0	72	---	140
	Total	160	2	0	186	---	348	124	12	0	144	---	280
Office	In	16	5	0	5	---	26	9	1	0	15	---	25
2185000 gsf	Out	307	5	0	88	---	400	7	1	0	12	---	20
	Total	323	10	0	93	---	426	16	2	0	27	---	45
Local Retail	In	16	0	0	28	---	44	18	3	0	32	---	53
176400 gsf	Out	16	0	0	28	---	44	18	3	0	32	---	53
	Total	32	0	0	56	---	88	36	6	0	64	---	106
Destination Retail	In	11	0	0	5	---	16	14	1	0	6	---	21
44100 gsf	Out	12	0	0	5	---	17	13	1	0	6	---	20
	Total	23	0	0	10	---	33	27	2	0	12	---	41
Elementary School	In	1	0	1	0	---	2	0	0	0	0	---	0
420 students	Out	1	0	1	0	---	2	0	0	0	0	---	0
	Total	2	0	2	0	---	4	0	0	0	0	---	0
Intermediate School	In	0	0	0	0	---	0	0	0	0	0	---	0
330 students	Out	0	0	0	0	---	0	0	0	0	0	---	0
	Total	0	0	0	0	---	0	0	0	0	0	---	0
School (Staff)	In	0	0	0	0	---	0	0	0	0	0	---	0
90 staff	Out	0	0	0	0	---	0	0	0	0	0	---	0
	Total	0	0	0	0	---	0	0	0	0	0	---	0
TOTAL TRIPS	**In**	**156**	**6**	**1**	**168**	**261**	**424**	**103**	**11**	**0**	**125**	**185**	**299**
	Out	**384**	**6**	**1**	**177**	**261**	**652**	**100**	**11**	**0**	**122**	**185**	**296**
	Total	**540**	**12**	**2**	**345**	**522**	**1,076**	**203**	**22**	**0**	**247**	**370**	**595**

Table 4B:
Vehicle Trips – Western Rail Yard
Maximum Residential Scenario - Office Option

LAND USE		AM						MD					
		Auto	Truck	School Bus	Taxi	Balanced Taxi (1)	Total	Auto	Truck	School Bus	Taxi	Balanced Taxi (1)	Total
Residential 5347 dwelling units	In	24	10	0	27	---	61	41	7	0	47	---	95
	Out	134	10	0	155	---	299	41	7	0	47	---	95
	Total	158	20	0	182	---	360	82	14	0	94	---	190
Office 1495000 gsf	In	183	8	0	52	---	243	23	8	0	42	---	73
	Out	8	8	0	2	---	18	25	8	0	45	---	78
	Total	191	16	0	54	---	261	48	16	0	87	---	151
Local Retail 176400 gsf	In	5	2	0	9	---	16	31	3	0	55	---	89
	Out	5	2	0	9	---	16	31	3	0	55	---	89
	Total	10	4	0	18	---	32	62	6	0	110	---	178
Destination Retail 44100 gsf	In	0	1	0	0	---	1	12	1	0	5	---	18
	Out	0	1	0	0	---	1	10	1	0	4	---	15
	Total	0	2	0	0	---	2	22	2	0	9	---	33
Elementary School 420 students	In	15	0	2	5	---	22	0	0	0	0	---	0
	Out	15	0	2	0	---	17	0	0	0	0	---	0
	Total	30	0	4	5	---	39	0	0	0	0	---	0
Intermediate School 330 students	In	0	0	0	0	---	0	0	0	0	0	---	0
	Out	0	0	0	0	---	0	0	0	0	0	---	0
	Total	0	0	0	0	---	0	0	0	0	0	---	0
School (Staff) 90 staff	In	1	0	0	0	---	1	0	0	0	0	---	0
	Out	0	0	0	0	---	0	0	0	0	0	---	0
	Total	1	0	0	0	---	1	0	0	0	0	---	0
TOTAL TRIPS	**In**	**228**	**21**	**2**	**93**	**213**	**464**	**107**	**19**	**0**	**149**	**226**	**352**
	Out	**162**	**21**	**2**	**166**	**213**	**398**	**107**	**19**	**0**	**151**	**226**	**352**
	Total	**390**	**42**	**4**	**259**	**426**	**862**	**214**	**38**	**0**	**300**	**452**	**704**

LAND USE		PM						SAT (1-2PM)					
		Auto	Truck	School Bus	Taxi	Balanced Taxi (1)	Total	Auto	Truck	School Bus	Taxi	Balanced Taxi (1)	Total
Residential 5347 dwelling units	In	129	2	0	150	---	281	72	7	0	83	---	162
	Out	55	2	0	64	---	121	72	7	0	83	---	162
	Total	184	4	0	214	---	402	144	14	0	166	---	324
Office 1495000 gsf	In	11	4	0	3	---	18	6	1	0	11	---	18
	Out	210	4	0	60	---	274	5	1	0	8	---	14
	Total	221	8	0	63	---	292	11	2	0	19	---	32
Local Retail 176400 gsf	In	16	0	0	28	---	44	18	3	0	32	---	53
	Out	16	0	0	28	---	44	18	3	0	32	---	53
	Total	32	0	0	56	---	88	36	6	0	64	---	106
Destination Retail 44100 gsf	In	11	0	0	5	---	16	14	1	0	6	---	21
	Out	12	0	0	5	---	17	13	1	0	6	---	20
	Total	23	0	0	10	---	33	27	2	0	12	---	41
Elementary School 420 students	In	1	0	1	0	---	2	0	0	0	0	---	0
	Out	1	0	1	0	---	2	0	0	0	0	---	0
	Total	2	0	2	0	---	4	0	0	0	0	---	0
Intermediate School 330 students	In	0	0	0	0	---	0	0	0	0	0	---	0
	Out	0	0	0	0	---	0	0	0	0	0	---	0
	Total	0	0	0	0	---	0	0	0	0	0	---	0
School (Staff) 90 staff	In	0	0	0	0	---	0	0	0	0	0	---	0
	Out	0	0	0	0	---	0	0	0	0	0	---	0
	Total	0	0	0	0	---	0	0	0	0	0	---	0
TOTAL TRIPS	**In**	**168**	**6**	**1**	**186**	**250**	**425**	**110**	**12**	**0**	**132**	**195**	**317**
	Out	**294**	**6**	**1**	**157**	**250**	**551**	**108**	**12**	**0**	**129**	**195**	**315**
	Total	**462**	**12**	**2**	**343**	**500**	**976**	**218**	**24**	**0**	**261**	**390**	**632**

Table 4C:
Vehicle Trips – Western Rail Yard
Maximum Residential Scenario - Hotel Option

LAND USE		AM						MD					
		Auto	Truck	School Bus	Taxi	Balanced Taxi (1)	Total	Auto	Truck	School Bus	Taxi	Balanced Taxi (1)	Total
Residential	**In**	25	11	0	29	---	65	44	8	0	51	---	103
5762 dwelling units	**Out**	144	11	0	167	---	322	44	8	0	51	---	103
	Total	169	22	0	196	---	387	88	16	0	102	---	206
Hotel	**In**	17	4	0	26	---	47	40	3	0	58	---	101
1200 rooms	**Out**	26	4	0	41	---	71	34	3	0	49	---	86
	Total	43	8	0	67	---	118	74	6	0	107	---	187
Local Retail	**In**	5	2	0	9	---	16	30	3	0	53	---	86
168000 gsf	**Out**	5	2	0	9	---	16	30	3	0	53	---	86
	Total	10	4	0	18	---	32	60	6	0	106	---	172
Destination Retail	**In**	0	1	0	0	---	1	12	1	0	5	---	18
42000 gsf	**Out**	0	1	0	0	---	1	10	1	0	4	---	15
	Total	0	2	0	0	---	2	22	2	0	9	---	33
Elementary School	**In**	15	0	2	5	---	22	0	0	0	0	---	0
420 students	**Out**	15	0	2	0	---	17	0	0	0	0	---	0
	Total	30	0	4	5	---	39	0	0	0	0	---	0
Intermediate School	**In**	0	0	0	0	---	0	0	0	0	0	---	0
330 students	**Out**	0	0	0	0	---	0	0	0	0	0	---	0
	Total	0	0	0	0	---	0	0	0	0	0	---	0
School (Staff)	**In**	1	0	0	0	---	1	0	0	0	0	---	0
90 staff	**Out**	0	0	0	0	---	0	0	0	0	0	---	0
	Total	1	0	0	0	---	1	0	0	0	0	---	0
TOTAL TRIPS	**In**	**63**	**18**	**2**	**69**	**252**	**335**	**126**	**15**	**0**	**167**	**241**	**382**
	Out	**190**	**18**	**2**	**217**	**252**	**462**	**118**	**15**	**0**	**157**	**241**	**374**
	Total	**253**	**36**	**4**	**286**	**504**	**797**	**244**	**30**	**0**	**324**	**482**	**756**

LAND USE		PM						SAT (1-2PM)					
		Auto	Truck	School Bus	Taxi	Balanced Taxi (1)	Total	Auto	Truck	School Bus	Taxi	Balanced Taxi (1)	Total
Residential	**In**	139	2	0	162	---	303	77	8	0	90	---	175
5762 dwelling units	**Out**	60	2	0	69	---	131	77	8	0	90	---	175
	Total	199	4	0	231	---	434	154	16	0	180	---	350
Hotel	**In**	48	0	0	74	---	122	24	0	0	37	---	61
1200 rooms	**Out**	26	0	0	40	---	66	19	0	0	29	---	48
	Total	74	0	0	114	---	188	43	0	0	66	---	109
Local Retail	**In**	15	0	0	27	---	42	17	3	0	31	---	51
168000 gsf	**Out**	15	0	0	27	---	42	17	3	0	31	---	51
	Total	30	0	0	54	---	84	34	6	0	62	---	102
Destination Retail	**In**	10	0	0	5	---	15	14	1	0	6	---	21
42000 gsf	**Out**	12	0	0	5	---	17	12	1	0	6	---	19
	Total	22	0	0	10	---	32	26	2	0	12	---	40
Elementary School	**In**	1	0	1	0	---	2	0	0	0	0	---	0
420 students	**Out**	1	0	1	0	---	2	0	0	0	0	---	0
	Total	2	0	2	0	---	4	0	0	0	0	---	0
Intermediate School	**In**	0	0	0	0	---	0	0	0	0	0	---	0
330 students	**Out**	0	0	0	0	---	0	0	0	0	0	---	0
	Total	0	0	0	0	---	0	0	0	0	0	---	0
School (Staff)	**In**	0	0	0	0	---	0	0	0	0	0	---	0
90 staff	**Out**	0	0	0	0	---	0	0	0	0	0	---	0
	Total	0	0	0	0	---	0	0	0	0	0	---	0
TOTAL TRIPS	**In**	**213**	**2**	**1**	**268**	**275**	**491**	**132**	**12**	**0**	**164**	**238**	**382**
	Out	**114**	**2**	**1**	**141**	**275**	**392**	**125**	**12**	**0**	**156**	**238**	**375**
	Total	**327**	**4**	**2**	**409**	**550**	**883**	**257**	**24**	**0**	**320**	**476**	**757**

Table 4D:
Vehicle Trips – Affordable Housing Sites

DEVELOPMENT		AM					MD				
		Auto	Truck	Taxi	Balanced Taxi [1]	Total	Auto	Truck	Taxi	Balanced Taxi [1]	Total
NINTH AVENUE SITE	In	4	0	2	5	9	2	0	4	6	8
	Out	2	0	4	5	7	3	0	4	6	9
	Total	6	0	6	10	16	5	0	8	12	17
TENTH AVENUE SITE	In	1	0	2	10	11	3	0	5	8	11
	Out	4	0	9	10	14	3	0	5	8	11
	Total	5	0	11	20	25	6	0	10	16	22

DEVELOPMENT		PM					SAT (1-2PM)				
		Auto	Truck	Taxi	Balanced Taxi [1]	Total	Auto	Truck	Taxi	Balanced Taxi [1]	Total
NINTH AVENUE SITE	In	3	0	5	7	10	2	0	3	5	7
	Out	6	0	4	7	13	2	0	3	5	7
	Total	9	0	9	14	23	4	0	6	10	14
TENTH AVENUE SITE	In	5	0	9	10	15	3	0	6	9	12
	Out	3	0	5	10	13	3	0	6	9	12
	Total	8	0	14	20	28	6	0	12	18	24

VEHICLE TRIP DISTRIBUTION

A geographical distribution of vehicle trips to and from the Western Rail Yard development sites was developed based upon various sources of New York metropolitan area travel pattern data as the first step in the auto, taxi and truck vehicle assignment process.

The two largest vehicle trip generating elements of the proposed action are the residential and office components. Auto trip distributions were developed for the residential and office development components based upon 2000 Census Journey to Work data for the AM peak period. The residential distribution was based upon Journey to Work "Residence of Worker" data and the office distribution was based upon Reverse Journey to Work "Place of Work" data for origins and destinations in the Manhattan Central Business District (CBD), respectively. Trip origins and destinations included the Manhattan CBD, geographic areas of Manhattan outside the CBD, the other four New York City boroughs, upstate New York east and west of the Hudson River, New Jersey and Connecticut. The general travel patterns of work trips by auto from Manhattan CBD residences to employment destinations outside the Manhattan CBD and of work trips by auto to Manhattan CBD work destinations were defined considering the trip geographic origins or destinations and the area highway system. Retail trip distributions were based upon work trips by auto into the Manhattan CBD from only Manhattan origins, thus more closely replicating the shorter trip length characteristics of retail trips into the Manhattan CBD, with 5 per cent retail auto trips to and from New Jersey assumed to use the Lincoln Tunnel. It was assumed that trip distributions of school staff would be similar to that of the office trips while trip distributions auto and taxi trips by parents transporting elementary school children to and from school would primarily be within ¾ mile of the Western Rail Yard. The vehicle trip distribution of trips that would be generated by the hotel was adopted from the distributed developed for the Expanded Moynihan/Penn Station Redevelopment Project based upon the New York Metropolitan Transportation Council (NYMTC) Hub Bound 2003 Travel Report. Likewise, trip distributions of taxi trips were derived from taxi trip distributions developed for the Moynihan/Penn Station Project based upon the *New York City Fact Book* by Schaller Consulting.

Table 5 provides the resulting trip distributions by into and out of the area by direction (north, south east and Lincoln Tunnel) for auto and taxi trips. Most auto trips are projected to depart and approach the area to and from the east, primarily due to the volume of auto trips to and from Queens and Long Island as well as some use of the FDR Drive to and from the study area from points north and south. Taxi trip distributions indicate a more predominate pattern to and from the north, likely attributed to the dense close-in residential development on the upper West Side.

Table 5:
Auto and Taxi Trip Distribution

Land Use	North	South	East	Lincoln Tunnel	Total
Auto Trips[1]					
Residential[2]	23%	22%	41%	14%	100%
Office, School Staff[3]	26%	17%	44%	13%	100%
Retail[4]	35%	22%	38%	5%	100%
Hotel[5]	35%	15%	40%	10%	100%
Taxi Trips[6]					
Residential	45%	10%	40%	5%	100%
Office, School Staff	45%	20%	35%	0%	100%
Retail	50%	20%	30%	0%	100%
Hotel	45%	10%	40%	5%	100%

Notes:

1. Based upon 2000 Census Journey to Work data regional distribution of Manhattan CBD auto trips. Manhattan CBD is defined as the area bounded by 23rd Street, 59th Street, Third Avenue, and Eighth Avenue (Census Tracts 56, 58, 68, 72, 74, 76, 80, 82, 84, 91, 92, 94, 95, 96, 100, 101, 102, 104, 109, 112.01, 112.02, 112.03, 113, 119, 125, 131, and 137). Elementary school pick-up/drop-off trip lengths assumed 3/4 mile or less.

2. Based Upon 2000 Census Journey to Work "Residence of Worker" data

3. Based upon 2000 Census Reverse Journey to Work "Place of Work" data

4. Manhattan distribution of Reverse Journey to Work "Place of Work" Data w ith assumption for Lincoln Tunnel trips

5. Estimates developed for the Moynihan/Penn Station Redevelopment Project based upon The Hub-Bound 2003 Travel Report, NYMTC, February 2006.

6. Estimates developed for the Moynihan/Penn Station Redevelopment Project, based upon The New York City Fact Book, Schaller Consulting, March, 2006. Elementary school pick-up/drop-off trip lengths assumed 3/4 mile or less.

Truck trip distributions were derived from the truck trip distributions used for the *No. 7 Subway Extension – Hudson Yards Rezoning and Development FGEIS* and are indicated on Table 6. Most truck trips are projected to approach and depart the area to and from the east.

Table 6:
Truck Trip Distribution

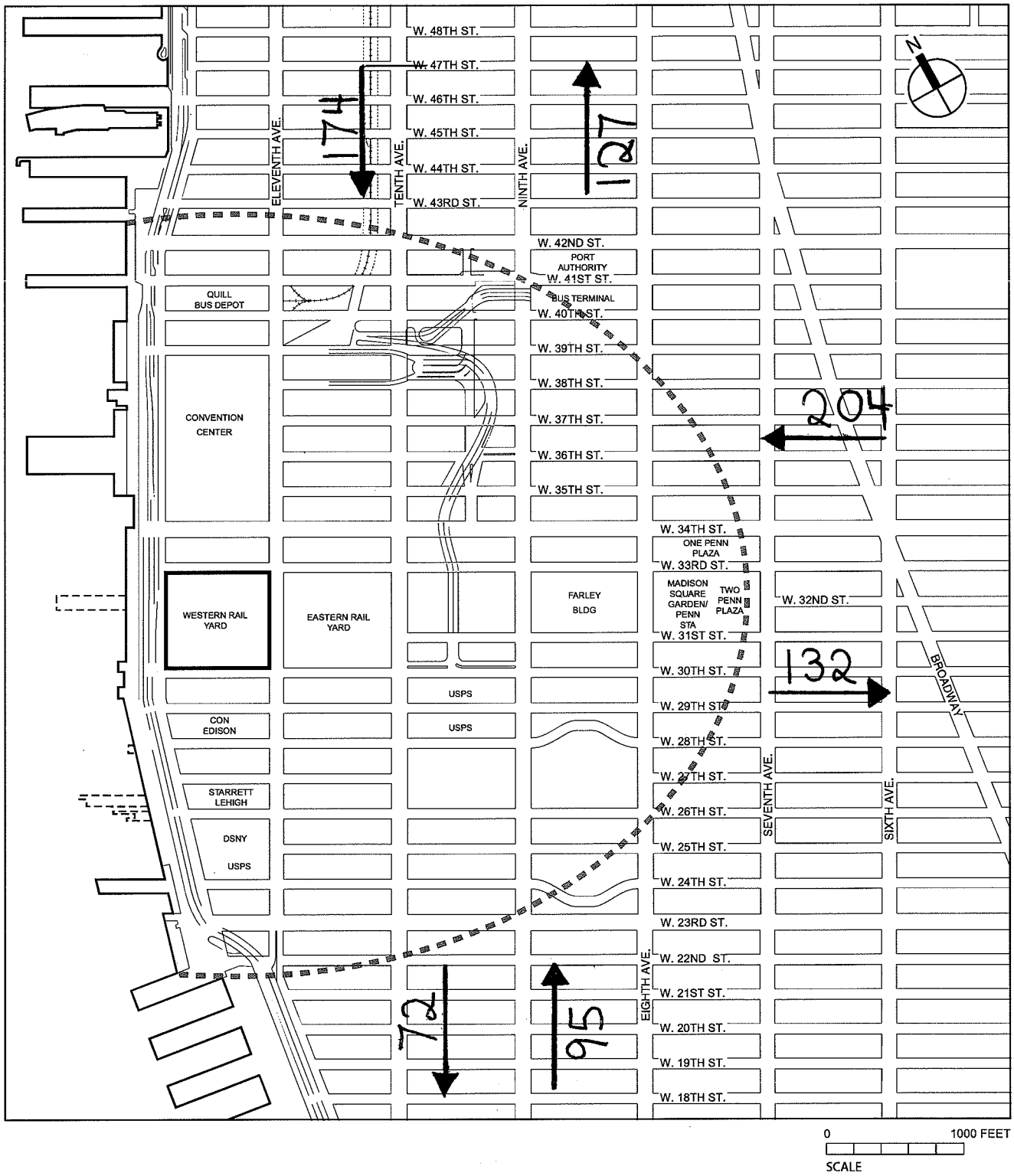
Direction	North	South	East	Lincoln Tunnel	Total
Inbound	27%	22%	41%	10%	100%
Outbound	21%	23%	46%	10%	100%

Notes:

Source: No. 7 Subway Extension - Hudson Yards Rezoning and Development Program FGEIS, 2004.

The distribution of vehicle trips to the north, south and east for the AM, midday and PM peak hours that would be generated by development on the Western Rail Yard project site under the Maximum Commercial Scenario is provided on Figures 2, 3 and 4. This scenario is projected to generate the highest level of incremental vehicle trips during these analysis hours. The distribution of vehicle trips to the north, south and east for the Maximum Residential Scenario with Hotel Option, which is projected to generate the most incremental vehicle trips for Saturday, is provided on Figure 5.

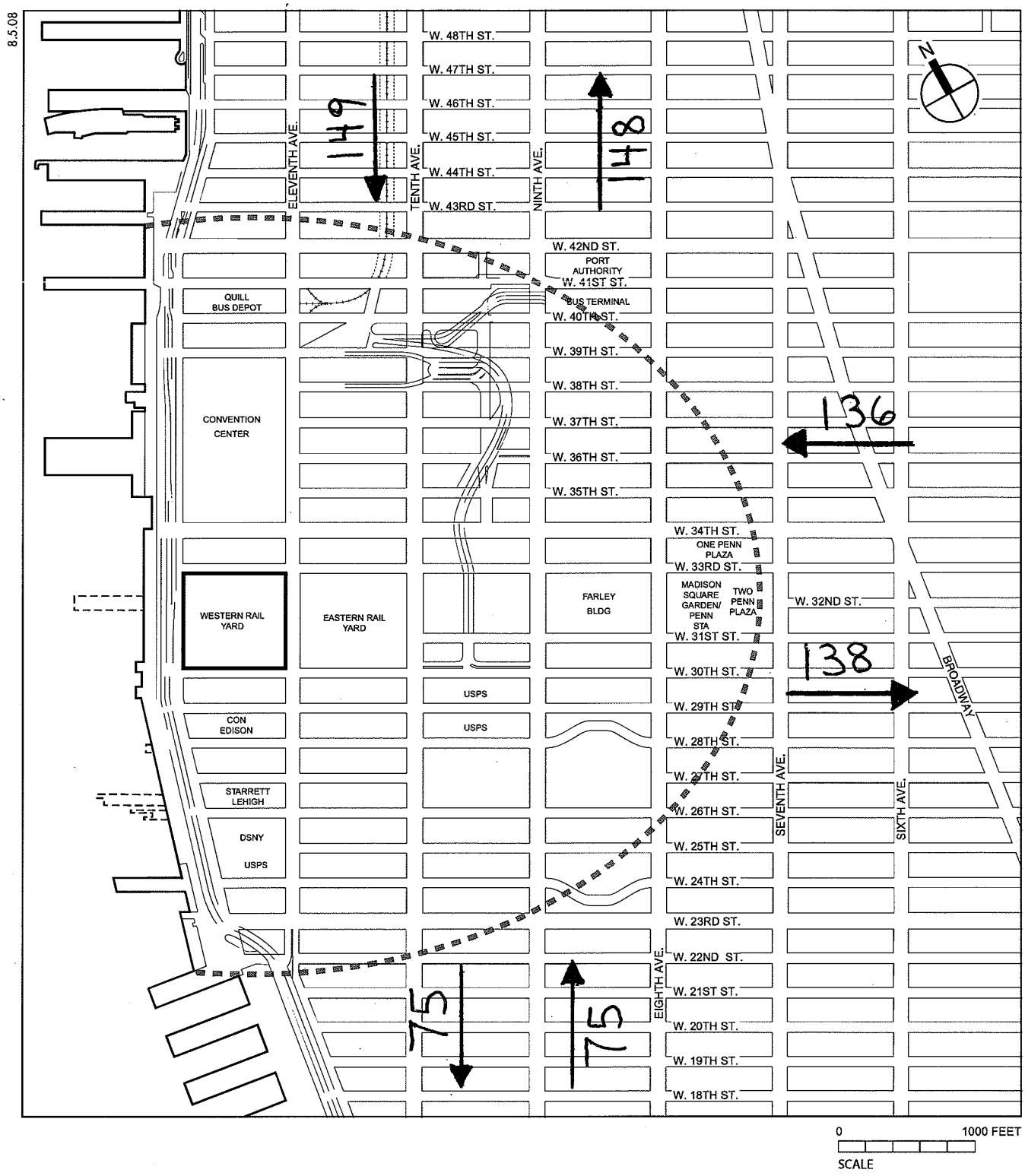
8.5.08



Vehicle Trips
AM PEAK HOUR

WESTERN **RAIL YARD**

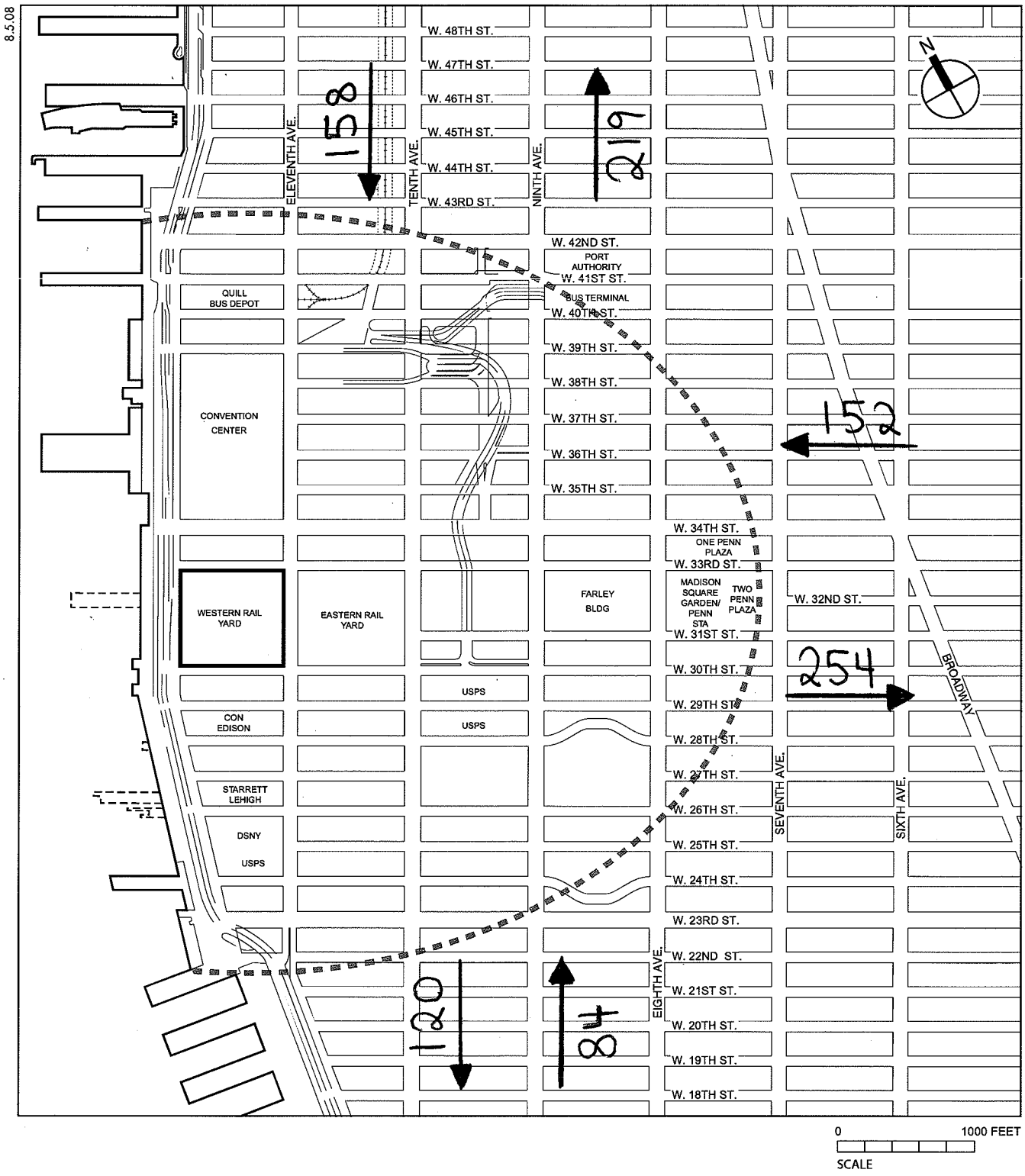
Figure 2



Vehicle Trips
MD PEAK HOUR

WESTERN **RAIL YARD**

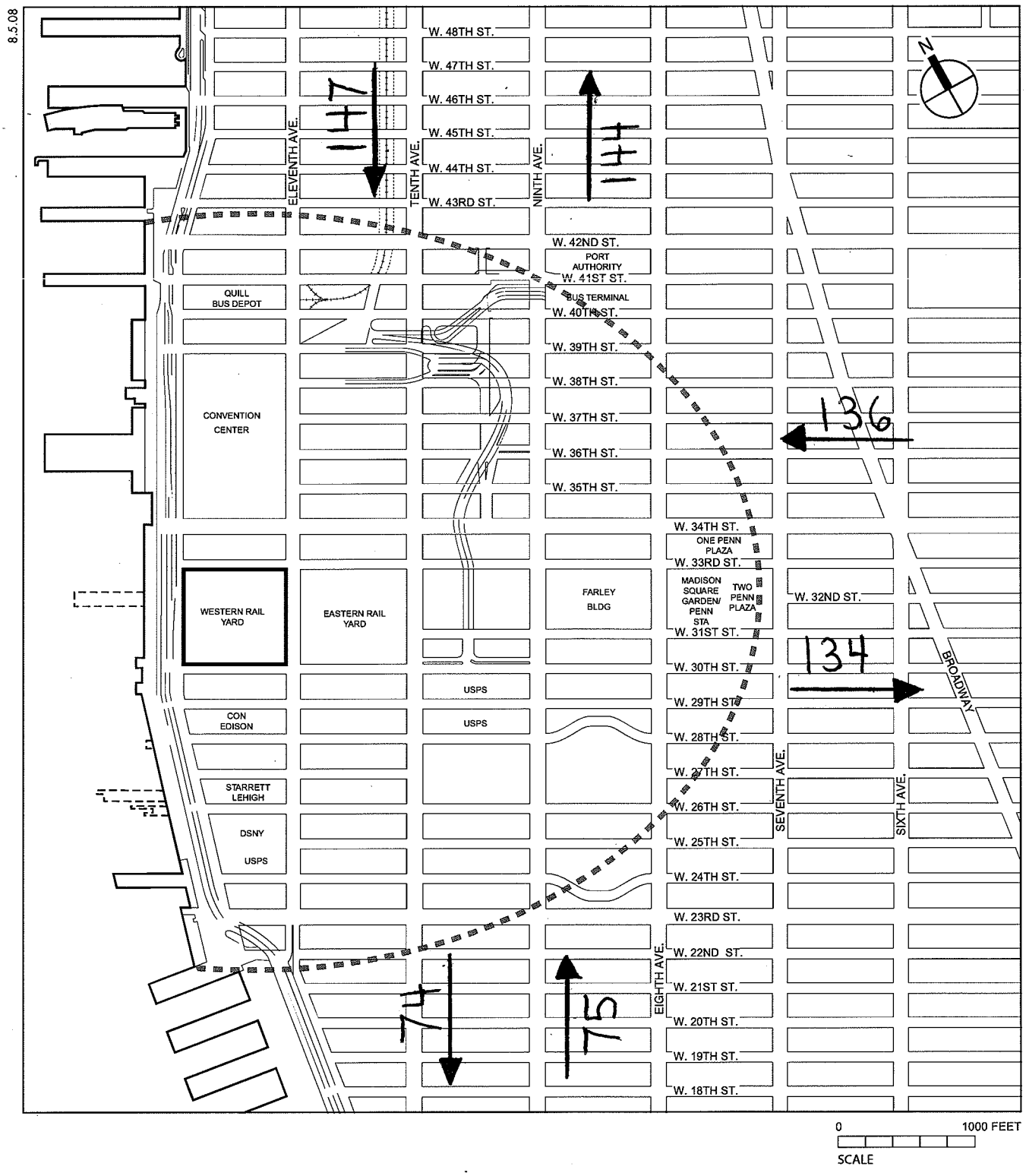
Figure 3



Vehicle Trips
PM PEAK HOUR

WESTERN **RAIL YARD**

Figure 4



Vehicle Trips
SAT MD PEAK HOUR

WESTERN **RAIL YARD**

Figure 5

PARKING

Overnight parking demand generated by the residential development component of the Western Rail Yard will be forecast assuming a rate of 0.32 spaces per dwelling unit based on 2000 US Census vehicle ownership data for comparable neighborhoods in Manhattan.[1] Weekday midday parking demand for the residential development component will be forecast using the transportation planning factors discussed above and the 24 hour temporal distributions from Appendix S-1 of the Hudson Yards FGEIS. Weekday midday parking demand generated by the office and retail development components will be forecast using the transportation planning factors discussed above and the 24 hour temporal distributions from Appendix S-1 of the Hudson Yards FGEIS.

Based on the transportation planning factors discussed above and the Western Rail Yard development program defined in Table 1A for the Maximum Commercial Scenario, the proposed project is expected to generate a parking demand of approximately 1,540 spaces during the weekday overnight period and approximately 1,800 spaces during the weekday midday period. For the Maximum Residential Scenario with Office Option as defined in Table 1B, the proposed project is expected to generate a parking demand of approximately 1,780 spaces during the weekday overnight period and approximately 1,860 spaces during the weekday midday period. For the Maximum Residential Scenario with Hotel Option as defined in Table 1C, the proposed project is expected to generate a parking demand of approximately 1,995 spaces during the weekday overnight period and approximately 1,700 spaces during the weekday midday period.

The parking demand during the weekday overnight period reflects the peak demand from the residential and hotel development components and the parking demand during the weekday midday period reflects the peak demand from the office, retail and school development components combined with the demand from the residential development component. To partially accommodate projected parking demand from the Western Rail Yard development, it is anticipated that the proposed project will provide a total of 1,600 accessory parking spaces.

The analysis of off-street parking conditions included an inventory and occupancy levels of all public parking located within a 1/2-mile radius of the project site. The weekday legal on-street parking supply in the project area is very limited. The analysis of on-street parking conditions will therefore include a map showing curbside parking regulations within a 1/2-mile radius of the project site and a qualitative description of general parking utilization levels within this area.

[1] Calculated using 2000 US Census Table SF3 HU-H10 using a weighted average of 80% Upper East Side data (Census tracts bounded by 59th Street, 96th Street, Central Park, and the East River) and 20% Hudson Yards area data (Census tracts 99, 101, 103, 109, 111, 115, 117, and 129).

TRANSIT

The projected total person trips by mode for the two Development Scenarios plus Options at the Western Rail Yard development site are provided in Table 3A through 3C above. A comparison of the projected person trips indicated that the Maximum Commercial Scenario would generate the highest level of subway and bus trips during all the weekday transit analysis peak hours. For a conservative analysis, transit analysis would therefore be conducted for the Maximum Commercial Scenario. As indicated in Table 3D above, neither the Ninth nor Tenth Avenue Additional Housing sites would generate 200 bus or subway trips, and thus transit analysis for these sites is not required.

As shown in Tables 7 and 8, transit trips for the Maximum Commercial Scenario were assigned to various transit facilities including bus routes, subway stations, and commuter rail stations in the study area. Transit trip distributions were based on the 2000 Census Data. Residential transit trips were assigned based on 2000 Census Journey-to-Work origin-destination data while trips for office and other land uses were assigned based on 2000 Census Reverse Journey-to-Work origin-destination data.

Table 7:
Subway and Railroad Trip Assignments

Station	AM (In)	AM (Out)	AM (Total)	PM (In)	PM (Out)	PM (Total)
Subway Stations						
No. 7 Line New Station[1]	1,401	656	**2,115**	717	1,736	**2,453**
Eighth Ave Line (A, C, E Routes)	788	454	**1,241**	491	1,020	**1,510**
Seventh Ave Line (1, 2, 3 Routes)	241	112	**353**	125	307	**432**
Sixth Ave Line	102	53	**156**	58	132	**190**
Railroad Stations						
Metro-North (GCT)	15	13	**27**	12	20	**32**
LIRR (GCT)[2]	54	9	**64**	10	64	**75**
LIRR (Penn Station)	100	8	**108**	10	116	**125**
New Jersey Transit (Penn Station)	282	26	**308**	31	329	**360**
New Jersey Transit (NYPSE)[3]	387	35	**422**	43	451	**494**
PATH	69	5	**74**	7	80	**87**

Notes:
1. No. 7 Line New Station – a new station at 34th Street and Eleventh Avenue.
2. LIRR (GCT) – a new LIRR station at the Grand Central Terminal as part of the East Side Access Project.
3. New York Penn Station Expansion (NYPSE) – a new station on 34th Street as part of the ARC Project.
4. Detailed transit analysis is not required for the highlighted stations based on CEQR criteria.

Source:
Person trips are based on trip generation forecasts for the Development Site
Distribution is based on 2000 Census Data

Subway and Railroad Trip Assignments

Trip assignments for each subway and rail station are discussed below.

New Station (No. 7 Line) – West 34th Street at Eleventh Avenue

Based upon current plans, this new station would have two entrances: the West 34th Street and Hudson Boulevard Entrance (main entrance) and the West 35th Street and Hudson Boulevard Entrance. It is assumed that all projected subway trips at this station would use the main entrance since it is closer to the project site.

34th Street Station at Eighth Avenue (A, C, E)

- It is assumed that the majority of the subway trips projected for this station would be assigned to stairways at the West 33rd Street access points. It was assumed that southbound local train and northbound and southbound express train passengers walking to or from the proposed development would most likely use street access points located along the west side of Eighth Avenue. These subway station elements are: S2/P2AB and S4/P3 at the West 33rd Street. Conversely, northbound local train passengers walking to or from the proposed development would most likely use street access points located along the east side of Eighth Avenue. These street stairs are: S1/P1and S5/P4 at West 33rd Street.
- For passengers using bus service along 34th Street, it is assumed that S8/P7AB and S9/P8AB (located on the north side of West 34th Street) would be the most likely access points used by inbound passengers to transfer for westbound M34 bus. Conversely, S5/P7AB and S6/P8AB (located on the south side of West 34th Street) would be the most likely access points used by outbound passengers to access these subway lines from eastbound M34 bus.
- Since the stairways at West 35th Street are the furthest access points from the proposed development, no one would be assigned to stairways S10/P9, S12/P11AB, S11/P10AB, and S14/P12AB at West 35th Street.

34th Street Station at Seventh Avenue (1, 2, 3)

- It is likely that subway passengers traveling between the proposed development and the 1, 2, or 3 lines uptown would use the extended No. 7 Line and transfer at the Times Square Station. However, subway passengers traveling between the proposed development and the 1, 2, or 3 lines downtown would opt to walk or use the 34th Street bus due to the improved BRT service.
- The West 32nd Street access stairway (O14AB/O15AB) at street level is located at the northeast corner of Seventh Avenue and West 32nd Street. There is also a connection to the west into Penn Station at Control Area R135. A small portion of the subway trips generated by the proposed development would be assigned to these access points.
- A small portion of the subway trips generated by the proposed development would be assigned to stairways S1/P1/P2 and S2/P4 at the West 33rd Street access points.
- The West 34th Street access points include stairways at the four corners of the Seventh Avenue and West 34th Street. Due to the availability of bus service along 34th Street between the subway and the proposed development, it is assumed that stairways S5/P7AB and S6/P8AB (located on the north side of West 34th Street) would be the most likely access points used to transfer for westbound M34 bus while S3/P5AB and S4/P6AB (located on the south side of West 34th Street) would be the most likely access point used to access these subway lines from eastbound M34 bus.

34th Street Station at Sixth Avenue/Broadway (B, D, F, Q, N, R, V, W)

As shown on Table 7, this station is projected to generate less than 200 subway trips during the AM and PM peak hours. Therefore, no detailed transit analysis will be conducted for this station.

Railroad Stations

The existing Penn Station New York serves as the western terminal for the Long Island Rail Road, the eastern terminal for New Jersey Transit, and a major station stop for Amtrak. Penn Station contains multiple levels, providing access to 21 tracks and 11 platforms, and connections to the Seventh and Eighth Avenue subway lines.

It is anticipated that the Expanded Moynihan/Penn Station Redevelopment Project (Moynihan Project) would be in operation by 2014 and the Access to the Region's Core (ARC) project would in operation by 2016. Since the new access points at the Expanded Moynihan/Penn Station would be closer to the Development Site, it is expected that the majority of the project generated New Jersey Transit trips at Penn Station would use the new access points at West 31st and West 33rd Streets between Eighth and Ninth Avenues and at Ninth Avenue between West 31st and West 33rd Streets. The 308 project generated New Jersey Transit trips for Penn Station is less than 2 percent of the 18,589 existing (2005) New Jersey Transit trips or the 17,157 New Jersey Transit trips projected for the 2030 condition with the ARC Project during the weekday AM peak period. The 422 project generated New Jersey Transit trips from the ARC station is also less than 2 percent of the 23,525 New Jersey Transit trips projected for the 2030 condition with the ARC Project during the weekday AM peak period. In addition, it is expected that both Moynihan Station and the ARC Project would be designed and built in accordance with relevant MTA, LIRR, New Jersey Transit, and Amtrak standards to acceptably process the projected number of users of these facilities and that these two projects would be in operation by 2017 to relieve severely overcrowded conditions at the existing Penn Station.

Several other regional rail systems were examined as part of the transit analysis. The existing Metro-North station and the new LIRR station proposed as part of the East Side Access project would be located at Grand Central Terminal. It is expected that persons would travel between the Project Site and Grand Central Terminal (Metro-North and LIRR trips) on the No. 7 route. Since the Proposed Actions are projected to generate fewer than 200 trips at each of these stations, no detailed analysis is required for these stations. In addition, the 34th Street PATH station is located approximately 0.85 miles to the east of the Development Site. Similarly, since the Proposed Actions are projected to generate fewer than 200 trips at this station, no detailed analysis is required.

Bus Trip Assignments

There are five MTA NYCT local bus routes currently serving the proposed development and/or the study area: M10, M20, M11, M16, M34, and M42. For the north/south bus service in the study area, the M10 and M20 bus routes provide service along Seventh and Eighth Avenues and the M11 bus route provides service along Ninth and Tenth Avenues. The M16 and M34 bus routes provide east/west bus service along 34th Street. These bus routes provide connections to the subway lines with stations along 34th Street enabling the City's entire transit system to be accessible. As shown in Table 8, bus trips were assigned to these bus routes in the study area. The following is a brief description of the bus routes that provide service to the proposed development and/or study area.

Table 8:
Bus Trip Assignments

Total Bus Trips						
Bus Routes	**AM (In)**	**AM (Out)**	**AM (Total)**	**PM (In)**	**PM (Out)**	**PM (Total)**
M23	6	13	19	6	21	27
M34	842	239	1,081	299	940	1,238
M42	19	11	30	17	16	33
M11	171	88	259	75	259	333
M10/M20	60	43	142	46	127	173
Total	1,445	433	1,918	513	1,734	2,246

Note:
1. Detailed transit analysis is not required for the highlighted bus routes based on CEQR criteria.
Source:
Person trips were based on trip generation forecasts for the Development Site.
Distribution was based on 2000 Census Data

M23 via 23rd Street Crosstown
The Proposed Actions are projected to generate fewer than 200 bus trips on this bus route during the AM and PM peak hours. Therefore, no detailed bus capacity analysis is required for the M23 bus.

M16/M34 via 34th Street Crosstown
The M34 provides crosstown service along 34th Street between the Convention Center (Eleventh Avenue) and the FDR Drive. It was assumed that eastbound M34 passengers traveling to or from the proposed development would most likely use the bus stop located along the south side of West 34th Street located to the west of Eleventh Avenue. Conversely, westbound M34 passengers traveling to or from the proposed development would most likely use the bus stop located along the north side of West 34th Street to the west of Eleventh Avenue.

The M16 provides crosstown service along 34th Street between the Port Authority Bus Terminal (West 43rd Street at Ninth Avenue) and FDR Drive/Waterside Plaza. Since the closest bus stop to the proposed development for this route is located at the intersection of Eighth Avenue and West 34th Street, it is assumed that project generated bus trips would most likely use the M34 bus.

M42 via 42nd Street Crosstown
As shown on Table 8, this bus route is projected to generate less than 200 bus trips during the AM and PM peak hours. Therefore, no detailed bus capacity analysis will be conducted for M42.

M11 via Ninth (Columbus) Avenue and Tenth (Amsterdam) Avenue
The M11 operates daily between Bethune/Hudson Streets (Abingdon Square) and West 135th Street at Broadway from about 5:00 AM until midnight. Daily service is extended to Riverbank State Park at West 145th Street/Riverside Drive from between 8:00 AM and 9:00 PM. The major streets of operation are Greenwich Street, Tenth (Amsterdam) Avenue, Riverside Drive, and Ninth (Columbus) Avenue.

It was assumed that northbound M11 passengers walking to or from the proposed development would most likely use the two bus stops located along east side of Eleventh Avenue (one north of 30th Street and the other south of 34th Street). Conversely,

southbound M11 passengers walking to or from the proposed development would most likely use the two bus stops located along the west side of Ninth Avenue (one south of West 30th Street and the other south of West 34th Street).

M10/M20 via Seventh and Eighth Avenues
As shown on Table 8, these bus routes are projected to generate less than 200 bus trips during the AM and PM peak hours. Therefore, no detailed bus capacity analysis will be conducted for M10/M20.

PEDESTRIAN
The proposed project will generate pedestrian traffic along travel routes between the Western Rail Yard development site and connecting to transit service and the adjacent neighborhoods. Quantified analysis of sidewalk, crosswalk, and corner conditions will be conducted, focusing on conditions along major pedestrian corridors such as West 34th Street, Eleventh and Tenth Avenues, and other key locations where high pedestrian activities have been identified and/or projected. As indicated on Tables 3A through 3C above, person trip levels would be highest during the weekday AM, midday and PM peak hours for the Maximum Commercial Scenario. Therefore, weekday pedestrian analysis will be performed for the Maximum Commercial Scenario. Saturday person trip generation is very comparable across all scenarios and options. However, to be consistent with the Saturday traffic analysis, especially with regard to the walk portion of vehicle trips, Saturday pedestrian analysis will be conducted for the Maximum Residential Scenario with Hotel Option.

Project generated pedestrian trips by each mode will be assigned to the pedestrian network in the vicinity of the Western Rail Yard development site using the following assumptions.

- **Ferry:** Ferry-walk trips will be assigned from the Ferry Terminal to/from the development sites via Route 9A at West 34th Streets.
- **Bus:** NYCT data will be utilized to identify the peak load point of each bus route. Trip distribution will be based on the 2000 Census Reverse Journey-to-Work origin-destination data. Bus-walk trips will be traced along the intersection elements (sidewalks, corners, and crosswalks) from the bus stops to/from development sites.
- **Subway:** Pedestrian trips at the existing and proposed subway stations will be assigned to entrances/exits based on the logical walking paths from the platforms (using stairways, escalators, and elevators) to the street level and the proposed development sites.
- **Auto:** The auto-walk pedestrian assignments will be based on the off-street parking analysis. Auto-walk pedestrian trips assigned within the development site will not be added to the pedestrian street network. Auto trips assigned to other parking facilities will be traced from each development site to/from parking facilities based on the parking distribution/traffic assignment.
- **Taxi:** It was assumed that taxi passengers would be dropped off at the closest corner adjacent to the development site. Therefore, taxi-walk trips will not be added to the pedestrian street network.

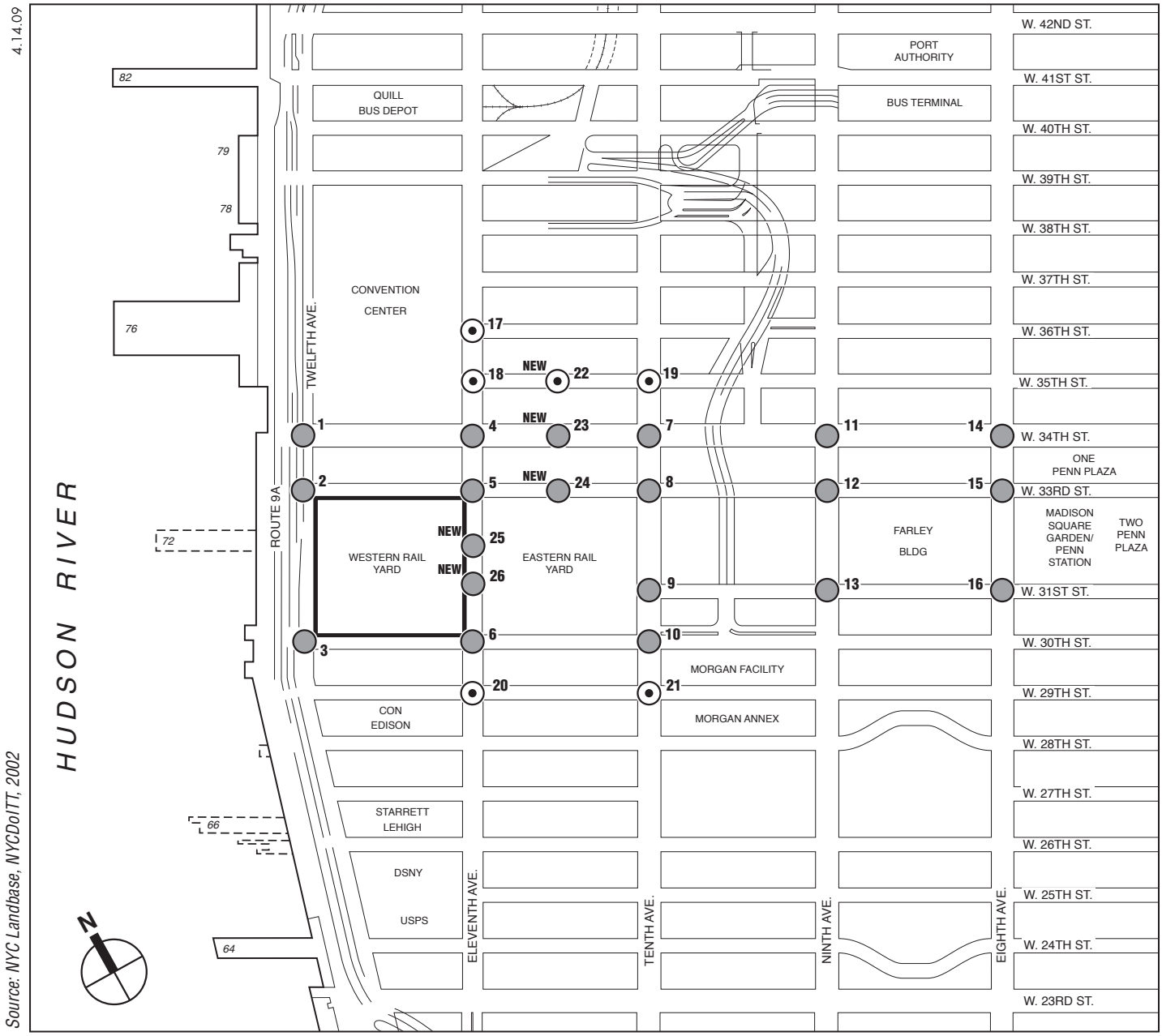
- **Walk-Only:** Walk-Only trips will be assigned to/from every block within ½ mile of the development site. Walk trips will be assigned to each block where potential trips would originate. Since the proposed Western Rail Yard development site will include a mixed use of office, residential, retail, and school; it is assumed that some of the walk-only trips would occur internally at the development site.

Based upon the preliminary pedestrian assignment conducted for the proposed Western Rail Yard development site, a total of 26 intersections (21 existing intersections and 5 new intersections along Hudson Boulevard proposed as part of the Hudson Yards Rezoning Project) including sidewalks, corners, and crosswalks were selected for weekday analysis in the study area. A total of 21 intersections (16 existing and 5 new) were selected for the Saturday Midday analysis. The pedestrian analysis locations are listed below and illustrated on Figure 6.

Pedestrian Analysis Locations:

1. Route 9A and W. 34th Street
2. Route 9A and W. 33rd Street
3. Route 9A and W. 30th Street
4. Eleventh Avenue and W. 34th Street
5. Eleventh Avenue and W. 33rd Street
6. Eleventh Avenue and W. 30th Street
7. Tenth Avenue and W. 34th Street
8. Tenth Avenue and W. 33rd Street
9. Tenth Avenue and W. 31st Street
10. Tenth Avenue and W. 30th Street
11. Ninth Avenue and W. 34th Street
12. Ninth Avenue and W. 33rd Street
13. Ninth Avenue and W. 31st Street
14. Eighth Avenue and W. 34th Street
15. Eighth Avenue and W. 33rd Street
16. Eighth Avenue and W. 31st Street
17. Eleventh Avenue and W. 36th Street (Saturday analysis is not required)
18. Eleventh Avenue and W. 35th Street(Saturday analysis is not required)
19. Tenth Avenue and W. 35th Street (Saturday analysis is not required)
20. Eleventh Avenue and W. 29th Street(Saturday analysis is not required)
21. Tenth Avenue and W. 29th Street (Saturday analysis is not required)
22. Hudson Boulevard and W. 35th Street (new locations in future conditions)
23. Hudson Boulevard and W. 34th Street (new locations in future conditions)
24. Hudson Boulevard and W. 33rd Street (new locations in future conditions)
25. Eleventh Avenue and W. 31st Street (new locations in future conditions)
26. Eleventh Avenue and W. 32nd Street (new locations in future conditions)

Based upon the level of person trips projected to be generated by the Additional Housing Sites on Ninth and Tenth Avenues, as indicated in Table 3D, it is anticipated that limited pedestrian analysis will be conducted in the immediate vicinity of each of the sites.



Pedestrian Analysis Locations

- *Weekday AM, Midday, PM, and Saturday Peak Hours*
- *Weekday AM, Midday, and PM Peak Hours*
- **NEW** *New Future Intersections*

Pedestrian Analysis Locations
Figure 6

Appendix E2:

Western Rail Yard 2019 No Build Assumptions: Hudson Yards Transit and Pedestrian Mitigation Measures

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M E M O R A N D U M

TO: WRY Project File

FROM: Denise Huang/Mike Monteleone (LBG)

DATE: March 10, 2009

SUBJECT: WRY 2019 No Build Assumptions: Hudson Yards Transit and Pedestrian Mitigation Measures

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The purpose of this memo is to consider how the assumptions used to develop the proposed transit and pedestrian mitigation measures in the Hudson Yards FGEIS for the 2025 Build condition relate to the WRY 2019 No Build condition. Since the publication of the No. 7 Subway Extension – Hudson Yards Rezoning and Development Program FGEIS in 2004, the Hudson Yards area of Manhattan has experienced changes in land use and operations in the base condition. In addition, the proposed Hudson Yards development program has changed since the publication of the HY FGEIS. How these changes affect transit and pedestrian operations in the study area and mitigation proposed in the HY FGEIS has been summarized below. This memo should be read in conjunction with Parsons Brinkerhoff's memo of 3/5/09 regarding the use of HY FGEIS traffic mitigation measures in the no-build condition for the WRY.

Changes in Background Conditions

- 34th Street Bus Lanes (Item 1 in PB's Memo) - Signal timing was adjusted within the 34th Street corridor to accommodate the exclusive bus lanes. As a result, the mitigation measures developed for the HY FGEIS at crosswalk and corner locations within the 34th Street corridor would no longer be applicable.
- Changes in Traffic signal timings at intersections along Route 9A (Item 2 in PB's Memo) - Again, these changes would affect the crosswalk and corner mitigation needed for these intersections in the future for Hudson Yards.
- Implementation of a Senior Citizen Area (Item 12 in PB's Memo) - A lower pedestrian walking speed is now required for analyzing intersections in the Senior Citizen Area as defined by DOT. As a result, the mitigation measures developed for intersections within the Senior Citizen Area in the HY FGEIS would no longer be applicable.

Changes in the HY Development Program

- Transit Utilization in PB's Memo - The 10% decrease in auto share would be shifted to transit (bus or subway) as set forth in the Transportation Planning Memo and reflected throughout the analyses. Therefore, the pedestrian volumes and assignment would change at intersections analyzed as part of the HY FGEIS to reflect this.
- Elimination of the Midblock Parking Garage (Item 14 in PB's Memo) - auto-walk trips would need to be reassigned between development sites and other parking facilities due to the elimination of the Midblock Parking Garage.
- Changes in land uses for HY Site #2, Site #4, and Site #32 (Item 15 in PB's Memo) - Pedestrian volumes and assignments for intersections in the vicinity of these sites would change as a result.

- Eastern Rail Yard (Item 16 in PB's Memo) - Pedestrian volumes and patterns projected for all time periods would change in the study area due to changes in the ERY land use assumptions. In addition, pedestrian circulation within the ERY, walking paths connecting ERY to public streets and the proposed publicly accessible street system have changed since the HY FGEIS. The new public access street would be extended from 33rd Street to 31st Street within the ERY site. In addition, signals will be installed at two new intersections (31st and 32nd Streets) at 11th Avenue. As a result, pedestrian mitigation measures proposed in the HY FGEIS would not be applicable for all intersections surrounding this site including: 11th Avenue and 30th Street, 11th Avenue and 33rd Street, 10th Avenue and 33rd Street, 10th Avenue and 31st Street, 10th Avenue and 30th Street, and Hudson Boulevard and 33rd Street.
- Convention Center Expansion (Item 17 in PB's Memo) – The Convention Center Expansion is no longer part of Hudson Yards. Therefore, pedestrian trips and improvements associated with the Convention Center Expansion in HY FGEIS need to be removed from the transit and pedestrian network. Therefore, mitigation measures required for the Convention Center site along 11th Avenue between 29th and 42nd Streets would no longer be applicable.
- Multi-Use Facility (MUF) (Item 18 in PB's Memo) - The MUF is no longer part of Hudson Yards. Since the HY FGEIS assumed events would be held at the MUF as part of the Convention Center Expansion, pedestrian trips associated with events at the MUF would be removed from the transit and pedestrian network.
- Moynihan Station Project (Item 19 in PB's Memo) - The HY FGEIS included only the expansion of the station and did not include pedestrian trips for the additional approximately 3 million square feet of development that is proposed. Pedestrian volumes at intersections surrounding the new development sites would increase with the inclusion of this development. As a result, pedestrian mitigation measures in the HY FGEIS would no longer be applicable at intersections along 8th and 9th Avenues at 31st, 33rd, and 34th Streets.
- ARC Project - The ARC project was not defined in HY FGEIS and pedestrian volumes and assignments associated with this project were not included in HY FGEIS. Pedestrian volumes (both new and reassigned) for the project from the most current EIS would be used. In addition, pedestrian mitigation measures proposed as part of the ARC project would also be used.

Changes in No. 7 Line Subway Extension

There are several changes to the proposed No. 7 Line Subway Extension since the HY FGEIS.

- The HY FGEIS assumed the No. 7 Line extension would be built and in operation by 2010. The opening year of the No. 7 Line extension has changed to 2013.
- The Tenth Avenue Station - Although the HY FGEIS assumed this station would be in operation in 2025, it is not anticipated to be in operation by 2019. As a result, this station will not be included in the 2019 No Build condition and a portion of the No Build pedestrian trips expected by 2019 would be rerouted to the 34th Street at 11th Avenue station or to local bus stops as a means to transfer for subway stations along 42nd Street, or walk to 42nd Street station at 8th Avenue.34th Street Station at 11th Avenue - The Side Platform in the HY FGEIS will be eliminated and only the Island Platform at this station will be included in the current plan. The HY FGEIS assumed two access points for the 34th Street Station at 11th Avenue. One was proposed in the Hudson Park between 33rd and 34th Streets and the other was proposed at the southeast corner of 36th Street and 11th Avenue. The station access proposed at 36th Street has been changed to 35th Street at the northeast corner of Hudson Park since the HY FGEIS. Pedestrians assigned to this station in the HY FGEIS need to be rerouted to the 35th Street entrance.

HY Mitigation Measure Assessment

Pedestrian

Since the publication of the HY FGEIS, the Hudson Yards area of Manhattan has experienced changes in land use and operations (i.e. signal timing changes) in the base condition. A lower pedestrian walking speed is now required for analyzing intersections in the Senior Citizen Area as defined by DOT, which would affect six intersections in the study area. In addition, the proposed Hudson Yards development program has been reconsidered based on changes in mode split factors to reflect increase in transit utilization, elimination of Midblock Parking Garage, changes in land uses for HY Site #2, Site #4, and Site #32, changes in land uses and pedestrian circulation for ERY, the Convention Center Expansion and MUF no longer assumed, changes of the Moynihan Station Project, effects of the ARC project, and several changes to the proposed No. 7 Line Subway Extension since the HY FGEIS. As a result of the markedly changed conditions that affect pedestrian operations in the study area, the pedestrian mitigation measures identified in the HY FGEIS for the WRY 2019 no-build condition should not be considered for the WRY project. As shown in attached table, pedestrian mitigation measures contemplated for the twenty-one intersections analyzed for the HY FGEIS are no longer applicable due to changes in background conditions in the study area, changes in the Hudson Yards development program, and changes in the No. 7 Line Subway Extension since the publication of HY FGEIS. As a result, it is recommended that the HY pedestrian mitigation measures not be included in the WRY 2019 No Build condition.

In recognition of these changes, the City of New York would undertake a Traffic Monitoring and Management Program for the Hudson Yards to manage pedestrian operations. Pedestrian impacts associated with the WRY project will also be addressed as part of this program.

Bus

For all of the reasons described above regarding pedestrian mitigation, and changed conditions in the proposed project area, bus demand in the WRY 2019 no-build condition would also experience changes from what was originally projected. Therefore, it is similarly recommended that there not be any consideration of HY FGEIS bus mitigation measures in the WRY 2019 no-build condition. Consistent with the established practice of NYCT, bus conditions in the Hudson Yards area will be monitored on an on-going basis and capital and/or operational improvements will be implemented where fiscally feasible and operationally practicable.

Subway

The HY FGEIS has no transit mitigation measures proposed for station elements analyzed in the WRY EIS.

Appendix E3:

Utility of the Hudson Yards Traffic Mitigation Measures Proposed at Western Rail Yard Study Area Intersections

Memorandum

To: WRY Project File

From: Lawrence Lennon

Date: March 10, 2009

Subject: Utility of Hudson Yards Traffic Mitigation Measures Proposed at Western Rail Yards Study Area Intersections

Introduction

The Hudson Yards area of Manhattan has experienced significant changes in land use, street network configuration, traffic operations, and travel patterns since publication of the No. 7 Subway Extension—Hudson Yards Rezoning and Development Program Final Generic Environmental Impact Statement (HY FGEIS) in 2004. Concurrently, the City has seen large increases in transit use, and overall reductions in traffic volumes in many areas. Further changes in land use development programs and transportation networks are projected in the coming years, particularly in the vicinity of the Western Rail Yards. Finally, changes in car ownership and mode choices, reflected in 2000 Census data, but not considered in the HY FGEIS, have occurred.

Traffic Volumes

Traffic volumes collected in 2003 and 2008 during the morning, midday and evening peak hours were compared at multiple locations along 7th, 8th, 9th, 10th, 11th, and 12th Avenues, and on Broadway to assess changes in ambient traffic volumes in the Hudson Yards area subsequent to publication of the HY FGEIS. The comparison revealed a general decline in areawide traffic volumes. Specifically, traffic volumes were higher in 2003 than in 2008 at 84 locations studied (78%), essentially the same at 10 locations (9%), and lower at 14 locations (13%). The comparison reflected both an overall reduction in traffic volumes and changes in travel patterns in the Hudson Yards area.

Traffic Network and Control

NYCDOT is currently involved in an ambitious effort to make the City's transportation system more sustainable with a greater emphasis placed on pedestrian, bus and bicycle facilities. Recently implemented, and to be implemented, geometric and operational changes in the Hudson Yards area include:

1. Implementation of Phase 1 of the 34th Street Exclusive Bus Lane project from 11th Avenue to 1st Avenue. Under Phase 1, 34th Street was restriped to provide a total of five lanes. This is one less lane than existed when the HY FGEIS was prepared. Further, the north and south side curb lanes have been converted to exclusive peak period bus lanes, leaving only one eastbound lane and two westbound lanes in the HY area for mixed traffic operations. Traffic signal timings along the corridor have been changed, and eastbound left turns prohibited at 8th Avenue. As a result, traffic has been diverted from 34th Street to parallel and connecting streets, bus operations have improved and pedestrian conditions have changed.

2. Traffic signal timings at intersections along Route 9A in the study area have been changed. These changes affect traffic and bus operations, and pedestrian conditions.

3. Implementation of 42nd Street Bus Lanes from Dyer Avenue to Park Avenue. These north and south side curb bus lanes have reduced the street space available for mixed traffic operations along this major cross-town corridor. Bus operations have improved.

4. Implementation of 11th Avenue Bus Lane from West 42nd Street to West 34th Street. This southbound curb bus lane has reduced the street space available for mixed traffic operations while improving bus operations.

5. Construction of *Broadway Boulevard* from West 42nd Street (Times Square) to West 35th Street (Herald Square) has reduced Broadway from four to two vehicular travel lanes, while adding pedestrian space and a protected bicycle path. Traffic signalization was updated along Broadway as part of this project.

6. Implementation of 7th Avenue Pedestrian Safety Improvements in the vicinity of Penn Station which include sidewalk widening and corner bulbouts from West 31st Street to West 34th Street. These improvements will increase pedestrian space and reduce crossing distances while reducing street space.

7. Implementation of bicycle lanes as follows:

    - 6th Avenue: west side of Avenue from 23rd Street to 42nd Street
    - Broadway: east side of Avenue from 35th Street to 42nd Street
    - 8th Avenue: west side of Avenue from 27th Street to 39th Street and continues from West 42nd Street to West 57th Street
    - 9th Avenue: east side of Avenue from 22nd Street to 31st Street

    These new bicycle lanes have reduced the space available to mixed traffic on the avenues.

8. The Hudson Yards FGEIS assumed that West 33rd, West 40th, and West 41st Streets would be demapped between Eleventh and Twelfth Avenues. Retention

of these streets will result in significant changes to the traffic patterns analyzed in the FGEIS, particularly on Route 9A, 11th Avenue, 10th Avenue, 34th Street and 42nd Street.

9. West 41st Street was closed between Eighth and Ninth Avenues in 2004. Reopening this street has resulted in significant changes to the traffic patterns analyzed in the FGEIS as a new street has been introduced into the network.

10. Modifications to Dyer Avenue signal timings between West 34th and West 36th Streets have changed the capacity of these important intersections leading to the Lincoln Tunnel.

11. Changes in evening peak period traffic operations have been implemented on Dyer Avenue from West 39th Street to West 41st Street. The west lane on Dyer Avenue, from West 39th Street to West 41st Street, is now coned off for buses making a westbound left hand turn onto Dyer Avenue from West 41st Street. The buses continue southbound on counter flow lane to West 39th Street where they travel onto a Lincoln Tunnel bound ramp. This condition was not assessed in the HY FGEIS or included in the HY mitigation measures.

12. Implementation of a Senior Citizen Area that will affect traffic signal timings at more than 30 intersections in the WRY study area. Specifically, a lower pedestrian walking speed is now required for analyzing intersections in the Senior Citizen Area as defined by DOT. The signal timings in this area will no longer be consistent with those in the Hudson Yards FGEIS, and new constraints will be placed on the timing of these signals.

13. Conversion of West 41st Street between 10th Avenue and 11th Avenue from one-way to two-way operation. This change would reduce the existing westbound capacity of West 41st Street while introducing new eastbound capacity. This change would result in a significant redistribution of traffic in this area.

Transit Utilization

Propensity to use transit continues to increase in the Hudson Yards area, consistent with increased transit utilization nationwide. Journey-to-Work data from the 2000 US Census indicate a 10% decrease in auto mode share compared to the 1990 US Census data cited in the Hudson Yards FGEIS. This is reflected in the decline in overall traffic volumes recorded in the study area.

Hudson Yards Development

In addition, the Hudson Yards development program itself has continued to evolve since release of the FGEIS. Changes include elimination of the Multi-Use Facility, essential elimination of the Convention Center Expansion, changes in projected land uses on Hudson Yards development sites, and major modifications to No Build development projects such as the Moynihan Station Development Project. Specifically:

14. Elimination of the proposed 950-space Midblock Parking Garage, between West 34th and West 36th Street, described in the Hudson Yards FGEIS. This change will result in a redistribution of traffic in the study area as drivers park at alternative locations.
15. The office and retail uses for HY Site #2 and HY Site #4 would increase compared to the HY FGEIS. The office use of HY Site #32 on 9th Avenue between 31st and 33rd Streets would be increased by approximately 1.5 million square feet and the proposed 700 residential units would no longer be proposed for this site as compared with what was presented in the HY FGEIS.
16. Eastern Rail Yard - Current land use assumptions include an additional 760 residential units and 800,000 square feet of retail space. The HY office use would be reduced by approximately 700,000 square feet and the hotel use would be reduced by approximately 700 rooms.
17. Convention Center Expansion is no longer assumed.
18. Multi-Use Facility (MUF) – This facility has been eliminated from the development program since the HY FGEIS.
19. Moynihan Station Project - the HY FGEIS included only the expansion of the station and did not include the additional approximately 3 million square feet of development that is now proposed.

Each of these development changes will significantly change travel patterns in the WRY area.

Conclusions

Areawide travel patterns and traffic operations in the vicinity of the Western Rail Yards have changed profoundly since the release of the No. 7 Subway Extension—Hudson Yards Rezoning and Development Program FGEIS in 2004. It is projected that they will continue to evolve with the implementation of new traffic management initiatives by the City, increased traveler preference for transit use, and changes in development patterns and programs in response to changing market conditions. Mitigation measures proposed in the HY FGEIS are therefore no longer valid or appropriate for inclusion in the Western Rail Yards EIS.

Recognizing the long-term nature of the traffic projections in the HY FGEIS, and the potential for significant changes over time, the City of New York agreed in 2005 to implement a Hudson Yards Traffic Monitoring and Management Program when approximately 5 million square feet of commercial development allowed under the HY rezoning was completed. Through that monitoring program, mitigation measures, as determined by NYCDOT for the Hudson Yards development, will be implemented.

Appendix E4:
Western Rail Yard EIS Traffic Assignment Assumptions

Memorandum

To: Project File

From: Erik Metzger

Date: May 6, 2009

Subject: Western Rail Yard EIS Traffic Assignment Assumptions for Off-Street Parking Facilities

This technical memorandum summarizes the assumptions made for assigning auto trips generated by the Western Rail Yard development and No Build sites to off-street parking facilities located within the study area.

Western Rail Yard On-Site Parking

The proposed development of the Western Rail Yard site is anticipated to include up to 1,600 accessory parking spaces. An 850-space accessory parking facility would be located on the south side (terra firma portion) of the development site with an entrance on West 30th Street between Eleventh and Twelfth Avenues. These off-street parking spaces would be reserved for residents. Additional on-site parking could be constructed on the platform portion of the site above the rail yard, subject to approval by MTA, LIRR, and other relevant agencies. This platform parking would be a 750-space accessory parking facility located on the north side of the site with an entrance on West 33rd Street between Eleventh and Twelfth Avenues. Of these 750 off-street parking spaces, 270 would serve accessory commercial uses and the remainder would be reserved for residents.

The West 30th Street parking facility on the Western Rail Yard site is expected to open by 2017 and the West 33rd Street parking facility is expected to open by 2019. Therefore, the traffic analysis for the 2017 interim year of development includes only the availability of 850 on-site parking spaces for residents, accessible via West 30th Street. Project-generated parking demand that could not be accommodated on-site in 2017 (i.e., all of the commercial demand) was assigned to park at public off-street parking facilities in the vicinity of the Western Rail Yard.

In the 2019 analysis year, the analysis also includes the platform parking with a total of 1,600 on-site parking spaces. For the traffic analysis, it is more conservative to assume a higher amount of on-site parking as this would concentrate project-generated vehicle trips at intersections proximate to the Western Rail Yard site, rather than distributing them to a number of off-street parking facilities in the surrounding area. If less on-site parking were provided, vehicles would follow the same routes entering the study area but would be intercepted earlier by parking facilities located in the perimeter of the study area. This would therefore result in a reduced number of project-generated trips at intersections near the project site.

For example, an inbound auto trip to the Western Rail Yard on-site parking facility on West 33rd Street from the Queens Midtown Tunnel would follow a direct route to the site, such as traveling west on 35th Street, turning left on Eleventh Avenue to head southbound, and turning right on West 33rd Street to head westbound to the entrance of the on-site parking facility. If less on-site parking were provided, this auto trip would instead be intercepted by a parking facility in an outlying area, such as the public parking facility on West 35th Street between Tenth and Eleventh Avenues. The most direct route to this parking facility from the Queens Midtown Tunnel would still involve traveling westbound across 35th Street, but the auto would no longer travel through three intersections in the vicinity of the project site: Eleventh Avenue at West 35th Street, Eleventh Avenue at West 34th Street, and Eleventh Avenue at West 33rd Street. Auto trips traveling to the Western Rail Yards site from other origins would be intercepted by other parking facilities in a similar manner along the direct routes to the site. Had these project-generated trips been dispersed to intercept parking facilities, the Level of Service (LOS) analysis would continue to indicate the identified conditions at intersections approaching the intercept parking facilities. However, the LOS at intersections adjacent to the project site would likely improve since the vehicle trips generated by the Western Rail Yard no longer travel though those intersections.

For conservative purposes, a total of 1,600 on-site parking spaces were assumed in 2019 and the only vehicles assigned to park at public off-street parking facilities in the vicinity of the Western Rail Yard site were those that could not be accommodated on-site (i.e., the commercial parking demand in excess of the 270 spaces that would be provided).

Parking Associated with Hudson Yards No Build Development Sites

The City has indicated that it no longer intends to construct the planned 950-space public parking garage below Hudson Boulevard between West 34th and West 36th Streets. This parking facility was not included in the No Build and Build traffic and parking analyses.

In addition, it is expected that the City Planning Commission will consider amendments to the Hudson Yards zoning that would eliminate required off-street parking and reduce permitted off-street parking in the Hudson Yards area. These amendments have neither been finalized nor approved. For conservative purposes, the traffic analysis assumes that No Build development sites in the Hudson Yards rezoning area would provide off-street parking in conformance with the current parking requirements of the Zoning Resolution. This assumption of using the extant Hudson Yards parking ratios instead of using a scenario with reduced parking rates is conservative because more vehicles have been assigned to park at Hudson Yards No Build development sites and it results in higher volumes of traffic in the No Build and Build traffic networks at intersections in the vicinity of the Western Rail Yard site.

Existing Parking Facility on Block 780

The Expanded Moynihan/Penn Station Redevelopment Project is projected to displace a significant amount of existing off-street public parking with the redevelopment of Block 780, the block bounded by West 31st Street on the north, West 30th Street on the south, Seventh Avenue on the east, and Eighth Avenue on the west. This block includes the 1,500 space Myers New Garden Garage located at 230 West 31st Street (License #1180977). There is a possibility that this portion of the Moynihan project could be completed by 2020.

In the 2017 and 2019 analysis years, it was assumed that the 1,500 space parking facility on Block 780 would not be displaced. This is a conservative assumption for the traffic analysis because a portion of the parking demand for several of the No Build projects including 835 Sixth Avenue, 855 Sixth Avenue, the Farley Building (part of the Expanded Moynihan Project), Hudson Yards Site 32, Hudson Yards Site 33, and Penn East (part of the Expanded Moynihan Project) was assigned to park in this facility. If this parking facility were displaced, then these vehicles would follow the same routes towards their destinations but would be intercepted earlier by parking facilities located in outlying areas (some of which would be located outside of the traffic study area). This would therefore result in lower volumes of traffic in the No Build and Build traffic networks.

Conclusions

The process of assigning vehicle trips generated by the Western Rail Yard development and No Build sites involved making several assumptions regarding the future availability of off-street parking facilities. These assumptions concerned the maximum number of on-site parking spaces that would be provided on the Western Rail Yard development, the required parking rates for Hudson Yards No Build development sites, and the potential displacement of an existing parking facility on Block 780 located to the south of Penn Station. In each of these three instances, the assumptions made regarding the availability of future off-street parking facilities and the assignment of vehicle trips to these locations will result in a more conservative traffic analysis. Assuming a higher amount of off-street parking within the study area will result in a higher concentration of No Build and Build project-generated trips at study area intersections and the traffic analysis will show poorer LOS conditions at these locations. If lower amounts of off-street parking were assumed, some of the vehicle trips would be widely dispersed to intercept parking facilities in the perimeter of the study area, resulting in improved LOS conditions in the vicinity of the No Build and Build development sites.

Appendix E5:
Traffic Tables

2008 Existing Conditions

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Tenth Avenue @ 26th Street	28230	EB	LT	0.92	57.3	E	LT	0.85	46.0	D	LT	0.94	61.5	E	LT	0.66	32.6	C
		NB	TR	0.45	9.6	A	TR	0.69	12.5	B	TR	0.38	9.1	A	TR	0.49	10.0	A
		INTERSECTION			18.7	B			17.7	B			20.2	C			13.7	B
Tenth Avenue @ 28th Street	9918	EB	LT	0.98	73.0	E	LT	0.71	36.3	D	LT	0.59	31.1	C	LT	1.05	272.2	F
		NB	TR	0.52	9.1	A	TR	0.56	9.4	A	TR	0.47	8.6	A	TR	0.43	10.6	B
		INTERSECTION			22.1	C			13.5	B			11.9	B			71.9	E
Tenth Avenue @ 29th Street	9914	WB	TR	0.52	26.4	C	TR	0.53	26.7	C	TR	0.63	29.0	C	TR	0.58	27.9	C
		NB	LT	0.48	8.7	A	LT	0.54	9.3	A	LT	0.33	7.5	A	LT	0.45	10.7	B
		INTERSECTION			13.1	B			13.1	B			13.7	B			15.0	B
Tenth Avenue @ 30th Street	9061	EB	LT	0.86	46.5	D	LT	0.94	58.7	E	LT	0.99	68.6	E	LT	0.58	29.8	C
		NB	T	0.46	8.5	A	T	0.50	8.9	A	T	0.30	7.4	A	T	0.41	10.3	B
			R	0.35	8.9	A	R	0.37	9.2	A	R	0.52	11.2	B	R	0.50	10.8	B
		INTERSECTION			16.6	B			19.3	B			22.9	C			13.4	B
Tenth Avenue @ 31st Street	9933	WB	R	0.48	26.3	C	R	0.44	25.7	C	R	0.56	48.5	D	R	0.42	25.2	C
		NB	T	0.50	8.9	A	T	0.55	9.3	A	T	0.58	9.9	A	T	0.41	8.1	A
		INTERSECTION			12.0	B			11.8	B			18.7	B			11.1	B
Tenth Avenue @ 33rd Street	9077	WB	TR	0.40	23.3	C	TR	0.34	22.4	C	TR	0.44	23.7	C	TR	0.31	22.0	C
		NB	LT	0.50	10.1	B	LT	0.63	11.6	B	LT	0.58	10.9	B	LT	0.53	10.4	B
		INTERSECTION			12.1	B			13.0	B			13.3	B			12.2	B
Tenth Avenue @ 34th Street	9076	EB	DefL	0.41	28.7	C	LT	0.36	24.2	C	LT	0.39	24.7	C	DefL	0.39	27.1	C
			T	0.26	23.2	C									T	0.25	22.4	C
		WB	T	0.48	25.9	C	T	0.45	25.1	C	T	0.57	27.6	C	TR	0.40	24.6	C
			R	0.42	27.1	C	R	0.51	29.5	C	R	1.04	246.5	F				
		NB	LTR	0.63	10.2	B	LTR	0.69	11.1	B	LTR	0.77	13.0	B	LTR	0.56	9.4	A
		INTERSECTION			14.9	B			15.6	B			47.8	D			13.7	B
Tenth Avenue @ 35th Street	9075	WB	TR	0.82	43.9	D	TR	0.61	31.8	C	TR	0.46	27.3	C	TR	0.57	30.8	C
		NB	LT	0.63	10.3	B	LT	0.61	10.0	B	LT	0.52	8.9	A	LT	0.53	9.2	A
		INTERSECTION			15.8	B			12.6	B			10.5	B			11.7	B
Tenth Avenue @ 36th Street	9074	EB	LT	0.44	25.6	C	LT	0.29	104.6	F	LT	0.29	23.1	C	LT	0.13	21.2	C
		NB	TR	0.65	10.5	B	TR	0.63	10.2	B	TR	1.00	87.9	F	TR	0.57	9.6	A
		INTERSECTION			12.7	B			20.0	B			81.0	F			10.2	B
Tenth Avenue @ 37th Street	9073	WB	TR	0.37	23.0	C	TR	0.34	22.5	C	TR	0.33	22.3	C	TR	0.50	25.0	C
		NB	LT	0.67	12.2	B	LT	0.62	11.4	B	LT	1.00	95.5	F	LT	0.52	10.3	B
		INTERSECTION			13.6	B			12.8	B			86.7	F			13.4	B
Tenth Avenue @ 38th Street	9046	EB	LT	0.57	28.2	C	LT	0.31	23.3	C	LT	0.22	22.2	C	LT	0.29	23.1	C
		NB	TR	0.68	10.9	B	TR	0.63	10.2	B	TR	1.00	91.0	F	TR	0.57	9.5	A
		INTERSECTION			13.9	B			11.7	B			85.7	F			11.0	B
Tenth Avenue @ 39th Street	9032	WB	T	0.28	20.0	C	T	0.25	19.7	B	T	1.00	1118.0	F	T	0.00	16.8	B
			R	0.28	20.3	C	R	0.30	20.7	C	R	1.00	655.8	F	R	0.00	16.8	B
		NB	LT	0.45	11.5	B	LT	0.41	11.1	B	LT	1.00	127.2	F	LT	0.39	13.4	B
		INTERSECTION			12.7	B			12.4	B			227.5	F			13.4	B
Tenth Avenue @ 40th Street	9047	EB	LT	0.32	19.5	B	LT	0.18	18.0	B	LT	0.32	86.0	F	LT	0.11	17.2	B
		NB	TR	0.47	12.4	B	TR	0.44	12.1	B	TR	1.00	120.0	F	TR	0.35	13.6	B
		INTERSECTION			13.4	B			12.5	B			116.1	F			13.9	B

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Tenth Avenue @ 41st Street	9037	WB	T	0.21	12.8	B	T	0.28	13.4	B	T	1.00	423.6	F	T	0.30	13.5	B
			R	0.74	25.4	C	R	0.77	28.9	C	R	0.32	14.7	B	R	0.85	34.3	C
		NB	L	0.67	27.9	C	L	0.44	21.4	C	L	1.00	228.4	F	L	0.20	17.4	B
			T	0.60	20.9	C	T	0.58	25.5	C	T	0.62	26.1	C	T	0.49	23.2	C
	INTERSECTION				21.0	C			23.1	C			117.0	F			22.5	C
Tenth Avenue @ 42nd Street	9609	EB	LT	1.05	284.0	F	LT	1.04	261.5	F	LT	1.01	124.7	F	LT	0.97	81.6	F
		WB	TR	0.78	34.9	C	TR	1.03	182.1	F	TR	0.47	27.0	C	TR	1.02	139.0	F
											T (LnT)	1.00	708.0	F				
		NB	LTR	0.52	15.7	B	LTR	0.59	13.0	B	LTR	0.46	11.6	B	LTR	0.54	15.7	B
	INTERSECTION				44.6	D			74.7	E			51.6	D			52.7	D
Tenth Avenue @ 43st Street	9608	EB	L	0.02	17.0	B	L	0.02	17.1	B	L	0.02	17.0	B	L	0.03	17.2	B
		WB	TR	0.25	19.2	B	TR	0.40	75.9	E	TR	0.31	19.9	B	TR	0.19	18.6	B
		NB	LT	0.94	24.4	C	LT	0.90	21.5	C	LT	0.58	12.9	B	LT	0.76	21.5	C
	INTERSECTION				23.9	C			29.9	C			13.9	B			21.2	C
Tenth Avenue @ 56th Street	13616	EB	LT	0.58	26.8	C	LT	0.35	23.5	C	LT	0.40	24.1	C	LT	0.79	42.8	D
		NB	TR	0.57	9.5	A	TR	0.64	10.4	B	TR	0.47	8.4	A	TR	0.57	9.6	A
	INTERSECTION				14.4	B			12.9	B			11.3	B			14.6	B
Tenth Avenue @ 57st Street	9594	EB	LT	0.70	25.5	C	LT	0.58	24.8	C	LT	0.48	22.6	C	LT	0.45	22.5	C
		WB	TR	0.55	21.5	C	TR	0.83	32.9	C	TR	0.68	26.8	C	TR	0.71	27.7	C
		NB	LTR	0.54	14.6	B	LTR	0.53	12.4	B	LTR	0.51	12.0	B	LTR	0.48	11.9	B
	INTERSECTION				18.4	B			20.1	C			16.5	B			17.5	B
Eleventh Ave/ Twelfth Ave @ 22nd Street	2222	WB (22nd)	R	0.02	10.7	B	R	0.08	13.0	B	R	0.06	12.7	B	R	0.09	13.1	B
		NB (11th)	T	0.07	39.3	D	T	0.08	26.3	C	T	0.06	26.0	C	T	0.16	27.4	C
	28302	SB (11th)	T	0.45	51.7	D	T	0.40	36.6	D	T	0.57	54.9	D	T	0.22	34.0	C
			TR	0.54	57.8	E	TR	0.48	40.7	D	TR	0.78	72.3	E	TR	0.27	35.7	D
		NB (9A)	T	0.92	31.0	C	T	0.88	28.8	C	T	1.02	93.7	F	T	0.99	42.8	D
		SB (9A)	T	0.78	7.5	A	T	0.75	18.3	B	T	0.66	14.6	B	T	0.67	16.3	B
	INTERSECTION				22.7	C			24.7	C			56.0	B			30.4	C
Eleventh Avenue @ 24th Street	28213	EB	R	0.26	27.1	C	R	0.19	26.2	C	R	0.26	27.1	C	R	0.23	26.7	C
		NB	L	0.27	26.9	C	L	0.28	27.1	C	L	0.34	27.9	C	L	0.38	28.3	C
		SB	L	0.22	4.4	A	L	0.22	4.4	A	L	0.20	4.3	A	L	0.15	4.0	A
			TR	1.03	137.9	F	TR	1.04	141.5	F	TR	0.89	43.8	D	TR	0.51	28.0	C
	INTERSECTION				88.4	F			91.6	F			32.5	C			24.3	C
Eleventh Avenue @ 26th Street	9924	EB	TR	1.00	87.4	F	TR	0.85	55.7	E	TR	1.05	277.2	F	TR	0.56	38.0	D
		SB	LT	0.44	4.2	A	LT	0.39	3.9	A	LT	0.34	3.6	A	LT	0.27	3.4	A
	INTERSECTION				21.7	C			15.2	B			74.7	E			9.9	A
Eleventh Avenue @ 27th Street	63721	WB	LT	0.34	24.5	C	LT	0.37	24.7	C	LT	0.45	26.7	C	LT	0.20	21.9	C
		SB	TR	0.78	15.9	B	TR	0.67	12.7	B	TR	0.54	10.5	B	TR	0.42	9.2	A
	INTERSECTION				16.8	B			14.3	B			13.3	B			10.7	B
Eleventh Avenue @ 28th Street	9916	EB	TR	0.37	22.2	C	TR	0.30	20.6	C	TR	0.21	19.4	B	TR	0.30	20.5	C
		SB	LT	0.69	15.4	B	LT	0.57	13.3	B	LT	0.47	12.1	B	LT	0.45	11.9	B
	INTERSECTION				16.1	B			14.1	B			12.7	B			13.1	B
Eleventh Avenue @ 29th Street	9912	WB	LT	0.58	23.0	C	LT	0.59	23.6	C	LT	0.59	23.3	C	LT	0.48	20.7	C
		SB	TR	0.43	15.0	B	TR	0.34	14.2	B	TR	0.28	13.6	B	TR	0.28	13.6	B
	INTERSECTION				16.7	B			16.5	B			16.3	B			15.3	B
Eleventh Avenue @ 30th Street	9909	EB	TR	0.63	25.2	C	TR	0.75	29.9	C	TR	0.57	22.8	C	TR	0.52	21.6	C
		SB	LT	0.59	17.2	B	LT	0.45	15.3	B	LT	0.42	14.9	B	LT	0.34	14.2	B
	INTERSECTION				18.8	B			19.5	B			16.7	B			16.1	B

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Eleventh Avenue @ 33rd Street	9907	WB	L	0.41	29.7	C	L	0.29	27.2	C	L	0.29	27.3	C	L	0.23	26.5	C
			LT	0.14	24.8	C	LT	0.17	25.0	C	LT	0.21	25.5	C	LT	0.12	24.6	C
		SB	TR	0.40	5.4	A	TR	0.29	4.7	A	TR	0.28	4.7	A	TR	0.23	4.5	A
	INTERSECTION				9.7	A			9.5	A			9.8	A			8.8	A
Eleventh Avenue @ 34th Street	9904	EB	L	0.32	18.3	B	L	0.37	19.6	B	L	0.32	18.3	B	L	0.50	21.7	C
			TR	0.32	26.3	C	TR	0.33	26.4	C	TR	0.32	26.2	C	TR	0.51	29.3	C
		WB	L	0.46	20.9	C	L	0.31	17.4	B	L	0.39	19.2	B	L	0.18	16.2	B
			TR	0.59	31.3	C	TR	0.60	31.0	C	TR	0.71	35.4	D	TR	0.40	27.2	C
		SB	LT	0.58	17.3	B	LT	0.46	18.4	B	LT	0.47	18.4	B	LT	0.36	17.1	B
			R	0.23	14.1	B	R	0.25	16.8	B	R	0.23	16.4	B	R	0.31	17.6	B
	INTERSECTION				21.3	C			22.5	C			23.4	C			22.0	C
Eleventh Avenue @ 35th Street	9901	WB	L	0.17	15.7	B	L	0.19	15.8	B	L	0.23	16.3	B	L	0.11	15.0	B
			R	0.30	17.6	B	R	0.17	15.9	B	R	0.09	14.9	B	R	0.07	14.6	B
		NB	T	0.08	14.5	B	T	0.09	14.5	B	T	0.14	12.7	B	T	0.10	14.7	B
		SB	T	0.44	15.2	B	T	0.34	16.8	B	T	0.33	16.7	B	T	0.31	16.4	B
	INTERSECTION				15.4	B			16.3	B			15.8	B			15.9	B
Eleventh Avenue @ 36th Street	9898	NB	TR	0.12	6.3	A	TR	0.10	6.2	A	TR	0.12	2.9	A	TR	0.09	6.1	A
		SB	DefL	0.37	5.4	A	LT	0.32	7.5	A	DefL	0.29	8.2	A	LT	0.26	7.1	A
			T	0.41	4.0	A					T	0.31	7.4	A				
	INTERSECTION				4.6	A			7.2	A			6.5	A			6.9	A
Eleventh Avenue @ 37th Street	9034	EB	LR	0.09	26.9	C	LR	0.15	27.9	C	LR	0.10	27.1	C	LR	0.00	25.7	C
		WB	L	0.58	41.0	D	L	0.55	39.8	D	L	0.50	36.9	D	L	0.38	33.0	C
			R	0.49	37.9	D	R	0.36	33.5	C	R	0.23	30.0	C	R	0.50	37.7	D
		NB	T	0.07	6.0	A	T	0.06	6.0	A	T	0.10	2.9	A	T	0.07	6.0	A
		SB	T	0.41	4.0	A	T	0.31	7.4	A	T	0.32	7.5	A	T	0.28	7.2	A
	INTERSECTION				10.1	B			12.7	B			10.5	B			11.9	B
Eleventh Avenue @ 38th Street	150008	NB	TR	0.14	8.0	A	TR	0.11	7.8	A	TR	1.00	388.4	F	TR	0.12	7.9	A
		SB	LT	0.70	9.4	A	LT	0.48	11.0	B	LT	0.49	11.1	B	LT	0.44	10.5	B
	INTERSECTION				9.2	A			10.4	B			97.0	F			9.9	A
Eleventh Avenue @ 39th Street	9894	EB	L	0.00	19.3	B	L	0.01	19.4	B	L	0.01	19.4	B	L	0.00	19.3	B
			LR	0.01	19.5	B	LR	0.02	19.5	B	LR	0.02	19.5	B	LR	0.00	19.3	B
		WB	L	0.30	23.4	C	L	0.20	21.9	C	L	0.10	20.5	C	L	0.19	21.7	C
			LR	0.28	23.3	C	LR	0.31	24.0	C	LR	0.31	23.8	C	LR	0.21	22.1	C
		NB	T	0.07	9.8	A	T	0.08	9.8	A	T	1.00	428.4	A	T	0.10	10.0	A
		SB	T	0.55	10.2	B	T	0.40	12.5	B	T	0.43	12.8	B	T	0.35	12.0	B
	INTERSECTION				12.2	B			13.9	B			92.7	F			12.9	B
Eleventh Avenue @ 40th Street	9035	EB	TR	0.54	36.6	D	TR	0.51	35.4	D	TR	0.85	61.4	E	TR	0.44	32.8	C
		NB	R	0.16	8.9	A	R	0.17	6.6	A	R	1.00	283.2	F	R	0.16	6.5	A
		SB	L	0.24	3.3	A	L	0.35	3.8	A	L	1.00	147.4	F	L	0.33	3.7	A
			TR	0.44	4.2	A	TR	0.33	5.0	A	TR	0.33	3.6	A	TR	0.27	3.4	A
	INTERSECTION				7.1	A			7.2	A			109.6	F			6.3	A
Eleventh Avenue @ 41st Street	9036	WB	LT	0.31	22.6	C	LT	0.29	22.3	C	LT	0.14	20.6	C	LT	0.31	22.5	C
		SB	TR	0.42	8.7	A	TR	0.42	10.8	B	TR	0.38	8.6	A	TR	0.36	8.3	A
											T (LnT)	1.00	118.2	F				
	INTERSECTION				10.8	B			12.5	B			62.0	E			10.9	B

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Eleventh Avenue @ 42nd Street	9573	EB	TR	0.48	23.7	C	TR	0.39	22.6	C	TR	0.47	23.6	C	TR	0.56	25.4	C
		WB	L	0.27	14.6	B	L	0.33	15.0	B	L	0.33	113.9	F	L	0.31	15.1	B
			LT	0.25	13.4	B	LT	0.38	14.9	B	LT	0.33	67.1	E	LT	0.36	14.6	B
		SB	LT	0.66	22.3	C	LT	0.67	30.3	C	T	0.49	20.0	C	LT	0.51	19.9	B
			R	0.06	15.7	B	R	0.16	16.7	B	R	0.16	16.6	B	R	0.10	16.2	B
											LT (LnT)	1.00	153.1	F				
		INTERSECTION			21.0	C			24.7	C			67.7	E			19.7	B
Eleventh Avenue @ 43rd Street	9572	WB	LT	0.40	30.5	C	LT	0.56	33.5	C	LT	0.47	31.6	C	LT	0.32	29.2	C
		SB	TR	0.26	3.2	A	TR	0.33	5.3	A	TR	0.38	3.9	A	TR	0.27	3.3	A
											T (LnT)	1.00	169.6	F				
		INTERSECTION			7.5	A			11.0	B			63.1	E			7.2	A
Eleventh Avenue @ 44th Street	9571	EB	LTR	0.63	36.0	D	LTR	0.43	30.8	C	LTR	0.62	35.6	D	LTR	0.49	31.9	C
		SB	L	0.13	3.1	A	L	0.06	6.0	A	L	0.08	6.2	A	L	0.13	6.4	A
			T	0.45	6.2	A	T	0.48	10.6	B	T	0.85	21.6	C	T	0.40	8.1	A
											T (LnT)	1.00	170.6	F				
		INTERSECTION			12.1	B			14.0	B			71.6	E			12.8	B
Eleventh Avenue @ 46th Street	9569	EB	LTR	0.54	33.0	C	LTR	0.53	32.7	C	LTR	0.48	32.0	C	LTR	0.47	31.6	C
		NB	TR	0.22	7.1	A	TR	0.05	5.9	A	TR	0.04	2.7	A	TR	0.09	6.2	A
		SB	L	0.15	3.5	A	L	0.11	6.5	A	L	0.09	6.4	A	L	0.18	7.1	A
			T	0.63	8.6	A	T	0.64	13.7	B	T	0.68	12.0	B	T	0.57	10.3	B
		INTERSECTION			12.6	B			16.9	B			14.8	B			13.5	B
Eleventh Avenue @ 47th Street	63724	WB	LTR	0.71	41.1	D	LTR	0.63	36.1	D	LTR	0.56	33.5	C	LTR	0.64	36.0	D
		NB	L	0.06	6.4	A	L	0.07	6.6	A	L	0.09	3.8	A	L	0.09	6.8	A
			T	0.15	6.5	A	T	0.06	6.0	A	T	0.08	2.8	A	T	0.10	6.2	A
		SB	TR	0.65	9.2	A	TR	0.62	13.3	B	TR	0.72	13.1	B	TR	0.61	10.9	B
		INTERSECTION			14.3	B			17.5	B			16.0	B			15.7	B
Eleventh Avenue @ 54th Street	9561	EB	LTR	0.88	57.4	E	LTR	0.52	34.7	C	LTR	0.50	34.0	C	LTR	0.28	29.4	C
		NB	L	0.31	10.0	A	L	0.13	7.0	A	L	0.37	7.1	A	L	0.34	10.3	B
			TR	0.42	8.6	A	TR	0.26	7.2	A	TR	0.15	3.1	A	TR	0.22	6.9	A
		SB	L	0.26	5.1	A	L	0.15	7.0	A	L	0.14	6.8	A	L	0.07	6.2	A
			TR	0.56	5.3	A	TR	0.43	8.7	A	TR	0.49	9.2	A	TR	0.44	8.8	A
		INTERSECTION			14.0	B			11.4	B			10.9	B			9.9	A
Eleventh Avenue @ 56th Street	13476	EB	LTR	0.81	34.7	C	LTR	0.49	25.3	C	LTR	0.61	27.6	C	LTR	0.27	22.0	C
		NB	TR	0.40	12.7	B	TR	0.25	11.2	B	TR	0.21	7.6	A	TR	0.32	11.8	B
		SB	L	0.17	8.4	A	L	0.13	10.7	B	L	0.11	10.4	B	L	0.10	10.4	B
			T	0.38	8.6	A	T	0.32	11.7	B	T	0.35	11.9	B	T	0.34	11.8	B
		INTERSECTION			18.1	B			15.2	B			16.0	B			13.5	B
Eleventh Avenue @ 57th Street	9558	EB	L	0.77	41.7	D	L	0.41	20.0	C	L	0.35	23.7	C	L	0.38	21.7	C
			TR	1.00	72.6	E	TR	0.74	40.8	D	TR	0.94	67.0	E	TR	0.63	35.3	D
		WB	L	0.86	54.7	D	L	0.93	65.1	E	L	0.51	29.5	C	L	0.90	55.6	E
			TR	0.49	28.0	C	TR	0.48	27.6	C	TR	0.55	29.0	C	TR	1.02	153.2	F
		NB	L	0.08	15.2	B	L	0.14	15.8	B	L	0.19	14.6	B	L	0.26	18.1	B
			TR	0.37	17.2	B	TR	0.25	16.0	B	TR	0.22	13.2	B	TR	0.24	15.9	B
		SB	L	0.65	30.4	C	L	0.31	18.9	B	L	0.50	23.7	C	L	0.29	18.4	B
			TR	0.48	15.9	B	TR	0.34	16.9	B	TR	0.39	17.4	B	TR	0.34	16.9	B
		INTERSECTION			31.8	C			28.1	C			27.4	C			50.3	D

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Twelfth Avenue @ 24th Street	9879	WB	L	0.45	65.5	E	L	0.35	43.1	D	L	0.58	66.5	E	L	0.47	46.0	D
			LTR	0.48	67.0	E	LTR	0.47	46.8	D	LTR	0.58	67.3	E	LTR	0.46	46.0	D
			R	0.48	67.9	E	R	0.48	47.4	D	R	0.58	68.2	E	R	0.47	47.0	D
		NB	TR	0.86	24.7	C	TR	0.86	27.1	C	TR	0.99	28.3	C	TR	0.97	37.7	D
		SB	L	0.95	128.2	F	L	0.65	73.7	E	L	0.63	85.6	F	L	1.05	314.3	F
			T	0.81	13.8	B	T	0.90	32.1	C	T	0.74	23.2	C	T	0.75	24.8	C
	INTERSECTION				24.7	C			31.9	C			30.1	C			43.3	D
Twelfth Avenue @ 29th Street	9875	WB	LR	1.05	321.0	F	LR	0.82	69.9	E	LR	1.02	192.0	F	LR	0.83	69.0	E
		NB	T	0.52	8.0	A	T	0.51	9.3	A	T	0.68	3.0	A	T	0.62	10.7	B
		SB	T	0.67	3.2	A	T	0.66	11.5	B	T	0.62	9.0	A	T	0.72	12.6	B
	INTERSECTION				21.4	C			13.4	B			13.5	B			14.2	B
Twelfth Avenue @ 30th Street	9874	EB	LTR	0.00	64.4	E	LTR	0.00	49.5	D	LTR	0.00	64.4	E	LTR	0.00	49.5	D
		NB	TR	0.62	11.8	B	TR	0.62	12.7	B	TR	0.79	4.5	A	TR	0.68	13.6	B
		SB	L	1.05	313.8	F	L	1.05	275.6	F	L	1.05	326.4	F	L	0.84	87.8	F
			TR	0.79	5.0	A	TR	0.78	16.5	B	TR	0.74	14.7	B	TR	0.80	17.2	B
	INTERSECTION				19.7	B			26.7	C			18.7	B			17.6	B
Twelfth Avenue @ 34th Street	9872	WB	L	0.52	62.1	E	L	0.46	43.5	D	L	0.44	58.6	E	L	0.38	41.2	D
			LR	0.52	62.3	E	LR	0.47	43.5	D	LR	0.45	59.0	E	LR	0.38	41.3	D
			R	0.52	39.1	D	R	0.47	29.1	C	R	0.44	44.6	D	R	0.37	26.9	C
		NB	T	0.76	29.5	C	T	0.69	24.4	C	T	0.84	15.0	B	T	0.76	26.2	C
			R	0.15	18.2	B	R	0.21	17.5	B	R	0.11	6.8	A	R	0.40	20.5	C
		SB	L	0.47	59.3	E	L	0.59	55.7	E	L	1.04	282.8	F	L	0.73	61.2	E
			T	0.78	4.4	A	T	0.68	13.3	B	T	0.67	11.5	B	T	0.73	14.5	B
	INTERSECTION				20.5	C			22.3	C			29.1	C			23.5	C
Twelfth Avenue @ 37th Street	9871	EB	LR	0.12	52.5	D	LR	0.13	43.0	D	LR	0.24	60.4	E	LR	0.16	43.2	D
			R	0.12	53.1	D	R	0.13	43.5	D	R	0.25	61.9	E	R	0.10	42.7	D
		NB	L	0.10	63.7	E	L	0.19	50.3	D	L	0.29	72.4	E	L	0.25	51.5	D
			T	0.83	28.2	C	T	0.69	17.6	B	T	0.77	4.2	A	T	0.75	19.0	B
		SB	TR	1.04	102.2	F	TR	0.97	37.3	D	TR	0.84	21.4	C	TR	1.05	106.4	F
	INTERSECTION				66.2	E			28.1	C			13.0	B			63.3	E
Twelfth Avenue @ 41st Street	9868	EB	LR	0.00	38.2	D	LR	0.02	24.9	C	LR	0.06	47.3	D	LR	0.02	24.9	C
		WB	L	0.07	50.5	D	L	0.08	37.7	D	L	0.06	59.7	E	L	0.06	37.4	D
			R	0.30	54.6	D	R	0.37	42.3	D	R	0.19	61.7	E	R	0.36	41.9	D
		NB	T	1.01	95.7	F	T	0.94	42.1	D	T	0.89	14.0	B	T	0.93	40.4	D
		SB	T	1.05	80.4	F	T	0.91	31.0	C	T	0.89	21.3	C	T	1.03	77.4	E
	INTERSECTION				86.7	F			36.6	D			18.0	B			59.6	E
Twelfth Avenue @ 42nd Street	9867	EB	LTR	0.04	46.2	D	LTR	0.07	32.4	C	LTR	0.08	46.7	D	LTR	0.09	32.5	C
		WB	L	0.33	52.6	D	L	0.59	44.8	D	L	0.64	64.3	E	L	0.49	41.2	D
			R	0.52	32.5	C	R	0.62	24.4	C	R	0.65	50.0	D	R	0.59	23.5	C
		NB	T	0.87	40.2	D	T	0.97	49.6	D	T	0.84	19.2	B	T	1.05	111.0	F
			R	0.28	26.4	C	R	0.29	28.1	C	R	0.22	10.6	B	R	0.12	25.0	C
		SB	L	0.46	53.6	D	L	0.26	39.9	D	L	0.85	89.3	F	L	0.54	44.7	D
			T	0.73	4.4	A	T	0.74	16.8	B	T	0.75	15.2	B	T	0.81	18.8	B
	INTERSECTION				24.6	C			32.8	C			22.8	C			59.4	E
Twelfth Avenue @ 43th Street	9866	WB	LTR	0.57	61.0	E	LTR	0.55	44.5	D	LTR	0.67	65.3	E	LTR	0.50	42.8	D
		NB	L	0.95	159.2	F	L	0.31	58.4	E	L	0.16	68.3	E	L	0.10	52.4	D
			T	0.64	10.8	B	T	0.70	13.7	B	T	0.75	3.8	A	T	0.73	14.3	B
		SB	T	0.69	8.6	A	T	0.62	19.8	B	T	0.69	19.5	B	T	0.83	25.2	C
			R	0.02	4.3	A	R	0.05	13.1	B	R	0.02	10.6	B	R	0.06	13.2	B
	INTERSECTION				13.4	B			18.2	B			13.5	B			20.7	C

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Twelfth Avenue @ 44th Street	9892	NB	TR	0.72	16.2	B	TR	0.76	15.2	B	TR	0.80	4.6	A	TR	0.84	17.6	B
		SB	L	0.65	59.1	E	L	0.53	45.0	D	L	0.55	61.6	E	L	0.59	46.9	D
			T	0.73	6.3	A	T	0.57	18.0	B	T	0.67	11.3	B	T	0.79	15.7	B
		INTERSECTION			13.1	B			17.5	B			9.0	A			17.7	B
Twelfth Avenue@ 46th Street	9864	EB	LTR	0.27	56.4	E	LTR	0.12	35.9	D	LTR	0.16	51.8	D	LTR	0.18	36.5	D
		NB	TR	0.83	54.9	D	TR	0.96	35.8	D	TR	0.92	18.2	B	TR	0.96	34.7	C
		SB	L	0.81	90.2	F	L	0.84	97.3	F	L	1.02	220.6	F	L	1.04	300.2	F
			T	0.74	3.6	A	T	0.61	14.4	B	T	0.68	11.1	B	T	0.79	15.9	B
		INTERSECTION			29.4	C			27.7	C			20.2	C			31.6	C
Twelfth Avenue @ 54th Street	9856	EB	R	0.00	5.6	A	R	0.00	6.7	A	R	0.00	5.3	A	R	0.00	6.7	A
		WB	R	0.43	57.9	E	R	0.25	38.7	D	R	0.58	64.8	E	R	0.45	43.6	D
		NB	TR	0.80	15.3	B	TR	0.81	16.6	B	TR	0.92	8.2	A	TR	0.70	13.5	B
		SB	L	0.50	59.1	E	L	0.37	40.6	D	L	0.37	55.8	E	L	0.20	37.4	D
			T	1.04	72.4	E	T	0.62	12.1	B	T	0.64	10.7	B	T	0.76	14.9	B
		INTERSECTION			49.1	D			15.5	B			11.2	B			15.2	B
Twelfth Avenue @ 56th Street (SR)	99001	NB	TR	0.52	31.3	C	TR	0.21	6.6	A	TR	0.24	9.6	A	TR	0.14	6.1	A
		INTERSECTION			31.3	C			6.6	A			9.6	A			6.1	A
Twelfth Avenue @ 56th Street	9883	NB	T	0.98	52.9	D	T	0.67	11.1	B	T	0.94	13.2	B	T	0.65	10.8	B
		SB	L	0.85	36.4	D	L	0.99	83.3	F	L	0.93	311.0	F	L	0.68	51.4	D
			T	0.83	1.9	A	T	0.42	0.4	A	T	0.51	0.6	A	T	0.47	0.5	A
		INTERSECTION			22.1	C			13.9	B			34.4	C			8.8	A
Twelfth Avenue @ 57th Street	9854	WB	R	0.26	30.6	C	R	0.41	36.8	D	R	0.51	191.3	F	R	0.46	37.6	D
		NB	T	0.76	29.4	C	T	0.59	13.0	B	T	0.72	5.9	A	T	0.57	12.6	B
		INTERSECTION			29.5	C			16.1	B			28.2	C			16.4	B
Sixth Avenue @ 28th Street	21627	EB	LT	0.89	43.6	D	LT	0.75	143.1	F	LT	0.70	28.9	C	LT	0.74	127.0	F
		NB	TR	0.78	27.2	C	TR	0.76	17.8	B	TR	0.74	17.3	B	TR	0.79	18.4	B
		INTERSECTION			30.8	C			41.1	D			19.3	B			38.0	D
Sixth Avenue @ 30th Street	21589	EB	LT	0.89	37.1	D	LT	0.78	100.5	F	LT	0.78	97.8	F	LT	0.25	38.8	D
		NB	TR	0.87	27.6	C	TR	0.78	33.5	C	TR	0.78	24.1	C	TR	0.88	28.0	C
		INTERSECTION			30.1	C			50.1	D			42.3	D			28.9	C
Sixth Avenue @ 31st Street	21579	WB	TR	0.47	19.5	B	TR	0.48	19.8	B	TR	0.36	18.0	B	TR	0.55	24.4	C
		NB	LT	0.81	20.7	C	LT	0.74	25.6	C	LT	0.72	18.3	B	LT	0.73	18.5	B
		INTERSECTION			20.4	C			24.2	C			18.2	B			20.1	C
Sixth Avenue @ 35th Street	9786	WB	TR	0.62	28.9	C	TR	0.43	21.7	C	TR	0.50	22.8	C	TR	0.44	21.7	C
		NB	LT	0.59	9.8	A	LT	0.51	12.3	B	LT	0.55	12.7	B	LT	0.58	13.0	B
		INTERSECTION			13.9	B			14.1	B			15.0	B			14.7	B
Sixth Avenue @ 36th Street	9785	EB	L	0.41	38.1	D	L	0.79	59.1	E	L	0.71	50.9	D	L	1.02	173.1	F
			T	0.51	19.6	B	T	0.41	18.1	B	T	0.35	17.3	B	T	0.32	16.9	B
		NB	TR	0.64	17.6	B	TR	0.50	15.7	B	TR	0.53	16.0	B	TR	0.57	16.5	B
		INTERSECTION			18.8	B			19.8	B			19.1	B			33.3	C
Sixth Avenue @ 37th Street	9784	WB	T	0.43	18.4	B	T	0.39	17.9	B	T	0.41	18.1	B	T	0.53	19.9	B
			R	0.53	23.4	C	R	0.71	30.9	C	R	0.71	30.7	C	R	0.65	27.4	C
		NB	LT	0.66	17.8	B	LT	0.53	19.6	B	LT	0.57	16.4	B	LT	0.57	16.4	B
		INTERSECTION			18.4	B			20.5	C			18.4	B			18.3	B

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Sixth Avenue @ 42nd St	9779	EB	LT	0.66	29.6	C	LT	0.39	20.6	C	LT	0.52	23.0	C	LT	0.40	20.8	C
		WB	TR	0.71	31.4	C	TR	0.72	28.7	C	TR	0.50	22.6	C	TR	0.52	23.1	C
			R	0.71	44.2	D	R	0.72	40.6	D	R	0.50	27.2	C	R	0.51	28.3	C
		NB	LTR	0.57	9.5	A	LTR	0.53	12.4	B	LTR	0.55	12.6	B	LTR	0.51	12.1	B
		INTERSECTION			18.7	B			18.7	B			16.7	B			16.5	B
Seventh Avenue @ 23rd Street	21670	EB	TR	0.88	40.5	D	TR	0.86	39.1	D	TR	0.75	31.4	C	TR	0.81	34.4	C
		WB	LT	0.61	26.6	C	LT	0.54	24.6	C	LT	0.53	24.3	C	LT	0.47	23.4	C
		SB	LTR	0.83	24.3	C	LTR	0.73	21.2	C	LTR	0.71	20.7	C	LTR	0.73	21.1	C
		INTERSECTION			28.6	C			26.2	C			23.8	C			24.7	C
Seventh Avenue @ 28th Street	21626	EB	TR	0.73	232.1	F	TR	0.58	27.4	C	TR	0.54	26.4	C	TR	0.67	237.3	F
		SB	LT	0.60	10.7	B	LT	0.46	12.2	B	LT	0.41	8.8	A	LT	0.49	12.3	B
		INTERSECTION			66.9	E			16.1	B			13.4	B			67.8	E
Seventh Avenue @ 29th Street	21599	WB	LT	0.95	54.6	D	LT	1.05	299.4	F	LT	0.95	55.6	E	LT	0.72	30.9	C
		SB	TR	0.66	15.0	B	TR	0.52	17.3	B	TR	0.50	13.0	B	TR	0.57	13.7	B
		INTERSECTION			24.7	C			106.0	F			25.2	C			17.4	B
Seventh Avenue @ 30th Street	21588	EB	T	0.68	29.6	C	T	0.61	26.8	C	T	0.59	97.5	F	T	0.19	18.3	B
			R	0.62	28.9	C	R	0.31	20.4	C	R	0.33	95.5	F	R	0.56	25.9	C
		SB	LT	0.67	15.3	B	LT	0.55	17.7	B	LT	0.52	13.2	B	LT	0.47	12.6	B
		INTERSECTION			19.1	B			19.5	B			34.0	C			15.0	B
Seventh Avenue @ 31st Street	21578	WB	LT	0.84	36.9	D	LT	0.93	49.4	D	LT	0.74	30.3	C	LT	0.97	56.0	E
		SB	TR	0.68	16.9	B	TR	0.63	20.8	C	TR	0.61	15.8	B	TR	0.51	14.5	B
		INTERSECTION			21.7	C			28.7	C			19.0	B			27.9	C
Seventh Avenue @ 33rd Street	9750	WB	LT	0.92	75.8	E	LT	1.05	282.5	F	LT	0.92	73.0	E	LT	0.81	52.6	D
		SB	TR	0.77	7.8	A	TR	0.72	6.8	A	TR	0.78	7.8	A	TR	0.61	5.4	A
		INTERSECTION			14.7	B			44.5	D			14.9	B			12.0	B
Seventh Avenue @ 34th Street	9749	EB	T	0.82	36.9	D	T	0.71	30.7	C	T	0.68	29.3	C	TR	0.43	73.6	E
		WB	LT	0.70	26.7	C	LT	0.73	28.3	C	LT	0.83	32.7	C	LT	0.51	22.2	C
		SB	T	0.68	15.4	B	T	0.66	15.1	B	T	0.68	15.2	B	T	0.55	13.4	B
		INTERSECTION			21.5	C			20.8	C			21.8	C			26.3	C
Seventh Avenue @ 35th Street	9748	WB	L	0.59	29.9	C	L	0.45	25.3	C	L	0.38	24.1	C	L	0.60	30.5	C
			LT	0.60	137.2	F	LT	0.49	25.5	C	LT	0.83	42.8	D	LT	0.50	25.3	C
		SB	TR	0.62	13.0	B	TR	0.66	17.9	B	TR	0.65	13.3	B	TR	0.53	11.9	B
		INTERSECTION			30.3	C			19.3	B			18.6	B			15.6	B
Seventh Avenue @ 36th Street	9747	EB	TR	0.83	239.6	F	TR	0.69	24.3	C	TR	0.71	27.6	C	TR	0.79	31.3	C
		SB	LT	0.63	14.6	B	LT	0.71	19.2	B	LT	0.65	14.7	B	LT	0.51	13.0	B
		INTERSECTION			84.7	F			20.7	C			18.2	B			19.1	B
Seventh Avenue @ 37th Street	9746	WB	LT	0.64	22.8	C	LT	0.55	20.7	C	LT	0.62	22.1	C	LT	0.64	94.5	F
		SB	TR	0.60	17.3	B	TR	0.68	18.6	B	TR	0.68	18.4	B	TR	0.52	16.1	B
		INTERSECTION			19.0	B			19.1	B			19.5	B			45.1	D
Seventh Avenue @ 38th Street	9745	EB	TR	0.87	37.2	D	TR	0.61	21.7	C	TR	0.41	20.8	C	TR	0.70	151.1	F
		SB	LT	0.53	13.3	B	LT	0.66	18.2	B	LT	0.59	13.9	B	LT	0.41	12.0	B
		INTERSECTION			21.6	C			19.3	B			15.3	B			65.0	E
Seventh Avenue @ 42nd Street	9741	EB	TR	0.54	24.3	C	TR	0.35	17.2	B	TR	0.50	23.7	C	TR	0.42	21.8	C
		WB	LT	0.35	21.2	C	LT	0.30	16.6	B	LT	0.39	21.7	C	LT	0.23	19.5	B
		SB	LTR	0.54	11.9	B	LTR	0.57	16.9	B	LTR	0.47	11.2	B	LTR	0.38	10.4	B
		INTERSECTION			16.1	B			16.9	B			15.8	B			15.2	B
Eighth Avenue @ 28th Street	21611	EB	LT	0.59	25.2	C	LT	0.53	23.9	C	LT	0.47	22.9	C	LT	0.42	22.0	C
		NB	TR	0.56	12.2	B	TR	0.52	11.7	B	TR	0.61	12.8	B	TR	0.59	12.5	B
		INTERSECTION			15.7	B			14.9	B			15.0	B			14.5	B

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Eighth Avenue @ 29th Street	21598	WB	TR	0.90	47.2	D	TR	1.03	292.1	F	TR	1.04	222.2	F	TR	0.81	36.6	D
		NB	LT	0.57	13.7	B	LT	0.62	17.4	B	LT	0.65	14.8	B	LT	0.60	17.2	B
		INTERSECTION			21.5	C			93.4	F			62.6	E			21.5	C
Eighth Avenue @ 30th Street	21587	EB	LT	0.74	27.3	C	LT	0.57	99.9	F	LT	0.60	113.8	F	LT	0.52	21.4	C
		NB	TR	0.59	15.5	B	TR	0.61	17.3	B	TR	0.67	16.7	B	TR	0.55	18.5	B
		INTERSECTION			19.3	B			40.3	D			41.3	D			19.3	B
Eighth Avenue @ 31st Street	9757	WB	TR	0.51	20.0	C	TR	0.60	21.9	C	TR	0.52	20.1	C	TR	0.61	102.6	F
		NB	LT	0.67	18.2	B	LT	0.66	18.1	B	LT	0.78	20.8	C	LT	0.67	22.9	C
		INTERSECTION			18.6	B			19.1	B			20.6	C			45.4	D
Eighth Avenue @ 33rd Street	9756	WB	TR	0.16	11.6	B	TR	0.22	12.1	B	TR	0.29	12.7	B	TR	0.23	12.1	B
		NB	LT	0.82	28.0	C	LT	0.85	29.6	C	LT	0.87	30.8	C	LT	0.76	35.4	D
		INTERSECTION			26.5	C			27.3	C			27.8	C			31.9	C
Eighth Avenue @ 34th Street	9755	EB	T	0.67	25.7	C	T	0.57	22.2	C	T	0.58	22.4	C	T	0.29	16.5	B
		WB	T	0.36	17.4	B	T	0.41	18.0	B	T	0.46	18.7	B	TR	0.47	18.6	B
			R	0.56	25.1	C	R	0.56	25.2	C	R	0.60	26.6	C				
		NB	LTR	0.83	28.7	C	LTR	0.84	28.9	C	LTR	0.77	26.4	C	LTR	0.77	36.1	D
		INTERSECTION			26.0	C			25.6	C			24.1	C			28.5	C
Eighth Avenue @ 35th Street	9754	WB	TR	0.88	53.3	D	TR	0.72	30.4	C	TR	1.04	232.6	F	TR	0.98	72.9	E
		NB	LT	0.54	9.9	A	LT	0.70	18.8	B	LT	0.54	9.8	A	LT	0.54	9.9	A
		INTERSECTION			17.4	B			20.7	C			56.4	E			20.8	C
Eighth Avenue @ 36th Street	9753	EB	LT	0.62	125.8	F	LT	0.48	80.5	F	LT	0.61	25.9	C	LT	0.71	172.2	F
		NB	TR	0.63	13.0	B	TR	0.78	20.9	C	TR	0.62	12.9	B	TR	0.62	12.9	B
		INTERSECTION			42.3	D			34.0	C			16.2	B			55.5	E
Eighth Avenue @ 37th Street	9752	WB	TR	0.54	23.2	C	TR	0.49	19.6	B	TR	0.65	25.6	C	TR	0.74	28.7	C
		NB	LT	0.56	13.5	B	LT	0.65	17.8	B	LT	0.57	13.7	B	LT	0.59	17.3	B
		INTERSECTION			15.8	B			18.2	B			16.9	B			20.5	C
Eighth Avenue @ 38th Street	9043	EB	LT	0.66	24.7	C	LT	0.44	18.7	B	LT	0.25	17.4	B	LT	0.48	20.4	C
		NB	TR	0.65	16.4	B	TR	0.72	19.2	B	TR	0.66	16.5	B	TR	0.71	23.1	C
		INTERSECTION			18.6	B			19.1	B			16.7	B			22.5	C
Eighth Avenue @ 42nd Street	9673	EB	LT	0.57	18.0	B	DefL	0.43	17.1	B	LT	0.50	16.9	B	DefL	0.43	16.8	B
							T	0.28	13.6	B					T	0.27	13.5	B
		WB	T	0.42	28.2	C	TR	0.54	30.1	C	T	0.45	28.6	C	TR	0.33	26.7	C
		NB	L	0.21	21.3	C	L	0.15	17.3	B	L	0.42	30.4	C	L	0.18	17.6	B
			LTR	0.71	23.2	C	LTR	0.62	21.5	C	LTR	0.58	20.8	C	LTR	0.61	21.2	C
		INTERSECTION			22.6	C			21.6	C			21.4	C			20.3	C
Ninth Avenue @ 23rd Street	28199	EB	TR	0.85	46.3	D	TR	0.72	38.4	D	TR	0.71	36.9	D	TR	0.81	42.0	D
		WB	LT	0.86	36.2	D	LT	0.82	32.5	C	LT	0.66	24.9	C	LT	0.64	24.4	C
		SB	L	0.62	28.7	C	L	0.57	25.2	C	L	0.54	25.2	C	L	0.63	28.1	C
			TR	0.82	27.4	C	TR	0.77	25.5	C	TR	0.50	19.7	B	TR	0.91	32.7	C
		INTERSECTION			33.1	C			29.3	C			24.5	C			32.4	C
Ninth Avenue @ 26th Street	28202	EB	TR	0.38	17.7	B	TR	0.28	16.5	B	TR	0.33	17.1	B	TR	0.54	21.7	C
		SB	L	0.38	16.5	B	L	0.35	15.9	B	L	0.21	14.0	B	L	0.32	15.9	B
			T	0.84	23.8	C	T	0.77	20.9	C	T	0.44	15.1	B	T	0.86	24.2	C
		INTERSECTION			22.0	C			19.7	B			15.5	B			23.3	C
Ninth Avenue @ 28th Street	21609	EB	TR	0.92	51.6	D	TR	0.64	27.5	C	TR	0.59	25.6	C	TR	0.62	26.7	C
		SB	L	0.43	15.0	B	L	0.61	19.6	B	L	0.59	19.7	B	L	0.41	15.2	B
			T	0.83	20.5	C	T	0.75	17.9	B	T	0.42	12.7	B	T	0.82	20.2	C
		INTERSECTION			25.7	C			19.5	B			15.8	B			20.7	C

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Ninth Avenue @ 29th Street	9761	WB	LT	0.45	21.7	C	LT	0.54	23.4	C	LT	0.50	22.7	C	LT	0.56	23.6	C
		SB	TR	0.96	30.0	C	TR	0.88	21.7	C	TR	0.56	12.8	B	TR	0.83	18.9	B
		INTERSECTION			28.3	C			22.1	C			15.4	B			20.1	C
Ninth Avenue @ 30th Street	9760	EB	TR	0.81	36.4	D	TR	0.58	29.3	C	TR	0.55	179.2	F	TR	0.50	27.9	C
		SB	L	0.73	51.6	D	L	1.05	219.8	F	L	1.03	212.2	F	L	1.05	208.5	F
			T	0.57	12.2	B	T	0.72	15.0	B	T	0.61	13.1	B	T	0.67	13.9	B
		INTERSECTION			23.1	C			40.9	D			82.3	F			40.5	D
Ninth Avenue @ 31st Street	9759	WB	LTR	0.52	26.4	C	LTR	0.51	26.2	C	LTR	0.72	158.9	F	LTR	0.64	28.5	C
		SB	TR	0.57	9.6	A	TR	0.57	9.6	A	TR	0.52	9.0	A	TR	0.54	9.2	A
		INTERSECTION			13.5	B			13.3	B			55.8	E			14.6	B
Ninth Avenue @ 33rd Street	9078	WB	LT	0.51	28.7	C	LT	0.68	34.5	C	LT	1.05	267.3	F	LT	0.67	34.5	C
		SB	TR	0.60	9.9	A	TR	0.57	9.6	A	TR	0.45	8.4	A	TR	0.55	9.3	A
		INTERSECTION			11.9	B			13.4	B			66.9	E			12.8	B
Ninth Avenue @ 34th Street	9079	EB	T	0.77	39.4	D	T	0.69	34.9	C	T	0.61	31.5	C	TR	0.65	29.4	C
			R	0.87	63.0	E	R	0.75	47.1	D	R	1.05	286.6	F				
		WB	DefL	0.59	23.2	C	LT	0.66	20.8	C	DefL	0.78	39.1	D	DefL	0.59	22.1	C
			T	0.48	17.2	B					T	0.64	21.2	C	T	0.26	13.4	B
		SB	LTR	0.81	26.4	C	LTR	0.79	25.6	C	LTR	0.89	31.1	C	LTR	0.67	22.5	C
		INTERSECTION			29.5	C			27.0	C			54.0	D			22.6	C
Ninth Avenue @ 35th Street	9080	WB	LT	0.66	33.7	C	LT	0.67	34.9	C	LT	1.04	232.9	F	LT	0.61	31.0	C
		SB	TR	0.55	12.9	B	TR	0.52	9.1	A	TR	0.54	12.9	B	TR	0.44	8.3	A
		INTERSECTION			16.2	B			13.2	B			60.1	E			12.2	B
Ninth Avenue @ 36th Street	9067	EB	TR	0.73	49.9	D	TR	0.56	38.6	D	TR	0.66	42.4	D	TR	0.79	35.0	D
		SB	LT	0.74	17.5	B	LT	0.73	12.4	B	LT	0.70	16.1	B	LT	0.59	12.8	B
		INTERSECTION			26.9	C			18.7	B			23.7	C			20.2	C
Ninth Avenue @ 37th Street	9068	WB	LT	0.49	26.9	C	LT	0.56	28.6	C	LT	0.63	30.2	C	LT	0.67	31.2	C
		SB	TR	0.49	17.1	B	TR	0.51	13.6	B	T	0.62	15.4	B	TR	0.49	13.3	B
											TR (LnT)	1.00	180.0	F				
		INTERSECTION			19.0	B			16.5	B			59.7	E			17.5	B
Ninth Avenue @ 38th Street	9044	EB	TR	0.79	36.9	D	TR	0.54	27.3	C	TR	0.22	22.3	C	TR	0.44	25.3	C
		SB	LT	0.44	8.3	A	LT	0.45	8.4	A	LT	0.58	9.9	A	LT	0.48	8.6	A
											T (LnT)	1.00	185.7	F				
		INTERSECTION			15.5	B			12.0	B			57.5	E			11.2	B
Ninth Avenue @ 42nd Street	9069	EB	TR	0.72	36.1	D	TR	0.53	176.1	F	TR	0.67	34.7	C	TR	0.54	30.4	C
		WB	DefL	0.54	26.4	C	DefL	0.52	24.5	C	DefL	0.66	29.3	C	DefL	0.59	25.9	C
			T	0.37	19.5	B	T	0.31	17.9	B	T	0.34	18.9	B	T	0.19	16.7	B
		SB	LTR	0.82	26.5	C	LTR	0.93	33.6	C	LTR	0.91	31.7	C	LTR	0.73	23.6	C
		INTERSECTION			27.9	C			57.8	E			31.0	C			24.6	C
Sixth Avenue @ 34th Street	21549	EB	T	1.05	268.5	F	T	1.04	234.5	F	T	0.85	47.4	D	T	1.03	354.3	F
		WB	TR	1.01	104.2	F	TR	0.91	46.1	D	TR	1.05	256.7	F	TR	0.83	38.6	D
		NB	T	0.87	31.0	C	T	0.69	25.1	C	T	0.73	26.1	C	T	0.78	27.1	C
		SB	T	0.67	36.3	D	T	0.68	36.5	D	T	0.80	41.2	D	T	0.60	34.3	C
		INTERSECTION			79.7	E			58.4	E			89.4	F			73.9	E
Broadway @ 35th Street	9738	WB	L	0.09	20.5	C	L	0.09	20.5	C	L	0.12	21.0	C	L	0.21	22.4	C
			T	0.89	51.8	D	T	0.66	33.2	C	T	0.91	55.3	E	T	0.68	33.5	C
		SB	T	0.30	8.3	A	T	0.31	10.2	B	T	0.36	8.7	A	T	0.25	7.8	A
			R	0.25	9.3	A	R	0.21	8.7	A	R	0.27	9.8	A	R	0.36	11.4	B
		INTERSECTION			25.6	C			17.8	B			25.9	C			18.6	B

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Broadway @ 36th Street	9737	EB	TR	0.66	23.7	C	TR	0.61	22.6	C	TR	0.52	20.5	C	TR	0.57	21.6	C
		SB	L	0.30	35.0	D	L	0.56	42.2	D	L	0.49	39.7	D	L	0.37	36.5	D
			T	0.36	14.0	B	T	0.34	13.8	B	T	0.43	14.8	B	T	0.32	13.6	B
	INTERSECTION				20.5	C			21.7	C			19.8	B			19.8	B
Broadway @ 42nd Street	9731	EB	T	0.34	19.6	B	TR	0.18	15.3	B	T	0.32	19.4	B	TR	0.22	15.7	B
		WB	LT	0.73	29.1	C	DefL	0.49	23.7	C	LT	0.47	21.7	C	DefL	0.56	26.5	C
							T	0.33	17.0	B					T	0.23	15.9	B
		SB	L	0.53	17.3	B	L	0.72	29.2	C	L	0.42	14.7	B	L	0.67	26.0	C
			T	0.53	13.7	B	T	0.54	17.0	B	T	0.51	13.5	B	T	0.56	17.2	B
	INTERSECTION				19.5	B			18.9	B			16.9	B			18.6	B
Dyer Ave @ 30th Street	9060	EB	L	0.11	10.1	B	L	0.20	10.7	B	L	0.36	22.3	C	L	0.21	10.9	B
			T	0.13	10.2	B	T	0.12	10.1	B	T	0.08	17.8	B	T	0.11	10.0	B
		WB	R	0.02	19.6	B	R	0.03	19.7	B	R	0.14	20.9	C	R	0.07	20.1	C
		SB	L	0.53	24.4	C	L	0.31	21.4	C	L	0.43	23.1	C	L	0.24	20.6	C
	INTERSECTION				17.8	B			14.5	B			21.8	C			13.7	B
Dyer Ave @ 31st Street	149997	WB	LTR	0.25	8.9	A	LTR	0.27	9.1	A	LTR	0.44	21.9	C	LTR	0.34	9.7	A
		NB	LT	0.23	24.8	C	LT	0.37	26.6	C	LT	0.75	39.1	D	LT	0.45	27.8	C
		SB	TR	0.63	31.2	C	TR	0.40	27.0	C	TR	0.88	46.4	D	TR	0.30	25.7	C
	INTERSECTION				22.6	C			20.3	C			35.8	D			19.4	B
Dyer Ave @ 34th Street	9081	EB	T	0.17	11.0	B	T	0.24	11.7	B	T	0.19	11.2	B	T	0.21	11.3	B
		WB	T	0.25	11.7	B	T	0.26	11.9	B	T	0.47	14.2	B	T	0.15	10.9	B
			R	0.14	8.7	A	R	0.18	9.1	A	R	1.00	696.9	F	R	0.32	10.5	B
		SB	L	0.80	61.5	E	L	0.53	42.7	D	L	0.73	54.3	D	L	0.42	38.5	D
			LR	0.79	60.9	E	LR	0.52	43.4	D	LR	0.74	56.0	E	LR	0.42	38.5	D
			R	0.80	65.4	E	R	0.53	44.0	D	R	0.74	57.7	E	R	0.41	39.1	D
	INTERSECTION				33.3	C			20.6	C			67.1	E			18.9	B
Dyer Ave @ 35th Street	9064	WB	LTR	0.36	26.2	C	LTR	0.33	25.8	C	LTR	0.55	146.6	F	LTR	0.33	25.7	C
		NB	LT	0.06	7.9	A	LT	0.07	9.0	A	LT	0.11	23.9	C	LT	0.14	8.5	A
		SB	TR	0.66	32.4	C	TR	0.42	27.8	C	TR	0.60	31.0	C	TR	0.34	26.8	C
	INTERSECTION				28.5	C			24.1	C			67.0	E			21.5	C
Dyer Ave @ 36th Street	9066	EB	TR	0.46	56.3	E	TR	0.39	52.8	D	TR	0.34	46.9	D	TR	0.37	27.0	C
		NB	TR	0.16	25.7	C	TR	0.23	30.7	C	TR	1.00	285.2	F	TR	0.40	28.6	C
		SB	L	0.58	34.0	C	L	0.39	28.9	C	L	0.56	32.9	C	L	0.44	29.7	C
			LT	0.58	30.2	C	LT	0.37	27.0	C	LT	0.56	29.7	C	LT	0.44	27.8	C
			R	0.37	6.6	A	R	0.31	9.8	A	R	0.43	11.3	B	R	0.29	9.6	A
	INTERSECTION				30.9	C			29.5	C			71.2	E			25.3	C
Dyer Avenue @ 41st Street	9038	WB	TR	0.36	28.8	C	TR	0.47	30.6	C	L	0.27	20.5	C	TR	0.35	28.7	C
											TR	1.00	378.3	F				
		NB	L	0.48	25.7	C	L	0.52	26.9	C	LT	0.28	20.8	C	L	0.61	29.4	C
			LT	0.48	22.8	C	LT	0.52	23.5	C					LT	0.60	24.6	C
	INTERSECTION				25.1	C			26.1	C			209.2	F			26.4	C

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
Dyer Avenue @ 42nd Street	9070	EB	LT	0.22	19.4	B	LT	0.28	20.3	C	LT	0.24	19.5	B	LT	0.22	19.5	B
		WB	TR	0.18	19.0	B	TR	0.41	21.8	C	TR	0.27	20.1	C	TR	0.29	20.2	C
											T (LnT)	1.00	1171.0	F				
		NB	L	0.29	9.9	A	L	0.27	9.8	A	L	0.11	8.7	A	L	0.31	10.1	B
			R	0.19	9.3	A	R	0.24	12.3	B	R	0.13	18.5	B	R	0.29	10.1	B
INTERSECTION					14.0	B			16.4	B			73.9	E			14.2	B

			AM				Midday				PM				Saturday MD			
Unsignalized Intersection	**Node**	**Approach**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
Twelfth Avenue @ 33rd Street	9873	WB	R	0.28	16.2	C	R	0.28	14.7	B	R	0.51	23.6	C	R	0.21	13.9	B
INTERSECTION					-	-			-	-			-	-			-	-
Twelfth Avenue @ 47th Street	9863	WB	R	0.39	20.8	C	R	0.3	17.2	C	R	0.56	27.1	D	R	0.35	19.1	C
INTERSECTION					-	-			-	-			-	-			-	-
Lincoln Tunnel Expressway @ 33rd Street	149998	SB	R	0.08	11.2	B	R	0.07	11.1	B	R	0.13	13.8	B	R	0.04	10.9	B
INTERSECTION					-	-			-	-			-	-			-	-

2017 Future without the Proposed Actions

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Tenth Avenue @ 26th Street	28230	EB	LT	1.10	407.0	F	LT	1.15	405.1	F	LT	1.18	424.8	F	LT	0.88	49.3	D
		NB	TR	0.58	10.9	B	TR	0.86	16.5	B	TR	0.49	9.9	A	TR	0.61	11.2	B
		INTERSECTION			81.4	F			80.2	F			95.8	F			17.7	B
Tenth Avenue @ 28th Street	9918	EB	LT	1.40	534.2	F	LT	1.29	464.0	F	LT	1.04	225.7	F	LT	1.43	532.6	F
		NB	TR	0.67	10.7	B	TR	0.70	11.2	B	TR	0.59	9.7	A	TR	0.53	11.8	B
		INTERSECTION			125.8	F			103.1	F			52.1	D			144.3	F
Tenth Avenue @ 29th Street	9914	WB	TR	0.75	33.0	C	TR	0.97	56.7	E	TR	1.17	433.1	F	TR	0.84	38.5	D
		NB	LT	0.65	10.4	B	LT	0.72	11.5	B	LT	0.44	8.3	A	LT	0.57	12.4	B
		INTERSECTION			16.0	B			22.5	C			150.3	F			19.3	B
Tenth Avenue @ 30th Street	9061	EB	LT	1.99	762.9	F	LT	2.85	1164.0	F	LT	2.88	1140.0	F	LT	1.69	601.9	F
		NB	T	0.58	9.6	A	T	0.66	10.6	B	T	0.41	8.0	A	T	0.51	11.5	B
			R	0.82	28.8	C	R	1.55	442.6	F	R	1.30	269.2	F	R	1.25	243.8	F
		INTERSECTION			236.2	F			438.6	F			483.0	F			211.2	F
Tenth Avenue @ 31st Street	9933	WB	R	1.25	344.0	F	R	2.20	853.5	F	R	2.37	849.1	F	R	1.26	360.5	F
		NB	T	0.68	10.9	B	T	0.79	12.9	B	T	0.89	17.8	B	T	0.57	9.5	A
		INTERSECTION			83.0	F			197.7	F			288.2	F			88.2	F
Tenth Avenue @ 33rd Street	9077	WB	TR	0.93	48.9	D	TR	0.96	54.6	D	TR	0.90	43.9	D	TR	0.73	31.3	C
		NB	LT	0.74	13.1	B	LT	1.06	151.8	F	LT	1.06	148.0	F	LT	0.80	14.6	B
		INTERSECTION			20.4	C			133.8	F			128.8	F			17.8	B
Tenth Avenue @ 34th Street	9076	EB	DefL	0.73	50.3	D	DefL	0.85	67.9	E	DefL	0.99	99.2	F	DefL	0.76	50.3	D
			T	0.45	26.7	C	T	0.49	27.6	C	T	0.43	26.0	C	T	0.28	22.7	C
		WB	T	0.56	27.3	C	T	0.48	25.7	C	T	0.64	29.1	C	TR	0.56	27.8	C
			R	0.68	40.7	D	R	1.26	473.4	F	R	2.28	867.1	F				
		NB	LTR	0.90	17.4	B	LTR	1.06	99.1	F	LTR	1.34	215.7	F	LTR	0.81	13.4	B
		INTERSECTION			21.6	C			109.2	F			258.7	F			17.9	B
Tenth Avenue @ 35th Street	9075	WB	TR	1.50	428.7	F	TR	1.30	350.2	F	TR	1.02	155.9	F	TR	1.04	229.0	F
		NB	LT	0.87	15.6	B	LT	0.99	27.7	C	LT	0.87	14.6	B	LT	0.77	12.4	B
		INTERSECTION			89.8	F			71.6	E			29.4	C			41.8	D
Tenth Avenue @ 36th Street	9074	EB	LT	0.61	28.8	C	LT	0.40	129.7	F	LT	0.38	24.3	C	LT	0.19	21.9	C
		NB	TR	0.90	17.3	B	TR	1.04	88.6	F	TR	1.75	406.1	F	TR	0.85	14.4	B
		INTERSECTION			19.0	B			92.2	F			374.1	F			14.9	B
Tenth Avenue @ 37th Street	9073	WB	TR	0.59	27.2	C	TR	0.57	27.1	C	TR	0.68	30.3	C	TR	0.78	33.8	C
		NB	LT	0.91	19.2	B	LT	0.94	22.0	C	LT	1.66	369.2	F	LT	0.73	13.1	B
		INTERSECTION			20.3	C			22.6	C			325.4	F			17.5	B
Tenth Avenue @ 38th Street	9046	EB	LT	0.83	38.6	D	LT	0.51	26.5	C	LT	0.43	25.2	C	LT	0.46	25.7	C
		NB	TR	0.93	19.6	B	TR	0.98	25.6	C	TR	1.71	389.3	F	TR	0.83	13.7	B
		INTERSECTION			23.1	C			25.7	C			356.1	F			15.2	B
Tenth Avenue @ 39th Street	9032	WB	T	0.41	22.2	C	T	0.42	22.3	C	T	1.99	1493.0	F	T	0.00	16.8	B
			R	0.42	23.2	C	R	0.50	25.2	C	R	1.73	1002.0	F	R	0.00	16.8	B
		NB	LT	0.61	13.1	B	LT	0.62	13.2	B	LT	1.63	394.8	F	LT	0.55	15.5	B
		INTERSECTION			14.5	B			14.8	B			516.2	F			15.5	B
Tenth Avenue @ 40th Street	9047	EB	LT	0.46	21.5	C	LT	0.32	19.5	B	LT	0.57	117.0	F	LT	0.21	18.2	B
		NB	TR	0.64	14.2	B	TR	0.68	14.8	B	TR	1.63	387.8	F	TR	0.52	15.7	B
		INTERSECTION			15.3	B			15.2	B			353.5	F			15.9	B

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Tenth Avenue @ 41st Street	9037	WB	T	0.25	13.1	B	T	0.32	13.8	B	T	1.25	508.4	F	T	0.34	13.9	B
			R	0.53	17.2	B	R	0.57	18.7	B	R	0.27	13.7	B	R	0.56	17.8	B
		NB	L	0.84	40.9	D	L	0.63	27.8	C	L	1.47	428.0	F	L	0.25	18.1	B
			T	0.80	24.7	C	T	0.86	40.2	D	T	1.03	103.1	F	T	0.69	28.1	C
	INTERSECTION				23.3	C			31.8	C			179.9	F			22.7	C
Tenth Avenue @ 42nd Street	9609	EB	LT	1.99	718.4	F	LT	2.17	892.4	F	LT	1.81	606.9	F	LT	1.96	753.6	F
		WB	TR	1.03	180.6	F	TR	1.35	382.1	F	TR	0.69	33.3	C	TR	1.44	441.5	F
											T (LnT)	1.28	793.6	F				
		NB	LTR	0.70	20.0	C	LTR	0.88	19.4	B	LTR	0.79	15.9	B	LTR	0.77	22.2	C
	INTERSECTION				128.9	F			169.3	F			101.0	F			181.1	F
Tenth Avenue @ 43st Street	9608	EB	L	0.02	17.1	B	L	0.03	17.2	B	L	0.03	17.2	B	L	0.05	17.5	B
		WB	TR	0.39	21.2	C	TR	0.56	115.8	F	TR	0.48	22.5	C	TR	0.32	20.2	C
		NB	LT	1.17	151.6	F	LT	1.21	169.3	F	LT	0.94	22.5	C	LT	1.00	81.4	F
	INTERSECTION				138.3	F			161.4	F			22.5	C			75.2	E
Tenth Avenue @ 56th Street	13616	EB	LT	0.75	30.8	C	LT	0.43	24.5	C	LT	0.50	25.5	C	LT	1.08	387.6	F
		NB	TR	0.72	11.3	B	TR	0.81	13.5	B	TR	0.62	9.7	A	TR	0.72	11.5	B
	INTERSECTION				16.8	B			15.6	B			12.5	B			72.8	E
Tenth Avenue @ 57st Street	9594	EB	LT	1.01	95.0	F	LT	0.89	42.2	D	LT	0.87	39.3	D	LT	0.85	39.5	D
		WB	TR	0.70	25.2	C	TR	0.98	52.5	D	TR	0.84	33.7	C	TR	0.87	35.7	D
		NB	LTR	0.68	16.5	B	LTR	0.68	14.3	B	LTR	0.68	14.0	B	LTR	0.61	13.3	B
	INTERSECTION				35.0	D			29.0	C			21.6	C			23.1	C
Eleventh Ave/ Twelfth Ave @ 22nd Street	2222	WB (22nd)	R	0.02	10.7	B	R	0.08	13.0	B	R	0.06	12.7	B	R	0.09	13.1	B
		NB (11th)	T	0.07	39.3	D	T	0.08	26.3	C	T	0.06	26.0	C	T	0.16	27.4	C
	28302	SB (11th)	T	0.55	53.8	D	T	0.50	38.4	D	T	0.77	61.6	E	T	0.28	34.8	C
			TR	0.47	55.2	E	TR	0.43	39.3	D	TR	0.68	64.9	E	TR	0.28	35.9	D
		NB (9A)	T	1.06	108.9	F	T	1.03	106.7	F	T	1.14	140.1	F	T	1.11	132.4	F
		SB (9A)	T	0.85	9.3	A	T	0.85	21.6	C	T	0.79	17.9	B	T	0.74	18.0	B
	INTERSECTION				58.3	E			58.1	E			77.9	E			75.6	E
Eleventh Avenue @ 24th Street	28213	EB	R	0.27	27.3	C	R	0.19	26.3	C	R	0.27	27.2	C	R	0.23	26.7	C
		NB	L	0.27	27.0	C	L	0.29	27.2	C	L	0.35	28.0	C	L	0.39	28.4	C
		SB	L	0.24	4.5	A	L	0.27	4.7	A	L	0.25	4.5	A	L	0.18	4.2	A
			TR	1.24	214.7	F	TR	1.39	280.3	F	TR	1.32	248.0	F	TR	0.76	35.0	C
	INTERSECTION				139.1	F			186.2	F			158.2	F			27.8	C
Eleventh Avenue @ 26th Street	9924	EB	TR	1.08	399.8	F	TR	0.91	64.3	E	TR	1.10	397.8	F	TR	0.60	39.5	D
		SB	LT	0.54	4.8	A	LT	0.54	4.8	A	LT	0.50	4.5	A	LT	0.38	3.9	A
	INTERSECTION				80.8	F			15.1	B			81.9	F			9.2	A
Eleventh Avenue @ 27th Street	63721	WB	LT	0.44	26.4	C	LT	0.51	27.9	C	LT	0.58	30.2	C	LT	0.31	23.6	C
		SB	TR	0.47	9.3	A	TR	0.47	9.2	A	TR	0.41	8.8	A	TR	0.30	8.0	A
	INTERSECTION				11.2	B			11.8	B			12.0	B			9.9	A
Eleventh Avenue @ 28th Street	9916	EB	TR	0.47	24.2	C	TR	0.36	21.8	C	TR	0.24	19.8	B	TR	0.34	21.2	C
		SB	LT	0.64	14.0	B	LT	0.65	14.1	B	LT	0.58	13.0	B	LT	0.49	12.0	B
	INTERSECTION				15.1	B			14.8	B			13.5	B			13.1	B
Eleventh Avenue @ 29th Street	9912	WB	LT	0.84	36.5	D	LT	0.90	43.5	D	LT	1.02	137.1	F	LT	0.67	26.0	C
		SB	TR	0.54	16.1	B	TR	0.54	16.2	B	TR	0.48	15.4	B	TR	0.41	14.7	B
	INTERSECTION				21.0	C			22.6	C			49.8	D			17.4	B
Eleventh Avenue @ 30th Street	9909	EB	TR	0.98	58.6	E	TR	1.17	330.9	F	TR	0.92	45.2	D	TR	0.86	38.4	D
		SB	LT	1.06	126.2	F	LT	1.13	155.5	F	LT	1.04	116.6	F	LT	0.74	19.9	B
	INTERSECTION				111.6	F			196.9	F			101.9	F			24.4	C

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Eleventh Avenue @ 31st Street	61131	WB	L	0.18	25.8	C	L	0.59	35.3	D	L	0.43	30.4	C	L	0.34	28.4	C
		SB	T	0.63	7.1	A	T	0.57	6.5	A	T	0.53	6.1	A	T	0.41	5.4	A
		INTERSECTION			7.7	A			9.4	A			7.9	A			7.2	A
Eleventh Avenue @ 32nd Street	61132	SB	LT	0.64	7.2	A	LT	0.62	6.9	A	LT	0.57	6.4	A	LT	0.44	5.5	A
		INTERSECTION			7.2	A			6.9	A			6.4	A			5.5	A
Eleventh Avenue @ 33rd Street	9907	WB	L	0.53	33.2	C	L	0.73	46.5	D	L	0.60	36.0	D	L	0.48	31.8	C
			LT	0.55	30.8	C	LT	0.78	39.4	D	LT	0.63	32.5	C	LT	0.47	29.2	C
		SB	TR	0.53	6.2	A	TR	0.49	5.8	A	TR	0.47	5.7	A	TR	0.35	5.0	A
		INTERSECTION			13.2	B			16.5	B			13.9	B			12.6	B
Eleventh Avenue @ 34th Street	9904	EB	L	0.41	20.3	C	L	0.43	21.6	C	L	0.40	20.6	C	L	0.59	28.0	C
			TR	0.41	27.7	C	TR	0.41	27.7	C	TR	0.37	27.0	C	TR	0.57	30.5	C
		WB	L	0.55	23.9	C	L	0.41	19.6	B	L	0.58	27.3	C	L	0.24	17.2	B
			TR	0.63	32.3	C	TR	0.65	32.4	C	TR	0.91	52.4	D	TR	0.43	27.7	C
		SB	LT	0.84	23.7	C	LT	0.85	27.3	C	LT	0.80	25.4	C	LT	0.59	20.2	C
			R	0.28	14.9	B	R	0.39	20.0	B	R	0.36	18.9	B	R	0.42	20.1	C
		INTERSECTION			25.0	C			27.3	C			30.4	C			23.6	C
Eleventh Avenue @ 35th Street	9901	WB	L	0.27	17.4	B	L	0.30	17.8	B	L	0.37	19.4	B	L	0.19	16.2	B
			LR	0.28	17.3	B	LR	0.28	17.5	B	LR	0.38	19.4	B	LR	0.19	16.2	B
			R	0.27	17.6	B	R	0.26	17.7	B	R	0.13	15.6	B	R	0.09	15.0	B
		NB	T	0.08	14.5	B	T	0.09	14.6	B	T	0.16	12.8	B	T	0.11	14.7	B
		SB	T	0.60	17.1	B	T	0.57	19.6	B	T	0.55	19.2	B	T	0.46	18.1	B
		INTERSECTION			16.9	B			18.9	B			18.3	B			17.4	B
Eleventh Avenue @ 36th Street	9898	NB	TR	0.14	6.4	A	TR	0.13	6.3	A	TR	0.14	3.0	A	TR	0.09	6.1	A
		SB	DefL	0.63	10.3	B	LT	0.56	9.7	A	LT	0.56	9.7	A	LT	0.42	8.2	A
			T	0.55	4.9	A												
		INTERSECTION			6.0	A			9.2	A			8.6	A			7.9	A
Eleventh Avenue @ 37th Street	9034	EB	LR	0.10	27.1	C	LR	0.16	28.2	C	LR	0.11	27.2	C	LR	0.00	25.7	C
		WB	L	0.75	53.1	D	L	0.81	60.1	E	L	0.77	53.9	D	L	0.59	40.4	D
			R	0.57	42.4	D	R	0.43	36.2	D	R	0.29	31.4	C	R	0.54	39.4	D
		NB	T	0.07	6.0	A	T	0.07	6.0	A	T	0.11	2.9	A	T	0.07	6.0	A
		SB	T	0.59	5.2	A	T	0.53	9.4	A	T	0.53	9.4	A	T	0.42	8.3	A
		INTERSECTION			11.1	B			15.1	B			13.2	B			12.9	B
Eleventh Avenue @ 38th Street	150008	NB	TR	0.16	8.2	A	TR	0.15	8.1	A	TR	1.20	470.4	F	TR	0.14	8.0	A
		SB	LT	1.07	106.9	F	LT	0.87	20.7	C	LT	0.86	20.3	C	LT	0.70	14.4	B
		INTERSECTION			94.6	F			19.1	B			94.5	F			13.2	B
Eleventh Avenue @ 39th Street	9894	EB	L	0.00	19.3	B	L	0.00	19.3	B	L	0.00	19.3	B	L	0.00	19.3	B
			LR	0.00	19.3	B	LR	0.00	19.3	B	LR	0.00	19.3	B	LR	0.00	19.3	B
		WB	L	0.40	25.8	C	L	0.38	25.0	C	L	0.38	25.0	C	L	0.22	22.1	C
			LR	0.40	25.9	C	LR	0.39	25.5	C	LR	0.63	32.4	C	LR	0.23	22.4	C
		NB	T	0.08	9.8	A	T	0.08	9.9	A	T	1.07	446.0	F	T	0.10	10.0	A
		SB	T	0.81	15.0	B	T	0.67	16.3	B	T	0.67	16.4	B	T	0.56	14.5	B
		INTERSECTION			16.1	B			17.2	B			73.6	E			14.7	B
Eleventh Avenue @ 40th Street	9035	EB	TR	0.60	38.8	D	TR	0.59	37.8	D	TR	0.94	75.5	E	TR	0.48	33.7	C
		NB	R	0.14	8.1	A	R	0.15	6.5	A	R	1.07	253.8	F	R	0.14	6.4	A
		SB	L	0.25	3.3	A	L	0.35	3.7	A	L	1.00	126.4	F	L	0.33	3.6	A
			TR	0.66	5.8	A	TR	0.56	6.7	A	TR	0.53	4.7	A	TR	0.44	4.1	A
		INTERSECTION			7.7	A			7.8	A			89.2	F			6.2	A

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Eleventh Avenue @ 41st Street	9036	WB	LT	0.67	32.0	C	LT	0.70	33.2	C	LT	0.48	26.1	C	LT	0.71	33.0	C
		SB	LTR	0.50	9.3	A	LTR	0.50	11.5	B	LTR	0.46	9.1	A	LTR	0.42	8.7	A
											T (LnT)	1.15	169.3	F				
		INTERSECTION			12.4	B			14.6	B			72.8	E			12.9	B
Eleventh Avenue @ 42nd Street	9573	EB	TR	0.89	41.8	D	TR	0.72	31.0	C	TR	0.76	32.0	C	TR	0.91	45.8	D
		WB	L	0.35	17.4	B	L	0.44	18.4	B	L	0.46	248.0	F	L	0.43	18.6	B
			LT	0.35	14.7	B	LT	0.45	15.7	B	LT	0.49	98.4	F	LT	0.39	15.0	B
		SB	LT	0.98	41.2	D	LT	0.99	102.6	F	T	0.78	25.7	C	LT	0.77	24.6	C
			R	0.34	23.0	C	R	0.74	46.7	D	R	0.92	78.7	E	R	0.48	29.1	C
											LT (LnT)	1.29	264.9	F				
		INTERSECTION			37.5	D			72.4	E			109.3	F			27.3	C
Eleventh Avenue @ 43rd Street	9572	WB	LT	0.61	35.6	D	LT	0.83	46.0	D	LT	0.81	43.9	D	LT	0.52	32.6	C
		SB	TR	0.37	3.6	A	TR	0.47	6.3	A	TR	0.59	5.3	A	TR	0.39	3.7	A
											T (LnT)	1.17	221.1	F				
		INTERSECTION			8.2	A			13.8	B			71.0	E			8.2	A
Eleventh Avenue @ 44th Street	9571	EB	LTR	1.26	597.3	F	LTR	0.82	45.9	D	LTR	1.13	504.4	F	LTR	0.81	44.0	D
		SB	L	0.18	3.3	A	L	0.10	6.3	A	L	0.13	6.5	A	L	0.16	6.7	A
			T	0.66	8.7	A	T	0.68	14.2	B	T	1.29	183.4	F	T	0.56	9.7	A
											T (LnT)	1.17	222.1	F				
		INTERSECTION			132.5	F			19.7	B			246.6	F			16.6	B
Eleventh Avenue @ 46th Street	9569	EB	LTR	0.55	33.5	C	LTR	0.55	33.2	C	LTR	0.50	32.4	C	LTR	0.49	32.0	C
		NB	TR	0.24	7.2	A	TR	0.06	6.0	A	TR	0.07	2.8	A	TR	0.11	6.3	A
		SB	L	0.23	4.1	A	L	0.17	7.0	A	L	0.18	7.0	A	L	0.24	7.7	A
			T	0.88	20.0	C	T	0.92	29.7	C	T	0.96	27.3	C	T	0.81	16.0	B
		INTERSECTION			19.4	B			28.1	C			25.7	C			16.7	B
Eleventh Avenue @ 47th Street	63724	WB	LTR	0.97	68.8	E	LTR	0.96	63.7	E	LTR	0.91	53.0	D	LTR	0.86	48.7	D
		NB	L	0.15	8.9	A	L	0.20	11.2	B	L	0.25	10.4	B	L	0.21	10.8	B
			T	0.17	6.6	A	T	0.07	6.1	A	T	0.11	2.9	A	T	0.12	6.3	A
		SB	TR	0.93	30.1	C	TR	0.92	32.2	C	TR	1.03	77.1	E	TR	0.85	17.6	B
		INTERSECTION			34.0	C			37.4	D			65.9	E			23.1	C
Eleventh Avenue @ 54th Street	9561	EB	LTR	1.19	357.7	F	LTR	0.70	41.4	D	LTR	0.69	41.1	D	LTR	0.42	32.0	C
		NB	L	0.71	35.5	D	L	0.40	14.8	B	L	1.33	448.6	F	L	0.73	34.6	C
			TR	0.52	9.7	A	TR	0.38	8.2	A	TR	0.35	3.9	A	TR	0.31	7.6	A
		SB	L	0.48	10.3	B	L	0.31	9.4	A	L	0.31	9.2	A	L	0.18	7.5	A
			TR	0.82	9.8	A	TR	0.69	12.5	B	TR	0.80	15.6	B	TR	0.69	12.3	B
		INTERSECTION			60.0	E			14.4	B			41.6	D			13.7	B
Eleventh Avenue @ 56th Street	13476	EB	LTR	1.07	286.7	F	LTR	0.64	28.3	C	LTR	0.82	35.0	D	LTR	0.47	24.7	C
		NB	TR	0.48	13.7	B	TR	0.37	12.4	B	TR	0.40	9.0	A	TR	0.42	12.9	B
		SB	L	0.25	9.8	A	L	0.20	11.9	B	L	0.18	11.6	B	L	0.15	11.2	B
			T	0.59	10.6	B	T	0.54	14.2	B	T	0.61	15.1	B	T	0.54	14.1	B
		INTERSECTION			96.4	F			16.9	B			18.8	B			15.6	B
Eleventh Avenue @ 57th Street	9558	EB	L	1.09	443.4	F	L	0.59	27.5	C	L	0.51	33.1	C	L	0.59	31.5	C
			TR	1.19	381.3	F	TR	0.93	62.4	E	TR	1.22	481.5	F	TR	0.90	57.1	E
		WB	L	1.03	203.4	F	L	1.18	585.8	F	L	0.71	44.1	D	L	1.20	560.1	F
			TR	0.80	37.2	D	TR	0.71	33.3	C	TR	0.78	36.0	D	TR	1.60	616.0	F
		NB	L	0.38	27.4	C	L	0.54	32.8	C	L	0.87	76.1	E	L	0.78	54.3	D
			TR	0.45	18.2	B	TR	0.36	17.1	B	TR	0.40	14.9	B	TR	0.35	17.0	B
		SB	L	1.03	201.1	F	L	0.72	37.6	D	L	1.17	271.9	F	L	0.64	31.7	C
			TR	0.76	20.8	C	TR	0.62	20.8	C	TR	0.70	22.7	C	TR	0.58	20.2	C
		INTERSECTION			116.5	F			80.6	F			94.4	F			192.0	F

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Twelfth Avenue @ 24th Street	9879	WB	L	0.51	67.8	E	L	0.49	46.9	D	L	0.67	71.0	E	L	0.51	47.0	D
			LTR	0.51	68.1	E	LTR	0.50	47.7	D	LTR	0.67	72.1	E	LTR	0.51	47.6	D
			R	0.51	69.3	E	R	0.49	47.8	D	R	0.67	71.0	E	R	0.52	48.4	D
		NB	TR	1.00	42.2	D	TR	1.00	44.8	D	TR	1.11	125.9	F	TR	1.09	120.9	F
		SB	L	0.97	132.5	F	L	0.67	74.9	E	L	0.65	87.2	F	L	1.08	426.6	F
			T	0.88	16.4	B	T	1.00	46.3	D	T	0.85	27.7	C	T	0.82	27.4	C
	INTERSECTION				34.2	C			46.3	D			80.3	F			88.8	F
Twelfth Avenue @ 29th Street	9875	WB	LR	1.66	874.1	F	LR	1.38	679.2	F	LR	1.95	987.2	F	LR	1.25	591.7	F
		NB	T	0.60	9.0	A	T	0.60	10.4	B	T	0.76	3.8	A	T	0.69	12.0	B
		SB	T	0.72	3.6	A	T	0.71	12.5	B	T	0.68	10.0	A	T	0.77	13.9	B
	INTERSECTION				66.1	E			59.1	E			77.5	E			47.9	D
Twelfth Avenue @ 30th Street	9874	EB	LTR	0.00	64.4	E	LTR	0.00	49.5	D	LTR	0.00	64.4	E	LTR	0.00	49.5	D
		NB	TR	0.74	14.3	B	TR	0.78	16.4	B	TR	0.93	8.8	A	TR	0.79	16.5	B
		SB	L	1.21	364.6	F	L	1.32	370.3	F	L	1.34	427.2	F	L	1.16	328.7	F
			TR	0.85	6.2	A	TR	0.84	18.7	B	TR	0.81	17.1	B	TR	0.86	19.6	B
	INTERSECTION				24.1	C			35.6	D			26.7	C			29.5	C
Twelfth Avenue @ 34th Street	9872	WB	L	0.45	59.5	E	L	0.41	42.1	D	L	0.48	59.8	E	L	0.40	41.5	D
			LR	0.48	60.4	E	LR	0.42	42.1	D	LR	0.49	60.0	E	LR	0.40	41.9	D
			R	0.63	43.3	D	R	0.60	32.9	C	R	0.58	49.4	D	R	0.40	27.4	C
		NB	T	0.86	33.9	C	T	0.80	27.6	C	T	0.94	21.3	C	T	0.85	29.5	C
			R	0.18	18.7	B	R	0.25	18.1	B	R	0.13	6.9	A	R	0.42	21.1	C
		SB	L	0.54	61.0	E	L	0.65	57.7	E	L	1.11	555.9	F	L	0.78	63.9	E
			T	0.84	5.6	A	T	0.74	14.8	B	T	0.74	13.0	B	T	0.80	16.4	B
	INTERSECTION				23.1	C			24.3	C			45.0	D			25.8	C
Twelfth Avenue @ 37th Street	9871	EB	LR	0.13	52.6	D	LR	0.14	43.1	D	LR	0.25	60.5	E	LR	0.16	43.3	D
			R	0.13	53.2	D	R	0.14	43.6	D	R	0.25	61.9	E	R	0.09	42.6	D
		NB	L	0.10	63.7	E	L	0.20	50.4	D	L	0.30	72.6	E	L	0.26	51.6	D
			T	0.93	35.1	D	T	0.79	20.3	C	T	0.88	6.3	A	T	0.84	21.8	C
		SB	TR	1.12	131.6	F	TR	1.06	110.1	F	TR	0.92	27.0	C	TR	1.15	142.6	F
	INTERSECTION				83.5	F			65.4	E			16.3	B			82.2	F
Twelfth Avenue @ 41st Street	9868	EB	LR	0.00	38.2	D	LR	0.02	24.9	C	LR	0.06	47.3	D	LR	0.02	24.9	C
		WB	L	0.09	50.8	D	L	0.08	37.8	D	L	0.08	60.0	E	L	0.07	37.6	D
			R	0.41	56.8	E	R	0.46	44.2	D	R	0.47	67.7	E	R	0.45	43.5	D
		NB	T	1.13	148.1	F	T	1.07	126.6	F	T	1.01	75.9	E	T	1.03	112.1	F
		SB	T	1.14	115.7	F	T	1.00	44.0	D	T	0.97	29.5	C	T	1.11	108.1	F
	INTERSECTION				128.8	F			83.4	F			54.6	D			106.6	F
Twelfth Avenue @ 42nd Street	9867	EB	LTR	0.04	46.2	D	LTR	0.08	32.4	C	LTR	0.08	46.7	D	LTR	0.09	32.6	C
		WB	L	0.32	52.2	D	L	0.60	45.6	D	L	0.66	65.1	E	L	0.50	41.7	D
			R	0.55	33.0	C	R	0.61	22.6	C	R	0.84	65.3	E	R	0.63	24.5	C
		NB	T	0.97	49.9	D	T	1.09	129.7	F	T	0.96	27.6	C	T	1.16	156.3	F
			R	0.38	28.6	C	R	0.49	32.9	C	R	0.30	11.5	B	R	0.22	26.8	C
		SB	L	0.67	59.2	E	L	0.41	42.2	D	L	1.20	357.5	F	L	0.68	48.5	D
			T	0.79	5.2	A	T	0.82	19.2	B	T	0.82	17.5	B	T	0.88	21.8	C
	INTERSECTION				30.2	C			66.3	E			42.9	D			79.6	E
Twelfth Avenue @ 43th Street	9866	WB	LTR	0.78	72.6	E	LTR	0.76	53.3	D	LTR	1.00	107.7	F	LTR	0.69	49.3	D
		NB	L	0.97	165.9	F	L	0.33	59.2	E	L	0.16	68.0	E	L	0.10	52.3	D
			T	0.71	12.2	B	T	0.79	15.8	B	T	0.87	5.8	A	T	0.82	16.6	B
		SB	T	0.77	9.8	A	T	0.69	21.3	C	T	0.77	21.7	C	T	0.91	29.3	C
			R	0.02	4.3	A	R	0.05	13.1	B	R	0.02	10.6	B	R	0.07	13.2	B
	INTERSECTION				15.5	B			20.7	C			18.0	B			24.2	C

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Twelfth Avenue @ 44th Street	9892	NB	TR	0.81	19.1	B	TR	0.87	18.9	B	TR	0.95	10.5	B	TR	0.95	25.2	C
		SB	L	1.09	291.7	F	L	0.96	81.9	F	L	1.02	189.3	F	L	0.94	78.4	E
			T	0.81	7.6	A	T	0.63	19.9	B	T	0.74	12.9	B	T	0.87	18.6	B
	INTERSECTION				30.6	C			23.1	C			18.9	B			24.7	C
Twelfth Avenue@ 46th Street	9864	EB	LTR	0.28	56.5	E	LTR	0.12	35.9	D	LTR	0.17	51.9	D	LTR	0.18	36.6	D
		NB	TR	0.95	99.6	F	TR	1.10	168.1	F	TR	1.12	158.6	F	TR	1.09	157.3	F
		SB	L	0.53	69.9	E	L	0.59	70.7	E	L	0.61	83.3	F	L	0.83	94.9	F
			T	0.85	5.3	A	T	0.71	16.9	B	T	0.78	13.6	B	T	0.90	20.2	C
	INTERSECTION				48.4	D			97.6	F			90.8	F			86.9	F
Twelfth Avenue @ 54th Street	9856	EB	R	0.00	5.6	A	R	0.00	6.7	A	R	0.00	5.3	A	R	0.00	6.7	A
		WB	R	0.52	61.4	E	R	0.33	40.5	D	R	0.81	81.6	F	R	0.52	45.6	D
		NB	TR	1.01	72.2	E	TR	1.03	110.8	F	TR	1.23	185.2	F	TR	0.90	20.2	C
		SB	L	0.70	68.0	E	L	0.44	42.4	D	L	0.44	57.4	E	L	0.26	38.5	D
			T	1.18	129.9	F	T	0.73	14.1	B	T	0.75	12.9	B	T	0.87	19.0	B
	INTERSECTION				103.3	F			68.4	E			112.4	F			20.4	C
Twelfth Avenue @ 56th Street (SR)	99001	NB	TR	0.93	55.4	E	TR	0.32	7.5	A	TR	0.42	11.5	B	TR	0.31	7.4	A
	INTERSECTION				55.4	E			7.5	A			11.5	B			7.4	A
Twelfth Avenue @ 56th Street	9883	NB	T	1.15	164.0	F	T	0.83	14.8	B	T	1.23	160.3	F	T	0.79	13.6	B
		SB	L	0.99	55.5	E	L	1.19	474.3	F	L	1.11	387.3	F	L	0.85	61.2	E
			T	0.94	5.4	A	T	0.49	0.5	A	T	0.59	0.7	A	T	0.55	0.6	A
	INTERSECTION				61.5	E			54.6	D			120.3	F			11.1	B
Twelfth Avenue @ 57th Street	9854	WB	R	0.32	31.6	C	R	0.54	39.1	D	R	0.62	230.9	F	R	0.57	39.6	D
		NB	T	0.92	38.0	D	T	0.74	15.6	B	T	0.94	11.9	B	T	0.69	14.6	B
	INTERSECTION				37.0	D			18.9	B			36.5	D			18.4	B
Sixth Avenue @ 28th Street	21627	EB	LT	1.21	340.7	F	LT	1.19	333.4	F	LT	1.31	380.1	F	LT	1.06	280.2	F
		NB	TR	0.87	35.4	D	TR	0.85	20.7	C	TR	0.83	19.8	B	TR	0.88	21.7	C
	INTERSECTION				113.7	F			100.1	F			116.8	F			79.8	E
Sixth Avenue @ 30th Street	21589	EB	LT	1.40	377.7	F	LT	1.32	345.6	F	LT	1.28	317.0	F	LT	0.64	62.8	E
		NB	TR	1.01	85.1	F	TR	0.91	52.3	D	TR	0.92	31.0	C	TR	1.00	44.7	D
	INTERSECTION				179.9	F			147.1	F			122.5	F			48.0	D
Sixth Avenue @ 31st Street	21579	WB	TR	0.62	22.4	C	TR	0.65	23.1	C	TR	0.56	21.0	C	TR	0.70	28.9	C
		NB	LT	0.98	33.9	C	LT	0.91	43.1	D	LT	0.88	23.3	C	LT	0.87	23.0	C
	INTERSECTION				31.1	C			38.0	D			22.7	C			24.6	C
Sixth Avenue @ 35th Street	9786	WB	TR	0.95	50.7	D	TR	0.68	26.7	C	TR	0.74	28.6	C	TR	0.63	25.2	C
		NB	LT	0.64	10.3	B	LT	0.57	12.9	B	LT	0.63	13.6	B	LT	0.62	13.5	B
	INTERSECTION				22.4	C			16.8	B			18.0	B			16.6	B
Sixth Avenue @ 36th Street	9785	EB	L	0.45	39.3	D	L	0.94	80.7	F	L	1.01	127.1	F	L	1.14	226.7	F
			T	0.62	21.8	C	T	0.59	21.1	C	T	0.63	21.9	C	T	0.45	18.6	B
		NB	TR	0.70	18.4	B	TR	0.56	16.3	B	TR	0.61	17.0	B	TR	0.61	17.1	B
	INTERSECTION				20.1	C			23.0	C			29.5	C			39.5	D
Sixth Avenue @ 37th Street	9784	WB	T	0.67	22.9	C	T	0.58	20.9	C	T	0.59	20.9	C	T	0.70	23.6	C
			R	0.56	24.4	C	R	0.74	33.1	C	R	0.75	33.1	C	R	0.68	28.8	C
		NB	LT	0.72	18.8	B	LT	0.60	21.0	C	LT	0.67	18.0	B	LT	0.62	17.1	B
	INTERSECTION				20.3	C			22.2	C			20.1	C			19.9	B

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Sixth Ave @ 42nd St	9779	EB	LT	0.84	37.0	D	LT	0.54	22.7	C	LT	0.73	27.9	C	LT	0.50	22.1	C
		WB	TR	0.87	39.9	D	TR	0.85	35.4	D	TR	0.60	24.6	C	TR	0.62	25.0	C
			R	0.86	62.5	E	R	0.84	54.1	D	R	0.59	30.7	C	R	0.55	29.5	C
		NB	LTR	0.62	10.0	A	LTR	0.59	13.1	B	LTR	0.65	13.7	B	LTR	0.55	12.6	B
		INTERSECTION			23.8	C			21.9	C			19.2	B			17.7	B
Seventh Avenue @ 23rd Street	21670	EB	TR	0.92	46.0	D	TR	0.91	44.9	D	TR	0.80	33.7	C	TR	0.85	37.6	D
		WB	LT	0.64	27.3	C	LT	0.56	25.0	C	LT	0.56	24.8	C	LT	0.49	23.8	C
		SB	LTR	0.91	29.4	C	LTR	0.83	24.5	C	LTR	0.86	25.1	C	LTR	0.82	23.6	C
		INTERSECTION			32.8	C			29.2	C			26.8	C			26.8	C
Seventh Avenue @ 28th Street	21626	EB	TR	0.95	326.3	F	TR	0.85	38.3	D	TR	0.80	34.8	C	TR	0.85	295.5	F
		SB	LT	0.72	12.3	B	LT	0.58	14.1	B	LT	0.59	10.4	B	LT	0.59	14.0	B
		INTERSECTION			101.1	F			21.5	C			17.3	B			90.6	F
Seventh Avenue @ 29th Street	21599	WB	LT	1.28	381.7	F	LT	1.44	446.2	F	LT	1.50	477.4	F	LT	1.03	184.3	F
		SB	TR	0.82	18.7	B	TR	0.66	20.8	C	TR	0.69	15.6	B	TR	0.70	15.7	B
		INTERSECTION			115.8	F			165.4	F			165.0	F			57.8	E
Seventh Avenue @ 30th Street	21588	EB	T	1.34	424.5	F	T	1.32	414.3	F	T	1.25	370.8	F	T	0.69	29.6	C
			R	0.85	44.3	D	R	0.51	24.5	C	R	0.75	204.7	F	R	0.75	34.6	C
		SB	LT	0.78	17.5	B	LT	0.65	20.0	C	LT	0.65	14.8	B	LT	0.56	13.6	B
		INTERSECTION			116.9	F			126.8	F			127.7	F			19.5	B
Seventh Avenue @ 31st Street	21578	WB	LT	1.29	365.2	F	LT	1.36	406.2	F	LT	1.20	329.5	F	LT	1.33	370.1	F
		SB	TR	0.91	25.5	C	TR	0.84	31.8	C	TR	0.81	20.2	C	TR	0.70	17.3	B
		INTERSECTION			117.7	F			147.3	F			106.5	F			135.5	F
Seventh Avenue @ 33rd Street	9750	WB	LT	1.21	577.2	F	LT	1.47	666.0	F	LT	1.14	520.9	F	LT	1.12	455.3	F
		SB	TR	1.11	108.4	F	TR	1.01	72.7	E	TR	1.07	91.2	F	TR	0.88	11.7	B
		INTERSECTION			163.7	F			167.8	F			144.2	F			82.6	F
Seventh Avenue 34th Street	9749	EB	T	0.98	60.8	E	T	0.89	45.7	D	T	0.75	32.4	C	TR	0.45	74.6	E
		WB	LT	0.81	31.9	C	LT	0.83	33.7	C	LT	0.87	36.2	D	LT	0.52	22.4	C
		SB	T	0.95	26.5	C	T	0.87	20.6	C	T	0.89	21.6	C	T	0.76	16.7	B
		INTERSECTION			32.4	C			27.0	C			26.2	C			26.6	C
Seventh Avenue @ 35th Street	9748	WB	L	0.87	50.1	D	L	0.66	32.9	C	L	0.58	30.5	C	L	0.81	44.5	D
			LT	1.25	419.1	F	LT	1.03	187.9	F	LT	1.37	476.5	F	LT	0.88	46.6	D
		SB	TR	0.88	19.7	B	TR	0.85	26.8	C	TR	0.84	17.5	B	TR	0.71	14.4	B
		INTERSECTION			94.4	F			53.5	D			109.2	F			22.6	C
Seventh Avenue @ 36th Street	9747	EB	TR	1.24	430.7	F	TR	1.04	209.5	F	TR	1.24	408.6	F	TR	1.16	397.7	F
		SB	LT	0.83	19.1	B	LT	0.90	25.7	C	LT	0.83	18.8	B	LT	0.67	15.1	B
		INTERSECTION			154.9	F			86.3	F			151.6	F			152.1	F
Seventh Avenue @ 37th Street	9746	WB	LT	0.96	43.9	D	LT	0.80	28.1	C	LT	0.90	35.8	D	LT	0.87	181.5	F
		SB	TR	0.82	22.0	C	TR	0.84	22.9	C	TR	0.86	23.4	C	TR	0.68	18.3	B
		INTERSECTION			29.6	C			24.5	C			27.4	C			80.0	E
Seventh Avenue @ 38th Street	9745	EB	TR	1.15	386.1	F	TR	0.85	31.1	C	TR	0.79	30.2	C	TR	0.94	263.0	F
		SB	LT	0.72	16.0	B	LT	0.83	22.2	C	LT	0.74	16.5	B	LT	0.53	13.3	B
		INTERSECTION			145.0	F			25.1	C			20.3	C			110.7	F
Seventh Avenue @ 42nd Street	9741	EB	TR	0.74	29.8	C	TR	0.50	19.1	B	TR	0.74	29.8	C	TR	0.53	23.4	C
		WB	LT	0.44	22.4	C	LT	0.38	17.4	B	LT	0.52	23.8	C	LT	0.29	20.1	C
		SB	LTR	0.66	13.5	B	LTR	0.69	18.8	B	LTR	0.56	12.2	B	LTR	0.46	11.2	B
		INTERSECTION			18.7	B			18.6	B			18.8	B			16.3	B
Eighth Avenue @ 28th Street	21611	EB	LT	0.77	30.7	C	LT	0.74	29.2	C	LT	0.67	26.8	C	LT	0.57	24.4	C
		NB	TR	0.71	14.3	B	TR	0.64	13.2	B	TR	0.72	14.6	B	TR	0.69	13.9	B
		INTERSECTION			19.0	B			18.0	B			17.7	B			16.4	B

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Eighth Avenue @ 29th Street	21598	WB	TR	1.25	385.8	F	TR	1.48	461.7	F	TR	1.79	620.9	F	TR	1.20	345.5	F
		NB	LT	0.71	15.8	B	LT	0.75	19.9	B	LT	0.76	16.9	B	LT	0.70	19.6	B
		INTERSECTION			109.9	F			160.5	F			206.3	F			105.4	F
Eighth Avenue @ 30th Street	21587	EB	LT	1.26	385.2	F	LT	1.20	360.5	F	LT	1.30	394.6	F	LT	1.01	92.5	F
		NB	TR	0.75	18.3	B	TR	0.79	21.0	C	TR	0.83	20.5	C	TR	0.68	21.8	C
		INTERSECTION			165.7	F			154.0	F			167.2	F			48.0	D
Eighth Avenue @ 31st Street	9757	WB	TR	0.90	36.8	D	TR	1.08	357.1	F	TR	1.08	319.2	F	TR	1.06	333.6	F
		NB	LT	0.93	28.3	C	LT	0.94	29.8	C	LT	1.09	118.0	F	LT	0.89	37.0	D
		INTERSECTION			30.7	C			127.0	F			178.1	F			130.9	F
Eighth Avenue @ 33rd Street	9756	WB	TR	0.38	13.9	B	TR	0.49	15.4	B	TR	0.54	16.1	B	TR	0.47	15.0	B
		NB	LT	1.08	134.4	F	LT	1.17	171.9	F	LT	1.25	207.0	F	LT	1.04	119.8	F
		INTERSECTION			115.3	F			141.1	F			166.3	F			98.1	F
Eighth Avenue @ 34th Street	9755	EB	T	0.79	31.8	C	T	0.70	26.8	C	T	0.63	23.9	C	T	0.31	16.7	B
		WB	T	0.42	18.2	B	T	0.46	18.8	B	T	0.47	18.8	B	TR	0.48	18.8	B
			R	0.74	36.5	D	R	0.70	33.3	C	R	0.71	33.4	C				
		NB	LTR	1.10	145.1	F	LTR	1.12	150.5	F	LTR	1.11	144.4	F	LTR	1.03	114.5	F
		INTERSECTION			102.4	F			105.8	F			100.9	F			80.4	F
Eighth Avenue @ 35th Street	9754	WB	TR	1.72	652.1	F	TR	1.21	375.4	F	TR	1.66	626.1	F	TR	1.43	546.3	F
		NB	LT	0.70	12.0	B	LT	0.93	28.7	C	LT	0.76	12.9	B	LT	0.71	12.0	B
		INTERSECTION			176.0	F			103.0	F			155.0	F			118.9	F
Eighth Ave @ 36th Street	9753	EB	LT	0.95	273.0	F	LT	0.77	145.9	F	LT	1.30	427.8	F	LT	0.99	307.3	F
		NB	TR	0.80	16.4	B	TR	1.03	99.1	F	TR	0.88	19.5	B	TR	0.82	16.6	B
		INTERSECTION			94.3	F			111.5	F			157.5	F			99.6	F
Eighth Avenue @ 37th Street	9752	WB	TR	0.87	36.5	D	TR	0.72	25.1	C	TR	0.95	46.2	D	TR	0.96	48.6	D
		NB	LT	0.74	16.4	B	LT	0.88	24.5	C	LT	0.88	20.8	C	LT	0.77	22.6	C
		INTERSECTION			22.0	C			24.6	C			27.4	C			30.0	C
Eighth Avenue @ 38th Street	9043	EB	LT	0.91	38.5	D	LT	0.68	23.4	C	LT	0.55	21.7	C	LT	0.65	23.8	C
		NB	TR	0.86	21.7	C	TR	0.98	35.7	D	TR	1.00	39.0	D	TR	0.93	45.9	D
		INTERSECTION			26.6	C			32.7	C			35.7	D			40.9	D
Eighth Avenue @ 42nd Street	9673	EB	LT	0.73	22.6	C	DefL	0.49	18.7	B	LT	0.71	21.7	C	DefL	0.48	17.9	B
							T	0.42	15.2	B					T	0.36	14.4	B
		WB	T	0.46	26.0	C	TR	0.57	27.5	C	T	0.51	26.8	C	TR	0.35	24.1	C
		NB	L	0.48	36.1	D	L	0.25	18.9	B	L	0.56	41.7	D	L	0.30	19.6	B
			LT	0.78	24.6	C	LT	0.74	23.6	C	LT	0.75	23.8	C	LTR	0.74	23.6	C
			R	0.48	24.7	C	R	0.44	23.6	C	R	0.40	22.1	C				
		INTERSECTION			24.5	C			22.5	C			24.0	C			21.6	C
Ninth Avenue @ 23rd Street	28199	EB	TR	0.94	59.0	E	TR	0.79	41.9	D	TR	0.75	39.1	D	TR	0.86	46.2	D
		WB	LT	0.91	42.6	D	LT	0.86	35.8	D	LT	0.70	26.2	C	LT	0.68	25.8	C
		SB	L	0.65	30.0	C	L	0.62	26.9	C	L	0.59	27.0	C	L	0.68	30.5	C
			TR	0.96	39.9	D	TR	0.98	42.4	D	TR	0.71	22.8	C	TR	1.06	114.4	F
		INTERSECTION			43.3	D			39.4	D			26.3	C			79.3	E
Ninth Avenue @ W 26th Street	28202	EB	TR	0.45	18.6	B	TR	0.36	17.4	B	TR	0.40	18.0	B	TR	0.65	24.5	D
		SB	L	0.47	18.2	B	L	0.51	18.9	B	L	0.37	16.3	B	L	0.49	19.5	B
			T	0.96	34.8	C	T	0.96	34.4	C	T	0.63	17.3	B	T	1.00	41.4	D
		INTERSECTION			30.0	C			29.9	C			17.4	B			37.0	D
Ninth Avenue @ 28th Street	21609	EB	TR	1.21	386.6	F	TR	1.06	300.2	F	TR	0.94	53.3	D	TR	0.90	46.9	D
		SB	L	0.56	17.7	B	L	0.74	25.5	C	L	0.79	30.2	C	L	0.53	18.0	B
			T	0.95	30.0	C	T	0.95	29.2	C	T	0.60	14.7	B	T	0.98	34.1	C
		INTERSECTION			102.7	F			79.7	E			23.8	C			34.9	C

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Ninth Avenue @ 29th Street	9761	WB	LT	0.57	23.8	C	LT	0.72	27.7	C	LT	0.77	29.3	C	LT	0.70	27.0	C
		SB	TR	1.13	132.7	F	TR	1.13	131.8	F	TR	0.78	16.5	B	TR	1.01	81.8	F
		INTERSECTION			108.8	F			105.9	F			20.1	C			67.4	E
Ninth Avenue @ 30th Street	9760	EB	TR	1.21	472.4	F	TR	1.14	489.2	F	TR	0.99	388.5	F	TR	0.87	40.3	D
		SB	L	1.62	428.7	F	L	2.10	653.6	F	L	2.33	751.2	F	L	1.85	534.8	F
			T	0.67	13.7	B	T	0.92	23.4	C	T	0.87	19.8	B	T	0.82	17.5	B
		INTERSECTION			229.2	F			258.8	F			255.3	F			102.6	F
Ninth Avenue @ 31st Street	9759	WB	LTR	0.90	42.4	D	LTR	1.00	62.2	E	LTR	1.46	504.8	F	LTR	1.02	136.4	F
		SB	TR	0.79	13.0	B	TR	0.82	13.9	B	TR	0.80	13.2	B	TR	0.72	11.6	B
		INTERSECTION			20.9	C			26.8	C			190.1	F			48.8	D
Ninth Avenue @ 33rd Street	9078	WB	LT	1.02	154.6	F	LT	1.48	542.6	F	LT	1.73	623.7	F	LT	1.51	598.8	F
		SB	TR	0.91	18.1	B	TR	0.87	15.9	B	TR	0.71	11.1	B	TR	0.77	12.4	B
		INTERSECTION			38.1	D			124.2	F			160.5	F			127.3	F
Ninth Avenue @ 34th Street	9079	EB	T	0.92	56.6	E	T	0.83	46.0	D	T	0.63	32.1	C	TR	0.89	44.0	D
			R	2.00	759.2	F	R	1.44	533.9	F	R	1.96	719.1	F				
		WB	DefL	0.87	57.2	E	LT	0.84	29.2	C	LT	1.08	327.8	F	DefL	0.74	31.7	C
			T	0.53	18.3	B									T	0.29	13.6	B
		SB	LTR	1.25	213.2	F	LTR	1.18	176.7	F	LTR	1.36	260.5	F	LTR	0.95	35.3	D
		INTERSECTION			223.5	F			159.8	F			306.0	F			33.9	C
Ninth Avenue @ 35th Street	9080	WB	LT	1.54	573.7	F	LT	1.28	462.0	F	LT	1.59	602.2	F	LT	1.01	113.3	F
		SB	TR	0.77	18.8	B	TR	0.74	12.0	B	TR	0.74	17.6	B	TR	0.59	9.7	A
		INTERSECTION			145.8	F			102.8	F			153.2	F			30.6	C
Ninth Avenue @ 36th Street	9067	EB	TR	1.09	177.2	F	TR	0.87	73.9	E	TR	1.16	194.1	F	TR	1.05	160.4	F
		SB	LT	1.10	111.7	F	LT	1.05	92.8	F	LT	1.01	78.7	E	LT	0.83	20.5	C
		INTERSECTION			131.0	F			87.8	F			116.9	F			65.7	E
Ninth Avenue @ 37th Street	9068	WB	LT	0.85	41.2	D	LT	0.90	47.6	D	LT	1.16	459.1	F	LT	0.92	47.3	D
		SB	TR	0.69	21.5	C	TR	0.70	16.2	B	T	0.87	22.5	C	TR	0.67	15.5	B
											TR (LnT)	1.18	244.1	F				
		INTERSECTION			25.7	C			22.7	C			179.0	F			22.9	C
Ninth Avenue @ 38th Street	9044	EB	TR	1.18	476.5	F	TR	0.90	45.2	D	TR	0.61	28.8	C	TR	0.70	31.5	C
		SB	LT	0.62	9.9	A	LT	0.64	10.2	B	LT	0.87	16.7	B	LT	0.62	9.9	A
											T (LnT)	1.04	197.0	F				
		INTERSECTION			134.6	F			17.9	B			52.6	E			13.9	B
Ninth Avenue @ 42nd Street	9069	EB	TR	0.87	40.6	D	TR	0.62	156.1	F	TR	0.78	34.8	C	TR	0.59	27.6	C
		WB	DefL	1.11	535.4	F	DefL	1.15	684.5	F	DefL	1.37	798.4	F	DefL	1.04	239.9	F
			T	0.43	20.5	C	T	0.35	18.4	B	T	0.46	21.0	C	T	0.23	17.0	B
		SB	LTR	1.08	135.1	F	LTR	1.18	176.0	F	LTR	1.15	161.5	F	LTR	0.92	32.2	C
		INTERSECTION			125.6	F			184.2	F			174.2	F			44.2	D
Hudson Boulevard NB @ 33rd Street	99022	WB	TR	0.74	15.4	B	TR	0.86	22.8	C	TR	0.77	19.2	B	TR	0.64	17.6	B
		NB	LT	0.09	30.1	C	LT	0.29	39.0	D	LT	0.17	28.8	C	LT	0.11	23.0	C
		INTERSECTION			15.6	B			23.2	C			19.4	B			17.7	B
Hudson Boulevard SB @ 33rd Street	6033	WB	LT	0.68	13.4	B	LT	0.80	17.8	B	LT	0.78	19.4	B	LT	0.64	17.5	B
		INTERSECTION			13.4	B			17.8	B			19.4	B			17.5	B
Sixth Avenue @ 34th Street	21549	EB	T	0.69	20.3	C	T	0.72	22.4	C	T	0.51	15.3	B	T	0.59	49.4	D
		WB	TR	0.62	16.4	B	TR	0.56	15.1	B	TR	0.59	15.6	B	TR	0.47	13.6	B
		NB	T	1.44	326.1	F	T	1.18	204.6	F	T	1.27	248.5	F	T	1.28	248.3	F
		SB	T	1.63	501.4	F	T	1.54	460.2	F	T	1.80	574.5	F	T	1.35	381.7	F
		INTERSECTION			244.7	F			176.5	F			222.9	F			190.1	F

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Broadway @ 35th Street	9738	WB	L	0.12	20.9	C	L	0.09	20.5	C	L	0.11	20.9	C	L	0.22	22.6	C
			T	1.58	316.4	F	T	1.28	188.1	F	T	1.49	279.9	F	T	1.14	131.2	F
		SB	T	0.35	8.6	A	T	0.33	10.4	B	T	0.39	8.9	A	T	0.26	8.0	A
			R	0.51	14.4	B	R	0.35	10.8	B	R	0.44	12.9	B	R	0.47	13.7	B
	INTERSECTION				156.3	F			91.6	F			132.4	F			65.5	E
Broadway @ 36th Street	9737	EB	TR	0.80	28.6	C	TR	0.84	31.4	C	TR	0.94	41.0	D	TR	0.75	26.3	C
		SB	L	0.31	35.2	D	L	0.59	43.4	D	L	0.57	42.5	D	L	0.39	37.0	D
			T	0.47	15.3	B	T	0.40	14.4	B	T	0.48	15.4	B	T	0.36	14.0	B
	INTERSECTION				23.3	C			26.7	C			31.9	C			22.7	C
Broadway @ 42nd Street	9731	EB	T	0.47	21.5	C	TR	0.30	16.5	B	T	0.51	22.1	C	TR	0.30	16.4	B
		WB	DefL	1.34	647.7	F	DefL	0.77	42.5	D	LT	0.73	28.5	C	DefL	0.74	38.8	D
			T	0.70	29.0	C	T	0.43	18.2	B					T	0.30	16.6	B
		SB	L	0.55	17.8	B	L	0.74	30.3	C	L	0.43	14.9	B	L	0.69	27.4	C
			T	0.66	15.9	B	T	0.65	18.8	B	T	0.59	14.7	B	T	0.63	18.5	B
	INTERSECTION				88.1	F			21.3	C			20.2	C			20.4	C
Cardinal Stepanic Place @ 41st Street	12232	EB	T	0.03	36.1	D	T	0.03	36.0	D	T	0.03	36.1	D	T	0.03	36.0	D
		WB	L	0.39	4.2	A	L	0.33	3.8	A	L	0.43	4.8	A	L	0.36	4.0	A
			LT	0.38	4.1	A	LT	0.43	4.6	A	LT	0.43	4.7	A	LT	0.36	3.9	A
	INTERSECTION				4.4	A			4.4	A			5.0	A			4.2	A
Dyer Ave @ 30th Street	9060	EB	L	0.13	10.2	B	L	0.21	10.9	B	L	0.39	22.9	C	L	0.23	11.0	B
			T	0.29	11.4	B	T	0.31	11.6	B	T	0.27	20.0	C	T	0.25	11.1	B
		WB	R	0.02	19.6	B	R	0.03	19.7	B	R	0.14	20.9	C	R	0.08	20.2	C
		SB	L	0.58	25.3	C	L	0.33	21.6	C	L	0.45	23.4	C	L	0.25	20.7	C
	INTERSECTION				16.9	B			14.0	B			21.8	C			13.3	B
Dyer Ave @ 31st Street	149997	WB	LTR	0.41	10.4	B	LTR	0.52	11.8	B	LTR	0.85	51.3	D	LTR	0.51	11.6	B
		NB	LT	0.26	25.3	C	LT	0.41	27.1	C	LT	0.81	44.0	D	LT	0.48	28.2	C
		SB	TR	0.69	32.7	C	TR	0.43	27.4	C	TR	0.91	49.9	D	TR	0.32	26.0	C
	INTERSECTION				22.0	C			19.2	B			49.0	D			19.0	B
Dyer Ave @ 34th Street	9081	EB	T	0.28	12.0	B	T	0.33	12.6	B	T	0.26	11.8	B	T	0.24	11.6	B
		WB	T	0.27	12.0	B	T	0.32	12.4	B	T	0.60	16.3	B	T	0.19	11.2	B
			R	0.15	8.8	A	R	0.22	9.4	A	R	2.76	1350.0	F	R	0.35	11.0	B
		SB	L	0.98	93.1	F	L	0.60	45.8	D	L	0.78	58.8	E	L	0.49	40.4	D
			LR	0.99	94.9	F	LR	0.60	46.7	D	LR	0.80	61.0	E	LR	0.48	40.1	D
			R	0.99	99.0	F	R	0.61	47.5	D	R	0.79	62.4	E	R	0.48	41.1	D
	INTERSECTION				47.8	D			21.5	C			204.4	F			19.6	B
Dyer Ave @ 35th Street	9064	WB	LTR	0.63	31.5	C	LTR	0.57	29.9	C	LTR	0.76	195.2	F	LTR	0.50	28.3	C
		NB	LT	0.07	8.0	A	LT	0.09	9.1	A	LT	0.32	26.5	C	LT	0.16	8.6	A
		SB	TR	0.82	38.5	D	TR	0.50	29.1	C	TR	0.68	32.7	C	TR	0.42	27.7	C
	INTERSECTION				33.8	C			26.5	C			87.5	F			23.3	C
Dyer Ave @ 36th Street	9066	EB	TR	0.74	86.7	F	TR	0.70	78.7	E	TR	0.70	73.7	E	TR	0.60	31.2	C
		NB	TR	0.19	26.0	C	TR	0.27	31.3	C	TR	1.67	556.6	F	TR	0.44	29.2	C
		SB	L	0.68	37.2	D	L	0.43	29.7	C	L	0.61	34.5	C	L	0.49	30.7	C
			LT	0.73	33.6	C	LT	0.44	27.9	C	LT	0.61	30.6	C	LT	0.49	28.6	C
			R	0.41	6.9	A	R	0.32	10.0	A	R	0.45	11.6	B	R	0.30	9.7	A
	INTERSECTION				42.4	D			40.7	D			145.5	F			27.0	C
Dyer Avenue @ 41st Street	9038	WB	TR	0.43	29.7	C	TR	0.61	32.8	C	L	0.28	20.6	C	TR	0.46	29.9	C
											TR	1.32	494.1	F				
		NB	L	0.50	26.1	C	L	0.48	25.9	C	LT	0.31	21.1	C	L	0.57	28.0	C
			LT	0.51	23.2	C	LT	0.56	24.0	C					LT	0.66	25.5	C
	INTERSECTION				25.8	C			27.3	C			295.0	F			27.2	C

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
Dyer Avenue @ 42nd Street	9070	EB	LT	0.37	21.0	C	LT	0.49	23.3	C	LT	0.37	21.0	C	LT	0.38	21.5	C
		WB	TR	0.21	19.2	B	TR	0.46	22.6	C	TR	0.28	20.1	C	TR	0.34	20.8	C
											T (LnT)	1.60	1387.0	F				
		NB	L	0.33	10.3	B	L	0.41	11.7	B	L	0.16	9.1	A	L	0.34	10.5	B
			R	0.23	9.7	A	R	0.44	22.1	C	R	0.17	12.2	B	R	0.33	10.5	B
		INTERSECTION			15.5	B			20.2	C			100.6	F			15.7	B

			AM				Midday				PM				Saturday MD			
Unsignalized Intersection	**Node**	**Approach**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
Twelfth Avenue @ 33rd Street	9873	WB	R	0.44	19.5	C	R	0.62	26.8	D	R	0.86	53.9	F	R	0.39	17.5	C
		INTERSECTION			-	-			-	-			-	-			-	-
Twelfth Avenue @ 47th Street	9863	WB	R	0.54	25.3	D	R	0.55	25.7	D	R	1.71	383.0	F	R	0.89	79.8	F
		INTERSECTION			-	-			-	-			-	-			-	-
Lincoln Tunnel Expressway @ 33rd Street	149998	SB	R	0.18	14.7	B	R	0.16	15.9	C	R	0.23	20.1	C	R	0.09	14.0	B
		INTERSECTION			-	-			-	-			-	-			-	-

2019 Future without the Proposed Actions

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Tenth Avenue @ 26th Street	28230	EB	LT	1.11	410.6	F	LT	1.16	409.7	F	LT	1.20	433.6	F	LT	0.89	50.6	D
		NB	TR	0.58	10.9	B	TR	0.86	16.7	B	TR	0.50	10.0	A	TR	0.61	11.3	B
		INTERSECTION			82.3	F			81.5	F			98.4	F			18.0	B
Tenth Avenue @ 28th Street	9918	EB	LT	1.40	534.0	F	LT	1.29	465.1	F	LT	1.04	225.7	F	LT	1.43	534.8	F
		NB	TR	0.67	10.8	B	TR	0.70	11.2	B	TR	0.59	9.7	A	TR	0.53	11.8	B
		INTERSECTION			125.8	F			103.2	F			52.0	D			144.8	F
Tenth Avenue @ 29th Street	9914	WB	TR	0.75	33.0	C	TR	0.97	58.6	E	TR	1.17	435.8	F	TR	0.84	38.7	D
		NB	LT	0.65	10.5	B	LT	0.72	11.6	B	LT	0.44	8.3	A	LT	0.57	12.4	B
		INTERSECTION			16.1	B			23.1	C			151.3	F			19.4	B
Tenth Avenue @ 30th Street	9061	EB	LT	2.01	768.6	F	LT	2.87	1169.0	F	LT	2.90	1149.0	F	LT	1.70	608.4	F
		NB	T	0.58	9.7	A	T	0.66	10.6	B	T	0.41	8.0	A	T	0.51	11.5	B
			R	0.83	29.1	C	R	1.55	442.6	F	R	1.31	271.8	F	R	1.25	245.1	F
		INTERSECTION			238.8	F			441.2	F			487.4	F			214.0	F
Tenth Avenue @ 31st Street	9933	WB	R	1.26	348.8	F	R	2.24	867.2	F	R	2.39	857.9	F	R	1.28	369.6	F
		NB	T	0.68	10.9	B	T	0.79	12.9	B	T	0.90	18.1	B	T	0.57	9.5	A
		INTERSECTION			84.4	F			202.4	F			291.9	F			91.1	F
Tenth Avenue @ 33rd Street	9077	WB	TR	0.94	50.6	D	TR	0.97	55.7	E	TR	0.91	44.4	D	TR	0.73	31.5	C
		NB	LT	0.75	13.2	B	LT	1.07	153.7	F	LT	1.06	150.3	F	LT	0.80	14.7	B
		INTERSECTION			20.8	C			135.5	F			130.6	F			18.0	B
Tenth Avenue @ 34th Street	9076	EB	DefL	0.73	50.3	D	DefL	0.85	67.9	E	DefL	1.00	101.2	F	DefL	0.77	50.8	D
			T	0.46	26.7	C	T	0.49	27.7	C	T	0.43	26.1	C	T	0.28	22.7	C
		WB	T	0.56	27.4	C	T	0.48	25.7	C	T	0.64	29.1	C	TR	0.56	27.8	C
			R	0.69	41.0	D	R	1.27	483.7	F	R	2.30	874.8	F				
		NB	LTR	0.91	17.7	B	LTR	1.07	101.0	F	LTR	1.35	219.2	F	LTR	0.81	13.6	B
		INTERSECTION			21.9	C			111.3	F			262.3	F			18.0	B
Tenth Avenue @ 35th Street	9075	WB	TR	1.53	443.1	F	TR	1.32	360.7	F	TR	1.04	227.2	F	TR	1.05	253.9	F
		NB	LT	0.87	15.8	B	LT	0.99	28.8	C	LT	0.88	14.8	B	LT	0.78	12.5	B
		INTERSECTION			92.9	F			74.4	E			37.3	D			45.4	D
Tenth Avenue @ 36th Street	9074	EB	LT	0.62	29.0	C	LT	0.41	131.2	F	LT	0.40	24.5	C	LT	0.21	22.0	C
		NB	TR	0.91	17.8	B	TR	1.05	91.0	F	TR	1.76	411.2	F	TR	0.85	14.6	B
		INTERSECTION			19.4	B			94.5	F			377.8	F			15.1	B
Tenth Avenue @ 37th Street	9073	WB	TR	0.59	27.4	C	TR	0.58	27.5	C	TR	0.69	30.7	C	TR	0.80	34.4	C
		NB	LT	0.92	19.8	B	LT	0.95	23.0	C	LT	1.67	374.5	F	LT	0.74	13.2	B
		INTERSECTION			20.8	C			23.5	C			330.2	F			17.7	B
Tenth Avenue @ 38th Street	9046	EB	LT	0.84	39.7	D	LT	0.52	26.8	C	LT	0.45	25.4	C	LT	0.47	25.8	C
		NB	TR	0.94	20.4	C	TR	0.99	27.5	C	TR	1.72	395.9	F	TR	0.83	14.0	B
		INTERSECTION			23.9	C			27.4	C			361.4	F			15.4	B
Tenth Avenue @ 39th Street	9032	WB	T	0.42	22.3	C	T	0.42	22.3	C	T	2.00	1497.0	F	T	0.00	16.8	B
			R	0.45	23.8	C	R	0.54	26.4	C	R	1.82	1059.0	F	R	0.00	16.8	B
		NB	LT	0.62	13.2	B	LT	0.63	13.3	B	LT	1.65	400.2	F	LT	0.56	15.6	B
		INTERSECTION			14.6	B			14.9	B			526.7	F			15.6	B
Tenth Avenue @ 40th Street	9047	EB	LT	0.46	21.6	C	LT	0.32	19.5	B	LT	0.57	118.0	F	LT	0.21	18.2	B
		NB	TR	0.65	14.3	B	TR	0.68	14.8	B	TR	1.65	393.8	F	TR	0.52	15.8	B
		INTERSECTION			15.4	B			15.2	B			359.1	F			16.0	B

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Tenth Avenue @ 41st Street	9037	WB	T	0.25	13.1	B	T	0.32	13.8	B	T	1.25	510.0	F	T	0.34	13.9	B
			R	0.54	17.5	B	R	0.59	19.3	B	R	0.28	13.8	B	R	0.57	18.1	B
		NB	L	0.88	45.9	D	L	0.64	28.7	C	L	1.55	469.6	F	L	0.25	18.2	B
			T	0.81	24.9	C	T	0.86	40.2	D	T	1.04	106.2	F	T	0.70	28.3	C
	INTERSECTION				24.0	C			32.0	C			184.7	F			22.9	C
Tenth Avenue @ 42nd Street	9609	EB	LT	2.05	750.4	F	LT	2.24	930.9	F	LT	1.88	647.7	F	LT	2.04	797.7	F
		WB	TR	1.06	296.4	F	TR	1.40	400.8	F	TR	0.73	34.7	C	TR	1.47	458.5	F
											T (LnT)	1.29	804.6	F				
		NB	LTR	0.71	20.2	C	LTR	0.89	19.8	B	LTR	0.80	16.1	B	LTR	0.78	22.6	C
	INTERSECTION				156.4	F			177.0	F			105.1	F			189.3	F
Tenth Avenue @ 43st Street	9608	EB	L	0.02	17.1	B	L	0.03	17.2	B	L	0.03	17.2	B	L	0.05	17.5	B
		WB	TR	0.39	21.2	C	TR	0.56	116.5	F	TR	0.49	22.6	C	TR	0.33	20.2	C
		NB	LT	1.19	158.1	F	LT	1.22	172.8	F	LT	0.95	23.6	C	LT	1.00	82.6	F
	INTERSECTION				144.3	F			164.6	F			23.5	C			76.4	E
Tenth Avenue @ 56th Street	13616	EB	LT	0.75	31.0	C	LT	0.44	24.6	C	LT	0.51	25.6	C	LT	1.09	411.2	F
		NB	TR	0.73	11.5	B	TR	0.83	14.2	B	TR	0.63	9.9	A	TR	0.74	11.8	B
	INTERSECTION				17.0	B			16.2	B			12.7	B			76.1	E
Tenth Avenue @ 57st Street	9594	EB	LT	1.08	370.1	F	LT	0.99	60.3	E	LT	0.96	52.6	D	LT	0.92	48.7	D
		WB	TR	0.74	26.5	C	TR	1.04	210.0	F	TR	0.88	37.1	D	TR	0.91	39.9	D
		NB	LTR	0.70	16.7	B	LTR	0.70	14.6	B	LTR	0.69	14.2	B	LTR	0.63	13.5	B
	INTERSECTION				95.5	F			74.4	E			24.6	C			25.8	C
Eleventh Ave/ Twelfth Ave @ 22nd Street	2222	WB (22nd)	R	0.02	10.7	B	R	0.08	13.0	B	R	0.06	12.7	B	R	0.09	13.1	B
		NB (11th)	T	0.07	39.3	D	T	0.08	26.3	C	T	0.06	26.0	C	T	0.16	27.4	C
	28302	SB (11th)	T	0.57	54.2	D	T	0.52	38.7	D	T	0.78	62.3	E	T	0.30	35.1	D
			TR	0.43	54.1	D	TR	0.40	38.5	D	TR	0.65	63.4	E	TR	0.23	35.0	D
		NB (9A)	T	1.07	115.2	F	T	1.05	111.8	F	T	1.16	149.4	F	T	1.13	141.5	F
		SB (9A)	T	0.87	9.9	A	T	0.87	22.6	C	T	0.80	18.4	B	T	0.76	18.5	B
	INTERSECTION				60.5	E			60.1	E			82.4	F			79.0	E
Eleventh Avenue @ 24th Street	28213	EB	R	0.27	27.2	C	R	0.19	26.3	C	R	0.27	27.2	C	R	0.24	26.8	C
		NB	L	0.28	27.0	C	L	0.29	27.2	C	L	0.35	28.0	C	L	0.39	28.4	C
		SB	L	0.24	4.5	A	L	0.27	4.7	A	L	0.25	4.5	A	L	0.18	4.2	A
			TR	1.25	217.9	F	TR	1.40	283.7	F	TR	1.33	251.0	F	TR	0.76	35.2	D
	INTERSECTION				141.1	F			188.6	F			160.0	F			27.9	C
Eleventh Avenue @ 26th Street	9924	EB	TR	1.09	413.4	F	TR	0.92	67.6	E	TR	1.12	405.6	F	TR	0.62	40.3	D
		SB	LT	0.54	4.8	A	LT	0.55	4.9	A	LT	0.51	4.5	A	LT	0.38	3.9	A
	INTERSECTION				83.8	F			15.9	B			84.4	F			9.4	A
Eleventh Avenue @ 27th Street	63721	WB	LT	0.44	26.4	C	LT	0.51	27.9	C	LT	0.58	30.5	C	LT	0.32	23.7	C
		SB	TR	0.47	9.3	A	TR	0.47	9.2	A	TR	0.42	8.8	A	TR	0.30	8.0	A
	INTERSECTION				11.2	B			11.8	B			12.1	B			9.9	A
Eleventh Avenue @ 28th Street	9916	EB	TR	0.47	24.2	C	TR	0.36	21.8	C	TR	0.24	19.7	B	TR	0.34	21.3	C
		SB	LT	0.65	14.1	B	LT	0.66	14.2	B	LT	0.58	13.1	B	LT	0.49	12.1	B
	INTERSECTION				15.2	B			14.9	B			13.5	B			13.1	B
Eleventh Avenue @ 29th Street	9912	WB	LT	0.85	36.9	D	LT	0.90	43.7	D	LT	1.02	138.4	F	LT	0.68	26.2	C
		SB	TR	0.54	16.2	B	TR	0.54	16.2	B	TR	0.48	15.4	B	TR	0.41	14.7	B
	INTERSECTION				21.1	C			22.7	C			50.2	D			17.5	B
Eleventh Avenue @ 30th Street	9909	EB	TR	0.99	60.4	E	TR	1.15	321.3	F	TR	0.93	46.6	D	TR	0.87	39.2	D
		SB	LT	1.05	124.2	F	LT	1.14	159.4	F	LT	1.05	117.8	F	LT	0.74	19.9	B
	INTERSECTION				110.4	F			197.9	F			103.0	F			24.6	C

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Eleventh Avenue @ 31st Street	61131	WB	L	0.18	25.9	C	L	0.65	38.8	D	L	0.44	30.8	C	L	0.35	28.9	C
		SB	T	0.63	7.1	A	T	0.57	6.5	A	T	0.53	6.1	A	T	0.41	5.3	A
		INTERSECTION			7.7	A			9.7	A			7.9	A			7.2	A
Eleventh Avenue @ 32nd Street	61132	SB	LT	0.65	7.3	A	LT	0.63	7.0	A	LT	0.57	6.4	A	LT	0.44	5.5	A
		INTERSECTION			7.3	A			7.0	A			6.4	A			5.5	A
Eleventh Avenue @ 33rd Street	9907	WB	L	0.53	33.7	C	L	0.87	67.9	E	L	0.63	38.7	D	L	0.44	31.8	C
			LT	0.63	32.9	C	LT	0.91	52.5	D	LT	0.73	35.9	D	LT	0.59	32.0	C
		SB	TR	0.53	6.2	A	TR	0.49	5.8	A	TR	0.48	5.7	A	TR	0.35	5.0	A
		INTERSECTION			13.7	B			21.1	C			14.9	B			13.3	B
Eleventh Avenue @ 34th Street	9904	EB	L	0.41	20.5	C	L	0.44	21.7	C	L	0.40	20.7	C	L	0.60	28.4	C
			TR	0.41	27.7	C	TR	0.41	27.7	C	TR	0.37	27.0	C	TR	0.57	30.5	C
		WB	L	0.55	23.8	C	L	0.40	19.5	B	L	0.58	27.2	C	L	0.24	17.2	B
			TR	0.63	32.4	C	TR	0.65	32.5	C	TR	0.92	53.2	D	TR	0.43	27.8	C
		SB	LT	0.84	23.8	C	LT	0.85	27.4	C	LT	0.81	25.6	C	LT	0.59	20.2	C
			R	0.28	15.0	B	R	0.39	20.0	C	R	0.36	18.9	B	R	0.43	20.2	C
		INTERSECTION			25.0	C			27.4	C			30.6	C			23.7	C
Eleventh Avenue @ 35th Street	9901	WB	L	0.28	17.4	B	L	0.29	17.6	B	L	0.37	19.3	B	L	0.19	16.2	B
			LR	0.28	17.4	B	LR	0.29	17.6	B	LR	0.37	19.4	B	LR	0.18	16.2	B
			R	0.26	17.4	B	R	0.25	17.4	B	R	0.14	15.6	B	R	0.10	15.1	B
		NB	T	0.08	14.5	B	T	0.09	14.6	B	T	0.16	12.8	B	T	0.11	14.7	B
		SB	T	0.60	17.1	B	T	0.58	19.7	B	T	0.55	19.3	B	T	0.46	18.1	B
		INTERSECTION			17.0	B			18.9	B			18.3	B			17.4	B
Eleventh Avenue @ 36th Street	9898	NB	TR	0.14	6.4	A	TR	0.13	6.4	A	TR	0.14	3.0	A	TR	0.09	6.1	A
		SB	DefL	0.65	10.7	B	LT	0.57	9.8	A	LT	0.57	9.8	A	LT	0.42	8.3	A
			T	0.55	4.9	A												
		INTERSECTION			6.1	A			9.3	A			8.7	A			7.9	A
Eleventh Avenue @ 37th Street	9034	EB	LR	0.10	27.2	C	LR	0.16	28.2	C	LR	0.11	27.3	C	LR	0.00	25.7	C
		WB	L	0.75	54.0	D	L	0.81	61.4	E	L	0.77	54.8	D	L	0.59	40.6	D
			R	0.58	42.7	D	R	0.44	36.5	D	R	0.29	31.6	C	R	0.55	39.8	D
		NB	T	0.08	6.0	A	T	0.07	6.0	A	T	0.11	2.9	A	T	0.07	6.0	A
		SB	T	0.60	5.2	A	T	0.54	9.5	A	T	0.54	9.4	A	T	0.42	8.3	A
		INTERSECTION			11.2	B			15.2	B			13.3	B			13.0	B
Eleventh Avenue @ 38th Street	150008	NB	TR	0.17	8.2	A	TR	0.15	8.1	A	TR	1.21	477.4	F	TR	0.14	8.0	A
		SB	LT	1.08	112.7	F	LT	0.88	21.7	C	LT	0.88	21.5	C	LT	0.71	14.7	B
		INTERSECTION			99.7	F			20.0	B			96.3	F			13.4	B
Eleventh Avenue @ 39th Street	9894	EB	L	0.00	19.3	B	L	0.00	19.3	B	L	0.00	19.3	B	L	0.00	19.3	B
			LR	0.00	19.3	B	LR	0.00	19.3	B	LR	0.00	19.3	B	LR	0.00	19.3	B
		WB	L	0.41	26.0	C	L	0.40	25.3	C	L	0.40	25.3	C	L	0.22	22.1	C
			LR	0.41	26.0	C	LR	0.38	25.4	C	LR	0.63	32.7	C	LR	0.23	22.4	C
		NB	T	0.08	9.8	A	T	0.08	9.9	A	T	1.08	448.4	F	T	0.10	10.0	A
		SB	T	0.82	15.3	B	T	0.68	16.5	B	T	0.68	16.6	B	T	0.57	14.6	B
		INTERSECTION			16.3	B			17.3	B			73.8	E			14.8	B
Eleventh Avenue @ 40th Street	9035	EB	TR	0.61	39.1	D	TR	0.59	38.1	D	TR	0.94	75.5	E	TR	0.48	33.8	C
		NB	R	0.14	8.1	A	R	0.15	6.5	A	R	1.07	255.8	F	R	0.14	6.4	A
		SB	L	0.26	3.4	A	L	0.36	3.8	A	L	1.00	130.0	F	L	0.33	3.6	A
			TR	0.67	5.9	A	TR	0.56	6.8	A	TR	0.54	4.7	A	TR	0.45	4.2	A
		INTERSECTION			7.7	A			7.9	A			90.3	F			6.2	A

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Eleventh Avenue @ 41st Street	9036	WB	LT	0.68	32.2	C	LT	0.71	33.4	C	LT	0.48	26.1	C	LT	0.72	33.2	C
		SB	LTR	0.51	9.4	A	LTR	0.51	11.7	B	LTR	0.47	9.2	A	LTR	0.43	8.7	A
											T (LnT)	1.16	172.9	F				
		INTERSECTION			12.5	B			14.7	B			74.0	E			12.9	B
Eleventh Avenue @ 42nd Street	9573	EB	TR	0.89	41.9	D	TR	0.72	31.2	C	TR	0.76	32.2	C	TR	0.91	46.0	D
		WB	L	0.37	17.8	B	L	0.47	19.2	B	L	0.43	235.2	F	L	0.45	19.0	B
			LT	0.33	14.4	B	LT	0.41	15.2	B	LT	0.51	103.7	F	LT	0.39	14.9	B
		SB	LT	1.00	45.0	D	LT	1.01	110.8	F	T	0.79	26.1	C	LT	0.79	25.0	C
			R	0.34	23.0	C	R	0.74	46.7	D	R	0.92	78.7	E	R	0.49	29.4	C
											LT (LnT)	1.31	271.1	F				
		INTERSECTION			39.9	D			77.8	E			110.8	F			27.6	C
Eleventh Avenue @ 43rd Street	9572	WB	LT	0.62	35.8	D	LT	0.83	46.3	D	LT	0.81	44.2	D	LT	0.52	32.6	C
		SB	TR	0.38	3.7	A	TR	0.48	6.4	A	TR	0.58	5.2	A	TR	0.40	3.7	A
											T (LnT)	1.26	259.3	F				
		INTERSECTION			8.2	A			13.8	B			86.2	F			8.2	A
Eleventh Avenue @ 44th Street	9571	EB	LTR	1.26	593.6	F	LTR	0.82	45.9	D	LTR	1.13	503.4	F	LTR	0.81	44.2	D
		SB	L	0.18	3.3	A	L	0.11	6.3	A	L	0.14	6.5	A	L	0.16	6.7	A
			T	0.67	8.9	A	T	0.69	14.4	B	T	1.26	170.0	F	T	0.57	9.9	A
											T (LnT)	1.26	260.4	F				
		INTERSECTION			130.5	F			19.7	B			251.0	F			16.6	B
Eleventh Avenue @ 46th Street	9569	EB	LTR	0.55	33.5	C	LTR	0.55	33.3	C	LTR	0.50	32.5	C	LTR	0.49	32.0	C
		NB	TR	0.25	7.2	A	TR	0.06	6.0	A	TR	0.07	2.8	A	TR	0.12	6.3	A
		SB	L	0.23	4.1	A	L	0.17	7.1	A	L	0.18	7.1	A	L	0.25	7.7	A
			T	0.90	22.5	C	T	0.94	34.8	C	T	0.97	29.8	C	T	0.83	16.9	B
		INTERSECTION			21.1	C			32.0	C			27.6	C			17.2	B
Eleventh Avenue @ 47th Street	63724	WB	LTR	0.98	71.2	E	LTR	0.98	68.6	E	LTR	0.93	55.8	E	LTR	0.89	51.4	D
		NB	L	0.16	9.2	A	L	0.23	12.8	B	L	0.26	10.9	B	L	0.23	11.7	B
			T	0.18	6.6	A	T	0.08	6.1	A	T	0.12	2.9	A	T	0.13	6.3	A
		SB	TR	0.95	36.6	D	TR	0.95	38.8	D	TR	1.04	82.0	F	TR	0.87	18.8	B
		INTERSECTION			38.9	D			43.2	D			69.7	E			24.4	C
Eleventh Avenue @ 54th Street	9561	EB	LTR	1.22	370.2	F	LTR	0.73	43.3	D	LTR	0.72	42.9	D	LTR	0.45	32.6	C
		NB	L	0.84	57.0	E	L	0.46	18.1	B	L	1.50	549.8	F	L	0.83	51.6	D
			TR	0.54	9.9	A	TR	0.41	8.4	A	TR	0.39	4.1	A	TR	0.34	7.8	A
		SB	L	0.55	12.8	B	L	0.34	10.1	B	L	0.34	10.0	A	L	0.22	7.9	A
			TR	0.88	12.2	B	TR	0.74	13.6	B	TR	0.84	17.3	B	TR	0.73	13.4	B
		INTERSECTION			62.4	E			15.4	B			47.2	D			15.2	B
Eleventh Avenue @ 56th Street	13476	EB	LTR	1.08	290.9	F	LTR	0.66	28.8	C	LTR	0.83	35.8	D	LTR	0.48	24.9	C
		NB	TR	0.50	14.0	B	TR	0.41	12.8	B	TR	0.45	9.5	A	TR	0.46	13.5	B
		SB	L	0.27	10.4	B	L	0.23	12.4	B	L	0.21	12.2	B	L	0.17	11.6	B
			T	0.64	11.2	B	T	0.59	14.8	B	T	0.64	15.7	B	T	0.59	14.8	B
		INTERSECTION			94.3	F			17.3	B			19.1	B			16.1	B
Eleventh Avenue @ 57th Street	9558	EB	L	1.14	631.9	F	L	0.66	31.1	C	L	0.54	35.3	D	L	0.64	34.1	C
			TR	1.20	384.8	F	TR	0.94	63.4	E	TR	1.24	492.3	F	TR	0.90	58.4	E
		WB	L	1.03	204.8	F	L	1.21	599.3	F	L	0.72	44.9	D	L	1.22	569.2	F
			TR	0.84	40.1	D	TR	0.77	35.8	D	TR	0.83	38.6	D	TR	1.69	662.0	F
		NB	L	0.47	36.5	D	L	0.65	45.3	D	L	1.05	297.5	F	L	0.94	88.8	F
			TR	0.48	18.6	B	TR	0.39	17.5	B	TR	0.44	15.4	B	TR	0.38	17.4	B
		SB	L	1.30	369.4	F	L	0.97	78.2	E	L	1.50	423.5	F	L	0.82	48.8	D
			TR	0.84	23.8	C	TR	0.69	22.2	C	TR	0.76	24.3	C	TR	0.65	21.4	C
		INTERSECTION			135.4	F			81.5	F			111.0	F			196.5	F

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Twelfth Avenue @ 24th Street	9879	WB	L	0.56	70.3	E	L	0.51	47.4	D	L	0.67	71.0	E	L	0.50	46.8	D
			LTR	0.49	67.7	E	LTR	0.49	47.4	D	LTR	0.66	71.0	E	LTR	0.53	48.0	D
			R	0.49	68.4	E	R	0.49	47.9	D	R	0.69	72.9	E	R	0.50	47.9	D
		NB	TR	1.01	82.1	F	TR	1.02	102.9	F	TR	1.13	134.2	F	TR	1.11	129.5	F
		SB	L	0.97	134.1	F	L	0.67	74.9	E	L	0.65	87.7	F	L	1.10	523.8	F
			T	0.89	17.4	B	T	1.02	124.8	F	T	0.87	28.7	C	T	0.84	28.3	C
	INTERSECTION				53.3	D			108.4	F			84.8	F			96.3	F
Twelfth Avenue @ 29th Street	9875	WB	LR	1.68	883.6	F	LR	1.40	691.6	F	LR	1.96	992.9	F	LR	1.26	596.0	F
		NB	T	0.61	9.2	A	T	0.61	10.6	B	T	0.77	3.9	A	T	0.71	12.3	B
		SB	T	0.74	3.8	A	T	0.73	12.9	B	T	0.70	10.2	B	T	0.78	14.4	B
	INTERSECTION				66.1	E			59.7	E			77.4	E			48.1	D
Twelfth Avenue @ 30th Street	9874	EB	LTR	0.00	64.4	E	LTR	0.00	49.5	D	LTR	0.00	64.4	E	LTR	0.00	49.5	D
		NB	TR	0.75	14.7	B	TR	0.80	17.0	B	TR	0.94	9.9	A	TR	0.81	17.0	B
		SB	L	1.25	377.3	F	L	1.37	388.4	F	L	1.39	446.8	F	L	1.20	342.7	F
			TR	0.86	6.7	A	TR	0.86	19.7	B	TR	0.83	17.9	B	TR	0.88	20.6	C
	INTERSECTION				25.1	C			37.4	D			28.5	C			30.9	C
Twelfth Avenue @ 34th Street	9872	WB	L	0.42	58.6	E	L	0.39	41.6	D	L	0.47	59.3	E	L	0.28	39.0	D
			LR	0.43	58.7	E	LR	0.41	41.8	D	LR	0.46	59.2	E	LR	0.28	39.1	D
			R	0.66	45.1	D	R	0.62	33.7	C	R	0.61	50.6	D	R	0.55	31.3	C
		NB	T	0.88	35.0	C	T	0.83	28.6	C	T	0.96	23.6	C	T	0.88	30.7	C
			R	0.18	18.7	B	R	0.25	18.1	B	R	0.13	6.9	A	R	0.43	21.1	C
		SB	L	0.54	61.1	E	L	0.65	57.8	E	L	1.12	595.8	F	L	0.78	64.2	E
			T	0.86	6.1	A	T	0.76	15.4	B	T	0.76	13.5	B	T	0.82	17.0	B
	INTERSECTION				23.7	C			24.9	C			47.8	D			26.5	C
Twelfth Avenue @ 37th Street	9871	EB	LR	0.13	52.8	D	LR	0.15	43.3	D	LR	0.26	60.7	E	LR	0.16	43.3	D
			R	0.12	52.9	D	R	0.13	43.4	D	R	0.25	62.0	E	R	0.10	42.8	D
		NB	L	0.10	63.7	E	L	0.20	50.4	D	L	0.30	72.6	E	L	0.26	51.6	D
			T	0.95	37.1	D	T	0.81	21.1	C	T	0.89	6.9	A	T	0.86	22.6	C
		SB	TR	1.14	141.7	F	TR	1.09	120.3	F	TR	0.94	29.2	C	TR	1.17	153.5	F
	INTERSECTION				89.6	F			70.8	E			17.6	B			88.0	F
Twelfth Avenue @ 41st Street	9868	EB	LR	0.00	38.2	D	LR	0.02	24.9	C	LR	0.06	47.3	D	LR	0.02	24.9	C
		WB	L	0.09	50.8	D	L	0.09	37.8	D	L	0.08	60.0	E	L	0.07	37.6	D
			R	0.41	56.8	E	R	0.46	44.3	D	R	0.47	67.8	E	R	0.45	43.5	D
		NB	T	1.15	157.1	F	T	1.10	138.4	F	T	1.02	81.2	F	T	1.06	120.3	F
		SB	T	1.16	126.2	F	T	1.02	75.7	E	T	0.99	33.5	C	T	1.14	117.9	F
	INTERSECTION				138.4	F			104.1	F			59.1	E			115.3	F
Twelfth Avenue @ 42nd Street	9867	EB	LTR	0.04	46.2	D	LTR	0.08	32.4	C	LTR	0.08	46.7	D	LTR	0.09	32.6	C
		WB	L	0.32	52.2	D	L	0.60	45.7	D	L	0.66	65.3	E	L	0.50	41.9	D
			R	0.55	33.2	C	R	0.62	22.7	C	R	0.85	66.0	E	R	0.63	24.7	C
		NB	T	0.98	53.4	D	T	1.12	141.5	F	T	0.98	30.7	C	T	1.19	167.8	F
			R	0.38	28.6	C	R	0.50	33.0	C	R	0.30	11.5	B	R	0.22	26.7	C
		SB	L	0.67	59.3	E	L	0.41	42.2	D	L	1.20	358.7	F	L	0.69	48.6	D
			T	0.81	5.6	A	T	0.84	20.2	C	T	0.84	18.2	B	T	0.89	22.9	C
	INTERSECTION				31.8	C			71.6	E			44.4	D			85.0	F
Twelfth Avenue @ 43th Street	9866	WB	LTR	0.78	72.8	E	LTR	0.76	53.6	D	LTR	1.00	108.4	F	LTR	0.69	49.4	D
		NB	L	1.00	172.9	F	L	0.33	59.2	E	L	0.16	68.0	E	L	0.10	52.3	D
			T	0.72	12.5	B	T	0.81	16.4	B	T	0.88	6.2	A	T	0.83	17.2	B
		SB	T	0.78	10.1	B	T	0.71	21.8	C	T	0.79	22.3	C	T	0.93	30.7	C
			R	0.02	4.3	A	R	0.05	13.1	B	R	0.02	10.6	B	R	0.07	13.2	B
	INTERSECTION				15.8	B			21.1	C			18.4	B			25.1	C

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
Twelfth Avenue @ 44th Street	9892	NB	TR	0.82	19.7	B	TR	0.89	20.0	B	TR	0.97	12.3	B	TR	0.97	28.0	C
		SB	L	1.09	291.7	F	L	0.96	81.9	F	L	1.02	189.3	F	L	0.94	79.0	E
			T	0.82	7.9	A	T	0.66	20.9	C	T	0.76	13.3	B	T	0.88	19.4	B
	INTERSECTION				30.7	C			23.9	C			19.9	B			26.4	C
Twelfth Avenue@ 46th Street	9864	EB	LTR	0.28	56.6	E	LTR	0.13	36.0	D	LTR	0.17	51.9	D	LTR	0.18	36.6	D
		NB	TR	0.97	108.8	F	TR	1.13	177.9	F	TR	1.14	166.6	F	TR	1.11	166.2	F
		SB	L	0.53	69.9	E	L	0.60	71.2	E	L	0.63	84.3	F	L	0.84	97.2	F
			T	0.86	5.6	A	T	0.73	17.4	B	T	0.80	14.0	B	T	0.91	21.3	C
	INTERSECTION				52.6	D			102.9	F			95.2	F			91.8	F
Twelfth Avenue @ 54th Street	9856	EB	R	0.00	5.6	A	R	0.00	6.7	A	R	0.00	5.3	A	R	0.00	6.7	A
		WB	R	0.53	61.5	E	R	0.34	40.6	D	R	0.81	82.0	F	R	0.52	45.7	D
		NB	TR	1.02	105.4	F	TR	1.05	118.1	F	TR	1.24	192.7	F	TR	0.91	21.4	C
		SB	L	0.72	69.3	E	L	0.47	43.0	D	L	0.47	58.2	E	L	0.27	38.7	D
			T	1.19	133.4	F	T	0.74	14.5	B	T	0.75	13.0	B	T	0.88	19.3	B
	INTERSECTION				119.1	F			72.8	E			116.9	F			21.2	C
Twelfth Avenue @ 56th Street (SR)	99001	NB	TR	0.94	58.4	E	TR	0.33	7.6	A	TR	0.43	11.6	B	TR	0.32	7.5	A
	INTERSECTION				58.4	E			7.6	A			11.6	B			36.5	D
Twelfth Avenue @ 56th Street	9883	NB	T	1.17	169.7	F	T	0.84	15.2	B	T	1.24	165.7	F	T	0.80	13.9	B
		SB	L	1.00	56.9	E	L	1.20	479.2	F	L	1.12	391.4	F	L	0.86	62.0	E
			T	0.95	5.8	A	T	0.49	0.5	A	T	0.60	0.8	A	T	0.55	0.6	A
	INTERSECTION				63.9	E			55.3	E			123.7	F			11.3	B
Twelfth Avenue @ 57th Street	9854	WB	R	0.34	31.8	C	R	0.56	39.5	D	R	0.64	239.4	F	R	0.59	40.0	D
		NB	T	0.93	39.1	D	T	0.75	15.9	B	T	0.95	12.6	B	T	0.70	14.8	B
	INTERSECTION				38.0	D			19.2	B			38.6	D			18.7	B
Sixth Avenue @ 28th Street	21627	EB	LT	1.22	342.9	F	LT	1.20	335.5	F	LT	1.31	381.6	F	LT	1.07	281.3	F
		NB	TR	0.87	35.9	D	TR	0.85	20.8	C	TR	0.84	20.0	C	TR	0.88	22.0	C
	INTERSECTION				114.6	F			100.8	F			117.1	F			80.1	F
Sixth Avenue @ 30th Street	21589	EB	LT	1.41	380.2	F	LT	1.33	346.2	F	LT	1.28	318.7	F	LT	0.65	63.0	E
		NB	TR	1.01	86.3	F	TR	0.92	53.9	D	TR	0.93	31.4	C	TR	1.01	84.2	F
	INTERSECTION				181.5	F			148.2	F			123.3	F			80.4	F
Sixth Avenue @ 31st Street	21579	WB	TR	0.63	22.4	C	TR	0.65	23.1	C	TR	0.57	21.1	C	TR	0.70	29.0	C
		NB	LT	0.98	34.6	C	LT	0.91	44.0	D	LT	0.88	23.4	C	LT	0.87	23.1	C
	INTERSECTION				31.6	C			38.7	D			22.9	C			24.8	C
Sixth Avenue @ 35th Street	9786	WB	TR	0.96	52.0	D	TR	0.68	26.8	C	TR	0.75	28.9	C	TR	0.63	25.3	C
		NB	LT	0.64	10.4	B	LT	0.58	13.0	B	LT	0.63	13.7	B	LT	0.63	13.6	B
	INTERSECTION				22.8	C			16.9	B			18.1	B			16.6	B
Sixth Avenue @ 36th Street	9785	EB	L	0.45	39.3	D	L	0.94	81.6	F	L	1.01	128.0	F	L	1.15	228.1	F
			T	0.63	21.9	C	T	0.59	21.1	C	T	0.64	22.0	C	T	0.45	18.7	B
		NB	TR	0.70	18.5	B	TR	0.56	16.4	B	TR	0.61	17.0	B	TR	0.62	17.1	B
	INTERSECTION				20.2	C			23.1	C			29.7	C			39.6	D
Sixth Avenue @ 37th Street	9784	WB	T	0.67	22.9	C	T	0.59	20.9	C	T	0.59	21.0	C	T	0.70	23.6	C
			R	0.57	24.5	C	R	0.75	33.5	C	R	0.75	33.3	C	R	0.68	29.1	C
		NB	LT	0.72	18.9	B	LT	0.60	21.0	C	LT	0.68	18.0	B	LT	0.62	17.1	B
	INTERSECTION				20.4	C			22.3	C			20.2	C			20.0	C

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Sixth Avenue @ 42nd Street	9779	EB	LT	0.85	37.6	D	LT	0.54	22.8	C	LT	0.73	28.2	C	LT	0.51	22.2	C
		WB	TR	0.88	41.2	D	TR	0.87	37.1	D	TR	0.65	25.8	C	TR	0.65	25.8	C
			R	0.85	61.0	E	R	0.82	50.1	D	R	0.50	27.3	C	R	0.50	27.7	C
		NB	LTR	0.62	10.0	A	LTR	0.60	13.1	B	LTR	0.65	13.8	B	LTR	0.55	12.6	B
		INTERSECTION			24.2	C			22.1	C			19.4	B			17.8	B
Seventh Avenue @ 23rd Street	21670	EB	TR	0.93	46.8	D	TR	0.91	45.0	D	TR	0.80	33.9	C	TR	0.85	37.8	D
		WB	LT	0.64	27.4	C	LT	0.56	25.1	C	LT	0.57	25.0	C	LT	0.50	23.8	C
		SB	LTR	0.92	29.7	C	LTR	0.84	24.6	C	LTR	0.86	25.4	C	LTR	0.82	23.7	C
		INTERSECTION			33.2	C			29.3	C			27.0	C			26.9	C
Seventh Avenue @ 28th Street	21626	EB	TR	0.95	328.7	F	TR	0.85	38.7	D	TR	0.80	34.9	C	TR	0.86	298.8	F
		SB	LT	0.72	12.4	B	LT	0.58	14.1	B	LT	0.59	10.4	B	LT	0.59	14.1	B
		INTERSECTION			101.8	F			21.6	C			17.3	B			91.6	F
Seventh Avenue @ 29th Street	21599	WB	LT	1.29	385.6	F	LT	1.46	451.8	F	LT	1.51	479.9	F	LT	1.04	219.9	F
		SB	TR	0.82	18.8	B	TR	0.67	20.9	C	TR	0.70	15.6	B	TR	0.70	15.7	B
		INTERSECTION			117.2	F			167.7	F			166.0	F			67.0	E
Seventh Avenue @ 30th Street	21588	EB	T	1.35	427.0	F	T	1.32	414.3	F	T	1.25	372.4	F	T	0.69	29.6	C
			R	0.85	44.6	D	R	0.51	24.5	C	R	0.75	206.4	F	R	0.75	34.4	C
		SB	LT	0.78	17.6	B	LT	0.66	20.1	C	LT	0.65	14.8	B	LT	0.57	13.6	B
		INTERSECTION			117.6	F			126.5	F			128.2	F			19.5	B
Seventh Avenue @ 31st Street	21578	WB	LT	1.29	365.9	F	LT	1.37	410.7	F	LT	1.21	332.1	F	LT	1.33	373.4	F
		SB	TR	0.93	26.4	C	TR	0.85	33.9	C	TR	0.83	20.7	C	TR	0.71	17.5	B
		INTERSECTION			118.0	F			149.3	F			107.1	F			136.0	F
Seventh Avenue @ 33rd Street	9750	WB	LT	1.21	581.9	F	LT	1.48	671.2	F	LT	1.14	522.1	F	LT	1.13	459.6	F
		SB	TR	1.12	112.1	F	TR	1.02	75.7	E	TR	1.08	95.3	F	TR	0.88	12.1	B
		INTERSECTION			167.2	F			170.5	F			147.6	F			83.3	F
Seventh Avenue @ 34th Street	9749	EB	T	0.98	61.7	E	T	0.89	46.2	D	T	0.75	32.6	C	TR	0.45	74.8	E
		WB	LT	0.82	32.4	C	LT	0.84	33.9	C	LT	0.88	36.7	D	LT	0.52	22.5	C
		SB	T	0.96	27.4	C	T	0.88	21.1	C	T	0.90	22.1	C	T	0.76	16.7	B
		INTERSECTION			33.2	C			27.4	C			26.7	C			26.6	C
Seventh Avenue @ 35th Street	9748	WB	L	0.87	50.5	D	L	0.66	33.1	C	L	0.59	30.6	C	L	0.81	44.8	D
			LT	1.26	421.9	F	LT	1.05	266.7	F	LT	1.38	474.4	F	LT	0.89	47.8	D
		SB	TR	0.89	20.1	C	TR	0.86	27.7	C	TR	0.85	17.9	B	TR	0.73	14.7	B
		INTERSECTION			95.1	F			67.2	E			109.1	F			23.0	C
Seventh Avenue @ 36th Street	9747	EB	TR	1.26	436.5	F	TR	1.06	285.2	F	TR	1.26	415.8	F	TR	1.18	407.1	F
		SB	LT	0.84	19.3	B	LT	0.90	26.2	C	LT	0.83	18.9	B	LT	0.67	15.2	B
		INTERSECTION			157.4	F			112.0	F			154.7	F			156.0	F
Seventh Avenue @ 37th Street	9746	WB	LT	0.96	44.7	D	LT	0.80	28.2	C	LT	0.91	36.1	D	LT	0.87	183.4	F
		SB	TR	0.82	22.1	C	TR	0.85	23.1	C	TR	0.87	23.7	C	TR	0.68	18.5	B
		INTERSECTION			29.9	C			24.7	C			27.7	C			80.6	F
Seventh Avenue @ 38th Street	9745	EB	TR	1.16	389.5	F	TR	0.86	31.8	C	TR	0.79	30.5	C	TR	0.95	269.4	F
		SB	LT	0.72	16.1	B	LT	0.83	22.5	C	LT	0.75	16.6	B	LT	0.54	13.3	B
		INTERSECTION			146.6	F			25.5	C			20.5	C			113.4	F
Seventh Avenue @ 42nd Street	9741	EB	TR	0.75	30.0	C	TR	0.50	19.2	B	TR	0.75	30.1	C	TR	0.54	23.5	C
		WB	LT	0.45	22.5	C	LT	0.38	17.5	B	LT	0.53	23.9	C	LT	0.30	20.2	C
		SB	LTR	0.67	13.6	B	LTR	0.69	18.9	B	LTR	0.57	12.3	B	LTR	0.47	11.2	B
		INTERSECTION			18.9	B			18.7	B			19.0	B			16.4	B
Eighth Avenue @ 28th Street	21611	EB	LT	0.78	30.9	C	LT	0.74	29.3	C	LT	0.67	26.9	C	LT	0.57	24.5	C
		NB	TR	0.71	14.3	B	TR	0.64	13.2	B	TR	0.73	14.6	B	TR	0.69	14.0	B
		INTERSECTION			19.1	B			18.1	B			17.8	B			16.5	B

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Eighth Avenue @ 29th Street	21598	WB	TR	1.26	389.9	F	TR	1.49	465.7	F	TR	1.80	625.3	F	TR	1.21	349.9	F
		NB	LT	0.72	15.9	B	LT	0.75	20.0	B	LT	0.77	17.0	B	LT	0.70	19.7	B
		INTERSECTION			111.2	F			162.3	F			207.9	F			106.9	F
Eighth Avenue @ 30th Street	21587	EB	LT	1.27	389.5	F	LT	1.21	365.8	F	LT	1.31	399.6	F	LT	1.02	131.5	F
		NB	TR	0.76	18.4	B	TR	0.80	21.1	C	TR	0.84	20.7	C	TR	0.69	22.0	C
		INTERSECTION			167.6	F			156.5	F			169.5	F			62.7	E
Eighth Avenue @ 31st Street	9757	WB	TR	0.90	37.1	D	TR	1.10	367.0	F	TR	1.09	324.7	F	TR	1.08	340.9	F
		NB	LT	0.94	28.8	C	LT	0.95	30.6	C	LT	1.09	120.7	F	LT	0.89	38.1	D
		INTERSECTION			31.2	C			131.4	F			181.9	F			134.7	F
Eighth Avenue @ 33rd Street	9756	WB	TR	0.38	14.0	B	TR	0.49	15.4	B	TR	0.54	16.1	B	TR	0.47	15.0	B
		NB	LT	1.09	138.5	F	LT	1.18	177.5	F	LT	1.26	212.8	F	LT	1.06	124.3	F
		INTERSECTION			118.9	F			145.7	F			171.0	F			101.9	F
Eighth Avenue @ 34th Street	9755	EB	T	0.79	32.1	C	T	0.70	26.9	C	T	0.63	24.0	C	T	0.31	16.7	B
		WB	T	0.42	18.2	B	T	0.46	18.8	B	T	0.48	18.9	B	TR	0.48	18.8	B
			R	0.74	36.5	D	R	0.70	33.5	C	R	0.71	33.9	C				
		NB	LTR	1.10	147.6	F	LTR	1.13	153.7	F	LTR	1.12	147.9	F	LTR	1.04	116.9	F
		INTERSECTION			104.1	F			108.0	F			103.2	F			82.0	F
Eighth Avenue @ 35th Street	9754	WB	TR	1.73	660.4	F	TR	1.23	383.4	F	TR	1.69	639.1	F	TR	1.44	549.5	F
		NB	LT	0.71	12.0	B	LT	0.94	29.4	C	LT	0.76	13.0	B	LT	0.71	12.1	B
		INTERSECTION			178.3	F			105.4	F			158.6	F			119.8	F
Eighth Avenue @ 36th Street	9753	EB	LT	0.96	278.7	F	LT	0.78	149.6	F	LT	1.31	432.7	F	LT	1.00	316.1	F
		NB	TR	0.81	16.5	B	TR	1.04	102.0	F	TR	0.89	19.9	B	TR	0.82	16.9	B
		INTERSECTION			96.4	F			114.7	F			159.6	F			102.6	F
Eighth Avenue @ 37th Street	9752	WB	TR	0.87	36.9	D	TR	0.72	25.4	C	TR	0.95	47.3	D	TR	0.96	49.3	D
		NB	LT	0.75	16.6	B	LT	0.89	25.0	C	LT	0.89	21.3	C	LT	0.78	23.0	C
		INTERSECTION			22.2	C			25.1	C			28.0	C			30.4	C
Eighth Avenue @ 38th Street	9043	EB	LT	0.92	40.5	D	LT	0.69	23.8	C	LT	0.56	21.9	C	LT	0.66	24.2	C
		NB	TR	0.86	22.0	C	TR	0.99	38.0	D	TR	1.01	81.6	F	TR	0.94	49.2	D
		INTERSECTION			27.4	C			34.5	C			70.1	E			43.6	D
Eighth Avenue @ 42nd Street	9673	EB	LT	0.74	22.9	C	DefL	0.50	18.9	B	LT	0.72	22.1	C	DefL	0.49	18.1	B
							T	0.42	15.3	B					T	0.36	14.5	B
		WB	T	0.47	26.1	C	TR	0.58	27.7	C	T	0.52	26.9	C	TR	0.36	24.2	C
		NB	L	0.33	27.5	C	L	0.25	18.9	B	L	0.34	27.2	C	L	0.30	19.6	B
			LT	0.80	25.2	C	LT	0.75	23.9	C	LT	0.78	24.5	C	LT	0.64	21.6	C
			R	0.48	26.7	C	R	0.45	25.7	C	R	0.40	22.2	C	R	0.48	25.1	C
		INTERSECTION			24.9	C			22.8	C			24.3	C			20.7	C
Ninth Avenue @ 23rd Street	28199	EB	TR	0.95	60.0	E	TR	0.79	41.8	D	TR	0.76	39.3	D	TR	0.87	46.5	D
		WB	LT	0.91	43.0	D	LT	0.87	36.2	D	LT	0.71	26.4	C	LT	0.68	25.8	C
		SB	L	0.65	30.2	C	L	0.62	27.0	C	L	0.59	27.2	C	L	0.69	30.8	C
			TR	0.96	40.4	D	TR	0.98	43.2	D	TR	0.71	22.9	C	TR	1.06	116.2	F
		INTERSECTION			43.9	D			40.0	D			26.5	C			80.4	F
Ninth Avenue @ 26th Street	28202	EB	TR	0.45	18.7	B	TR	0.37	17.5	B	TR	0.41	18.0	B	TR	0.65	24.8	C
		SB	L	0.47	18.2	B	L	0.51	19.0	B	L	0.37	16.3	B	L	0.49	19.4	B
			T	0.97	35.5	D	T	0.97	35.1	D	T	0.63	17.4	B	T	1.00	42.5	D
		INTERSECTION			30.5	C			30.4	C			17.4	B			37.9	D
Ninth Avenue @ 28th Street	21609	EB	TR	1.21	388.3	F	TR	1.07	323.7	F	TR	0.94	53.6	D	TR	0.90	47.5	D
		SB	L	0.56	17.8	B	L	0.75	25.8	C	L	0.80	31.0	C	L	0.53	18.0	B
			T	0.96	30.6	C	T	0.95	29.8	C	T	0.60	14.7	B	T	0.98	34.7	C
		INTERSECTION			103.4	F			84.5	F			24.0	C			35.5	D

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Ninth Avenue @ 29th Street	9761	WB	LT	0.57	23.9	C	LT	0.72	27.9	C	LT	0.77	29.5	C	LT	0.71	27.2	C
		SB	TR	1.13	134.7	F	TR	1.13	133.8	F	TR	0.78	16.6	B	TR	1.01	82.7	F
		INTERSECTION			110.3	F			107.3	F			20.2	C			68.0	E
Ninth Avenue @ 30th Street	9760	EB	TR	1.21	475.2	F	TR	1.15	492.2	F	TR	1.00	395.1	F	TR	0.88	41.2	D
		SB	L	1.62	428.7	F	L	2.10	655.6	F	L	2.35	756.6	F	L	1.86	538.2	F
			T	0.67	13.7	B	T	0.92	23.7	C	T	0.87	19.9	B	T	0.82	17.5	B
		INTERSECTION			230.4	F			260.4	F			258.8	F			103.4	F
Ninth Avenue @ 31st Street	9759	WB	LTR	0.90	42.4	D	LTR	1.01	97.3	F	LTR	1.47	509.3	F	LTR	1.03	175.9	F
		SB	TR	0.79	13.1	B	TR	0.82	13.9	B	TR	0.81	13.4	B	TR	0.73	11.6	B
		INTERSECTION			21.0	C			36.4	D			192.5	F			60.9	E
Ninth Avenue @ 33rd Street	9078	WB	LT	1.03	193.7	F	LT	1.50	546.3	F	LT	1.75	633.6	F	LT	1.52	604.6	F
		SB	TR	0.91	18.2	B	TR	0.88	16.4	B	TR	0.71	11.2	B	TR	0.76	12.3	B
		INTERSECTION			44.2	D			126.5	F			164.0	F			129.2	F
Ninth Avenue @ 34th Street	9079	EB	T	0.93	58.8	E	T	0.84	46.3	D	T	0.64	32.3	C	TR	0.90	44.5	D
			R	2.01	761.6	F	R	1.44	533.9	F	R	1.97	727.2	F				
		WB	DefL	0.88	58.7	E	LT	0.84	29.5	C	LT	1.08	330.0	F	DefL	0.75	32.0	C
			T	0.53	18.3	B									T	0.29	13.6	B
		SB	LTR	1.26	215.3	F	LTR	1.18	178.9	F	LTR	1.36	262.4	F	LTR	0.95	35.8	D
		INTERSECTION			225.2	F			161.1	F			308.4	F			34.3	C
Ninth Avenue @ 35th Street	9080	WB	LT	1.54	575.9	F	LT	1.28	463.1	F	LT	1.59	604.5	F	LT	1.01	113.8	F
		SB	TR	0.77	18.9	B	TR	0.74	12.0	B	TR	0.74	17.7	B	TR	0.59	9.7	A
		INTERSECTION			146.4	F			102.9	F			153.8	F			30.7	C
Ninth Avenue @ 36th Street	9067	EB	TR	1.10	180.6	F	TR	0.89	79.4	E	TR	1.17	200.2	F	TR	1.06	165.0	F
		SB	LT	1.10	113.1	F	LT	1.05	94.0	F	LT	1.01	79.8	E	LT	0.83	20.7	C
		INTERSECTION			133.1	F			90.1	F			119.9	F			67.6	E
Ninth Avenue @ 37th Street	9068	WB	LT	0.85	41.6	D	LT	0.91	48.5	D	LT	1.17	463.9	F	LT	0.92	48.3	D
		SB	TR	0.69	21.6	C	TR	0.71	16.3	B	T	0.87	22.6	C	TR	0.67	15.5	B
											TR (LnT)	1.21	253.4	F				
		INTERSECTION			25.9	C			23.0	C			182.3	F			23.2	C
Ninth Avenue @ 38th Street	9044	EB	TR	1.20	482.7	F	TR	0.90	45.9	D	TR	0.62	29.1	C	TR	0.71	31.9	C
		SB	LT	0.62	10.0	A	LT	0.65	10.3	B	LT	0.86	16.0	B	LT	0.62	9.9	A
											T (LnT)	1.16	238.7	F				
		INTERSECTION			136.8	F			18.2	B			64.5	E			14.0	B
Ninth Avenue @ 42nd Street	9069	EB	TR	0.87	41.1	D	TR	0.62	158.3	F	TR	0.79	35.0	C	TR	0.59	27.6	C
		WB	DefL	1.12	566.4	F	DefL	1.15	689.8	F	DefL	1.38	802.7	F	DefL	1.05	294.7	F
			T	0.44	20.7	C	T	0.36	18.5	B	T	0.47	21.2	C	T	0.23	17.1	B
		SB	LTR	1.09	138.9	F	LTR	1.19	181.2	F	LTR	1.17	168.9	F	LTR	0.94	33.2	C
		INTERSECTION			129.7	F			187.7	F			179.1	F			48.6	D
Hudson Boulevard NB @ 33rd Street	99022	WB	TR	0.74	15.7	B	TR	0.88	23.9	C	TR	0.78	19.8	B	TR	0.65	17.8	B
		NB	LT	0.09	30.1	C	LT	0.29	39.0	D	LT	0.17	28.8	C	LT	0.11	23.0	C
		INTERSECTION			15.8	B			24.3	C			19.9	B			17.9	B
Hudson Boulevard SB @ 33rd Street	6033	WB	LT	0.69	13.6	B	LT	0.81	18.4	B	LT	0.78	19.8	B	LT	0.65	17.8	B
		INTERSECTION			13.6	B			18.4	B			19.8	B			17.8	B
Sixth Avenue @ 34th Street	21549	EB	T	0.70	20.4	C	T	0.72	22.5	C	T	0.52	15.3	B	T	0.60	49.8	D
		WB	TR	0.62	16.4	B	TR	0.56	15.1	B	TR	0.60	15.6	B	TR	0.47	13.6	B
		NB	T	1.44	329.0	F	T	1.18	124.0	F	T	1.28	251.1	F	T	1.29	251.1	F
		SB	T	1.64	505.2	F	T	1.54	461.4	F	T	1.81	579.6	F	T	1.36	384.1	F
		INTERSECTION			246.8	F			138.2	F			225.0	F			191.9	F

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Broadway @ 35th Street	9738	WB	L	0.12	20.9	C	L	0.09	20.6	C	L	0.11	20.9	C	L	0.22	22.6	C
			T	1.59	320.5	F	T	1.29	193.9	F	T	1.51	286.1	F	T	1.15	134.5	F
		SB	T	0.35	8.6	A	T	0.33	10.4	B	T	0.39	8.9	A	T	0.27	8.0	A
			R	0.51	14.5	B	R	0.35	10.9	B	R	0.44	12.9	B	R	0.47	13.9	B
	INTERSECTION				158.4	F			94.6	F			135.5	F			67.1	E
Broadway @ 36th Street	9737	EB	TR	0.80	28.8	C	TR	0.85	31.6	C	TR	0.95	42.1	D	TR	0.75	26.5	C
		SB	L	0.31	35.2	D	L	0.59	43.4	D	L	0.58	42.8	D	L	0.38	36.9	D
			T	0.48	15.3	B	T	0.40	14.4	B	T	0.48	15.4	B	T	0.37	14.1	B
	INTERSECTION				23.5	C			26.9	C			32.6	C			22.8	C
Broadway @ 42nd Street	9731	EB	T	0.48	21.6	C	TR	0.31	16.5	B	T	0.52	22.2	C	TR	0.30	16.5	B
		WB	DefL	1.36	654.9	F	DefL	0.78	43.4	D	LT	0.74	29.1	C	DefL	0.75	39.9	D
			T	0.71	29.6	C	T	0.43	18.3	B					T	0.31	16.7	B
		SB	L	0.55	17.8	B	L	0.75	30.7	C	L	0.43	14.9	B	L	0.70	27.6	C
			T	0.67	16.0	B	T	0.65	18.9	B	T	0.60	14.7	B	T	0.64	18.6	B
	INTERSECTION				88.7	F			21.5	C			20.5	C			20.5	C
Cardinal Stepanic Place @ 41st Street	12232	EB	T	0.03	36.1	D	T	0.03	36.0	D	T	0.03	36.1	D	T	0.03	36.0	D
		WB	L	0.39	4.2	A	L	0.38	4.2	A	L	0.43	4.8	A	L	0.36	4.0	A
			LT	0.38	4.2	A	LT	0.39	4.2	A	LT	0.44	4.8	A	LT	0.36	4.0	A
	INTERSECTION				4.4	A			4.4	A			5.0	A			4.2	A
Dyer Ave @ 30th Street	9060	EB	L	0.13	10.2	B	L	0.21	10.9	B	L	0.39	22.9	C	L	0.23	11.0	B
			T	0.29	11.4	B	T	0.31	11.6	B	T	0.27	20.1	C	T	0.26	11.1	B
		WB	R	0.02	19.6	B	R	0.04	19.7	B	R	0.14	20.9	C	R	0.08	20.2	C
		SB	L	0.58	25.4	C	L	0.33	21.6	C	L	0.44	23.3	C	L	0.26	20.7	C
	INTERSECTION				17.0	B			14.0	B			21.9	C			13.3	B
Dyer Ave @ 31st Street	149997	WB	LTR	0.42	10.5	B	LTR	0.53	11.9	B	LTR	0.86	52.5	D	LTR	0.51	11.6	B
		NB	LT	0.26	25.3	C	LT	0.41	27.1	C	LT	0.82	44.3	D	LT	0.49	28.4	C
		SB	TR	0.69	32.8	C	TR	0.43	27.4	C	TR	0.91	50.1	D	TR	0.33	26.0	C
	INTERSECTION				22.0	C			19.2	B			49.7	D			19.0	B
Dyer Ave @ 34th Street	9081	EB	T	0.28	12.0	B	T	0.33	12.6	B	T	0.26	11.8	B	T	0.24	11.6	B
		WB	T	0.27	12.0	B	T	0.32	12.4	B	T	0.60	16.3	B	T	0.19	11.2	B
			R	0.15	8.8	A	R	0.22	9.5	A	R	2.76	1350.0	F	R	0.36	11.0	B
		SB	L	0.98	93.1	F	L	0.61	46.2	D	L	0.79	59.2	E	L	0.47	39.9	D
			LR	0.99	96.1	F	LR	0.60	46.4	D	LR	0.80	61.0	E	LR	0.48	40.0	D
			R	0.99	100.3	F	R	0.61	47.5	D	R	0.80	63.6	E	R	0.51	42.0	D
	INTERSECTION				48.1	D			21.5	C			203.8	F			19.6	B
Dyer Ave @ 35th Street	9064	WB	LTR	0.64	31.5	C	LTR	0.57	29.9	C	LTR	0.76	196.7	F	LTR	0.50	28.3	C
		NB	LT	0.07	8.0	A	LT	0.09	9.1	A	LT	0.32	26.6	C	LT	0.16	8.6	A
		SB	TR	0.83	39.1	D	TR	0.51	29.3	C	TR	0.69	33.0	C	TR	0.42	27.8	C
	INTERSECTION				34.2	C			26.6	C			88.0	F			23.4	C
Dyer Ave @ 36th Street	9066	EB	TR	0.75	89.4	F	TR	0.72	81.6	F	TR	0.72	76.4	E	TR	0.62	31.5	C
		NB	TR	0.20	26.1	C	TR	0.27	31.3	C	TR	1.68	559.7	F	TR	0.44	29.3	C
		SB	L	0.61	34.6	C	L	0.36	28.3	C	L	0.51	31.6	C	L	0.41	29.1	C
			LT	0.76	34.8	C	LT	0.47	28.3	C	LT	0.65	31.5	C	LT	0.53	29.1	C
			R	0.41	6.9	A	R	0.33	10.0	A	R	0.46	11.7	B	R	0.31	9.8	A
	INTERSECTION				43.3	D			41.7	D			146.2	F			27.1	C
Dyer Avenue @ 41st Street	9038	WB	TR	0.44	29.7	C	TR	0.61	32.8	C	L	0.28	20.7	C	TR	0.47	30.0	C
											TR	1.32	495.5	F				
		NB	L	0.39	23.8	C	L	0.42	24.6	C					L	0.51	26.3	C
			LT	0.55	23.7	C	LT	0.58	24.4	C	LT	0.31	21.1	C	LT	0.69	26.1	C
	INTERSECTION				25.8	C			27.4	C			294.2	F			27.3	C

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
Dyer Avenue @ 42nd Street	9070	EB	LT	0.37	21.0	C	LT	0.50	23.4	C	LT	0.38	21.0	C	LT	0.38	21.5	C
		WB	TR	0.21	19.3	B	TR	0.47	22.7	C	TR	0.29	20.2	C	TR	0.34	20.9	C
											T (LnT)	1.57	1378.0	F				
		NB	L	0.34	10.4	B	L	0.46	12.5	B	L	0.17	9.2	A	L	0.35	10.6	B
			R	0.24	9.8	A	R	0.47	23.9	C	R	0.17	12.3	B	R	0.34	10.7	B
		INTERSECTION			15.6	B			20.7	C			97.8	F			15.7	B

			AM				Midday				PM				Saturday MD			
Unsignalized Intersection	**Node**	**Approach**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
Twelfth Avenue @ 33rd Street	9873	WB	R	0.46	19.9	C	R	0.64	27.9	D	R	0.88	57.1	F	R	0.41	17.9	C
		INTERSECTION			-	-			-	-			-	-			-	-
Twelfth Avenue @ 47th Street	9863	WB	R	0.54	25.4	D	R	0.61	31.5	D	R	1.87	456.6	F	R	0.98	104.5	F
		INTERSECTION			-	-			-	-			-	-			-	-
Lincoln Tunnel Expressway @ 33rd Street	149998	SB	R	0.19	14.9	B	R	0.16	16.1	C	R	0.23	20.5	C	R	0.09	13.4	B
		INTERSECTION			-	-			-	-			-	-			-	-

2017 Future with the Proposed Actions

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Tenth Avenue @ 26th Street	28230	EB	LT	1.13	414.3	F	LT	1.17	413.5	F	LT	1.21	433.6	F	LT	0.89	51.3	D
		NB	TR	0.59	10.9	B	TR	0.86	16.8	B	TR	0.50	10.0	B	TR	0.61	11.3	B
		INTERSECTION			83.0	F			82.4	F			97.5	F			18.1	B
Tenth Avenue @ 28th Street	9918	EB	LT	1.44	551.0	F	LT	1.33	479.6	F	LT	1.08	376.3	F	LT	1.46	545.7	F
		NB	TR	0.67	10.9	B	TR	0.70	11.3	B	TR	0.60	9.8	A	TR	0.53	11.9	B
		INTERSECTION			131.6	F			108.2	F			83.0	F			149.6	F
Tenth Avenue @ 29th Street	9914	WB	TR	0.77	33.9	C	TR	0.97	56.4	E	TR	1.19	436.5	F	TR	0.83	37.9	D
		NB	LT	0.66	10.6	B	LT	0.72	11.6	B	LT	0.45	8.3	A	LT	0.57	12.4	B
		INTERSECTION			16.4	B			22.7	C			152.7	F			19.3	B
Tenth Avenue @ 30th Street	9061	EB	LT	2.21	861.0	F	LT	3.12	1284.0	F	LT	3.16	1270.0	F	LT	1.87	685.1	F
		NB	T	0.59	9.7	A	T	0.66	10.7	B	T	0.41	8.1	A	T	0.51	11.5	B
			R	0.96	51.7	D	R	1.55	442.6	F	R	1.33	280.5	F	R	1.22	231.0	F
		INTERSECTION			284.5	F			501.5	F			558.6	F			245.2	F
Tenth Avenue @ 31st Street	9933	WB	R	1.29	367.4	F	R	2.26	877.8	F	R	2.47	897.1	F	R	1.28	368.0	F
		NB	T	0.69	11.1	B	T	0.81	13.4	B	T	0.92	20.2	C	T	0.58	9.6	A
		INTERSECTION			87.4	F			203.5	F			304.5	F			89.8	F
Tenth Avenue @ 33rd Street	9077	WB	TR	0.99	60.6	E	TR	1.02	139.1	F	TR	0.95	51.4	D	TR	0.78	33.4	C
		NB	LT	0.76	13.4	B	LT	1.09	163.3	F	LT	1.09	158.3	F	LT	0.82	15.2	B
		INTERSECTION			23.5	C			158.6	F			137.7	F			18.9	B
Tenth Avenue @ 34th Street	9076	EB	DefL	0.93	83.6	F	DefL	0.95	88.7	F	DefL	1.23	915.7	F	DefL	0.83	59.6	E
			T	0.48	27.4	C	T	0.53	28.6	C	T	0.46	26.6	C	T	0.29	22.9	C
		WB	T	0.61	28.3	C	T	0.51	26.1	C	T	0.66	29.8	C	TR	0.59	28.3	C
			R	0.73	44.3	D	R	1.28	483.3	F	R	2.36	905.1	F				
		NB	LTR	0.92	18.6	B	LTR	1.08	106.0	F	LTR	1.37	230.9	F	LTR	0.82	13.6	B
		INTERSECTION			24.5	C			115.1	F			305.8	F			18.7	B
Tenth Avenue @ 35th Street	9075	WB	TR	1.69	515.0	F	TR	1.38	381.8	F	TR	1.11	257.3	F	TR	1.09	263.7	F
		NB	LT	0.90	16.9	B	LT	1.01	75.3	E	LT	0.91	16.1	B	LT	0.79	12.7	B
		INTERSECTION			112.5	F			119.1	F			42.8	D			48.2	D
Tenth Avenue @ 36th Street	9074	EB	LT	0.63	29.4	C	LT	0.42	131.4	F	LT	0.43	24.9	C	LT	0.21	22.1	C
		NB	TR	0.92	18.3	B	TR	1.07	98.0	F	TR	1.86	454.9	F	TR	0.87	15.3	B
		INTERSECTION			20.0	B			101.0	F			416.8	F			15.7	B
Tenth Avenue @ 37th Street	9073	WB	TR	0.60	27.5	C	TR	0.59	27.5	C	TR	0.72	31.5	C	TR	0.80	34.5	C
		NB	LT	0.93	20.7	C	LT	0.96	24.3	C	LT	1.71	394.9	F	LT	0.75	13.3	B
		INTERSECTION			21.7	C			24.7	C			347.1	F			17.9	B
Tenth Avenue @ 38th Street	9046	EB	LT	0.86	40.7	D	LT	0.52	26.7	C	LT	0.46	25.6	C	LT	0.46	25.7	C
		NB	TR	0.95	21.7	C	TR	1.00	29.9	C	TR	1.77	417.5	F	TR	0.84	14.1	B
		INTERSECTION			25.2	C			29.5	C			381.3	F			15.5	B
Tenth Avenue @ 39th Street	9032	WB	T	0.45	23.0	C	T	0.44	22.8	C	T	2.09	1537.0	F	T	0.00	16.8	B
			R	0.42	23.2	C	R	0.50	25.3	C	R	1.73	1002.0	F	R	0.00	16.8	B
		NB	LT	0.63	13.3	B	LT	0.64	13.4	B	LT	1.70	422.8	F	LT	0.56	15.7	B
		INTERSECTION			14.8	B			15.0	B			542.3	F			15.7	B
Tenth Avenue @ 40th Street	9047	EB	LT	0.46	21.6	C	LT	0.32	19.5	B	LT	0.59	124.1	F	LT	0.21	18.2	B
		NB	TR	0.65	14.3	B	TR	0.69	14.9	B	TR	1.68	410.6	F	TR	0.52	15.8	B
		INTERSECTION			15.3	B			15.3	B			374.0	F			16.0	B

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Tenth Avenue @ 41st Street	9037	WB	T	0.25	13.1	B	T	0.32	13.8	B	T	1.25	508.4	F	T	0.34	13.9	B
			R	0.53	17.2	B	R	0.57	18.7	B	R	0.27	13.7	B	R	0.56	17.8	B
		NB	L	0.84	40.9	D	L	0.63	27.8	C	L	1.47	428.0	F	L	0.25	18.1	B
			T	0.81	24.9	C	T	0.87	41.1	D	T	1.07	118.1	F	T	0.70	28.4	C
	INTERSECTION				23.4	C			32.4	C			188.6	F			22.9	C
Tenth Avenue @ 42nd Street	9609	EB	LT	2.01	730.3	F	LT	2.20	907.0	F	LT	1.81	611.1	F	LT	1.97	756.2	F
		WB	TR	1.03	180.5	F	TR	1.36	383.6	F	TR	0.70	33.5	C	TR	1.44	441.5	F
											T (LnT)	1.28	793.6	F				
		NB	LTR	0.71	20.2	C	LTR	0.90	20.2	C	LTR	0.82	16.6	B	LTR	0.78	22.6	C
	INTERSECTION				130.2	F			170.3	F			99.6	F			180.9	F
Tenth Avenue @ 43st Street	9608	EB	L	0.02	17.1	B	L	0.03	17.2	B	L	0.03	17.2	B	L	0.05	17.5	B
		WB	TR	0.39	21.2	C	TR	0.56	116.2	F	TR	0.49	22.6	C	TR	0.33	20.2	C
		NB	LT	1.18	154.0	F	LT	1.21	170.5	F	LT	0.97	26.1	C	LT	1.01	83.6	F
	INTERSECTION				140.4	F			162.6	F			25.7	C			77.2	E
Tenth Avenue @ 56th Street	13616	EB	LT	0.75	30.9	C	LT	0.43	24.5	C	LT	0.50	25.5	C	LT	1.08	387.6	F
		NB	TR	0.72	11.3	B	TR	0.81	13.6	B	TR	0.62	9.8	A	TR	0.72	11.5	B
	INTERSECTION				16.9	B			15.7	B			12.6	B			72.8	E
Tenth Avenue @ 57st Street	9594	EB	LT	1.01	95.6	F	LT	0.89	42.3	D	LT	0.87	39.4	D	LT	0.85	39.5	D
		WB	TR	0.70	25.2	C	TR	0.98	52.5	D	TR	0.84	33.7	C	TR	0.87	35.7	D
		NB	LTR	0.68	16.5	B	LTR	0.68	14.4	B	LTR	0.68	14.1	B	LTR	0.61	13.3	B
	INTERSECTION				35.2	D			29.1	C			21.7	C			23.1	C
Eleventh Avenue/ Twelfth Ave @ 22nd Street	2222	WB (22nd)	R	0.02	10.7	B	R	0.08	13.0	B	R	0.06	12.7	B	R	0.09	13.1	B
		NB (11th)	T	0.07	39.3	D	T	0.08	26.3	C	T	0.06	26.0	C	T	0.16	27.4	C
	28302	SB (11th)	T	0.57	54.2	D	T	0.53	38.8	D	T	0.79	62.4	E	T	0.27	35.1	D
			TR	0.43	54.1	E	TR	0.38	38.1	D	TR	0.66	63.6	E	TR	0.33	35.2	D
		NB (9A)	T	1.07	112.3	F	T	1.03	107.9	F	T	1.15	142.0	F	T	1.11	133.7	F
		SB (9A)	T	0.86	9.3	A	T	0.85	21.7	C	T	0.79	18.1	B	T	0.75	18.0	B
	INTERSECTION				60.0	E			58.1	E			79.4	E			76.3	E
Eleventh Avenue @ 24th Street	28213	EB	R	0.27	27.3	C	R	0.19	26.3	C	R	0.27	27.2	C	R	0.23	26.7	C
		NB	L	0.27	27.0	C	L	0.29	27.2	C	L	0.35	28.0	C	L	0.39	28.4	C
		SB	L	0.27	4.7	A	L	0.29	4.8	A	L	0.27	4.7	A	L	0.20	4.2	A
			TR	1.26	225.5	F	TR	1.43	297.5	F	TR	1.36	267.4	F	TR	0.78	36.0	D
	INTERSECTION				143.7	F			196.2	F			169.8	F			28.0	C
Eleventh Avenue @ 26th Street	9924	EB	TR	1.09	414.6	F	TR	0.91	64.3	E	TR	1.10	397.8	F	TR	0.60	39.5	D
		SB	LT	0.55	4.9	A	LT	0.56	5.0	A	LT	0.52	4.6	A	LT	0.39	3.9	A
	INTERSECTION				81.8	F			15.0	B			79.9	E			9.1	A
Eleventh Avenue @ 27th Street	63721	WB	LT	0.44	26.4	C	LT	0.51	27.9	C	LT	0.58	30.3	C	LT	0.31	23.7	C
		SB	TR	0.49	9.4	A	TR	0.48	9.3	A	TR	0.43	8.9	A	TR	0.31	8.0	A
	INTERSECTION				11.3	B			11.8	B			12.1	B			9.9	A
Eleventh Avenue @ 28th Street	9916	EB	TR	0.48	24.3	C	TR	0.36	21.8	C	TR	0.24	19.8	B	TR	0.34	21.2	C
		SB	LT	0.67	14.4	B	LT	0.67	14.4	B	LT	0.60	13.3	B	LT	0.50	12.2	B
	INTERSECTION				15.5	B			15.1	B			13.7	B			13.2	B
Eleventh Avenue @ 29th Street	9912	WB	LT	0.88	40.2	D	LT	0.96	54.4	D	LT	1.07	287.0	F	LT	0.71	27.4	C
		SB	TR	0.57	16.6	B	TR	0.58	16.6	B	TR	0.52	15.8	B	TR	0.43	15.0	B
	INTERSECTION				22.2	C			25.5	C			91.5	F			18.0	B
Eleventh Avenue @ 30th Street	9909	EB	TR	1.13	319.3	F	TR	1.26	373.0	F	TR	1.00	62.8	E	TR	0.95	51.4	D
		SB	LT	1.13	155.2	F	LT	1.22	194.7	F	LT	1.14	152.9	F	LT	0.80	21.6	C
	INTERSECTION				192.5	F			236.6	F			134.3	F			29.0	C

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Eleventh Avenue @ 31st Street	61131	EB	R	0.00	23.5	C	R	0.00	23.5	C	R	0.00	23.5	C	R	0.00	23.5	C
		WB	LT	0.27	28.1	C	LT	0.90	70.4	E	LT	0.57	36.7	D	LT	0.43	31.6	C
		SB	TR	0.66	7.4	A	TR	0.61	6.8	A	TR	0.58	6.5	A	TR	0.44	5.5	A
		INTERSECTION			8.1	A			12.7	B			8.6	A			7.4	A
Eleventh Avenue @ 32nd Street	61132	EB	TR	0.00	23.5	C	TR	0.00	23.5	C	TR	0.00	23.5	C	TR	0.00	23.5	C
		SB	LTR	0.69	7.8	A	LTR	0.70	7.9	A	LTR	0.64	7.0	A	LTR	0.49	5.8	A
		INTERSECTION			7.8	A			7.9	A			7.0	A			5.8	A
Eleventh Avenue @ 33rd Street	9907	WB	L	0.98	94.1	F	L	1.33	352.6	F	L	0.95	85.2	F	L	0.60	39.2	D
			LT	0.95	61.6	E	LT	0.93	114.7	F	LT	0.95	57.5	E	LT	0.70	35.6	D
		SB	TR	0.56	6.5	A	TR	0.53	6.2	A	TR	0.52	6.0	A	TR	0.38	5.2	A
		INTERSECTION			24.9	C			63.3	E			23.7	C			15.0	B
Eleventh Avenue @ 34th Street	9904	EB	L	0.47	22.0	C	L	0.53	24.5	C	L	0.49	23.2	C	L	0.64	30.8	C
			TR	0.49	29.3	C	TR	0.48	29.2	C	TR	0.42	27.8	C	TR	0.61	31.4	C
		WB	L	0.64	31.7	C	L	0.47	21.3	C	L	0.65	31.0	C	L	0.28	17.9	B
			TR	0.63	32.5	C	TR	0.66	32.8	C	TR	0.99	66.5	E	TR	0.44	27.8	C
		SB	LT	0.89	26.9	C	LT	0.90	30.7	C	LT	0.86	27.8	C	LT	0.62	20.7	C
			R	0.39	17.8	B	R	0.49	23.4	C	R	0.45	21.6	C	R	0.51	23.0	C
		INTERSECTION			27.7	C			29.8	C			34.8	C			24.5	C
Eleventh Avenue @ 35th Street	9901	WB	L	0.25	17.8	B	L	0.33	18.3	B	L	0.42	20.5	C	L	0.21	16.6	B
			LR	0.40	18.0	B	LR	0.32	18.1	B	LR	0.43	20.6	C	LR	0.21	16.6	B
			R	0.21	17.2	B	R	0.27	17.8	B	R	0.14	15.6	B	R	0.10	15.1	B
		NB	T	0.09	14.6	B	T	0.11	14.7	B	T	0.17	12.9	B	T	0.11	14.8	B
		SB	T	0.63	17.6	B	T	0.60	20.1	C	T	0.58	19.7	B	T	0.48	18.3	B
		INTERSECTION			17.4	B			19.3	B			18.7	B			17.6	B
Eleventh Avenue @ 36th Street	9898	NB	TR	0.15	6.5	A	TR	0.14	6.4	A	TR	0.16	3.0	A	TR	0.10	6.2	A
		SB	DefL	0.68	12.2	B	LT	0.58	9.9	A	LT	0.60	10.3	B	LT	0.43	8.3	A
		INTERSECTION			6.4	A			9.4	A			9.0	A			8.0	A
Eleventh Avenue @ 37th Street	9034	EB	LR	0.10	27.1	C	LR	0.16	28.2	C	LR	0.11	27.2	C	LR	0.00	25.7	C
		WB	L	0.78	56.7	E	L	0.85	65.6	E	L	0.83	60.8	E	L	0.63	42.7	D
			R	0.59	43.2	D	R	0.43	36.4	D	R	0.31	32.0	C	R	0.54	39.4	D
		NB	T	0.08	6.0	A	T	0.07	6.0	A	T	0.11	2.9	A	T	0.07	6.0	A
		SB	T	0.62	5.5	A	T	0.55	9.7	A	T	0.56	9.7	A	T	0.43	8.4	A
		INTERSECTION			11.6	B			15.8	B			14.2	B			13.3	B
Eleventh Avenue @ 38th Street	150008	NB	TR	0.17	8.2	A	TR	0.16	8.2	A	TR	1.31	516.6	F	TR	0.14	8.0	A
		SB	LT	1.12	125.8	F	LT	0.89	22.3	C	LT	0.91	23.5	C	LT	0.71	14.7	B
		INTERSECTION			111.6	F			20.4	C			106.7	F			13.5	B
Eleventh Avenue @ 39th Street	9894	EB	L	0.00	19.3	B	L	0.00	19.3	B	L	0.00	19.3	B	L	0.00	19.3	B
			LR	0.00	19.3	B	LR	0.00	19.3	B	LR	0.00	19.3	B	LR	0.00	19.3	B
		WB	L	0.56	26.9	C	L	0.47	25.8	C	L	0.48	27.1	C	L	0.23	22.2	C
			LR	0.30	25.9	C	LR	0.36	25.9	C	LR	0.71	36.7	D	LR	0.23	22.5	C
		NB	T	0.08	9.8	A	T	0.08	9.9	A	T	1.10	451.7	F	T	0.10	10.0	A
		SB	T	0.85	16.4	B	T	0.69	16.8	B	T	0.69	16.8	B	T	0.58	14.7	B
		INTERSECTION			17.3	B			17.7	B			74.3	E			14.8	B
Eleventh Avenue @ 40th Street	9035	EB	TR	0.62	39.4	D	TR	0.60	38.5	D	TR	0.94	76.3	E	TR	0.48	33.9	C
		NB	R	0.14	8.1	A	R	0.16	6.5	A	R	1.13	275.0	F	R	0.14	6.4	A
		SB	L	0.25	3.3	A	L	0.35	3.7	A	L	1.00	127.0	F	L	0.33	3.6	A
			TR	0.69	6.2	A	TR	0.57	6.9	A	TR	0.54	4.8	A	TR	0.46	4.2	A
		INTERSECTION			7.9	A			8.0	A			94.0	F			6.2	A

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Eleventh Avenue @ 41st Street	9036	WB	LT	0.67	32.0	C	LT	0.70	33.2	C	LT	0.48	26.1	C	LT	0.71	33.0	C
		SB	LTR	0.52	9.5	A	LTR	0.51	11.7	B	LTR	0.48	9.3	A	LTR	0.43	8.7	A
											T (LnT)	1.15	169.3	F				
		INTERSECTION			12.5	B			14.7	B			71.9	E			12.9	B
Eleventh Avenue @ 42nd Street	9573	EB	TR	0.90	43.9	D	TR	0.72	31.3	C	TR	0.76	32.0	C	TR	0.91	46.4	D
		WB	L	0.51	19.0	C	L	0.48	19.4	C	L	0.42	233.5	F	L	0.46	19.5	C
			LT	0.29	14.1	B	LT	0.43	15.4	B	LT	0.52	106.6	F	LT	0.38	14.7	B
		SB	LT	1.01	85.9	F	LT	1.01	111.3	F	T	0.81	26.7	C	LT	0.78	25.0	C
			R	0.34	23.0	C	R	0.74	46.7	D	R	0.92	78.7	E	R	0.48	29.1	C
											LT (LnT)	1.29	264.9	F				
		INTERSECTION			66.5	E			78.1	E			108.7	F			27.6	C
Eleventh Avenue @ 43rd Street	9572	WB	LT	0.62	35.8	D	LT	0.84	47.1	D	LT	0.83	45.7	D	LT	0.53	32.8	C
		SB	TR	0.38	3.7	A	TR	0.48	6.4	A	TR	0.59	5.2	A	TR	0.39	3.7	A
											T (LnT)	1.26	257.9	F				
		INTERSECTION			8.1	A			14.0	B			85.3	F			8.3	A
Eleventh Avenue @ 44th Street	9571	EB	LTR	1.29	604.4	F	LTR	0.84	47.2	D	LTR	1.15	510.0	F	LTR	0.82	44.5	D
		SB	L	0.18	3.3	A	L	0.10	6.3	A	L	0.13	6.5	A	L	0.16	6.7	A
			T	0.67	9.0	A	T	0.69	14.3	B	T	1.27	175.1	F	T	0.57	9.8	A
											T (LnT)	1.26	259.0	F				
		INTERSECTION			133.8	F			20.1	C			255.0	F			16.8	B
Eleventh Avenue @ 46th Street	9569	EB	LTR	0.56	33.7	C	LTR	0.55	33.3	C	LTR	0.50	32.4	C	LTR	0.49	32.0	C
		NB	TR	0.24	7.2	A	TR	0.06	6.0	A	TR	0.07	2.8	A	TR	0.11	6.3	A
		SB	L	0.23	4.1	A	L	0.17	7.0	A	L	0.18	7.0	A	L	0.24	7.7	A
			T	0.91	22.9	C	T	0.93	33.5	C	T	0.97	30.1	C	T	0.83	16.5	B
		INTERSECTION			21.4	C			31.0	C			27.9	C			17.1	B
Eleventh Avenue @ 47th Street	63724	WB	LTR	0.98	71.3	E	LTR	0.98	68.6	E	LTR	0.93	56.0	E	LTR	0.87	49.9	D
		NB	L	0.17	9.4	A	L	0.20	11.7	B	L	0.25	10.4	B	L	0.22	11.1	B
			T	0.17	6.6	A	T	0.08	6.1	A	T	0.11	2.9	A	T	0.12	6.3	A
		SB	TR	0.95	36.5	D	TR	0.94	35.6	D	TR	1.04	81.1	F	TR	0.85	18.1	B
		INTERSECTION			38.8	D			41.0	D			69.4	E			23.7	C
Eleventh Avenue @ 54th Street	9561	EB	LTR	1.22	371.1	F	LTR	0.71	41.8	D	LTR	0.70	41.7	D	LTR	0.43	32.1	C
		NB	L	0.74	39.8	D	L	0.41	15.1	B	L	1.36	465.3	F	L	0.73	35.1	D
			TR	0.52	9.7	A	TR	0.39	8.2	A	TR	0.36	4.0	A	TR	0.31	7.6	A
		SB	L	0.49	10.6	B	L	0.31	9.4	A	L	0.32	9.4	A	L	0.19	7.5	A
			TR	0.83	10.3	B	TR	0.70	12.7	B	TR	0.81	15.8	B	TR	0.69	12.4	B
		INTERSECTION			62.6	E			14.6	B			42.5	D			13.8	B
Eleventh Avenue @ 56th Street	13476	EB	LTR	1.07	287.5	F	LTR	0.64	28.3	C	LTR	0.82	35.0	D	LTR	0.47	24.7	C
		NB	TR	0.48	13.7	B	TR	0.38	12.4	B	TR	0.41	9.1	A	TR	0.42	12.9	B
		SB	L	0.25	9.8	A	L	0.20	11.9	B	L	0.19	11.7	B	L	0.15	11.2	B
			T	0.59	10.7	B	T	0.55	14.2	B	T	0.61	15.2	B	T	0.54	14.2	B
		INTERSECTION			96.1	F			16.9	B			18.7	B			15.7	B
Eleventh Avenue @ 57th Street	9558	EB	L	1.09	443.4	F	L	0.59	27.5	C	L	0.51	33.1	C	L	0.59	31.5	C
			TR	1.19	383.1	F	TR	0.93	62.9	E	TR	1.22	481.5	F	TR	0.90	57.1	E
		WB	L	1.03	203.4	F	L	1.18	585.8	F	L	0.71	44.1	D	L	1.20	560.1	F
			TR	0.80	37.2	D	TR	0.71	33.3	C	TR	0.78	36.0	D	TR	1.60	616.0	F
		NB	L	0.39	28.4	C	L	0.55	33.6	C	L	0.88	78.3	E	L	0.79	55.2	E
			TR	0.45	18.2	B	TR	0.36	17.1	B	TR	0.41	15.0	B	TR	0.35	17.0	B
		SB	L	1.04	243.7	F	L	0.72	37.9	D	L	1.19	285.8	F	L	0.64	31.9	C
			TR	0.77	21.2	C	TR	0.62	20.9	C	TR	0.71	22.8	C	TR	0.59	20.3	C
		INTERSECTION			118.4	F			80.4	F			94.8	F			191.6	F

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Twelfth Avenue @ 24th Street	9879	WB	L	0.54	69.1	E	L	0.51	46.7	D	L	0.68	71.8	E	L	0.51	47.1	D
			LTR	0.51	68.3	E	LTR	0.49	48.0	D	LTR	0.68	72.7	E	LTR	0.51	47.3	D
			R	0.49	68.0	E	R	0.49	47.8	D	R	0.68	72.3	E	R	0.52	48.7	D
		NB	TR	1.00	44.4	D	TR	1.01	84.3	F	TR	1.11	127.6	F	TR	1.09	122.2	F
		SB	L	0.97	132.5	F	L	0.67	74.9	E	L	0.65	87.2	F	L	1.08	426.6	F
			T	0.88	16.4	B	T	1.00	46.6	D	T	0.85	27.9	C	T	0.82	27.4	C
	INTERSECTION				35.3	D			63.7	E			81.3	F			89.4	F
Twelfth Avenue @ 29th Street	9875	WB	LR	1.81	932.6	F	LR	1.53	741.8	F	LR	2.19	1095.0	F	LR	1.39	644.5	F
		NB	T	0.61	9.1	A	T	0.60	10.5	B	T	0.76	3.8	A	T	0.70	12.0	B
		SB	T	0.72	3.6	A	T	0.71	12.5	B	T	0.68	10.0	A	T	0.77	13.9	B
	INTERSECTION				75.7	E			68.9	E			94.1	F			55.0	D
Twelfth Avenue @ 30th Street	9874	EB	LTR	0.00	64.4	E	LTR	0.00	49.5	D	LTR	0.00	64.4	E	LTR	0.00	49.5	D
		NB	TR	0.76	14.8	B	TR	0.83	18.2	B	TR	0.95	11.0	B	TR	0.81	17.1	B
		SB	L	1.26	383.8	F	L	1.40	400.7	F	L	1.52	504.5	F	L	1.25	363.5	F
			TR	0.85	6.2	A	TR	0.84	18.7	B	TR	0.82	17.2	B	TR	0.86	19.6	B
	INTERSECTION				25.5	C			38.8	D			32.7	C			32.0	C
Twelfth Avenue @ 34th Street	9872	WB	L	0.47	60.1	E	L	0.43	42.6	D	L	0.49	59.8	E	L	0.31	39.5	D
			LR	0.48	60.3	E	LR	0.44	42.8	D	LR	0.48	59.9	E	LR	0.31	39.5	D
			R	0.63	43.3	D	R	0.58	32.2	C	R	0.64	52.0	D	R	0.52	30.5	C
		NB	T	0.88	34.7	C	T	0.82	28.1	C	T	0.96	22.5	C	T	0.86	30.0	C
			R	0.28	20.4	C	R	0.36	20.1	C	R	0.19	7.4	A	R	0.48	22.4	C
		SB	L	0.55	61.3	E	L	0.65	57.7	E	L	1.11	555.9	F	L	0.78	63.9	E
			T	0.84	5.6	A	T	0.75	14.9	B	T	0.74	13.2	B	T	0.80	16.5	B
	INTERSECTION				23.6	C			24.6	C			45.3	D			26.0	C
Twelfth Avenue @ 37th Street	9871	EB	LR	0.11	52.3	D	LR	0.14	43.1	D	LR	0.27	61.1	E	LR	0.16	43.3	D
			R	0.14	53.5	D	R	0.14	43.6	D	R	0.22	61.2	E	R	0.09	42.6	D
		NB	L	0.10	63.7	E	L	0.20	50.4	D	L	0.30	72.6	E	L	0.26	51.6	D
			T	0.94	36.4	D	T	0.80	20.7	C	T	0.89	6.7	A	T	0.84	22.1	C
		SB	TR	1.12	133.3	F	TR	1.06	111.6	F	TR	0.93	27.7	C	TR	1.15	144.4	F
	INTERSECTION				84.8	E			66.1	E			16.8	B			83.1	F
Twelfth Avenue @ 41st Street	9868	EB	LR	0.00	38.2	D	LR	0.02	24.9	C	LR	0.06	47.3	D	LR	0.02	24.9	C
		WB	L	0.09	50.8	D	L	0.08	37.8	D	L	0.08	60.0	E	L	0.07	37.6	D
			R	0.41	56.8	E	R	0.46	44.2	D	R	0.47	67.7	E	R	0.45	43.5	D
		NB	T	1.14	153.3	F	T	1.08	131.7	F	T	1.02	79.6	E	T	1.04	115.2	F
		SB	T	1.14	117.6	F	T	1.00	45.1	D	T	0.97	30.6	C	T	1.12	109.6	F
	INTERSECTION				132.3	F			86.5	F			57.1	E			108.7	F
Twelfth Avenue @ 42nd Street	9867	EB	LTR	0.04	46.2	D	LTR	0.08	32.4	C	LTR	0.08	46.7	D	LTR	0.09	32.6	C
		WB	L	0.32	52.2	D	L	0.60	45.6	D	L	0.66	65.3	E	L	0.50	41.7	D
			R	0.55	33.0	C	R	0.61	22.6	C	R	0.85	66.7	E	R	0.63	24.5	C
		NB	T	0.98	51.7	D	T	1.10	134.5	F	T	0.97	29.8	C	T	1.17	160.5	F
			R	0.39	28.8	C	R	0.50	33.2	C	R	0.30	11.5	B	R	0.23	26.8	C
		SB	L	0.68	59.7	E	L	0.41	42.2	D	L	1.20	357.5	F	L	0.68	48.5	D
			T	0.80	5.3	A	T	0.82	19.3	B	T	0.82	17.7	B	T	0.88	21.9	C
	INTERSECTION				31.1	C			68.5	E			43.9	D			81.6	F
Twelfth Avenue @ 43th Street	9866	WB	LTR	0.78	72.6	E	LTR	0.77	53.8	D	LTR	1.02	182.1	F	LTR	0.69	49.2	D
		NB	L	0.97	165.9	F	L	0.33	59.2	E	L	0.16	68.0	E	L	0.10	52.3	D
			T	0.72	12.4	B	T	0.79	16.0	B	T	0.88	6.1	A	T	0.82	16.8	B
		SB	T	0.77	9.8	A	T	0.70	21.4	C	T	0.78	21.9	C	T	0.91	29.5	C
			R	0.02	4.3	A	R	0.05	13.1	B	R	0.02	10.6	B	R	0.07	13.2	B
	INTERSECTION				15.5	B			20.8	C			22.0	C			24.3	C

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Twelfth Avenue @ 44th Street	9892	NB	TR	0.82	19.4	B	TR	0.88	19.4	B	TR	0.97	12.1	B	TR	0.96	26.2	C
		SB	L	1.13	303.6	F	L	0.97	83.6	F	L	1.02	190.2	F	L	0.94	79.0	E
			T	0.81	7.7	A	T	0.63	20.0	C	T	0.75	13.0	B	T	0.87	18.7	B
		INTERSECTION			31.9	C			23.5	C			19.7	B			25.2	C
Twelfth Avenue@ 46th Street	9864	EB	LTR	0.28	56.5	E	LTR	0.12	35.9	D	LTR	0.17	51.9	D	LTR	0.18	36.6	D
		NB	TR	0.96	104.0	F	TR	1.11	171.6	F	TR	1.13	165.0	F	TR	1.10	160.1	F
		SB	L	0.57	71.4	E	L	0.59	70.7	E	L	0.61	83.3	F	L	0.83	94.9	F
			T	0.86	5.4	A	T	0.71	17.0	B	T	0.79	13.7	B	T	0.90	20.3	C
		INTERSECTION			50.4	D			99.6	F			94.5	F			88.4	F
Twelfth Avenue @ 54th Street	9856	EB	R	0.00	5.6	A	R	0.00	6.7	A	R	0.00	5.3	A	R	0.00	6.7	A
		WB	R	0.52	61.4	E	R	0.33	40.5	D	R	0.81	82.0	F	R	0.52	45.6	D
		NB	TR	1.01	73.7	E	TR	1.03	112.6	F	TR	1.24	191.2	F	TR	0.90	20.5	C
		SB	L	0.72	69.8	E	L	0.45	42.5	D	L	0.44	57.5	E	L	0.26	38.6	D
			T	1.19	134.2	F	T	0.73	14.2	B	T	0.75	13.0	B	T	0.88	19.1	B
		INTERSECTION			106.3	F			69.5	E			116.1	F			20.6	C
Twelfth Avenue @ 56th Street (SR)	99001	NB	TR	0.93	55.6	E	TR	0.32	7.5	A	TR	0.42	11.5	B	TR	0.31	7.4	A
		INTERSECTION			55.6	E			7.5	A			11.5	B			7.4	A
Twelfth Avenue @ 56th Street	9883	NB	T	1.16	166.7	F	T	0.83	15.0	B	T	1.24	167.0	F	T	0.79	13.7	B
		SB	L	0.99	55.8	E	L	1.19	474.3	F	L	1.11	387.3	F	L	0.85	61.2	E
			T	0.95	6.0	A	T	0.49	0.5	A	T	0.60	0.7	A	T	0.55	0.6	A
		INTERSECTION			62.7	E			54.5	D			123.9	F			11.2	B
Twelfth Avenue @ 57th Street	9854	WB	R	0.32	31.6	C	R	0.54	39.1	D	R	0.62	230.9	F	R	0.57	39.6	D
		NB	T	0.93	38.5	D	T	0.74	15.7	B	T	0.95	12.9	B	T	0.69	14.7	B
		INTERSECTION			37.5	D			19.0	B			37.2	D			18.5	B
Sixth Avenue @ 28th Street	21627	EB	LT	1.23	345.9	F	LT	1.22	341.6	F	LT	1.34	391.0	F	LT	1.08	285.6	F
		NB	TR	0.87	35.9	D	TR	0.86	20.9	C	TR	0.84	19.9	B	TR	0.88	22.0	C
		INTERSECTION			116.0	F			103.3	F			121.4	F			81.9	F
Sixth Avenue @ 30th Street	21589	EB	LT	1.44	395.1	F	LT	1.38	367.9	F	LT	1.33	338.3	F	LT	0.68	68.4	E
		NB	TR	1.01	86.3	F	TR	0.92	53.6	D	TR	0.92	31.2	C	TR	1.01	84.0	F
		INTERSECTION			187.8	F			157.5	F			131.9	F			81.1	F
Sixth Avenue @ 31st Street	21579	WB	TR	0.63	22.6	C	TR	0.66	23.3	C	TR	0.57	21.2	C	TR	0.71	29.2	C
		NB	LT	0.98	34.1	C	LT	0.92	46.6	D	LT	0.89	23.8	C	LT	0.88	23.5	C
		INTERSECTION			31.3	C			40.6	D			23.2	C			25.1	C
Sixth Avenue @ 35th Street	9786	WB	TR	0.99	57.7	E	TR	0.70	27.3	C	TR	0.76	29.3	C	TR	0.64	25.6	C
		NB	LT	0.65	10.4	B	LT	0.58	13.0	B	LT	0.63	13.7	B	LT	0.63	13.6	B
		INTERSECTION			24.9	C			17.1	B			18.3	B			16.8	B
Sixth Avenue @ 36th Street	9785	EB	L	0.45	39.3	D	L	0.94	80.7	F	L	1.03	171.5	F	L	1.14	226.7	F
			T	0.64	22.1	C	T	0.61	21.5	C	T	0.67	22.9	C	T	0.46	18.8	B
		NB	TR	0.70	18.5	B	TR	0.57	16.4	B	TR	0.61	17.0	B	TR	0.62	17.1	B
		INTERSECTION			20.2	C			23.1	C			34.5	C			39.3	D
Sixth Avenue @ 37th Street	9784	WB	T	0.70	23.6	C	T	0.60	21.2	C	T	0.60	21.2	C	T	0.71	23.9	C
			R	0.56	24.4	C	R	0.74	33.1	C	R	0.75	33.1	C	R	0.68	28.8	C
		NB	LT	0.72	18.9	B	LT	0.60	21.1	C	LT	0.68	18.1	B	LT	0.62	17.1	B
		INTERSECTION			20.6	C			22.3	C			20.2	C			20.1	C

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Sixth Avenue @ 42nd Street	9779	EB	LT	0.84	37.5	D	LT	0.55	22.9	C	LT	0.74	28.5	C	LT	0.51	22.1	C
		WB	TR	0.92	42.0	D	TR	0.87	36.4	D	TR	0.64	25.4	C	TR	0.64	25.5	C
			R	0.76	58.8	E	R	0.83	52.3	D	R	0.52	28.0	C	R	0.51	28.0	C
		NB	LTR	0.62	10.0	A	LTR	0.60	13.1	B	LTR	0.65	13.8	B	LTR	0.55	12.6	B
		INTERSECTION			24.2	C			22.0	C			19.4	B			17.7	B
Seventh Avenue @ 23rd Street	21670	EB	TR	0.93	46.6	D	TR	0.91	44.5	D	TR	0.80	33.9	C	TR	0.86	37.9	D
		WB	LT	0.64	27.4	C	LT	0.56	25.0	C	LT	0.56	24.8	C	LT	0.49	23.8	C
		SB	LTR	0.92	29.8	C	LTR	0.84	24.8	C	LTR	0.87	25.8	C	LTR	0.82	23.8	C
		INTERSECTION			33.2	C			29.3	C			27.2	C			27.0	C
Seventh Avenue @ 28th Street	21626	EB	TR	0.97	341.7	F	TR	0.88	40.6	D	TR	0.83	36.5	D	TR	0.88	305.8	F
		SB	LT	0.72	12.4	B	LT	0.58	14.1	B	LT	0.59	10.5	B	LT	0.60	14.1	B
		INTERSECTION			106.7	F			22.4	C			18.0	B			94.6	F
Seventh Avenue @ 29th Street	21599	WB	LT	1.30	391.4	F	LT	1.46	455.0	F	LT	1.52	486.4	F	LT	1.06	288.0	F
		SB	TR	0.82	18.8	B	TR	0.66	20.6	C	TR	0.70	15.8	B	TR	0.71	15.8	B
		INTERSECTION			119.9	F			169.2	F			168.6	F			84.6	F
Seventh Avenue @ 30th Street	21588	EB	T	1.38	437.6	F	T	1.38	435.9	F	T	1.32	400.9	F	T	0.74	31.7	C
			R	0.86	45.8	D	R	0.52	24.9	C	R	0.78	223.3	F	R	0.77	35.6	D
		SB	LT	0.78	17.6	B	LT	0.65	20.1	C	LT	0.65	14.8	B	LT	0.56	13.6	B
		INTERSECTION			122.7	F			136.5	F			141.4	F			20.2	C
Seventh Avenue @ 31st Street	21578	WB	LT	1.31	373.9	F	LT	1.39	416.3	F	LT	1.23	340.0	F	LT	1.35	381.2	F
		SB	TR	0.92	25.8	C	TR	0.83	31.1	C	TR	0.82	20.3	C	TR	0.70	17.3	B
		INTERSECTION			121.1	F			151.4	F			110.7	F			140.7	F
Seventh Avenue @ 33rd Street	9750	WB	LT	1.21	577.5	F	LT	1.48	668.3	F	LT	1.15	523.0	F	LT	1.13	458.4	F
		SB	TR	1.13	116.0	F	TR	1.04	82.3	F	TR	1.10	105.0	F	TR	0.89	12.5	B
		INTERSECTION			170.6	F			176.0	F			156.4	F			83.6	F
Seventh Avenue @ 34th Street	9749	EB	T	1.01	102.6	F	T	0.92	50.3	D	T	0.77	33.7	C	TR	0.46	76.7	E
		WB	LT	0.83	33.4	C	LT	0.85	35.1	D	LT	0.89	37.7	D	LT	0.53	22.6	C
		SB	T	0.96	27.9	C	T	0.88	21.2	C	T	0.91	22.4	C	T	0.77	16.9	B
		INTERSECTION			39.7	D			28.4	C			27.2	C			27.1	C
Seventh Avenue @ 35th Street	9748	WB	L	0.88	51.7	D	L	0.66	32.9	C	L	0.58	30.5	C	L	0.81	44.5	D
			LT	1.36	464.7	F	LT	1.09	360.9	F	LT	1.43	496.1	F	LT	0.93	54.2	D
		SB	TR	0.90	20.3	C	TR	0.86	27.9	C	TR	0.85	18.0	B	TR	0.72	14.6	B
		INTERSECTION			108.0	F			84.9	E			115.9	F			24.2	C
Seventh Avenue @ 36th Street	9747	EB	TR	1.26	437.1	F	TR	1.07	322.3	F	TR	1.30	429.0	F	TR	1.18	405.2	F
		SB	LT	0.84	19.5	B	LT	0.91	27.2	C	LT	0.84	19.1	B	LT	0.68	15.2	B
		INTERSECTION			157.6	F			125.6	F			162.9	F			155.6	F
Seventh Avenue @ 37th Street	9746	WB	LT	0.98	49.2	D	LT	0.82	29.2	C	LT	0.92	37.4	D	LT	0.88	187.1	F
		SB	TR	0.83	22.4	C	TR	0.86	23.7	C	TR	0.87	23.9	C	TR	0.68	18.5	B
		INTERSECTION			31.8	C			25.4	C			28.3	C			82.2	F
Seventh Avenue @ 38th Street	9745	EB	TR	1.16	390.0	F	TR	0.86	31.7	C	TR	0.81	31.7	C	TR	0.95	268.5	F
		SB	LT	0.72	16.1	B	LT	0.85	23.0	C	LT	0.75	16.7	B	LT	0.54	13.3	B
		INTERSECTION			146.1	F			25.8	C			20.9	C			112.8	F
Seventh Avenue @ 42nd Street	9741	EB	TR	0.75	30.2	C	TR	0.51	19.3	B	TR	0.76	30.5	C	TR	0.53	23.4	C
		WB	LT	0.45	22.5	C	LT	0.38	17.5	B	LT	0.52	23.8	C	LT	0.29	20.1	C
		SB	LTR	0.67	13.7	B	LTR	0.70	19.0	B	LTR	0.57	12.3	B	LTR	0.47	11.2	B
		INTERSECTION			18.9	B			18.7	B			19.1	B			16.4	B
Eighth Avenue @ 28th Street	21611	EB	LT	0.79	31.4	C	LT	0.76	29.8	C	LT	0.69	27.3	C	LT	0.58	24.7	C
		NB	TR	0.71	14.4	B	TR	0.65	13.3	B	TR	0.74	14.8	B	TR	0.70	14.0	B
		INTERSECTION			19.3	B			18.4	B			18.1	B			16.6	B

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Eighth Avenue @ 29th Street	21598	WB	TR	1.28	396.0	F	TR	1.50	468.9	F	TR	1.82	633.9	F	TR	1.22	355.3	F
		NB	LT	0.72	16.0	B	LT	0.76	20.1	C	LT	0.77	17.1	B	LT	0.70	19.8	B
		INTERSECTION			113.6	F			163.1	F			211.2	F			109.1	F
Eighth Avenue @ 30th Street	21587	EB	LT	1.30	399.5	F	LT	1.22	359.8	F	LT	1.34	410.6	F	LT	1.04	209.4	F
		NB	TR	0.76	18.4	B	TR	0.80	21.2	C	TR	0.84	20.8	C	TR	0.69	22.0	C
		INTERSECTION			173.7	F			156.6	F			177.0	F			93.0	F
Eighth Avenue @ 31st Street	9757	WB	TR	0.91	38.3	D	TR	1.09	362.3	F	TR	1.09	322.3	F	TR	1.08	337.5	F
		NB	LT	0.94	29.7	C	LT	0.95	31.2	C	LT	1.09	119.7	F	LT	0.89	38.2	D
		INTERSECTION			32.1	C			129.9	F			180.1	F			133.4	F
Eighth Avenue @ 33rd Street	9756	WB	TR	0.40	14.1	B	TR	0.51	15.7	B	TR	0.56	16.5	B	TR	0.49	15.2	B
		NB	LT	1.09	140.6	F	LT	1.19	180.0	F	LT	1.27	216.6	F	LT	1.06	124.4	F
		INTERSECTION			119.6	F			146.5	F			172.7	F			101.2	F
Eighth Avenue @ 34th Street	9755	EB	T	0.81	33.7	C	T	0.73	28.0	C	T	0.65	24.6	C	T	0.32	16.8	B
		WB	T	0.43	18.3	B	T	0.48	19.1	B	T	0.48	19.0	B	TR	0.49	18.9	B
			R	0.74	36.5	D	R	0.70	33.3	C	R	0.71	33.4	C				
		NB	LTR	1.10	143.5	F	LTR	1.12	152.6	F	LTR	1.12	147.5	F	LTR	1.03	115.6	F
		INTERSECTION			101.3	F			106.8	F			102.6	F			80.8	F
Eighth Avenue @ 35th Street	9754	WB	TR	1.82	696.3	F	TR	1.25	387.2	F	TR	1.72	651.7	F	TR	1.47	559.9	F
		NB	LT	0.71	12.0	B	LT	0.94	29.1	C	LT	0.76	13.0	B	LT	0.71	12.0	B
		INTERSECTION			196.3	F			108.5	F			164.9	F			125.4	F
Eighth Avenue @ 36th Street	9753	EB	LT	0.97	284.8	F	LT	0.80	157.1	F	LT	1.41	477.1	F	LT	1.01	319.2	F
		NB	TR	0.81	16.5	B	TR	1.04	100.4	F	TR	0.89	19.9	B	TR	0.82	16.7	B
		INTERSECTION			98.9	F			115.9	F			182.3	F			104.4	F
Eighth Avenue @ 37th Street	9752	WB	TR	0.90	39.3	D	TR	0.74	25.9	C	TR	0.96	48.7	D	TR	0.97	50.9	D
		NB	LT	0.75	16.6	B	LT	0.89	24.9	C	LT	0.89	21.3	C	LT	0.77	22.8	C
		INTERSECTION			23.0	C			25.1	C			28.4	C			30.8	C
Eighth Avenue @ 38th Street	9043	EB	LT	0.92	39.7	D	LT	0.69	23.6	C	LT	0.57	22.0	C	LT	0.65	24.0	C
		NB	TR	0.86	21.9	C	TR	0.99	37.2	D	TR	1.03	97.2	F	TR	0.93	47.5	D
		INTERSECTION			27.1	C			33.9	C			82.6	F			42.2	D
Eighth Avenue @ 42nd Street	9673	EB	LT	0.75	23.0	C	DefL	0.49	18.8	B	LT	0.72	22.2	C	DefL	0.49	18.0	B
							T	0.43	15.3	B					T	0.36	14.4	B
		WB	T	0.47	26.1	C	TR	0.57	27.6	C	T	0.51	26.8	C	TR	0.36	24.2	C
		NB	L	0.33	36.1	C	L	0.17	18.6	B	L	0.35	27.7	C	L	0.30	19.6	B
			LT	0.79	24.7	C	LT	0.76	23.8	C	LT	0.77	24.4	C	LT	0.64	21.5	C
			R	0.48	24.7	C	R	0.45	23.7	C	R	0.40	22.3	C	R	0.47	23.2	C
		INTERSECTION			24.7	C			22.6	C			24.2	C			20.5	C
Ninth Avenue @ 23rd Street	28199	EB	TR	0.95	60.0	E	TR	0.79	41.9	D	TR	0.76	39.5	D	TR	0.87	46.5	D
		WB	LT	0.92	43.2	D	LT	0.86	35.9	D	LT	0.70	26.3	C	LT	0.68	25.8	C
		SB	L	0.65	30.0	C	L	0.62	26.9	C	L	0.59	27.0	C	L	0.68	30.5	C
			TR	0.97	41.3	D	TR	0.98	43.8	D	TR	0.72	23.1	C	TR	1.06	116.4	F
		INTERSECTION			44.4	D			40.2	D			26.5	C			80.6	F
Ninth Avenue @ 26th Street	28202	EB	TR	0.45	18.7	B	TR	0.37	17.5	B	TR	0.42	18.1	B	TR	0.66	24.9	D
		SB	L	0.47	18.2	B	L	0.51	18.9	B	L	0.37	16.3	B	L	0.49	19.5	B
			T	0.97	36.3	D	T	0.97	35.8	D	T	0.64	17.5	B	T	1.00	42.5	D
		INTERSECTION			31.1	C			30.8	C			17.5	B			37.9	D
Ninth Avenue @ 28th Street	21609	EB	TR	1.24	399.6	F	TR	1.10	332.7	F	TR	0.98	61.3	E	TR	0.93	51.1	D
		SB	L	0.56	17.8	B	L	0.75	26.0	C	L	0.79	30.4	C	L	0.53	18.0	B
			T	0.96	31.2	C	T	0.96	30.2	C	T	0.61	14.8	B	T	0.98	35.0	D
		INTERSECTION			107.4	F			87.7	F			25.5	C			36.4	D

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
Ninth Avenue @ 29th Street	9761	WB	LT	0.59	24.2	C	LT	0.74	28.3	C	LT	0.79	30.2	C	LT	0.72	27.6	C
		SB	TR	1.13	135.7	F	TR	1.14	135.4	F	TR	0.79	16.7	B	TR	1.02	88.5	F
		INTERSECTION			110.8	F			108.4	F			20.5	C			72.2	E
Ninth Avenue @ 30th Street	9760	EB	TR	1.26	498.8	F	TR	1.19	503.5	F	TR	1.05	406.0	F	TR	0.90	43.2	D
		SB	L	1.62	428.7	F	L	2.10	655.6	F	L	2.36	763.8	F	L	1.87	543.4	F
			T	0.67	13.7	B	T	0.92	23.7	C	T	0.88	20.3	C	T	0.82	17.5	B
		INTERSECTION			242.2	F			267.5	F			265.5	F			104.5	F
Ninth Avenue @ 31st Street	9759	WB	LTR	0.92	44.4	D	LTR	1.01	98.1	F	LTR	1.48	515.0	F	LTR	1.03	176.2	F
		SB	TR	0.80	13.2	B	TR	0.83	14.0	B	TR	0.81	13.4	B	TR	0.73	11.6	B
		INTERSECTION			21.7	C			36.7	D			194.1	F			61.0	E
Ninth Avenue @ 33rd Street	9078	WB	LT	1.09	388.6	F	LT	1.57	576.0	F	LT	1.80	652.4	F	LT	1.59	629.1	F
		SB	TR	0.92	19.3	B	TR	0.89	16.7	B	TR	0.72	11.3	B	TR	0.77	12.5	B
		INTERSECTION			77.2	E			137.9	F			173.1	F			138.5	F
Ninth Avenue @ 34th Street	9079	EB	T	0.95	63.1	E	T	0.87	49.4	D	T	0.66	33.3	C	TR	0.92	47.3	D
			R	2.02	769.0	F	R	1.48	551.1	F	R	2.02	744.1	F				
		WB	DefL	0.89	61.2	E	LT	0.86	31.1	C	LT	1.09	335.6	F	DefL	0.75	32.8	C
			T	0.55	18.7	B									T	0.29	13.7	B
		SB	LTR	1.28	223.8	F	LTR	1.19	182.5	F	LTR	1.39	274.4	F	LTR	0.96	37.1	D
		INTERSECTION			231.3	F			165.2	F			318.3	F			35.8	D
Ninth Avenue @ 35th Street	9080	WB	LT	1.65	620.4	F	LT	1.34	486.9	F	LT	1.64	621.8	F	LT	1.06	302.7	F
		SB	TR	0.79	20.4	C	TR	0.75	12.2	B	TR	0.75	18.0	B	TR	0.60	9.8	A
		INTERSECTION			163.3	F			111.2	F			161.7	F			70.9	E
Ninth Avenue @ 36th Street	9067	EB	TR	1.13	190.3	F	TR	0.92	94.1	F	TR	1.27	240.7	F	TR	1.06	165.2	F
		SB	LT	1.13	123.5	F	LT	1.06	98.1	F	LT	1.02	81.0	F	LT	0.84	21.2	C
		INTERSECTION			143.3	F			97.0	F			137.3	F			68.1	E
Ninth Avenue @ 37th Street	9068	WB	LT	0.89	46.0	D	LT	0.93	51.8	D	LT	1.17	460.6	F	LT	0.93	50.0	D
		SB	TR	0.71	22.1	C	TR	0.71	16.3	B	T	0.88	22.9	C	TR	0.67	15.6	B
											TR (LnT)	1.18	244.1	F				
		INTERSECTION			27.3	C			23.9	C			180.1	F			23.7	C
Ninth Avenue @ 38th Street	9044	EB	TR	1.19	478.7	F	TR	0.91	46.3	D	TR	0.63	29.3	C	TR	0.71	31.7	C
		SB	LT	0.63	10.0	B	LT	0.65	10.3	B	LT	0.85	15.9	B	LT	0.63	10.0	A
											T (LnT)	1.15	232.9	F				
		INTERSECTION			134.5	F			18.3	B			62.7	E			14.0	B
Ninth Avenue @ 42nd Street	9069	EB	TR	0.88	42.1	D	TR	0.63	158.9	F	TR	0.80	35.7	D	TR	0.59	27.6	C
		WB	DefL	1.12	564.2	F	DefL	1.16	720.3	F	DefL	1.40	822.7	F	DefL	1.04	242.2	F
			T	0.44	20.7	C	T	0.36	18.5	B	T	0.46	21.0	C	T	0.23	17.1	B
		SB	LTR	1.10	143.9	F	LTR	1.19	180.3	F	LTR	1.16	164.3	F	LTR	0.93	32.8	C
		INTERSECTION			133.0	F			189.2	F			177.3	F			44.7	D
Hudson Boulevard NB @ 33rd Street	99022	WB	TR	0.82	19.5	B	TR	0.96	35.7	D	TR	0.87	25.3	C	TR	0.71	19.9	B
		NB	LT	0.10	30.9	C	LT	0.32	42.6	D	LT	0.19	30.2	C	LT	0.13	23.7	C
		INTERSECTION			19.6	B			35.9	D			25.4	C			20.0	B
Hudson Boulevard SB @ 33rd Street	6033	WB	LT	0.77	16.4	B	LT	0.89	25.4	C	LT	0.87	25.7	C	LT	0.71	19.9	B
		INTERSECTION			16.4	B			25.4	C			25.7	C			19.9	B
Sixth Avenue @ 34th Street	21549	EB	T	0.71	21.1	C	T	0.75	23.6	C	T	0.53	15.6	B	T	0.61	52.0	D
		WB	TR	0.62	16.5	B	TR	0.57	15.2	B	TR	0.60	15.7	B	TR	0.48	13.7	B
		NB	T	1.45	331.1	F	T	1.19	211.0	F	T	1.29	253.3	F	T	1.29	252.6	F
		SB	T	1.63	501.4	F	T	1.54	460.2	F	T	1.80	577.1	F	T	1.35	381.7	F
		INTERSECTION			246.2	F			178.6	F			224.6	F			192.1	F

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Broadway @ 35th Street	9738	WB	L	0.12	20.9	C	L	0.09	20.5	C	L	0.11	20.9	C	L	0.22	22.6	C
			T	1.68	360.5	F	T	1.33	209.9	F	T	1.54	302.1	F	T	1.19	149.7	F
		SB	T	0.35	8.6	A	T	0.33	10.4	B	T	0.39	8.9	A	T	0.26	8.0	A
			R	0.54	15.2	B	R	0.35	10.9	B	R	0.44	12.9	B	R	0.47	13.8	B
	INTERSECTION				181.9	F			104.0	F			145.5	F			75.3	E
Broadway @ 36th Street	9737	EB	TR	0.81	29.4	C	TR	0.86	32.5	C	TR	0.98	48.7	D	TR	0.76	26.7	C
		SB	L	0.31	35.2	D	L	0.59	43.4	D	L	0.57	42.5	D	L	0.39	37.0	D
			T	0.48	15.4	B	T	0.40	14.4	B	T	0.48	15.4	B	T	0.37	14.0	B
	INTERSECTION				23.8	C			27.4	C			36.6	D			23.0	C
Broadway @ 42nd Street	9731	EB	T	0.48	21.6	C	TR	0.31	16.6	B	T	0.53	22.4	C	TR	0.30	16.4	B
		WB	DefL	1.39	663.2	F	DefL	0.80	45.2	D	LT	0.74	28.9	C	DefL	0.75	39.9	D
			T	0.71	29.5	C	T	0.43	18.2	B					T	0.30	16.7	B
		SB	L	0.55	17.8	B	L	0.74	30.3	C	L	0.43	14.9	B	L	0.69	27.4	C
			T	0.66	15.9	B	T	0.65	18.8	B	T	0.59	14.7	B	T	0.63	18.5	B
	INTERSECTION				92.0	F			21.5	C			20.4	C			20.5	C
Cardinal Stepanic Place @ 41st Street	12232	EB	T	0.03	36.1	D	T	0.03	36.0	D	T	0.03	36.1	D	T	0.03	36.0	D
		WB	L	0.53	4.2	A	L	0.52	4.0	A	L	0.42	4.8	A	L	0.38	4.1	A
			LT	0.24	4.1	A	LT	0.19	4.3	A	LT	0.44	4.8	A	LT	0.34	3.8	A
	INTERSECTION				4.4	A			4.4	A			5.0	A			4.2	A
Dyer Ave @ 30th Street	9060	EB	L	0.13	10.2	B	L	0.22	10.9	B	L	0.39	23.1	C	L	0.23	11.0	B
			T	0.31	11.6	B	T	0.34	11.8	B	T	0.29	20.6	C	T	0.27	11.2	B
		WB	R	0.02	19.6	B	R	0.03	19.7	B	R	0.14	20.9	C	R	0.08	20.2	C
		SB	L	0.58	25.3	C	L	0.33	21.6	C	L	0.45	23.4	C	L	0.26	20.7	C
	INTERSECTION				16.8	B			14.0	B			22.1	C			13.3	B
Dyer Ave @ 31st Street	149997	WB	LTR	0.42	10.5	B	LTR	0.53	12.0	B	LTR	0.87	55.5	E	LTR	0.51	11.7	B
		NB	LT	0.27	25.4	C	LT	0.41	27.1	C	LT	0.83	45.4	D	LT	0.49	28.4	C
		SB	TR	0.69	32.7	C	TR	0.43	27.4	C	TR	0.91	49.9	D	TR	0.33	26.0	C
	INTERSECTION				22.0	C			19.3	B			51.5	D			19.0	B
Dyer Ave @ 34th Street	9081	EB	T	0.29	12.1	B	T	0.35	12.8	B	T	0.28	12.0	B	T	0.26	11.7	B
		WB	T	0.29	12.1	B	T	0.33	12.5	B	T	0.61	16.5	B	T	0.20	11.3	B
			R	0.15	8.8	A	R	0.22	9.5	A	R	2.82	1373.0	F	R	0.35	11.0	B
		SB	L	1.10	127.8	F	L	0.64	46.2	D	L	0.78	58.8	E	L	0.47	39.9	D
			LR	0.95	98.5	F	LR	0.60	48.2	D	LR	0.81	62.6	E	LR	0.47	39.9	D
			R	1.05	260.4	F	R	0.60	47.3	D	R	0.82	66.1	E	R	0.55	43.5	D
	INTERSECTION				76.3	E			21.7	C			207.9	F			19.8	B
Dyer Ave @ 35th Street	9064	WB	LTR	0.72	34.3	C	LTR	0.62	31.1	C	LTR	0.80	207.8	F	LTR	0.53	28.9	C
		NB	LT	0.07	8.0	A	LT	0.09	9.1	A	LT	0.33	26.7	C	LT	0.16	8.6	A
		SB	TR	0.85	40.1	D	TR	0.52	29.3	C	TR	0.69	33.1	C	TR	0.42	27.8	C
	INTERSECTION				35.7	D			27.2	C			93.6	F			23.7	C
Dyer Ave @ 36th Street	9066	EB	TR	0.77	92.6	F	TR	0.75	86.5	F	TR	0.84	115.1	F	TR	0.63	32.0	C
		NB	TR	0.19	26.0	C	TR	0.27	31.3	C	TR	1.70	570.2	F	TR	0.44	29.2	C
		SB	L	0.72	36.0	D	L	0.35	28.2	C	L	0.51	31.5	C	L	0.47	29.1	C
			LT	0.73	34.7	C	LT	0.47	28.4	C	LT	0.66	31.6	C	LT	0.50	29.1	C
			R	0.41	7.0	A	R	0.32	10.0	A	R	0.45	11.6	B	R	0.30	9.7	A
	INTERSECTION				44.5	D			43.8	D			156.6	F			27.2	C
Dyer Avenue @ 41st Street	9038	WB	TR	0.43	29.7	C	TR	0.61	32.8	C	L	0.28	20.6	C	TR	0.46	29.9	C
											TR	1.32	494.1	F				
		NB	L	0.42	24.4	C	L	0.48	25.9	C	LT	0.31	21.1	C	L	0.65	25.8	C
			LT	0.53	23.5	C	LT	0.56	24.0	C					LT	0.64	25.9	C
	INTERSECTION				25.7	C			27.3	C			295.0	F			27.2	C

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
Dyer Avenue @ 42nd Street	9070	EB	LT	0.37	21.1	C	LT	0.51	23.5	C	LT	0.38	21.1	C	LT	0.39	21.5	C
		WB	TR	0.21	19.3	B	TR	0.46	22.6	C	TR	0.28	20.2	C	TR	0.34	20.8	C
											T (LnT)	1.60	1387.0	F				
		NB	L	0.33	10.3	B	L	0.41	11.7	B	L	0.16	9.1	A	L	0.34	10.5	B
			R	0.23	9.7	A	R	0.44	22.1	C	R	0.17	12.2	B	R	0.33	10.5	B
		INTERSECTION			15.6	B			20.3	C			99.6	F			15.7	B

			AM				Midday				PM				Saturday MD			
Unsignalized Intersection	**Node**	**Approach**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
Twelfth Avenue @ 33rd Street	9876	WB	R	0.62	27.6	D	R	1.77	411.6	F	R	1.14	131.6	F	R	0.55	24.4	C
		INTERSECTION			-	-			-	-			-	-			-	-
Twelfth Avenue @ 47th Street	9863	WB	R	0.54	25.3	D	R	0.57	27.6	D	R	1.82	435.2	F	R	0.91	85.2	F
		INTERSECTION			-	-			-	-			-	-			-	-
Lincoln Tunnel Expressway @ 33rd Street	149998	SB	R	0.22	16.2	C	R	0.18	17.7	C	R	0.26	22.5	C	R	0.09	14.0	B
		INTERSECTION			-	-			-	-			-	-			-	-

2019 Future with the Proposed Actions

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
Tenth Avenue @ 26th Street	28230	EB	LT	1.15	423.8	F	LT	1.20	424.0	F	LT	1.25	448.7	F	LT	0.93	57.6	E
		NB	TR	0.59	11.0	B	TR	0.87	16.9	B	TR	0.50	10.0	B	TR	0.61	11.3	B
		INTERSECTION			86.1	F			85.7	F			103.7	F			19.5	B
Tenth Avenue @ 28th Street	9918	EB	LT	1.46	557.2	F	LT	1.35	487.9	F	LT	1.13	394.8	F	LT	1.50	562.1	F
		NB	TR	0.68	10.9	B	TR	0.71	11.3	B	TR	0.59	9.8	A	TR	0.54	11.9	B
		INTERSECTION			134.5	F			111.2	F			90.1	F			156.4	F
Tenth Avenue @ 29th Street	9914	WB	TR	0.82	36.8	D	TR	1.01	103.6	F	TR	1.24	455.3	F	TR	0.89	43.0	D
		NB	LT	0.66	10.6	B	LT	0.73	11.8	B	LT	0.45	8.3	A	LT	0.57	12.5	B
		INTERSECTION			17.5	B			35.4	D			163.7	F			21.1	C
Tenth Avenue @ 30th Street	9061	EB	LT	2.47	977.3	F	LT	3.36	1392.0	F	LT	3.45	1399.0	F	LT	2.17	822.4	F
		NB	T	0.60	9.8	A	T	0.67	10.8	B	T	0.42	8.1	A	T	0.52	11.6	B
			R	0.98	58.5	E	R	1.55	442.6	F	R	1.34	285.9	F	R	1.24	241.3	F
		INTERSECTION			342.3	F			558.5	F			636.5	F			306.8	F
Tenth Avenue @ 31st Street	9933	WB	R	1.36	396.7	F	R	2.31	902.2	F	R	2.59	958.3	F	R	1.36	403.5	F
		NB	T	0.72	11.5	B	T	0.83	13.9	B	T	0.95	23.0	C	T	0.60	9.8	A
		INTERSECTION			94.3	F			209.3	F			323.8	F			97.3	F
Tenth Avenue @ 33rd Street	9077	WB	TR	1.03	175.7	F	TR	1.04	217.4	F	TR	0.98	56.4	E	TR	0.81	35.2	D
		NB	LT	0.79	14.2	B	LT	1.12	175.1	F	LT	1.12	170.7	F	LT	0.86	16.4	B
		INTERSECTION			49.4	D			183.5	F			148.4	F			20.4	C
Tenth Avenue @ 34th Street	9076	EB	DefL	0.87	70.0	E	DefL	0.94	85.8	F	DefL	1.25	934.2	F	DefL	0.85	61.9	E
			T	0.48	27.5	C	T	0.52	28.4	C	T	0.46	26.7	C	T	0.29	22.9	C
		WB	T	0.60	28.3	C	T	0.51	26.2	C	T	0.67	29.9	C	TR	0.59	28.5	C
			R	0.72	43.6	D	R	1.29	485.4	F	R	2.34	897.4	F				
		NB	LTR	0.94	20.7	C	LTR	1.10	113.9	F	LTR	1.40	241.9	F	LTR	0.84	14.3	B
		INTERSECTION			25.1	C			120.9	F			311.2	F			19.3	B
Tenth Avenue @ 35th Street	9075	WB	TR	1.71	520.1	F	TR	1.43	400.4	F	TR	1.16	274.7	F	TR	1.16	287.7	F
		NB	LT	0.90	17.4	B	LT	1.02	82.4	F	LT	0.91	16.5	B	LT	0.80	13.2	B
		INTERSECTION			116.1	F			128.9	F			46.6	D			53.7	D
Tenth Avenue @ 36th Street	9074	EB	LT	0.63	29.5	C	LT	0.43	133.7	F	LT	0.43	24.9	C	LT	0.22	22.2	C
		NB	TR	0.93	19.3	B	TR	1.08	103.0	F	TR	1.86	456.1	F	TR	0.89	16.3	B
		INTERSECTION			20.8	C			105.8	F			417.9	F			16.7	B
Tenth Avenue @ 37th Street	9073	WB	TR	0.61	27.8	C	TR	0.60	28.0	C	TR	0.71	31.3	C	TR	0.82	35.6	D
		NB	LT	0.93	21.3	C	LT	0.97	25.8	C	LT	1.72	397.8	F	LT	0.76	13.6	B
		INTERSECTION			22.2	C			26.1	C			349.9	F			18.4	B
Tenth Avenue @ 38th Street	9046	EB	LT	0.85	40.5	D	LT	0.53	26.9	C	LT	0.47	25.8	C	LT	0.48	25.9	C
		NB	TR	0.96	22.6	C	TR	1.01	76.0	E	TR	1.77	419.9	F	TR	0.85	14.6	B
		INTERSECTION			25.8	C			70.0	E			382.2	F			16.0	B
Tenth Avenue @ 39th Street	9032	WB	T	0.45	22.9	C	T	0.44	22.8	C	T	2.14	1560.0	F	T	0.00	16.8	B
			R	0.45	23.9	C	R	0.54	26.5	C	R	1.83	1064.0	F	R	0.00	16.8	B
		NB	LT	0.63	13.3	B	LT	0.64	13.5	B	LT	1.69	420.3	F	LT	0.57	15.8	B
		INTERSECTION			14.9	B			15.1	B			549.9	F			15.8	B
Tenth Avenue @ 40th Street	9047	EB	LT	0.46	21.6	C	LT	0.32	19.5	B	LT	0.58	119.0	F	LT	0.22	18.2	B
		NB	TR	0.66	14.4	B	TR	0.70	15.0	B	TR	1.69	412.8	F	TR	0.53	16.0	B
		INTERSECTION			15.5	B			15.4	B			376.3	F			16.2	B

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Tenth Avenue @ 41st Street	9037	WB	T	0.25	13.1	B	T	0.32	13.8	B	T	1.25	510.0	F	T	0.34	13.9	B
			R	0.54	17.5	B	R	0.59	19.3	B	R	0.28	13.8	B	R	0.57	18.1	B
		NB	L	0.88	45.9	D	L	0.64	28.7	C	L	1.55	469.6	F	L	0.25	18.2	B
			T	0.82	25.2	C	T	0.88	42.3	D	T	1.07	115.6	F	T	0.71	28.8	C
		INTERSECTION			24.2	C			33.4	C			190.1	F			23.3	C
Tenth Avenue @ 42nd Street	9609	EB	LT	2.08	768.5	F	LT	2.28	949.2	F	LT	1.89	650.8	F	LT	2.07	812.9	F
		WB	TR	1.06	298.2	F	TR	1.40	403.8	F	TR	0.73	34.9	C	TR	1.48	460.0	F
											T (LnT)	1.28	793.6	F				
		NB	LTR	0.72	20.5	C	LTR	0.90	20.5	C	LTR	0.82	16.5	B	LTR	0.79	23.3	C
		INTERSECTION			158.7	F			179.2	F			104.4	F			190.5	F
Tenth Avenue @ 43st Street	9608	EB	L	0.02	17.1	B	L	0.03	17.3	B	L	0.03	17.2	B	L	0.05	17.5	B
		WB	TR	0.40	21.3	C	TR	0.57	117.6	F	TR	0.49	22.6	C	TR	0.33	20.3	C
		NB	LT	1.20	161.2	F	LT	1.23	178.4	F	LT	0.97	26.0	C	LT	1.01	85.3	F
		INTERSECTION			146.9	F			169.5	F			25.6	C			78.7	E
Tenth Avenue @ 56th Street	13616	EB	LT	0.75	31.0	C	LT	0.44	24.6	C	LT	0.51	25.6	C	LT	1.09	411.2	F
		NB	TR	0.73	11.5	B	TR	0.83	14.3	B	TR	0.64	9.9	A	TR	0.74	11.9	B
		INTERSECTION			17.0	B			16.2	B			12.7	B			75.8	E
Tenth Avenue @ 57st Street	9594	EB	LT	1.09	376.0	F	LT	1.00	61.8	E	LT	0.97	54.4	D	LT	0.93	49.2	D
		WB	TR	0.74	26.5	C	TR	1.04	210.0	F	TR	0.88	37.1	D	TR	0.91	39.9	D
		NB	LTR	0.70	16.7	B	LTR	0.70	14.6	B	LTR	0.70	14.3	B	LTR	0.63	13.6	B
		INTERSECTION			96.9	F			74.6	E			25.0	C			25.9	C
Eleventh Ave/ Twelfth Ave @ 22nd Street	2222	WB (22nd)	R	0.02	10.7	B	R	0.08	13.0	B	R	0.06	12.7	B	R	0.09	13.1	B
		NB (11th)	T	0.07	39.3	D	T	0.08	26.3	C	T	0.06	26.0	C	T	0.16	27.4	C
	28302	SB (11th)	T	0.56	54.1	D	T	0.53	38.9	D	T	0.79	62.6	E	T	0.33	35.4	D
			TR	0.48	55.6	E	TR	0.38	38.2	D	TR	0.70	66.1	E	TR	0.18	34.2	C
		NB (9A)	T	1.09	120.6	F	T	1.07	119.1	F	T	1.18	154.4	F	T	1.14	145.3	F
		SB (9A)	T	0.87	10.0	A	T	0.87	22.7	C	T	0.81	18.6	B	T	0.76	18.5	B
		INTERSECTION			63.2	E			63.2	E			84.8	F			80.9	F
Eleventh Avenue @ 24th Street	28213	EB	R	0.27	27.2	C	R	0.19	26.3	C	R	0.27	27.2	C	R	0.24	26.8	C
		NB	L	0.28	27.0	C	L	0.29	27.2	C	L	0.35	28.0	C	L	0.39	28.4	C
		SB	L	0.26	4.6	A	L	0.28	4.8	A	L	0.27	4.7	A	L	0.20	4.2	A
			TR	1.29	236.0	F	TR	1.45	307.4	F	TR	1.39	276.2	F	TR	0.80	37.2	D
		INTERSECTION			152.0	F			204.1	F			176.1	F			28.8	C
Eleventh Avenue @ 26th Street	9924	EB	TR	1.09	413.4	F	TR	0.92	67.6	E	TR	1.12	405.6	F	TR	0.62	40.3	D
		SB	LT	0.56	5.0	A	LT	0.57	5.1	A	LT	0.54	4.7	A	LT	0.41	4.0	A
		INTERSECTION			80.7	F			15.6	B			80.7	F			9.2	A
Eleventh Avenue @ 27th Street	63721	WB	LT	0.44	26.4	C	LT	0.51	27.9	C	LT	0.59	30.5	C	LT	0.32	23.8	C
		SB	TR	0.50	9.5	A	TR	0.49	9.4	A	TR	0.44	9.0	A	TR	0.32	8.1	A
		INTERSECTION			11.3	B			11.9	B			12.1	B			10.0	A
Eleventh Avenue @ 28th Street	9916	EB	TR	0.47	24.3	C	TR	0.36	21.8	C	TR	0.24	19.7	B	TR	0.34	21.3	C
		SB	LT	0.68	14.7	B	LT	0.69	14.7	B	LT	0.63	13.7	B	LT	0.52	12.4	B
		INTERSECTION			15.7	B			15.3	B			14.0	B			13.4	B
Eleventh Avenue @ 29th Street	9912	WB	LT	0.91	44.7	D	LT	0.99	60.7	E	LT	1.11	299.5	F	LT	0.76	30.0	C
		SB	TR	0.58	16.7	B	TR	0.59	16.8	B	TR	0.54	16.1	B	TR	0.46	15.2	B
		INTERSECTION			23.4	C			27.3	C			95.2	F			18.9	B
Eleventh Avenue @ 30th Street	9909	EB	TR	1.22	353.2	F	TR	1.30	384.6	F	TR	1.08	287.0	F	TR	1.05	258.0	F
		SB	LT	1.19	177.9	F	LT	1.29	224.4	F	LT	1.23	194.2	F	LT	0.88	25.1	C
		INTERSECTION			219.3	F			262.7	F			213.6	F			84.9	F

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
Eleventh Avenue @ 31st Street	61131	EB	R	0.23	24.0	C	R	0.33	27.3	C	R	0.29	25.6	C	R	0.25	24.6	C
		WB	LT	0.12	21.3	C	LT	0.48	27.8	C	LT	0.30	23.8	C	LT	0.23	22.7	C
		SB	TR	0.78	12.8	B	TR	0.72	11.6	B	TR	0.70	11.1	B	TR	0.54	9.2	A
		INTERSECTION			13.3	B			13.4	B			12.3	B			10.5	B
Eleventh Avenue @ 32nd Street	61132	EB	TR	0.34	31.9	C	TR	0.38	33.3	C	TR	0.00	23.5	C	TR	0.36	32.8	C
		SB	LTR	0.74	8.5	A	LTR	0.75	8.6	A	LTR	0.70	7.8	A	LTR	0.54	6.2	A
		INTERSECTION			9.0	A			9.2	A			7.8	A			7.0	A
Eleventh Avenue @ 33rd Street	9907	WB	L	0.97	86.3	F	L	1.16	287.8	F	L	0.92	115.2	F	L	0.69	44.9	D
			LT	0.97	62.3	E	LT	1.09	188.2	F	LT	1.06	122.2	F	LT	0.78	39.4	D
		SB	TR	0.63	7.2	A	TR	0.56	6.4	A	TR	0.57	6.4	A	TR	0.41	5.4	A
		INTERSECTION			25.5	C			71.3	E			40.7	D			16.7	B
Eleventh Avenue @ 34th Street	9904	EB	L	0.47	22.0	C	L	0.52	24.4	C	L	0.57	26.2	C	L	0.67	33.1	C
			TR	0.61	32.1	C	TR	0.54	30.3	C	TR	0.59	31.6	C	TR	0.67	33.4	C
		WB	L	0.69	35.8	D	L	0.50	22.0	C	L	0.72	37.7	D	L	0.33	18.8	B
			TR	0.63	32.6	C	TR	0.67	33.0	C	TR	0.98	66.2	E	TR	0.44	27.9	C
		SB	LT	0.93	30.8	C	LT	0.92	33.1	C	LT	0.89	29.9	C	LT	0.66	21.4	C
			R	0.41	18.4	B	R	0.49	23.6	C	R	0.47	22.2	C	R	0.53	23.8	C
		INTERSECTION			30.6	C			31.4	C			36.4	D			25.5	C
Eleventh Avenue @ 35th Street	9901	WB	L	0.32	18.1	B	L	0.35	18.6	B	L	0.44	20.9	C	L	0.23	17.0	B
			LR	0.33	18.2	B	LR	0.34	18.4	B	LR	0.46	21.4	C	LR	0.26	17.3	B
			R	0.32	18.5	B	R	0.26	17.8	B	R	0.14	15.7	B	R	0.10	15.1	B
		NB	T	0.09	14.6	B	T	0.10	14.7	B	T	0.18	12.9	B	T	0.12	14.8	B
		SB	T	0.64	17.8	B	T	0.61	20.2	C	T	0.59	19.9	B	T	0.49	18.5	B
		INTERSECTION			17.6	B			19.4	B			19.0	B			17.8	B
Eleventh Avenue @ 36th Street	9898	NB	TR	0.15	6.5	A	TR	0.14	6.4	A	TR	0.17	3.1	A	TR	0.10	6.2	A
		SB	DefL	0.69	12.4	B	LT	0.59	10.1	B	LT	0.61	10.4	B	LT	0.45	8.5	A
			T	0.60	5.3	A												
		INTERSECTION			6.5	A			9.6	A			9.1	A			8.1	A
Eleventh Avenue @ 37th Street	9034	EB	LR	0.10	27.2	C	LR	0.16	28.2	C	LR	0.11	27.3	C	LR	0.00	25.7	C
		WB	L	0.87	68.6	E	L	0.89	72.1	E	L	0.88	68.3	E	L	0.69	46.4	D
			R	0.58	42.7	D	R	0.44	36.5	D	R	0.29	31.6	C	R	0.55	39.8	D
		NB	T	0.08	6.0	A	T	0.07	6.0	A	T	0.12	2.9	A	T	0.08	6.0	A
		SB	T	0.63	5.6	A	T	0.56	9.8	A	T	0.57	9.8	A	T	0.45	8.5	A
		INTERSECTION			12.9	B			16.5	B			15.0	B			13.8	B
Eleventh Avenue @ 38th Street	150008	NB	TR	0.17	8.2	A	TR	0.16	8.2	A	TR	1.33	530.9	F	TR	0.14	8.0	A
		SB	LT	1.13	132.1	F	LT	0.92	24.2	C	LT	0.93	25.6	C	LT	0.74	15.4	B
		INTERSECTION			117.3	F			22.2	C			109.8	F			14.1	B
Eleventh Avenue @ 39th Street	9894	EB	L	0.00	19.3	B	L	0.00	19.3	B	L	0.00	19.3	B	L	0.00	19.3	B
			LR	0.00	19.3	B	LR	0.00	19.3	B	LR	0.00	19.3	B	LR	0.00	19.3	B
		WB	L	0.44	26.6	C	L	0.42	25.7	C	L	0.45	26.5	C	L	0.20	21.8	C
			LR	0.43	26.5	C	LR	0.40	25.8	C	LR	0.65	33.6	C	LR	0.25	22.8	C
		NB	T	0.08	9.8	A	T	0.08	9.9	A	T	1.09	448.0	F	T	0.10	10.0	A
		SB	T	0.86	16.8	B	T	0.70	17.0	B	T	0.71	17.2	B	T	0.60	15.0	B
		INTERSECTION			17.7	B			17.8	B			72.8	E			15.1	B
Eleventh Avenue @ 40th Street	9035	EB	TR	0.65	40.9	D	TR	0.62	39.2	D	TR	1.01	131.9	F	TR	0.51	34.4	C
		NB	R	0.14	8.1	A	R	0.15	6.5	A	R	1.09	260.0	F	R	0.14	6.4	A
		SB	L	0.26	3.4	A	L	0.36	3.8	A	L	1.00	130.5	F	L	0.33	3.6	A
			TR	0.70	6.2	A	TR	0.58	7.0	A	TR	0.56	4.9	A	TR	0.47	4.3	A
		INTERSECTION			8.1	A			8.2	A			94.5	F			6.4	A

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
Eleventh Avenue @ 41st Street	9036	WB	LT	0.68	32.2	C	LT	0.71	33.4	C	LT	0.48	26.1	C	LT	0.72	33.2	C
		SB	LTR	0.53	9.5	A	LTR	0.52	11.7	B	LTR	0.49	9.4	A	LTR	0.44	8.8	A
											T (LnT)	1.16	172.9	F				
		INTERSECTION			12.5	B			14.7	B			72.4	E			12.9	B
Eleventh Avenue @ 42nd Street	9573	EB	TR	0.90	43.4	D	TR	0.73	31.4	C	TR	0.77	32.4	C	TR	0.92	46.9	D
		WB	L	0.37	18.0	B	L	0.51	20.2	C	L	0.41	227.7	F	L	0.46	19.5	B
			LT	0.36	14.8	B	LT	0.41	15.2	B	LT	0.53	109.7	F	LT	0.39	14.9	B
		SB	LT	1.03	115.5	F	LT	1.04	120.1	F	T	0.83	27.9	C	LT	0.82	26.0	C
			R	0.34	23.0	C	R	0.74	47.4	D	R	0.92	78.7	E	R	0.49	29.4	C
											LT (LnT)	1.31	271.1	F				
		INTERSECTION			85.6	F			84.0	F			110.0	F			28.3	C
Eleventh Avenue @ 43rd Street	9572	WB	LT	0.64	36.4	D	LT	0.86	48.4	D	LT	0.83	46.2	D	LT	0.54	33.0	C
		SB	TR	0.39	3.7	A	TR	0.49	6.5	A	TR	0.60	5.3	A	TR	0.41	3.8	A
											T (LnT)	1.25	254.1	F				
		INTERSECTION			8.2	A			14.2	B			83.2	F			8.3	A
Eleventh Avenue @ 44th Street	9571	EB	LTR	1.27	597.9	F	LTR	0.84	47.1	D	LTR	1.15	508.8	F	LTR	0.82	45.2	D
		SB	L	0.18	3.3	A	L	0.11	6.3	A	L	0.14	6.5	A	L	0.16	6.7	A
			T	0.69	9.3	A	T	0.71	14.9	B	T	1.32	194.7	F	T	0.59	10.1	B
											T (LnT)	1.26	260.4	F				
		INTERSECTION			130.0	F			20.3	C			263.2	F			17.0	B
Eleventh Avenue @ 46th Street	9569	EB	LTR	0.56	33.6	C	LTR	0.56	33.5	C	LTR	0.51	32.6	C	LTR	0.49	32.1	C
		NB	TR	0.25	7.2	A	TR	0.06	6.0	A	TR	0.07	2.8	A	TR	0.12	6.3	A
		SB	L	0.23	4.1	A	L	0.18	7.1	A	L	0.18	7.1	A	L	0.25	7.8	A
			T	0.93	26.8	C	T	0.97	45.3	D	T	1.00	35.4	D	T	0.86	18.1	B
		INTERSECTION			24.2	C			40.1	D			32.0	C			18.2	B
Eleventh Avenue @ 47th Street	63724	WB	LTR	1.00	77.1	E	LTR	1.00	74.2	E	LTR	0.96	61.1	E	LTR	0.91	54.5	D
		NB	L	0.18	9.9	A	L	0.24	13.6	B	L	0.26	10.9	B	L	0.24	12.5	B
			T	0.18	6.6	A	T	0.08	6.1	A	T	0.12	2.9	A	T	0.13	6.3	A
		SB	TR	0.98	54.2	D	TR	0.97	49.3	D	TR	1.07	89.5	F	TR	0.89	20.1	C
		INTERSECTION			52.1	D			51.9	D			76.3	E			26.1	C
Eleventh Avenue @ 54th Street	9561	EB	LTR	1.23	376.7	F	LTR	0.75	44.3	D	LTR	0.75	44.3	D	LTR	0.46	32.9	C
		NB	L	0.86	63.1	E	L	0.47	18.6	B	L	1.54	576.2	F	L	0.85	55.2	E
			TR	0.54	9.9	A	TR	0.41	8.5	A	TR	0.40	4.1	A	TR	0.34	7.8	A
		SB	L	0.56	13.2	B	L	0.35	10.4	B	L	0.36	10.2	B	L	0.22	8.0	A
			TR	0.89	12.9	B	TR	0.75	13.8	B	TR	0.85	17.7	B	TR	0.74	13.6	B
		INTERSECTION			64.1	E			15.6	B			48.6	D			15.5	B
Eleventh Avenue @ 56th Street	13476	EB	LTR	1.08	290.9	F	LTR	0.66	28.8	C	LTR	0.83	35.8	D	LTR	0.48	24.9	C
		NB	TR	0.51	14.1	B	TR	0.42	12.9	B	TR	0.46	9.6	A	TR	0.47	13.5	B
		SB	L	0.28	10.4	B	L	0.23	12.5	B	L	0.21	12.3	B	L	0.17	11.7	B
			T	0.65	11.4	B	T	0.59	14.9	B	T	0.65	15.8	B	T	0.59	14.9	B
		INTERSECTION			93.7	F			17.3	B			19.1	B			16.1	B
Eleventh Avenue @ 57th Street	9558	EB	L	1.14	631.9	F	L	0.66	31.1	C	L	0.54	35.3	D	L	0.64	34.1	C
			TR	1.21	387.4	F	TR	0.95	66.6	E	TR	1.26	499.2	F	TR	0.91	58.9	E
		WB	L	1.03			L	1.21	602.9	F	L	0.73	45.8	D	L	1.22	572.5	F
			TR	0.84	40.1	D	TR	0.77	35.8	D	TR	0.83	38.6	D	TR	1.69	662.0	F
		NB	L	0.47	36.5	D	L	0.67	47.8	D	L	1.07	393.5	F	L	0.96	95.6	F
			TR	0.48	18.6	B	TR	0.40	17.5	B	TR	0.45	15.5	B	TR	0.39	17.4	B
		SB	L	1.32	378.0	F	L	0.98	80.8	F	L	1.53	440.5	F	L	0.83	50.6	D
			TR	0.85	24.3	C	TR	0.69	22.4	C	TR	0.77	24.6	C	TR	0.66	21.6	C
		INTERSECTION							82.0	F			115.3	F			195.9	F

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
Twelfth Avenue @ 24th Street	9879	WB	L	0.52	68.2	E	L	0.49	46.9	D	L	0.68	71.8	E	L	0.53	47.8	D
			LTR	0.52	68.5	E	LTR	0.49	47.4	D	LTR	0.67	71.6	E	LTR	0.51	47.3	D
			R	0.53	70.0	E	R	0.51	48.7	D	R	0.69	72.9	E	R	0.50	47.9	D
		NB	TR	1.02	93.7	F	TR	1.04	109.4	F	TR	1.14	139.0	F	TR	1.12	133.1	F
		SB	L	0.97	134.1	F	L	0.67	74.9	E	L	0.65	87.7	F	L	1.10	523.8	F
			T	0.90	17.5	B	T	1.02	125.4	F	T	0.87	28.9	C	T	0.84	28.3	C
	INTERSECTION				59.0	E			111.6	F			87.4	F			98.2	F
Twelfth Avenue @ 29th Street	9875	WB	LR	1.97	1007.0	F	LR	1.66	797.9	F	LR	2.35	1168.0	F	LR	1.56	721.1	F
		NB	T	0.62	9.3	A	T	0.62	10.7	B	T	0.78	4.0	A	T	0.71	12.4	B
		SB	T	0.74	3.8	A	T	0.73	12.9	B	T	0.70	10.2	B	T	0.78	14.4	B
	INTERSECTION				85.6	F			76.7	E			104.7	F			64.7	E
Twelfth Avenue @ 30th Street	9874	EB	LTR	0.00	64.4	E	LTR	0.00	49.5	D	LTR	0.00	64.4	E	LTR	0.00	49.5	D
		NB	TR	0.77	15.4	B	TR	0.80	16.8	B	TR	0.97	13.3	B	TR	0.83	17.8	B
		SB	L	1.35	418.7	F	L	1.47	429.7	F	L	1.67	566.4	F	L	1.38	414.2	F
			TR	0.87	6.8	A	TR	0.86	19.7	B	TR	0.83	17.9	B	TR	0.88	20.6	C
	INTERSECTION				27.9	C			40.4	D			38.0	D			35.9	D
Twelfth Avenue @ 34th Street	9872	WB	L	0.47	60.3	E	L	0.40	41.9	D	L	0.47	59.3	E	L	0.34	40.2	D
			LR	0.47	59.9	E	LR	0.42	42.1	D	LR	0.51	60.9	E	LR	0.31	39.6	D
			R	0.63	43.5	D	R	0.61	33.5	C	R	0.62	51.1	D	R	0.52	30.3	C
		NB	T	0.91	36.9	D	T	0.85	29.6	C	T	1.00	31.4	C	T	0.90	32.0	C
			R	0.32	21.1	C	R	0.39	20.6	C	R	0.33	8.7	A	R	0.53	23.7	C
		SB	L	0.60	62.8	E	L	0.67	58.6	E	L	1.15	714.1	F	L	0.80	65.4	E
			T	0.86	6.2	A	T	0.77	15.5	B	T	0.76	13.7	B	T	0.83	17.3	B
	INTERSECTION				24.9	C			25.5	C			56.6	E			27.3	C
Twelfth Avenue @ 37th Street	9871	EB	LR	0.13	52.6	D	LR	0.14	43.1	D	LR	0.25	60.6	E	LR	0.17	43.4	D
			R	0.13	53.2	D	R	0.14	43.6	D	R	0.26	62.3	E	R	0.09	42.6	D
		NB	L	0.10	63.7	E	L	0.20	50.4	D	L	0.30	72.6	E	L	0.26	51.6	D
			T	0.97	40.9	D	T	0.83	21.8	C	T	0.92	8.1	A	T	0.87	23.5	C
		SB	TR	1.16	149.1	F	TR	1.10	124.0	F	TR	0.95	31.0	C	TR	1.18	158.5	F
	INTERSECTION				94.9	F			72.6	E			18.9	B			90.5	F
Twelfth Avenue @ 41st Street	9868	EB	LR	0.00	38.2	D	LR	0.02	24.9	C	LR	0.06	47.3	D	LR	0.02	24.9	C
		WB	L	0.09	50.8	D	L	0.09	37.8	D	L	0.08	60.0	E	L	0.07	37.6	D
			R	0.41	56.8	E	R	0.46	44.3	D	R	0.47	67.8	E	R	0.45	43.5	D
		NB	T	1.17	167.3	F	T	1.12	147.4	F	T	1.06	92.3	F	T	1.08	127.9	F
		SB	T	1.18	134.2	F	T	1.03	78.5	E	T	1.00	36.6	D	T	1.15	122.2	F
	INTERSECTION				147.2	F			110.0	F			66.6	E			120.9	F
Twelfth Avenue @ 42nd Street	9867	EB	LTR	0.04	46.2	D	LTR	0.08	32.4	C	LTR	0.08	46.7	D	LTR	0.09	32.6	C
		WB	L	0.32	52.2	D	L	0.61	45.8	D	L	0.66	65.6	E	L	0.51	42.0	D
			R	0.55	33.2	C	R	0.62	22.7	C	R	0.86	67.4	E	R	0.63	24.7	C
		NB	T	1.00	58.1	E	T	1.14	150.2	F	T	1.01	77.1	E	T	1.21	176.4	F
			R	0.39	28.9	C	R	0.51	33.4	C	R	0.30	11.6	B	R	0.23	26.9	C
		SB	L	0.68	59.5	E	L	0.41	42.2	D	L	1.20	358.7	F	L	0.69	48.6	D
			T	0.82	5.8	A	T	0.85	20.5	C	T	0.85	18.7	B	T	0.90	23.5	C
	INTERSECTION				33.9	C			75.6	E			65.9	E			89.1	F
Twelfth Avenue @ 43th Street	9866	WB	LTR	0.78	72.8	E	LTR	0.77	54.2	D	LTR	1.01	149.5	F	LTR	0.69	49.5	D
		NB	L	1.00	172.9	F	L	0.33	59.2	E	L	0.16	68.0	E	L	0.10	52.3	D
			T	0.74	12.8	B	T	0.82	16.8	B	T	0.91	7.2	A	T	0.84	17.7	B
		SB	T	0.80	10.3	B	T	0.72	21.9	C	T	0.80	22.6	C	T	0.93	31.4	C
			R	0.02	4.3	A	R	0.05	13.1	B	R	0.02	10.6	B	R	0.07	13.2	B
	INTERSECTION				16.0	B			21.4	C			20.9	C			25.7	C

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
Twelfth Avenue @ 44th Street	9892	NB	TR	0.84	20.3	C	TR	0.90	20.9	C	TR	0.99	17.1	B	TR	0.98	30.7	C
		SB	L	1.11	297.1	F	L	0.96	82.5	F	L	1.03	227.0	F	L	0.95	80.0	F
			T	0.84	8.2	A	T	0.65	20.7	C	T	0.77	13.5	B	T	0.89	19.8	B
		INTERSECTION			31.4	C			24.4	C			23.9	C			28.0	C
Twelfth Avenue@ 46th Street	9864	EB	LTR	0.28	56.6	E	LTR	0.13	36.0	D	LTR	0.17	51.9	D	LTR	0.18	36.6	D
		NB	TR	0.98	118.8	F	TR	1.15	185.6	F	TR	1.16	179.3	F	TR	1.13	172.1	F
		SB	L	0.54	70.1	E	L	0.60	71.2	E	L	0.63	84.3	F	L	0.84	97.2	F
			T	0.88	6.0	A	T	0.73	17.6	B	T	0.81	14.3	B	T	0.92	21.9	C
		INTERSECTION			57.2	E			107.3	F			102.5	F			95.0	F
Twelfth Avenue @ 54th Street	9856	EB	R	0.00	5.6	A	R	0.00	6.7	A	R	0.00	5.3	A	R	0.00	6.7	A
		WB	R	0.53	61.5	E	R	0.34	40.6	D	R	0.81	82.0	F	R	0.52	45.7	D
		NB	TR	1.03	109.0	F	TR	1.06	121.7	F	TR	1.26	202.4	F	TR	0.92	22.2	C
		SB	L	0.72	69.8	E	L	0.47	43.2	D	L	0.47	58.5	E	L	0.28	38.8	D
			T	1.20	139.6	F	T	0.75	14.6	B	T	0.76	13.2	B	T	0.89	19.7	B
		INTERSECTION			124.0	F			74.9	E			122.8	F			21.7	C
Twelfth Avenue @ 56th Street (SR)	99001	NB	TR	0.95	58.6	E	TR	0.34	7.6	A	TR	0.43	11.7	B	TR	0.32	7.5	A
		INTERSECTION			58.6	E			7.6	A			11.7	B			7.5	A
Twelfth Avenue @ 56th Street	9883	NB	T	1.18	175.9	F	T	0.85	15.5	B	T	1.26	174.5	F	T	0.80	14.1	B
		SB	L	1.00	56.9	E	L	1.20	479.2	F	L	1.12	391.4	F	L	0.86	62.0	E
			T	0.96	6.8	A	T	0.50	0.5	A	T	0.60	0.8	A	T	0.56	0.7	A
		INTERSECTION			66.4	E			55.1	E			128.3	F			11.4	B
Twelfth Avenue @ 57th Street	9854	WB	R	0.34	31.8	C	R	0.56	39.5	D	R	0.64	239.4	F	R	0.59	40.0	D
		NB	T	0.95	40.6	D	T	0.75	16.1	B	T	0.97	14.3	B	T	0.70	14.9	B
		INTERSECTION			39.3	D			19.3	B			39.7	D			18.8	B
Sixth Avenue @ 28th Street	21627	EB	LT	1.25	356.1	F	LT	1.23	345.4	F	LT	1.36	400.9	F	LT	1.09	288.7	F
		NB	TR	0.88	37.0	D	TR	0.86	21.1	C	TR	0.85	20.3	C	TR	0.89	22.5	C
		INTERSECTION			120.1	F			104.7	F			125.1	F			83.0	F
Sixth Avenue @ 30th Street	21589	EB	LT	1.49	414.8	F	LT	1.41	381.6	F	LT	1.39	365.6	F	LT	0.72	76.3	E
		NB	TR	1.02	108.8	F	TR	0.92	55.4	E	TR	0.93	31.9	C	TR	1.01	85.5	F
		INTERSECTION			211.5	F			164.8	F			144.3	F			83.7	F
Sixth Avenue @ 31st Street	21579	WB	TR	0.64	22.8	C	TR	0.67	23.6	C	TR	0.58	21.4	C	TR	0.71	29.6	C
		NB	LT	0.99	35.7	D	LT	0.92	48.5	D	LT	0.90	24.3	C	LT	0.89	24.0	C
		INTERSECTION			32.5	C			42.1	D			23.6	C			25.6	C
Sixth Avenue @ 35th Street	9786	WB	TR	1.01	100.5	F	TR	0.71	27.8	C	TR	0.78	30.1	C	TR	0.66	26.1	C
		NB	LT	0.65	10.5	B	LT	0.59	13.1	B	LT	0.64	13.8	B	LT	0.63	13.7	B
		INTERSECTION			38.4	D			17.3	B			18.7	B			17.0	B
Sixth Avenue @ 36th Street	9785	EB	L	0.45	39.3	D	L	0.94	81.6	F	L	1.03	169.6	F	L	1.15	228.1	F
			T	0.66	22.6	C	T	0.61	21.5	C	T	0.69	23.2	C	T	0.48	19.0	B
		NB	TR	0.71	18.6	B	TR	0.57	16.5	B	TR	0.62	17.1	B	TR	0.62	17.2	B
		INTERSECTION			20.4	C			23.2	C			34.2	C			39.4	D
Sixth Avenue @ 37th Street	9784	WB	T	0.71	23.8	C	T	0.61	21.3	C	T	0.61	21.4	C	T	0.72	24.2	C
			R	0.57	24.5	C	R	0.75	33.5	C	R	0.75	33.3	C	R	0.68	29.1	C
		NB	LT	0.73	19.0	B	LT	0.61	21.2	C	LT	0.69	18.2	B	LT	0.63	17.2	B
		INTERSECTION			20.7	C			22.4	C			20.4	C			20.2	C

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Sixth Avenue @ 42nd St	9779	EB	LT	0.86	38.4	D	LT	0.55	22.9	C	LT	0.75	28.8	C	LT	0.52	22.3	C
		WB	TR	0.89	42.1	D	TR	0.87	36.7	D	TR	0.63	25.1	C	TR	0.61	24.9	C
			R	0.85	61.0	E	R	0.84	53.5	D	R	0.56	29.7	C	R	0.60	31.8	C
		NB	LTR	0.63	10.1	B	LTR	0.60	13.2	B	LTR	0.66	13.9	B	LTR	0.56	12.6	B
		INTERSECTION			24.5	C			22.2	C			19.6	B			17.9	B
Seventh Avenue @ 23rd Street	21670	EB	TR	0.93	47.6	D	TR	0.92	46.0	D	TR	0.81	34.4	C	TR	0.86	38.2	D
		WB	LT	0.64	27.4	C	LT	0.56	25.1	C	LT	0.57	25.0	C	LT	0.50	23.8	C
		SB	LTR	0.93	30.7	C	LTR	0.84	24.7	C	LTR	0.87	26.0	C	LTR	0.83	24.1	C
		INTERSECTION			34.0	C			29.6	C			27.5	C			27.3	C
Seventh Avenue @ 28th Street	21626	EB	TR	1.00	357.3	F	TR	0.89	42.5	D	TR	0.86	38.6	D	TR	0.90	316.4	F
		SB	LT	0.72	12.4	B	LT	0.58	14.2	B	LT	0.60	10.5	B	LT	0.60	14.2	B
		INTERSECTION			112.4	F			23.0	C			18.7	B			98.7	F
Seventh Avenue @ 29th Street	21599	WB	LT	1.35	409.7	F	LT	1.50	468.5	F	LT	1.56	503.6	F	LT	1.09	299.0	F
		SB	TR	0.82	18.9	B	TR	0.67	20.8	C	TR	0.71	15.8	B	TR	0.71	15.9	B
		INTERSECTION			127.2	F			175.6	F			176.6	F			89.2	F
Seventh Avenue @ 30th Street	21588	EB	T	1.45	467.4	F	T	1.43	458.0	F	T	1.39	429.4	F	T	0.78	34.3	C
			R	0.88	47.8	D	R	0.53	25.2	C	R	0.79	228.8	F	R	0.78	36.2	D
		SB	LT	0.78	17.6	B	LT	0.66	20.2	C	LT	0.65	14.8	B	LT	0.57	13.6	B
		INTERSECTION			133.9	F			145.4	F			154.0	F			20.9	C
Seventh Avenue @ 31st Street	21578	WB	LT	1.33	380.4	F	LT	1.41	426.2	F	LT	1.25	348.4	F	LT	1.37	388.2	F
		SB	TR	0.93	26.6	C	TR	0.85	34.0	C	TR	0.83	20.7	C	TR	0.71	17.5	B
		INTERSECTION			124.5	F			156.4	F			113.9	F			143.2	F
Seventh Avenue @ 33rd Street	9750	WB	LT	1.22	580.4	F	LT	1.49	675.8	F	LT	1.16	526.3	F	LT	1.15	465.8	F
		SB	TR	1.15	124.6	F	TR	1.05	84.6	F	TR	1.11	107.4	F	TR	0.91	13.7	B
		INTERSECTION			178.2	F			178.9	F			159.1	F			85.9	F
Seventh Avenue @ 34th Street	9749	EB	T	1.03	184.5	F	T	0.93	52.3	D	T	0.79	34.8	C	TR	0.47	77.7	E
		WB	LT	0.85	35.0	D	LT	0.87	36.5	D	LT	0.90	39.5	D	LT	0.54	22.8	C
		SB	T	0.97	29.8	C	T	0.90	22.0	C	T	0.92	23.2	C	T	0.77	17.0	B
		INTERSECTION			53.1	D			29.5	C			28.3	C			27.4	C
Seventh Avenue @ 35th Street	9748	WB	L	0.88	52.2	D	L	0.66	33.1	C	L	0.59	30.6	C	L	0.81	44.8	D
			LT	1.37	470.5	F	LT	1.12	372.9	F	LT	1.47	514.9	F	LT	0.96	61.1	E
		SB	TR	0.91	21.1	C	TR	0.87	29.4	C	TR	0.86	18.4	B	TR	0.74	14.9	B
		INTERSECTION			109.5	F			88.9	F			121.5	F			25.6	C
Seventh Avenue @ 36th Street	9747	EB	TR	1.28	447.1	F	TR	1.09	330.5	F	TR	1.32	436.8	F	TR	1.21	418.0	F
		SB	LT	0.86	19.9	B	LT	0.92	27.4	C	LT	0.85	19.5	B	LT	0.69	15.4	B
		INTERSECTION			162.1	F			128.8	F			166.0	F			161.2	F
Seventh Avenue @ 37th Street	9746	WB	LT	0.99	51.8	D	LT	0.82	29.4	C	LT	0.93	38.9	D	LT	0.89	194.7	F
		SB	TR	0.84	22.8	C	TR	0.86	23.9	C	TR	0.88	24.5	C	TR	0.70	18.7	B
		INTERSECTION			32.9	C			25.5	C			29.1	C			85.1	F
Seventh Avenue @ 38th Street	9745	EB	TR	1.18	394.2	F	TR	0.88	33.1	C	TR	0.83	32.3	C	TR	0.97	282.2	F
		SB	LT	0.73	16.3	B	LT	0.85	23.1	C	LT	0.76	16.9	B	LT	0.55	13.5	B
		INTERSECTION			148.4	F			26.4	C			21.3	C			118.5	F
Seventh Avenue @ 42nd Street	9741	EB	TR	0.76	30.7	C	TR	0.51	19.3	B	TR	0.77	30.8	C	TR	0.55	23.6	C
		WB	LT	0.46	22.6	C	LT	0.39	17.6	B	LT	0.53	24.0	C	LT	0.30	20.2	C
		SB	LTR	0.68	13.8	B	LTR	0.71	19.2	B	LTR	0.58	12.4	B	LTR	0.48	11.3	B
		INTERSECTION			19.2	B			18.9	B			19.3	B			16.5	B
Eighth Avenue @ 28th Street	21611	EB	LT	0.80	32.2	C	LT	0.77	30.4	C	LT	0.71	27.9	C	LT	0.59	25.0	C
		NB	TR	0.72	14.5	B	TR	0.65	13.4	B	TR	0.74	14.9	B	TR	0.71	14.2	B
		INTERSECTION			19.7	B			18.6	B			18.4	B			16.8	B

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
Eighth Avenue @ 29th Street	21598	WB	TR	1.32	412.1	F	TR	1.53	481.6	F	TR	1.85	642.9	F	TR	1.26	370.8	F
		NB	LT	0.73	16.1	B	LT	0.77	20.3	C	LT	0.78	17.4	B	LT	0.71	20.1	C
		INTERSECTION			119.8	F			169.0	F			216.2	F			115.0	F
Eighth Avenue @ 30th Street	21587	EB	LT	1.35	420.4	F	LT	1.26	377.0	F	LT	1.37	415.8	F	LT	1.08	303.0	F
		NB	TR	0.76	18.5	B	TR	0.80	21.2	C	TR	0.84	20.8	C	TR	0.69	22.1	C
		INTERSECTION			185.5	F			166.2	F			183.3	F			130.9	F
Eighth Avenue @ 31st Street	9757	WB	TR	0.94	42.0	D	TR	1.12	371.3	F	TR	1.11	330.9	F	TR	1.10	344.9	F
		NB	LT	0.95	30.3	C	LT	0.96	31.8	C	LT	1.10	121.8	F	LT	0.90	40.0	D
		INTERSECTION			33.6	C			134.5	F			185.0	F			137.9	F
Eighth Avenue @ 33rd Street	9756	WB	TR	0.41	14.3	B	TR	0.52	15.8	B	TR	0.57	16.7	B	TR	0.50	15.4	B
		NB	LT	1.10	145.1	F	LT	1.19	183.3	F	LT	1.28	219.5	F	LT	1.07	130.2	F
		INTERSECTION			122.8	F			148.6	F			174.4	F			105.5	F
Eighth Avenue @ 34th Street	9755	EB	T	0.83	35.4	D	T	0.74	28.4	C	T	0.67	25.2	C	T	0.33	16.9	B
		WB	T	0.44	18.5	B	T	0.48	19.1	B	T	0.49	19.1	B	TR	0.50	19.0	B
			R	0.74	36.5	D	R	0.70	33.5	C	R	0.71	33.9	C				
		NB	LTR	1.10	146.0	F	LTR	1.13	155.8	F	LTR	1.12	150.7	F	LTR	1.04	118.6	F
		INTERSECTION			102.7	F			108.8	F			104.4	F			82.6	F
Eighth Avenue @ 35th Street	9754	WB	TR	1.84	702.9	F	TR	1.28	399.8	F	TR	1.77	673.7	F	TR	1.51	572.8	F
		NB	LT	0.71	12.1	B	LT	0.95	30.0	C	LT	0.77	13.1	B	LT	0.72	12.1	B
		INTERSECTION			198.3	F			113.1	F			172.9	F			130.3	F
Eighth Avenue @ 36th Street	9753	EB	LT	1.00	300.8	F	LT	0.81	162.7	F	LT	1.40	470.7	F	LT	1.04	325.5	F
		NB	TR	0.81	16.7	B	TR	1.04	103.3	F	TR	0.90	20.3	C	TR	0.83	17.0	B
		INTERSECTION			105.0	F			119.7	F			179.1	F			107.5	F
Eighth Avenue @ 37th Street	9752	WB	TR	0.91	40.9	D	TR	0.75	26.1	C	TR	0.98	52.1	D	TR	0.99	53.9	D
		NB	LT	0.76	16.7	B	LT	0.90	25.4	C	LT	0.89	21.5	C	LT	0.78	23.3	C
		INTERSECTION			23.6	C			25.6	C			29.5	C			32.1	C
Eighth Avenue @ 38th Street	9043	EB	LT	0.94	42.3	D	LT	0.71	24.3	C	LT	0.59	22.5	C	LT	0.68	24.6	C
		NB	TR	0.87	22.3	C	TR	1.00	39.7	D	TR	1.03	97.7	F	TR	0.94	52.5	D
		INTERSECTION			28.2	C			35.8	D			82.7	F			46.1	D
Eighth Avenue @ 42nd Street	9673	EB	LT	0.76	23.6	C	DefL	0.50	19.0	B	LT	0.73	22.6	C	DefL	0.49	18.1	B
							T	0.43	15.4	B					T	0.37	14.6	B
		WB	T	0.48	26.2	C	TR	0.58	27.8	C	T	0.52	27.0	C	TR	0.36	24.2	C
		NB	L	0.34	28.1	C	L	0.24	18.7	B	L	0.58	43.3	D	L	0.29	19.5	B
			LT	0.80	25.3	C	LT	0.75	23.9	C	LT	0.77	24.2	C	LT	0.65	21.7	C
			R	0.48	24.8	C	R	0.45	23.8	C	R	0.40	22.3	C	R	0.48	23.2	C
		INTERSECTION			25.0	C			22.8	C			24.5	C			20.6	C
Ninth Avenue @ 23rd Street	28199	EB	TR	0.96	61.7	E	TR	0.80	42.4	D	TR	0.77	39.8	D	TR	0.87	47.2	D
		WB	LT	0.92	43.6	D	LT	0.87	36.6	D	LT	0.71	26.5	C	LT	0.68	25.9	C
		SB	L	0.65	30.2	C	L	0.62	27.0	C	L	0.59	27.2	C	L	0.69	30.8	C
			TR	0.97	42.4	D	TR	0.99	44.9	D	TR	0.72	23.2	C	TR	1.07	118.6	F
		INTERSECTION			45.4	D			41.0	D			26.7	C			82.0	F
Ninth Avenue @ 26th Street	28202	EB	TR	0.46	18.8	B	TR	0.38	17.6	B	TR	0.42	18.2	B	TR	0.68	25.7	D
		SB	L	0.47	18.2	B	L	0.51	19.0	B	L	0.37	16.3	B	L	0.49	19.4	B
			T	0.98	37.3	D	T	0.98	36.5	D	T	0.64	17.6	B	T	1.01	84.7	F
		INTERSECTION			31.8	C			31.3	C			17.6	B			69.9	E
Ninth Avenue @ 28th Street	21609	EB	TR	1.27	410.4	F	TR	1.12	340.6	F	TR	1.02	143.4	F	TR	0.96	57.4	E
		SB	L	0.57	17.9	B	L	0.76	26.2	C	L	0.80	31.4	C	L	0.53	18.0	B
			T	0.97	32.0	C	T	0.96	30.7	C	T	0.61	14.9	B	T	0.99	36.3	D
		INTERSECTION			111.4	F			90.4	F			42.0	D			38.5	D

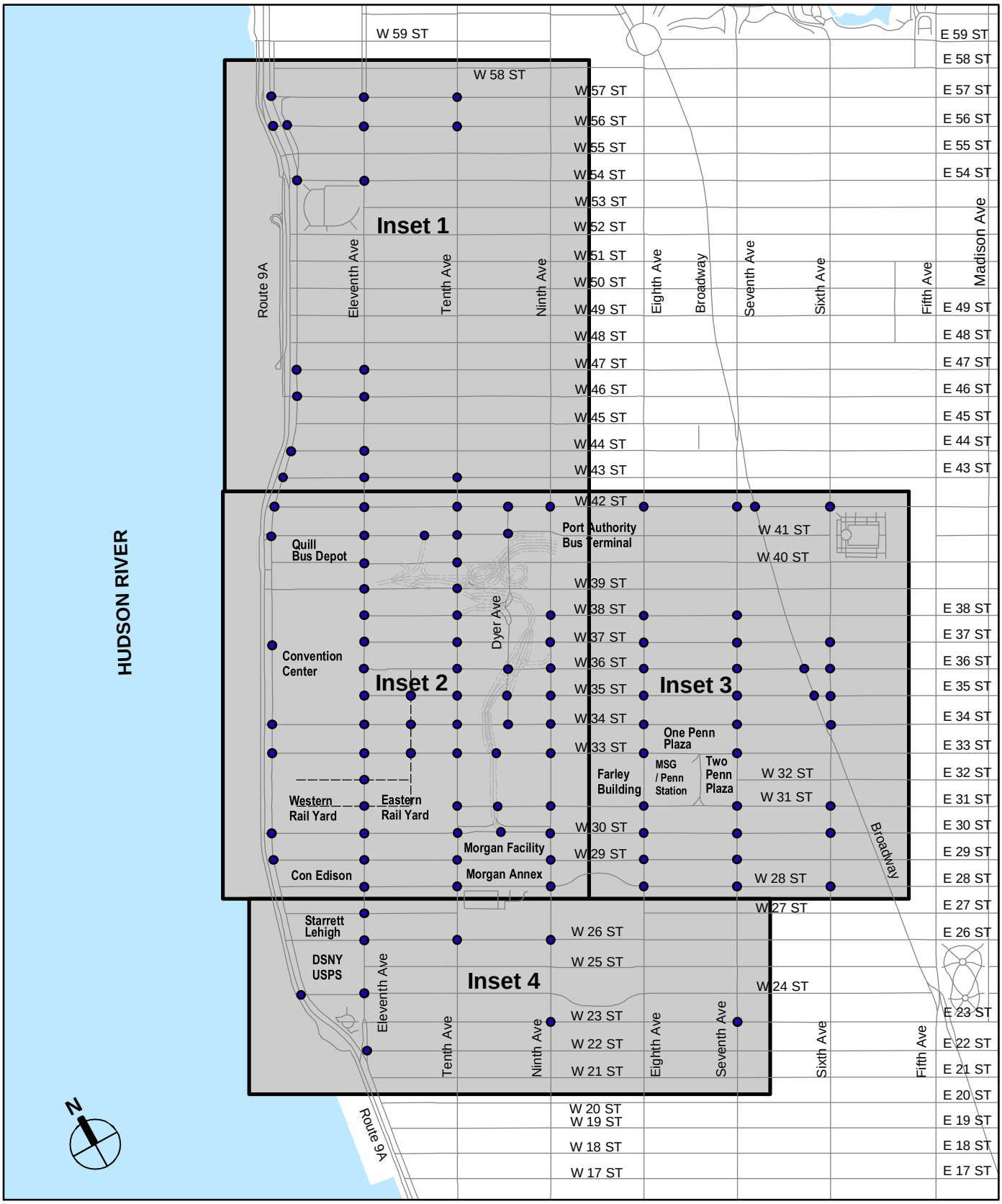
			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
Ninth Avenue @ 29th Street	9761	WB	LT	0.62	24.9	C	LT	0.77	29.5	C	LT	0.82	32.0	C	LT	0.76	28.9	C
		SB	TR	1.14	139.3	F	TR	1.14	137.6	F	TR	0.80	16.9	B	TR	1.02	90.8	F
		INTERSECTION			112.7	F			109.4	F			21.3	C			73.7	E
Ninth Avenue @ 30th Street	9760	EB	TR	1.31	515.9	F	TR	1.23	515.6	F	TR	1.11	429.8	F	TR	0.95	50.4	D
		SB	L	1.62	428.7	F	L	2.10	655.6	F	L	2.37	767.4	F	L	1.87	543.4	F
			T	0.68	13.7	B	T	0.92	23.8	C	T	0.88	20.4	C	T	0.82	17.6	B
		INTERSECTION			252.4	F			274.7	F			276.8	F			105.5	F
Ninth Avenue @ 31st Street	9759	WB	LTR	0.94	47.4	D	LTR	1.03	176.2	F	LTR	1.49	519.3	F	LTR	1.05	256.2	F
		SB	TR	0.80	13.4	B	TR	0.83	14.2	B	TR	0.81	13.4	B	TR	0.73	11.6	B
		INTERSECTION			22.8	C			58.6	E			197.3	F			86.1	F
Ninth Avenue @ 33rd Street	9078	WB	LT	1.13	396.4	F	LT	1.60	589.5	F	LT	1.83	665.2	F	LT	1.65	651.8	F
		SB	TR	0.94	20.4	C	TR	0.90	17.5	B	TR	0.73	11.4	B	TR	0.78	12.7	B
		INTERSECTION			81.5	F			143.4	F			178.4	F			147.5	F
Ninth Avenue @ 34th Street	9079	EB	T	0.98	69.0	E	T	0.88	51.4	D	T	0.68	34.0	C	TR	0.93	49.1	D
			R	2.04	776.4	F	R	1.48	548.6	F	R	2.04	753.1	F				
		WB	DefL	0.91	65.8	E	LT	0.87	32.0	C	LT	1.11	343.1	F	DefL	0.77	34.1	C
			T	0.56	19.1	B									T	0.30	13.8	B
		SB	LTR	1.28	225.2	F	LTR	1.20	185.5	F	LTR	1.38	271.3	F	LTR	0.97	38.4	D
		INTERSECTION			233.2	F			166.8	F			319.2	F			36.9	D
Ninth Avenue @ 35th Street	9080	WB	LT	1.65	618.6	F	LT	1.36	489.8	F	LT	1.67	632.3	F	LT	1.08	347.8	F
		SB	TR	0.79	20.1	C	TR	0.76	12.3	B	TR	0.76	18.2	B	TR	0.60	9.9	A
		INTERSECTION			163.4	F			113.2	F			166.0	F			81.1	F
Ninth Avenue @ 36th Street	9067	EB	TR	1.14	195.9	F	TR	0.93	99.0	F	TR	1.26	238.3	F	TR	1.09	174.7	F
		SB	LT	1.13	123.5	F	LT	1.07	99.2	F	LT	1.02	82.9	F	LT	0.85	22.0	C
		INTERSECTION			145.2	F			99.1	F			137.3	F			72.3	E
Ninth Avenue @ 37th Street	9068	WB	LT	0.91	47.3	D	LT	0.93	52.3	D	LT	1.19	470.1	F	LT	0.95	53.2	D
		SB	TR	0.71	22.1	C	TR	0.72	16.4	B	T	0.88	23.4	C	TR	0.68	15.7	B
											TR (LnT)	1.21	253.4	F				
		INTERSECTION			27.7	C			24.1	C			185.4	F			24.6	C
Ninth Avenue @ 38th Street	9044	EB	TR	1.21	485.4	F	TR	0.93	48.9	D	TR	0.65	30.1	C	TR	0.74	32.7	C
		SB	LT	0.63	10.1	B	LT	0.65	10.4	B	LT	0.87	16.5	B	LT	0.64	10.0	B
											T (LnT)	1.16	238.7	F				
		INTERSECTION			138.0	F			19.0	B			64.2	E			14.3	B
Ninth Avenue @ 42nd Street	9069	EB	TR	0.88	42.0	D	TR	0.63	160.9	F	TR	0.80	35.8	D	TR	0.60	27.8	C
		WB	DefL	1.13	619.4	F	DefL	1.17	763.6	F	DefL	1.42	833.3	F	DefL	1.06	319.8	F
			T	0.46	21.0	C	T	0.36	18.6	B	T	0.48	21.3	C	T	0.24	17.1	B
		SB	LTR	1.11	146.8	F	LTR	1.21	187.4	F	LTR	1.18	173.9	F	LTR	0.94	34.4	C
		INTERSECTION			137.5	F			196.3	F			184.0	F			50.8	D
Hudson Boulevard NB @ 33rd Street	99022	WB	TR	0.91	28.0	C	TR	1.00	45.9	D	TR	0.93	32.1	C	TR	0.81	24.5	C
		NB	LT	0.10	30.9	C	LT	0.32	42.6	D	LT	0.19	30.2	C	LT	0.13	23.7	C
		INTERSECTION			28.0	C			45.8	D			32.1	C			24.5	C
Hudson Boulevard SB @ 33rd Street	6033	WB	LT	0.86	22.0	C	LT	0.94	30.8	C	LT	0.93	32.4	C	LT	0.81	24.6	C
		INTERSECTION			22.0	C			30.8	C			32.4	C			24.6	C
Sixth Avenue @ 34th Street	21549	EB	T	0.73	21.7	C	T	0.76	24.1	C	T	0.54	15.8	B	T	0.62	53.5	D
		WB	TR	0.63	16.7	B	TR	0.57	15.3	B	TR	0.61	15.9	B	TR	0.49	13.8	B
		NB	T	1.46	335.6	F	T	1.20	214.3	F	T	1.30	258.4	F	T	1.30	257.6	F
		SB	T	1.64	505.2	F	T	1.54	461.4	F	T	1.81	579.6	F	T	1.36	384.1	F
		INTERSECTION			248.2	F			180.1	F			226.5	F			194.7	F

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**	**Movt.**	**V/C Ratio**	**Delay Sec/Veh**	**LOS**
Broadway @ 35th Street	9738	WB	L	0.12	20.9	C	L	0.09	20.6	C	L	0.11	20.9	C	L	0.22	22.6	C
			T	1.71	373.9	F	T	1.37	225.6	F	T	1.59	321.5	F	T	1.22	164.7	F
		SB	T	0.35	8.6	A	T	0.33	10.4	B	T	0.39	8.9	A	T	0.27	8.0	A
			R	0.52	14.8	B	R	0.35	10.9	B	R	0.44	12.9	B	R	0.47	13.9	B
	INTERSECTION				190.2	F			112.7	F			156.5	F			83.3	F
Broadway @ 36th Street	9737	EB	TR	0.83	30.4	C	TR	0.87	33.1	C	TR	0.99	51.4	D	TR	0.78	27.6	C
		SB	L	0.32	35.4	D	L	0.59	43.4	D	L	0.58	42.8	D	L	0.38	36.9	D
			T	0.48	15.4	B	T	0.40	14.4	B	T	0.48	15.4	B	T	0.37	14.1	B
	INTERSECTION				24.4	C			27.8	C			38.2	D			23.5	C
Broadway @ 42nd Street	9731	EB	T	0.49	21.8	C	TR	0.31	16.6	B	T	0.54	22.5	C	TR	0.31	16.5	B
		WB	DefL	1.39	674.9	F	DefL	0.79	44.3	D	LT	0.75	29.6	C	DefL	0.76	40.9	D
			T	0.73	30.4	C	T	0.44	18.4	B					T	0.31	16.8	B
		SB	L	0.55	17.8	B	L	0.75	30.7	C	L	0.43	14.9	B	L	0.70	27.6	C
			T	0.67	16.0	B	T	0.65	18.9	B	T	0.60	14.7	B	T	0.64	18.6	B
	INTERSECTION				91.0	F			21.5	C			20.7	C			20.6	C
Cardinal Stepanic Place @ 41st Street	12232	EB	T	0.03	36.1	D	T	0.03	36.0	D	T	0.03	36.1	D	T	0.03	36.0	D
		WB	L	0.39	4.2	A	L	0.39	4.3	A	L	0.45	5.0	A	L	0.41	4.4	A
			LT	0.38	4.2	A	LT	0.38	4.1	A	LT	0.42	4.6	A	LT	0.31	3.6	A
	INTERSECTION				4.4	A			4.4	A			5.0	A			4.2	A
Dyer Ave @ 30th Street	9060	EB	L	0.14	10.3	B	L	0.22	10.9	B	L	0.39	23.1	C	L	0.23	11.0	B
			T	0.33	11.8	B	T	0.36	12.0	B	T	0.32	21.2	C	T	0.29	11.4	B
		WB	R	0.02	19.6	B	R	0.04	19.7	B	R	0.14	20.9	C	R	0.08	20.2	C
		SB	L	0.58	25.4	C	L	0.33	21.6	C	L	0.44	23.3	C	L	0.26	20.8	C
	INTERSECTION				16.7	B			14.0	B			22.3	C			13.3	B
Dyer Ave @ 31st Street	149997	WB	LTR	0.43	10.6	B	LTR	0.54	12.1	B	LTR	0.88	59.0	E	LTR	0.52	11.8	B
		NB	LT	0.28	25.5	C	LT	0.42	27.2	C	LT	0.83	45.4	D	LT	0.49	28.5	C
		SB	TR	0.69	32.8	C	TR	0.43	27.4	C	TR	0.91	50.1	D	TR	0.33	26.0	C
	INTERSECTION				22.0	C			19.3	B			53.3	D			19.1	B
Dyer Ave @ 34th Street	9081	EB	T	0.30	12.2	B	T	0.35	12.8	B	T	0.29	12.1	B	T	0.26	11.8	B
		WB	T	0.29	12.2	B	T	0.34	12.6	B	T	0.61	16.5	B	T	0.20	11.3	B
			R	0.15	8.8	A	R	0.22	9.5	A	R	2.78	1359.0	F	R	0.36	11.0	B
		SB	L	1.10	127.8	F	L	0.63	47.1	D	L	0.81	61.6	E	L	0.48	40.2	D
			LR	1.10	128.7	F	LR	0.61	47.2	D	LR	0.82	63.7	E	LR	0.52	41.6	D
			R	0.83	139.5	F	R	0.60	47.0	D	R	0.81	64.8	E	R	0.48	41.1	D
	INTERSECTION				62.3	E			21.6	C			200.7	F			19.6	B
Dyer Ave @ 35th Street	9064	WB	LTR	0.72	34.1	C	LTR	0.63	31.2	C	LTR	0.82	216.1	F	LTR	0.55	29.4	C
		NB	LT	0.07	8.0	A	LT	0.09	9.1	A	LT	0.33	26.8	C	LT	0.16	8.6	A
		SB	TR	0.87	41.7	D	TR	0.53	29.5	C	TR	0.71	33.7	C	TR	0.44	28.0	C
	INTERSECTION				36.6	D			27.4	C			97.5	F			24.1	C
Dyer Ave @ 36th Street	9066	EB	TR	0.79	99.4	F	TR	0.77	91.8	F	TR	0.84	113.1	F	TR	0.66	32.6	C
		NB	TR	0.20	26.1	C	TR	0.27	31.3	C	TR	1.69	562.7	F	TR	0.44	29.3	C
		SB	L	0.65	36.2	D	L	0.39	28.9	C	L	0.56	32.9	C	L	0.44	29.6	C
			LT	0.77	35.0	C	LT	0.47	28.3	C	LT	0.65	31.5	C	LT	0.53	29.1	C
			R	0.41	7.0	A	R	0.33	10.0	A	R	0.46	11.7	B	R	0.31	9.8	A
	INTERSECTION				46.7	D			45.8	D			152.7	F			27.5	C
Dyer Avenue @ 41st Street	9038	WB	TR	0.44	29.7	C	TR	0.61	32.8	C	L	0.28	20.7	C	TR	0.47	30.0	C
											TR	1.32	495.5	F				
		NB	L	0.39	23.8	C	L	0.41	24.3	C					L	0.59	28.6	C
			LT	0.55	23.7	C	LT	0.59	24.5	C	LT	0.31	21.1	C	LT	0.66	25.6	C
	INTERSECTION				25.8	C			27.4	C			294.2	F			27.4	C

			AM				Midday				PM				SAT			
Signalized Intersection	**Node**	**Approach**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
Dyer Avenue @ 42nd Street	9070	EB	LT	0.37	21.1	C	LT	0.51	23.5	C	LT	0.39	21.2	C	LT	0.40	21.7	C
		WB	TR	0.22	19.3	B	TR	0.48	22.8	C	TR	0.29	20.3	C	TR	0.35	20.9	C
											T (LnT)	1.57	1378.0	F				
		NB	L	0.34	10.4	B	L	0.46	12.5	B	L	0.17	9.2	A	L	0.35	10.6	B
			R	0.24	9.8	A	R	0.47	23.9	C	R	0.17	12.3	B	R	0.34	10.7	B
		INTERSECTION			15.6	B			20.8	C			96.8	F			15.9	B

			AM				Midday				PM				Saturday MD			
Unsignalized Intersection	**Node**	**Approach**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**	**Movt.**	**V/C** Ratio	**Delay** Sec/Veh	**LOS**
Twelfth Avenue @ 33rd Street	9873	WB	R	0.76	38.7	E	R	2.83	897.2	F	R	1.91	448.8	F	R	1.06	112.4	F
		INTERSECTION			-	-			-	-			-	-			-	-
Twelfth Avenue @ 47th Street	9863	WB	R	0.54	25.4	D	R	0.65	35.0	D	R	2.09	559.5	F	R	1.03	121.0	F
		INTERSECTION			-	-			-	-			-	-			-	-
Lincoln Tunnel Expressway @ 33rd Street	149998	SB	R	0.25	17.5	C	R	0.20	18.5	C	R	0.27	23.8	C	R	0.11	14.9	B
		INTERSECTION			-	-			-	-			-	-			-	-

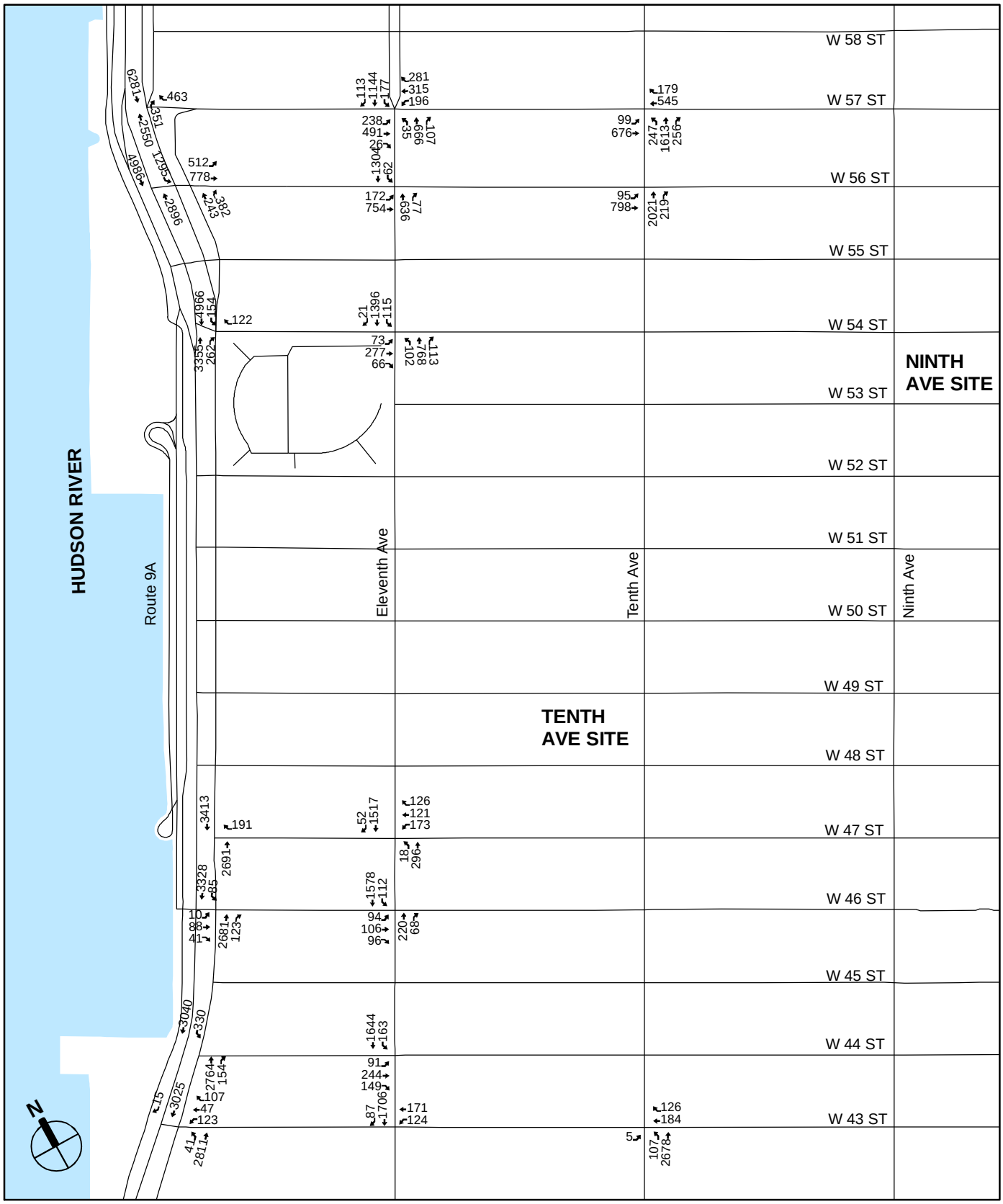
Appendix E6:
2017 Traffic Volumes



Traffic Volumes: Key Map
(Weekday AM, Midday, PM Peak Hours)

WESTERN **RAIL YARD**

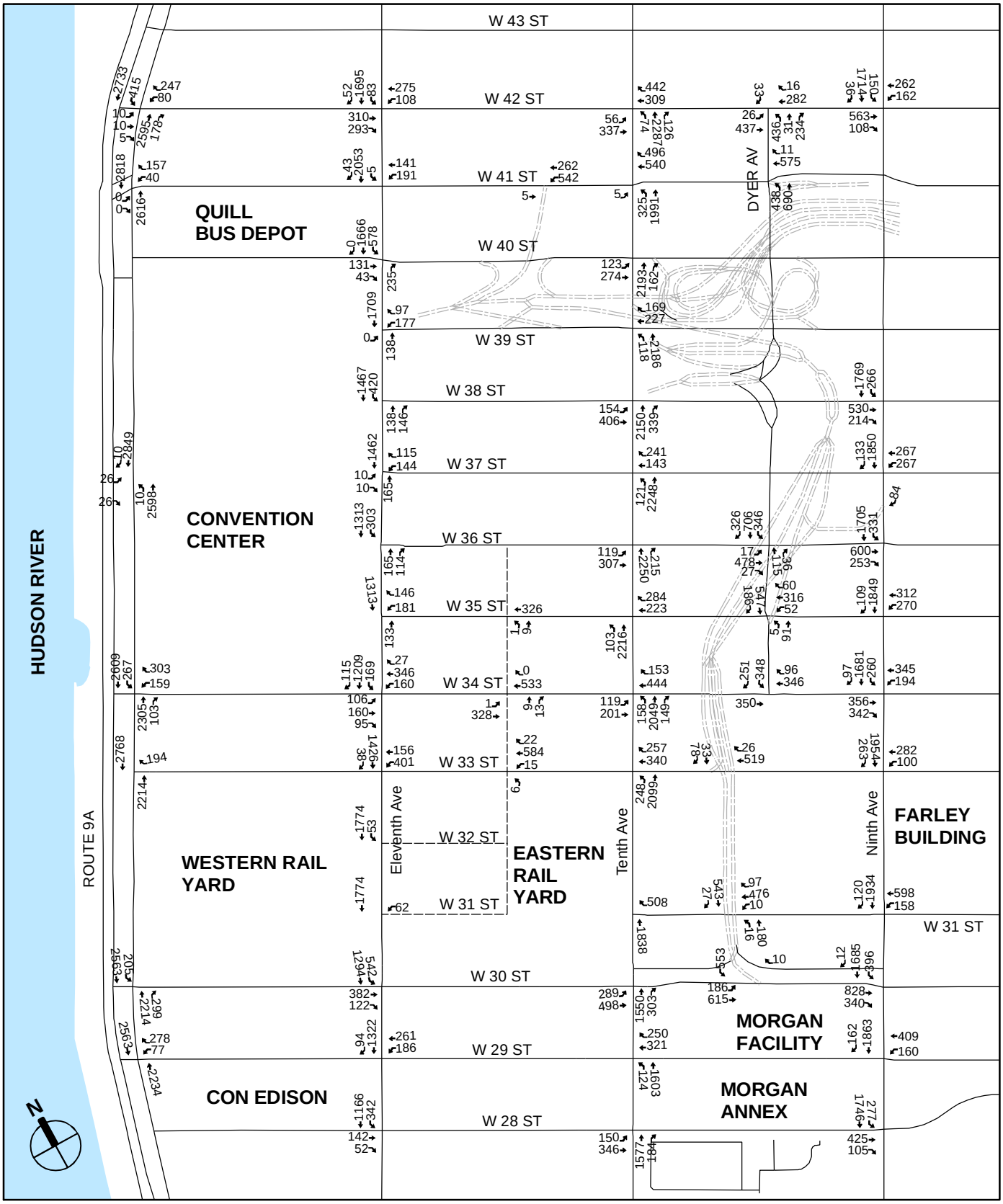
Figure E-1



2017 No Build Traffic Volumes - Inset 1
(Weekday AM Peak Hour)

WESTERN **RAIL YARD**

Figure E-2



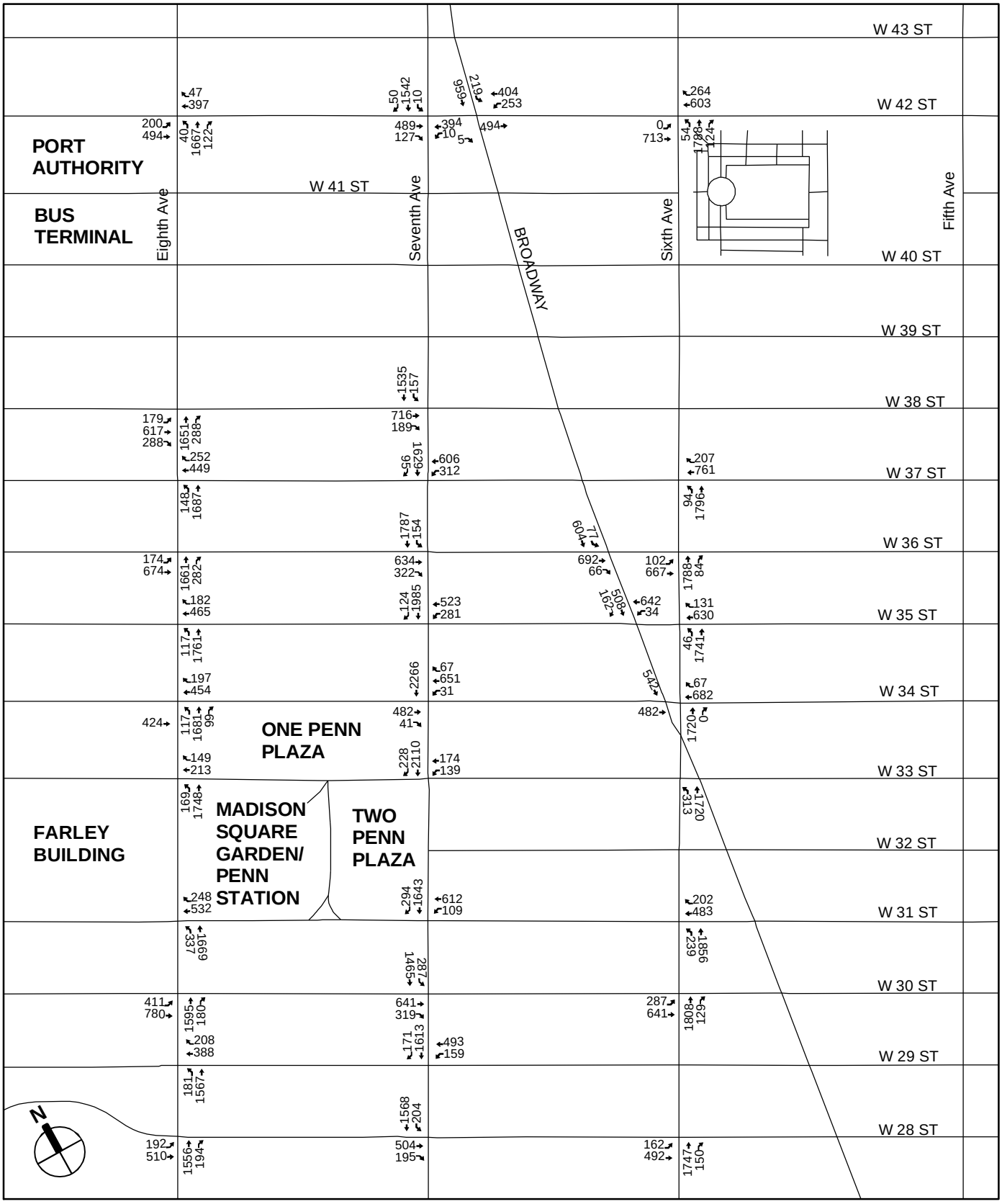
0 500 1,000 Feet

New Streets (Not to Scale)

2017 No Build Traffic Volumes - Inset 2
(Weekday AM Peak Hour)

WESTERN **RAIL YARD**

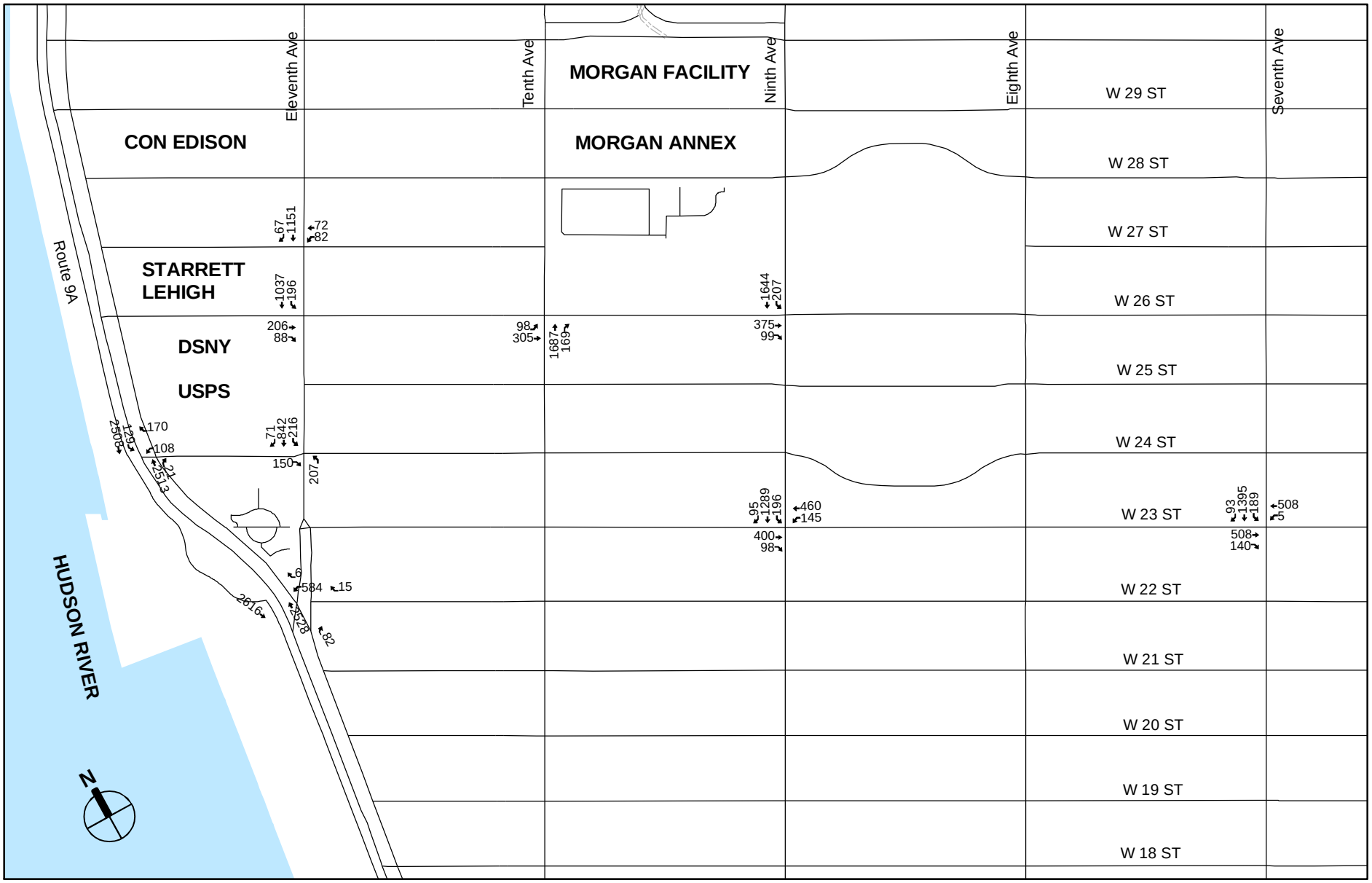
Figure E-3



2017 No Build Traffic Volumes - Inset 3
(Weekday AM Peak Hour)

WESTERN **RAIL YARD**

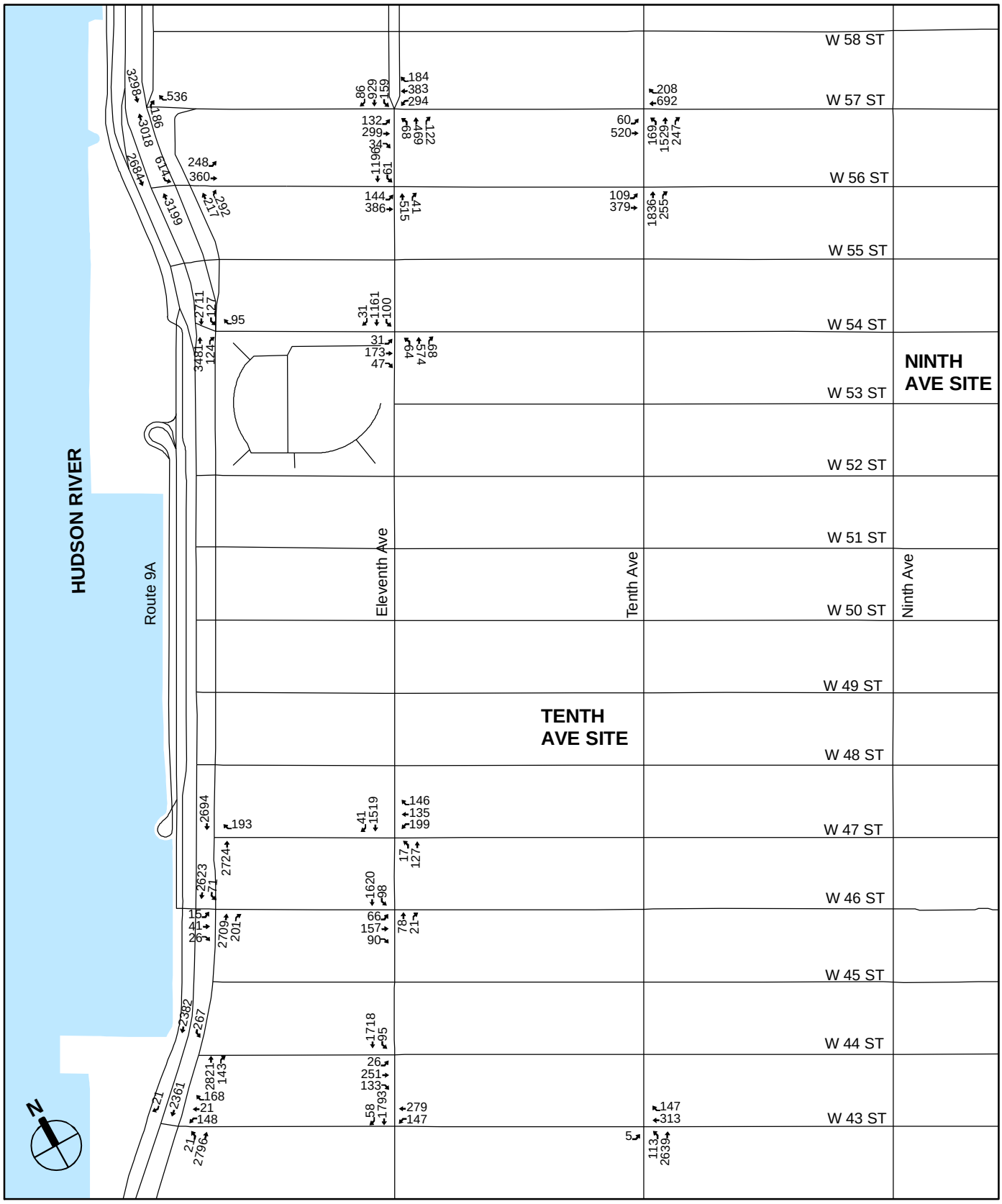
Figure E-4



2017 No Build Traffic Volumes - Inset 4
(Weekday AM Peak Hour)

WESTERN **RAIL YARD**

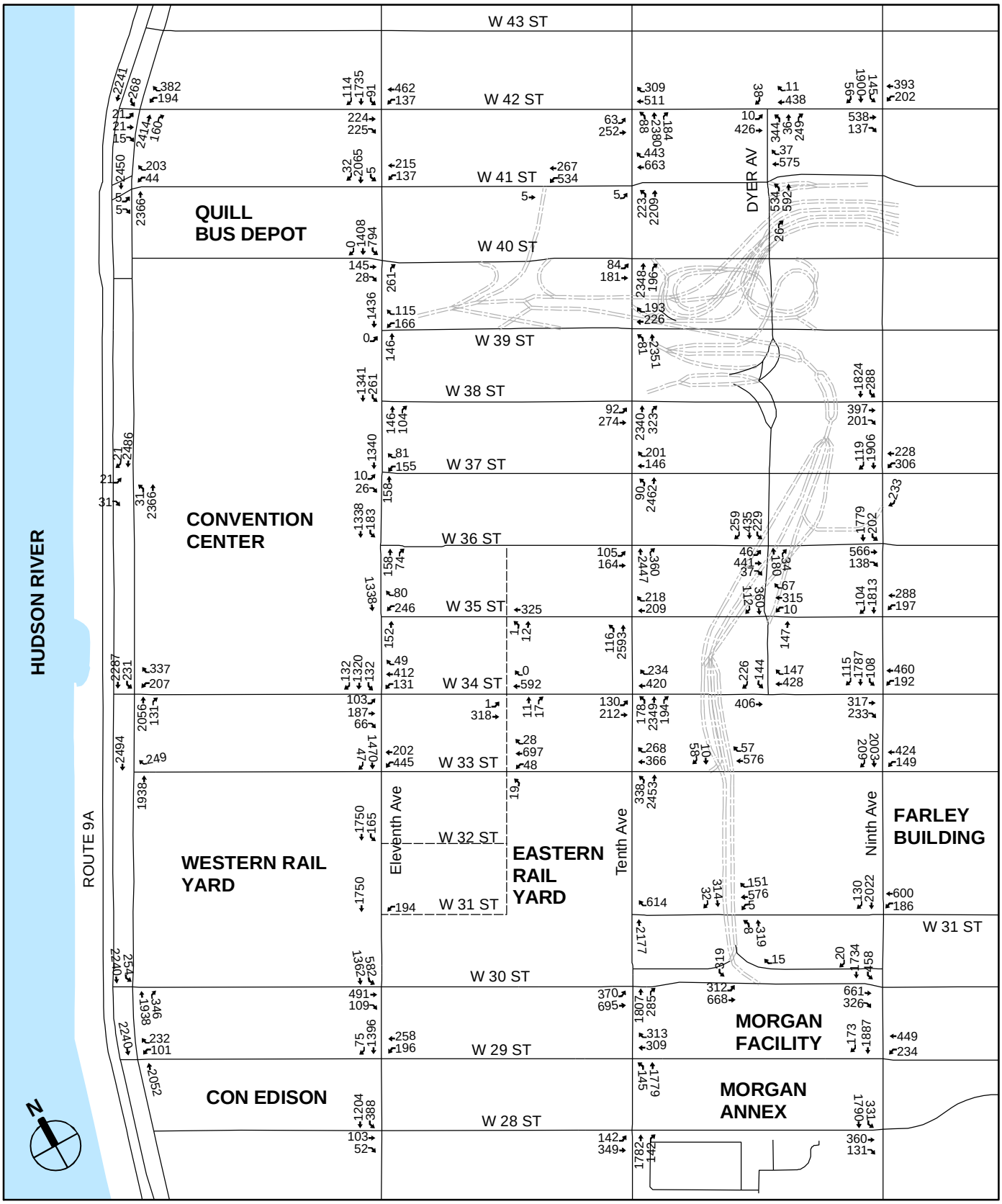
Figure E-5



2017 No Build Traffic Volumes - Inset 1
(Weekday Midday Peak Hour)

WESTERN **RAIL YARD**

Figure E-6



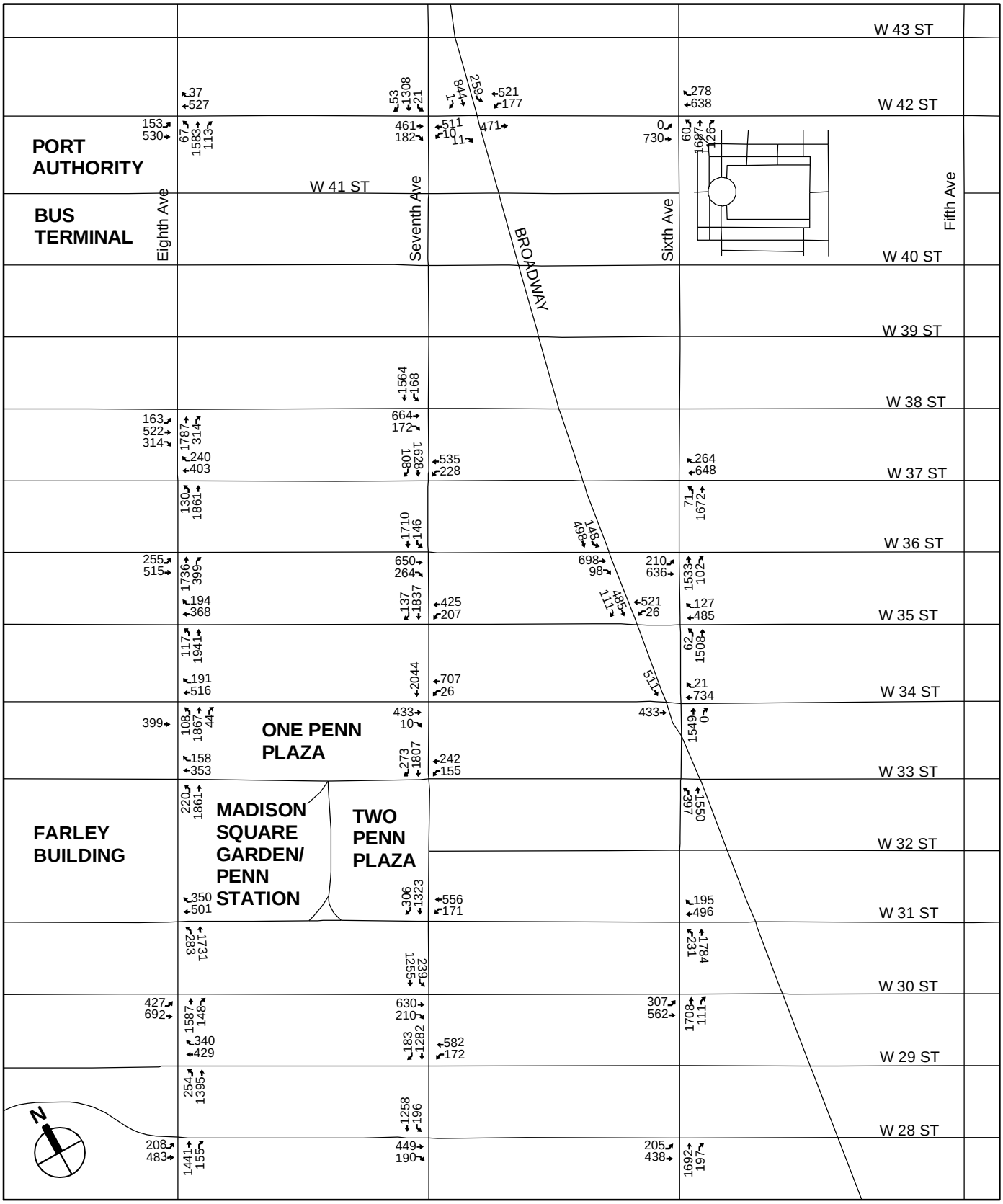
0 500 1,000 Feet

New Streets (Not to Scale)

2017 No Build Traffic Volumes - Inset 2
(Weekday Midday Peak Hour)

WESTERN **RAIL YARD**

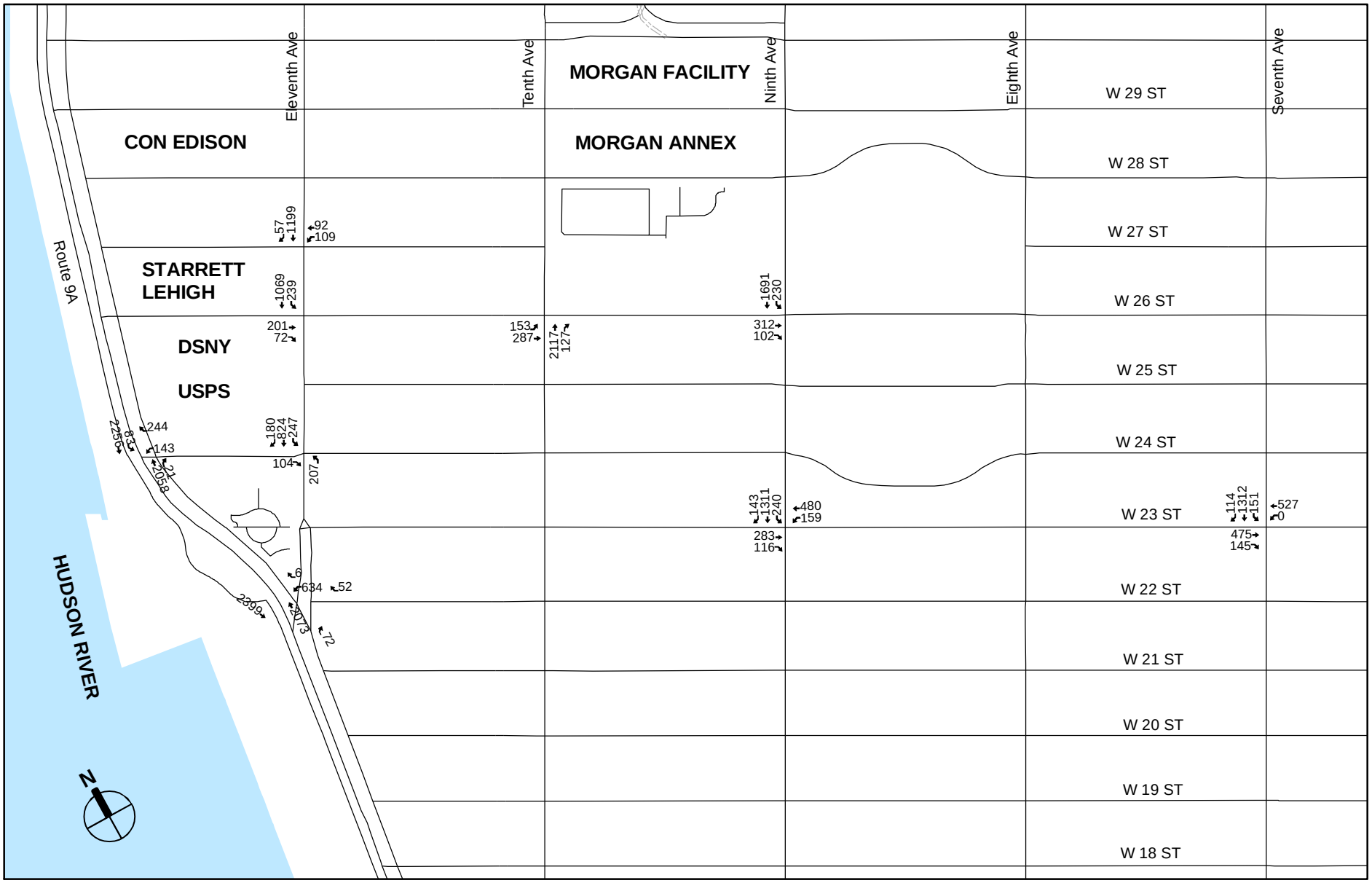
Figure E-7



2017 No Build Traffic Volumes - Inset 3
(Weekday Midday Peak Hour)

WESTERN **RAIL YARD**

Figure E-8

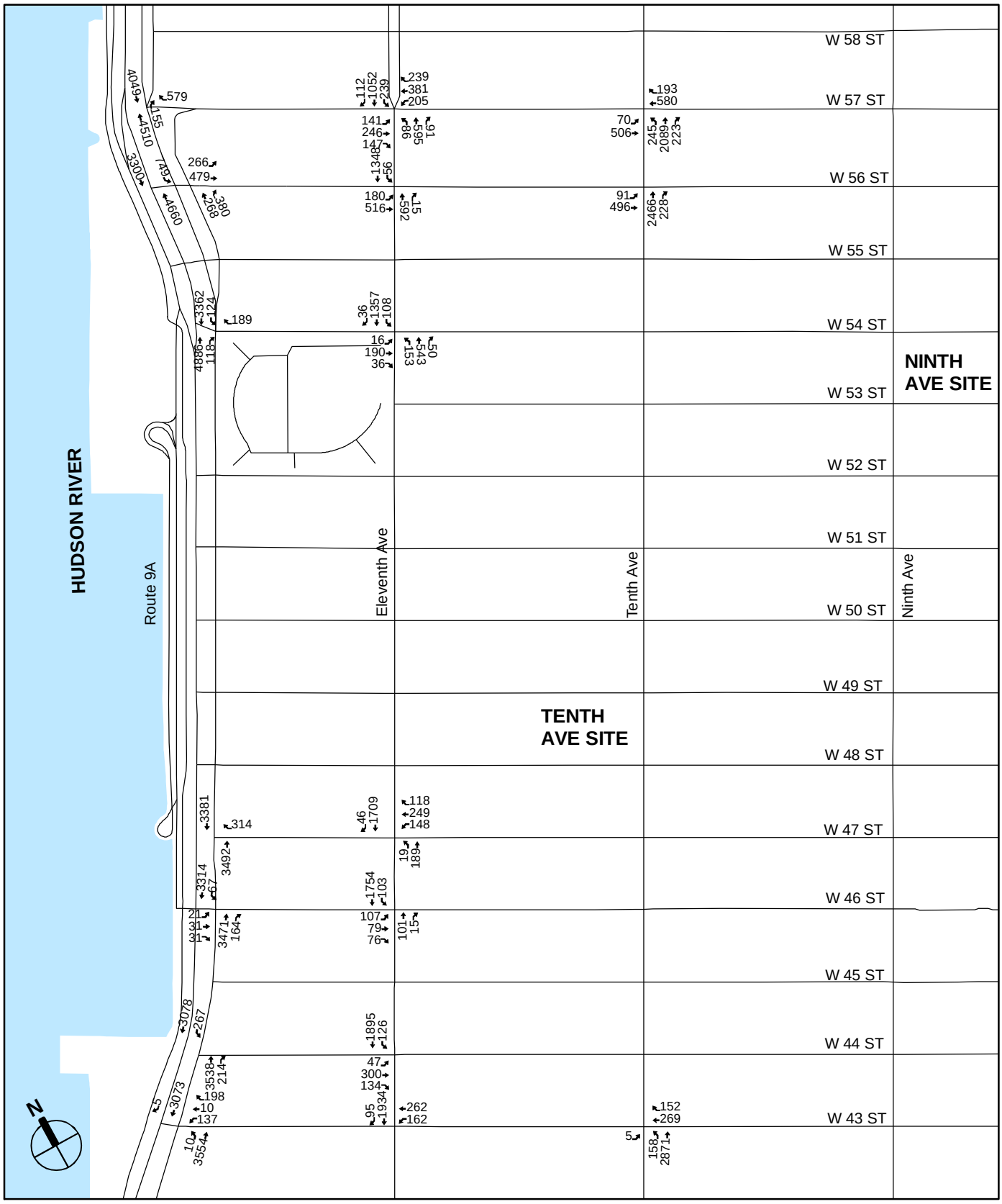


0 500 1,000 Feet

2017 No Build Traffic Volumes - Inset 4
(Weekday Midday Peak Hour)

WESTERN **RAIL YARD**

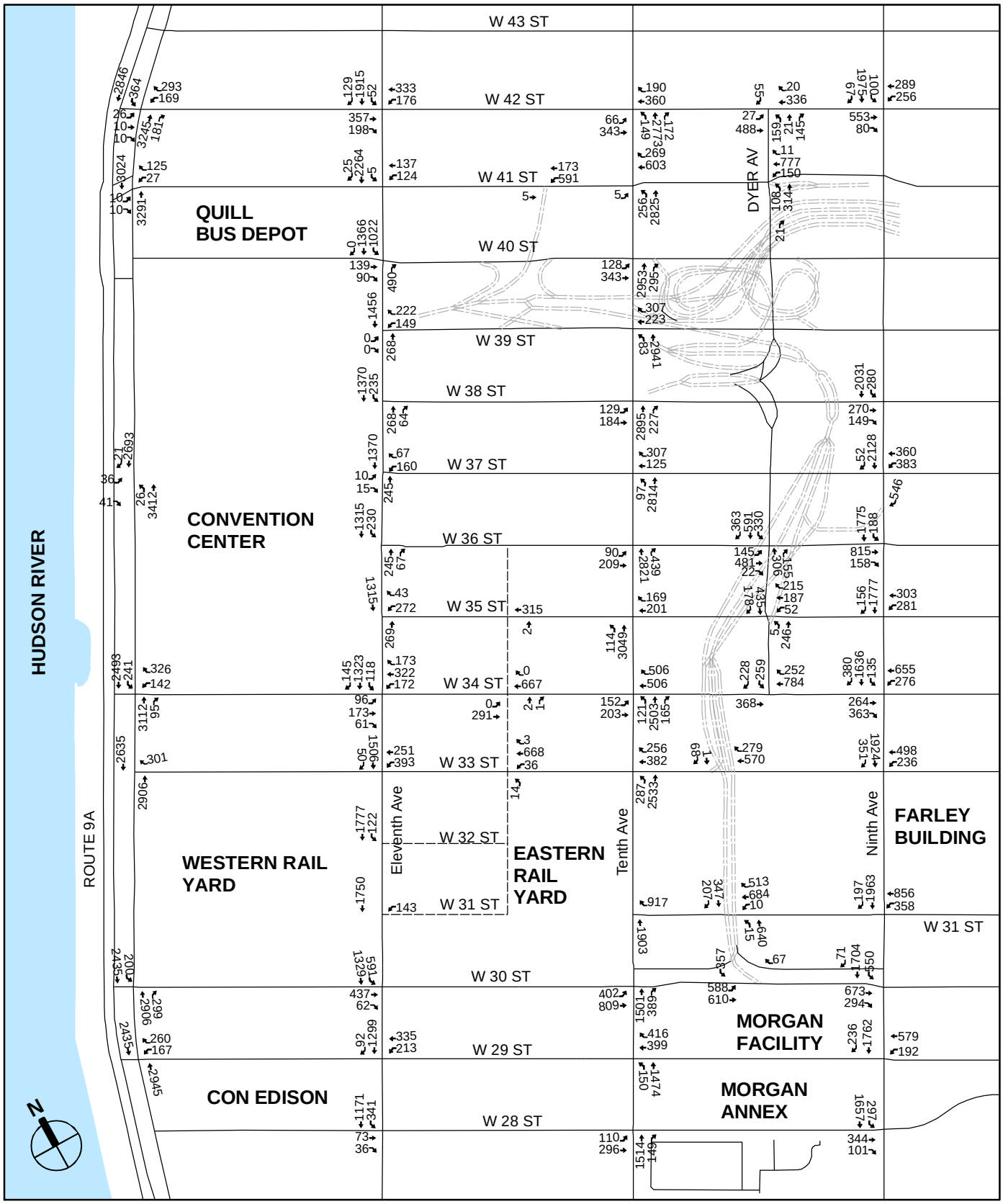
Figure E-9



2017 No Build Traffic Volumes - Inset 1
(Weekday PM Peak Hour)

WESTERN **RAIL YARD**

Figure E-10



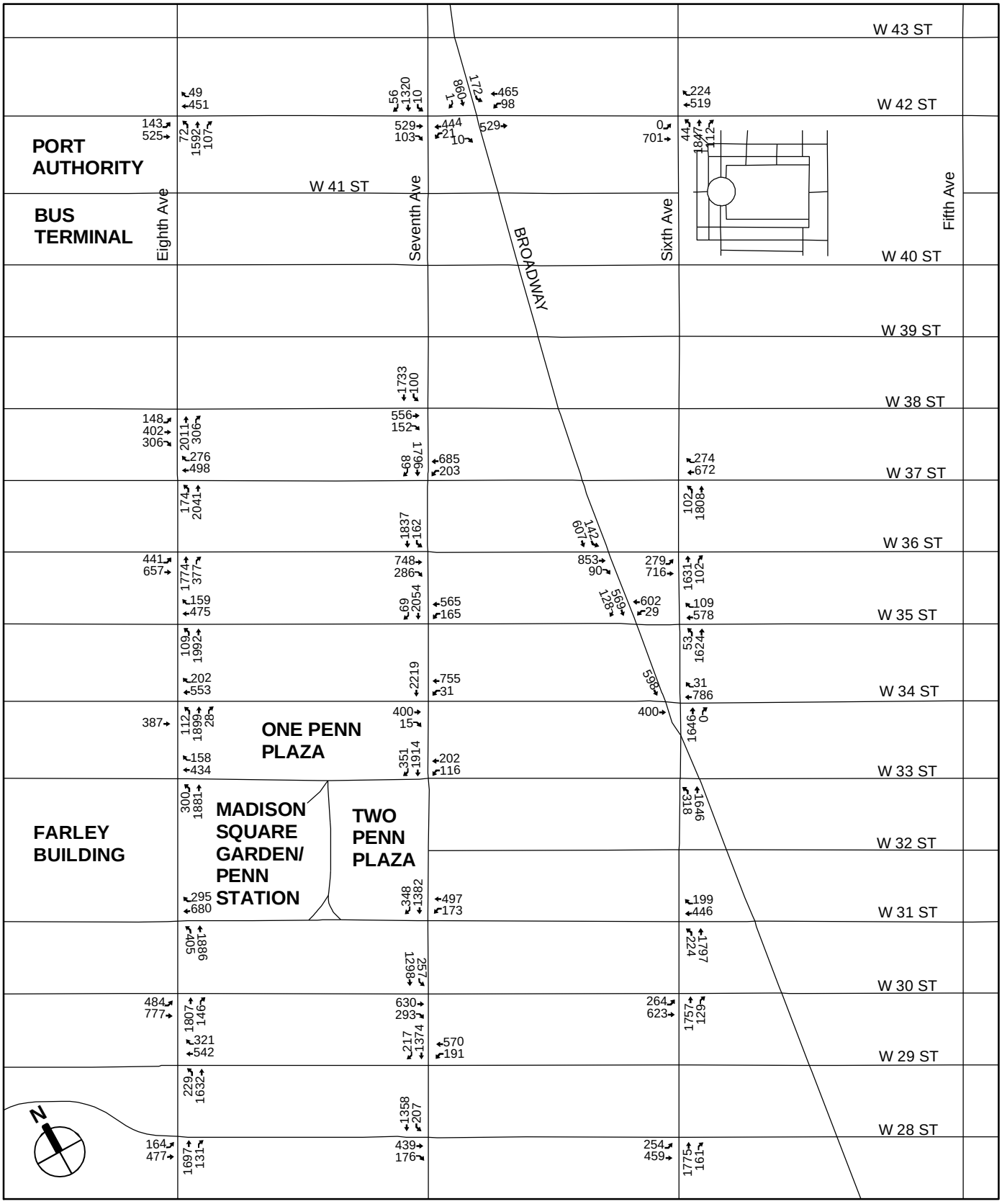
0 500 1,000 Feet

New Streets (Not to Scale)

2017 No Build Traffic Volumes - Inset 2
(Weekday PM Peak Hour)

WESTERN **RAIL YARD**

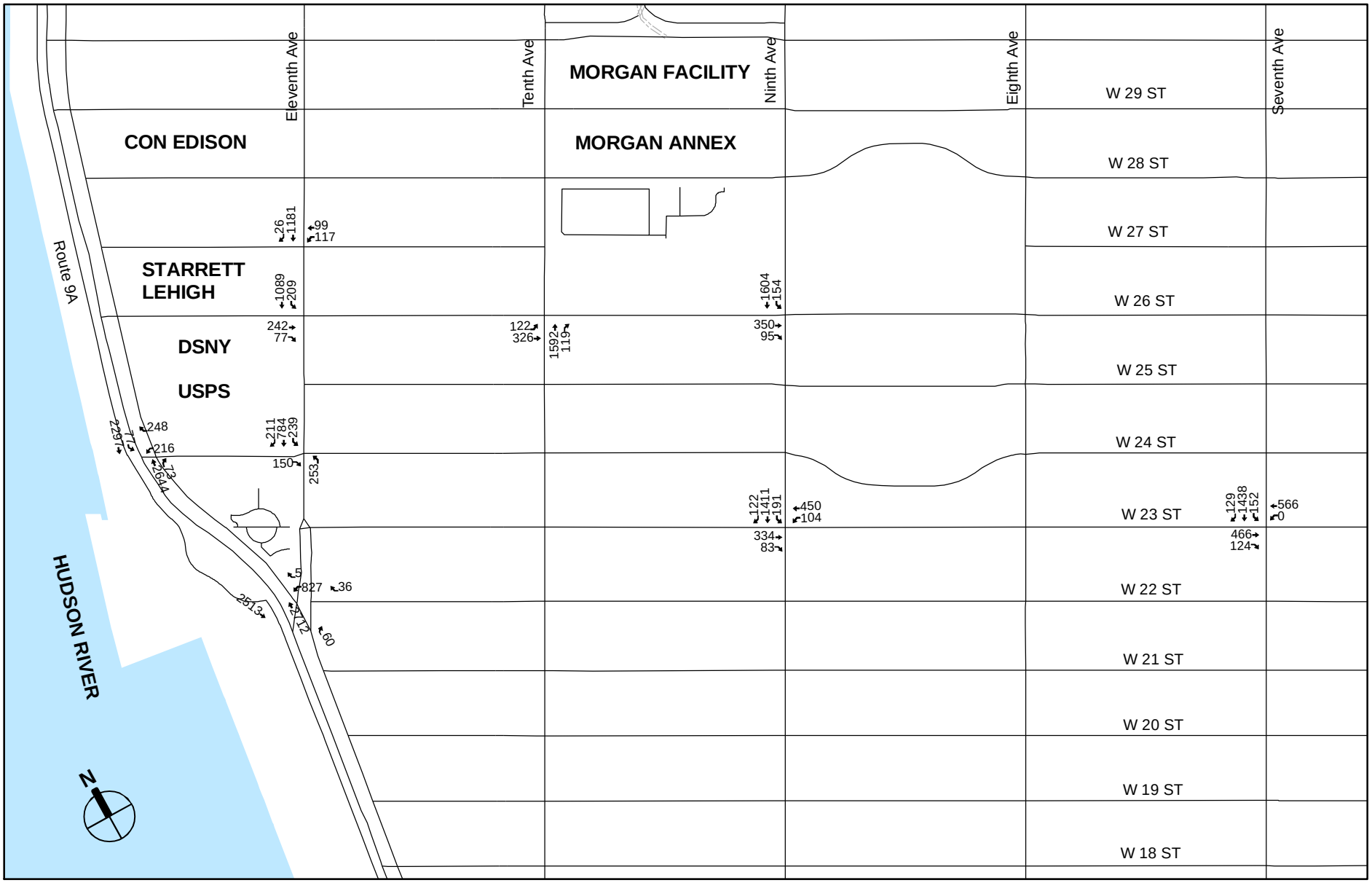
Figure E-11



2017 No Build Traffic Volumes - Inset 3
(Weekday PM Peak Hour)

WESTERN **RAIL YARD**

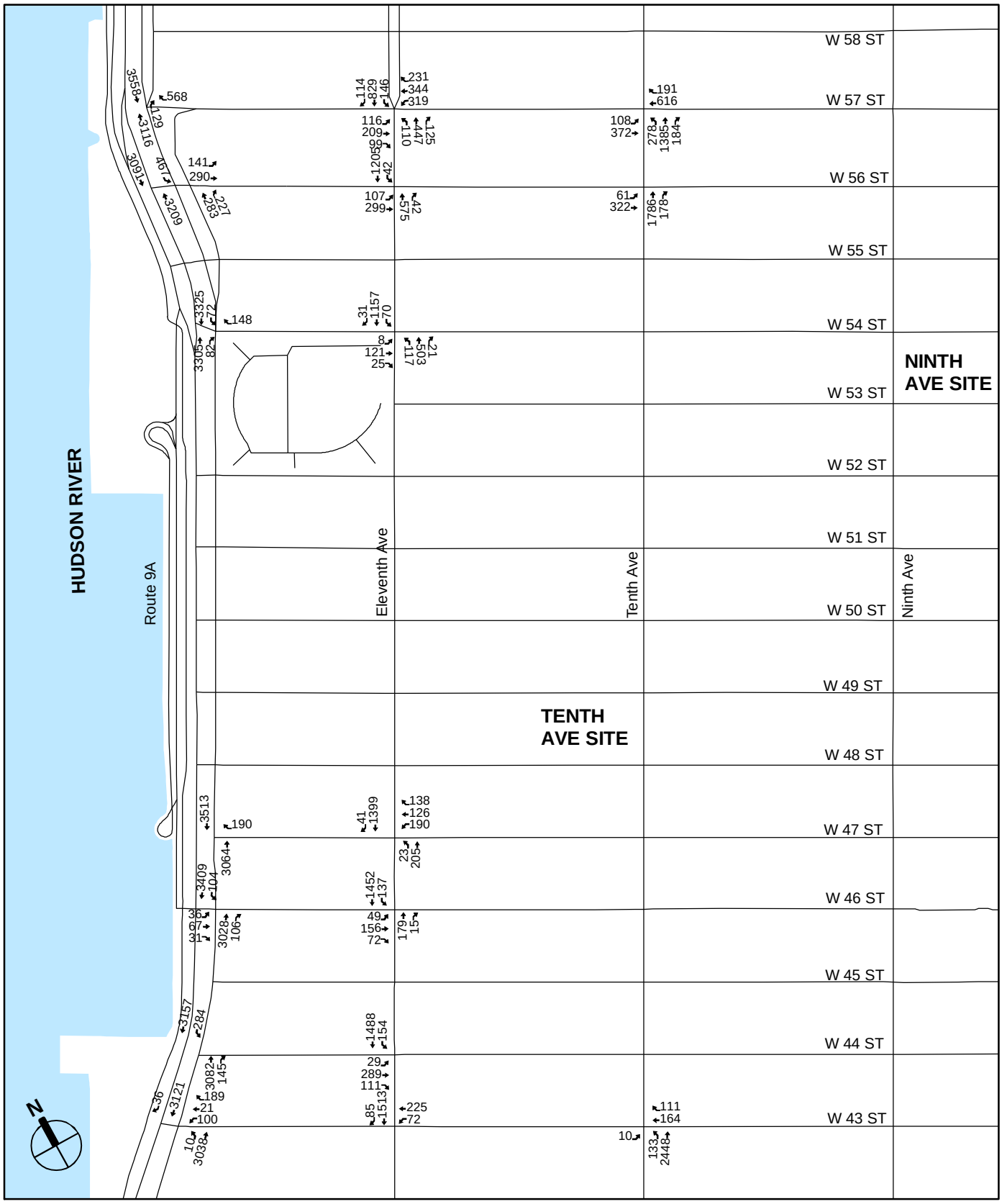
Figure E-12



2017 No Build Traffic Volumes - Inset 4
(Weekday PM Peak Hour)

WESTERN **RAIL YARD**

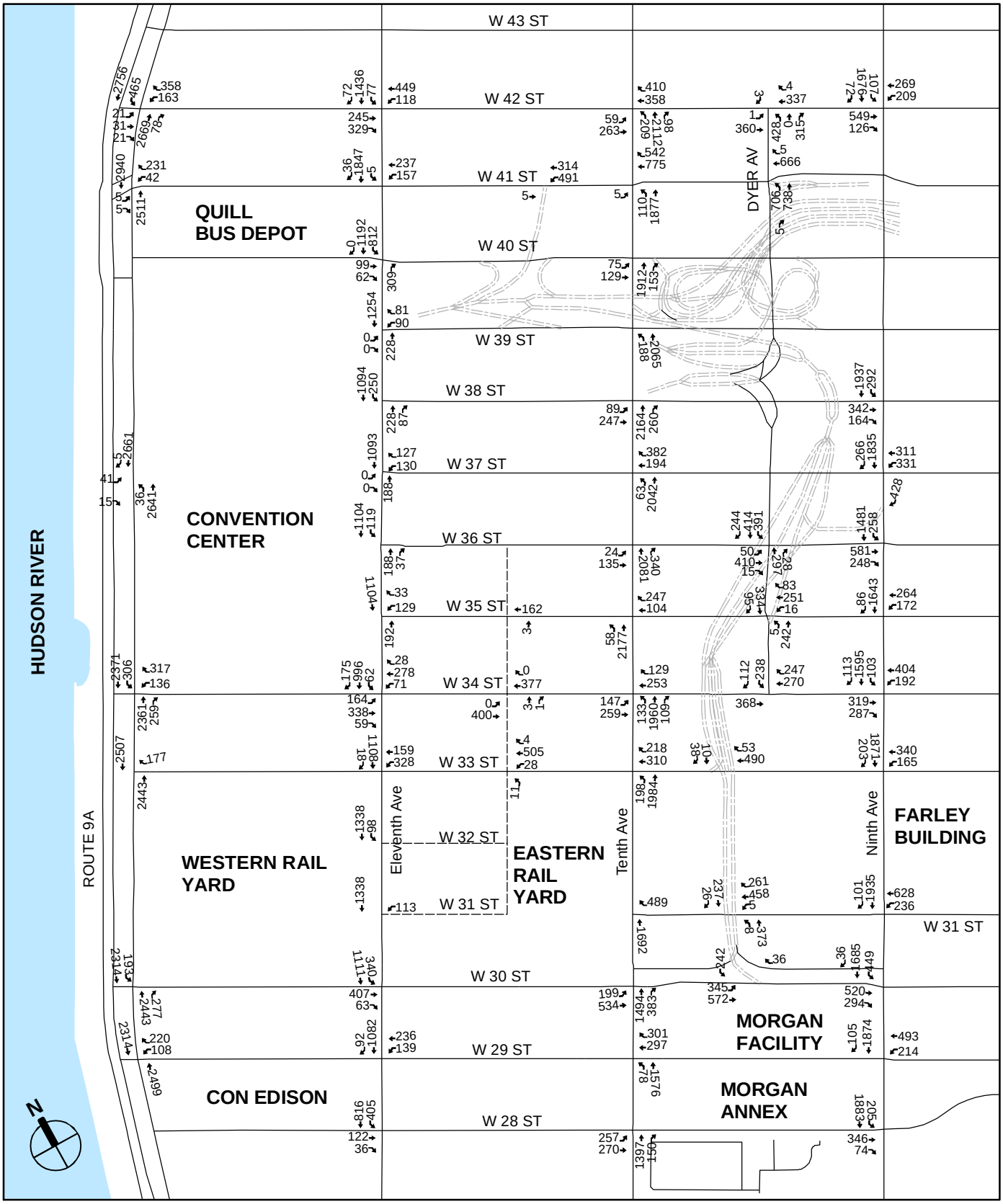
Figure E-13



2017 No Build Traffic Volumes - Inset 1
(Saturday Midday Peak Hour)

WESTERN **RAIL YARD**

Figure E-14



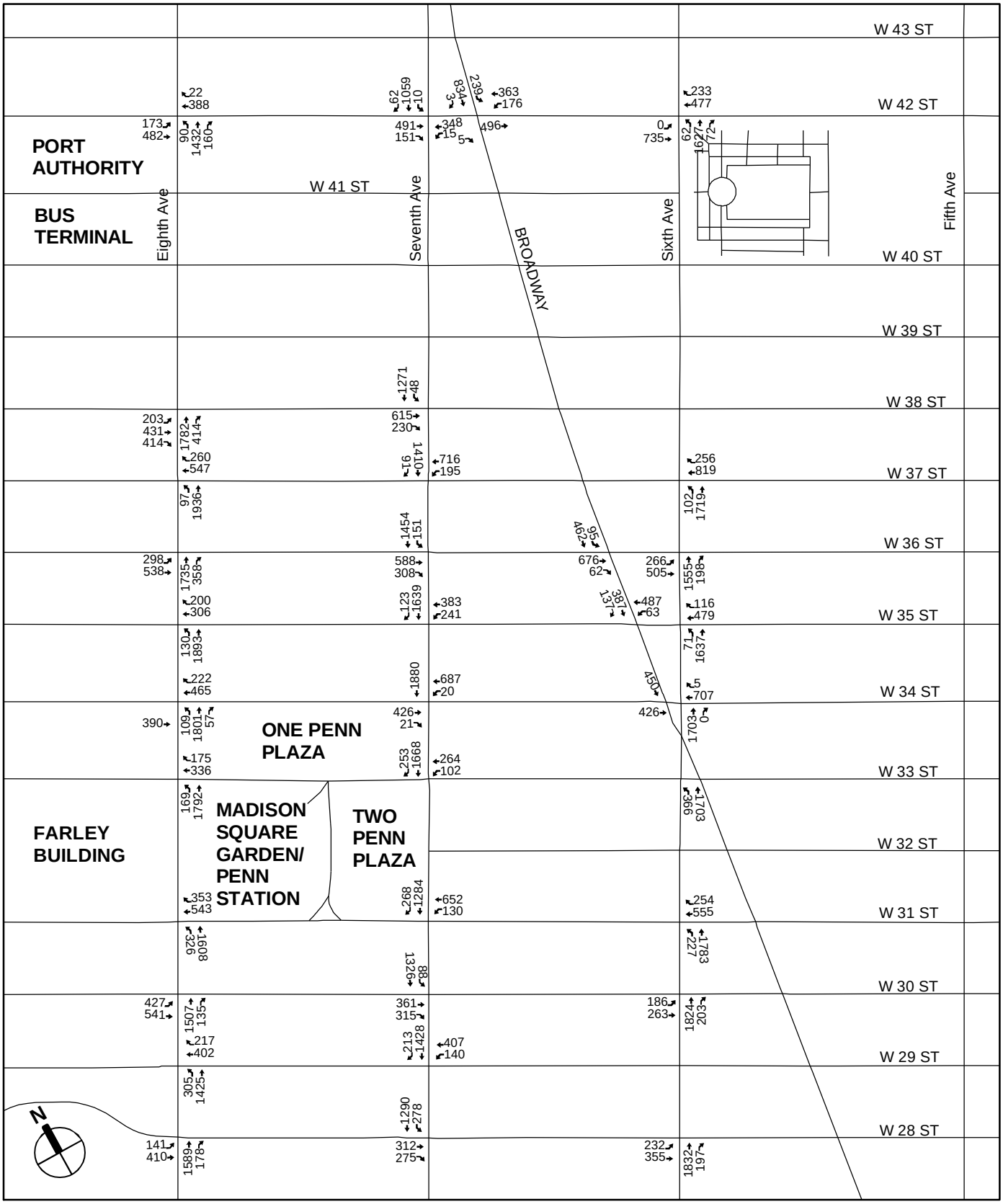
0 500 1,000 Feet

New Streets (Not to Scale)

2017 No Build Traffic Volumes - Inset 2
(Saturday Midday Peak Hour)

WESTERN **RAIL YARD**

Figure E-15

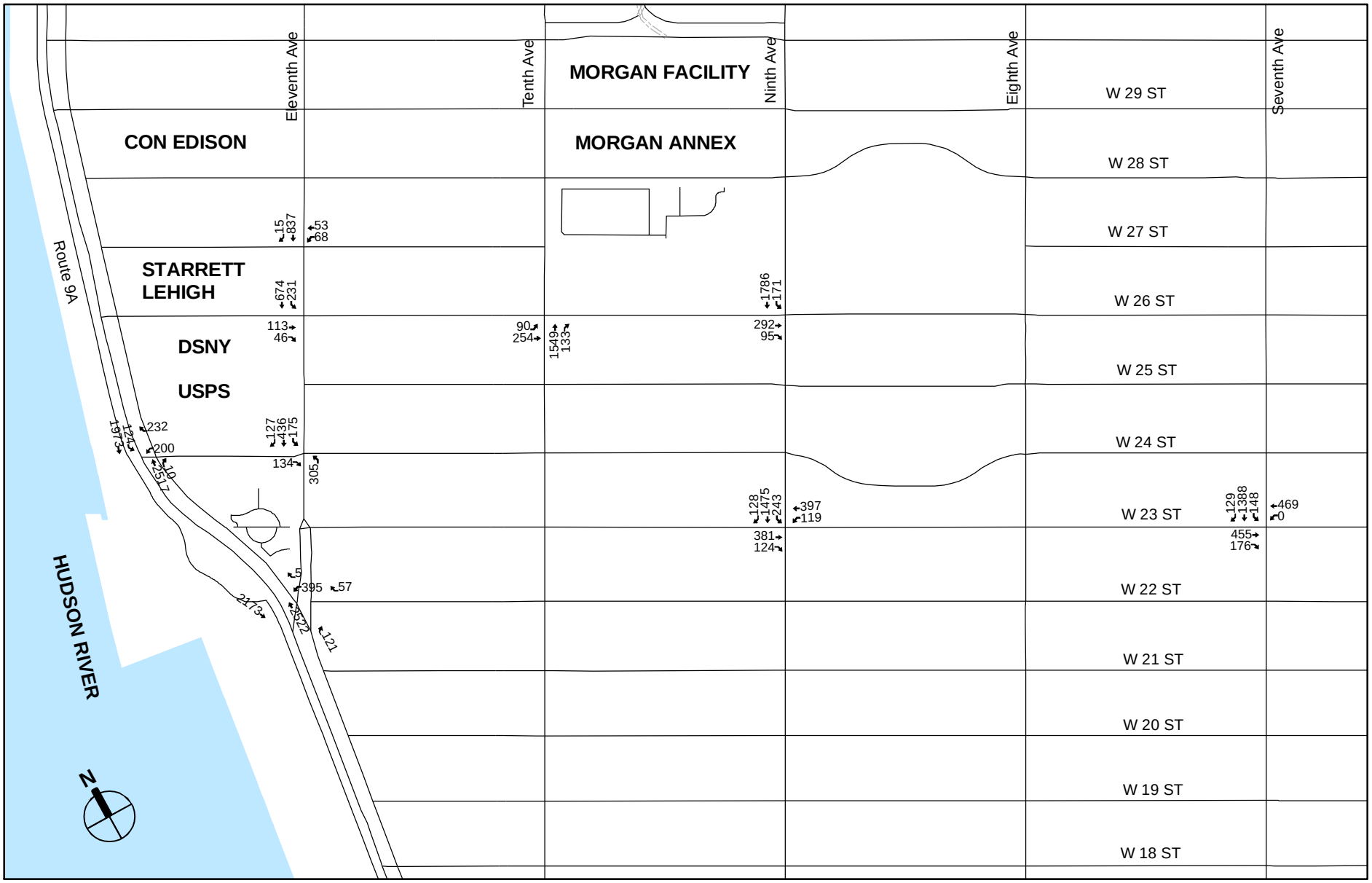


0 500 1,000 Feet

2017 No Build Traffic Volumes - Inset 3
(Saturday Midday Peak Hour)

WESTERN **RAIL YARD**

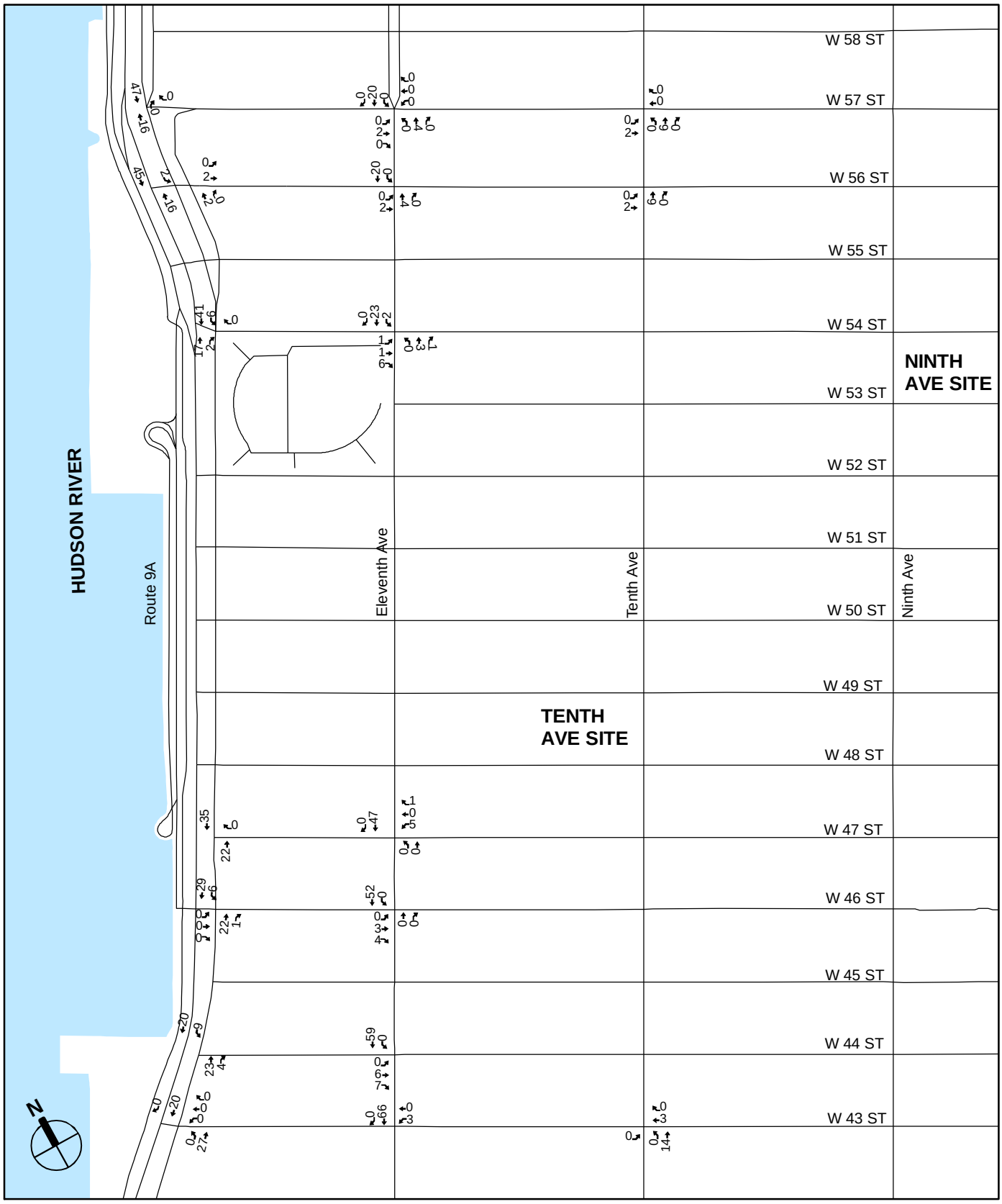
Figure E-16



2017 No Build Traffic Volumes - Inset 4
(Saturday Midday Peak Hour)

WESTERN **RAIL YARD**

Figure E-17

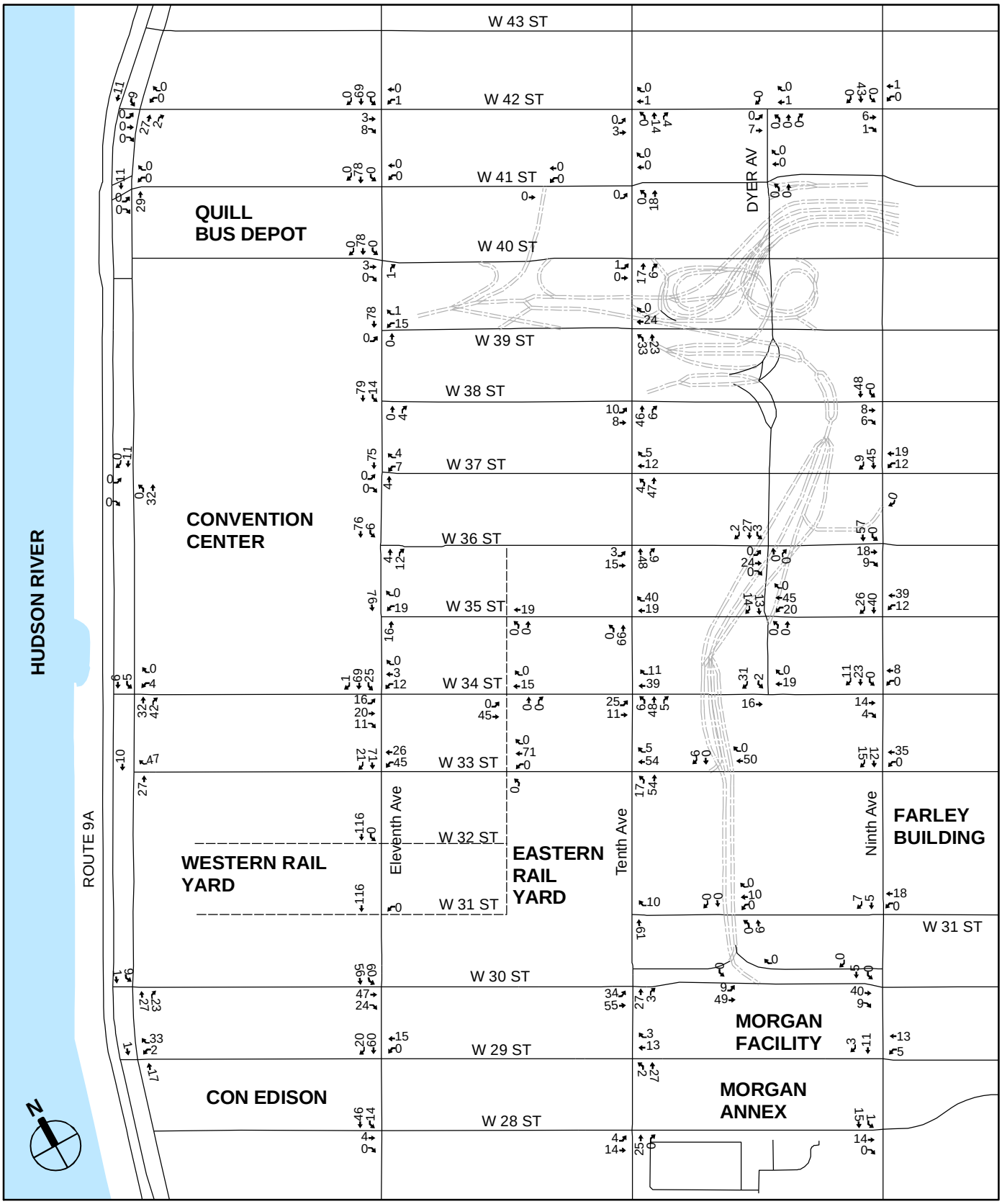


0 500 1,000 Feet

2017 Build Increment Traffic Volumes - Inset 1
(Weekday AM Peak Hour)

WESTERN **RAIL YARD**

Figure E-18



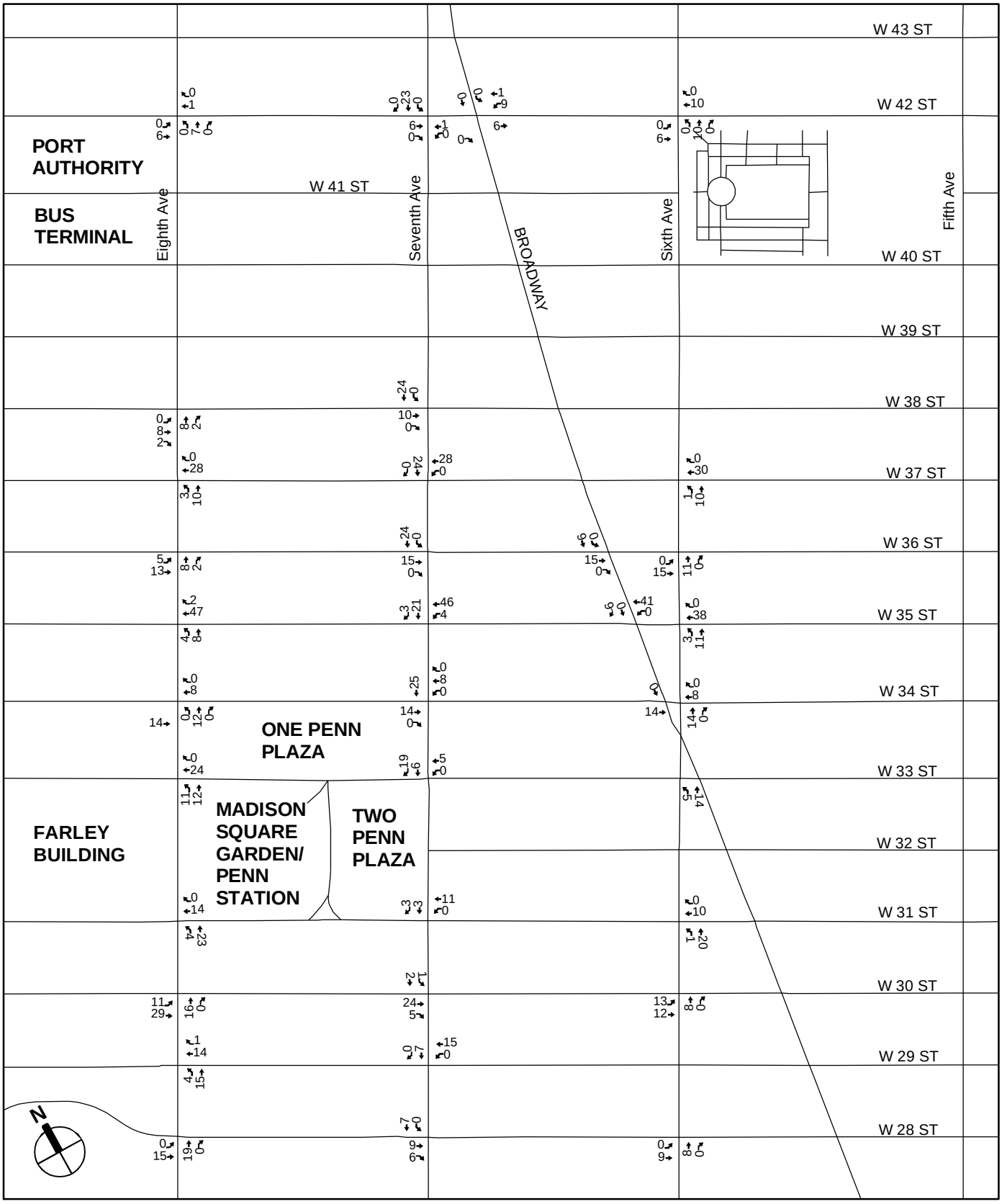
0 500 1,000 Feet

New Streets (Not to Scale)

2017 Build Increment Traffic Volumes - Inset 2
(Weekday AM Peak Hour)

WESTERN **RAIL YARD**

Figure E-19

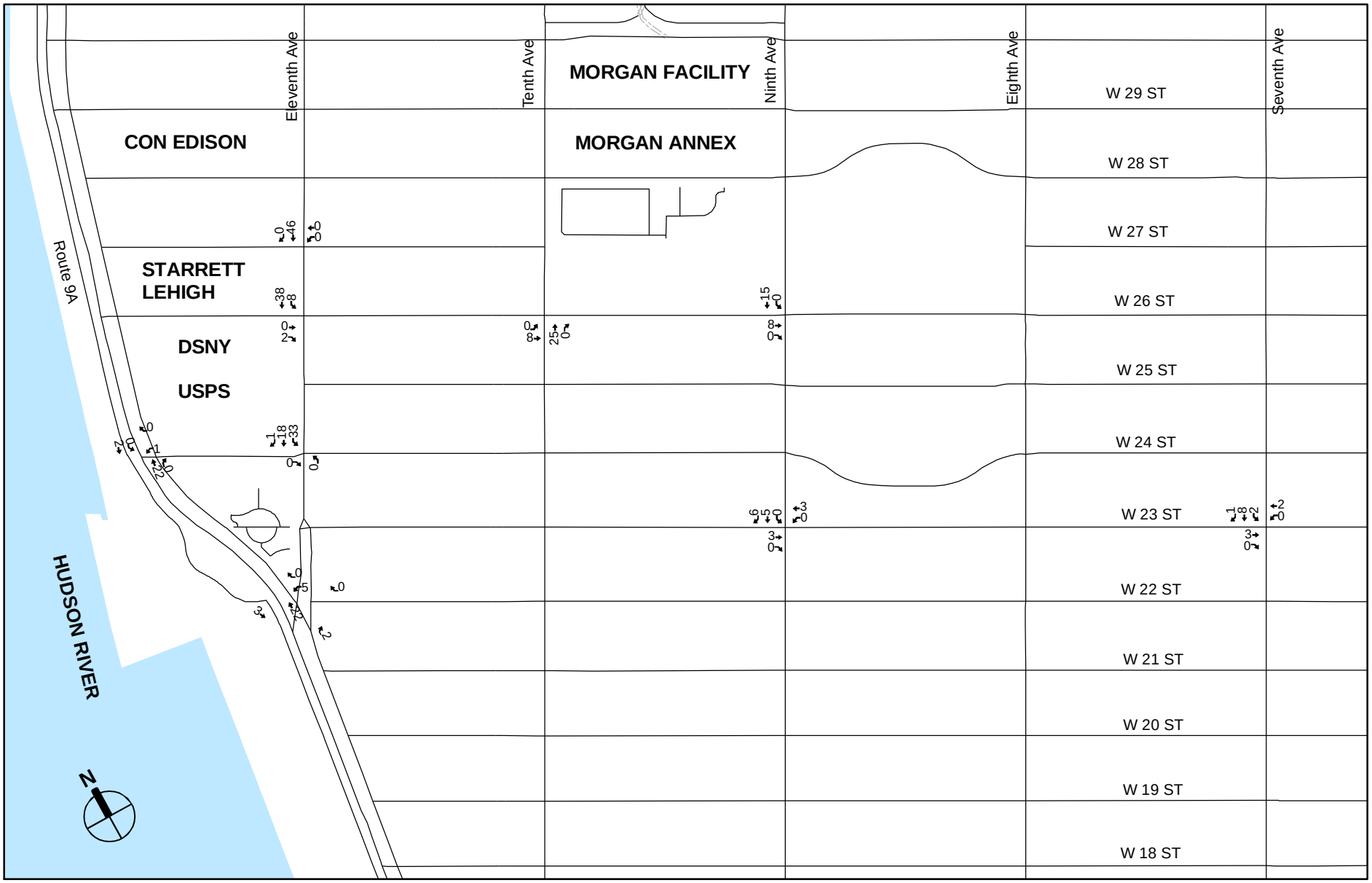


0 500 1,000 Feet

2017 Build Increment Traffic Volumes - Inset 3
(Weekday AM Peak Hour)

WESTERN **RAIL YARD**

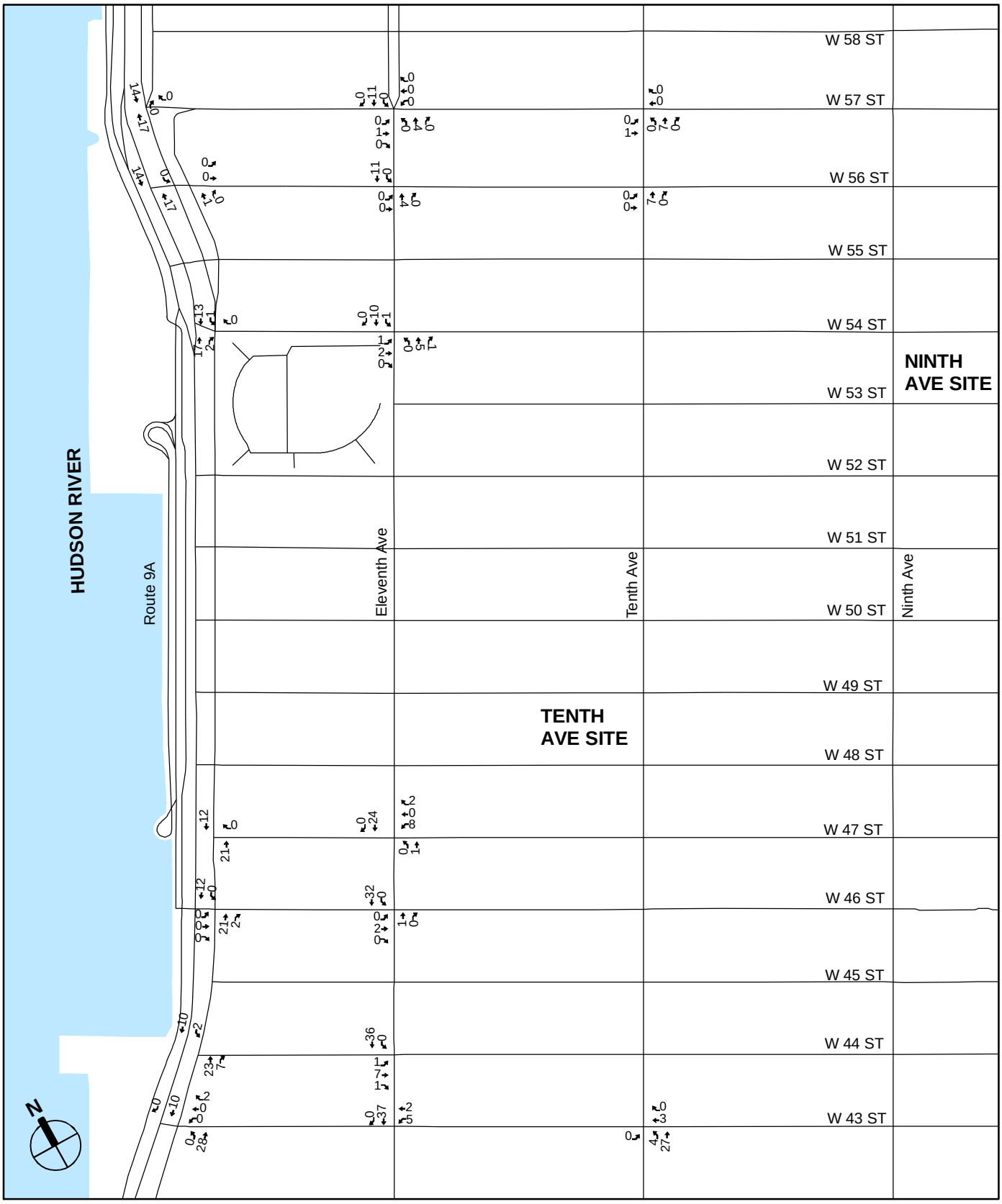
Figure E-20



2017 Build Increment Traffic Volumes - Inset 4
(Weekday AM Peak Hour)

WESTERN **RAIL YARD**

Figure E-21

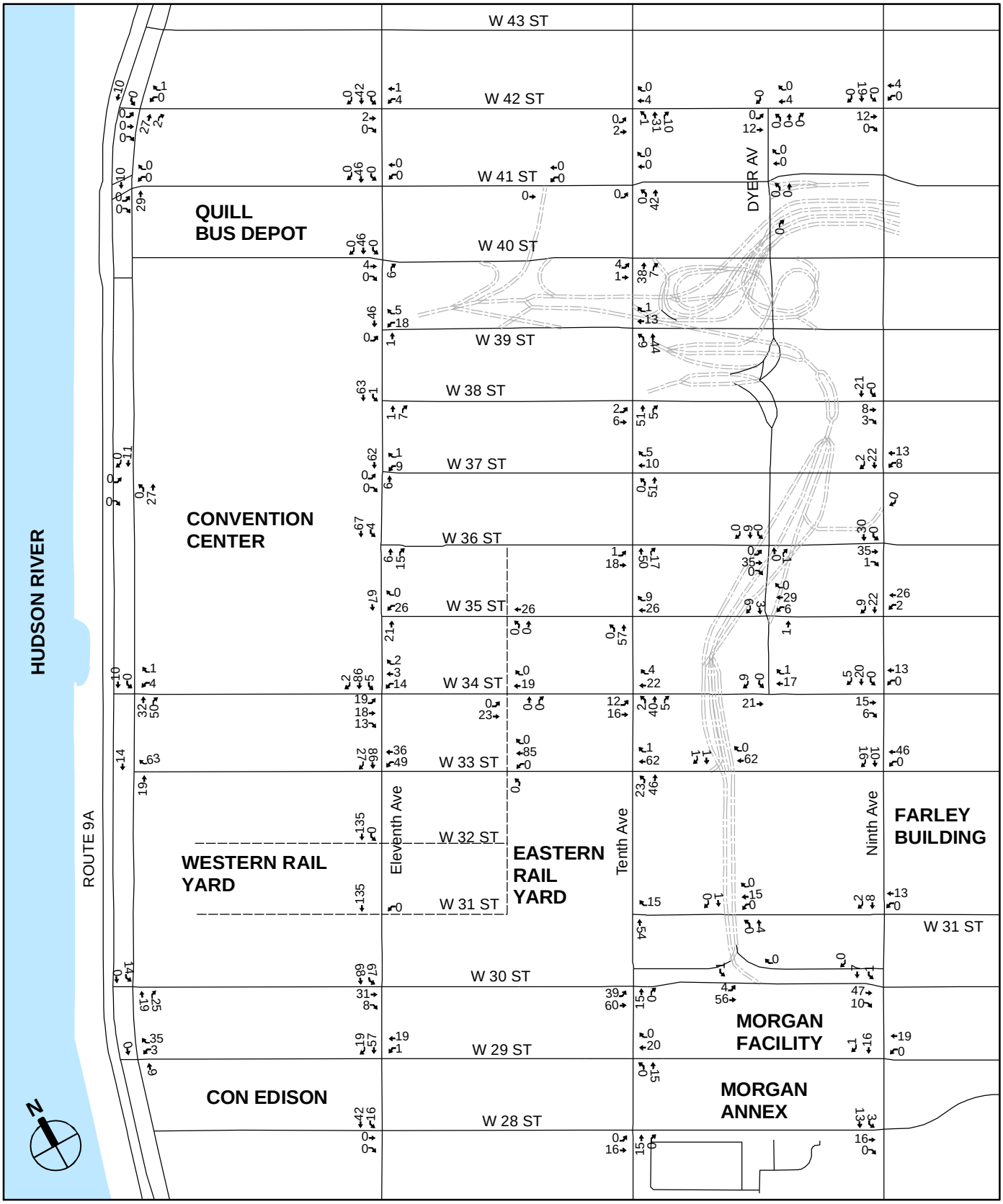


0 500 1,000 Feet

2017 Build Increment Traffic Volumes - Inset 1
(Weekday Midday Peak Hour)

WESTERN **RAIL YARD**

Figure E-22



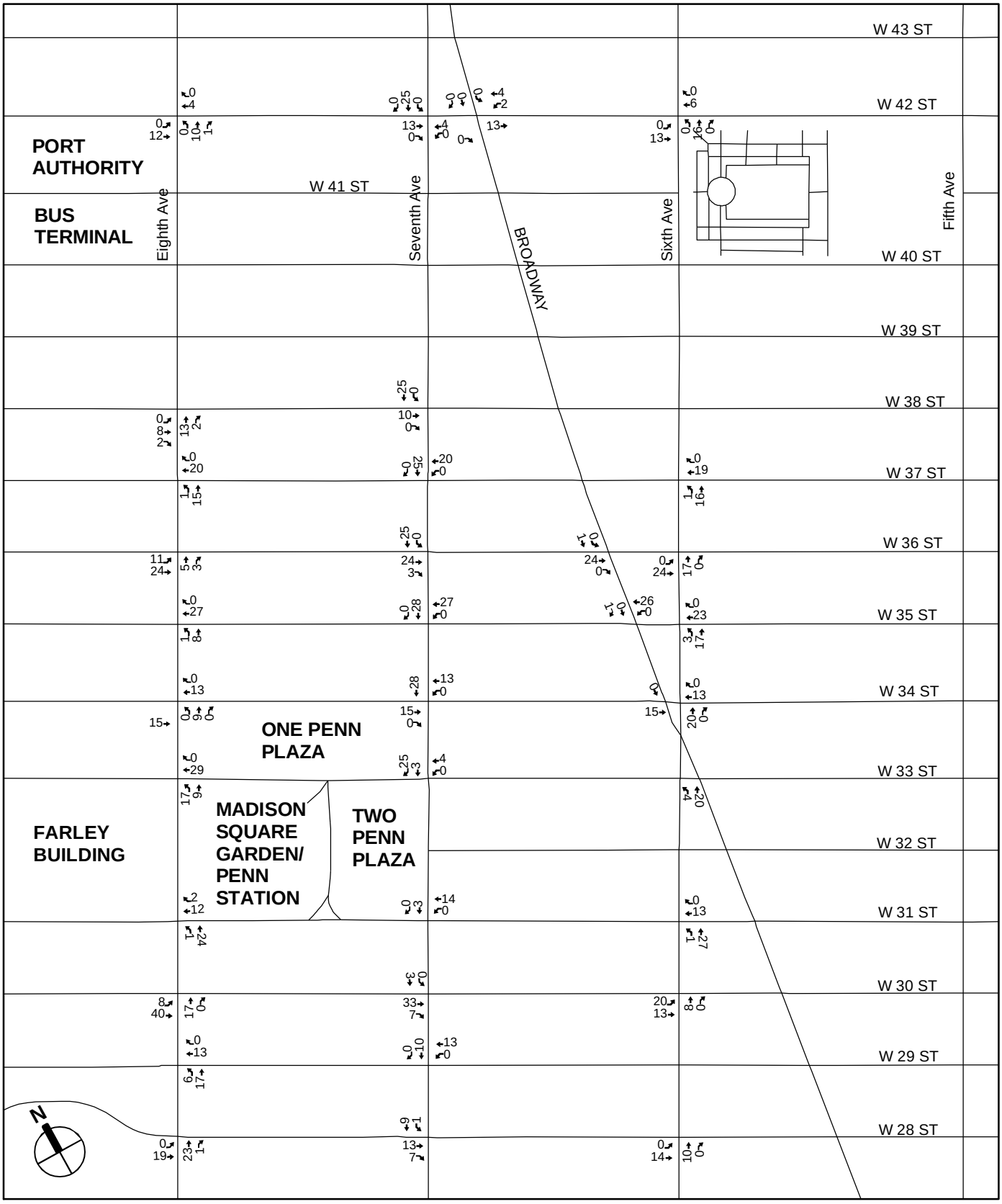
0 500 1,000 Feet

New Streets (Not to Scale)

2017 Build Increment Traffic Volumes - Inset 2
(Weekday Midday Peak Hour)

WESTERN **RAIL YARD**

Figure E-23

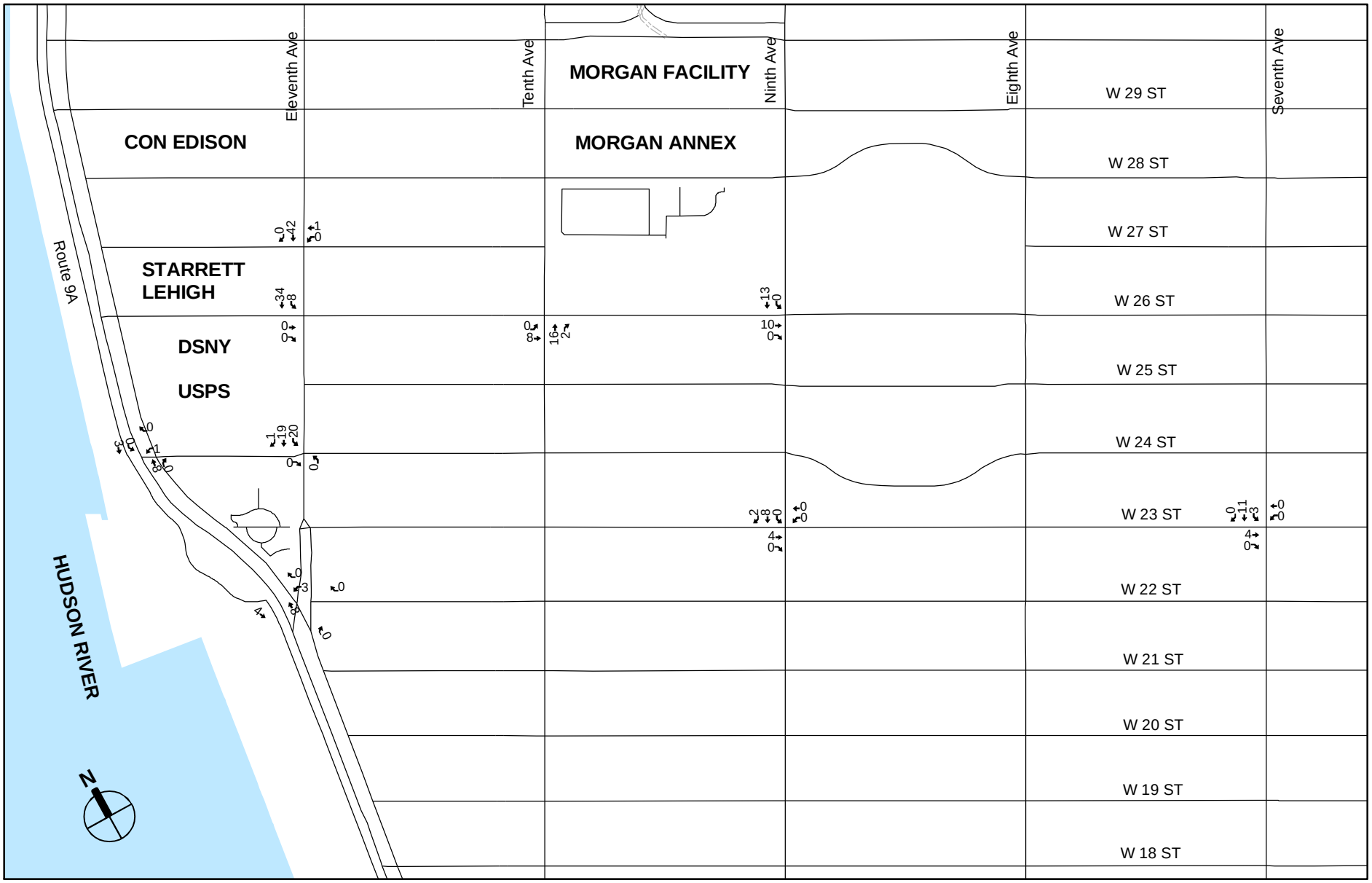


0 500 1,000 Feet

2017 Build Increment Traffic Volumes - Inset 3
(Weekday Midday Peak Hour)

WESTERN **RAIL YARD**

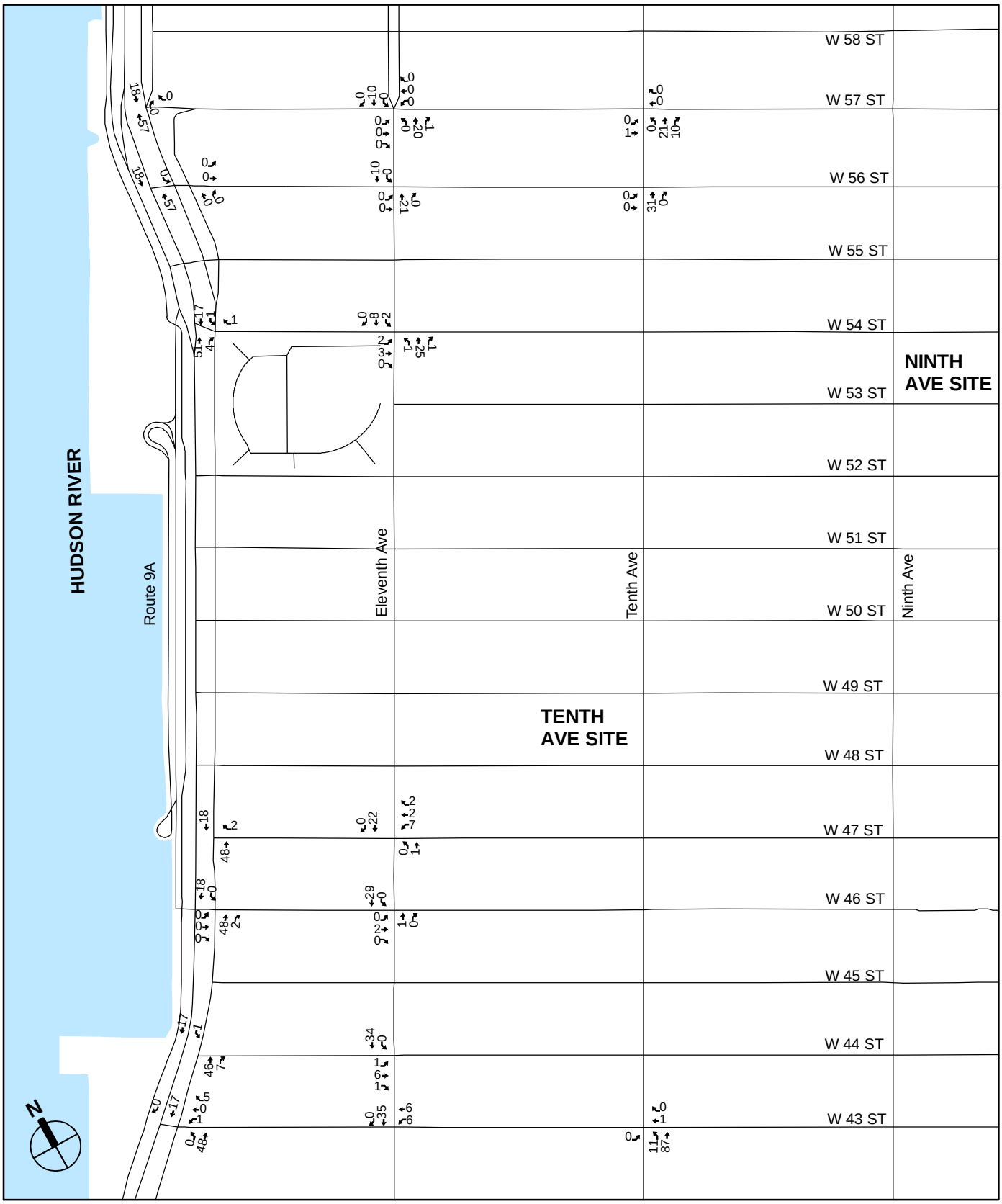
Figure E-24



2017 Build Increment Traffic Volumes - Inset 4
(Weekday Midday Peak Hour)

WESTERN **RAIL YARD**

Figure E-25

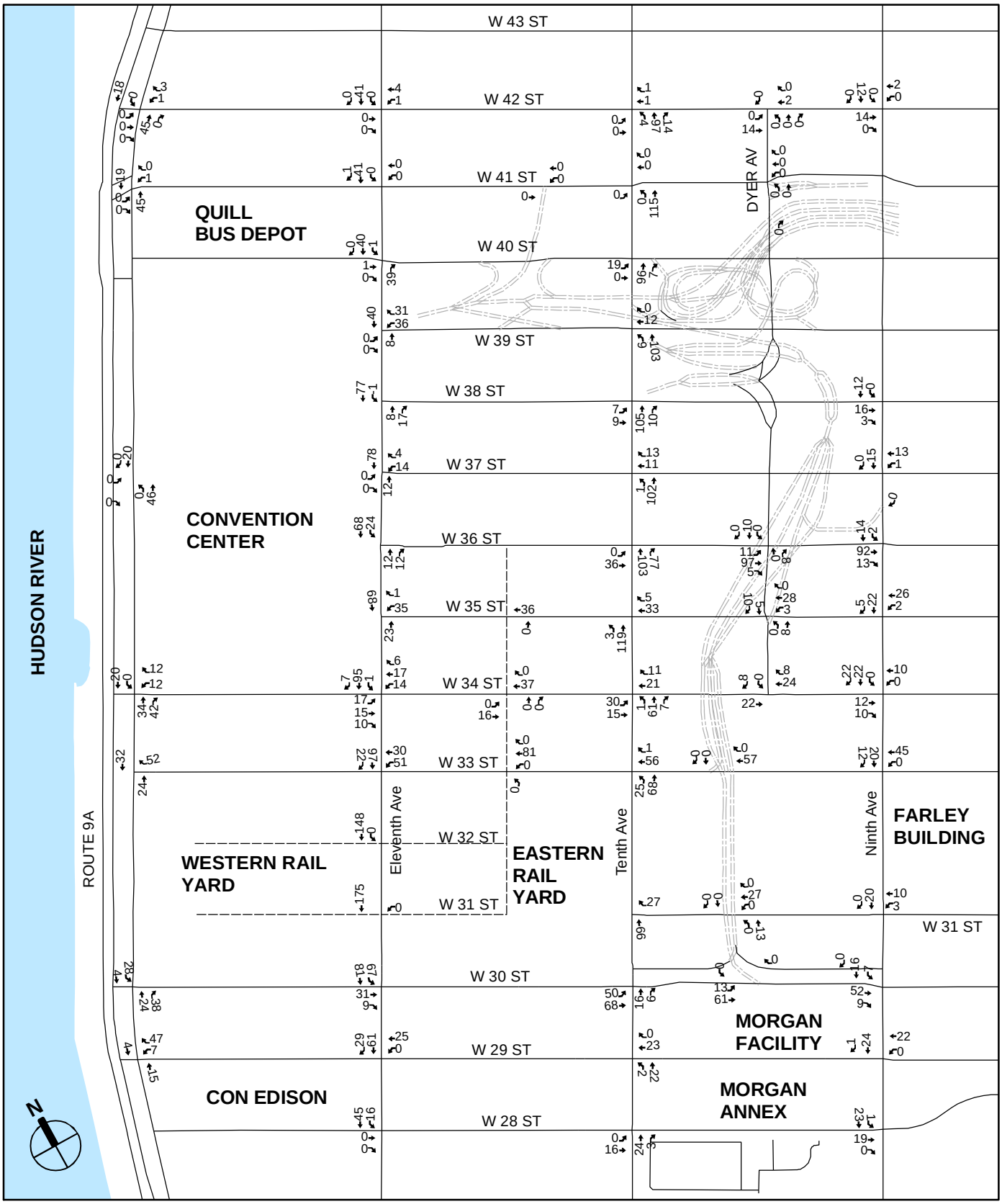


0 500 1,000 Feet

2017 Build Increment Traffic Volumes - Inset 1
(Weekday PM Peak Hour)

WESTERN **RAIL YARD**

Figure E-26



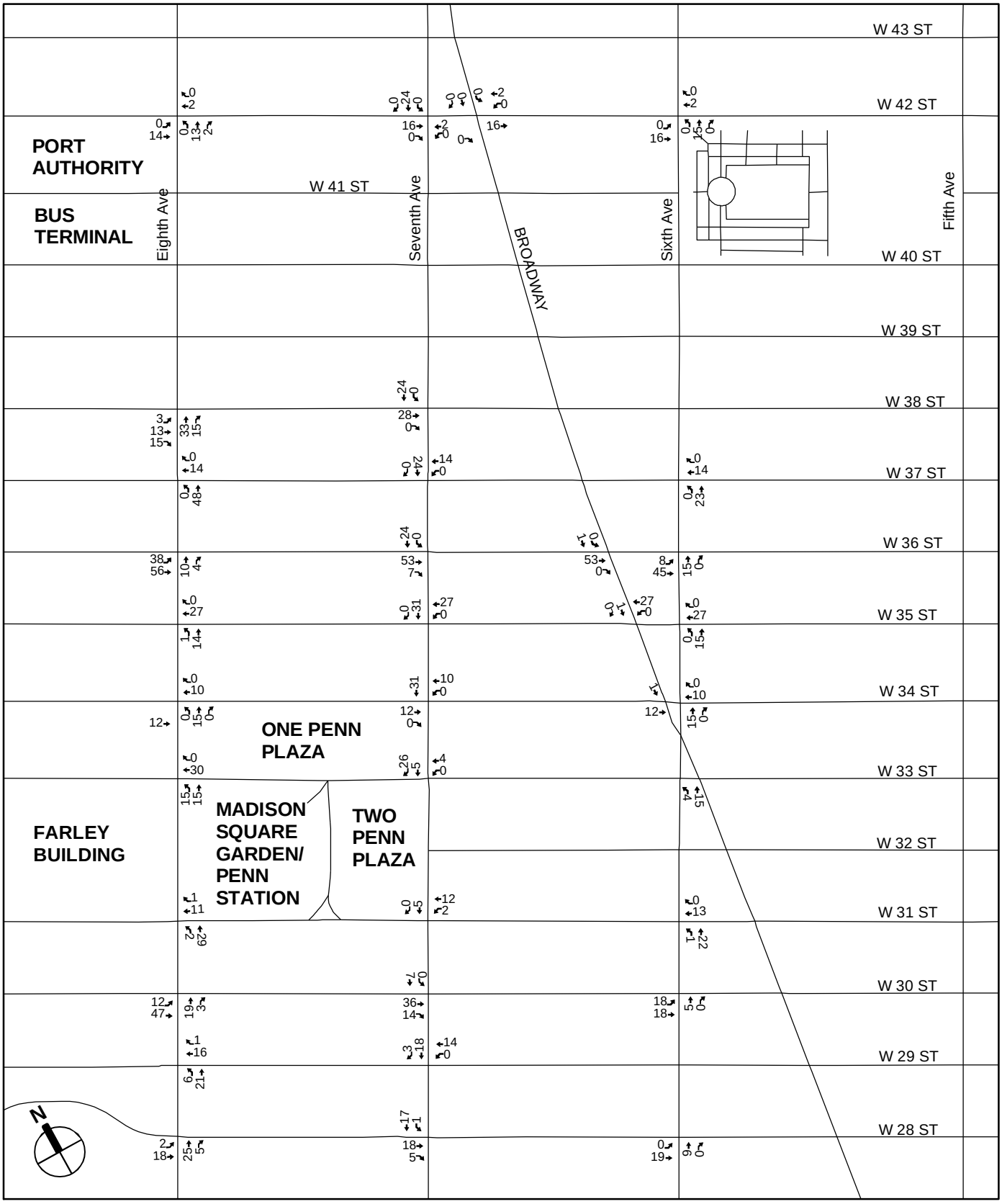
0 500 1,000 Feet

New Streets (Not to Scale)

2017 Build Increment Traffic Volumes - Inset 2
(Weekday PM Peak Hour)

WESTERN **RAIL YARD**

Figure E-27

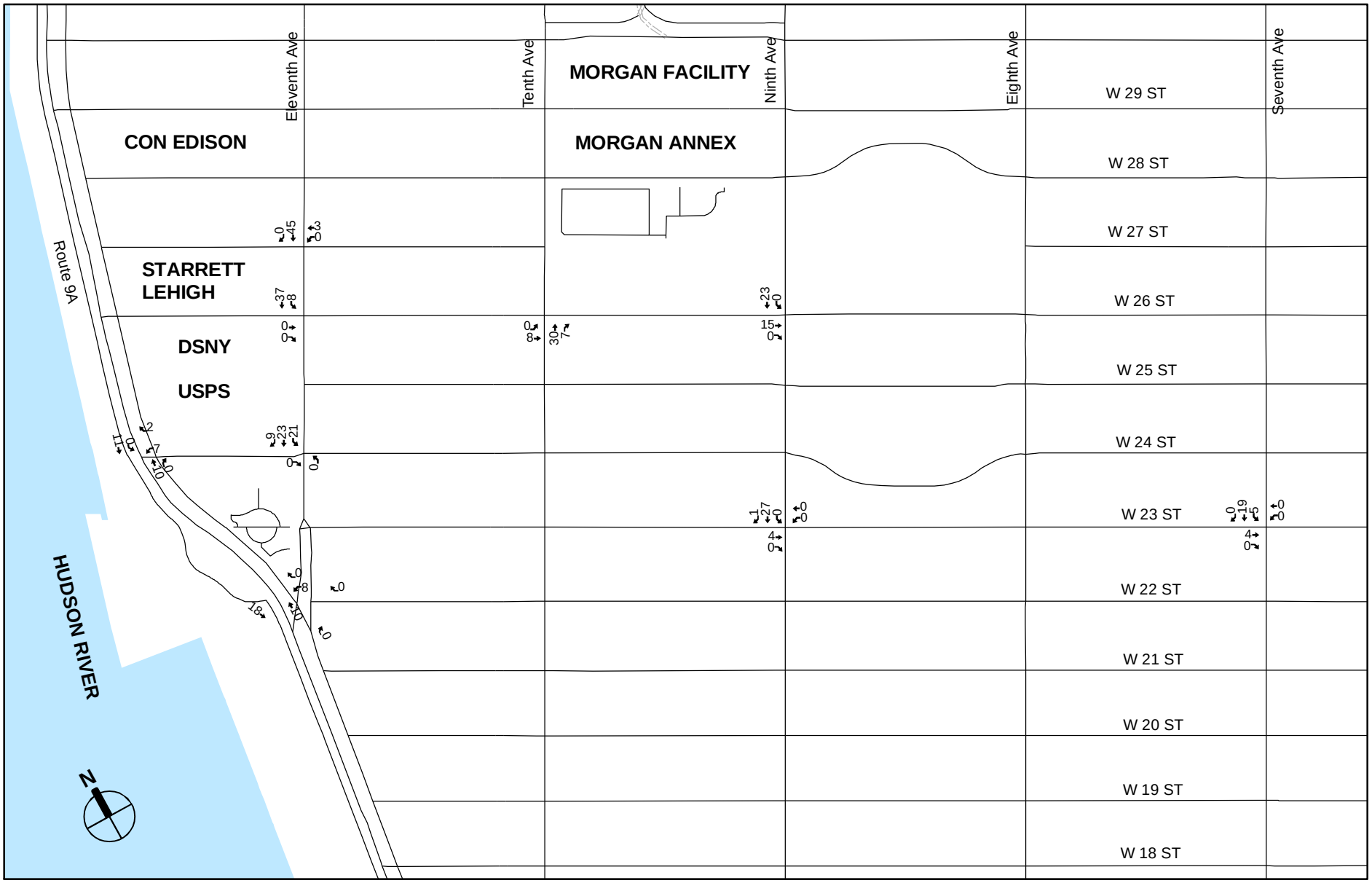


0 500 1,000 Feet

2017 Build Increment Traffic Volumes - Inset 3
(Weekday PM Peak Hour)

WESTERN **RAIL YARD**

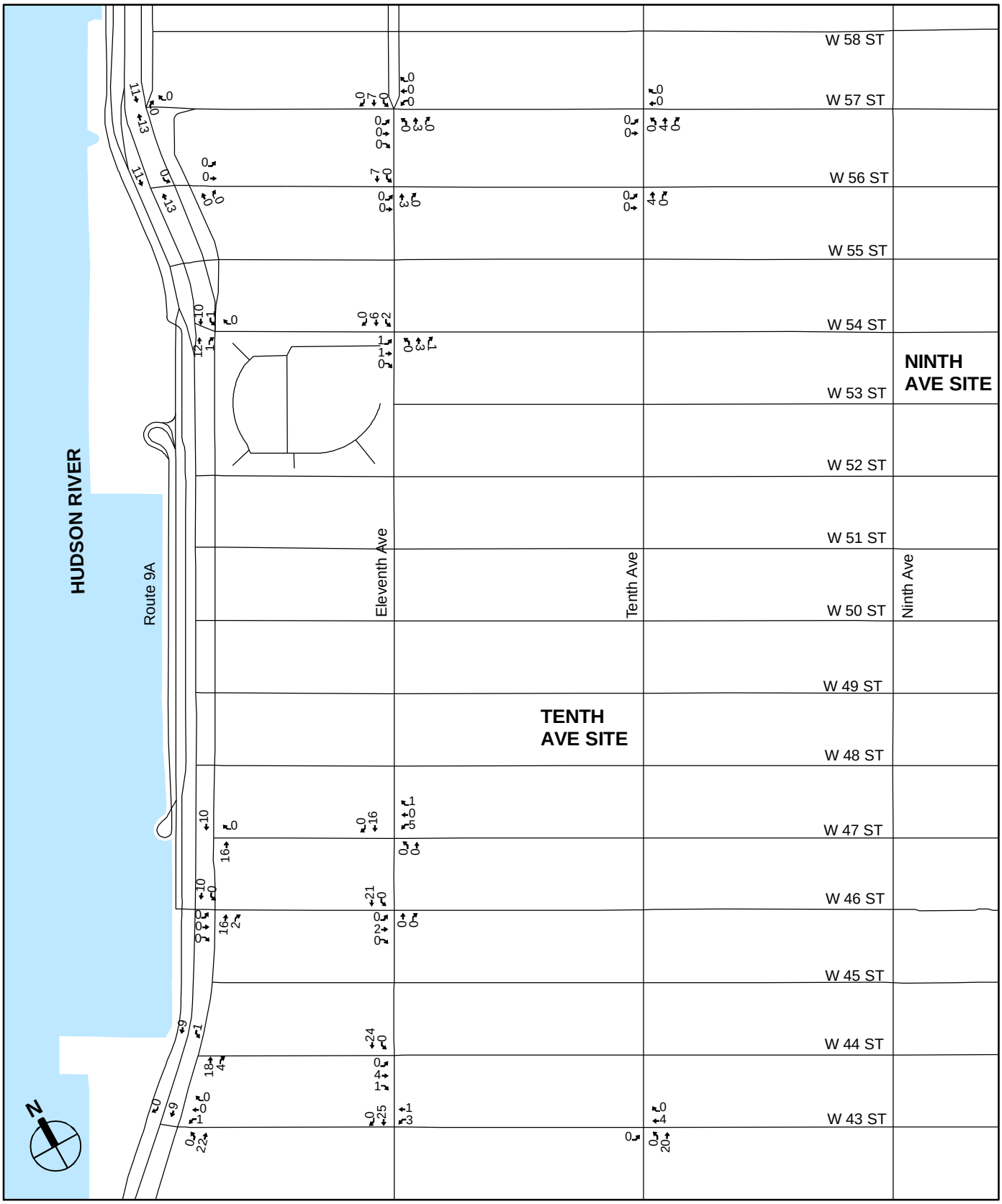
Figure E-28



2017 Build Increment Traffic Volumes - Inset 4
(Weekday PM Peak Hour)

WESTERN **RAIL YARD**

Figure E-29

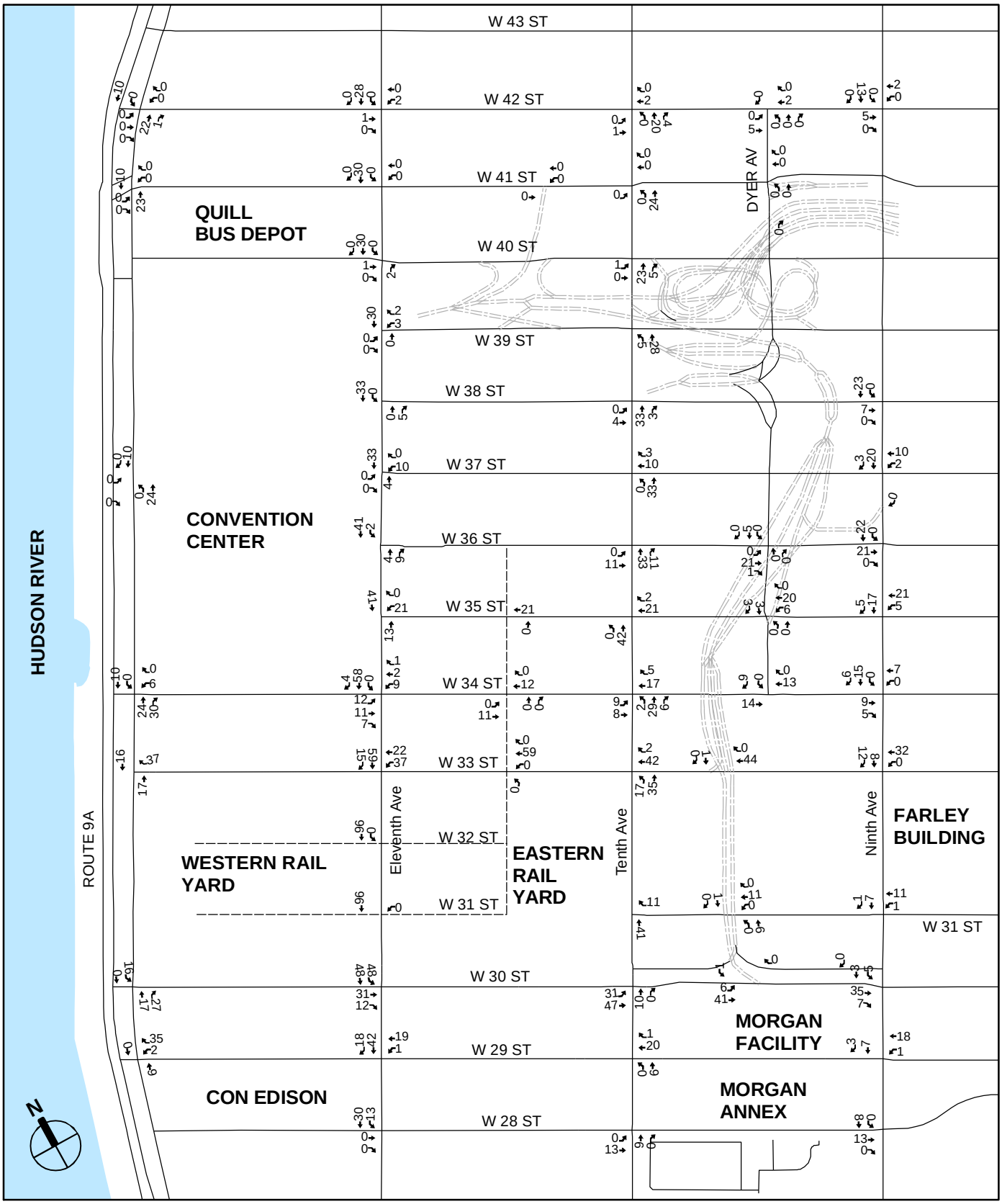


0 500 1,000 Feet

2017 Build Increment Traffic Volumes - Inset 1
(Saturday Midday Peak Hour)

WESTERN **RAIL YARD**

Figure E-30



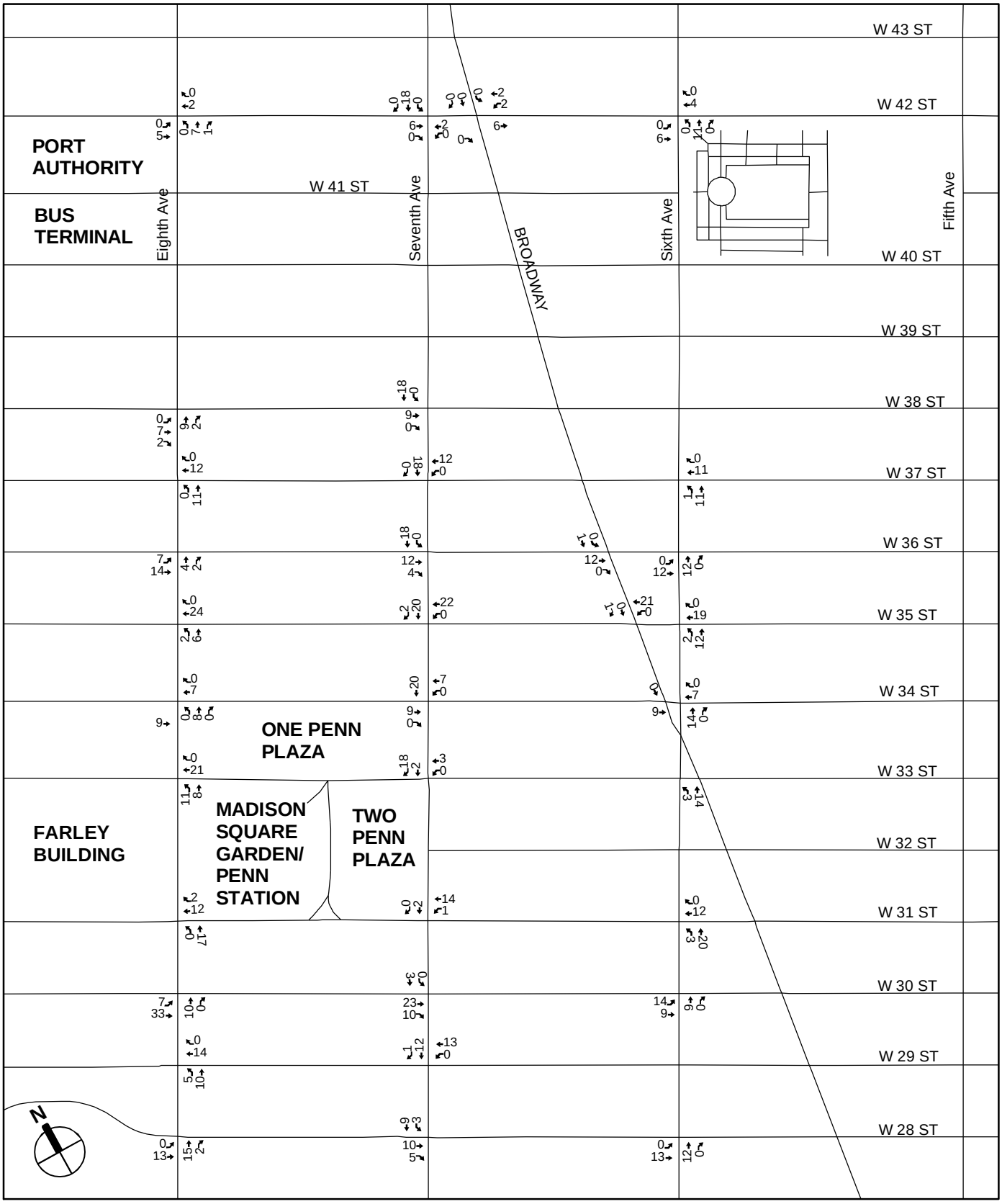
0 500 1,000 Feet

New Streets (Not to Scale)

2017 Build Increment Traffic Volumes - Inset 2
(Saturday Midday Peak Hour)

WESTERN **RAIL YARD**

Figure E-31

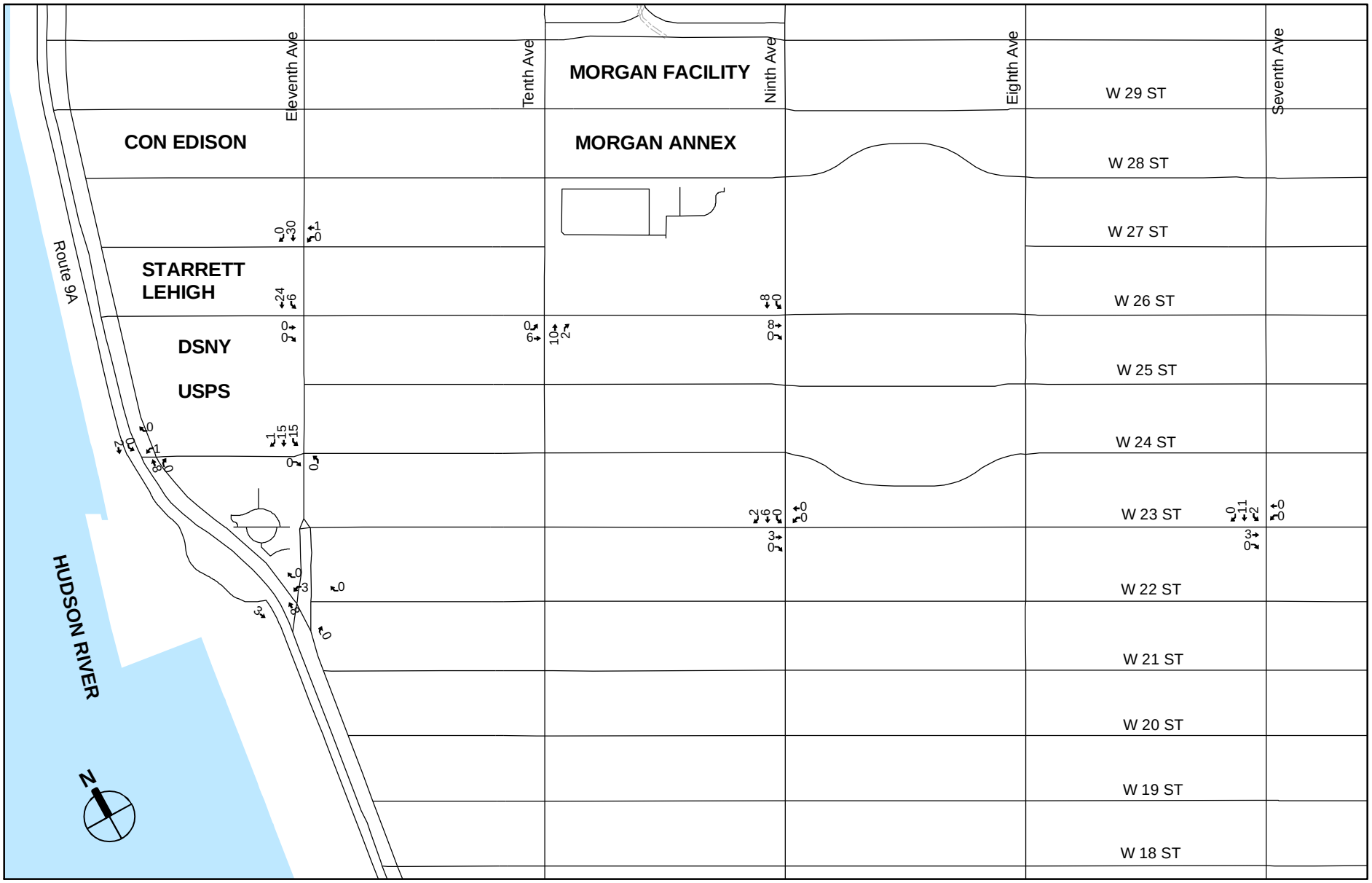


0 500 1,000 Feet

2017 Build Increment Traffic Volumes - Inset 3
(Saturday Midday Peak Hour)

WESTERN **RAIL YARD**

Figure E-32

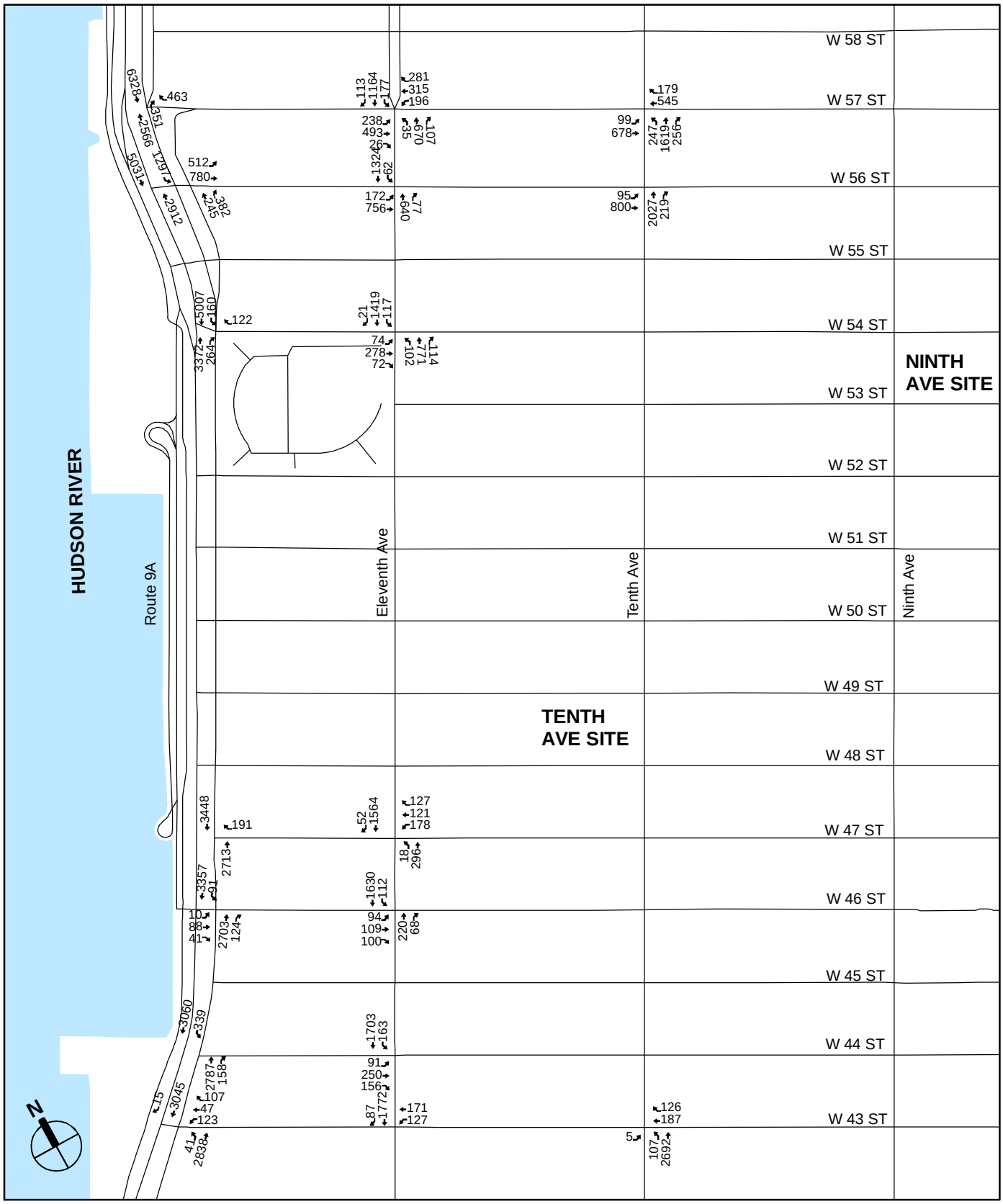


0 500 1,000 Feet

2017 Build Increment Traffic Volumes - Inset 4
(Saturday Midday Peak Hour)

WESTERN **RAIL YARD**

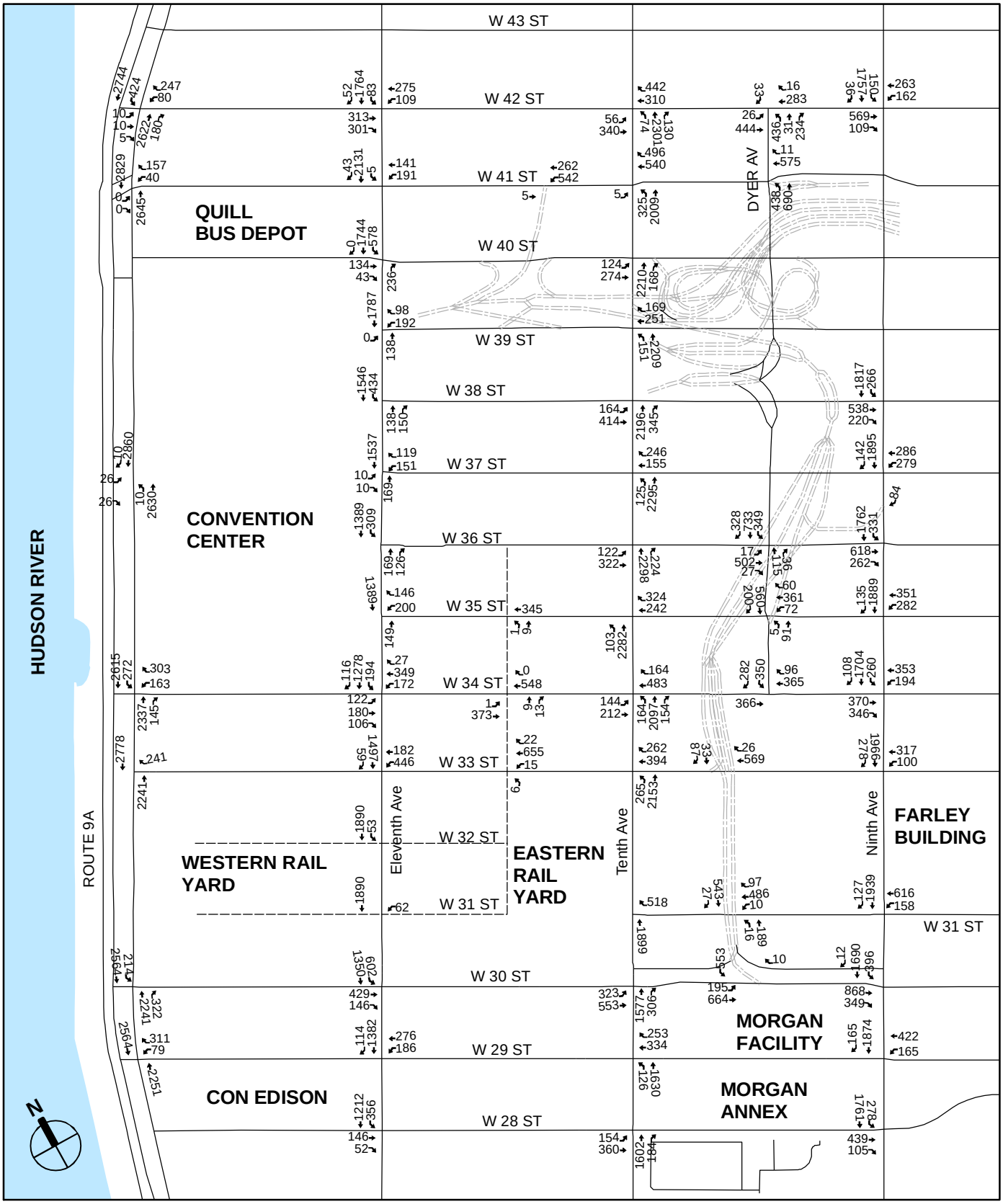
Figure E-33



2017 Build Traffic Volumes - Inset 1
(Weekday AM Peak Hour)

WESTERN **RAIL YARD**

Figure E-34



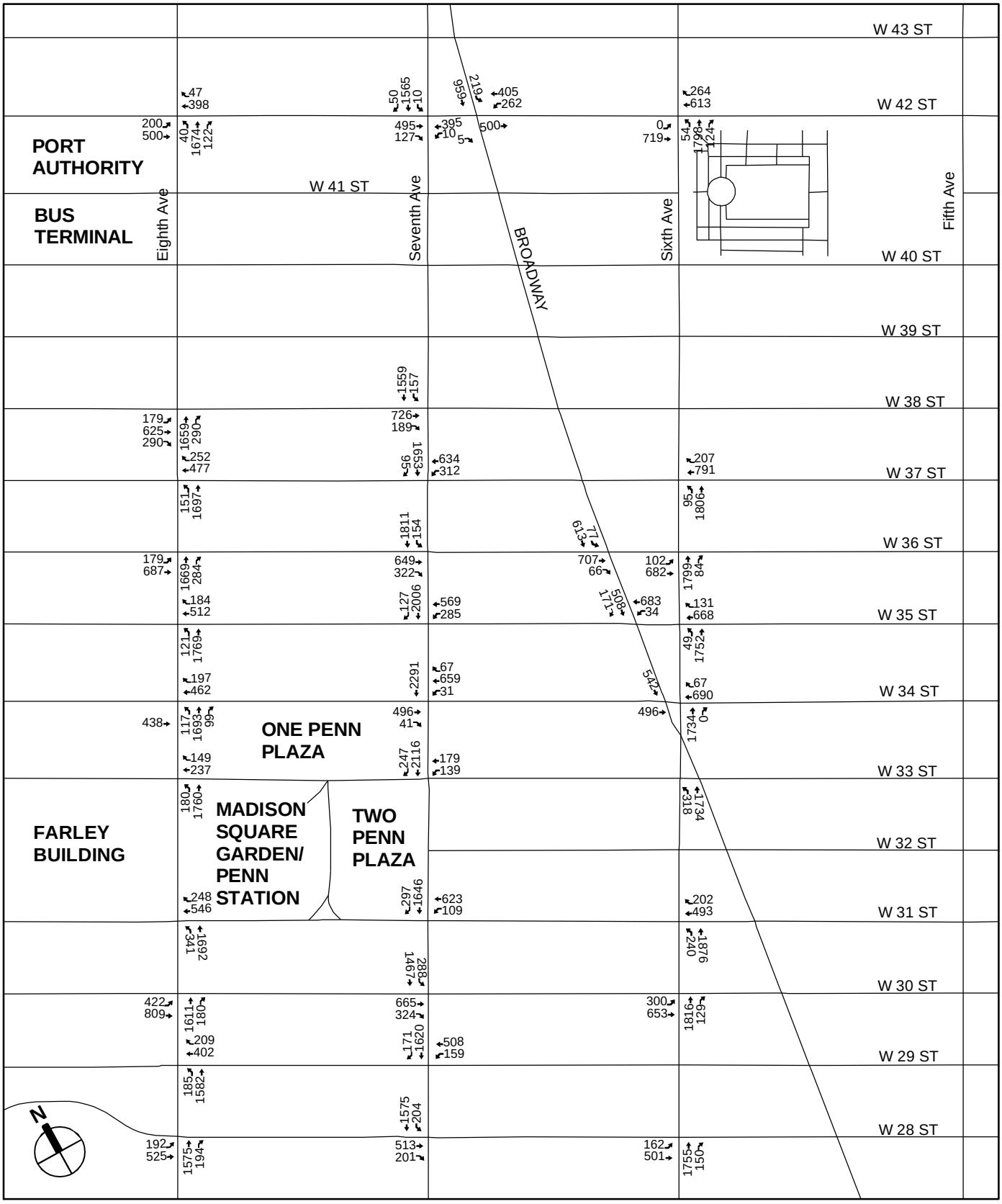
0 500 1,000 Feet

New Streets (Not to Scale)

2017 Build Traffic Volumes - Inset 2
(Weekday AM Peak Hour)

WESTERN **RAIL YARD**

Figure E-35

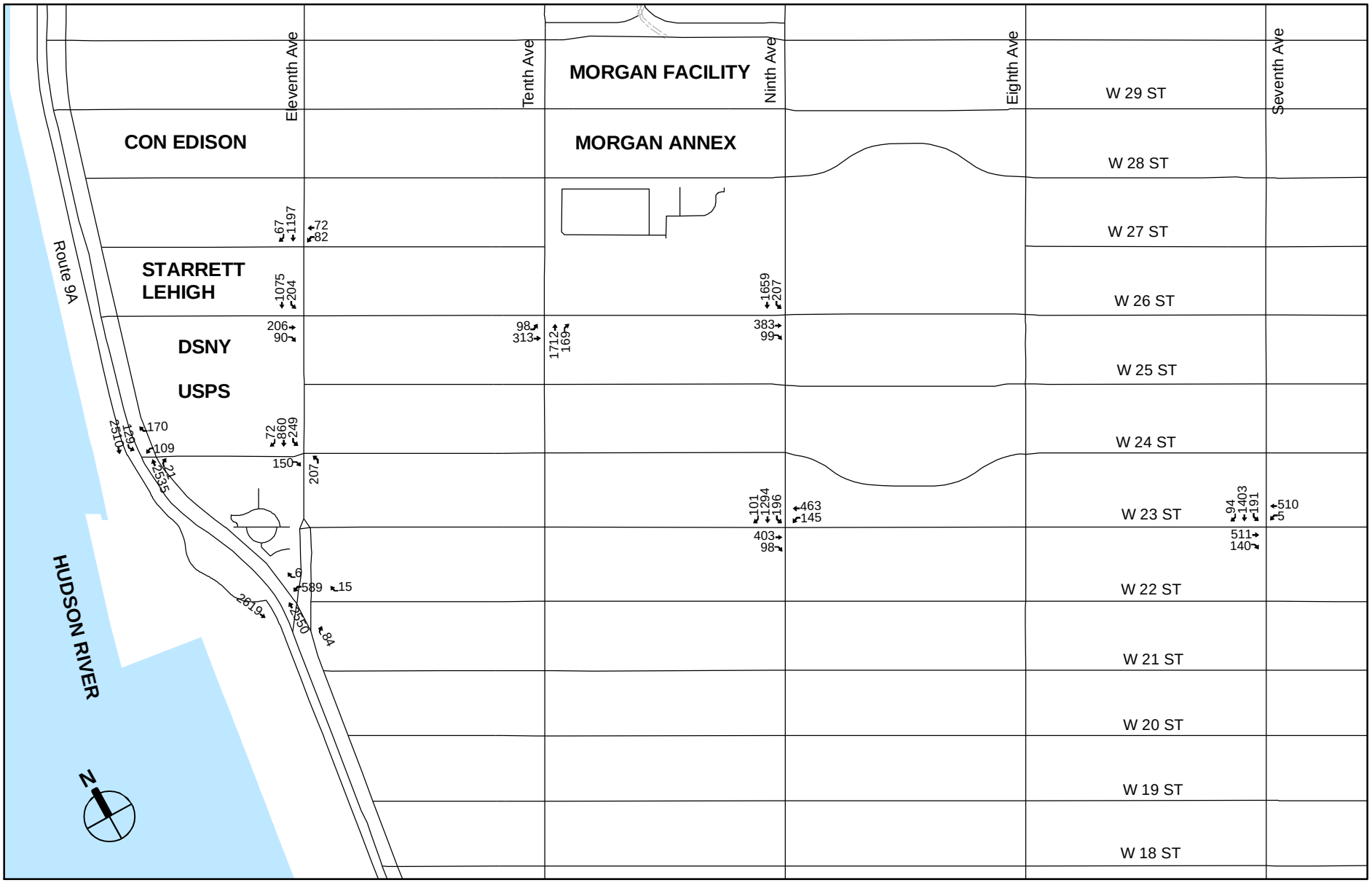


0 500 1,000 Feet

2017 Build Traffic Volumes - Inset 3
(Weekday AM Peak Hour)

WESTERN **RAIL YARD**

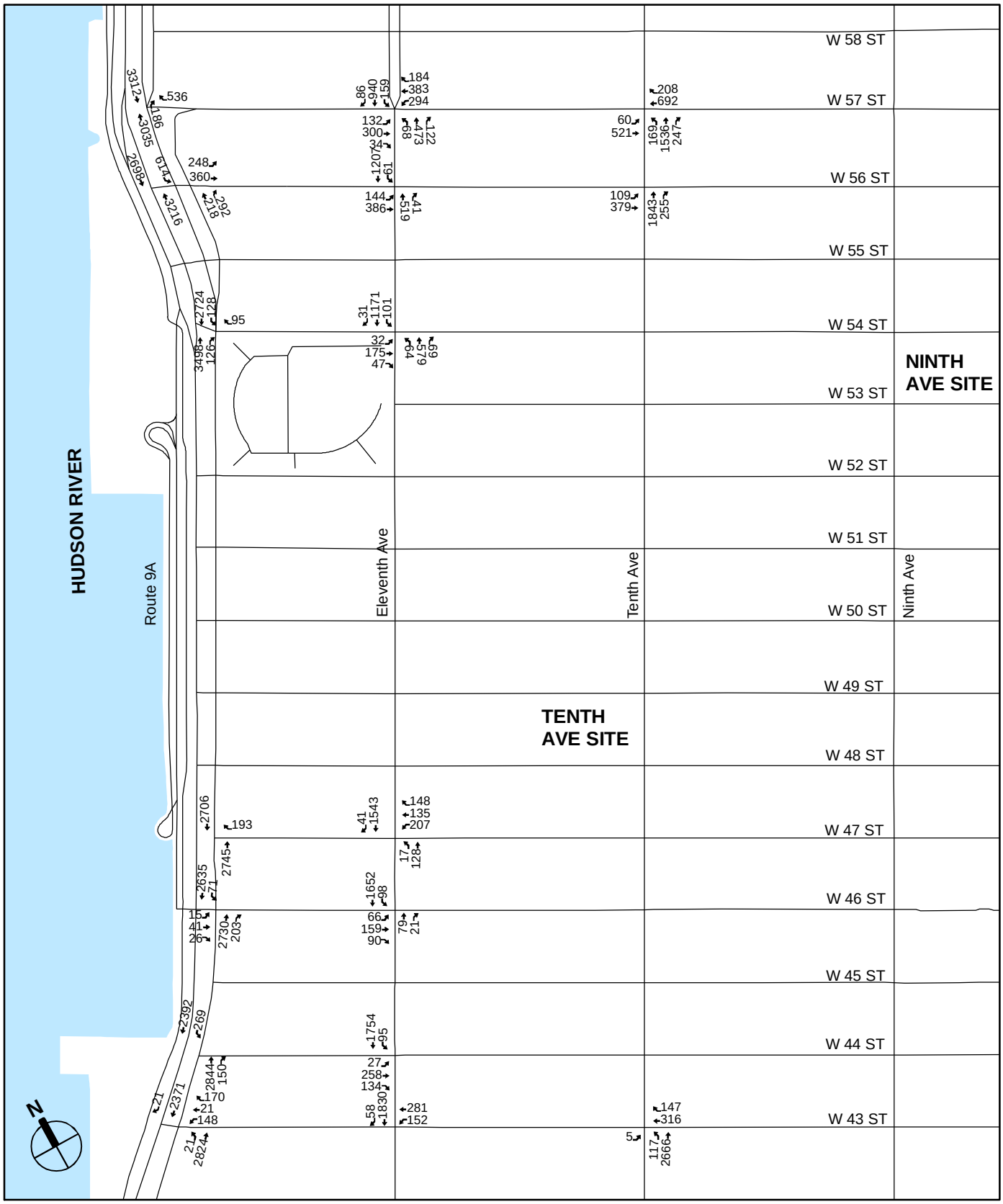
Figure E-36



2017 Build Traffic Volumes - Inset 4
(Weekday AM Peak Hour)

WESTERN **RAIL YARD**

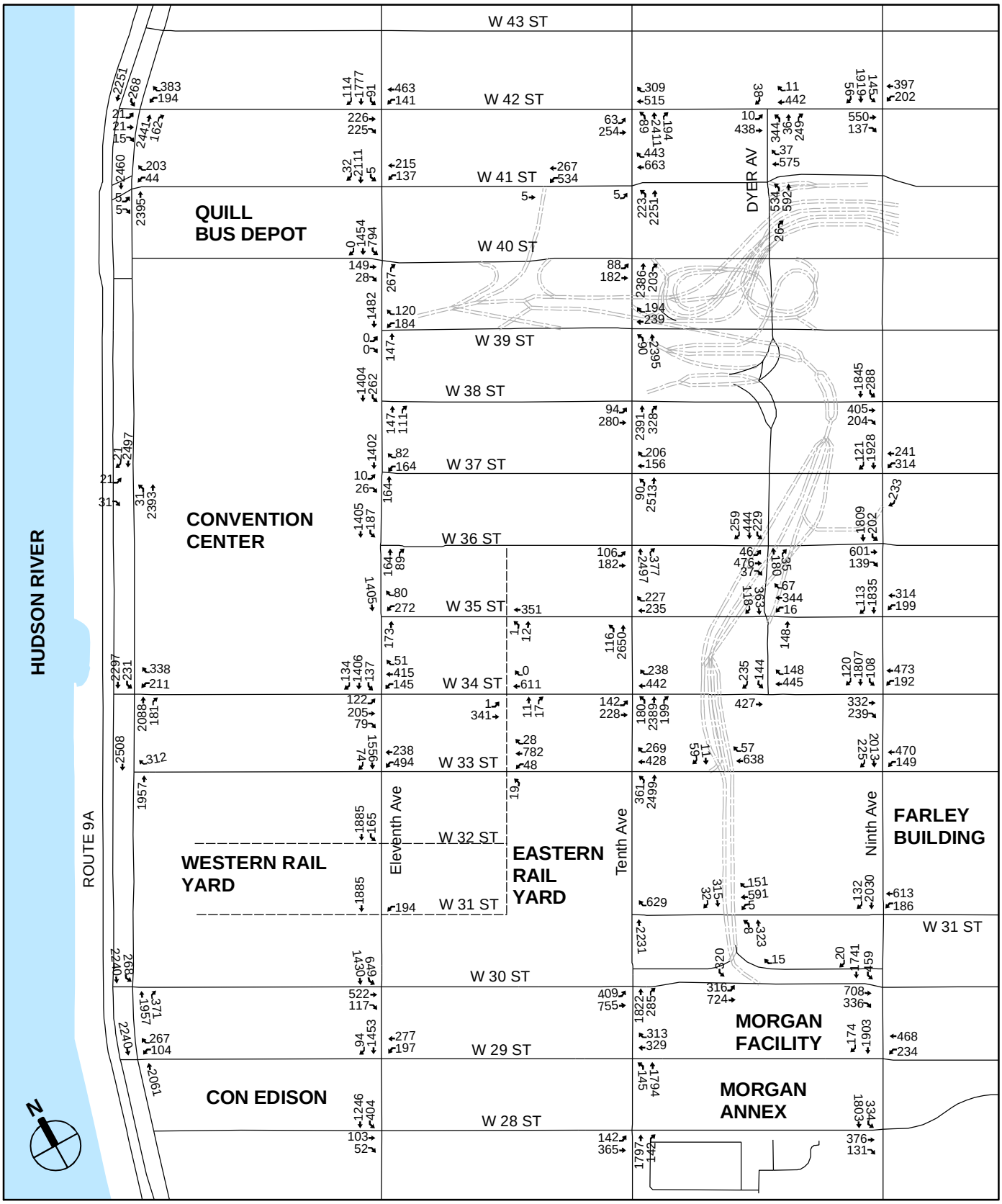
Figure E-37



2017 Build Traffic Volumes - Inset 1
(Weekday Midday Peak Hour)

WESTERN **RAIL YARD**

Figure E-38



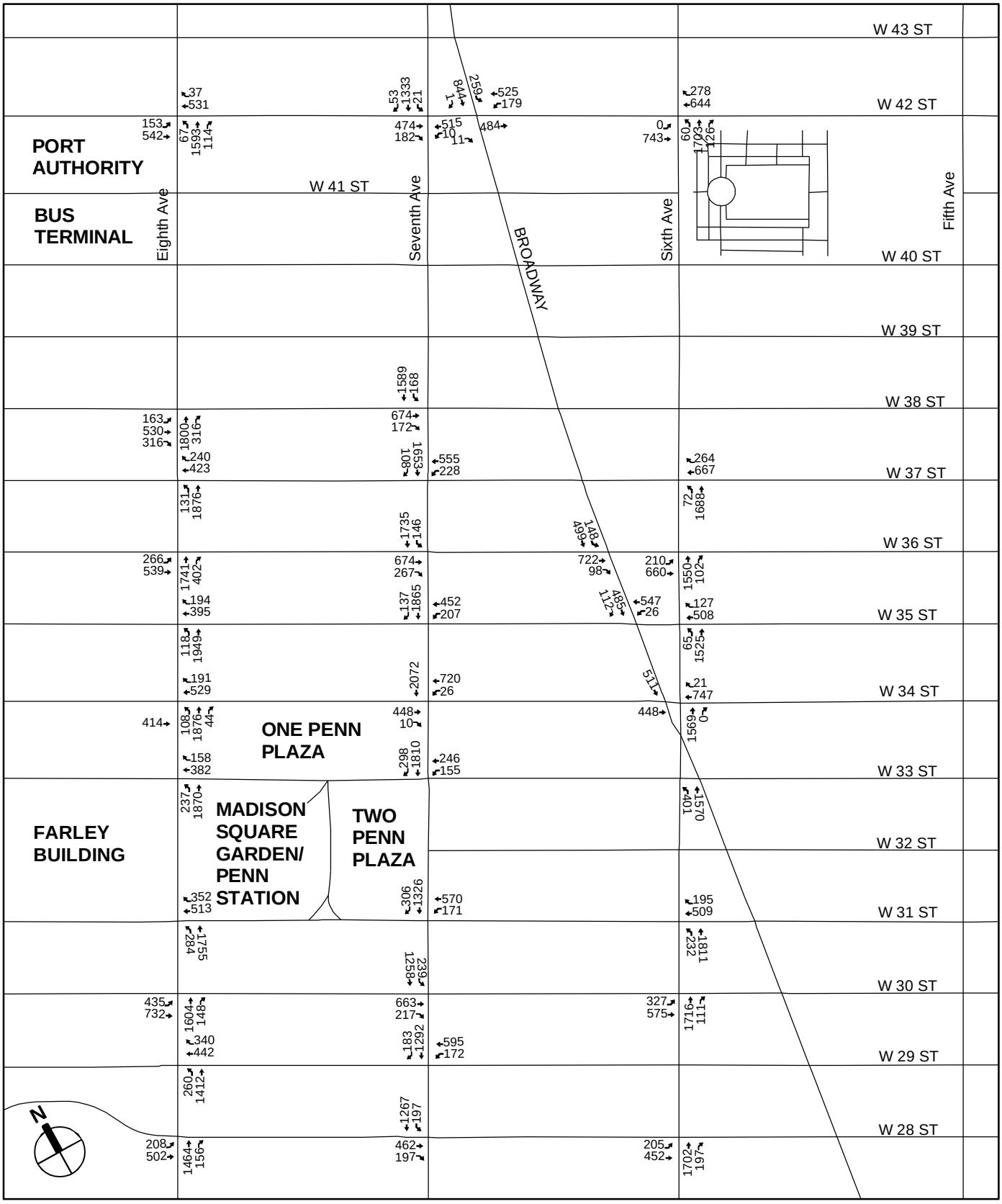
0 500 1,000 Feet

New Streets (Not to Scale)

2017 Build Traffic Volumes - Inset 2
(Weekday Midday Peak Hour)

WESTERN **RAIL YARD**

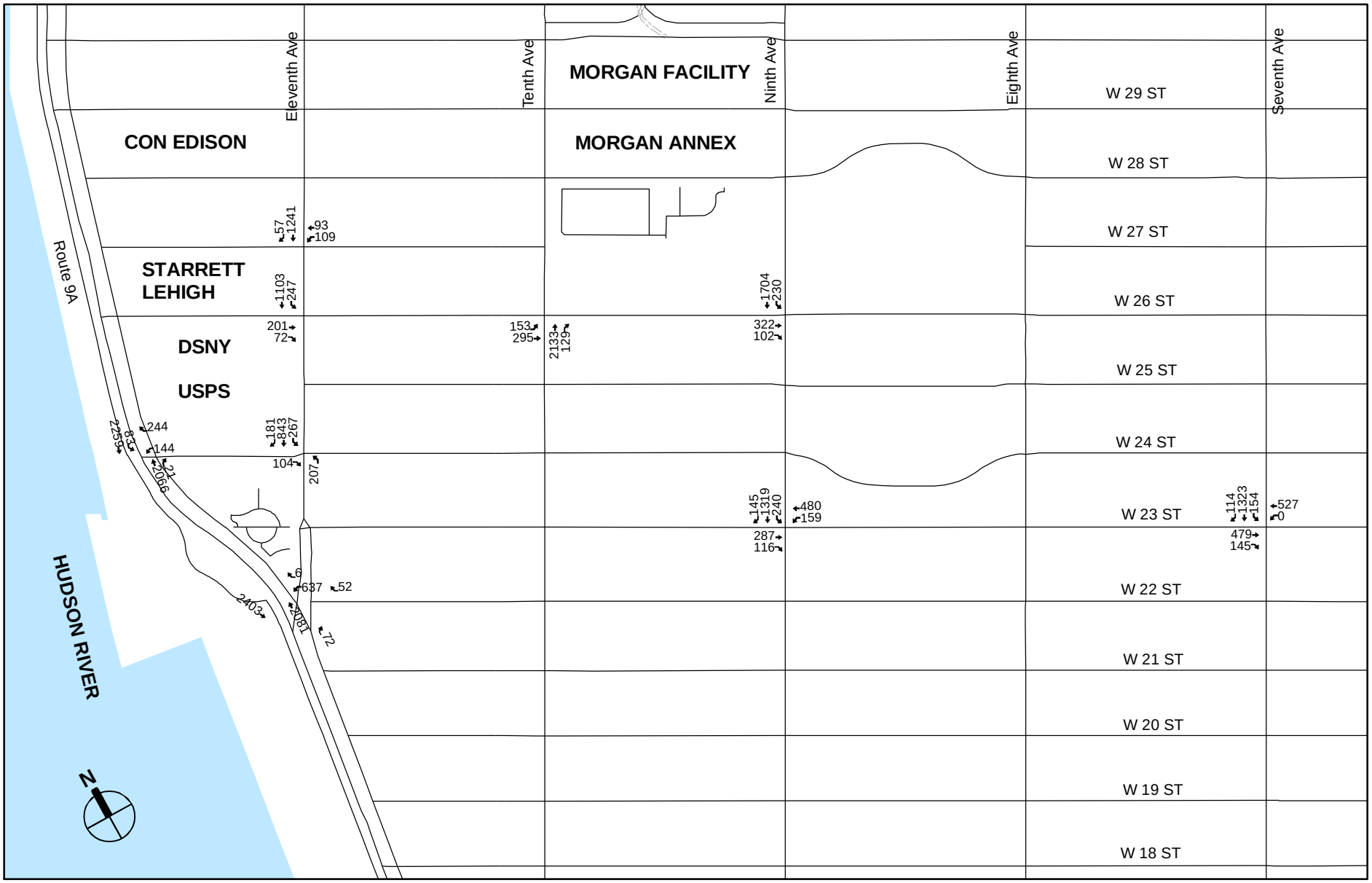
Figure E-39



2017 Build Traffic Volumes - Inset 3
(Weekday Midday Peak Hour)

WESTERN **RAIL YARD**

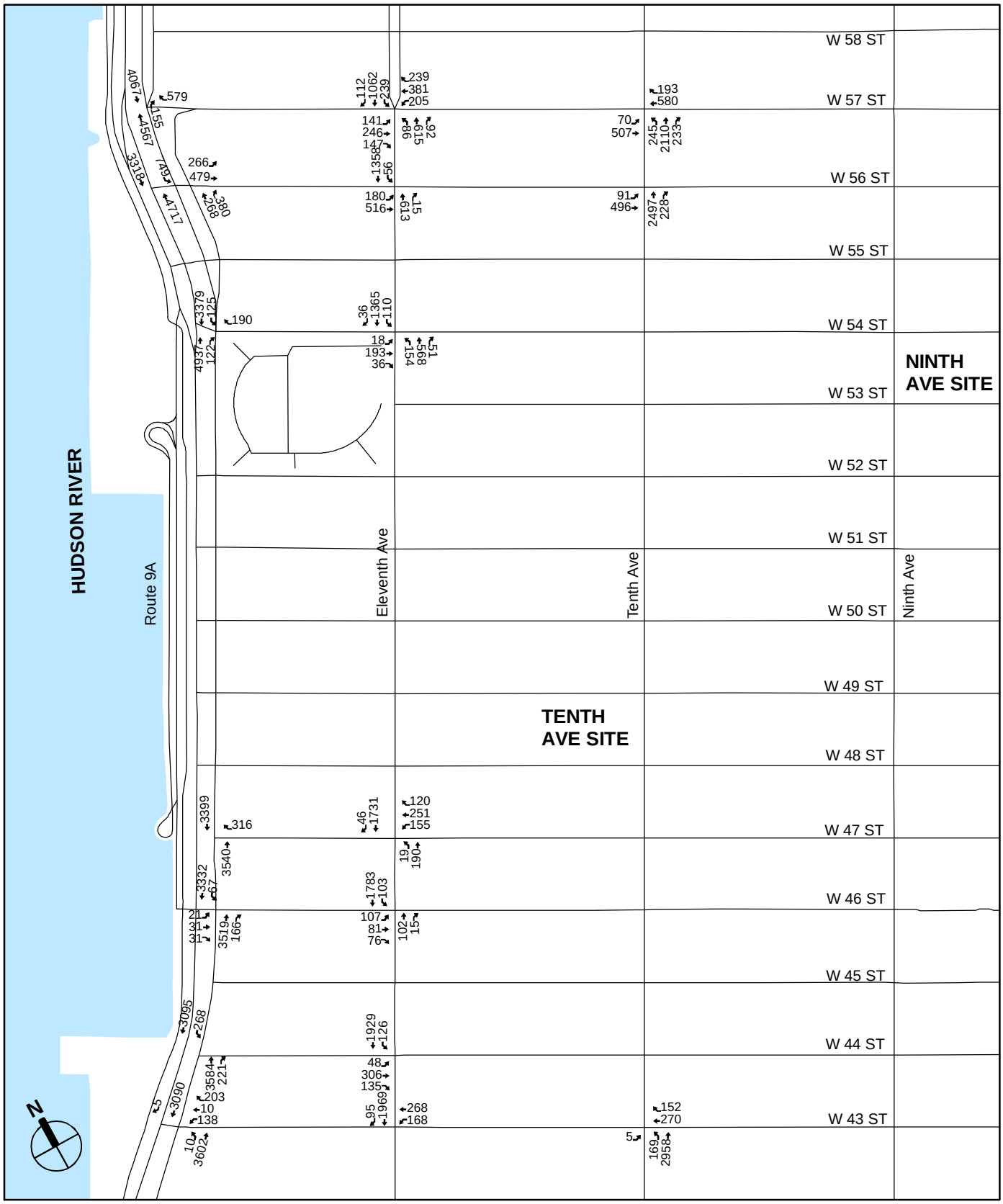
Figure E-40



2017 Build Traffic Volumes - Inset 4
(Weekday Midday Peak Hour)

WESTERN **RAIL YARD**

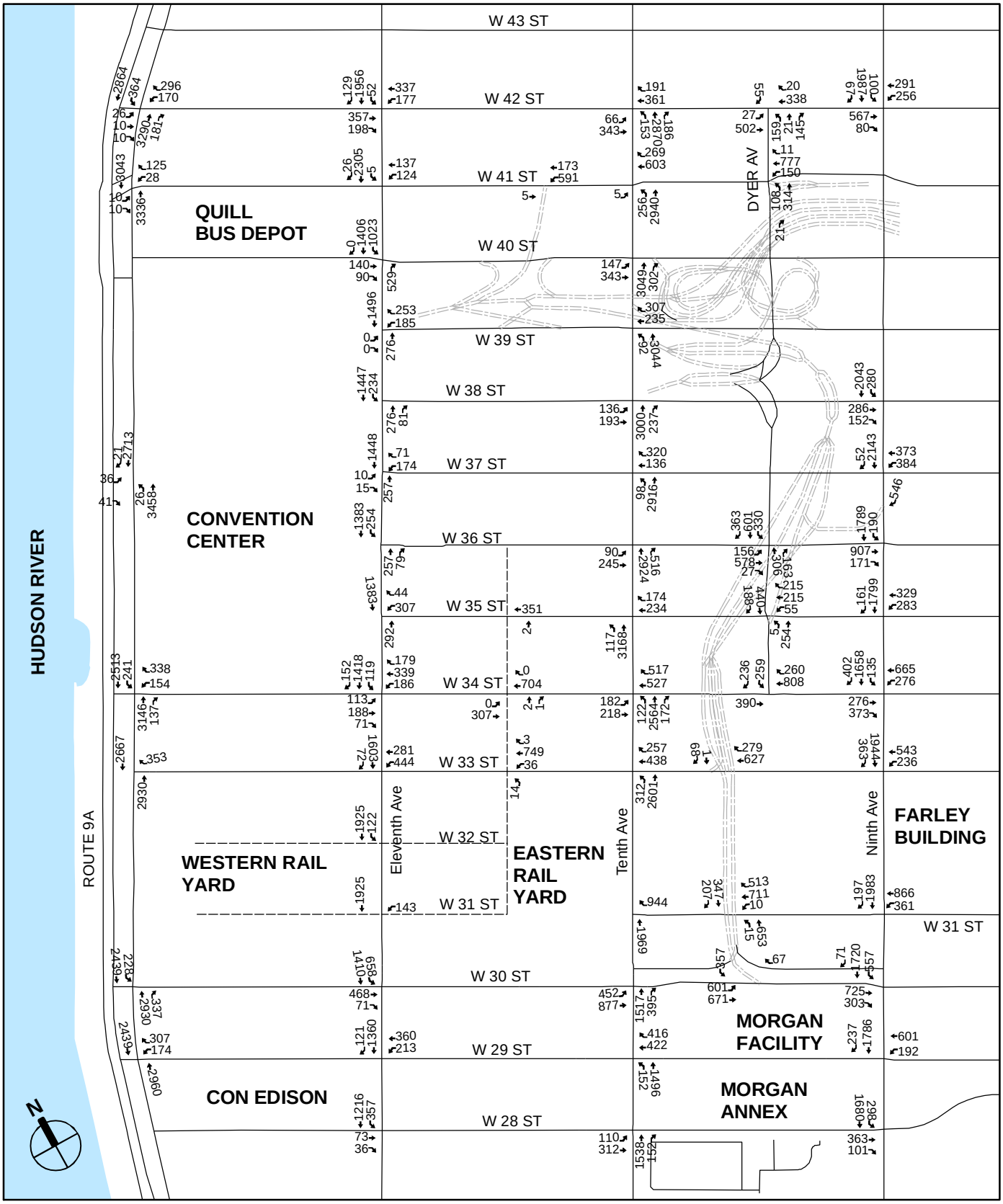
Figure E-41



2017 Build Traffic Volumes - Inset 1
(Weekday PM Peak Hour)

WESTERN **RAIL YARD**

Figure E-42



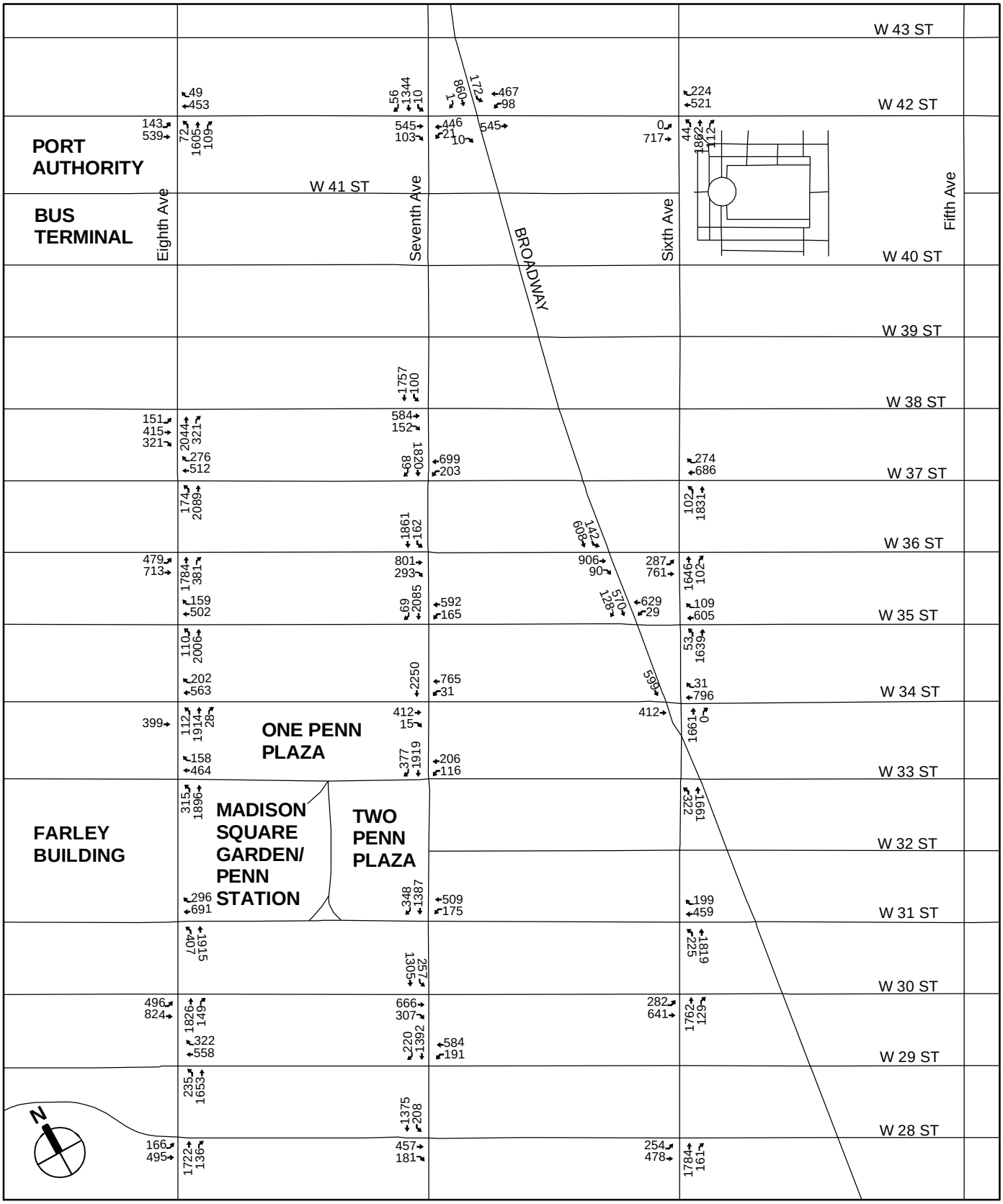
0 500 1,000 Feet

New Streets (Not to Scale)

2017 Build Traffic Volumes - Inset 2
(Weekday PM Peak Hour)

WESTERN **RAIL YARD**

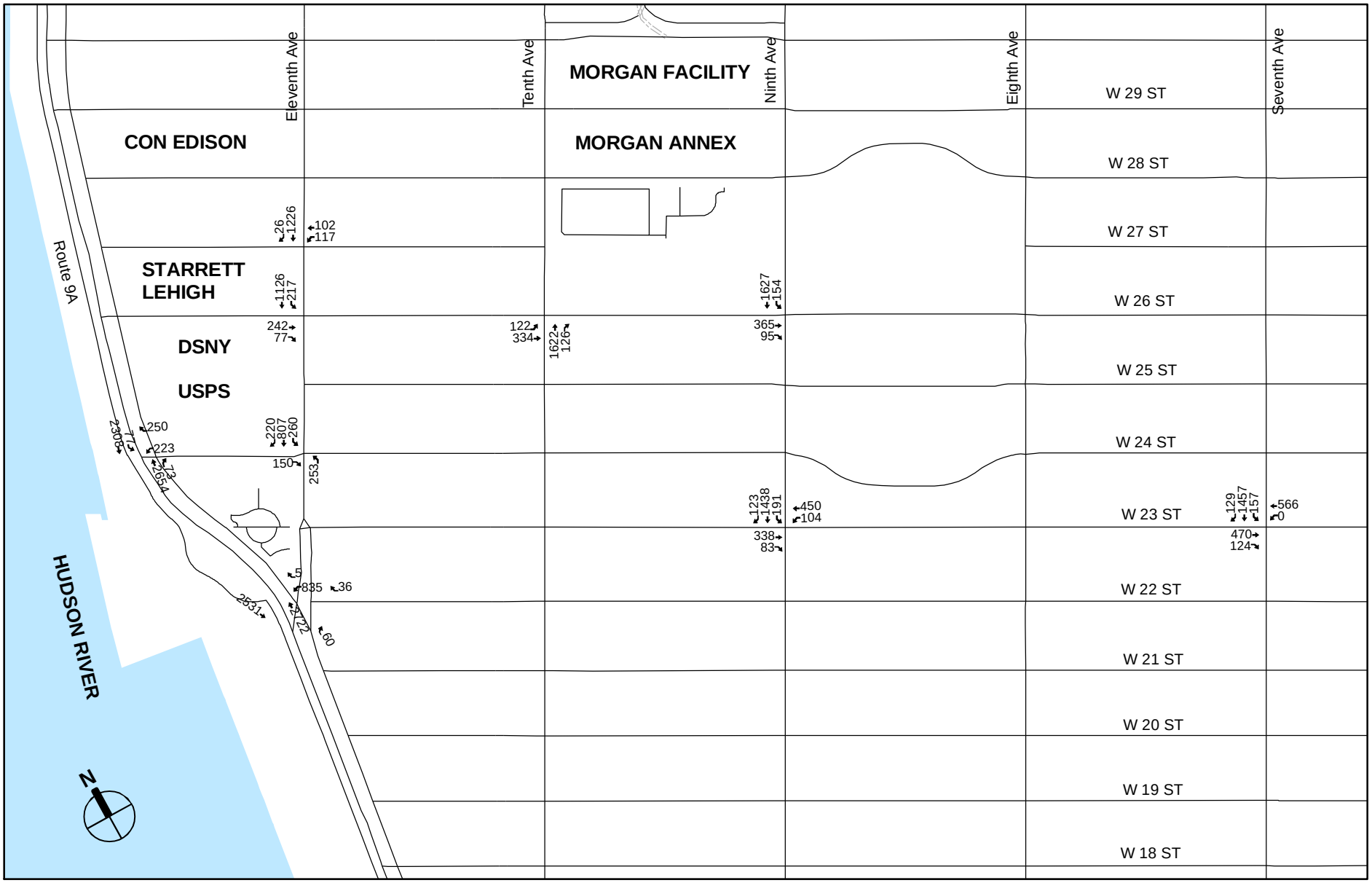
Figure E-43



2017 Build Traffic Volumes - Inset 3
(Weekday PM Peak Hour)

WESTERN **RAIL YARD**

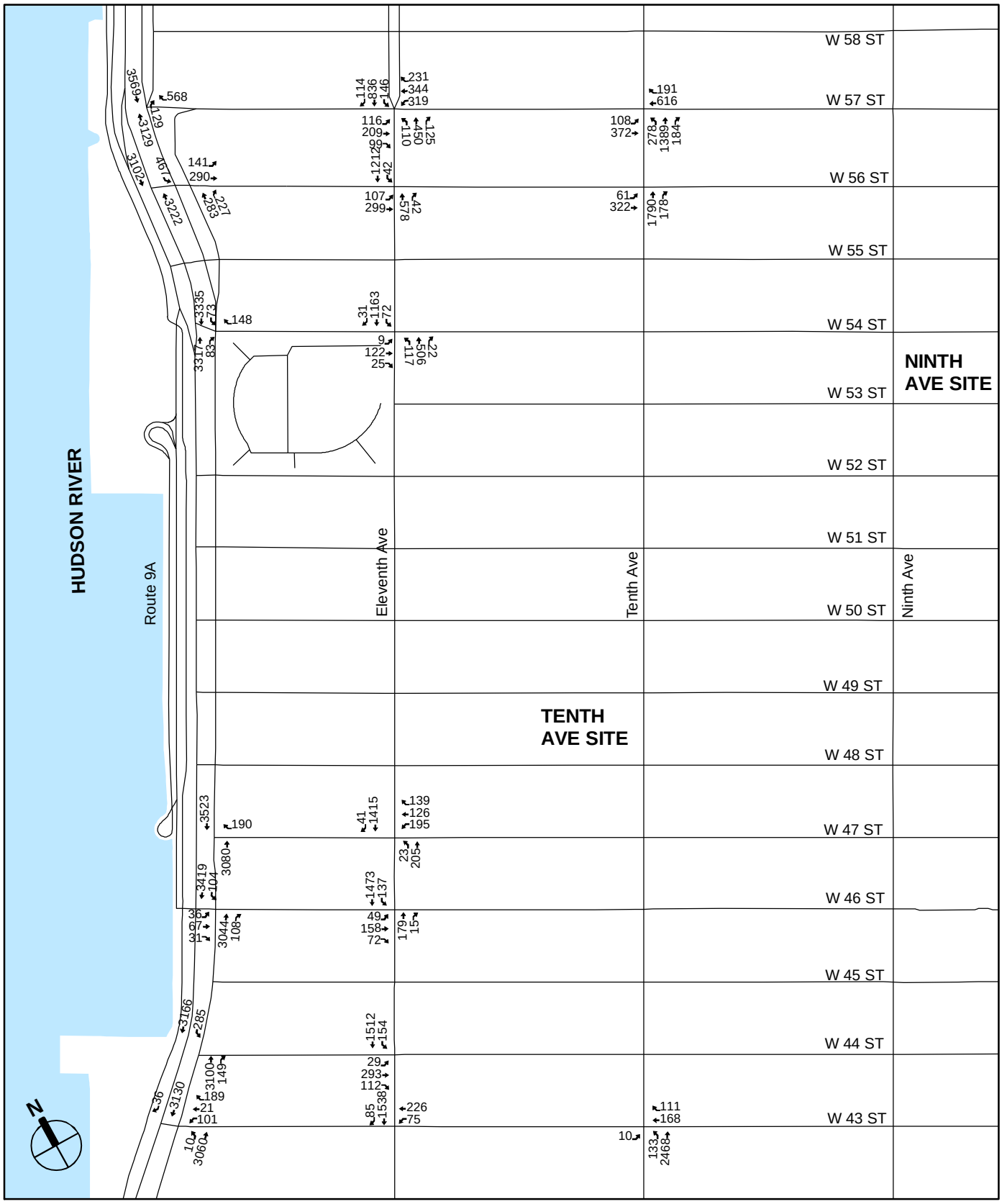
Figure E-44



2017 Build Traffic Volumes - Inset 4
(Weekday PM Peak Hour)

WESTERN **RAIL YARD**

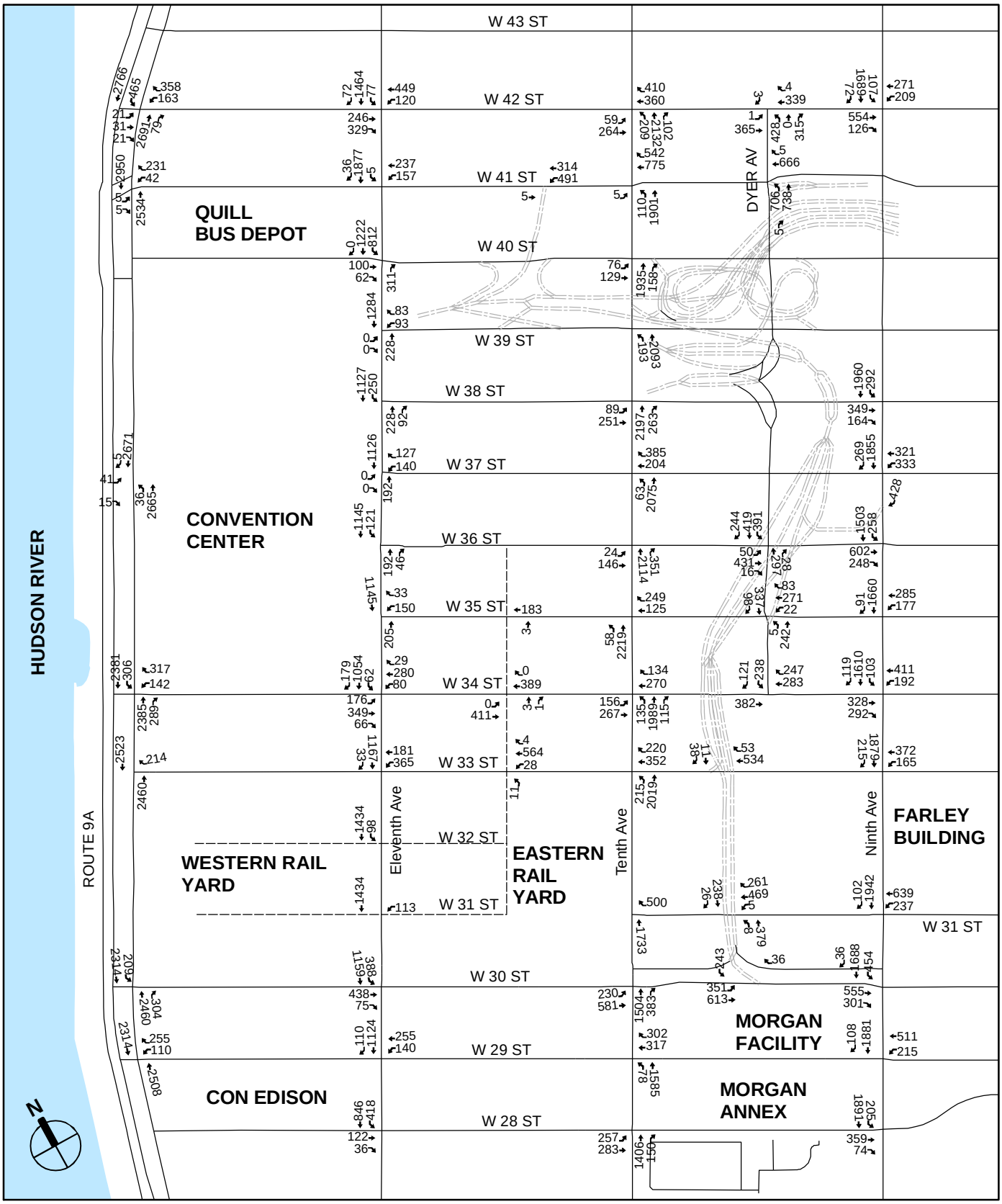
Figure E-45



2017 Build Traffic Volumes - Inset 1
(Saturday Midday Peak Hour)

WESTERN **RAIL YARD**

Figure E-46



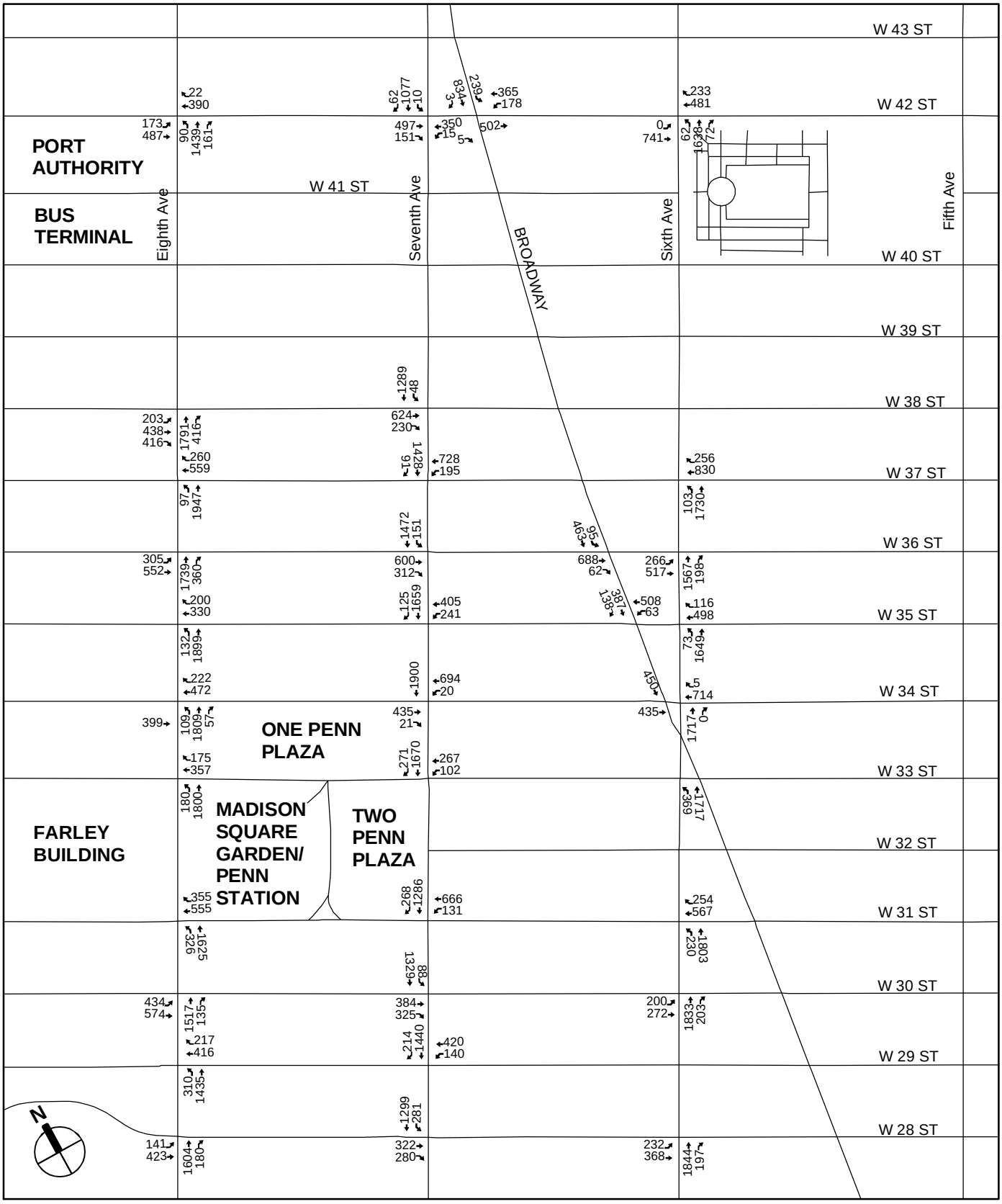
0 500 1,000 Feet

New Streets (Not to Scale)

2017 Build Traffic Volumes - Inset 2
(Saturday Midday Peak Hour)

WESTERN **RAIL YARD**

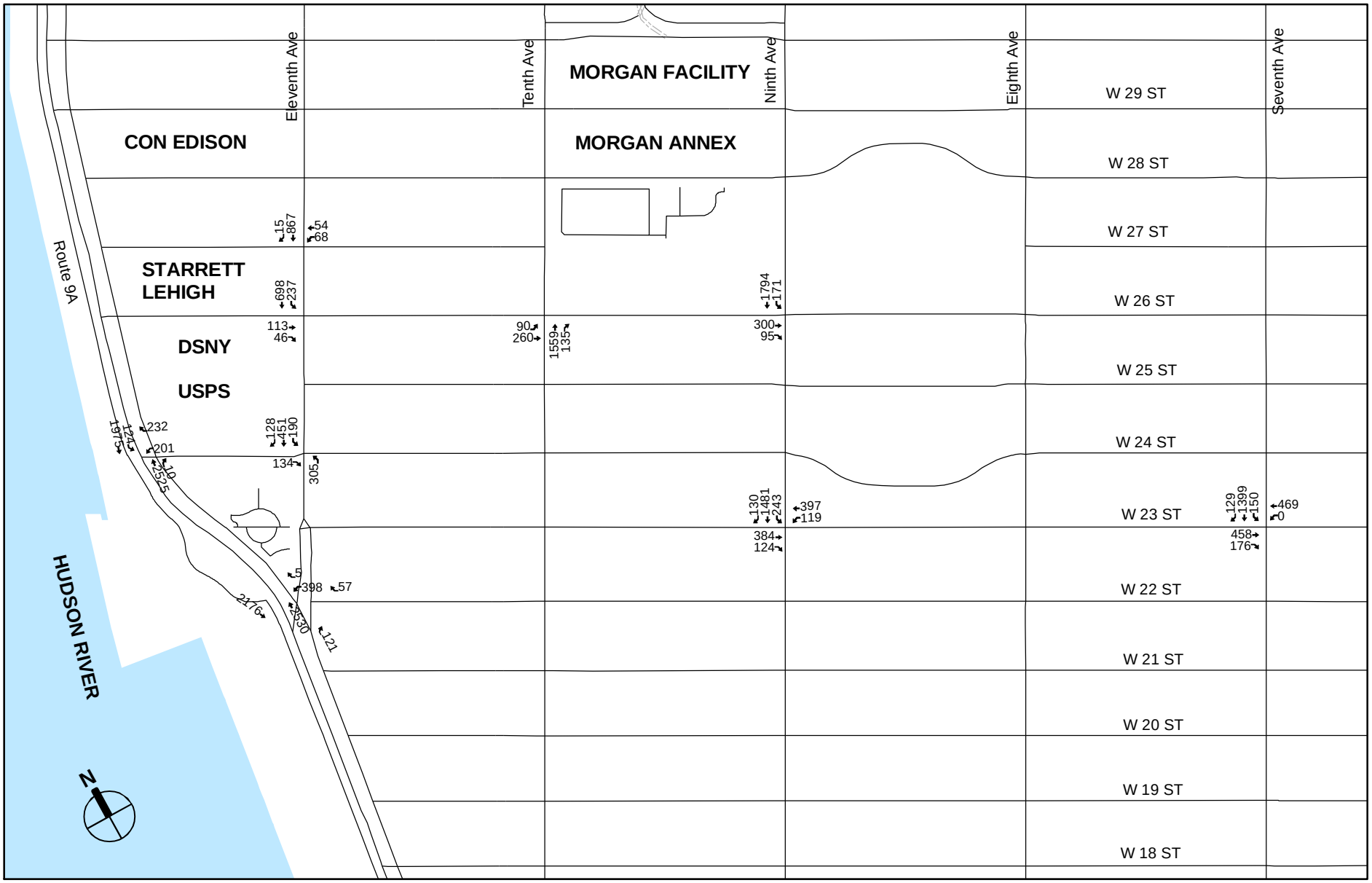
Figure E-47



2017 Build Traffic Volumes - Inset 3
(Saturday Midday Peak Hour)

WESTERN **RAIL YARD**

Figure E-48



2017 Build Traffic Volumes - Inset 4
(Saturday Midday Peak Hour)

WESTERN **RAIL YARD**

Figure E-49

Appendix E7:
TRANSIT AND PEDESTRIAN ANALYSES

Subway Station Element LOS Tables

2008 Existing Condition (Weekday AM/PM)
34th Street–Penn Station (1, 2, and 3 routes)

Control Area	Station Elements	Quantity	One- or Two-way	AM Peak 15-Minute Volume (In)	AM Peak 15-Minute Volume (Out)	AM Peak 15-Minute Capacity	AM Peak 15-Minute V/C Ratio	PM Peak 15-Minute Volume (In)	PM Peak 15-Minute Volume (Out)	PM Peak 15-Minute Capacity	PM Peak 15-Minute V/C Ratio
R137	Turnstile	3	2	27	240	1152	0.23	218	47	1152	0.23
	Service Gate	1	2	0	1	600	0.00	2	1	675	0.00
R135 (32nd Street Sub passage to Penn Station)	Turnstile	6	2	1400	35	2304	0.62	151	1562	2304	0.74
	Service Gate	1	2	9	246	600	0.43	1	55	600	0.09
R139	Turnstile	4	2	354	34	1536	0.25	161	159	1728	0.19
	HEET	1	2	11	19	270	0.11	4	50	240	0.23
	Service Gate	1	2	2	2	675	0.01	5	4	675	0.01
R138 (33rd Street Sub passage to Penn Station)	Turnstile	12	2	2184	198	4608	0.52	685	2187	4608	0.62
	Service Gate	1	2	3	402	600	0.68	7	615	600	1.04
Control Area (No Booth)	HEET	1	2	20	97	240	0.49	60	55	270	0.43
	Service Gate	1	2	0	23	600	0.04	0	34	600	0.06
Booth - R141	Turnstile	7	2	71	304	2688	0.14	477	186	2688	0.25
	Service Gate	1	2	4	0	600	0.01	11	13	675	0.04
Booth - R142	Turnstile	4	2	64	453	1536	0.34	303	137	1536	0.29
	HEET	2	2	6	158	480	0.34	22	42	540	0.12
	Service Gate	1	2	0	66	600	0.11	3	9	600	0.02

Control Area	Stairways	Width (ft)	Effective Width (ft)	AM Peak 15-Minute In	AM Peak 15-Minute Out	AM Peak 15-Minute SVCD Capacity	AM Peak 15-Minute V/SVCD Ratio	AM Peak 15-Minute LOS	PM Peak 15-Minute In	PM Peak 15-Minute Out	PM Peak 15-Minute SVCD Capacity	PM Peak 15-Minute V/SVCD Ratio	PM Peak 15-Minute LOS
32nd St and 7th Ave (R137)	O15AB (NE)	10.3	8.8	34	246	1056	0.27	A	256	37	1056	0.28	A
	O14AB	10.3	8.8	34	246	1056	0.27	A	256	37	1056	0.28	A
33rd St and 7th Ave (R139)	O17AB (SE)	10.0	8.5	17	267	1020	0.28	A	432	75	1020	0.50	B
	P3AB	10.7	9.2	17	267	1104	0.26	A	432	75	1104	0.46	B
	O19 (NE/E)	5.8	4.8	9	146	576	0.27	A	152	11	576	0.28	A
	O18	5.8	4.8	9	146	576	0.27	A	152	11	576	0.28	A
	S2 (NE/W)	5.3	4.3	44	228	516	0.53	B	178	148	581	0.56	B
	P4	7.0	5.8	44	228	690	0.39	A	178	148	776	0.42	A
33rd and 7th Ave (West)	S1 (NW)	4.4	3.4	20	120	408	0.34	A	60	89	459	0.32	A
	P2	4.8	3.8	20	120	456	0.31	A	60	89	513	0.29	A
	P1	8.5	7.3	20	120	870	0.16	A	60	89	979	0.15	A
34th St and 7th Ave (East) (R141)	S4 (SE)	10.0	8.5	32	88	1020	0.12	A	166	72	1020	0.23	A
	P6AB	13.0	11.5	32	88	1380	0.09	A	166	72	1380	0.17	A
	S6 (NE)	5.1	4.1	45	233	486	0.57	B	353	123	486	0.98	C
	P8AB	12.3	10.8	45	233	1296	0.21	A	353	123	1296	0.37	A
34th St and 7th Ave (West) (R142)	S3 (SW)	5.6	4.6	30	183	552	0.39	A	72	76	621	0.24	A
	P5AB	12.1	10.6	30	183	1272	0.17	A	72	76	1431	0.10	A
	S5 (NW)	5.6	4.6	51	499	552	1.00	C	321	96	552	0.76	C
	P7AB	12.2	10.7	51	499	1284	0.43	A	321	96	1284	0.32	A

2008 Existing Condition (Weekday AM/PM)
34th Street–Penn Station (A, C, and E routes)

Control Area	Station Elements	Quantity	One- or Two-way	AM Peak 15-Minute				PM Peak 15-Minute			
				Volume (In)	Volume (Out)	Capacity	V/C Ratio	Volume (In)	Volume (Out)	Capacity	V/C Ratio
N67	Turnstile	13	2	1336	436	4992	0.35	863	882	5616	0.31
	HEET	2	2	0	52	480	0.11	16	67	480	0.17
	Service Gate	1	2	24	17	675	0.06	15	24	675	0.06
N70	Turnstile	5	2	104	327	1920	0.22	338	154	1920	0.26
	Service Gate	1	2	3	4	675	0.01	5	4	675	0.01
N71	Turnstile	5	2	65	503	1920	0.30	311	138	1920	0.23
	Service Gate	1	2	1	0	600	0.00	6	4	675	0.01
	HEET	1	2	13	92	600	0.18	15	19	675	0.05
N72	Turnstile	9	2	1816	144	3456	0.57	444	536	3888	0.25
	Service Gate	3	2	4	69	1800	0.04	15	3	1800	0.01
N73	Turnstile	9	2	591	279	3456	0.25	151	1356	3456	0.44
	Service Gate	1	2	19	2	600	0.04	3	5	675	0.01

Control Area	Stairways	Width (ft)	Quantity/ Effective Width (ft)	AM Peak 15-Minute					PM Peak 15-Minute				
				In	Out	SVCD Capacity	V/SVCD Ratio	LOS	In	Out	SVCD Capacity	V/SVCD Ratio	LOS
34th St and 8th Ave (East) (N70)	S7	7.0	6.0	90	150	810	0.30	A	204	69	720	0.38	A
	P6AB	6.7	5.7	90	150	770	0.31	A	204	69	684	0.40	A
	S9	5.5	4.5	39	150	540	0.35	A	245	57	540	0.56	B
	P8AB	11.5	10.0	39	150	1200	0.16	A	245	57	1200	0.25	A
34th St and 8th Ave (West) (N71)	S6 (SW)	5.7	4.7	49	354	564	0.71	C	300	84	564	0.68	B
	P5AB	11.6	10.1	49	354	1212	0.33	A	300	84	1212	0.32	A
	S8 (NW)	5.8	4.8	29	229	576	0.45	A	143	50	576	0.34	A
	P7AB	8.8	7.3	29	229	876	0.29	A	143	50	876	0.22	A
33rd St and 8th Ave (East) (N72)	S1 (SE)	7.4	6.4	74	187	768	0.34	A	188	116	864	0.35	A
	P1	7.4	6.4	74	187	768	0.34	A	188	116	864	0.35	A
	S5 (NE)	4.0	3.0	11	96	360	0.30	A	117	56	360	0.48	B
	P4	4.4	3.4	11	96	408	0.26	A	117	56	408	0.42	A
33rd St and 8th Ave (West) (N73)	S3 (SW/E)	4.3	3.3	23	203	396	0.57	B	110	99	446	0.47	B
	S2 (SW/W)	4.3	3.3	54	316	396	0.93	C	235	193	446	0.96	C
	P2AB	7.6	6.1	77	519	732	0.81	C	345	292	824	0.77	C
	S4 (NW)	4.4	3.4	25	352	408	0.92	C	228	55	408	0.69	B
	P3	4.4	3.4	25	352	408	0.92	C	228	55	408	0.69	B

2019 Future without the Proposed Actions (Weekday AM/PM)
34th Street–Penn Station (1, 2, and 3 routes)

Control Area	Station Elements	Quantity	One- or Two way	AM Peak 15-Minute Volume (In)	AM Peak 15-Minute Volume (Out)	AM Peak 15-Minute Capacity	AM Peak 15-Minute V/C Ratio	PM Peak 15-Minute Volume (In)	PM Peak 15-Minute Volume (Out)	PM Peak 15-Minute Capacity	PM Peak 15-Minute V/C Ratio
R137	Turnstile	3	2	37	272	1152	0.27	244	56	1152	0.26
	Service Gate	1	2	0	1	600	0.00	2	1	675	0.00
R135 (32nd Street Sub passage to Penn Station)	Turnstile	6	2	1487	229	2304	0.74	309	1646	2304	0.85
	Service Gate	1	2	11	265	600	0.46	9	58	600	0.11
R139	Turnstile	4	2	386	69	1536	0.30	201	174	1728	0.22
	HEET	1	2	12	41	240	0.22	4	56	240	0.25
	Service Gate	1	2	2	2	675	0.01	5	4	675	0.01
R138 (33rd Street Sub passage to Penn Station)	Turnstile	12	2	2339	592	4608	0.64	952	2314	4608	0.71
	Service Gate	1	2	3	417	600	0.70	7	638	600	1.08
Control Area (No Booth)	HEET	1	2	31	194	240	0.94	131	61	240	0.80
	Service Gate	1	2	10	117	600	0.21	69	39	675	0.16
Booth - R141	Turnstile	7	2	85	350	2688	0.16	514	200	2688	0.27
	Service Gate	1	2	15	34	600	0.08	30	20	675	0.07
Booth - R142	Turnstile	4	2	99	636	1536	0.48	352	156	1536	0.33
	HEET	2	2	8	191	480	0.41	24	45	540	0.13
	Service Gate	1	2	1	71	600	0.12	3	10	600	0.02
34th St and 7th Ave (West) (R142)	New Escalators (1)	2	2	0	1133	1530	0.74	819	0	1530	0.54
	New Escalators (1)	2	1	213	0	765	0.28	0	375	765	0.49

Control Area	Stairways	Width (ft)	Effective Width (ft)	AM Peak 15-Minute In	AM Peak 15-Minute Out	AM Peak 15-Minute SVCD Capacity	AM Peak 15-Minute V/SVCD Ratio	AM Peak 15-Minute LOS	PM Peak 15-Minute In	PM Peak 15-Minute Out	PM Peak 15-Minute SVCD Capacity	PM Peak 15-Minute V/SVCD Ratio	PM Peak 15-Minute LOS
32nd St and 7th Ave (R137)	O15AB (NE)	10.3	8.8	44	278	1056	0.30	A	284	45	1056	0.31	A
	O14AB	10.3	8.8	44	278	1056	0.30	A	284	45	1056	0.31	A
33rd St and 7th Ave (R139)	O17AB (SE)	10.0	8.5	23	291	1020	0.31	A	456	81	1020	0.53	B
	P3AB	10.7	9.2	23	291	1104	0.28	A	456	81	1104	0.49	B
	O19 (NE/E)	5.8	4.8	14	166	576	0.31	A	166	14	576	0.31	A
	O18	5.8	4.8	14	166	576	0.31	A	166	14	576	0.31	A
	S2 (NE/W)	5.3	4.3	78	384	516	0.90	C	265	172	581	0.75	C
	P4	7.0	5.8	78	384	690	0.67	B	265	172	776	0.56	B
33rd and 7th Ave (West)	S1 (NW)	4.4	3.4	31	235	408	0.65	B	131	98	459	0.50	B
	P2	4.8	3.8	31	235	456	0.58	B	131	98	513	0.45	A
	P1	8.5	7.3	31	235	870	0.31	A	131	98	979	0.23	A
34th St and 7th Ave (East) (R141)	S4 (SE)	10.0	8.5	39	108	1020	0.14	A	182	78	1020	0.25	A
	P6AB	13.0	11.8	39	108	1410	0.10	A	182	78	1410	0.18	A
	S6 (NE)	5.1	4.1	53	259	486	0.64	B	376	131	486	1.04	D
	P8AB	12.3	10.8	53	259	1296	0.24	A	376	131	1296	0.39	A
34th St and 7th Ave (West) (R142)	S3 (SW) (1)	15.2	13.2	54	340	1584	0.25	A	98	85	1782	0.10	A
	P5AB	12.1	10.6	54	340	1272	0.31	A	98	85	1431	0.13	A
	S5 (NW) (1)	6.6	5.6	49	530	672	0.86	C	454	62	672	0.77	C
	P7AB	12.2	10.7	33	348	1284	0.30	A	211	60	1284	0.21	A

Note: (1) ARC Project - Widening of stairways S3 and S5 and provide new entrance with new escalators.

2019 Future without the Proposed Actions (Weekday AM/PM)
34th Street–Penn Station (A, C, and E routes)

Control Area	Station Elements	Quantity	One- or Two-way	AM Peak 15-Minute				PM Peak 15-Minute			
				Volume (In)	Volume (Out)	Capacity	V/C Ratio	Volume (In)	Volume (Out)	Capacity	V/C Ratio
N67	Turnstile	13	2	1560	1500	5616	0.54	2138	1228	5616	0.60
	HEET	2	2	0	121	480	0.25	29	86	480	0.24
	Service Gate	1	2	26	18	675	0.07	16	25	675	0.06
N70	Turnstile	5	2	125	490	1920	0.32	517	185	1920	0.37
	Service Gate	1	2	4	7	675	0.02	9	6	675	0.02
N71	Turnstile	5	2	83	652	1920	0.38	472	161	1920	0.33
	Service Gate	1	2	1	0	600	0.00	6	11	675	0.03
	HEET	1	2	13	96	600	0.18	16	20	675	0.05
N72	Turnstile	9	2	1944	259	3456	0.64	654	646	3888	0.33
	Service Gate	3	2	4	136	1800	0.08	20	24	2025	0.02
N73	Turnstile	9	2	640	437	3888	0.28	581	1457	3456	0.59
	Service Gate	1	2	20	232	600	0.42	3	5	675	0.01
34th St and 8th Ave (East) (N70)	New Escalators (2)	40	2	0	345	1530	0.23	380	0	1530	0.25
	New Escalators (2)	40	1	43	0	765	0.06	0	56	765	0.07

Control Area	Stairways	Width (ft)	Effective Width (ft)	AM Peak 15-Minute					PM Peak 15-Minute				
				In	Out	SVCD Capacity	V/SVCD Ratio	LOS	In	Out	SVCD Capacity	V/SVCD Ratio	LOS
34th St and 8th Ave (East) (N70)	S7	7.0	6.0	69	97	810	0.20	A	108	44	720	0.21	A
	P6AB	6.7	5.7	96	182	770	0.36	A	242	75	684	0.46	B
	S9	5.5	4.5	52	461	540	0.95	C	519	69	540	1.09	D
	P8AB	11.5	10.0	43	174	1200	0.18	A	275	62	1200	0.28	A
34th St and 8th Ave (West) (N71)	S6 (SW)	5.7	4.7	59	439	564	0.88	C	394	100	564	0.88	C
	P5AB	11.6	10.1	59	439	1212	0.41	A	394	100	1212	0.41	A
	S8 (NW)	5.8	4.8	37	295	576	0.58	B	215	64	576	0.48	B
	P7AB	8.8	7.3	37	295	876	0.38	A	215	64	876	0.32	A
33rd St and 8th Ave (East) (N72)	S1 (SE)	7.4	6.4	111	329	768	0.57	B	353	179	864	0.62	B
	P1	7.4	6.4	111	329	768	0.57	B	353	179	864	0.62	B
	S5 (NE)	4.0	3.0	40	149	360	0.53	B	169	118	405	0.71	C
	P4	4.4	3.4	40	149	408	0.46	B	169	118	459	0.63	B
33rd St and 8th Ave (West) (N73)	S3 (SW/E) (1)	8.0	6.8	38	384	810	0.52	B	303	130	810	0.53	B
	S2 (SW/W) (1)	8.0	6.8	65	493	810	0.69	B	438	216	911	0.72	C
	P2AB (1)	16.0	14.5	103	877	1740	0.56	B	741	346	1740	0.62	B
	S4 (NW)	4.4	3.4	33	442	408	1.16	D	323	70	408	0.96	C
	P3	4.4	3.4	33	442	408	1.16	D	323	70	408	0.96	C

Note: (1) Expanded Moynihan/Penn Station Redevelopment Project - Stairway widening
(2) ARC Project - New entrance on 8th Avenue between 33rd & 34th Street with new escalators.

2019 Future without the Proposed Actions (Weekday AM/PM)
New Station - 34th Street Station (7 route)

Control Area/Description	Station Elements	Quantity	One- or Two-way	AM Peak 15-Minute Volume (In)	AM Peak 15-Minute Volume (Out)	AM Peak 15-Minute Capacity	AM Peak 15-Minute V/C Ratio	PM Peak 15-Minute Volume (In)	PM Peak 15-Minute Volume (Out)	PM Peak 15-Minute Capacity	PM Peak 15-Minute V/C Ratio
Control Area at 34th Street and Boulevard											
Control Area	Turnstile	16	2	368	2364	6912	0.40	3013	655	6912	0.53
	Service Gate	1	2	19	124	675	0.21	159	34	675	0.29
Street to Upper Mezzanine	Escalator S3 (Up/Down)	1	1	290	0	1275	0.23	0	620	1275	0.49
	Escalator S4, S5 S6 (Up/Down)	3	1	0	2239	3825	0.59	2379	0	3825	0.62
Upper Mezzanine to Lower Mezzanine (E1 and E2 Tunnels)	Escalator E2-1 (Up/Down)	1	1	387	0	1275	0.30	0	689	1275	0.54
	Escalator E2-2, E2-3, and E2-4 (Up/Down)	3	1	0	0	3825	0.00	0	0	3825	0.00
	Escalator E1-1, E1-2, E1-3, and E1-4 (Up/Down)	4	1	0	2488	5100	0.49	3172	0	5100	0.62
Control Area at 35th Street and Boulevard											
Control Area	Turnstile	9	2	102	585	3888	0.18	1018	145	3888	0.30
	HEET	4	2	25	146	1080	0.16	255	36	1080	0.27
Street to Upper Mezzanine	Escalator S8 (Up/Down)	1	1	121	0	1275	0.09	0	181	1275	0.14
	Escalator S9 and S10 (Up/Down)	2	1	0	731	2550	0.29	1209	0	2550	0.47
Upper Mezzanine to Lower Mezzanine (E3 Tunnel)	Escalator E3-1 (Up/Down)	1	1	127	0	1275	0.10	0	181	1275	0.14
	Escalator E3-2, E3-3, and E3-4 (Up/Down)	3	1	0	731	3825	0.19	1273	0	3825	0.33

Control Area	Stairways	Width (ft)	Effective Width (ft)	AM Peak 15-Minute Volume (In)	AM Peak 15-Minute Volume (Out)	AM Peak 15-Minute SVCD Capacity	AM Peak 15-Minute V/SVCD Ratio	AM Peak 15-Minute LOS	PM Peak 15-Minute Volume (In)	PM Peak 15-Minute Volume (Out)	PM Peak 15-Minute SVCD Capacity	PM Peak 15-Minute V/SVCD Ratio	PM Peak 15-Minute LOS
Stairways													
Street to Upper Mezzanine	Stairway (S1 and S2) at 34th Street Entrance	10.0	8.0	97	249	2160	0.32	A	793	69	2160	0.80	C
	Stairway (S7) at 35th Street Entrance	5.0	4.0	6	0	1080	0.01	A	64	0	1080	0.12	A
Lower Mezzanine to Platform	Stairway (M1)	8.7	7.2	51	322	972	0.38	A	445	87	972	0.55	B
	Stairway (M2)	17.3	15.8	77	483	2133	0.26	A	667	131	2133	0.37	A
	Stairway (M3)	17.3	15.8	77	483	2133	0.26	A	667	131	2133	0.37	A
	Stairway (M4)	9.3	7.8	51	322	1053	0.35	A	445	87	1053	0.51	B
	Stairway (M5)	9.3	7.8	51	322	1053	0.35	A	445	87	1053	0.51	B
	Stairway (M6)	17.3	15.8	77	483	2133	0.26	A	667	131	2133	0.37	A
	Stairway (M7)	17.3	15.8	77	483	2133	0.26	A	667	131	2133	0.37	A
	Stairway (M8)	8.7	7.2	51	322	972	0.38	A	445	87	972	0.55	B

The 2017 Future without the Proposed Actions (Weekday AM/PM)
34th Street–Penn Station (1, 2, and 3 routes)

Control Area	Station Elements	Quantity	One- or Two way	AM Peak 15-Minute Volume (In)	AM Peak 15-Minute Volume (Out)	AM Peak 15-Minute Capacity	AM Peak 15-Minute V/C Ratio	PM Peak 15-Minute Volume (In)	PM Peak 15-Minute Volume (Out)	PM Peak 15-Minute Capacity	PM Peak 15-Minute V/C Ratio
R137	Turnstile	3	2	37	271	1152	0.27	243	56	1152	0.26
	Service Gate	1	2	0	1	600	0.00	2	1	675	0.00
R135 (32nd Street Sub passage to Penn Station)	Turnstile	6	2	1480	229	2304	0.74	308	1637	2304	0.84
	Service Gate	1	2	11	264	600	0.46	9	58	600	0.11
R139	Turnstile	4	2	385	69	1536	0.30	200	173	1728	0.22
	HEET	1	2	12	41	240	0.22	4	56	240	0.25
	Service Gate	1	2	2	2	675	0.01	5	4	675	0.01
R138 (33rd Street Sub passage to Penn Station)	Turnstile	12	2	2328	591	4608	0.63	949	2303	4608	0.71
	Service Gate	1	2	3	415	600	0.70	7	635	600	1.07
Control Area (No Booth)	HEET	1	2	31	193	240	0.93	131	61	240	0.80
	Service Gate	1	2	10	117	600	0.21	69	39	675	0.16
Booth - R141	Turnstile	7	2	84	348	2688	0.16	512	199	2688	0.26
	Service Gate	1	2	15	34	600	0.08	30	20	675	0.07
Booth - R142	Turnstile	4	2	99	634	1536	0.48	350	156	1536	0.33
	HEET	2	2	8	190	480	0.41	24	44	540	0.13
	Service Gate	1	2	1	70	600	0.12	3	10	600	0.02
34th St and 7th Ave (West) (R142)	New Escalators [1]	2	2	0	1133	1530	0.74	819	0	1530	0.54
	New Escalators [1]	2	1	213	0	765	0.28	0	375	765	0.49

Control Area	Stairways	Width (ft)	Quantity/ Effective Width (ft)	AM Peak 15-Minute In	AM Peak 15-Minute Out	AM Peak 15-Minute SVCD Capacity	AM Peak 15-Minute V/SVCD Ratio	AM Peak 15-Minute LOS	PM Peak 15-Minute In	PM Peak 15-Minute Out	PM Peak 15-Minute SVCD Capacity	PM Peak 15-Minute V/SVCD Ratio	PM Peak 15-Minute LOS
32nd St and 7th Ave (R137)	O15AB (NE)	10.3	8.8	44	277	1056	0.30	A	282	45	1056	0.31	A
	O14AB	10.3	8.8	44	277	1056	0.30	A	282	45	1056	0.31	A
33rd St and 7th Ave (R139)	O17AB (SE)	10.0	8.5	23	290	1020	0.31	A	454	80	1020	0.52	B
	P3AB	10.7	9.2	23	290	1104	0.28	A	454	80	1104	0.48	B
	O19 (NE/E)	5.8	4.8	14	165	576	0.31	A	165	14	576	0.31	A
	O18	5.8	4.8	14	165	576	0.31	A	165	14	576	0.31	A
	S2 (NE/W)	5.3	4.3	77	383	516	0.89	C	264	171	581	0.75	C
	P4	7.0	5.8	77	383	690	0.67	B	264	171	776	0.56	B
33rd and 7th Ave (West)	S1 (NW)	4.4	3.4	31	234	408	0.65	B	131	98	459	0.50	B
	P2	4.8	3.8	31	234	456	0.58	B	131	98	513	0.45	A
	P1	8.5	7.3	31	234	870	0.30	A	131	98	979	0.23	A
34th St and 7th Ave (East) (R141)	S4 (SE)	10.0	8.5	39	108	1020	0.14	A	181	77	1020	0.25	A
	P6AB	13.0	11.8	39	108	1410	0.10	A	181	77	1410	0.18	A
	S6 (NE)	5.1	4.1	52	258	486	0.64	B	375	130	486	1.04	D
	P8AB	12.3	10.8	52	258	1296	0.24	A	375	130	1296	0.39	A
34th St and 7th Ave (West) (R142)	S3 (SW) [1]	15.2	13.2	54	339	1584	0.25	A	97	85	1782	0.10	A
	P5AB	12.1	10.6	54	339	1272	0.31	A	97	85	1431	0.13	A
	S5 (NW) [1]	6.6	5.6	49	527	672	0.86	C	453	61	672	0.76	C
	P7AB	12.2	10.7	33	345	1284	0.29	A	210	59	1284	0.21	A

Note: (1) ARC Project - Widening of stairways S3 and S5 and provide new entrance with new escalators.

The 2017 Future without the Proposed Actions (Weekday AM/PM)
34th Street–Penn Station (A, C, and E routes)

Control Area	Station Elements	Quantity	One- or Two-way	AM Peak 15-Minute				PM Peak 15-Minute			
				Volume (In)	Volume (Out)	Capacity	V/C Ratio	Volume (In)	Volume (Out)	Capacity	V/C Ratio
N67	Turnstile	13	2	1553	1498	5616	0.54	2134	1224	5616	0.60
	HEET	2	2	0	121	480	0.25	29	86	480	0.24
	Service Gate	1	2	26	18	675	0.07	15	25	675	0.06
N70	Turnstile	5	2	124	488	1920	0.32	515	185	1920	0.36
	Service Gate	1	2	4	7	675	0.02	9	6	675	0.02
N71	Turnstile	5	2	83	649	1920	0.38	470	161	1920	0.33
	Service Gate	1	2	1	0	600	0.00	6	11	675	0.03
	HEET	1	2	13	95	600	0.18	15	20	675	0.05
N72	Turnstile	9	2	1934	258	3456	0.63	652	643	3888	0.33
	Service Gate	3	2	4	136	1800	0.08	20	24	2025	0.02
N73	Turnstile	9	2	637	435	3888	0.28	580	1450	3456	0.59
	Service Gate	1	2	20	232	600	0.42	3	5	675	0.01
34th St and 8th Ave (East) (N70)	New Escalators [2]	40	2	0	345	1530	0.23	380	0	1530	0.25
	New Escalators [2]	40	1	43	0	765	0.06	0	56	765	0.07

Control Area	Stairways	Width (ft)	Effective Width (ft)	AM Peak 15-Minute					PM Peak 15-Minute				
				In	Out	SVCD Capacity	V/SVCD Ratio	LOS	In	Out	SVCD Capacity	V/SVCD Ratio	LOS
34th St and 8th Ave (East) (N70)	S7	7.0	6.0	68	96	810	0.20	A	107	44	720	0.21	A
	P6AB	6.7	5.7	95	182	770	0.36	A	241	75	684	0.46	B
	S9	5.5	4.5	52	461	540	0.95	C	518	69	540	1.09	D
	P8AB	11.5	10.0	43	173	1200	0.18	A	274	62	1200	0.28	A
34th St and 8th Ave (West) (N71)	S6 (SW)	5.7	4.7	59	438	564	0.88	C	392	100	564	0.87	C
	P5AB	11.6	10.1	59	438	1212	0.41	A	392	100	1212	0.41	A
	S8 (NW)	5.8	4.8	37	294	576	0.57	B	214	64	576	0.48	B
	P7AB	8.8	7.3	37	294	876	0.38	A	214	64	876	0.32	A
33rd St and 8th Ave (East) (N72)	S1 (SE)	7.4	6.4	111	328	768	0.57	B	352	179	864	0.61	B
	P1	7.4	6.4	111	328	768	0.57	B	352	179	864	0.61	B
	S5 (NE)	4.0	3.0	39	149	360	0.52	B	168	118	405	0.71	C
	P4	4.4	3.4	39	149	408	0.46	B	168	118	459	0.62	B
33rd St and 8th Ave (West) (N73)	S3 (SW/E) [1]	8.0	6.8	38	383	810	0.52	B	302	129	810	0.53	B
	S2 (SW/W) [1]	8.0	6.8	65	491	810	0.69	B	437	215	810	0.80	C
	P2AB [1]	16.0	14.5	103	874	1740	0.56	B	739	344	1740	0.62	B
	S4 (NW)	4.4	3.4	33	440	408	1.16	D	321	70	408	0.96	C
	P3	4.4	3.4	33	440	408	1.16	D	321	70	408	0.96	C

Note: (1) Expanded Moynihan/Penn Station Redevelopment Project - Stairway widening
(2) ARC Project - New entrance on 8th Avenue between 33rd & 34th Street with new escalators.

2017 Future without the Proposed Actions (Weekday AM/PM)
New Station - 34th Street Station (7 route)

Control Area/Description	Station Elements	Quantity	One- or Two-way	AM Peak 15-Minute Volume (In)	AM Peak 15-Minute Volume (Out)	AM Peak 15-Minute Capacity	AM Peak 15-Minute V/C Ratio	PM Peak 15-Minute Volume (In)	PM Peak 15-Minute Volume (Out)	PM Peak 15-Minute Capacity	PM Peak 15-Minute V/C Ratio
Control Area at 34th Street and Boulevard											
Control Area	Turnstile	16	2	368	2364	6912	0.40	3013	655	6912	0.53
	Service Gate	1	2	19	124	675	0.21	159	34	675	0.29
Street to Upper Mezzanine	Escalator S3 (Up/Down)	1	1	290	0	1275	0.23	0	620	1275	0.49
	Escalator S4, S5 S6 (Up/Down)	3	1	0	2239	3825	0.59	2379	0	3825	0.62
Upper Mezzanine to Lower Mezzanine (E1 and E2 Tunnels)	Escalator E2-1 (Up/Down)	1	1	387	0	1275	0.30	0	689	1275	0.54
	Escalator E2-2, E2-3, and E2-4 (Up/Down)	3	1	0	0	3825	0.00	0	0	3825	0.00
	Escalator E1-1, E1-2, E1-3, and E1-4 (Up/Down)	4	1	0	2488	5100	0.49	3172	0	5100	0.62
Control Area at 35th Street and Boulevard											
Control Area	Turnstile	9	2	102	585	3888	0.18	1018	145	3888	0.30
	HEET	4	2	25	146	1080	0.16	255	36	1080	0.27
Street to Upper Mezzanine	Escalator S8 (Up/Down)	1	1	121	0	1275	0.09	0	181	1275	0.14
	Escalator S9 and S10 (Up/Down)	2	1	0	731	2550	0.29	1209	0	2550	0.47
Upper Mezzanine to Lower Mezzanine (E3 Tunnel)	Escalator E3-1 (Up/Down)	1	1	127	0	1275	0.10	0	181	1275	0.14
	Escalator E3-2, E3-3, and E3-4 (Up/Down)	3	1	0	731	3825	0.19	1273	0	3825	0.33

Control Area	Stairways	Width (ft)	Effective Width (ft)	AM Peak 15-Minute Volume (In)	AM Peak 15-Minute Volume (Out)	AM Peak 15-Minute SVCD Capacity	AM Peak 15-Minute V/SVCD Ratio	AM Peak 15-Minute LOS	PM Peak 15-Minute Volume (In)	PM Peak 15-Minute Volume (Out)	PM Peak 15-Minute SVCD Capacity	PM Peak 15-Minute V/SVCD Ratio	PM Peak 15-Minute LOS
Stairways													
Street to Upper Mezzanine	Stairway (S1 and S2) at 34th Street Entrance	10.0	8.0	97	249	2160	0.32	A	793	69	2160	0.80	C
	Stairway (S7) at 35th Street Entrance	5.0	4.0	6	0	1080	0.01	A	64	0	1080	0.12	A
Lower Mezzanine to Platform	Stairway (M1)	8.7	7.2	51	322	972	0.38	A	445	87	972	0.55	B
	Stairway (M2)	17.3	15.8	77	483	2133	0.26	A	667	131	2133	0.37	A
	Stairway (M3)	17.3	15.8	77	483	2133	0.26	A	667	131	2133	0.37	A
	Stairway (M4)	9.3	7.8	51	322	1053	0.35	A	445	87	1053	0.51	B
	Stairway (M5)	9.3	7.8	51	322	1053	0.35	A	445	87	1053	0.51	B
	Stairway (M6)	17.3	15.8	77	483	2133	0.26	A	667	131	2133	0.37	A
	Stairway (M7)	17.3	15.8	77	483	2133	0.26	A	667	131	2133	0.37	A
	Stairway (M8)	8.7	7.2	51	322	972	0.38	A	445	87	972	0.55	B

2019 Future with the Proposed Actions (Weekday AM/PM)
34th Street–Penn Station (1, 2, and 3 routes)

Control Area	Station Elements	Quantity	One- or Two way	AM Peak 15-Minute Volume (In)	AM Peak 15-Minute Volume (Out)	AM Peak 15-Minute Capacity	AM Peak 15-Minute V/C Ratio	PM Peak 15-Minute Volume (In)	PM Peak 15-Minute Volume (Out)	PM Peak 15-Minute Capacity	PM Peak 15-Minute V/C Ratio
R137	Turnstile	3	2	38	272	1152	0.27	245	57	1152	0.26
	Service Gate	1	2	0	1	600	0.00	2	1	675	0.00
R135 (32nd Street Sub passage to Penn Station)	Turnstile	6	2	1491	237	2304	0.75	319	1650	2304	0.85
	Service Gate	1	2	11	265	600	0.46	10	59	600	0.12
R139	Turnstile	4	2	390	71	1536	0.30	206	176	1728	0.22
	HEET	1	2	12	42	240	0.23	4	57	240	0.25
	Service Gate	1	2	2	2	675	0.01	5	4	675	0.01
R138 (33rd Street Sub passage to Penn Station)	Turnstile	12	2	2351	618	4608	0.64	984	2327	4608	0.72
	Service Gate	1	2	3	417	600	0.70	7	638	600	1.08
Control Area (No Booth)	HEET	1	2	33	200	240	0.97	140	62	240	0.84
	Service Gate	1	2	10	119	600	0.22	69	39	675	0.16
Booth - R141	Turnstile	7	2	97	353	2688	0.17	518	212	2688	0.27
	Service Gate	1	2	15	34	600	0.08	30	20	675	0.07
Booth - R142	Turnstile	4	2	102	659	1536	0.50	386	158	1536	0.35
	HEET	2	2	8	195	480	0.42	24	46	540	0.13
	Service Gate	1	2	1	72	600	0.12	3	10	600	0.02
34th St and 7th Ave (West) (R142)	New Escalators (1)	2	2	0	1159	1530	0.76	819	3	1530	0.54
	New Escalators (1)	2	1	213	0	765	0.28	0	375	765	0.49

Control Area	Stairways	Width (ft)	Effective Width (ft)	AM Peak 15-Minute In	AM Peak 15-Minute Out	AM Peak 15-Minute SVCD Capacity	AM Peak 15-Minute V/SVCD Ratio	AM Peak 15-Minute LOS	PM Peak 15-Minute In	PM Peak 15-Minute Out	PM Peak 15-Minute SVCD Capacity	PM Peak 15-Minute V/SVCD Ratio	PM Peak 15-Minute LOS
32nd St and 7th Ave (R137)	O15AB (NE)	10.3	8.8	45	278	1056	0.31	A	285	46	1056	0.31	A
	O14AB	10.3	8.8	45	278	1056	0.31	A	285	46	1056	0.31	A
33rd St and 7th Ave (R139)	O17AB (SE)	10.0	8.5	23	291	1020	0.31	A	456	81	1020	0.53	B
	P3AB	10.7	9.2	23	291	1104	0.28	A	456	81	1104	0.49	B
	O19 (NE/E)	5.8	4.8	14	166	576	0.31	A	166	14	576	0.31	A
	O18	5.8	4.8	14	166	576	0.31	A	166	14	576	0.31	A
	S2 (NE/W)	5.3	4.3	81	388	516	0.91	C	269	175	581	0.76	C
	P4	7.0	5.8	81	388	690	0.68	B	269	175	776	0.57	B
33rd and 7th Ave (West)	S1 (NW)	4.4	3.4	33	243	408	0.68	B	140	100	459	0.52	B
	P2	4.8	3.8	33	243	456	0.61	B	140	100	513	0.47	B
	P1	8.5	7.3	33	243	870	0.32	A	140	100	979	0.25	A
34th St and 7th Ave (East) (R141)	S4 (SE)	5.4	4.4	50	108	528	0.30	A	185	78	528	0.50	B
	P6AB	7.9	6.7	50	108	798	0.20	A	185	78	798	0.33	A
	S6 (NE)	5.1	4.1	53	262	486	0.65	B	376	144	486	1.07	D
	P8AB	12.3	10.8	53	262	1296	0.24	A	376	144	1296	0.40	A
34th St and 7th Ave (West) (R142)	S3 (SW) (1)	15.2	13.2	57	340	1584	0.25	A	133	85	1782	0.12	A
	P5AB	12.1	10.6	57	340	1272	0.31	A	133	85	1431	0.15	A
	S5 (NW) (1)	6.6	5.6	49	531	672	0.86	C	454	62	672	0.77	C
	P7AB	12.2	10.7	33	349	1284	0.30	A	211	60	1284	0.21	A

Note: (1) ARC Project - Widening of stairways S3 and S5 and provide new entrance with new escalators.

2019 Future with the Proposed Actions (Weekday AM/PM)
34th Street–Penn Station (A, C, and E routes)

Control Area	Station Elements	Quantity	One- or Two-way	AM Peak 15-Minute				PM Peak 15-Minute			
				Volume (In)	Volume (Out)	Capacity	V/C Ratio	Volume (In)	Volume (Out)	Capacity	V/C Ratio
N67	Turnstile	13	2	1702	1579	5616	0.58	2227	1406	5616	0.65
	HEET	2	2	0	126	480	0.26	30	95	480	0.26
	Service Gate	1	2	28	18	675	0.07	16	25	675	0.06
N70	Turnstile	5	2	142	493	1920	0.33	520	207	1920	0.38
	Service Gate	1	2	5	7	675	0.02	9	9	675	0.03
N71	Turnstile	5	2	89	662	1920	0.39	483	170	1920	0.34
	Service Gate	1	2	1	0	600	0.00	6	11	675	0.03
	HEET	1	2	13	96	600	0.18	16	20	675	0.05
N72	Turnstile	9	2	1999	267	3456	0.66	667	704	3888	0.35
	Service Gate	3	2	4	141	1800	0.08	20	38	2025	0.03
N73	Turnstile	9	2	662	449	3888	0.29	615	1486	3456	0.61
	Service Gate	1	2	20	251	600	0.45	3	5	675	0.01
34th St and 8th Ave (East) (N70)	New Escalators [2]	40	2	0	345	1530	0.23	380	0	1530	0.25
	New Escalators [2]	40	1	43	0	765	0.06	0	56	765	0.07

Control Area	Stairways	Width (ft)	Effective Width (ft)	AM Peak 15-Minute					PM Peak 15-Minute				
				In	Out	SVCD Capacity	V/SVCD Ratio	LOS	In	Out	SVCD Capacity	V/SVCD Ratio	LOS
34th St and 8th Ave (East) (N70)	S7	7.0	6.0	69	100	810	0.21	A	108	68	810	0.22	A
	P6AB	6.7	5.7	96	186	770	0.37	A	242	99	684	0.50	B
	S9	5.5	4.5	70	461	540	0.98	C	523	69	540	1.10	D
	P8AB	11.5	10.0	61	174	1200	0.20	A	279	62	1200	0.28	A
34th St and 8th Ave (West) (N71)	S6 (SW)	5.7	4.7	59	450	564	0.90	C	394	108	564	0.89	C
	P5AB	11.6	10.1	59	450	1212	0.42	A	394	108	1212	0.41	A
	S8 (NW)	5.8	4.8	44	295	576	0.59	B	226	64	576	0.50	B
	P7AB	8.8	7.3	44	295	876	0.39	A	226	64	876	0.33	A
33rd St and 8th Ave (East) (N72)	S1 (SE)	7.4	6.4	167	342	768	0.66	B	367	251	864	0.72	C
	P1	7.4	6.4	167	342	768	0.66	B	367	251	864	0.72	C
	S5 (NE)	4.0	3.0	40	149	360	0.53	B	169	118	405	0.71	C
	P4	4.4	3.4	40	149	408	0.46	B	169	118	459	0.63	B
33rd St and 8th Ave (West) (N73)	S3 (SW/E) [1]	8.0	6.8	41	388	810	0.53	B	306	134	810	0.54	B
	S2 (SW/W) [1]	8.0	6.8	86	518	810	0.75	C	466	242	911	0.78	C
	P2AB [1]	16.0	14.5	127	905	1740	0.59	B	772	376	1740	0.66	B
	S4 (NW)	4.4	3.4	39	449	408	1.20	D	330	77	408	1.00	C
	P3	4.4	3.4	39	449	408	1.20	D	330	77	408	1.00	C

Note: (1) Expanded Moynihan/Penn Station Redevelopment Project - Stairway widening
(2) ARC Project - New entrance on 8th Avenue between 33rd & 34th Street with new escalators.

2019 Future with the Proposed Actions (Weekday AM/PM)
New Station - 34th Street Station (7 route)

Control Area/Description	Station Elements	Quantity	One- or Two-way	AM Peak 15-Minute Volume (In)	AM Peak 15-Minute Volume (Out)	AM Peak 15-Minute Capacity	AM Peak 15-Minute V/C Ratio	PM Peak 15-Minute Volume (In)	PM Peak 15-Minute Volume (Out)	PM Peak 15-Minute Capacity	PM Peak 15-Minute V/C Ratio
Control Area at 34th Street and Boulevard											
Control Area at 34th Street and Boulevard	Turnstile	16	2	562	2780	6912	0.48	3528	868	6912	0.64
	Service Gate	1	2	30	146	675	0.26	186	46	675	0.34
Street to Upper Mezzanine	Escalator S3 (Up/Down)	1	1	444	0	1275	0.35	0	868	1275	0.68
	Escalator S4, S5 S6 (Up/Down)	3	1	0	2633	3825	0.69	2786	0	3825	0.73
Upper Mezzanine to Lower Mezzanine (E1 and E2 Tunnels)	Escalator E2-1 (Up/Down)	1	1	592	0	1275	0.46	0	914	1275	0.72
	Escalator E2-2, E2-3, and E2-4 (Up/Down)	3	1	0	0	3825	0.00	0	0	3825	0.00
	Escalator E1-1, E1-2, E1-3, and E1-4 (Up/Down)	4	1	0	2926	5100	0.57	3714	0	5100	0.73
Control Area at 35th Street and Boulevard											
Control Area at 35th Street and Boulevard	Turnstile	9	2	102	585	3888	0.18	1018	145	3888	0.30
	HEET	4	2	25	146	1080	0.16	255	36	1080	0.27
Street to Upper Mezzanine	Escalator S8 (Up/Down)	1	1	121	0	1275	0.09	0	181	1275	0.14
	Escalator S9 and S10 (Up/Down)	2	1	0	731	2550	0.29	1209	0	2550	0.47
Upper Mezzanine to Lower Mezzanine (E3 Tunnel)	Escalator E3-1 (Up/Down)	1	1	127	0	1275	0.10	0	181	1275	0.14
	Escalator E3-2, E3-3, and E3-4 (Up/Down)	3	1	0	731	3825	0.19	1273	0	3825	0.33

Control Area	Stairways	Width (ft)	Effective Width (ft)	AM Peak 15-Minute Volume (In)	AM Peak 15-Minute Volume (Out)	AM Peak 15-Minute SVCD Capacity	AM Peak 15-Minute V/SVCD Ratio	AM Peak 15-Minute LOS	PM Peak 15-Minute Volume (In)	PM Peak 15-Minute Volume (Out)	PM Peak 15-Minute SVCD Capacity	PM Peak 15-Minute V/SVCD Ratio	PM Peak 15-Minute LOS
Stairways													
Street to Upper Mezzanine	Stairway (S1 and S2) at 34th Street Entrance	10.0	8.0	148	293	2160	0.41	A	929	46	2160	0.90	C
	Stairway (S7) at 35th Street Entrance	5.0	4.0	6	0	1080	0.01	A	64	0	1080	0.12	A
Lower Mezzanine to Platform	Stairway (M1)	8.7	7.2	72	366	972	0.45	B	499	110	972	0.63	B
	Stairway (M2)	17.3	15.8	108	549	2133	0.31	A	748	164	2133	0.43	A
	Stairway (M3)	17.3	15.8	108	549	2133	0.31	A	748	164	2133	0.43	A
	Stairway (M4)	9.3	7.8	72	366	1053	0.42	A	499	110	1053	0.58	B
	Stairway (M5)	9.3	7.8	72	366	1053	0.42	A	499	110	1053	0.58	B
	Stairway (M6)	17.3	15.8	108	549	2133	0.31	A	748	164	2133	0.43	A
	Stairway (M7)	17.3	15.8	108	549	2133	0.31	A	748	164	2133	0.43	A
	Stairway (M8)	8.7	7.2	72	366	972	0.45	B	499	110	972	0.63	B

The 2017 Future with the Proposed Actions (Weekday AM/PM)
34th Street–Penn Station (1, 2, and 3 routes)

Control Area	Station Elements	Quantity	One- or Two way	AM Peak 15-Minute Volume (In)	AM Peak 15-Minute Volume (Out)	AM Peak 15-Minute Capacity	AM Peak 15-Minute V/C Ratio	PM Peak 15-Minute Volume (In)	PM Peak 15-Minute Volume (Out)	PM Peak 15-Minute Capacity	PM Peak 15-Minute V/C Ratio
R137	Turnstile	3	2	37	272	1152	0.27	245	56	1152	0.26
	Service Gate	1	2	0	1	600	0.00	2	1	675	0.00
R135 (32nd Street Sub passage to Penn Station)	Turnstile	6	2	1489	236	2304	0.75	318	1648	2304	0.85
	Service Gate	1	2	11	265	600	0.46	10	58	600	0.11
R139	Turnstile	4	2	388	71	1536	0.30	205	175	1728	0.22
	HEET	1	2	12	42	240	0.23	4	56	240	0.25
	Service Gate	1	2	2	2	675	0.01	5	4	675	0.01
R138 (33rd Street Sub passage to Penn Station)	Turnstile	12	2	2345	616	4608	0.64	981	2321	4608	0.72
	Service Gate	1	2	3	417	600	0.70	7	638	600	1.08
Control Area (No Booth)	HEET	1	2	32	200	240	0.97	139	61	240	0.83
	Service Gate	1	2	10	119	600	0.22	69	39	675	0.16
Booth - R141	Turnstile	7	2	91	353	2688	0.17	518	206	2688	0.27
	Service Gate	1	2	15	34	600	0.08	30	20	675	0.07
Booth - R142	Turnstile	4	2	101	658	1536	0.49	383	157	1536	0.35
	HEET	2	2	8	195	480	0.42	24	46	540	0.13
	Service Gate	1	2	1	72	600	0.12	3	10	600	0.02
34th St and 7th Ave (West) (R142)	New Escalators [1]	2	2	0	1158	1530	0.76	819	2	1530	0.54
	New Escalators [1]	2	1	213	0	765	0.28	0	375	765	0.49

Control Area	Stairways	Width (ft)	Effective Width (ft)	AM Peak 15-Minute In	AM Peak 15-Minute Out	AM Peak 15-Minute SVCD Capacity	AM Peak 15-Minute V/SVCD Ratio	AM Peak 15-Minute LOS	PM Peak 15-Minute In	PM Peak 15-Minute Out	PM Peak 15-Minute SVCD Capacity	PM Peak 15-Minute V/SVCD Ratio	PM Peak 15-Minute LOS
32nd St and 7th Ave (R137)	O15AB (NE)	10.3	8.8	44	278	1056	0.30	A	285	45	1056	0.31	A
	O14AB	10.3	8.8	44	278	1056	0.30	A	285	45	1056	0.31	A
33rd St and 7th Ave (R139)	O17AB (SE)	10.0	8.5	23	291	1020	0.31	A	456	81	1020	0.53	B
	P3AB	10.7	9.2	23	291	1104	0.28	A	456	81	1104	0.49	B
	O19 (NE/E)	5.8	4.8	14	166	576	0.31	A	166	14	576	0.31	A
	O18	5.8	4.8	14	166	576	0.31	A	166	14	576	0.31	A
	S2 (NE/W)	5.3	4.3	79	388	516	0.91	C	269	173	581	0.76	C
	P4	7.0	5.8	79	388	690	0.68	B	269	173	776	0.57	B
33rd and 7th Ave (West)	S1 (NW)	4.4	3.4	32	242	408	0.67	B	139	99	459	0.52	B
	P2	4.8	3.8	32	242	456	0.60	B	139	99	513	0.46	B
	P1	8.5	7.3	32	242	870	0.31	A	139	99	979	0.24	A
34th St and 7th Ave (East) (R141)	S4 (SE)	5.4	4.4	44	108	528	0.29	A	185	78	528	0.50	B
	P6AB	7.9	6.7	44	108	798	0.19	A	185	78	798	0.33	A
	S6 (NE)	5.1	4.1	53	262	486	0.65	B	376	138	486	1.06	D
	P8AB	12.3	10.8	53	262	1296	0.24	A	376	138	1296	0.40	A
34th St and 7th Ave (West) (R142)	S3 (SW) [1]	15.2	13.2	55	340	1584	0.25	A	130	85	1782	0.12	A
	P5AB	12.1	10.6	55	340	1272	0.31	A	130	85	1431	0.15	A
	S5 (NW) [1]	6.6	5.6	49	531	672	0.86	C	454	62	672	0.77	C
	P7AB	12.2	10.7	33	349	1284	0.30	A	211	60	1284	0.21	A

Note: (1) ARC Project - Widening of stairways S3 and S5 and provide new entrance with new escalators.

The 2017 Future with the Proposed Actions (Weekday AM/PM)
34th Street–Penn Station (A, C, and E routes)

Control Area	Station Elements	Quantity	One- or Two-way	AM Peak 15-Minute				PM Peak 15-Minute			
				Volume (In)	Volume (Out)	Capacity	V/C Ratio	Volume (In)	Volume (Out)	Capacity	V/C Ratio
N67	Turnstile	13	2	1694	1536	5616	0.58	2182	1386	5616	0.64
	HEET	2	2	0	123	480	0.26	29	94	480	0.26
	Service Gate	1	2	28	18	675	0.07	16	25	675	0.06
N70	Turnstile	5	2	141	491	1920	0.33	518	205	1920	0.38
	Service Gate	1	2	5	7	675	0.02	9	8	675	0.03
N71	Turnstile	5	2	89	657	1920	0.39	477	169	1920	0.34
	Service Gate	1	2	1	0	600	0.00	6	11	675	0.03
	HEET	1	2	13	96	600	0.18	16	20	675	0.05
N72	Turnstile	9	2	1996	263	3456	0.65	661	698	3888	0.35
	Service Gate	3	2	4	138	1800	0.08	20	36	2025	0.03
N73	Turnstile	9	2	661	442	3888	0.28	597	1483	3456	0.60
	Service Gate	1	2	20	241	600	0.44	3	5	675	0.01
34th St and 8th Ave (East) (N70)	New Escalators [2]	40	2	0	345	1530	0.23	380	0	1530	0.25
	New Escalators [2]	40	1	43	0	765	0.06	0	56	765	0.07

Control Area	Stairways	Width (ft)	Effective Width (ft)	AM Peak 15-Minute					PM Peak 15-Minute				
				In	Out	SVCD Capacity	V/SVCD Ratio	LOS	In	Out	SVCD Capacity	V/SVCD Ratio	LOS
34th St and 8th Ave (East) (N70)	S7	7.0	6.0	69	98	810	0.21	A	108	65	810	0.21	A
	P6AB	6.7	5.7	96	184	770	0.36	A	242	96	684	0.49	B
	S9	5.5	4.5	69	461	540	0.98	C	521	69	540	1.09	D
	P8AB	11.5	10.0	60	174	1200	0.20	A	277	62	1200	0.28	A
34th St and 8th Ave (West) (N71)	S6 (SW)	5.7	4.7	59	444	564	0.89	C	394	108	564	0.89	C
	P5AB	11.6	10.1	59	444	1212	0.42	A	394	108	1212	0.41	A
	S8 (NW)	5.8	4.8	43	295	576	0.59	B	220	64	576	0.49	B
	P7AB	8.8	7.3	43	295	876	0.39	A	220	64	876	0.32	A
33rd St and 8th Ave (East) (N72)	S1 (SE)	7.4	6.4	163	335	768	0.65	B	360	243	864	0.70	B
	P1	7.4	6.4	163	335	768	0.65	B	360	243	864	0.70	B
	S5 (NE)	4.0	3.0	40	149	360	0.53	B	169	118	405	0.71	C
	P4	4.4	3.4	40	149	408	0.46	B	169	118	459	0.63	B
33rd St and 8th Ave (West) (N73)	S3 (SW/E) [1]	8.0	6.8	41	385	810	0.53	B	305	133	810	0.54	B
	S2 (SW/W) [1]	8.0	6.8	84	504	810	0.73	C	452	239	911	0.76	C
	P2AB [1]	16.0	14.5	126	890	1740	0.58	B	756	373	1958	0.58	B
	S4 (NW)	4.4	3.4	38	446	408	1.19	D	326	77	408	0.99	C
	P3	4.4	3.4	38	446	408	1.19	D	326	77	408	0.99	C

Note: (1) Expanded Moynihan/Penn Station Redevelopment Project - Stairway widening
(2) ARC Project - New entrance on 8th Avenue between 33rd & 34th Street with new escalators.

2017 Future with the Proposed Actions (Weekday AM/PM)
New Station - 34th Street Station (7 route)

Control Area/Description	Station Elements	Quantity	One- or Two-way	AM Peak 15-Minute Volume (In)	AM Peak 15-Minute Volume (Out)	AM Peak 15-Minute Capacity	AM Peak 15-Minute V/C Ratio	PM Peak 15-Minute Volume (In)	PM Peak 15-Minute Volume (Out)	PM Peak 15-Minute Capacity	PM Peak 15-Minute V/C Ratio
Control Area at 34th Street and Boulevard											
Control Area at 34th Street and Boulevard	Turnstile	16	2	462	2765	6912	0.47	3490	770	6912	0.62
	Service Gate	1	2	24	146	675	0.25	184	41	675	0.33
Street to Upper Mezzanine	Escalator S3 (Up/Down)	1	1	365	0	1275	0.29	0	770	1275	0.60
	Escalator S4, S5 S6 (Up/Down)	3	1	0	2620	3825	0.68	2756	0	3825	0.72
Upper Mezzanine to Lower Mezzanine (E1 and E2 Tunnels)	Escalator E2-1 (Up/Down)	1	1	486	0	1275	0.38	0	810	1275	0.64
	Escalator E2-2, E2-3, and E2-4 (Up/Down)	3	1	0	0	3825	0.00	0	0	3825	0.00
	Escalator E1-1, E1-2, E1-3, and E1-4 (Up/Down)	4	1	0	2911	5100	0.57	3674	0	5100	0.72
Control Area at 35th Street and Boulevard											
Control Area at 35th Street and Boulevard	Turnstile	9	2	102	585	3888	0.18	1018	145	3888	0.30
	HEET	4	2	25	146	1080	0.16	255	36	1080	0.27
Street to Upper Mezzanine	Escalator S8 (Up/Down)	1	1	121	0	1275	0.09	0	181	1275	0.14
	Escalator S9 and S10 (Up/Down)	2	1	0	731	2550	0.29	1209	0	2550	0.47
Upper Mezzanine to Lower Mezzanine (E3 Tunnel)	Escalator E3-1 (Up/Down)	1	1	127	0	1275	0.10	0	181	1275	0.14
	Escalator E3-2, E3-3, and E3-4 (Up/Down)	3	1	0	731	3825	0.19	1273	0	3825	0.33

Control Area	Stairways	Width (ft)	Effective Width (ft)	AM Peak 15-Minute Volume (In)	AM Peak 15-Minute Volume (Out)	AM Peak 15-Minute SVCD Capacity	AM Peak 15-Minute V/SVCD Ratio	AM Peak 15-Minute LOS	PM Peak 15-Minute Volume (In)	PM Peak 15-Minute Volume (Out)	PM Peak 15-Minute SVCD Capacity	PM Peak 15-Minute V/SVCD Ratio	PM Peak 15-Minute LOS
Stairways													
Street to Upper Mezzanine	Stairway (S1 and S2) at 34th Street Entrance	10.0	8.0	122	291	2160	0.38	A	919	41	2160	0.89	C
	Stairway (S7) at 35th Street Entrance	5.0	4.0	6	0	1080	0.01	A	64	0	1080	0.12	A
Lower Mezzanine to Platform	Stairway (M1)	8.7	7.2	61	364	972	0.44	A	495	99	972	0.61	B
	Stairway (M2)	17.3	15.8	92	546	2133	0.30	A	742	149	2133	0.42	A
	Stairway (M3)	17.3	15.8	92	546	2133	0.30	A	742	149	2133	0.42	A
	Stairway (M4)	9.3	7.8	61	364	1053	0.40	A	495	99	1053	0.56	B
	Stairway (M5)	9.3	7.8	61	364	1053	0.40	A	495	99	1053	0.56	B
	Stairway (M6)	17.3	15.8	92	546	2133	0.30	A	742	149	2133	0.42	A
	Stairway (M7)	17.3	15.8	92	546	2133	0.30	A	742	149	2133	0.42	A
	Stairway (M8)	8.7	7.2	61	364	972	0.44	A	495	99	972	0.61	B

Impact Assessement - 2019 Build Conditions (Weekday AM/PM)
34th Street–Penn Station (1, 2, and 3 routes)

				AM Peak Period					PM Peak Period				
				2019 No Build		2019 Build			2019 No Build		2019 Build		
Control Area	Station Elements	Quantity	One- or Two-way	Ped Volumes	V/C Ratio	Ped Volumes	V/C Ratio	Impact?	Ped Volumes	V/C Ratio	Ped Volumes	V/C Ratio	Impact?
R137	Turnstile	3	2	309	0.27	310	0.27	No	300	0.26	302	0.26	No
	Service Gate	1	2	1	0.00	1	0.00	No	3	0.00	3	0.00	No
R135 (32nd Street Sub passage to Penn Station)	Turnstile	6	2	1716	0.74	1728	0.75	No	1955	0.85	1969	0.85	No
	Service Gate	1	2	276	0.46	276	0.46	No	67	0.11	69	0.12	No
R139	Turnstile	4	2	455	0.30	461	0.30	No	375	0.22	382	0.22	No
	HEET	1	2	53	0.22	54	0.23	No	60	0.25	61	0.25	No
	Service Gate	1	2	4	0.01	4	0.01	No	9	0.01	9	0.01	No
R138 (33rd Street Sub passage to Penn Station)	Turnstile	12	2	2931	0.64	2969	0.64	No	3266	0.71	3311	0.72	No
	Service Gate	1	2	420	0.70	420	0.70	No	645	1.08	645	1.08	No
Control Area (No Booth)	HEET	1	2	225	0.94	233	0.97	No	192	0.80	202	0.84	No
	Service Gate	1	2	127	0.21	129	0.22	No	108	0.16	108	0.16	No
Booth - R141	Turnstile	7	2	435	0.16	450	0.17	No	714	0.27	730	0.27	No
	Service Gate	1	2	49	0.08	49	0.08	No	50	0.07	50	0.07	No
Booth - R142	Turnstile	4	2	735	0.48	761	0.50	No	508	0.33	544	0.35	No
	HEET	2	2	199	0.41	203	0.42	No	69	0.13	70	0.13	No
	Service Gate	1	2	72	0.12	73	0.12	No	13	0.02	13	0.02	No
34th St and 7th Ave (West) (R142)	New Escalators (1)	2	2	1133	0.74	1159	0.76	No	819	0.54	822	0.54	No
	New Escalators (1)	2	1	213	0.28	213	0.28	No	375	0.49	375	0.49	No

				AM Peak Period							PM Peak Period							
				2019 No Build			2019 Build				2019 No Build			2019 Build				
Control Area	Stairways	Width (ft)	Effective Width (ft)	Ped Volumes	V/SVCD Ratio	LOS	Ped Volumes	V/SVCD Ratio	LOS	Increment Threshold (Inches)	Impact?	Ped Volumes	V/SVCD Ratio	LOS	Ped Volumes	V/SVCD Ratio	LOS	Increment Threshold (Inches)	Impact?
32nd St and 7th Ave (R137)	O15AB (NE)	10.3	8.8	322	0.30	A	323	0.31	A	0	No	329	0.31	A	331	0.31	A	0	No
	O14AB	10.3	8.8	322	0.30	A	323	0.31	A	0	No	329	0.31	A	331	0.31	A	0	No
33rd St and 7th Ave (R139)	O17AB (SE)	10.0	8.5	314	0.31	A	314	0.31	A	0	No	537	0.53	B	537	0.53	B	0	No
	P3AB	10.7	9.2	314	0.28	A	314	0.28	A	0	No	537	0.49	B	537	0.49	B	0	No
	O19 (NE/E)	5.8	4.8	180	0.31	A	180	0.31	A	0	No	180	0.31	A	180	0.31	A	0	No
	O18	5.8	4.8	180	0.31	A	180	0.31	A	0	No	180	0.31	A	180	0.31	A	0	No
	S2 (NE/W)	5.3	4.3	462	0.90	C	469	0.91	C	0	No	437	0.75	C	444	0.76	C	0	No
	P4	7.0	5.8	462	0.67	B	469	0.68	B	0	No	437	0.56	B	444	0.57	B	0	No
33rd and 7th Ave (West)	S1 (NW)	4.4	3.4	266	0.65	B	276	0.68	B	0	No	229	0.50	B	240	0.52	B	0	No
	P2	4.8	3.8	266	0.58	B	276	0.61	B	0	No	229	0.45	A	240	0.47	B	0	No
	P1	8.5	7.3	266	0.31	A	276	0.32	A	0	No	229	0.23	A	240	0.25	A	0	No
34th St and 7th Ave (East) (R141)	S4 (SE)	5.4	4.4	147	0.14	A	158	0.30	A	0	No	260	0.25	A	263	0.50	B	0	No
	P6AB	7.9	6.7	147	0.10	A	158	0.20	A	0	No	260	0.18	A	263	0.33	A	0	No
	S6 (NE)	5.1	4.1	312	0.64	B	315	0.65	B	0	No	507	1.04	D	520	1.07	D	1.25 < 6	No
	P8AB	12.3	10.8	312	0.24	A	315	0.24	A	0	No	507	0.39	A	520	0.40	A	0	No
34th St and 7th Ave (West) (R142)	S3 (SW) (1)	15.2	13.2	394	0.25	A	397	0.25	A	0	No	183	0.10	A	218	0.12	A	0	No
	P5AB	12.1	10.6	394	0.31	A	397	0.31	A	0	No	183	0.13	A	218	0.15	A	0	No
	S5 (NW) (1)	6.6	5.6	579	0.86	C	580	0.86	C	0	No	516	0.77	C	516	0.77	C	0	No
	P7AB	12.2	10.7	381	0.30	A	382	0.30	A	0	No	271	0.21	A	271	0.21	A	0	No

Note: (1) ARC Project - Widening of stairways S3 and S5 and provide new entrance with new escalators.

Impact Assessement - 2019 Build Conditions (Weekday AM/PM)
34th Street–Penn Station (A, C, and E routes)

				AM Peak Period					PM Peak Period				
				2019 No Build		2019 Build			2019 No Build		2019 Build		
Control Area	Station Elements	Quantity	One- or Two way	Ped Volumes	V/C Ratio	Ped Volumes	V/C Ratio	Impact?	Ped Volumes	V/C Ratio	Ped Volumes	V/C Ratio	Impact?
N67	Turnstile	13	2	3060	0.54	3281	0.58	No	3366	0.60	3633	0.65	No
	HEET	2	2	121	0.25	126	0.26	No	115	0.24	125	0.26	No
	Service Gate	1	2	44	0.07	46	0.07	No	41	0.06	41	0.06	No
N70	Turnstile	5	2	615	0.32	635	0.33	No	702	0.37	727	0.38	No
	Service Gate	1	2	11	0.02	12	0.02	No	15	0.02	18	0.03	No
N71	Turnstile	5	2	735	0.38	751	0.39	No	633	0.33	653	0.34	No
	Service Gate	1	2	1	0.00	1	0.00	No	17	0.03	17	0.03	No
	HEET	1	2	109	0.18	109	0.18	No	36	0.05	36	0.05	No
N72	Turnstile	9	2	2203	0.64	2266	0.66	No	1300	0.33	1371	0.35	No
	Service Gate	3	2	140	0.08	145	0.08	No	44	0.02	58	0.03	No
N73	Turnstile	9	2	1077	0.28	1111	0.29	No	2038	0.59	2101	0.61	No
	Service Gate	1	2	252	0.42	271	0.45	No	8	0.01	8	0.01	No
34th St and 8th Ave (East) (R70)	New Escalators (2)	40	2	345	0.23	345	0.23	No	380	0.25	380	0.25	No
	New Escalators (2)	40	1	43	0.06	43	0.06	No	56	0.07	56	0.07	No

				AM Peak Period							PM Peak Period							
				2019 No Build			2019 Build				2019 No Build			2019 Build				
Control Area	Stairways	Width (ft)	Effective Width (ft)	Ped Volumes	V/SVCD Ratio	LOS	Ped Volumes	V/SVCD Ratio	LOS	Width Increment Threshold	Impact?	Ped Volumes	V/SVCD Ratio	LOS	Ped Volumes	V/SVCD Ratio	LOS	Width Increment Threshold	Impact?
34th St and 8th Ave (East) (R70)	S7	7.0	6.0	166	0.20	A	169	0.21	A	0	No	152	0.21	A	176	0.22	A	0	No
	P6AB	6.7	5.7	278	0.36	A	282	0.37	A	0	No	317	0.46	B	341	0.50	B	0	No
	S9	5.5	4.5	513	0.95	C	531	0.98	C	0	No	588	1.09	D	592	1.10	D	0.37 < 6	No
	P8AB	11.5	10.0	217	0.18	A	235	0.20	A	0	No	337	0.28	A	341	0.28	A	0	No
34th St and 8th Ave (West) (R71)	S6 (SW)	5.7	4.7	498	0.88	C	509	0.90	C	0	No	494	0.88	C	502	0.89	C	0	No
	P5AB	11.6	10.1	498	0.41	A	509	0.42	A	0	No	494	0.41	A	502	0.41	A	0	No
	S8 (NW)	5.8	4.8	332	0.58	B	339	0.59	B	0	No	279	0.48	B	290	0.50	B	0	No
	P7AB	8.8	7.3	332	0.38	A	339	0.39	A	0	No	279	0.32	A	290	0.33	A	0	No
33rd St and 8th Ave (East) (R72)	S1 (SE)	7.4	6.4	440	0.57	B	509	0.66	B	0	No	532	0.62	B	618	0.72	C	0	No
	P1	7.4	6.4	440	0.57	B	509	0.66	B	0	No	532	0.62	B	618	0.72	C	0	No
	S5 (NE)	4.0	3.0	189	0.53	B	189	0.53	B	0	No	287	0.71	C	287	0.71	C	0	No
	P4	4.4	3.4	189	0.46	B	189	0.46	B	0	No	287	0.63	B	287	0.63	B	0	No
33rd St and 8th Ave (West) (R73)	S3 (SW/E) (1)	8.0	6.8	422	0.52	B	429	0.53	B	0	No	433	0.53	B	440	0.54	B	0	No
	S2 (SW/W) (1)	8.0	6.8	558	0.69	B	604	0.75	C	0	No	654	0.72	C	708	0.78	C	0	No
	P2AB (1)	16.0	14.5	980	0.56	B	1032	0.59	B	0	No	1087	0.62	B	1148	0.66	B	0	No
	S4 (NW)	4.4	3.4	475	1.16	D	488	1.20	D	1.12 < 6	No	393	0.96	C	407	1.00	C	0	No
	P3	4.4	3.4	475	1.16	D	488	1.20	D	1.12 < 6	No	393	0.96	C	407	1.00	C	0	No

Notes: (1) Expanded Moynihan/Penn Station Redevelopment Project - Stairway widening
(2) ARC Project - New entrance on 8th Avenue between 33rd & 34th Street with new escalators.

Impact Assessement - 2019 Build Conditions (Weekday AM/PM)
New Station - 34th Street Station (7 route)

				AM Peak Period					PM Peak Period				
				2019 No Build		2019 Build			2019 No Build		2019 Build		
Control Area/Description	Station Elements	Quantity	One- or Two-way	Ped Volumes	V/C Ratio	Ped Volumes	V/C Ratio	Impact?	Ped Volumes	V/C Ratio	Ped Volumes	V/C Ratio	Impact?
Control Area at 34th Street and Boulevard													
Control Area at 34th Street and Boulevard	Turnstile	16	2	2732	0.40	3342	0.48	No	3668	0.53	4396	0.64	No
	Service Gate	1	2	143	0.21	176	0.26	No	193	0.29	232	0.34	No
Street to Upper Mezzanine	Escalator S3 (Up/Down)	1	1	290	0.23	444	0.35	No	620	0.49	868	0.68	No
	Escalator S4, S5 S6 (Up/Down)	3	1	2239	0.59	2633	0.69	No	2379	0.62	2786	0.73	No
Upper Mezzanine to Lower Mezzanine (E1 and E2 Tunnels)	Escalator E2-1 (Up/Down)	1	1	387	0.30	592	0.46	No	689	0.54	914	0.72	No
	Escalator E2-2, E2-3, and E2-4 (Up/Down)	3	1	0	0.00	0	0.00	No	0	0.00	0	0.00	No
	Escalator E1-1, E1-2, E1-3, and E1-4 (Up/Down)	4	1	2488	0.49	2926	0.57	No	3172	0.62	3714	0.73	No
Control Area at 35th Street and Boulevard													
Control Area at 35th Street and Boulevard	Turnstile	9	2	687	0.18	687	0.18	No	1163	0.30	1163	0.30	No
	HEET	4	2	171	0.16	171	0.16	No	291	0.27	291	0.27	No
Street to Upper Mezzanine	Escalator S8 (Up/Down)	1	1	121	0.09	121	0.09	No	181	0.14	181	0.14	No
	Escalator S9 and S10 (Up/Down)	2	1	731	0.29	731	0.29	No	1209	0.47	1209	0.47	No
Upper Mezzanine to Lower Mezzanine (E3 Tunnel)	Escalator E3-1 (Up/Down)	1	1	127	0.10	127	0.10	No	181	0.14	181	0.14	No
	Escalator E3-2, E3-3, and E3-4 (Up/Down)	3	1	731	0.19	731	0.19	No	1273	0.33	1273	0.33	No

				2019 No Build			2019 Build				2019 No Build			2019 Build			
Control Area	Stairways	Width (ft)	Effective Width (ft)	Ped Volumes	V/SVCD Ratio	LOS	Ped Volumes	V/SVCD Ratio	LOS	Impact?	Ped Volumes	V/SVCD Ratio	LOS	Ped Volumes	V/SVCD Ratio	LOS	Impact?
Stairways																	
Street to Upper Mezzanine	Stairway (S1 and S2) at 34th Street Entrance	10.0	8	346	0.32	A	441	0.41	A	No	862	0.80	C	975	0.90	C	No
	Stairway (S7) at 35th Street Entrance	5.0	4	6	0.01	A	6	0.01	A	No	64	0.12	A	64	0.12	A	No
Lower Mezzanine to Platform	Stairway (M1)	8.7	7	373	0.38	A	438	0.45	B	No	532	0.55	B	609	0.63	B	No
	Stairway (M2)	17.3	16	560	0.26	A	657	0.31	A	No	798	0.37	A	912	0.43	A	No
	Stairway (M3)	17.3	16	560	0.26	A	657	0.31	A	No	798	0.37	A	912	0.43	A	No
	Stairway (M4)	9.3	8	373	0.35	A	438	0.42	A	No	532	0.51	B	609	0.58	B	No
	Stairway (M5)	9.3	8	373	0.35	A	438	0.42	A	No	532	0.51	B	609	0.58	B	No
	Stairway (M6)	17.3	16	560	0.26	A	657	0.31	A	No	798	0.37	A	912	0.43	A	No
	Stairway (M7)	17.3	16	560	0.26	A	657	0.31	A	No	798	0.37	A	912	0.43	A	No
	Stairway (M8)	8.7	7	373	0.38	A	438	0.45	B	No	532	0.55	B	609	0.63	B	No

Impact Assessement - 2017 Build Conditions (Weekday AM/PM)
34th Street–Penn Station (1, 2, and 3 routes)

				AM Peak Period					PM Peak Period				
				2017 No Build		2017 Build			2017 No Build		2017 Build		
Control Area	Station Elements	Quantity	One- or Two-way	Ped Volumes	V/C Ratio	Ped Volumes	V/C Ratio	Impact?	Ped Volumes	V/C Ratio	Ped Volumes	V/C Ratio	Impact?
R137	Turnstile	3	2	308	0.27	309	0.27	No	299	0.26	301	0.26	No
	Service Gate	1	2	1	0.00	1	0.00	No	3	0.00	3	0.00	No
R135 (32nd Street Sub passage to Penn Station)	Turnstile	6	2	1709	0.74	1725	0.75	No	1945	0.84	1966	0.85	No
	Service Gate	1	2	275	0.46	276	0.46	No	67	0.11	68	0.11	No
R139	Turnstile	4	2	454	0.30	459	0.30	No	373	0.22	380	0.22	No
	HEET	1	2	53	0.22	54	0.23	No	60	0.25	60	0.25	No
	Service Gate	1	2	4	0.01	4	0.01	No	9	0.01	9	0.01	No
R138 (33rd Street Sub passage to Penn Station)	Turnstile	12	2	2919	0.63	2961	0.64	No	3252	0.71	3302	0.72	No
	Service Gate	1	2	418	0.70	420	0.70	No	642	1.07	645	1.08	No
Control Area (No Booth)	HEET	1	2	224	0.93	232	0.97	No	192	0.80	200	0.83	No
	Service Gate	1	2	127	0.21	129	0.22	No	108	0.16	108	0.16	No
Booth - R141	Turnstile	7	2	432	0.16	444	0.17	No	711	0.26	724	0.27	No
	Service Gate	1	2	49	0.08	49	0.08	No	50	0.07	50	0.07	No
Booth - R142	Turnstile	4	2	733	0.48	759	0.49	No	506	0.33	540	0.35	No
	HEET	2	2	198	0.41	203	0.42	No	68	0.13	70	0.13	No
	Service Gate	1	2	71	0.12	73	0.12	No	13	0.02	13	0.02	No
34th St and 7th Ave (West) (R142)	New Escalators (1)	2	2	1133	0.74	1158	0.76	No	819	0.54	821	0.54	No
	New Escalators (1)	2	1	213	0.28	213	0.28	No	375	0.49	375	0.49	No

				AM Peak Period							PM Peak Period							
				2017 No Build			2017 Build			Increment Threshold (Inches)	Impact?	2017 No Build			2017 Build			Increment Threshold (Inches)	Impact?
Control Area	Stairways	Width (ft)	Effective Width (ft)	Ped Volumes	V/SVCD Ratio	LOS	Ped Volumes	V/SVCD Ratio	LOS			Ped Volumes	V/SVCD Ratio	LOS	Ped Volumes	V/SVCD Ratio	LOS		
32nd St and 7th Ave (R137)	O15AB (NE)	10.3	8.8	321	0.30	A	322	0.30	A	0	No	327	0.31	A	330	0.31	A	0	No
	O14AB	10.3	8.8	321	0.30	A	322	0.30	A	0	No	327	0.31	A	330	0.31	A	0	No
33rd St and 7th Ave (R139)	O17AB (SE)	10.0	8.5	313	0.31	A	314	0.31	A	0	No	534	0.52	B	537	0.53	B	0	No
	P3AB	10.7	9.2	313	0.28	A	314	0.28	A	0	No	534	0.48	B	537	0.49	B	0	No
	O19 (NE/E)	5.8	4.8	179	0.31	A	180	0.31	A	0	No	179	0.31	A	180	0.31	A	0	No
	O18	5.8	4.8	179	0.31	A	180	0.31	A	0	No	179	0.31	A	180	0.31	A	0	No
	S2 (NE/W)	5.3	4.3	460	0.89	C	467	0.91	C	0	No	435	0.75	C	442	0.76	C	0	No
	P4	7.0	5.8	460	0.67	B	467	0.68	B	0	No	435	0.56	B	442	0.57	B	0	No
33rd and 7th Ave (West)	S1 (NW)	4.4	3.4	265	0.65	B	274	0.67	B	0	No	229	0.50	B	238	0.52	B	0	No
	P2	4.8	3.8	265	0.58	B	274	0.60	B	0	No	229	0.45	A	238	0.46	B	0	No
	P1	8.5	7.3	265	0.30	A	274	0.31	A	0	No	229	0.23	A	238	0.24	A	0	No
34th St and 7th Ave (East) (R141)	S4 (SE)	5.4	4.4	147	0.14	A	152	0.29	A	0	No	258	0.25	A	263	0.50	B	0	No
	P6AB	7.9	6.7	147	0.10	A	152	0.19	A	0	No	258	0.18	A	263	0.33	A	0	No
	S6 (NE)	5.1	4.1	310	0.64	B	315	0.65	B	0	No	505	1.04	D	514	1.06	D	0.87 < 6	No
	P8AB	12.3	10.8	310	0.24	A	315	0.24	A	0	No	505	0.39	A	514	0.40	A	0	No
34th St and 7th Ave (West) (R142)	S3 (SW) (1)	15.2	13.2	393	0.25	A	395	0.25	A	0	No	182	0.10	A	215	0.12	A	0	No
	P5AB	12.1	10.6	393	0.31	A	395	0.31	A	0	No	182	0.13	A	215	0.15	A	0	No
	S5 (NW) (1)	6.6	5.6	576	0.86	C	580	0.86	C	0	No	514	0.76	C	516	0.77	C	0	No
	P7AB	12.2	10.7	378	0.29	A	382	0.30	A	0	No	269	0.21	A	271	0.21	A	0	No

Note: (1) ARC Project - Widening of stairways S3 and S5 and provide new entrance with new escalators.

Impact Assessement - 2017 Build Conditions (Weekday AM/PM)
34th Street–Penn Station (A, C, and E routes)

				AM Peak Period					PM Peak Period				
				2017 No Build		2017 Build			2017 No Build		2017 Build		
Control Area	Station Elements	Quantity	One- or Two way	Ped Volumes	V/C Ratio	Ped Volumes	V/C Ratio	Impact?	Ped Volumes	V/C Ratio	Ped Volumes	V/C Ratio	Impact?
N67	Turnstile	13	2	3051	0.54	3230	0.58	No	3358	0.60	3568	0.64	No
	HEET	2	2	121	0.25	123	0.26	No	115	0.24	123	0.26	No
	Service Gate	1	2	44	0.07	46	0.07	No	40	0.06	41	0.06	No
N70	Turnstile	5	2	612	0.32	632	0.33	No	700	0.36	723	0.38	No
	Service Gate	1	2	11	0.02	12	0.02	No	15	0.02	17	0.03	No
N71	Turnstile	5	2	732	0.38	746	0.39	No	631	0.33	646	0.34	No
	Service Gate	1	2	1	0.00	1	0.00	No	17	0.03	17	0.03	No
	HEET	1	2	108	0.18	109	0.18	No	35	0.05	36	0.05	No
N72	Turnstile	9	2	2192	0.63	2259	0.65	No	1295	0.33	1359	0.35	No
	Service Gate	3	2	140	0.08	142	0.08	No	44	0.02	56	0.03	No
N73	Turnstile	9	2	1072	0.28	1103	0.28	No	2030	0.59	2080	0.60	No
	Service Gate	1	2	252	0.42	261	0.44	No	8	0.01	8	0.01	No
34th St and 8th Ave (East) (R70)	New Escalators (2)	40	2	345	0.23	345	0.23	No	380	0.25	380	0.25	No
	New Escalators (2)	40	1	43	0.06	43	0.06	No	56	0.07	56	0.07	No

				AM Peak Period							PM Peak Period							
				2017 No Build			2017 Build				2017 No Build			2017 Build				
Control Area	Stairways	Width (ft)	Effective Width (ft)	Ped Volumes	V/SVCD Ratio	LOS	Ped Volumes	V/SVCD Ratio	LOS	Width Increment Threshold	Impact?	Ped Volumes	V/SVCD Ratio	LOS	Ped Volumes	V/SVCD Ratio	LOS	Width Increment Threshold	Impact?
34th St and 8th Ave (East) (R70)	S7	7.0	6.0	164	0.20	A	167	0.21	A	0	No	151	0.21	A	173	0.21	A	0	No
	P6AB	6.7	5.7	277	0.36	A	280	0.36	A	0	No	316	0.46	B	338	0.49	B	0	No
	S9	5.5	4.5	513	0.95	C	530	0.98	C	0	No	587	1.09	D	590	1.09	D	0.28 < 6	No
	P8AB	11.5	10.0	216	0.18	A	234	0.20	A	0	No	336	0.28	A	339	0.28	A	0	No
34th St and 8th Ave (West) (R71)	S6 (SW)	5.7	4.7	497	0.88	C	503	0.89	C	0	No	492	0.87	C	502	0.89	C	0	No
	P5AB	11.6	10.1	497	0.41	A	503	0.42	A	0	No	492	0.41	A	502	0.41	A	0	No
	S8 (NW)	5.8	4.8	331	0.57	B	338	0.59	B	0	No	278	0.48	B	284	0.49	B	0	No
	P7AB	8.8	7.3	331	0.38	A	338	0.39	A	0	No	278	0.32	A	284	0.32	A	0	No
33rd St and 8th Ave (East) (R72)	S1 (SE)	7.4	6.4	439	0.57	B	498	0.65	B	0	No	531	0.61	B	603	0.70	B	0	No
	P1	7.4	6.4	439	0.57	B	498	0.65	B	0	No	531	0.61	B	603	0.70	B	0	No
	S5 (NE)	4.0	3.0	188	0.52	B	189	0.53	B	0	No	286	0.71	C	287	0.71	C	0	No
	P4	4.4	3.4	188	0.46	B	189	0.46	B	0	No	286	0.62	B	287	0.63	B	0	No
33rd St and 8th Ave (West) (R73)	S3 (SW/E) (1)	8.0	6.8	421	0.52	B	426	0.53	B	0	No	431	0.53	B	438	0.54	B	0	No
	S2 (SW/W) (1)	8.0	6.8	556	0.69	B	588	0.73	C	0	No	652	0.80	C	691	0.76	C	0	No
	P2AB (1)	16.0	14.5	977	0.56	B	1016	0.58	B	0	No	1083	0.62	B	1129	0.58	B	0	No
	S4 (NW)	4.4	3.4	473	1.16	D	484	1.19	D	0.95 < 6	No	391	0.96	C	403	0.99	C	0	No
	P3	4.4	3.4	473	1.16	D	484	1.19	D	0.95 < 6	No	391	0.96	C	403	0.99	C	0	No

Notes: (1) Expanded Moynihan/Penn Station Redevelopment Project - Stairway widening
(2) ARC Project - New entrance on 8th Avenue between 33rd & 34th Street with new escalators.

Impact Assessement - 2017 Build Conditions (Weekday AM/PM)
New Station - 34th Street Station (7 route)

				AM Peak Period					PM Peak Period				
				2017 No Build		2017 Build			2017 No Build		2017 Build		
Control Area/Description	Station Elements	Quantity	One- or Two-way	Ped Volumes	V/C Ratio	Ped Volumes	V/C Ratio	Impact?	Ped Volumes	V/C Ratio	Ped Volumes	V/C Ratio	Impact?
Control Area at 34th Street and Boulevard													
Control Area at 34th Street and Boulevard	Turnstile	16	2	2732	0.40	3227	0.47	No	3668	0.53	4260	0.62	No
	Service Gate	1	2	143	0.21	170	0.25	No	193	0.29	225	0.33	No
Street to Upper Mezzanine	Escalator S3 (Up/Down)	1	1	290	0.23	365	0.29	No	620	0.49	770	0.60	No
	Escalator S4, S5 S6 (Up/Down)	3	1	2239	0.59	2620	0.68	No	2379	0.62	2756	0.72	No
Upper Mezzanine to Lower Mezzanine (E1 and E2 Tunnels)	Escalator E2-1 (Up/Down)	1	1	387	0.30	486	0.38	No	689	0.54	810	0.64	No
	Escalator E2-2, E2-3, and E2-4 (Up/Down)	3	1	0	0.00	0	0.00	No	0	0.00	0	0.00	No
	Escalator E1-1, E1-2, E1-3, and E1-4 (Up/Down)	4	1	2488	0.49	2911	0.57	No	3172	0.62	3674	0.72	No
Control Area at 35th Street and Boulevard													
Control Area at 35th Street and Boulevard	Turnstile	9	2	687	0.18	687	0.18	No	1163	0.30	1163	0.30	No
	HEET	4	2	171	0.16	171	0.16	No	291	0.27	291	0.27	No
Street to Upper Mezzanine	Escalator S8 (Up/Down)	1	1	121	0.09	121	0.09	No	181	0.14	181	0.14	No
	Escalator S9 and S10 (Up/Down)	2	1	731	0.29	731	0.29	No	1209	0.47	1209	0.47	No
Upper Mezzanine to Lower Mezzanine (E3 Tunnel)	Escalator E3-1 (Up/Down)	1	1	127	0.10	127	0.10	No	181	0.14	181	0.14	No
	Escalator E3-2, E3-3, and E3-4 (Up/Down)	3	1	731	0.19	731	0.19	No	1273	0.33	1273	0.33	No

				2017 No Build			2017 Build				2017 No Build			2017 Build			
Control Area	Stairways	Width (ft)	Effective Width (ft)	Ped Volumes	V/SVCD Ratio	LOS	Ped Volumes	V/SVCD Ratio	LOS	Impact?	Ped Volumes	V/SVCD Ratio	LOS	Ped Volumes	V/SVCD Ratio	LOS	Impact?
Stairways																	
Street to Upper Mezzanine	Stairway (S1 and S2) at 34th Street Entrance	10.0	8	346	0.32	A	413	0.38	A	No	862	0.80	C	960	0.89	C	No
	Stairway (S7) at 35th Street Entrance	5.0	4	6	0.01	A	6	0.01	A	No	64	0.12	A	64	0.12	A	No
Lower Mezzanine to Platform	Stairway (M1)	8.7	7	373	0.38	A	425	0.44	A	No	532	0.55	B	594	0.61	B	No
	Stairway (M2)	17.3	16	560	0.26	A	638	0.30	A	No	798	0.37	A	891	0.42	A	No
	Stairway (M3)	17.3	16	560	0.26	A	638	0.30	A	No	798	0.37	A	891	0.42	A	No
	Stairway (M4)	9.3	8	373	0.35	A	425	0.40	A	No	532	0.51	B	594	0.56	B	No
	Stairway (M5)	9.3	8	373	0.35	A	425	0.40	A	No	532	0.51	B	594	0.56	B	No
	Stairway (M6)	17.3	16	560	0.26	A	638	0.30	A	No	798	0.37	A	891	0.42	A	No
	Stairway (M7)	17.3	16	560	0.26	A	638	0.30	A	No	798	0.37	A	891	0.42	A	No
	Stairway (M8)	8.7	7	373	0.38	A	425	0.44	A	No	532	0.55	B	594	0.61	B	No

Memorandum

New York City Transit

Date: May 6, 2009

To: File

From: Matthew Zych, Station Planning, Operations Planning

Re: **Western Rail Yards DEIS**

Subject: Platform Stair Conditions at Seventh Avenue and Eighth Avenue Subway Stations, 34th Street Penn Station

This technical memorandum summarizes the conditions on the subway station stairs serving the express platforms at the 34th Street- Penn Station on the 7th Avenue Line (1, 2 and 3 routes) and the 34th Street- Penn Station on the 8th Avenue Line (A, C and E routes). A total of eight stairs were analyzed during the weekday AM and PM peak 15-mintues in the existing conditions. For all other scenarios (2017 Future without the Proposed Actions, 2017 Future with the Proposed Actions, 2019 Future without the Proposed Actions, 2019 Future with the Proposed Actions and 2019 Future with the Reduced Density Alternative) nine stairs were analyzed, as a new stair is expected to be constructed at the south end of the Seventh Avenue station's express platform as part one of the no-build projects adjoining this station. The following tables present these data:

7th Avenue/ 34th Street Station, 2019 Future Conditions, Full Build-Out

AM

Control Area	Stairway	Width (ft)	Effective Width (ft)	Existing 2009 AM Peak 15-Minute Up (Entry)	Down (Exit)	Friction	SVCD Capacity	V/ SVCD Ratio	LOS	No Build Increment Up (Entry)	Down (Exit)	No Build- 2019 AM Peak 15-Minute Up (Entry)	Down (Exit)	V/ SVCD Ratio	LOS	Build Increment Up (Entry)	Down (Exit)	2019 Build Condition AM Peak 15-Minute Up (Entry)	Down (Exit)	V/ SVCD Ratio	LOS	Mitigation Inches	Signf. Impact?
R135	New Stair	N/A	N/A	N/A	N/A	N/A	N/A	N/A		35	69	369	275	0.53	B	2	2	371	277	0.54	B		
R135	U3	10.2	9.0	670	412	0.9	1208	0.90	C	35	103	369	309	0.56	B	2	3	371	312	0.57	B		
R138	ML12	9.8	8.5	437	448	0.9	1148	0.77	C	59	238	495	686	1.03	D	5	13	500	699	1.05	D	1.55	No
R138	ML14	9.8	8.5	964	201	0.8	1020	1.14	D	88	238	1052	439	1.46	E	8	13	1059	452	1.48	E	1.40	No
R142	U5	13.1	11.9	44	587	0.8	1422	0.44	A	44	211	88	798	0.62	B	11	22	99	820	0.65	B		

PM

Control Area	Stairway	Width (ft)	Effective Width (ft)	Existing 2009 PM Peak 15-Minute Up (Entry)	Down (Exit)	Friction	SVCD Capacity	V/ SVCD Ratio	LOS	No Build Increment Up (Entry)	Down (Exit)	No Build- 2019 PM Peak 15-Minute Up (Entry)	Down (Exit)	V/ SVCD Ratio	LOS	Build Increment Up (Entry)	Down (Exit)	2019 Build Condition PM Peak 15-Minute Up (Entry)	Down (Exit)	V/ SVCD Ratio	LOS	Mitigation Inches	Signf. Impact?
R135	New Stair	N/A	N/A	N/A	N/A	N/A	N/A	N/A		67	27	178	522	0.65	B	4	2	183	524	0.66	B		
R135	U3	10.2	9.0	222	991	0.8	1074	1.13	D	67	40	178	536	0.66	B	4	3	183	538	0.67	B		
R138	ML12	9.8	8.5	133	804	0.8	1020	0.92	C	125	64	258	868	1.10	D	13	6	271	874	1.12	D	1.71	No
R138	ML14	9.8	8.5	497	674	0.9	1148	1.02	D	188	64	685	737	1.24	D	19	6	705	743	1.26	D	1.81	No
R142	U5	13.1	11.9	504	137	0.8	1422	0.45	B	75	31	579	168	0.52	B	27	11	605	178	0.55	B		

8th Avenue/ 34th Street Station, 2019 Future Conditions Full Build-Ou

AM

Control Area	Stairway	Width (ft)	Effective Width (ft)	Existing 2009 AM Peak 15-Minute Up (Entry)	Down (Exit)	Friction	SVCD Capacity	V/ SVCD Ratio	LOS	No Build Increment Up (Entry)	Down (Exit)	No Build- 2019 AM Peak 15-Minute Up (Entry)	Down (Exit)	Revised Friction	Revised SVCD	V/ SVCD Ratio	LOS	Build Increment Up (Entry)	Down (Exit)	2019 Build Condition AM Peak 15-Minute Up (Entry)	Down (Exit)	V/ SVCD Ratio	LOS	Mitigation Inches	Signf. Impact?
N67	M23/M24	7.9	6.7	568	85	0.8	798	0.82	C	158	227	555	312	0.9	1046	0.83	C	101	17	656	329	0.94	C		
N67	M21/M22	8.1	6.9	26	306	0.8	822	0.40	A	45	510	241	816	0.8	930	1.14	D	29	38	270	854	1.21	D	5.86	No
N71/N70	M27/M28	6	5	31	167	0.8	600	0.33	A	10	347	41	514	0.8	600	0.92	C	6	22	47	535	0.97	C		
N71/N70	M29/M30	6	5	30	277	0.8	600	0.51	B	10	177	40	454	0.8	600	0.82	C	6	9	46	463	0.85	C		

PM

Control Area	Stairway	Width (ft)	Effective Width (ft)	Existing 2009 PM Peak 15-Minute Up (Entry)	Down (Exit)	Friction	SVCD Capacity	V/ SVCD Ratio	LOS	No Build Increment Up (Entry)	Down (Exit)	No Build- 2019 PM Peak 15-Minute Up (Entry)	Down (Exit)	Revised Friction	Revised SVCD	V/ SVCD Ratio	LOS	Build Increment Up (Entry)	Down (Exit)	2019 Build Condition PM Peak 15-Minute Up (Entry)	Down (Exit)	V/ SVCD Ratio	LOS	Mitigation Inches	Signf. Impact?
N67	M23/M24	7.9	6.7	260	239	0.9	898	0.56	B	902	73	1084	312	0.8	930	1.50	E	63	37	1147	350	1.61	E	6.69	Yes
N67	M21/M22	8.1	6.9	22	362	0.8	822	0.47	B	258	165	357	526	0.9	1046	0.84	C	18	84	375	610	0.94	C		
N71/N70	M27/M28	6	5	329	88	0.8	600	0.69	B	86	97	415	185	0.8	600	1.00	C/D	4	51	418	235	1.09	D	5.41	No
N71/N70	M29/M30	6	5	116	192	0.9	675	0.46	B	86	42	203	234	0.9	675	0.65	B	4	23	206	256	0.69	B		

*Note, stairs M23/M24 and M21/M22 to be relocated and rebuilt to 9' wide in conjuntion with widening of 33rd Street underpass componant of the Farley project

7th Avenue/ 34th Street Station, 2017 Future Conditions

AM

Control Area	Stairway	Width (ft)	Effective Width (ft)	Existing 2009 AM Peak 15-Minute Up (Entry)	Down (Exit)	Friction	SVCD Capacity	V/SVCD Ratio	LOS	No Build Increment Up (Entry)	Down (Exit)	No Build- 2017 AM Peak 15-Minute Up (Entry)	Down (Exit)	V/SVCD Ratio	LOS	Build Increment Up (Entry)	Down (Exit)	2017 Build Condition AM Peak 15-Minute Up (Entry)	Down (Exit)	V/SVCD Ratio	LOS	Mitigation Inches	Signf. Impact?
R135	New Stair	N/A	N/A	N/A	N/A	N/A	N/A	N/A		32	68	367	274	0.53	B	3	3	370	277	0.54	B		
R135	U3	10.2	9.0	670	412	0.9	1208	0.90	C	32	102	367	308	0.56	B	3	4	370	312	0.56	B		
R138	ML12	9.8	8.5	437	448	0.9	1148	0.77	C	55	237	492	685	1.03	D	6	14	498	698	1.04	D	1.69	No
R138	ML14	9.8	8.5	964	201	0.8	1020	1.14	D	83	237	1047	437	1.46	E	9	14	1056	451	1.48	E	1.54	No
R142	U5	13.1	11.9	44	587	0.8	1422	0.44	A	43	207	88	794	0.62	B	6	25	94	819	0.64	B		

PM

Control Area	Stairway	Width (ft)	Effective Width (ft)	Existing 2009 PM Peak 15-Minute Up (Entry)	Down (Exit)	Friction	SVCD Capacity	V/SVCD Ratio	LOS	No Build Increment Up (Entry)	Down (Exit)	No Build- 2017 PM Peak 15-Minute Up (Entry)	Down (Exit)	V/SVCD Ratio	LOS	Build Increment Up (Entry)	Down (Exit)	2017 Build Condition PM Peak 15-Minute Up (Entry)	Down (Exit)	V/SVCD Ratio	LOS	Mitigation Inches	Signf. Impact?
R135	New Stair	N/A	N/A	N/A	N/A	N/A	N/A	N/A		67	24	178	520	0.65	B	5	3	182	523	0.66	B		
R135	U3	10.2	9.0	222	991	0.8	1074	1.13	D	67	37	178	532	0.66	B	5	5	182	537	0.67	B		
R138	ML12	9.8	8.5	133	804	0.8	1020	0.92	C	124	58	257	863	1.10	D	13	8	270	871	1.12	D	1.88	No
R138	ML14	9.8	8.5	497	674	0.9	1148	1.02	D	186	58	684	732	1.23	D	19	8	702	740	1.26	D	1.94	No
R142	U5	13.1	11.9	504	137	0.8	1422	0.45	B	72	29	576	166	0.52	B	27	7	603	173	0.55	B		

8th Avenue/ 34th Street Station, 2017 Future Conditions

AM

Control Area	Stairway	Width (ft)	Effective Width (ft)	Existing 2009 AM Peak 15-Minute Up (Entry)	Down (Exit)	Friction	SVCD Capacity	V/ SVCD Ratio	LOS	No Build Increment Up (Entry)	Down (Exit)	No Build- 2017 AM Peak 15-Minute Up (Entry)	Down (Exit)	Revised Friction	Revised SVCD	V/ SVCD Ratio	LOS	Build Increment Up (Entry)	Down (Exit)	2017 Build Condition AM Peak 15-Minute Up (Entry)	Down (Exit)	V/ SVCD Ratio	LOS	Mitigation Inches	Signf. Impact?
N67	M23/M24	7.9	6.7	568	85	0.8	798	0.82	C	153	226	551	312	0.9	1046	0.82	C	100	8	651	320	0.93	C		
N67	M21/M22	8.1	6.9	26	306	0.8	822	0.40	A	44	509	240	815	0.8	930	1.13	D	29	18	268	833	1.18	D	4.11	No
N71/N70	M27/M28	6	5	31	167	0.8	600	0.33	A	10	344	41	511	0.8	600	0.92	C	6	12	47	523	0.95	C		
N71/N70	M29/M30	6	5	30	277	0.8	600	0.51	B	10	174	40	451	0.8	600	0.82	C	6	6	46	458	0.84	C		

PM

Control Area	Stairway	Width (ft)	Effective Width (ft)	Existing 2009 PM Peak 15-Minute Up (Entry)	Down (Exit)	Friction	SVCD Capacity	V/ SVCD Ratio	LOS	No Build Increment Up (Entry)	Down (Exit)	No Build- 2017 PM Peak 15-Minute Up (Entry)	Down (Exit)	Revised Friction	Revised SVCD	V/ SVCD Ratio	LOS	Build Increment Up (Entry)	Down (Exit)	2017 Build Condition PM Peak 15-Minute Up (Entry)	Down (Exit)	V/ SVCD Ratio	LOS	Mitigation Inches	Signf. Impact?
N67	M23/M24	7.9	6.7	260	239	0.9	898	0.56	B	899	72	1080	311	0.8	930	1.50	E	34	34	1115	345	1.57	E	4.56	Yes
N67	M21/M22	8.1	6.9	22	362	0.8	822	0.47	B	257	163	356	524	0.9	1046	0.84	C	10	77	366	601	0.92	C		
N71/N70	M27/M28	6	5	329	88	0.8	600	0.69	B	85	96	414	184	0.8	600	1.00	D/C	3	46	416	230	1.08	D	4.85	No
N71/N70	M29/M30	6	5	116	192	0.9	675	0.46	B	85	42	201	234	0.9	675	0.64	B	3	20	204	254	0.68	B		

*Note, stairs M23/M24 and M21/M22 to be relocated and rebuilt to 9' wide in conjuntion with widening of 33rd Street underpass componant of the Farley project

8th Avenue/ 34th Street Station, 2019 Future Conditions with Reduced Density Alternative

AM

Control Area	Stairway	Width (ft)	Effective Width (ft)	Existing 2009 AM Peak 15-Minute Up (Entry)	Down (Exit)	Friction	V/ SVCD Ratio	SVCD Ratio	LOS	No Build Increment Up (Entry)	Down (Exit)	No Build- 2019 AM Peak 15-Minute Up (Entry)	Down (Exit)	Revised Friction	Revised SVCD	V/ SVCD Ratio	LOS	Build Increment Up (Entry)	Down (Exit)	2019 Build Condition AM Peak 15-Minute Up (Entry)	Down (Exit)	V/ SVCD Ratio	LOS	Mitigation Inches	Signf. Impact?
N67	M23/M24	7.9	6.7	568	85	0.8	798	0.82	C	158	227	555	312	0.9	1046	0.83	C	81	13	637	325	0.92	C		
N67	M21/M22	8.1	6.9	26	306	0.8	822	0.40	A	45	510	241	816	0.8	930	1.14	D	23	30	264	846	1.19	D	4.65	No
N71/N70	M27/M28	6	5	31	167	0.8	600	0.33	A	10	347	41	514	0.8	600	0.92	C	5	17	46	531	0.96	C		
N71/N70	M29/M30	6	5	30	277	0.8	600	0.51	B	10	177	40	454	0.8	600	0.82	C	5	7	45	461	0.84	C		

PM

Control Area	Stairway	Width (ft)	Effective Width (ft)	Existing 2009 PM Peak 15-Minute Up (Entry)	Down (Exit)	Friction	V/ SVCD Ratio	SVCD Ratio	LOS	No Build Increment Up (Entry)	Down (Exit)	No Build- 2019 PM Peak 15-Minute Up (Entry)	Down (Exit)	Revised Friction	Revised SVCD	V/ SVCD Ratio	LOS	Build Increment Up (Entry)	Down (Exit)	2019 Build Condition PM Peak 15-Minute Up (Entry)	Down (Exit)	V/ SVCD Ratio	LOS	Mitigation Inches	Signf. Impact?
N67	M23/M24	7.9	6.7	260	239	0.9	898	0.56	B	902	73	1084	312	0.8	930	1.50	E	50	30	1134	342	1.59	E	5.31	Yes
N67	M21/M22	8.1	6.9	22	362	0.8	822	0.47	B	258	165	357	526	0.9	1046	0.84	C	14	68	371	594	0.92	C		
N71/N70	M27/M28	6	5	329	88	0.8	600	0.69	B	86	97	415	185	0.8	600	1.00	D/C	3	40	418	225	1.07	D	4.35	No
N71/N70	M29/M30	6	5	116	192	0.9	675	0.46	B	86	42	203	234	0.9	675	0.65	B	3	18	206	252	0.68	B		

*Note, stairs M23/M24 and M21/M22 to be relocated and rebuilt to 9' wide in conjuntion with widening of 33rd Street underpass componant of the Farley project

7th Avenue/ 34th Street Station, 2019 Future Conditions with Reduced Density Alternative

AM

Control Area	Stairway	Width (ft)	Effective Width (ft)	Existing 2009 AM Peak 15-Minute Up (Entry)	Down (Exit)	Friction	SVCD Capacity	V/SVCD Ratio	LOS	No Build Increment Up (Entry)	Down (Exit)	No Build- 2019 AM Peak 15-Minute Up (Entry)	Down (Exit)	V/SVCD Ratio	LOS	Build Increment Up (Entry)	Down (Exit)	2019 Build Condition AM Peak 15-Minute Up (Entry)	Down (Exit)	V/SVCD Ratio	LOS	Mitigation Inches	Signf. Impact?
R135	New Stair	N/A	N/A	N/A	N/A	N/A	N/A	N/A		35	69	369	275	0.53	B	1	2	371	276	0.54	B		
R135	U3	10.2	9.0	670	412	0.9	1208	0.90	C	35	103	369	309	0.56	B	1	3	371	311	0.56	B		
R138	ML12	9.8	8.5	437	448	0.9	1148	0.77	C	59	238	495	686	1.03	D	4	11	499	697	1.04	D	1.28	No
R138	ML14	9.8	8.5	964	201	0.8	1020	1.14	D	88	238	1052	439	1.46	E	6	11	1058	450	1.48	E	1.14	No
R142	U5	13.1	11.9	44	587	0.8	1422	0.44	A	44	211	88	798	0.62	B	8	17	97	815	0.64	B		

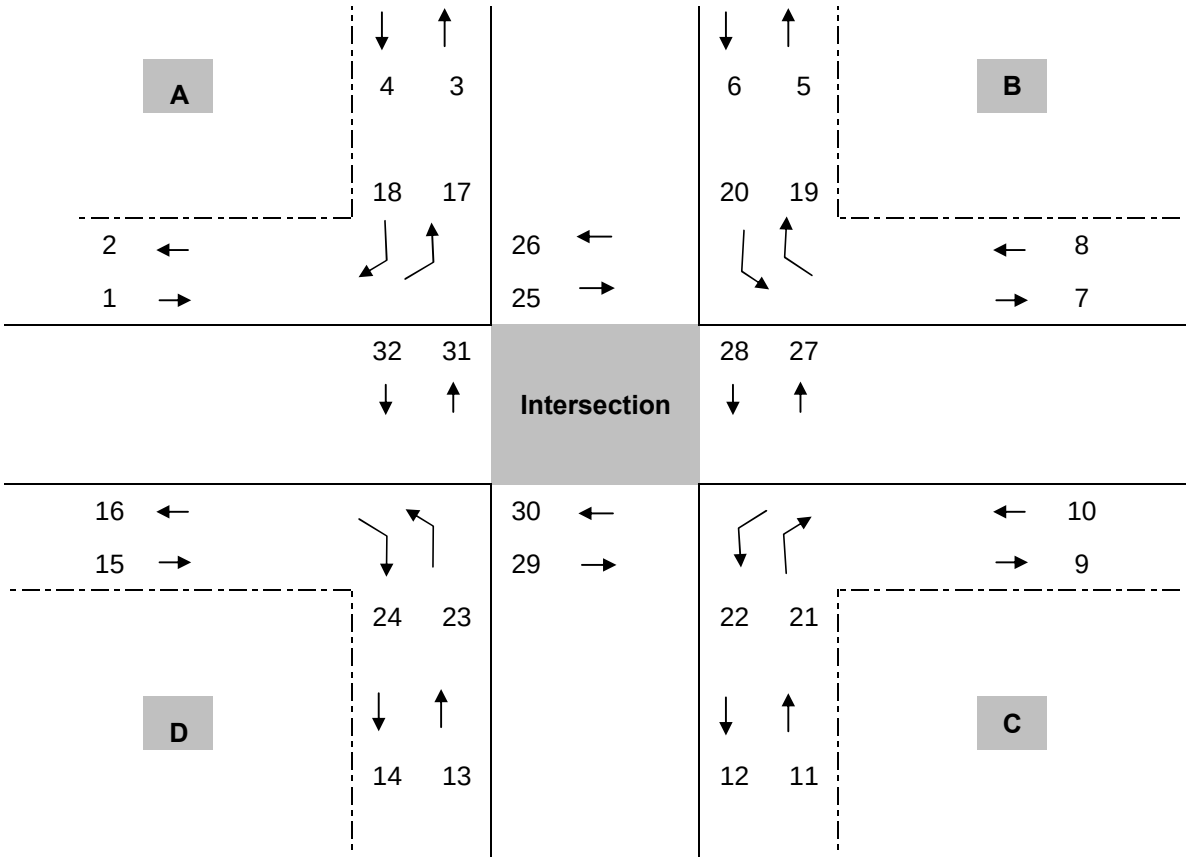
PM

Control Area	Stairway	Width (ft)	Effective Width (ft)	Existing 2009 PM Peak 15-Minute Up (Entry)	Down (Exit)	Friction	SVCD Capacity	V/SVCD Ratio	LOS	No Build Increment Up (Entry)	Down (Exit)	No Build- 2019 PM Peak 15-Minute Up (Entry)	Down (Exit)	V/SVCD Ratio	LOS	Build Increment Up (Entry)	Down (Exit)	2019 Build Condition PM Peak 15-Minute Up (Entry)	Down (Exit)	V/SVCD Ratio	LOS	Mitigation Inches	Signf. Impact?
R135	New Stair	N/A	N/A	N/A	N/A	N/A	N/A	N/A		67	27	178	522	0.65	B	3	1	182	523	0.66	B		
R135	U3	10.2	9.0	222	991	0.8	1074	1.13	D	67	40	178	536	0.66	B	3	1	182	537	0.67	B		
R138	ML12	9.8	8.5	133	804	0.8	1020	0.92	C	125	64	258	868	1.10	D	10	5	268	873	1.12	D	1.36	No
R138	ML14	9.8	8.5	497	674	0.9	1148	1.02	D	188	64	685	737	1.24	D	15	5	700	742	1.26	D	1.44	No
R142	U5	13.1	11.9	504	137	0.8	1422	0.45	B	75	31	579	168	0.52	B	22	9	600	177	0.55	B		

Pedestrian Volumes

Pedestrian Movements at Typical Intersection

Elements	Movements			
Sidewalk A	1	2	3	4
Sidewalk B	5	6	7	8
Sidewalk C	9	10	11	12
Sidewalk D	13	14	15	16
Corner A & B	17	18	19	20
Corner C & D	21	22	23	24
Crosswalk (A-B-C)	25	26	27	28
Crosswalk (C-D-A)	29	30	31	32



Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
The 2019 Conditions - AM Peak Period

	2008 Existing				2019 No Build				2019 Trip Gen				2019 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
1. Route 9A and West 34th Street																
Sidewalk A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk B	4	5	5	5	6	7	5	5	1	2	0	0	7	9	5	5
Sidewalk C	4	7	1	1	4	7	31	28	0	0	27	18	5	7	57	46
Sidewalk D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corner A & B	-	-	4	5	-	-	4	5	-	-	0	0	-	-	4	5
Corner C & D	1	1	-	-	1	1	-	-	0	0	-	-	1	1	-	-
Crosswalk (A-B-C)	-	-	0	0	-	-	1	2	-	-	1	2	-	-	2	4
Crosswalk (C-D-A)	3	6	-	-	28	36	-	-	16	26	-	-	44	62	-	-
2. Route 9A and West 33rd Street																
Sidewalk A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk B	1	1	0	0	31	28	13	15	27	18	0	0	57	46	13	15
Sidewalk C	4	0	5	0	18	15	5	0	18	27	0	0	35	40	6	1
Sidewalk D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corner A & B	-	-	0	0	-	-	15	13	-	-	0	0	-	-	15	13
Corner C & D	4	0	-	-	4	0	-	-	0	0	-	-	4	0	-	-
Crosswalk (A-B-C)	-	-	1	0	-	-	16	14	-	-	27	18	-	-	42	32
Crosswalk (C-D-A)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3. Route 9A and West 30th Street																
Sidewalk A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk B	0	1	0	2	0	1	7	10	0	0	13	6	1	2	156	279
Sidewalk C	2	1	1	2	8	9	1	2	0	0	0	0	8	9	1	2
Sidewalk D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corner A & B	-	-	0	0	-	-	0	0	-	-	0	0	-	-	1	1
Corner C & D	0	1	-	-	0	1	-	-	0	0	-	-	0	1	-	-
Crosswalk (A-B-C)	-	-	0	3	-	-	6	11	-	-	4	13	-	-	10	24
Crosswalk (C-D-A)	2	3	-	-	15	18	-	-	4	13	-	-	19	31	-	-
4. Eleventh Avenue and West 34th Street																
Sidewalk A	16	2	68	14	18	2	105	29	222	0	33	34	18	2	137	62
Sidewalk B	4	1	3	30	102	48	47	106	6	14	7	24	102	56	54	117
Sidewalk C	7	37	7	3	27	66	71	76	6	21	9	23	33	74	73	83
Sidewalk D	5	1	3	2	77	17	3	6	118	290	0	52	195	69	4	58
Corner A & B	16	1	2	0	17	1	55	9	0	0	0	0	17	1	55	9
Corner C & D	3	0	2	1	11	5	5	1	3	7	75	0	14	5	80	1
Crosswalk (A-B-C)	4	34	15	5	21	41	89	67	6	15	7	22	27	49	88	76
Crosswalk (C-D-A)	31	2	28	5	64	23	77	19	4	20	39	271	68	33	115	61
5. Eleventh Avenue and West 33rd Street																
Sidewalk A	0	0	9	4	13	15	46	33	0	0	118	290	13	15	164	360
Sidewalk B	8	0	0	16	83	60	27	44	9	23	111	247	85	67	138	281
Sidewalk C	0	1	1	2	65	17	170	81	103	238	80	160	168	248	242	231
Sidewalk D	1	6	0	0	21	20	14	15	224	552	26	45	245	583	39	60
Corner A & B	0	0	8	0	0	0	8	0	0	0	0	0	0	0	8	0
Corner C & D	1	0	0	0	54	11	0	1	52	114	0	0	106	122	0	0
Crosswalk (A-B-C)	0	7	0	2	22	39	102	63	60	135	60	135	82	164	154	182
Crosswalk (C-D-A)	0	4	1	6	16	20	22	22	82	214	178	426	98	221	200	475
6. Eleventh Avenue and West 30th Street																
Sidewalk A	0	1	1	6	7	9	9	9	15	16	62	60	143	280	161	291
Sidewalk B	1	2	1	5	208	133	42	16	7	8	9	9	202	128	51	25
Sidewalk C	1	2	1	2	50	37	238	120	13	15	19	22	63	52	248	131
Sidewalk D	0	9	0	5	12	14	6	13	32	31	0	0	44	45	6	13
Corner A & B	0	0	0	1	0	0	3	3	3	6	3	2	113	238	4	4
Corner C & D	0	0	0	0	42	9	0	0	0	0	0	0	42	9	0	0
Crosswalk (A-B-C)	0	4	5	7	16	18	150	110	27	26	24	26	44	47	164	125
Crosswalk (C-D-A)	2	4	1	8	7	10	17	16	9	11	43	40	16	21	60	56
7. Tenth Avenue and West 34th Street																
Sidewalk A	42	29	28	25	73	265	94	126	3	66	22	37	76	278	112	160
Sidewalk B	26	32	7	63	76	110	43	220	15	18	10	11	89	126	52	229
Sidewalk C	32	137	20	45	88	539	117	223	13	8	23	20	99	545	137	240
Sidewalk D	6	23	13	103	139	326	55	367	30	32	4	9	163	352	59	376
Corner A & B	8	5	12	2	10	10	12	5	3	11	0	0	13	21	12	5
Corner C & D	19	24	1	4	59	128	14	12	11	7	0	0	68	134	14	12
Crosswalk (A-B-C)	9	30	26	55	42	165	95	171	7	9	19	20	47	173	111	188
Crosswalk (C-D-A)	145	15	15	30	215	358	112	238	9	8	25	33	222	365	132	266
8. Tenth Avenue and West 33rd Street																
Sidewalk A	14	40	8	20	54	385	148	330	10	19	35	33	64	404	176	357
Sidewalk B	23	38	21	53	170	221	102	454	47	22	27	103	213	239	126	555
Sidewalk C	41	23	10	12	265	664	64	39	195	442	1	1	439	1088	65	40
Sidewalk D	18	15	3	6	411	675	163	527	188	306	105	275	569	953	264	799
Corner A & B	1	2	16	14	2	62	24	22	3	9	0	0	5	71	24	22
Corner C & D	3	4	3	1	8	7	55	18	0	0	0	0	8	7	55	18
Crosswalk (A-B-C)	13	46	18	27	113	435	155	234	28	55	46	70	139	489	196	299
Crosswalk (C-D-A)	22	11	5	18	302	804	220	382	242	512	52	69	518	1293	264	444

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
The 2019 Conditions - AM Peak Period

	2008 Existing				2019 No Build				2019 Trip Gen				2019 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
9. Tenth Avenue and West 31st Street																
Sidewalk A	-	-	18	15	-	-	165	85	-	-	8	0	-	-	173	85
Sidewalk B	5	9	1	1	57	34	105	96	1	0	17	28	58	34	116	119
Sidewalk C	0	8	7	9	58	81	140	52	24	47	1	3	77	123	141	55
Sidewalk D	1	10	-	-	123	62	-	-	6	2	-	-	129	64	-	-
Corner A & B	-	-	1	1	-	-	2	4	-	-	0	0	-	-	2	4
Corner C & D	0	6	-	-	20	12	-	-	0	0	-	-	20	12	-	-
Crosswalk (A-B-C)	0	0	7	6	50	87	113	38	18	25	0	3	62	107	113	41
Crosswalk (C-D-A)	1	4	-	-	46	80	-	-	27	52	-	-	68	127	-	-
10. Tenth Avenue and West 30th Street																
Sidewalk A	1	5	1	10	56	35	255	156	9	9	70	40	61	41	298	165
Sidewalk B	6	9	0	0	112	55	50	41	0	6	7	8	112	61	53	36
Sidewalk C	1	0	7	7	76	53	62	36	30	37	14	7	98	92	72	38
Sidewalk D	3	8	0	0	210	129	65	17	19	18	8	14	214	129	73	31
Corner A & B	2	0	0	0	11	3	12	12	0	0	0	0	11	3	12	12
Corner C & D	0	1	0	0	9	4	1	1	0	0	5	4	9	4	6	5
Crosswalk (A-B-C)	1	6	8	8	87	76	92	54	23	38	24	16	99	100	115	64
Crosswalk (C-D-A)	0	0	4	14	80	45	241	154	21	27	32	30	95	71	256	160
11. Ninth Avenue and West 34th Street																
Sidewalk A	42	57	33	45	73	206	67	201	6	9	6	6	78	214	72	206
Sidewalk B	131	123	94	188	175	225	141	659	6	6	9	31	180	230	148	688
Sidewalk C	47	258	86	140	98	647	146	416	21	7	7	15	116	651	150	429
Sidewalk D	53	71	58	280	119	795	105	682	9	62	9	7	126	856	112	687
Corner A & B	3	7	45	38	10	22	55	43	3	3	0	0	13	25	55	43
Corner C & D	2	12	30	12	15	97	202	23	4	12	0	0	17	108	202	23
Crosswalk (A-B-C)	74	148	80	128	121	416	129	374	8	6	9	6	127	421	137	379
Crosswalk (C-D-A)	246	43	81	119	306	383	130	408	10	15	8	6	314	396	136	413
12. Ninth Avenue and West 33rd Street																
Sidewalk A	7	144	35	101	88	548	108	833	26	103	13	63	111	649	119	895
Sidewalk B	132	80	78	219	202	361	193	883	11	16	48	118	210	375	237	997
Sidewalk C	23	289	43	59	162	1322	92	134	143	345	1	3	290	1653	93	137
Sidewalk D	19	18	10	286	78	892	200	1620	1	3	194	442	79	895	373	2043
Corner A & B	1	46	92	25	21	212	114	41	6	60	0	0	27	270	114	41
Corner C & D	5	24	3	3	26	30	6	7	0	0	1	3	26	30	7	10
Crosswalk (A-B-C)	22	121	47	56	130	728	212	482	33	90	26	44	159	815	235	523
Crosswalk (C-D-A)	22	353	25	6	183	1655	118	931	172	390	20	51	337	2028	134	980
13. Ninth Avenue and West 31st Street																
Sidewalk A	15	9	52	27	97	214	278	57	16	28	3	1	108	237	281	58
Sidewalk B	59	48	24	10	109	70	134	304	3	1	13	48	112	71	142	347
Sidewalk C	173	45	141	59	229	163	219	90	17	23	1	3	241	181	220	93
Sidewalk D	57	40	22	26	119	67	82	91	1	3	24	47	120	70	100	133
Corner A & B	8	4	3	4	22	7	8	7	1	1	0	0	23	8	8	7
Corner C & D	94	25	0	27	120	32	21	47	0	0	14	15	120	32	35	62
Crosswalk (A-B-C)	11	9	61	46	96	340	155	72	15	40	1	9	106	375	156	81
Crosswalk (C-D-A)	100	28	45	20	165	136	145	45	20	32	1	13	180	163	146	58
14. Eighth Avenue and West 34th Street																
Sidewalk A	139	234	201	182	178	449	325	249	7	30	4	6	183	477	328	253
Sidewalk B	537	236	99	209	714	293	157	270	8	6	4	14	721	297	155	278
Sidewalk C	78	94	217	87	292	158	321	655	10	9	4	8	296	162	321	658
Sidewalk D	123	179	134	270	207	338	181	784	4	7	19	7	207	342	197	788
Corner A & B	41	35	102	76	46	40	108	83	2	3	0	0	47	43	108	83
Corner C & D	11	21	59	34	168	165	64	38	3	5	0	0	168	168	64	38
Crosswalk (A-B-C)	121	261	306	253	176	526	354	336	7	14	5	6	180	537	355	339
Crosswalk (C-D-A)	317	245	283	143	424	754	320	207	10	8	6	6	430	757	323	210
15. Eighth Avenue and West 33rd Street																
Sidewalk A	142	81	236	155	265	742	335	500	48	117	6	7	308	855	338	504
Sidewalk B	349	237	6	30	475	954	359	385	13	84	10	27	484	1034	363	407
Sidewalk C	28	24	75	64	173	337	203	169	23	56	1	3	191	388	204	172
Sidewalk D	130	179	41	231	203	288	211	1180	0	0	137	296	203	288	333	1462
Corner A & B	72	15	94	18	95	76	121	164	3	4	0	0	97	79	121	164
Corner C & D	4	6	18	28	37	21	27	65	0	0	0	0	37	21	27	65
Crosswalk (A-B-C)	91	167	320	59	341	662	412	219	13	59	10	52	349	716	417	267
Crosswalk (C-D-A)	20	52	85	84	163	831	183	396	79	198	6	8	231	1020	185	400
16. Eighth Avenue and West 31st Street																
Sidewalk A	36	32	48	108	142	315	109	226	10	31	0	0	146	341	109	226
Sidewalk B	89	204	25	30	153	306	264	285	3	1	7	27	156	307	266	307
Sidewalk C	61	231	31	22	103	332	66	54	11	11	3	5	109	338	69	59
Sidewalk D	71	88	39	121	114	125	89	199	1	3	17	22	115	128	100	216
Corner A & B	22	112	14	19	47	124	28	71	0	0	0	0	47	124	28	71
Corner C & D	2	1	14	16	9	5	22	23	0	0	1	3	9	5	23	26
Crosswalk (A-B-C)	40	59	110	233	223	340	175	277	9	24	0	4	226	359	175	281
Crosswalk (C-D-A)	30	60	41	117	80	142	101	156	14	18	0	3	88	155	101	159

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
The 2019 Conditions - AM Peak Period

	2008 Existing				2019 No Build				2019 Trip Gen				2019 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
17. Eleventh Avenue and West 36th Street																
Sidewalk A	-	-	16	19	-	-	23	26	-	-	7	14	-	-	27	37
Sidewalk B	0	3	2	13	14	34	5	15	3	9	5	3	12	38	10	18
Sidewalk C	11	12	1	3	14	13	20	36	5	3	4	10	19	16	18	40
Sidewalk D	95	8	-	-	106	59	-	-	17	20	-	-	121	77	-	-
Corner A & B	-	-	0	1	-	-	0	2	-	-	0	0	-	-	0	2
Corner C & D	1	1	-	-	3	2	-	-	1	2	-	-	4	4	-	-
Crosswalk (A-B-C)	5	19	4	6	7	22	21	38	5	3	4	9	11	24	19	43
Crosswalk (C-D-A)	4	13	-	-	7	56	-	-	4	3	-	-	11	58	-	-
18. Eleventh Avenue and West 35th Street																
Sidewalk A	-	-	95	8	-	-	107	59	-	-	19	20	-	-	124	77
Sidewalk B	4	6	4	20	26	41	7	19	5	10	7	6	25	46	14	25
Sidewalk C	2	8	16	2	12	365	50	96	6	4	6	14	18	369	49	104
Sidewalk D	68	14	-	-	96	22	-	-	31	27	-	-	126	48	-	-
Corner A & B	-	-	2	2	-	-	3	2	-	-	0	0	-	-	3	2
Corner C & D	0	0	-	-	5	55	-	-	2	3	-	-	7	58	-	-
Crosswalk (A-B-C)	1	14	1	1	4	94	109	40	6	3	5	12	9	97	108	46
Crosswalk (C-D-A)	20	1	-	-	26	221	-	-	6	3	-	-	31	224	-	-
19. Tenth Avenue and West 35th Street																
Sidewalk A	0	12	22	15	11	96	65	91	2	10	14	22	13	106	77	111
Sidewalk B	29	23	2	21	67	99	19	101	11	27	4	6	76	123	22	105
Sidewalk C	3	17	22	22	21	126	63	91	4	6	11	17	24	130	71	105
Sidewalk D	33	12	0	21	89	102	18	130	18	28	2	4	103	127	20	134
Corner A & B	1	0	11	2	3	9	12	4	2	6	0	0	5	15	12	4
Corner C & D	2	0	13	1	8	13	18	4	2	3	0	0	9	16	18	4
Crosswalk (A-B-C)	2	17	21	20	19	106	63	91	4	12	11	20	22	118	71	109
Crosswalk (C-D-A)	13	3	18	8	32	112	69	91	4	8	16	24	35	120	82	112
20. Eleventh Avenue and West 29th Street																
Sidewalk A	4	27	3	9	4	28	11	13	0	0	32	31	4	28	43	44
Sidewalk B	1	3	4	5	161	104	35	21	18	18	9	18	170	110	44	39
Sidewalk C	0	3	1	5	26	19	154	80	8	6	7	11	34	25	152	80
Sidewalk D	12	10	3	1	22	16	3	1	20	20	0	0	42	36	3	1
Corner A & B	0	1	0	0	0	1	13	17	0	0	11	7	0	1	24	24
Corner C & D	0	1	1	1	11	5	1	1	0	0	0	0	11	5	1	1
Crosswalk (A-B-C)	3	7	2	4	4	8	156	90	6	10	10	15	10	18	157	93
Crosswalk (C-D-A)	4	2	8	2	5	4	17	7	5	3	23	25	10	7	40	32
21. Tenth Avenue and West 29th Street																
Sidewalk A	8	5	6	5	28	11	128	94	4	6	18	13	32	17	131	89
Sidewalk B	4	11	1	1	53	36	21	21	11	6	5	9	59	37	20	25
Sidewalk C	2	9	15	13	22	28	41	30	5	9	8	5	21	32	49	35
Sidewalk D	7	5	10	10	105	78	24	16	13	12	4	4	108	79	28	20
Corner A & B	2	2	0	0	12	5	6	5	0	0	5	3	12	5	9	5
Corner C & D	0	4	0	1	0	4	0	2	0	0	3	3	0	4	3	5
Crosswalk (A-B-C)	2	5	4	8	33	30	46	34	6	11	13	8	34	36	55	37
Crosswalk (C-D-A)	5	1	7	12	28	15	109	90	2	4	13	11	29	18	111	89
22. Boulevard and West 35th Street																
Sidewalk A	4	20	0	0	11	23	64	170	4	5	10	6	15	28	66	169
Sidewalk B	0	0	0	12	47	100	8	94	9	7	3	11	49	100	11	105
Sidewalk C	0	21	0	0	17	127	36	44	4	5	10	11	21	132	39	48
Sidewalk D	0	0	2	8	85	314	21	365	9	9	4	4	86	316	25	369
Corner A & B	0	0	0	0	1	0	2	1	3	2	0	0	4	2	2	1
Corner C & D	0	0	0	0	3	2	3	2	4	3	0	0	7	5	3	2
Crosswalk (A-B-C)	0	12	0	0	11	72	45	123	3	6	9	12	14	78	47	129
Crosswalk (C-D-A)	0	21	0	0	25	206	73	235	3	5	9	8	28	211	74	236
23. Boulevard and West 34th Street																
Sidewalk A	3	30	0	0	37	195	170	75	2	22	13	10	39	204	175	78
Sidewalk B	0	0	42	29	47	54	74	313	14	12	8	78	55	60	82	338
Sidewalk C	13	103	0	0	54	365	83	135	8	10	21	35	62	375	97	150
Sidewalk D	0	0	7	37	116	222	55	513	17	35	2	19	125	237	57	519
Corner A & B	0	0	0	0	1	0	2	3	1	3	0	0	2	3	2	3
Corner C & D	0	0	0	0	5	7	2	1	7	7	0	0	12	14	2	1
Crosswalk (A-B-C)	42	29	0	0	72	266	115	168	6	42	16	49	78	281	124	183
Crosswalk (C-D-A)	13	103	0	0	50	359	148	118	3	25	16	29	53	371	156	127
24. Boulevard and West 33rd Street																
Sidewalk A	0	16	0	0	92	392	478	1030	175	364	226	474	264	743	696	1484
Sidewalk B	0	0	14	40	141	159	52	384	25	36	11	20	160	176	63	404
Sidewalk C	3	6	0	0	77	163	128	471	105	275	63	130	179	435	183	591
Sidewalk D	0	0	0	1	109	331	69	24	44	80	86	230	145	397	155	247
Corner A & B	0	0	0	0	74	245	28	9	156	343	0	0	229	579	28	9
Corner C & D	0	0	0	0	20	21	4	3	48	126	2	0	65	144	6	3
Crosswalk (A-B-C)	14	40	0	0	247	373	157	379	21	27	15	27	266	392	167	394
Crosswalk (C-D-A)	0	0	0	0	280	109	236	581	58	172	72	138	337	278	301	702
24a. Boulevard and 33rd Street (West)																
Crosswalk (C-D-A)	0	1	0	0	69	24	58	248	86	230	66	117	155	247	121	363

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
The 2019 Conditions - AM Peak Period

	2008 Existing				2019 No Build				2019 Trip Gen				2019 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
25. Eleventh Avenue and 32nd Street																
Sidewalk A	0	0	1	6	0	0	20	20	274	488	171	243	299	505	257	333
Sidewalk B	1	2	0	0	88	65	28	29	80	160	292	527	160	215	338	567
Sidewalk C	0	0	1	2	30	32	37	15	96	149	91	148	175	232	128	163
Sidewalk D	1	6	0	0	10	11	0	0	207	315	122	184	237	359	145	202
Corner A & B	0	0	0	0	0	0	26	25	55	93	0	0	55	96	22	22
Corner C & D	0	0	0	0	0	0	0	0	12	10	29	14	12	10	36	27
Crosswalk (A-B-C)	0	0	1	2	6	6	65	43	263	488	111	198	311	530	195	259
Crosswalk (C-D-A)	0	0	1	6	3	3	14	14	128	213	184	270	162	248	234	326
26. Eleventh Avenue and 31st Street																
Sidewalk A	0	0	1	6	0	0	10	11	70	97	207	315	88	109	237	359
Sidewalk B	1	2	0	0	37	15	50	54	91	148	77	117	128	163	150	197
Sidewalk C	0	0	1	2	48	51	131	117	52	61	7	8	95	107	125	112
Sidewalk D	1	6	0	0	7	9	0	0	62	60	309	498	159	291	361	546
Corner A & B	0	0	0	0	0	0	0	0	21	48	5	3	21	48	5	3
Corner C & D	0	0	0	0	47	51	0	0	0	0	38	53	42	45	30	70
Crosswalk (A-B-C)	0	0	1	2	1	2	85	68	104	154	51	98	118	170	147	177
Crosswalk (C-D-A)	0	0	1	6	1	2	9	10	109	165	198	330	125	181	225	379

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
The 2019 Conditions - Midday Peak Period

	2008 Existing				2019 No Build				2019 Trip Gen				2019 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
1. Route 9A and West 34th Street																
Sidewalk A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk B	5	6	5	9	6	7	6	10	0	0	0	0	6	7	6	10
Sidewalk C	10	4	3	3	11	5	205	202	0	0	52	50	11	5	257	252
Sidewalk D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corner A & B	-	-	5	4	-	-	6	5	-	-	0	0	-	-	6	5
Corner C & D	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	-
Crosswalk (A-B-C)	-	-	3	6	-	-	4	7	-	-	0	0	-	-	4	7
Crosswalk (C-D-A)	8	5	-	-	207	207	-	-	50	52	-	-	257	259	-	-
2. Route 9A and West 33rd Street																
Sidewalk A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk B	3	3	0	3	205	202	99	104	52	50	0	0	257	252	99	104
Sidewalk C	1	0	2	4	100	101	2	4	50	52	0	0	150	153	2	4
Sidewalk D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corner A & B	-	-	3	0	-	-	104	99	-	-	0	0	-	-	104	99
Corner C & D	1	0	-	-	1	0	-	-	0	0	-	-	1	0	-	0
Crosswalk (A-B-C)	-	-	2	4	-	-	103	103	-	-	52	50	-	-	155	153
Crosswalk (C-D-A)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3. Route 9A and West 30th Street																
Sidewalk A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk B	2	0	2	0	2	0	58	56	0	0	48	46	2	0	106	102
Sidewalk C	4	2	2	0	54	53	2	0	0	0	0	0	54	53	2	0
Sidewalk D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corner A & B	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0
Corner C & D	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	-
Crosswalk (A-B-C)	-	-	4	0	-	-	54	51	-	-	40	41	-	-	94	92
Crosswalk (C-D-A)	6	2	-	-	105	103	-	-	40	41	-	-	145	144	0	0
4. Eleventh Avenue and West 34th Street																
Sidewalk A	10	6	27	16	12	7	143	116	82	0	95	97	41	7	229	205
Sidewalk B	20	15	32	35	283	272	203	208	33	33	20	33	271	261	223	235
Sidewalk C	19	21	11	9	143	162	346	331	20	32	32	41	163	188	330	320
Sidewalk D	2	2	12	8	139	114	13	10	187	235	0	28	321	284	13	38
Corner A & B	6	4	9	5	6	4	61	58	0	0	0	0	6	4	61	58
Corner C & D	1	9	1	1	46	54	2	1	9	15	52	0	55	66	54	1
Crosswalk (A-B-C)	28	25	14	13	67	68	347	336	26	32	28	34	90	95	328	321
Crosswalk (C-D-A)	7	13	3	12	70	101	113	112	15	25	120	211	83	119	227	261
5. Eleventh Avenue and West 33rd Street																
Sidewalk A	2	0	21	1	101	101	138	109	0	0	187	235	101	101	320	357
Sidewalk B	7	6	2	5	331	323	35	55	36	45	96	103	319	315	131	153
Sidewalk C	4	1	2	5	147	151	522	527	154	164	107	111	301	312	577	585
Sidewalk D	16	3	0	0	139	125	99	101	241	309	54	57	378	438	153	159
Corner A & B	0	0	5	1	0	0	5	1	0	0	0	0	0	0	5	1
Corner C & D	1	1	0	0	64	67	0	0	76	81	0	0	140	146	0	0
Crosswalk (A-B-C)	2	1	9	6	76	87	419	414	66	74	66	74	139	154	434	433
Crosswalk (C-D-A)	4	4	4	4	116	119	136	135	113	127	253	309	227	239	387	454
6. Eleventh Avenue and West 30th Street																
Sidewalk A	0	0	16	3	56	56	54	42	38	37	133	139	94	93	187	181
Sidewalk B	2	5	3	1	830	853	120	121	20	21	19	17	775	798	139	138
Sidewalk C	1	2	3	2	102	102	717	731	33	32	59	62	135	134	702	717
Sidewalk D	11	6	4	0	89	89	54	51	78	82	0	0	167	171	54	51
Corner A & B	0	0	3	1	0	0	20	19	2	2	7	7	2	2	27	26
Corner C & D	0	1	0	2	22	24	0	2	0	0	0	0	22	24	0	2
Crosswalk (A-B-C)	4	1	1	3	122	123	732	748	68	64	68	71	190	187	725	743
Crosswalk (C-D-A)	2	4	12	3	33	36	112	108	24	23	102	106	57	59	214	214
7. Tenth Avenue and West 34th Street																
Sidewalk A	33	27	23	41	337	387	512	525	11	64	61	59	348	427	546	558
Sidewalk B	34	40	57	62	449	449	297	295	40	38	30	29	470	469	317	314
Sidewalk C	115	89	47	50	540	639	626	621	32	28	61	58	558	654	662	654
Sidewalk D	31	30	45	61	841	906	525	494	80	76	10	10	879	940	535	504
Corner A & B	1	3	10	13	10	12	43	48	8	8	0	0	18	20	43	48
Corner C & D	67	53	9	5	242	247	90	87	27	25	0	0	257	260	90	87
Crosswalk (A-B-C)	32	26	335	67	294	262	853	586	18	17	51	50	305	272	883	615
Crosswalk (C-D-A)	55	67	14	31	589	554	675	758	22	20	69	66	602	565	710	791
8. Tenth Avenue and West 33rd Street																
Sidewalk A	15	31	30	24	330	394	907	965	20	21	93	88	350	415	958	1011
Sidewalk B	36	52	13	42	878	688	610	644	93	70	39	70	945	733	631	696
Sidewalk C	42	79	12	26	1200	1277	181	200	210	241	5	5	1269	1380	186	205
Sidewalk D	9	19	8	3	1858	1799	759	671	288	300	132	152	1941	1897	868	801
Corner A & B	6	3	4	12	7	7	87	98	11	11	0	0	18	18	87	98
Corner C & D	3	7	2	2	28	32	71	85	0	0	0	0	28	32	71	85
Crosswalk (A-B-C)	4	46	66	23	672	598	834	700	41	45	91	95	701	633	892	762
Crosswalk (C-D-A)	13	7	10	13	1434	1374	1136	1038	306	340	114	112	1566	1543	1196	1098

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
The 2019 Conditions - Midday Peak Period

	2008 Existing				2019 No Build				2019 Trip Gen				2019 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
9. Tenth Avenue and West 31st Street																
Sidewalk A	-	-	9	19	-	-	328	341	-	-	8	0	-	-	336	341
Sidewalk B	12	17	7	9	165	174	552	560	3	3	48	47	168	177	562	569
Sidewalk C	1	5	4	15	241	267	399	431	57	53	8	8	260	282	407	439
Sidewalk D	2	9	-	-	333	365	-	-	6	2	-	-	339	367	-	-
Corner A & B	-	-	8	7	-	-	29	27	-	-	0	0	-	-	29	27
Corner C & D	0	4	-	-	26	31	-	-	0	0	-	-	26	31	-	-
Crosswalk (A-B-C)	2	0	7	11	309	300	349	371	51	49	0	0	322	312	349	371
Crosswalk (C-D-A)	2	0	-	-	242	260	-	-	65	61	-	-	269	283	-	-
10. Tenth Avenue and West 30th Street																
Sidewalk A	3	1	2	9	210	210	922	961	15	13	108	97	202	200	829	853
Sidewalk B	3	9	0	0	337	336	110	124	0	6	16	15	337	342	107	121
Sidewalk C	0	1	3	10	283	289	251	266	62	56	16	17	288	289	235	249
Sidewalk D	16	12	10	2	722	749	79	72	40	42	20	20	646	672	99	92
Corner A & B	1	0	0	0	26	25	27	12	0	0	0	0	26	25	27	12
Corner C & D	0	1	0	2	16	17	3	5	0	0	10	10	16	17	13	15
Crosswalk (A-B-C)	3	1	1	8	329	332	332	342	52	57	35	37	317	326	323	334
Crosswalk (C-D-A)	2	4	2	10	233	235	840	881	43	36	57	64	231	227	736	781
11. Ninth Avenue and West 34th Street																
Sidewalk A	15	34	12	48	214	226	443	475	17	17	16	16	222	233	452	483
Sidewalk B	137	127	121	117	425	412	409	344	16	16	20	24	434	420	414	353
Sidewalk C	167	75	166	116	367	255	653	599	26	16	17	24	370	248	653	606
Sidewalk D	70	88	121	111	756	823	501	622	19	71	19	16	762	881	507	625
Corner A & B	2	8	39	53	44	49	51	67	8	8	0	0	48	53	51	67
Corner C & D	9	5	31	323	85	63	304	473	8	16	0	0	82	68	304	473
Crosswalk (A-B-C)	38	49	158	110	324	268	551	504	18	16	20	16	331	272	559	508
Crosswalk (C-D-A)	69	153	41	48	422	477	601	540	20	24	18	16	425	484	610	546
12. Ninth Avenue and West 33rd Street																
Sidewalk A	48	70	84	84	658	683	836	883	36	67	32	83	676	732	854	953
Sidewalk B	81	88	71	59	643	646	818	816	29	36	41	44	655	665	831	832
Sidewalk C	70	92	53	58	693	699	290	315	123	126	8	8	716	726	298	323
Sidewalk D	50	31	84	55	719	687	1144	1098	8	8	206	238	727	695	1209	1197
Corner A & B	19	42	26	43	110	168	188	201	16	69	0	0	119	231	188	201
Corner C & D	12	17	3	3	23	30	29	29	0	0	8	8	23	30	37	37
Crosswalk (A-B-C)	16	30	17	20	758	742	677	716	37	42	34	38	772	761	689	732
Crosswalk (C-D-A)	78	97	40	96	979	959	833	903	165	172	33	58	1021	1010	848	943
13. Ninth Avenue and West 31st Street																
Sidewalk A	5	5	22	34	617	578	377	383	44	43	8	8	623	584	385	391
Sidewalk B	52	38	14	4	238	234	401	378	8	8	28	28	246	242	391	368
Sidewalk C	51	46	103	57	239	264	503	480	37	33	8	8	238	260	511	488
Sidewalk D	30	54	19	37	311	343	269	309	8	8	53	49	319	351	285	321
Corner A & B	2	3	3	9	23	22	22	26	4	4	0	0	27	26	22	26
Corner C & D	34	21	9	29	56	43	133	157	0	0	39	40	56	43	172	197
Crosswalk (A-B-C)	8	3	57	28	544	520	369	351	36	35	0	0	542	518	369	351
Crosswalk (C-D-A)	41	45	28	37	401	422	407	429	45	41	0	0	409	426	407	429
14. Eighth Avenue and West 34th Street																
Sidewalk A	151	223	229	318	380	321	456	543	11	16	8	8	376	322	456	544
Sidewalk B	347	354	250	205	612	620	463	426	12	8	8	11	617	621	433	399
Sidewalk C	154	95	147	134	395	330	417	402	11	8	8	8	368	301	395	380
Sidewalk D	124	147	139	176	403	436	294	312	8	8	17	8	388	422	288	298
Corner A & B	34	130	117	206	52	152	154	248	4	4	0	0	52	152	154	248
Corner C & D	9	3	45	11	113	105	61	24	4	4	0	0	98	91	61	24
Crosswalk (A-B-C)	144	139	354	304	404	310	614	556	11	11	9	8	393	298	600	542
Crosswalk (C-D-A)	580	754	270	194	825	992	510	434	12	8	10	8	806	970	505	427
15. Eighth Avenue and West 33rd Street																
Sidewalk A	84	58	181	189	826	811	570	585	38	40	16	16	835	823	564	578
Sidewalk B	130	201	46	146	667	728	1016	1187	18	17	14	18	654	715	992	1167
Sidewalk C	48	33	45	93	332	324	251	290	23	26	8	8	317	313	259	298
Sidewalk D	112	141	38	32	346	377	629	608	0	0	115	117	346	377	643	627
Corner A & B	37	16	17	33	91	70	95	107	8	8	0	0	88	67	95	107
Corner C & D	3	4	4	3	13	14	29	29	0	0	0	0	13	14	29	29
Crosswalk (A-B-C)	93	84	188	227	1003	1035	675	727	17	19	15	15	986	1021	656	708
Crosswalk (C-D-A)	26	60	109	68	655	713	658	651	70	73	15	15	653	715	645	638
16. Eighth Avenue and West 31st Street																
Sidewalk A	20	20	89	109	392	382	301	322	20	20	0	0	374	365	301	322
Sidewalk B	122	129	13	22	301	288	372	392	8	8	12	12	309	296	346	366
Sidewalk C	169	170	77	75	372	407	323	323	17	12	11	10	351	381	334	333
Sidewalk D	89	132	71	88	396	444	266	307	8	8	33	30	404	452	261	299
Corner A & B	21	36	55	21	52	66	92	52	0	0	0	0	52	66	92	52
Corner C & D	7	6	26	22	42	42	65	62	0	0	8	8	42	42	73	70
Crosswalk (A-B-C)	28	23	172	164	447	442	402	383	20	20	0	0	429	425	402	383
Crosswalk (C-D-A)	71	76	83	144	306	338	405	464	25	22	0	0	294	323	405	464

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
The 2019 Conditions - Midday Peak Period

	2008 Existing				2019 No Build				2019 Trip Gen				2019 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
17. Eleventh Avenue and West 36th Street																
Sidewalk A	-	-	10	16	-	-	51	52	-	-	15	15	-	-	42	44
Sidewalk B	8	34	15	3	144	167	29	16	12	12	18	18	127	151	47	34
Sidewalk C	8	8	5	18	23	18	173	182	17	16	20	20	40	34	155	165
Sidewalk D	105	35	-	-	171	129	-	-	43	41	-	-	199	155	-	-
Corner A & B	-	-	5	9	-	-	5	9	-	-	0	0	-	-	5	9
Corner C & D	0	3	-	-	10	13	-	-	7	7	-	-	17	20	-	-
Crosswalk (A-B-C)	5	3	7	17	14	13	160	166	14	13	16	17	23	21	143	149
Crosswalk (C-D-A)	3	12	-	-	16	53	-	-	13	13	-	-	26	62	-	-
18. Eleventh Avenue and West 35th Street																
Sidewalk A	-	-	105	35	-	-	173	130	-	-	51	49	-	-	208	164
Sidewalk B	3	8	25	15	198	196	42	28	23	23	21	21	184	183	63	49
Sidewalk C	10	6	6	10	31	265	247	242	20	19	29	29	51	284	232	228
Sidewalk D	27	16	-	-	90	64	-	-	87	83	-	-	168	139	-	-
Corner A & B	-	-	2	3	-	-	3	4	-	-	0	0	-	-	3	4
Corner C & D	1	1	-	-	18	17	0	0	8	8	-	-	26	25	-	-
Crosswalk (A-B-C)	23	18	5	3	34	90	285	211	18	17	27	27	47	103	270	197
Crosswalk (C-D-A)	9	2	-	-	17	184	2	2	18	17	-	-	32	198	-	-
19. Tenth Avenue and West 35th Street																
Sidewalk A	33	15	17	3	99	90	331	308	7	7	38	36	106	97	354	330
Sidewalk B	22	25	10	4	332	328	97	98	32	31	8	8	349	344	97	99
Sidewalk C	6	5	28	14	165	157	344	326	8	8	28	26	165	158	353	334
Sidewalk D	21	9	31	19	411	394	249	222	46	45	5	5	430	413	254	227
Corner A & B	2	0	0	1	6	3	2	3	5	5	0	0	11	8	2	3
Corner C & D	0	0	1	0	35	36	30	30	4	4	0	0	35	36	30	30
Crosswalk (A-B-C)	24	6	23	35	117	106	366	370	11	11	29	28	122	111	378	381
Crosswalk (C-D-A)	8	9	12	8	196	185	381	369	10	9	42	41	200	188	403	390
20. Eleventh Avenue and West 29th Street																
Sidewalk A	12	10	4	23	12	10	57	80	0	0	78	82	12	10	135	162
Sidewalk B	7	4	1	3	612	624	101	101	47	49	25	24	585	598	126	125
Sidewalk C	1	1	6	2	97	96	437	443	25	24	29	30	122	120	392	398
Sidewalk D	7	21	4	1	68	85	4	1	49	51	0	0	117	136	4	1
Corner A & B	11	6	1	0	11	6	92	93	0	0	18	18	11	6	110	111
Corner C & D	1	0	1	1	6	6	1	1	0	0	0	0	6	6	1	1
Crosswalk (A-B-C)	0	0	1	1	4	4	518	531	18	17	40	41	22	21	483	496
Crosswalk (C-D-A)	3	6	1	13	8	11	57	72	14	13	62	64	22	24	119	136
21. Tenth Avenue and West 29th Street																
Sidewalk A	12	11	17	14	36	35	519	547	10	9	28	29	46	44	431	458
Sidewalk B	12	24	1	5	201	221	97	100	12	12	8	8	180	200	67	71
Sidewalk C	4	5	11	21	99	99	144	160	8	8	13	14	69	70	157	174
Sidewalk D	20	17	11	14	416	441	31	36	28	30	9	8	370	395	40	44
Corner A & B	7	8	0	0	12	13	31	32	0	0	4	4	12	13	17	17
Corner C & D	1	0	9	12	2	1	10	13	0	0	7	8	2	1	17	21
Crosswalk (A-B-C)	2	2	6	18	121	120	192	212	12	12	16	16	100	99	180	200
Crosswalk (C-D-A)	5	10	11	22	74	80	434	475	5	5	25	26	70	76	376	416
22. Boulevard and West 35th Street																
Sidewalk A	25	15	0	0	72	58	591	571	13	13	33	32	85	71	571	550
Sidewalk B	0	0	33	15	329	322	84	74	28	27	10	10	311	304	94	84
Sidewalk C	31	19	0	0	235	209	293	289	14	13	31	30	249	222	278	274
Sidewalk D	0	0	10	6	871	865	60	294	28	28	12	12	846	840	72	306
Corner A & B	0	0	0	0	1	1	3	3	10	10	0	0	11	11	3	3
Corner C & D	0	0	0	0	15	15	18	18	12	12	0	0	27	27	18	18
Crosswalk (A-B-C)	33	15	0	0	112	95	319	319	10	10	28	27	122	105	302	302
Crosswalk (C-D-A)	33	19	0	0	281	254	666	649	11	11	30	29	292	265	643	626
23. Boulevard and West 34th Street																
Sidewalk A	32	35	0	0	422	393	546	544	8	21	41	39	430	408	534	531
Sidewalk B	0	0	33	27	383	378	334	381	43	42	26	78	381	375	360	435
Sidewalk C	45	61	0	0	508	476	353	414	23	22	63	75	531	498	371	438
Sidewalk D	0	0	19	21	586	578	460	456	54	66	7	20	587	586	467	470
Corner A & B	0	0	0	0	1	1	29	32	5	4	0	0	6	5	29	32
Corner C & D	0	0	0	0	27	26	11	11	20	19	0	0	47	45	11	11
Crosswalk (A-B-C)	33	27	0	0	351	327	420	486	19	45	50	75	370	360	425	504
Crosswalk (C-D-A)	45	61	0	0	455	428	674	688	9	22	52	64	464	444	673	693
24. Boulevard and West 33rd Street																
Sidewalk A	2	5	0	0	257	275	1076	1090	173	178	216	225	414	432	1239	1256
Sidewalk B	0	0	15	31	443	515	309	373	76	87	23	25	474	551	332	398
Sidewalk C	8	3	0	0	486	476	475	471	135	156	105	119	598	610	529	538
Sidewalk D	0	0	4	1	472	466	189	194	71	81	103	115	489	491	292	306
Corner A & B	0	0	0	0	155	156	31	39	121	125	0	0	268	270	31	39
Corner C & D	0	0	0	0	130	128	26	26	64	75	2	0	174	182	28	26
Crosswalk (A-B-C)	15	31	0	0	447	446	412	548	53	56	47	56	488	488	425	567
Crosswalk (C-D-A)	0	0	0	0	332	336	661	661	77	94	96	102	403	422	709	711
24a. Boulevard and 33rd Street (West)																
Crosswalk (C-D-A)	4	1	0	0	189	194	184	183	103	115	81	78	292	306	248	245

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
The 2019 Conditions - Midday Peak Period

	2008 Existing				2019 No Build				2019 Trip Gen				2019 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
25. Eleventh Avenue and 32nd Street																
Sidewalk A	0	0	16	3	0	0	138	125	550	556	159	187	625	632	737	751
Sidewalk B	2	5	0	0	467	470	187	190	107	111	438	452	522	528	754	771
Sidewalk C	0	0	2	5	208	211	130	138	146	164	115	111	712	738	245	249
Sidewalk D	16	3	0	0	75	63	0	0	204	252	244	258	327	362	321	336
Corner A & B	0	0	0	0	0	0	168	166	88	90	0	0	88	91	142	140
Corner C & D	0	0	0	0	0	0	0	0	18	17	82	81	18	17	82	81
Crosswalk (A-B-C)	0	0	2	5	42	42	320	325	441	464	103	99	793	816	555	553
Crosswalk (C-D-A)	0	0	16	3	21	21	96	83	213	231	216	260	462	483	513	542
26. Eleventh Avenue and 31st Street																
Sidewalk A	0	0	16	3	0	0	75	63	127	133	204	252	163	170	327	362
Sidewalk B	2	5	0	0	130	138	356	362	115	111	175	172	245	249	699	706
Sidewalk C	0	0	2	5	335	341	801	820	126	118	20	21	423	422	746	765
Sidewalk D	16	3	0	0	54	42	0	0	133	139	385	407	187	181	507	531
Corner A & B	0	0	0	0	0	0	0	0	22	32	20	20	22	32	20	20
Corner C & D	0	0	0	0	335	341	0	0	0	0	128	134	298	303	128	134
Crosswalk (A-B-C)	0	0	2	5	10	11	476	490	185	179	26	25	285	282	581	595
Crosswalk (C-D-A)	0	0	16	3	10	11	64	52	173	164	187	224	298	293	245	270

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
The 2019 Conditions - PM Peak Period

	2008 Existing				2019 No Build				2019 Trip Gen				2019 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
1. Route 9A and West 34th Street																
Sidewalk A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk B	12	7	7	13	15	10	8	13	1	0	0	0	16	10	8	13
Sidewalk C	7	3	0	2	8	3	79	83	0	0	27	33	8	4	105	116
Sidewalk D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corner A & B	-	-	12	7	-	-	12	8	-	-	0	0	-	-	12	8
Corner C & D	0	1	-	-	0	1	-	-	0	0	-	-	0	1	-	-
Crosswalk (A-B-C)	-	-	0	1	-	-	3	3	-	-	1	0	-	-	4	3
Crosswalk (C-D-A)	7	3	-	-	87	80	-	-	33	26	-	-	120	106	-	-
2. Route 9A and West 33rd Street																
Sidewalk A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk B	0	2	0	0	79	83	40	38	27	33	0	0	105	116	40	38
Sidewalk C	0	0	0	0	41	41	0	0	33	27	0	0	74	67	0	0
Sidewalk D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corner A & B	-	-	0	0	-	-	38	40	-	-	0	0	-	-	38	40
Corner C & D	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	0
Crosswalk (A-B-C)	-	-	0	3	-	-	41	44	-	-	27	33	-	-	67	77
Crosswalk (C-D-A)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3. Route 9A and West 30th Street																
Sidewalk A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk B	2	0	0	1	2	0	22	22	0	0	17	22	2	0	52	51
Sidewalk C	0	6	2	1	20	25	2	1	0	0	0	0	20	25	2	1
Sidewalk D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corner A & B	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0
Corner C & D	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	-
Crosswalk (A-B-C)	-	-	2	1	-	-	22	20	-	-	18	12	-	-	40	32
Crosswalk (C-D-A)	0	7	-	-	40	45	-	-	18	12	-	-	58	57	0	0
4. Eleventh Avenue and West 34th Street																
Sidewalk A	5	7	8	29	9	7	58	95	111	0	40	49	44	7	95	140
Sidewalk B	1	10	22	9	105	173	143	84	25	18	15	22	112	172	158	101
Sidewalk C	23	12	8	12	55	89	191	143	11	22	21	25	66	106	192	146
Sidewalk D	2	1	15	7	42	49	17	9	301	196	0	207	342	162	17	217
Corner A & B	2	4	0	5	2	4	14	77	0	0	0	0	2	4	14	77
Corner C & D	0	0	1	0	14	18	2	4	3	11	230	0	17	27	232	4
Crosswalk (A-B-C)	16	3	9	12	30	42	158	150	16	19	24	20	45	59	163	150
Crosswalk (C-D-A)	8	17	3	7	29	125	49	91	13	17	57	179	42	139	103	189
5. Eleventh Avenue and West 33rd Street																
Sidewalk A	2	0	3	14	42	38	73	61	0	0	301	196	42	38	373	269
Sidewalk B	5	3	3	1	142	132	20	71	23	27	296	133	145	137	316	201
Sidewalk C	1	2	4	6	44	80	221	289	299	147	204	106	343	225	405	373
Sidewalk D	5	7	0	0	48	55	41	41	579	320	59	40	626	378	100	79
Corner A & B	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Corner C & D	2	0	0	0	31	58	1	0	144	73	0	0	175	130	0	0
Crosswalk (A-B-C)	1	0	6	3	32	66	165	191	159	80	159	80	190	142	305	248
Crosswalk (C-D-A)	0	0	0	10	42	42	42	56	254	121	460	276	296	158	501	340
6. Eleventh Avenue and West 30th Street																
Sidewalk A	0	0	5	7	22	21	15	21	25	19	70	73	60	46	96	99
Sidewalk B	4	6	3	0	350	417	33	49	9	8	12	9	329	396	45	58
Sidewalk C	2	0	1	5	66	71	312	403	18	15	27	28	84	86	309	403
Sidewalk D	11	5	3	0	25	27	23	19	37	40	0	0	62	67	23	19
Corner A & B	0	0	0	2	0	0	4	7	7	3	3	4	19	9	7	11
Corner C & D	1	0	0	3	23	45	0	3	0	0	0	0	23	45	0	3
Crosswalk (A-B-C)	1	0	1	5	38	41	282	315	35	32	32	32	73	72	284	318
Crosswalk (C-D-A)	5	0	9	5	19	13	33	37	13	11	48	54	32	24	80	90
7. Tenth Avenue and West 34th Street																
Sidewalk A	35	16	37	39	273	130	266	231	16	58	46	28	289	170	301	248
Sidewalk B	29	21	40	21	197	164	285	117	22	18	14	13	211	175	296	126
Sidewalk C	84	16	29	8	464	303	354	231	14	13	28	27	473	311	372	248
Sidewalk D	16	39	8	64	477	415	459	189	42	36	11	5	502	433	470	194
Corner A & B	6	1	3	10	13	4	17	25	13	4	0	0	26	8	17	25
Corner C & D	22	3	0	11	188	171	33	47	11	11	0	0	194	178	33	47
Crosswalk (A-B-C)	21	15	27	11	279	97	246	231	11	8	26	23	287	102	263	246
Crosswalk (C-D-A)	19	71	10	16	588	238	315	313	12	9	41	31	597	244	343	331
8. Tenth Avenue and West 33rd Street																
Sidewalk A	20	4	10	17	395	135	493	417	19	15	45	41	414	150	521	441
Sidewalk B	11	5	14	5	642	251	601	277	51	33	88	65	682	273	682	334
Sidewalk C	13	5	6	0	948	479	79	101	508	257	2	2	1400	680	81	103
Sidewalk D	6	3	10	2	1308	886	865	292	342	226	332	157	1570	1030	1188	440
Corner A & B	6	1	5	7	7	6	42	43	11	5	0	0	18	11	42	43
Corner C & D	0	0	0	0	12	17	32	83	0	0	0	0	12	17	32	83
Crosswalk (A-B-C)	16	4	8	9	729	228	481	273	59	37	79	60	783	261	548	320
Crosswalk (C-D-A)	17	10	2	5	1313	610	804	477	589	319	85	64	1833	859	868	519

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
The 2019 Conditions - PM Peak Period

	2008 Existing				2019 No Build				2019 Trip Gen				2019 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
9. Tenth Avenue and West 31st Street																
Sidewalk A	-	-	6	3	-	-	154	222	-	-	8	0	-	-	162	222
Sidewalk B	6	8	6	4	69	99	208	188	1	1	38	24	70	100	231	196
Sidewalk C	4	1	4	4	126	142	122	209	64	30	4	3	175	156	126	212
Sidewalk D	4	8	-	-	131	240	-	-	6	2	-	-	137	242	-	-
Corner A & B	-	-	4	5	-	-	8	7	-	-	0	0	-	-	8	7
Corner C & D	2	1	-	-	24	41	-	-	0	0	-	-	24	41	-	-
Crosswalk (A-B-C)	1	0	3	3	174	116	89	156	35	25	4	0	194	126	93	156
Crosswalk (C-D-A)	0	2	-	-	113	115	-	-	70	34	-	-	168	134	-	-
10. Tenth Avenue and West 30th Street																
Sidewalk A	3	0	4	8	78	91	390	537	11	8	60	56	79	89	369	512
Sidewalk B	0	5	1	0	108	124	72	99	0	6	11	9	108	130	61	95
Sidewalk C	3	1	0	2	137	161	77	103	40	28	8	14	169	171	72	104
Sidewalk D	10	6	6	2	319	442	50	80	19	20	14	9	291	415	64	89
Corner A & B	2	0	0	2	15	17	33	10	0	0	0	0	15	17	33	10
Corner C & D	0	1	0	1	10	15	2	4	0	0	4	5	10	15	6	9
Crosswalk (A-B-C)	1	0	0	0	144	152	118	140	33	33	18	23	145	157	120	153
Crosswalk (C-D-A)	10	5	10	11	126	143	370	508	31	18	28	38	147	146	335	489
11. Ninth Avenue and West 34th Street																
Sidewalk A	30	34	37	22	258	112	194	128	11	8	8	7	265	115	199	132
Sidewalk B	142	139	196	80	292	243	841	174	8	7	11	23	297	247	846	190
Sidewalk C	211	39	106	124	689	139	481	341	41	7	8	15	721	137	483	350
Sidewalk D	67	58	188	38	891	296	553	310	11	63	11	7	896	354	558	312
Corner A & B	4	2	24	47	31	19	28	54	4	4	0	0	34	21	28	54
Corner C & D	14	7	5	21	153	55	194	77	4	12	0	0	153	63	194	77
Crosswalk (A-B-C)	48	38	97	115	570	125	383	272	9	7	11	7	575	128	389	275
Crosswalk (C-D-A)	30	200	49	39	586	339	528	164	12	15	9	7	591	348	534	167
12. Ninth Avenue and West 33rd Street																
Sidewalk A	113	37	95	54	706	315	943	314	86	63	14	68	785	371	952	377
Sidewalk B	100	109	136	51	503	351	987	296	12	21	142	58	508	365	1118	342
Sidewalk C	301	28	34	25	1806	310	155	153	419	164	4	3	2185	434	159	156
Sidewalk D	21	17	393	21	1050	180	2234	478	4	3	506	256	1054	183	2684	677
Corner A & B	34	6	29	79	147	97	67	123	7	62	0	0	151	156	67	123
Corner C & D	13	5	4	3	26	31	15	13	0	0	4	3	26	31	19	16
Crosswalk (A-B-C)	58	41	72	43	901	370	795	519	104	43	50	35	996	404	836	545
Crosswalk (C-D-A)	500	10	20	43	2331	378	1067	302	472	202	32	49	2754	531	1092	344
13. Ninth Avenue and West 31st Street																
Sidewalk A	12	6	17	27	411	168	103	291	36	22	3	4	432	175	106	295
Sidewalk B	61	32	15	11	120	122	534	196	3	4	57	17	123	126	576	198
Sidewalk C	73	44	106	33	165	156	197	176	30	18	4	3	180	159	201	179
Sidewalk D	54	28	40	64	133	136	158	210	4	3	62	28	137	139	205	222
Corner A & B	4	6	8	6	14	19	16	15	1	2	0	0	15	21	16	15
Corner C & D	49	14	29	13	65	39	83	68	0	0	18	16	65	39	101	84
Crosswalk (A-B-C)	6	6	34	33	551	178	124	171	49	20	10	1	585	182	134	172
Crosswalk (C-D-A)	39	31	11	8	176	181	86	126	44	23	16	2	205	189	102	128
14. Eighth Avenue and West 34th Street																
Sidewalk A	270	146	173	207	866	188	285	373	8	19	5	4	868	201	287	373
Sidewalk B	327	479	201	232	429	708	301	344	9	4	5	9	436	708	291	337
Sidewalk C	176	58	155	544	306	334	759	749	17	4	6	4	308	323	753	741
Sidewalk D	125	321	378	132	337	545	959	201	5	4	38	4	334	539	989	195
Corner A & B	26	35	146	172	36	44	163	190	3	2	0	0	37	44	163	190
Corner C & D	4	16	52	21	214	225	61	29	3	2	0	0	210	219	61	29
Crosswalk (A-B-C)	198	135	310	476	751	225	439	602	8	9	6	4	750	224	436	596
Crosswalk (C-D-A)	248	446	168	144	819	628	284	263	17	4	6	4	825	620	285	261
15. Eighth Avenue and West 33rd Street																
Sidewalk A	138	139	249	315	989	400	711	586	140	56	8	7	1118	444	710	584
Sidewalk B	318	650	54	5	1131	966	428	672	97	16	25	14	1216	970	438	671
Sidewalk C	69	44	38	93	486	290	260	299	62	30	4	3	533	304	264	302
Sidewalk D	154	178	280	61	336	288	1586	380	0	0	360	155	336	288	1906	495
Corner A & B	30	65	24	25	117	109	221	75	4	4	0	0	116	108	221	75
Corner C & D	5	1	17	19	26	36	61	31	0	0	0	0	26	36	61	31
Crosswalk (A-B-C)	89	57	193	529	663	585	405	775	64	18	58	12	713	589	450	774
Crosswalk (C-D-A)	90	22	95	84	1058	421	404	445	236	92	8	7	1265	485	402	441
16. Eighth Avenue and West 31st Street																
Sidewalk A	25	22	135	79	479	202	330	175	35	12	0	0	499	198	330	175
Sidewalk B	92	149	57	0	311	252	469	382	3	4	28	8	314	256	482	375
Sidewalk C	260	190	137	57	359	342	228	145	15	6	6	5	359	333	234	150
Sidewalk D	118	109	93	136	231	228	191	253	4	3	28	16	235	231	204	254
Corner A & B	22	57	55	41	45	91	143	61	0	0	0	0	45	91	143	61
Corner C & D	9	7	31	19	21	21	48	38	0	0	4	3	21	21	52	41
Crosswalk (A-B-C)	77	32	269	197	531	343	393	286	26	11	5	0	542	338	398	286
Crosswalk (C-D-A)	57	138	112	70	163	273	251	214	23	12	3	0	171	270	254	214

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
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	2008 Existing				2019 No Build				2019 Trip Gen				2019 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
17. Eleventh Avenue and West 36th Street																
Sidewalk A	-	-	19	32	-	-	40	48	-	-	12	8	-	-	43	46
Sidewalk B	8	8	8	2	66	49	14	9	12	6	7	8	66	44	21	17
Sidewalk C	8	4	5	5	16	9	74	59	7	8	15	10	23	17	74	54
Sidewalk D	19	30	-	-	40	125	-	-	22	20	-	-	56	139	-	-
Corner A & B	-	-	4	2	-	-	6	2	-	-	0	0	-	-	6	2
Corner C & D	0	0	-	-	4	4	-	-	4	3	-	-	8	7	-	-
Crosswalk (A-B-C)	6	0	2	7	11	4	65	55	5	6	14	9	14	8	65	50
Crosswalk (C-D-A)	9	2	-	-	18	85	-	-	5	6	-	-	21	90	-	-
18. Eleventh Avenue and West 35th Street																
Sidewalk A	-	-	19	30	-	-	40	126	-	-	25	23	-	-	59	143
Sidewalk B	4	4	30	10	78	63	38	14	17	12	10	10	80	60	48	24
Sidewalk C	2	2	7	12	71	613	164	93	9	9	23	16	80	622	169	91
Sidewalk D	8	29	-	-	38	73	-	-	38	39	-	-	72	109	-	-
Corner A & B	-	-	1	2	-	-	2	3	-	-	0	0	-	-	2	3
Corner C & D	2	3	-	-	69	13	2	2	5	4	-	-	74	17	-	-
Crosswalk (A-B-C)	24	5	4	7	28	161	243	74	7	8	21	14	33	167	246	72
Crosswalk (C-D-A)	4	4	-	-	6	455	0	0	7	8	-	-	12	462	-	-
19. Tenth Avenue and West 35th Street																
Sidewalk A	17	2	19	32	92	29	171	149	12	3	27	18	104	32	192	160
Sidewalk B	18	17	14	5	156	119	95	47	33	15	5	4	183	128	97	47
Sidewalk C	15	8	18	10	153	47	155	121	5	4	18	13	155	47	166	126
Sidewalk D	17	30	11	3	216	191	153	40	33	22	5	3	239	202	158	43
Corner A & B	0	0	1	3	10	3	2	4	7	2	0	0	17	5	2	4
Corner C & D	0	0	1	4	25	17	14	18	3	2	0	0	26	17	14	18
Crosswalk (A-B-C)	1	3	27	8	85	42	166	118	14	5	23	13	97	45	183	125
Crosswalk (C-D-A)	5	20	5	35	145	59	182	177	9	4	28	19	152	61	202	188
20. Eleventh Avenue and West 29th Street																
Sidewalk A	18	2	3	2	19	2	13	18	0	0	37	40	19	2	50	58
Sidewalk B	6	14	16	4	263	320	59	59	22	25	21	11	255	316	80	70
Sidewalk C	3	4	6	7	43	53	199	263	10	11	13	11	53	64	182	245
Sidewalk D	7	9	1	0	21	29	1	0	23	23	0	0	44	52	1	0
Corner A & B	0	3	0	0	0	3	38	35	0	0	8	13	0	3	46	48
Corner C & D	2	13	1	1	8	27	1	1	0	0	0	0	8	27	1	1
Crosswalk (A-B-C)	10	4	7	2	13	7	230	279	12	8	18	16	25	15	218	266
Crosswalk (C-D-A)	4	2	5	8	7	5	17	25	5	6	29	28	12	11	46	53
21. Tenth Avenue and West 29th Street																
Sidewalk A	8	3	8	7	21	28	222	308	5	4	13	16	26	32	188	278
Sidewalk B	21	7	2	5	83	89	48	52	6	8	6	4	76	85	40	41
Sidewalk C	13	3	26	7	59	50	66	55	6	4	7	8	51	39	73	63
Sidewalk D	6	6	2	7	179	254	13	27	13	14	4	4	162	238	17	31
Corner A & B	7	3	1	0	11	15	15	16	0	0	2	3	11	15	9	12
Corner C & D	3	2	4	5	3	3	5	6	0	0	3	3	3	3	8	9
Crosswalk (A-B-C)	3	3	9	4	62	65	72	83	8	6	8	11	58	58	69	83
Crosswalk (C-D-A)	3	9	12	16	36	51	194	276	3	3	12	13	35	50	172	256
22. Boulevard and West 35th Street																
Sidewalk A	30	10	0	0	46	22	286	175	8	6	12	15	54	28	278	169
Sidewalk B	0	0	17	2	172	129	85	21	12	13	14	5	166	123	99	26
Sidewalk C	11	3	0	0	145	34	115	109	7	6	16	14	152	40	113	105
Sidewalk D	0	0	2	2	406	254	66	638	15	13	6	6	400	246	72	644
Corner A & B	0	0	0	0	0	1	2	3	3	4	0	0	3	5	2	3
Corner C & D	0	0	0	0	6	6	7	8	6	5	0	0	12	11	7	8
Crosswalk (A-B-C)	17	2	0	0	83	28	182	128	9	5	17	13	92	33	181	123
Crosswalk (C-D-A)	17	3	0	0	225	61	347	203	8	5	13	13	233	66	340	196
23. Boulevard and West 34th Street																
Sidewalk A	22	9	0	0	301	94	190	326	12	17	18	18	313	106	188	324
Sidewalk B	0	0	35	16	146	139	324	128	20	20	32	65	148	141	356	175
Sidewalk C	8	64	0	0	449	181	154	204	15	10	33	42	464	191	169	223
Sidewalk D	0	0	23	12	350	234	607	167	33	38	8	16	362	246	615	178
Corner A & B	0	0	0	0	1	1	13	15	4	2	0	0	5	3	13	15
Corner C & D	0	0	0	0	15	11	5	6	10	9	0	0	25	20	5	6
Crosswalk (A-B-C)	35	16	0	0	353	89	191	253	20	35	31	49	373	115	204	275
Crosswalk (C-D-A)	8	64	0	0	414	157	239	337	13	18	27	37	427	170	245	348
24. Boulevard and West 33rd Street																
Sidewalk A	3	1	0	0	480	200	1437	751	445	206	578	267	919	397	1995	992
Sidewalk B	0	0	20	4	202	309	386	126	36	47	21	16	220	333	407	142
Sidewalk C	10	2	0	0	278	159	671	265	334	159	153	96	602	309	804	339
Sidewalk D	0	0	1	2	503	237	62	97	90	65	282	124	572	279	344	219
Corner A & B	0	0	0	0	327	115	16	54	417	179	0	0	741	288	16	54
Corner C & D	0	0	0	0	58	55	10	11	152	74	2	0	202	121	12	11
Crosswalk (A-B-C)	20	4	0	0	475	354	373	341	31	32	25	32	502	379	385	357
Crosswalk (C-D-A)	0	0	0	0	182	379	828	408	206	96	165	93	386	472	974	478
24a. Boulevard and 33rd Street (West)																
Crosswalk (C-D-A)	1	2	0	0	62	97	336	112	282	124	150	75	344	219	480	181

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
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	2008 Existing				2019 No Build				2019 Trip Gen				2019 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
25. Eleventh Avenue and 32nd Street																
Sidewalk A	0	0	5	7	0	0	47	53	694	404	261	220	725	437	479	452
Sidewalk B	4	6	0	0	181	200	77	78	204	106	639	367	365	284	768	494
Sidewalk C	0	0	4	6	86	87	41	62	119	114	165	97	351	343	206	159
Sidewalk D	5	7	0	0	22	28	0	0	284	283	237	177	325	332	268	209
Corner A & B	0	0	0	0	0	0	70	69	125	70	0	0	125	71	60	59
Corner C & D	0	0	0	0	0	0	0	0	3	7	45	63	3	7	46	63
Crosswalk (A-B-C)	0	0	4	6	17	17	119	139	613	364	232	111	756	501	403	303
Crosswalk (C-D-A)	0	0	5	7	8	8	30	36	229	170	266	266	329	268	377	383
26. Eleventh Avenue and 31st Street																
Sidewalk A	0	0	5	7	0	0	22	28	118	92	284	283	133	108	325	332
Sidewalk B	4	6	0	0	41	62	146	145	165	97	114	91	206	159	329	303
Sidewalk C	0	0	4	6	138	137	316	335	78	59	9	8	200	181	295	314
Sidewalk D	5	7	0	0	14	19	0	0	70	73	378	289	95	97	430	340
Corner A & B	0	0	0	0	0	0	0	0	47	32	10	13	47	32	10	13
Corner C & D	0	0	0	0	138	137	0	0	0	0	60	45	123	122	61	45
Crosswalk (A-B-C)	0	0	4	6	4	4	183	203	165	110	72	33	206	150	287	268
Crosswalk (C-D-A)	0	0	5	7	4	4	18	23	157	101	255	226	208	151	272	247

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
The 2019 Conditions - Saturday Peak Period

	2008 Existing				2019 No Build				2019 Trip Gen				2019 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
1. Route 9A and West 34th Street																
Sidewalk A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk B	2	0	0	8	3	1	0	8	0	0	0	0	3	1	0	8
Sidewalk C	11	13	1	1	11	13	92	93	0	0	29	29	11	13	121	122
Sidewalk D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corner A & B	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0
Corner C & D	0	2	-	-	0	2	-	-	0	0	-	-	0	2	-	-
Crosswalk (A-B-C)	-	-	2	6	-	-	2	6	-	-	0	0	-	-	2	6
Crosswalk (C-D-A)	9	17	-	-	101	109	-	-	29	29	-	-	130	138	-	-
2. Route 9A and West 33rd Street																
Sidewalk A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk B	1	1	0	0	92	93	46	46	29	29	0	0	121	122	46	46
Sidewalk C	0	0	0	0	46	46	0	0	29	29	0	0	75	75	0	0
Sidewalk D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corner A & B	-	-	1	0	-	-	47	46	-	-	0	0	-	-	47	46
Corner C & D	2	1	-	-	2	1	-	-	0	0	-	-	2	1	-	0
Crosswalk (A-B-C)	-	-	5	1	-	-	51	47	-	-	29	29	-	-	80	76
Crosswalk (C-D-A)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3. Route 9A and West 30th Street																
Sidewalk A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk B	0	13	0	0	0	13	26	26	0	0	22	23	0	13	48	49
Sidewalk C	4	5	0	2	27	28	0	2	0	0	0	0	27	28	0	2
Sidewalk D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corner A & B	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0
Corner C & D	0	2	-	-	0	2	-	-	0	0	-	-	0	2	-	-
Crosswalk (A-B-C)	-	-	0	11	-	-	23	34	-	-	17	17	-	-	40	51
Crosswalk (C-D-A)	6	13	-	-	52	59	-	-	17	17	-	-	69	76	0	0
4. Eleventh Avenue and West 34th Street																
Sidewalk A	21	9	127	8	24	9	183	59	92	0	40	47	63	9	219	103
Sidewalk B	28	1	8	65	129	103	70	127	19	19	8	22	128	102	78	146
Sidewalk C	8	80	2	1	71	151	136	132	8	22	15	26	79	170	129	133
Sidewalk D	1	0	6	7	54	44	6	9	122	177	0	38	174	162	6	47
Corner A & B	12	3	15	1	12	3	34	20	0	0	0	0	12	3	34	20
Corner C & D	0	0	0	0	17	17	1	3	4	11	61	0	21	26	62	3
Crosswalk (A-B-C)	12	74	39	2	35	98	171	134	13	20	14	21	47	115	164	132
Crosswalk (C-D-A)	6	48	39	0	43	95	87	43	8	17	54	160	50	109	138	145
5. Eleventh Avenue and West 33rd Street																
Sidewalk A	0	3	6	3	46	49	76	91	0	0	122	177	46	49	196	276
Sidewalk B	2	1	0	3	129	127	45	54	18	28	93	104	125	130	138	155
Sidewalk C	1	4	1	1	52	53	250	265	110	125	80	88	162	176	307	328
Sidewalk D	2	4	2	5	52	59	48	51	189	268	31	36	240	330	79	87
Corner A & B	0	2	2	0	0	2	2	0	0	0	0	0	0	2	2	0
Corner C & D	1	1	2	0	37	37	2	0	55	61	0	0	92	97	2	0
Crosswalk (A-B-C)	1	0	1	0	76	64	174	188	55	66	55	66	130	126	206	228
Crosswalk (C-D-A)	3	0	5	0	47	43	50	51	84	103	177	243	131	142	226	300
6. Eleventh Avenue and West 30th Street																
Sidewalk A	0	0	2	4	26	26	14	21	18	18	61	61	44	44	75	82
Sidewalk B	1	1	3	1	400	415	45	36	9	9	11	10	375	390	56	46
Sidewalk C	3	1	2	1	72	67	363	365	14	14	27	26	86	81	355	356
Sidewalk D	4	13	19	6	21	34	43	29	35	33	0	0	56	67	43	29
Corner A & B	0	0	0	0	0	0	5	10	2	2	4	3	2	2	9	13
Corner C & D	0	0	0	6	27	28	0	6	0	0	0	0	27	28	0	6
Crosswalk (A-B-C)	0	1	1	2	42	43	323	326	32	31	30	29	74	74	319	321
Crosswalk (C-D-A)	1	0	0	1	16	15	28	33	10	11	45	44	26	26	73	77
7. Tenth Avenue and West 34th Street																
Sidewalk A	9	40	4	9	132	199	222	240	5	58	27	28	137	243	237	255
Sidewalk B	33	8	0	37	195	183	140	167	17	18	13	13	203	192	148	176
Sidewalk C	10	39	5	2	206	310	264	262	15	13	27	26	215	317	279	276
Sidewalk D	1	15	7	51	373	449	205	236	35	34	4	5	388	464	209	241
Corner A & B	1	2	12	1	4	5	35	30	3	4	0	0	7	9	35	30
Corner C & D	3	2	7	0	94	94	54	53	12	11	0	0	100	99	54	53
Crosswalk (A-B-C)	0	24	19	13	131	137	212	228	8	8	22	23	136	142	224	241
Crosswalk (C-D-A)	25	76	3	13	266	310	284	352	10	9	29	30	272	315	298	367
8. Tenth Avenue and West 33rd Street																
Sidewalk A	3	7	6	3	202	223	408	468	12	15	40	39	214	238	428	488
Sidewalk B	15	11	2	9	418	303	409	399	51	31	26	58	457	322	426	449
Sidewalk C	3	7	10	6	570	590	115	108	168	207	2	2	674	733	117	110
Sidewalk D	5	1	1	3	929	933	462	392	166	192	109	132	1002	1033	560	514
Corner A & B	2	2	4	4	3	6	63	75	5	5	0	0	8	11	63	75
Corner C & D	5	9	3	0	26	27	47	64	0	0	0	0	26	27	47	64
Crosswalk (A-B-C)	1	4	18	4	404	329	361	297	27	33	49	55	426	357	395	338
Crosswalk (C-D-A)	6	2	2	0	773	738	560	520	219	265	55	58	913	924	591	554

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
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	2008 Existing				2019 No Build				2019 Trip Gen				2019 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
9. Tenth Avenue and West 31st Street																
Sidewalk A	-	-	5	1	-	-	173	186	-	-	8	0	-	-	181	186
Sidewalk B	9	3	4	2	98	91	171	161	2	2	22	23	100	93	176	167
Sidewalk C	1	6	12	6	125	145	175	169	31	28	4	4	139	156	179	173
Sidewalk D	9	2	-	-	173	195	-	-	6	2	-	-	179	197	-	-
Corner A & B	-	-	3	1	-	-	6	4	-	-	0	0	-	-	6	4
Corner C & D	0	2	-	-	23	26	-	-	0	0	-	-	23	26	-	-
Crosswalk (A-B-C)	0	0	12	11	134	130	136	134	24	24	0	0	141	137	136	134
Crosswalk (C-D-A)	0	6	-	-	110	132	-	-	34	32	-	-	127	146	-	-
10. Tenth Avenue and West 30th Street																
Sidewalk A	3	1	9	2	95	83	447	466	9	8	60	45	94	80	414	419
Sidewalk B	1	10	0	0	119	105	71	78	0	6	10	10	119	111	73	79
Sidewalk C	7	11	12	1	162	168	102	87	32	28	8	8	168	170	95	80
Sidewalk D	6	3	14	0	363	393	80	56	18	17	9	9	327	356	89	65
Corner A & B	0	0	0	0	22	18	21	8	0	0	0	0	22	18	21	8
Corner C & D	0	1	0	1	15	15	2	3	0	0	4	4	15	15	6	7
Crosswalk (A-B-C)	1	1	4	9	147	140	134	130	28	33	18	18	145	144	131	127
Crosswalk (C-D-A)	12	3	4	2	143	130	417	445	23	18	27	31	146	128	370	402
11. Ninth Avenue and West 34th Street																
Sidewalk A	47	15	9	14	175	128	130	156	8	8	7	7	178	132	134	160
Sidewalk B	53	79	47	54	175	217	201	196	7	7	11	18	179	221	205	208
Sidewalk C	89	53	48	66	213	182	336	386	19	7	8	15	222	179	336	394
Sidewalk D	18	26	48	34	247	365	229	289	10	63	10	7	251	422	233	290
Corner A & B	2	2	4	19	20	20	6	26	4	4	0	0	22	22	6	26
Corner C & D	37	15	5	10	95	63	145	90	4	12	0	0	94	70	145	90
Crosswalk (A-B-C)	32	24	38	63	195	151	240	302	9	7	11	7	199	153	246	304
Crosswalk (C-D-A)	46	23	9	22	235	219	189	200	11	15	9	7	238	227	194	203
12. Ninth Avenue and West 33rd Street																
Sidewalk A	21	32	46	32	439	431	305	402	23	56	15	68	454	479	314	464
Sidewalk B	51	38	23	34	373	393	320	335	12	21	40	44	378	406	347	365
Sidewalk C	31	16	23	30	381	415	120	136	115	122	4	4	451	492	124	140
Sidewalk D	23	18	23	17	245	296	570	628	4	4	166	205	249	300	672	769
Corner A & B	2	1	21	12	53	109	62	57	7	62	0	0	57	168	62	57
Corner C & D	3	1	0	3	18	17	13	16	0	0	4	4	18	17	17	20
Crosswalk (A-B-C)	20	15	22	18	571	514	615	702	28	34	24	30	589	538	629	722
Crosswalk (C-D-A)	32	10	20	19	524	540	292	370	143	156	20	46	611	640	303	408
13. Ninth Avenue and West 31st Street																
Sidewalk A	16	3	11	8	212	196	153	121	20	21	4	4	215	199	157	125
Sidewalk B	28	18	9	28	98	90	187	220	4	4	14	14	102	94	184	217
Sidewalk C	11	21	23	19	97	133	146	139	21	18	4	4	101	134	150	143
Sidewalk D	12	22	22	12	119	121	155	157	4	4	28	26	123	125	167	166
Corner A & B	2	0	4	1	14	11	13	9	2	2	0	0	16	13	13	9
Corner C & D	20	9	2	2	39	26	60	60	0	0	18	18	39	26	78	78
Crosswalk (A-B-C)	19	4	9	22	228	225	149	152	17	18	0	0	228	225	149	152
Crosswalk (C-D-A)	12	13	9	7	155	172	114	101	25	22	0	0	163	177	114	101
14. Eighth Avenue and West 34th Street																
Sidewalk A	113	74	124	105	239	129	216	203	7	15	4	4	240	137	217	203
Sidewalk B	295	137	201	269	412	263	300	367	8	4	4	8	417	263	287	357
Sidewalk C	160	72	183	138	260	169	320	279	7	4	4	4	250	156	310	269
Sidewalk D	539	72	139	234	710	243	241	341	4	4	16	4	704	236	247	334
Corner A & B	17	34	77	86	26	43	91	102	2	2	0	0	26	43	91	102
Corner C & D	8	8	27	12	69	71	35	19	2	2	0	0	62	64	35	19
Crosswalk (A-B-C)	442	186	143	104	602	289	256	218	7	8	5	4	599	286	251	211
Crosswalk (C-D-A)	94	55	194	270	232	196	313	403	8	4	6	4	227	186	312	400
15. Eighth Avenue and West 33rd Street																
Sidewalk A	108	49	109	90	410	355	303	296	38	41	7	7	435	383	300	293
Sidewalk B	159	229	128	65	411	486	354	283	10	10	9	13	407	482	346	278
Sidewalk C	217	186	232	181	388	374	362	293	20	24	4	4	391	380	366	297
Sidewalk D	105	98	28	5	203	189	352	368	0	0	110	117	203	189	417	440
Corner A & B	28	16	4	52	64	55	23	71	4	4	0	0	63	54	23	71
Corner C & D	18	30	2	7	31	42	12	18	0	0	0	0	31	42	12	18
Crosswalk (A-B-C)	40	60	312	288	327	346	489	460	11	14	8	9	323	344	482	453
Crosswalk (C-D-A)	166	60	100	70	491	422	332	320	64	70	7	7	522	459	326	314
16. Eighth Avenue and West 31st Street																
Sidewalk A	11	19	65	88	177	197	158	177	10	10	0	0	170	190	158	177
Sidewalk B	106	95	75	72	214	191	277	285	4	4	7	7	218	195	267	274
Sidewalk C	55	18	126	97	148	139	242	203	12	6	6	6	143	128	248	209
Sidewalk D	90	90	48	20	248	232	147	134	4	4	19	16	252	236	149	132
Corner A & B	14	3	20	27	38	26	40	45	0	0	0	0	38	26	40	45
Corner C & D	19	2	5	9	34	16	23	28	0	0	4	4	34	16	27	32
Crosswalk (A-B-C)	36	10	105	55	273	264	213	145	9	10	0	0	265	257	213	145
Crosswalk (C-D-A)	67	50	254	176	184	192	461	354	15	12	0	0	182	187	461	354

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
The 2019 Conditions - Saturday Peak Period

	2008 Existing				2019 No Build				2019 Trip Gen				2019 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
23. Boulevard and West 34th Street																
Sidewalk A	8	65	0	0	131	184	216	222	3	17	18	18	134	198	210	216
Sidewalk B	0	0	9	40	166	177	128	199	19	19	12	66	164	175	140	251
Sidewalk C	7	51	0	0	191	225	149	192	10	10	27	41	201	235	156	210
Sidewalk D	0	0	8	80	230	240	197	291	24	38	3	17	230	251	200	305
Corner A & B	0	0	0	0	1	1	22	26	2	2	0	0	3	3	22	26
Corner C & D	0	0	0	0	13	13	7	9	8	9	0	0	21	22	7	9
Crosswalk (A-B-C)	9	40	0	0	119	155	185	232	9	36	22	49	128	184	186	254
Crosswalk (C-D-A)	7	51	0	0	148	188	243	259	4	18	23	37	152	203	241	269
24. Boulevard and West 33rd Street																
Sidewalk A	0	3	0	0	198	217	693	769	149	161	189	208	339	368	858	950
Sidewalk B	0	0	3	7	221	293	188	211	32	46	14	17	233	316	202	228
Sidewalk C	1	3	0	0	270	231	285	304	111	134	67	84	370	355	328	364
Sidewalk D	0	0	1	4	260	273	78	76	43	57	88	103	279	304	166	177
Corner A & B	0	0	0	0	112	122	23	37	124	134	0	0	232	250	23	37
Corner C & D	0	0	0	0	59	60	12	12	51	63	2	0	101	113	14	12
Crosswalk (A-B-C)	3	7	0	0	287	268	238	350	26	32	20	32	308	292	243	364
Crosswalk (C-D-A)	0	0	0	0	172	156	412	452	64	82	67	78	234	234	457	505
24a. Boulevard and 33rd Street (West)																
Crosswalk (C-D-A)	1	4	0	0	78	76	122	132	88	103	58	60	166	177	173	185
25. Eleventh Avenue and 32nd Street																
Sidewalk A	0	0	2	4	0	0	51	53	342	363	101	137	376	398	351	393
Sidewalk B	1	1	0	0	198	199	86	86	80	88	277	309	255	262	423	453
Sidewalk C	0	0	1	1	96	95	45	46	76	102	77	78	337	360	122	124
Sidewalk D	2	4	0	0	22	24	0	0	137	192	136	160	181	237	171	195
Corner A & B	0	0	0	0	0	0	76	77	54	59	0	0	54	60	64	65
Corner C & D	0	0	0	0	0	0	0	0	6	6	49	49	6	6	49	49
Crosswalk (A-B-C)	0	0	1	1	19	19	131	132	278	316	78	81	440	475	269	273
Crosswalk (C-D-A)	0	0	2	4	10	10	32	34	125	151	136	188	240	265	259	315
26. Eleventh Avenue and 31st Street																
Sidewalk A	0	0	2	4	0	0	22	24	67	80	137	192	83	97	181	237
Sidewalk B	1	1	0	0	45	46	165	163	77	78	87	89	122	124	330	330
Sidewalk C	0	0	1	1	155	154	355	354	57	56	9	9	195	192	330	329
Sidewalk D	2	4	0	0	13	15	0	0	61	61	199	244	74	76	255	300
Corner A & B	0	0	0	0	0	0	0	0	17	27	12	12	17	27	12	12
Corner C & D	0	0	0	0	155	154	0	0	0	0	57	57	138	137	57	57
Crosswalk (A-B-C)	0	0	1	1	5	5	205	204	93	97	23	23	140	143	264	264
Crosswalk (C-D-A)	0	0	2	4	5	5	17	19	89	88	119	164	148	146	133	180

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
The 2017 Conditions - AM Peak Period

	2008 Existing				2017 No Build				2017 Trip Gen				2017 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
1. Route 9A and West 34th Street																
Sidewalk A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk B	4	5	5	5	6	7	5	5	1	2	0	0	7	9	5	5
Sidewalk C	4	7	1	1	4	7	31	28	0	0	13	16	13	19	26	28
Sidewalk D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corner A & B	-	-	4	5	-	-	4	5	-	-	0	0	-	-	4	5
Corner C & D	1	1	-	-	1	1	-	-	0	0	-	-	1	1	-	-
Crosswalk (A-B-C)	-	-	0	0	-	-	1	2	-	-	1	2	-	-	2	4
Crosswalk (C-D-A)	3	6	-	-	28	36	-	-	14	12	-	-	36	41	-	-
2. Route 9A and West 33rd Street																
Sidewalk A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk B	1	1	0	0	31	28	13	15	13	16	0	0	26	28	5	6
Sidewalk C	4	0	5	0	18	15	5	0	16	13	0	0	26	19	5	0
Sidewalk D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corner A & B	-	-	0	0	-	-	15	13	-	-	0	0	-	-	6	5
Corner C & D	4	0	-	-	4	0	-	-	0	0	-	-	4	0	-	-
Crosswalk (A-B-C)	-	-	1	0	-	-	16	14	-	-	13	16	-	-	20	22
Crosswalk (C-D-A)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3. Route 9A and West 30th Street																
Sidewalk A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk B	0	1	0	2	0	1	7	10	0	0	4	1	0	1	11	11
Sidewalk C	2	1	1	2	8	9	1	2	0	0	0	0	8	9	1	2
Sidewalk D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corner A & B	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0
Corner C & D	0	1	-	-	0	1	-	-	0	0	-	-	0	1	-	-
Crosswalk (A-B-C)	-	-	0	3	-	-	6	11	-	-	3	6	-	-	9	17
Crosswalk (C-D-A)	2	3	-	-	15	18	-	-	3	6	-	-	18	24	-	-
4. Eleventh Avenue and West 34th Street																
Sidewalk A	16	2	68	14	18	2	104	28	215	0	19	45	18	2	106	72
Sidewalk B	4	1	3	30	102	48	47	106	6	29	4	29	117	74	63	122
Sidewalk C	7	37	7	3	27	66	71	76	3	23	6	32	30	76	75	110
Sidewalk D	5	1	3	2	77	17	3	6	66	309	0	26	99	101	12	43
Corner A & B	16	1	2	0	17	1	55	9	0	0	0	0	17	1	55	9
Corner C & D	3	0	2	1	11	5	5	1	1	7	40	0	12	5	45	1
Crosswalk (A-B-C)	4	34	15	5	21	41	88	67	4	20	5	38	73	54	78	109
Crosswalk (C-D-A)	31	2	28	5	64	23	77	19	3	29	23	280	58	45	72	87
5. Eleventh Avenue and West 33rd Street																
Sidewalk A	0	0	9	4	13	15	46	33	0	0	66	309	5	6	120	371
Sidewalk B	8	0	0	16	83	60	27	44	6	32	55	250	76	81	82	284
Sidewalk C	0	1	1	2	65	17	170	81	73	392	28	127	138	397	192	196
Sidewalk D	1	6	0	0	21	20	14	15	177	872	14	42	193	896	20	49
Corner A & B	0	0	8	0	0	0	8	0	0	0	0	0	0	0	8	0
Corner C & D	1	0	0	0	54	11	0	1	14	66	0	0	68	71	0	1
Crosswalk (A-B-C)	0	7	0	2	22	39	102	63	30	141	30	141	39	169	130	192
Crosswalk (C-D-A)	0	4	1	6	16	20	22	22	75	406	97	449	87	405	117	496
6. Eleventh Avenue and West 30th Street																
Sidewalk A	0	1	1	6	7	9	9	9	7	19	67	41	14	28	76	50
Sidewalk B	1	2	1	5	208	133	42	16	6	6	11	9	208	130	53	25
Sidewalk C	1	2	1	2	50	37	238	120	8	24	18	12	58	61	248	124
Sidewalk D	0	9	0	5	12	14	6	13	35	18	0	0	48	33	6	13
Corner A & B	0	0	0	1	0	0	3	3	1	4	4	4	1	4	7	7
Corner C & D	0	0	0	0	42	9	0	0	0	0	0	0	42	9	0	0
Crosswalk (A-B-C)	0	4	5	7	16	18	150	110	20	30	27	15	37	49	170	117
Crosswalk (C-D-A)	2	4	1	8	7	10	17	16	5	15	51	23	12	26	69	40
7. Tenth Avenue and West 34th Street																
Sidewalk A	42	29	28	25	72	265	94	126	2	71	13	43	74	260	103	166
Sidewalk B	26	32	7	63	76	110	43	220	9	19	6	15	82	126	48	233
Sidewalk C	32	137	20	45	88	539	117	222	7	7	13	19	94	544	127	238
Sidewalk D	6	23	13	103	139	326	55	366	17	32	3	13	150	353	58	379
Corner A & B	8	5	12	2	10	10	12	5	2	15	0	0	12	25	12	5
Corner C & D	19	24	1	4	59	128	14	12	6	6	0	0	63	132	14	12
Crosswalk (A-B-C)	9	30	26	55	42	165	95	171	4	12	11	22	45	176	103	190
Crosswalk (C-D-A)	145	15	15	30	214	357	111	238	5	9	15	36	218	365	121	269
8. Tenth Avenue and West 33rd Street																
Sidewalk A	14	40	8	20	53	384	148	330	7	24	20	33	60	408	161	358
Sidewalk B	23	38	21	53	170	221	102	454	26	20	14	96	192	237	113	548
Sidewalk C	41	23	10	12	264	664	64	39	99	412	0	1	342	1057	64	40
Sidewalk D	18	15	3	6	411	674	163	527	72	135	80	403	452	781	240	927
Corner A & B	1	2	16	14	2	62	24	21	2	13	0	0	4	75	24	21
Corner C & D	3	4	3	1	8	7	55	18	0	0	0	0	8	7	55	18
Crosswalk (A-B-C)	13	46	18	27	113	435	155	234	15	52	25	64	126	485	175	293
Crosswalk (C-D-A)	22	11	5	18	302	804	220	382	124	476	28	61	401	1257	240	436

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
The 2017 Conditions - AM Peak Period

	2008 Existing				2017 No Build				2017 Trip Gen				2017 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
9. Tenth Avenue and West 31st Street																
Sidewalk A	-	-	18	15	-	-	165	84	-	-	4	0	-	-	169	84
Sidewalk B	5	9	1	1	57	34	105	96	1	0	10	25	58	34	110	116
Sidewalk C	0	8	7	9	58	81	140	52	14	43	0	1	66	119	140	53
Sidewalk D	1	10	-	-	123	62	-	-	3	2	-	-	126	64	-	-
Corner A & B	-	-	1	1	-	-	2	4	-	-	0	0	-	-	2	4
Corner C & D	0	6	-	-	20	12	-	-	0	0	-	-	20	12	-	-
Crosswalk (A-B-C)	0	0	7	6	50	87	113	38	11	23	0	3	55	105	113	41
Crosswalk (C-D-A)	1	4	-	-	46	80	-	-	15	47	-	-	56	122	-	-
10. Tenth Avenue and West 30th Street																
Sidewalk A	1	5	1	10	56	35	255	156	10	9	61	22	63	41	289	147
Sidewalk B	6	9	0	0	112	55	50	41	0	5	4	7	112	60	50	36
Sidewalk C	1	0	7	7	76	53	62	36	20	34	24	6	88	90	82	37
Sidewalk D	3	8	0	0	210	129	65	17	18	11	6	23	212	122	71	40
Corner A & B	2	0	0	0	11	3	12	12	0	0	0	0	11	3	12	12
Corner C & D	0	1	0	0	9	4	1	1	0	0	4	2	9	4	5	3
Crosswalk (A-B-C)	1	6	8	8	87	76	92	54	15	35	23	11	92	98	113	59
Crosswalk (C-D-A)	0	0	4	14	80	45	241	153	14	36	30	18	88	80	254	147
11. Ninth Avenue and West 34th Street																
Sidewalk A	42	57	33	45	72	206	67	200	4	14	4	6	75	219	70	205
Sidewalk B	131	123	94	188	174	224	140	658	4	6	6	29	177	229	143	685
Sidewalk C	47	258	86	140	98	646	146	416	11	7	4	17	105	650	148	430
Sidewalk D	53	71	58	280	119	794	105	680	6	61	6	6	123	853	109	685
Corner A & B	3	7	45	38	10	22	54	43	2	3	0	0	11	24	54	43
Corner C & D	2	12	30	12	15	97	202	23	2	11	0	0	16	107	202	23
Crosswalk (A-B-C)	74	148	80	128	120	415	129	373	5	8	6	8	123	422	134	380
Crosswalk (C-D-A)	246	43	81	119	305	382	130	407	7	15	5	6	309	394	133	411
12. Ninth Avenue and West 33rd Street																
Sidewalk A	7	144	35	101	88	548	108	832	14	96	7	61	99	642	114	892
Sidewalk B	132	80	78	219	201	361	193	882	6	18	24	107	205	376	213	985
Sidewalk C	23	289	43	59	162	1321	91	134	72	321	0	1	220	1628	91	135
Sidewalk D	19	18	10	286	78	892	200	1618	0	1	99	411	78	893	278	2011
Corner A & B	1	46	92	25	21	212	113	41	4	58	0	0	24	269	113	41
Corner C & D	5	24	3	3	26	30	6	7	0	0	0	1	26	30	6	8
Crosswalk (A-B-C)	22	121	47	56	130	727	212	482	17	83	13	41	143	807	222	520
Crosswalk (C-D-A)	22	353	25	6	183	1654	118	931	87	362	10	48	251	2000	125	977
13. Ninth Avenue and West 31st Street																
Sidewalk A	15	9	52	27	96	214	278	57	10	25	1	0	100	234	279	57
Sidewalk B	59	48	24	10	109	70	134	304	1	0	9	45	110	70	137	344
Sidewalk C	173	45	141	59	228	162	219	90	10	20	0	1	232	177	219	91
Sidewalk D	57	40	22	26	119	66	82	91	0	1	14	42	119	67	90	128
Corner A & B	8	4	3	4	22	7	8	7	1	0	0	0	23	7	8	7
Corner C & D	94	25	0	27	119	32	21	47	0	0	12	9	119	32	33	56
Crosswalk (A-B-C)	11	9	61	46	96	340	155	72	9	37	1	8	100	372	156	80
Crosswalk (C-D-A)	100	28	45	20	164	136	144	45	12	30	1	13	170	161	145	58
14. Eighth Avenue and West 34th Street																
Sidewalk A	139	234	201	182	178	448	324	248	4	28	2	5	180	474	325	252
Sidewalk B	537	236	99	209	712	292	156	269	5	5	2	13	715	296	153	276
Sidewalk C	78	94	217	87	292	157	320	655	6	9	3	7	292	160	318	658
Sidewalk D	123	179	134	270	206	337	180	783	3	6	10	6	205	340	186	786
Corner A & B	41	35	102	76	45	40	107	83	1	3	0	0	46	42	107	83
Corner C & D	11	21	59	34	168	165	64	38	2	5	0	0	167	168	64	38
Crosswalk (A-B-C)	121	261	306	253	175	525	352	334	4	13	3	5	176	534	351	336
Crosswalk (C-D-A)	317	245	283	143	422	753	318	207	6	7	3	5	423	756	319	210
15. Eighth Avenue and West 33rd Street																
Sidewalk A	142	81	236	155	265	742	334	499	23	107	4	7	284	845	334	503
Sidewalk B	349	237	6	30	474	953	359	385	8	73	7	25	478	1022	360	405
Sidewalk C	28	24	75	64	173	337	202	169	13	53	0	1	180	385	202	170
Sidewalk D	130	179	41	231	202	287	210	1179	0	0	68	275	202	287	264	1440
Corner A & B	72	15	94	18	94	75	120	164	2	3	0	0	94	77	120	164
Corner C & D	4	6	18	28	37	21	27	65	0	0	0	0	37	21	27	65
Crosswalk (A-B-C)	91	167	320	59	341	662	411	219	8	52	7	46	344	709	413	261
Crosswalk (C-D-A)	20	52	85	84	163	831	183	396	40	182	4	8	192	1004	183	400
16. Eighth Avenue and West 31st Street																
Sidewalk A	36	32	48	108	142	315	109	226	7	29	0	0	143	339	109	226
Sidewalk B	89	204	25	30	153	305	264	285	1	0	5	25	154	305	264	305
Sidewalk C	61	231	31	22	103	331	66	54	7	10	2	3	104	336	68	57
Sidewalk D	71	88	39	121	113	125	89	198	0	1	9	20	113	126	93	213
Corner A & B	22	112	14	19	47	124	27	71	0	0	0	0	47	124	27	71
Corner C & D	2	1	14	16	9	5	21	23	0	0	0	1	9	5	21	24
Crosswalk (A-B-C)	40	59	110	233	222	340	175	276	6	22	0	4	223	357	175	280
Crosswalk (C-D-A)	30	60	41	117	80	142	100	156	8	17	0	3	83	154	100	159

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
The 2017 Conditions - AM Peak Period

	2008 Existing				2017 No Build				2017 Trip Gen				2017 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
17. Eleventh Avenue and West 36th Street																
Sidewalk A	-	-	16	19	-	-	23	26	-	-	6	22	-	-	30	47
Sidewalk B	0	3	2	13	14	34	5	15	4	28	3	3	13	57	8	18
Sidewalk C	11	12	1	3	14	13	20	36	3	3	4	26	17	16	20	58
Sidewalk D	95	8	-	-	105	59	-	-	11	29	-	-	115	89	-	-
Corner A & B	-	-	0	1	-	-	0	2	-	-	0	0	-	-	0	2
Corner C & D	1	1	-	-	3	2	-	-	1	2	-	-	4	4	-	-
Crosswalk (A-B-C)	5	19	4	6	7	22	21	38	2	4	4	27	10	26	21	60
Crosswalk (C-D-A)	4	13	-	-	7	56	-	-	3	4	-	-	10	60	-	-
18. Eleventh Avenue and West 35th Street																
Sidewalk A	-	-	95	8	-	-	106	59	-	-	12	30	-	-	122	92
Sidewalk B	4	6	4	20	26	41	7	19	5	26	3	6	27	64	10	25
Sidewalk C	2	8	16	2	12	365	50	96	3	5	6	29	15	370	54	123
Sidewalk D	68	14	-	-	95	21	-	-	18	39	-	-	100	62	-	-
Corner A & B	-	-	2	2	-	-	3	2	-	-	0	0	-	-	3	2
Corner C & D	0	0	-	-	5	55	-	-	1	3	-	-	6	58	-	-
Crosswalk (A-B-C)	1	14	1	1	4	93	109	40	3	4	5	28	7	98	110	64
Crosswalk (C-D-A)	20	1	-	-	26	221	-	-	3	4	-	-	30	226	-	-
19. Tenth Avenue and West 35th Street																
Sidewalk A	0	12	22	15	11	96	65	90	2	15	8	26	13	111	71	114
Sidewalk B	29	23	2	21	67	99	19	101	7	34	2	5	72	131	20	105
Sidewalk C	3	17	22	22	21	126	63	91	2	5	7	18	22	130	67	106
Sidewalk D	33	12	0	21	89	102	18	130	11	32	2	5	96	130	20	135
Corner A & B	1	0	11	2	3	9	12	4	1	8	0	0	4	17	12	4
Corner C & D	2	0	13	1	8	13	18	4	1	3	0	0	9	15	18	4
Crosswalk (A-B-C)	2	17	21	20	19	106	63	91	3	16	7	23	21	121	67	112
Crosswalk (C-D-A)	13	3	18	8	32	112	69	91	3	10	9	27	34	121	75	115
20. Eleventh Avenue and West 29th Street																
Sidewalk A	4	27	3	9	4	28	11	13	0	0	35	18	4	28	47	32
Sidewalk B	1	3	4	5	161	104	35	21	17	10	6	17	171	105	41	38
Sidewalk C	0	3	1	5	26	19	154	80	5	5	10	6	31	24	155	75
Sidewalk D	12	10	3	1	22	16	3	1	21	12	0	0	45	30	3	1
Corner A & B	0	1	0	0	0	1	13	17	0	0	10	4	0	1	23	21
Corner C & D	0	1	1	1	11	5	1	1	0	0	0	0	11	5	1	1
Crosswalk (A-B-C)	3	7	2	4	4	8	156	90	3	10	10	8	7	19	159	90
Crosswalk (C-D-A)	4	2	8	2	5	4	17	7	3	5	26	14	8	9	44	22
21. Tenth Avenue and West 29th Street																
Sidewalk A	8	5	6	5	28	11	128	94	3	6	17	8	31	17	129	85
Sidewalk B	4	11	1	1	53	36	21	21	10	4	3	9	59	35	19	24
Sidewalk C	2	9	15	13	22	28	40	30	3	9	7	3	20	31	47	33
Sidewalk D	7	5	10	10	105	78	24	16	12	7	2	4	107	74	26	20
Corner A & B	2	2	0	0	12	5	6	5	0	0	5	2	12	5	9	4
Corner C & D	0	4	0	1	0	4	0	2	0	0	3	2	0	4	3	4
Crosswalk (A-B-C)	2	5	4	8	33	30	46	34	4	10	12	6	32	36	54	35
Crosswalk (C-D-A)	5	1	7	12	28	15	109	90	2	4	12	7	28	18	110	84
22. Boulevard and West 35th Street																
Sidewalk A	4	20	0	0	11	23	64	170	3	6	5	5	14	29	61	168
Sidewalk B	0	0	0	12	47	100	8	94	5	7	2	15	45	100	10	109
Sidewalk C	0	21	0	0	17	127	36	44	3	6	6	11	20	133	35	49
Sidewalk D	0	0	2	8	85	314	21	365	5	11	2	4	82	318	23	369
Corner A & B	0	0	0	0	1	0	2	1	2	2	0	0	3	2	2	1
Corner C & D	0	0	0	0	3	2	3	2	2	4	0	0	5	6	3	2
Crosswalk (A-B-C)	0	12	0	0	11	72	45	123	2	9	5	13	13	81	44	130
Crosswalk (C-D-A)	0	21	0	0	25	206	73	235	2	7	5	8	27	213	70	236
23. Boulevard and West 34th Street																
Sidewalk A	3	30	0	0	37	195	170	75	2	28	7	12	39	198	157	80
Sidewalk B	0	0	42	29	47	54	73	313	8	12	5	93	48	60	78	330
Sidewalk C	13	103	0	0	54	364	83	135	4	13	11	39	58	377	88	154
Sidewalk D	0	0	7	37	116	222	55	513	9	42	1	22	118	244	56	522
Corner A & B	0	0	0	0	1	0	2	3	1	4	0	0	2	4	2	3
Corner C & D	0	0	0	0	5	7	2	1	3	8	0	0	8	15	2	1
Crosswalk (A-B-C)	42	29	0	0	71	266	115	168	4	50	9	56	75	266	118	192
Crosswalk (C-D-A)	13	103	0	0	50	358	148	118	2	31	9	33	52	376	149	131
24. Boulevard and West 33rd Street																
Sidewalk A	0	16	0	0	92	392	478	1030	86	360	110	466	175	740	581	1476
Sidewalk B	0	0	14	40	141	159	51	383	13	39	7	25	148	179	58	408
Sidewalk C	3	6	0	0	77	163	128	471	81	404	39	109	154	564	159	572
Sidewalk D	0	0	0	1	109	331	69	24	22	77	64	386	123	398	133	398
Corner A & B	0	0	0	0	74	245	28	9	76	336	0	0	148	572	28	9
Corner C & D	0	0	0	0	20	21	4	3	24	70	1	0	41	88	5	3
Crosswalk (A-B-C)	14	40	0	0	246	372	157	379	11	32	8	32	256	395	160	399
Crosswalk (C-D-A)	0	0	0	0	280	109	236	581	50	326	36	137	330	429	265	702
24a. Boulevard and 33rd Street (West)																
Crosswalk (C-D-A)	0	1	0	0	69	24	58	248	64	386	32	111	133	398	87	357

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
The 2017 Conditions - AM Peak Period

	2008 Existing				2017 No Build				2017 Trip Gen				2017 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
25. Eleventh Avenue and 32nd Street																
Sidewalk A	0	0	1	6	0	0	20	20	165	422	2	1	241	480	45	49
Sidewalk B	1	2	0	0	88	65	28	29	28	127	120	380	110	180	251	495
Sidewalk C	0	0	1	2	30	32	37	15	64	88	43	105	90	115	80	120
Sidewalk D	1	6	0	0	10	11	0	0	127	73	31	13	136	83	32	14
Corner A & B	0	0	0	0	0	0	26	25	8	1	0	0	8	2	22	22
Corner C & D	0	0	0	0	0	0	0	0	4	9	6	7	4	9	6	7
Crosswalk (A-B-C)	0	0	1	2	6	6	65	43	120	376	44	145	231	466	105	184
Crosswalk (C-D-A)	0	0	1	6	3	3	14	14	70	133	53	9	72	136	64	21
26. Eleventh Avenue and 31st Street																
Sidewalk A	0	0	1	6	0	0	10	11	0	0	127	73	0	0	136	83
Sidewalk B	1	2	0	0	37	15	50	54	43	105	62	144	80	120	108	193
Sidewalk C	0	0	1	2	48	51	131	117	15	22	6	6	65	75	131	115
Sidewalk D	1	6	0	0	7	9	0	0	67	41	132	256	74	50	137	261
Corner A & B	0	0	0	0	0	0	0	0	0	0	10	4	0	0	10	4
Corner C & D	0	0	0	0	47	51	0	0	0	0	32	29	44	47	32	29
Crosswalk (A-B-C)	0	0	1	2	1	2	85	68	57	154	29	76	58	155	110	140
Crosswalk (C-D-A)	0	0	1	6	1	2	9	10	49	104	94	137	55	110	102	146

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
The 2017 Conditions - Midday Peak Period

	2008 Existing				2017 No Build				2017 Trip Gen				2017 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
1. Route 9A and West 34th Street																
Sidewalk A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk B	5	6	5	9	6	7	6	10	0	0	0	0	6	7	6	10
Sidewalk C	10	4	3	3	11	5	205	202	0	0	43	41	85	80	122	118
Sidewalk D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corner A & B	-	-	5	4	-	-	6	5	-	-	0	0	-	-	6	5
Corner C & D	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	-
Crosswalk (A-B-C)	-	-	3	6	-	-	4	7	-	-	0	0	-	-	4	7
Crosswalk (C-D-A)	8	5	-	-	207	207	-	-	41	43	-	-	198	200	-	-
2. Route 9A and West 33rd Street																
Sidewalk A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk B	3	3	0	3	205	202	99	104	43	41	0	0	122	118	37	41
Sidewalk C	1	0	2	4	100	101	2	4	41	43	0	0	79	81	2	4
Sidewalk D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corner A & B	-	-	3	0	-	-	104	99	-	-	0	0	-	-	41	37
Corner C & D	1	0	-	-	1	0	-	-	0	0	-	-	1	0	-	0
Crosswalk (A-B-C)	-	-	2	4	-	-	103	103	-	-	43	41	-	-	83	82
Crosswalk (C-D-A)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3. Route 9A and West 30th Street																
Sidewalk A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk B	2	0	2	0	2	0	58	56	0	0	25	23	2	0	83	80
Sidewalk C	4	2	2	0	54	53	2	0	0	0	0	0	54	53	2	0
Sidewalk D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corner A & B	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0
Corner C & D	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	-
Crosswalk (A-B-C)	-	-	4	0	-	-	54	51	-	-	34	36	-	-	88	87
Crosswalk (C-D-A)	6	2	-	-	105	103	-	-	34	36	-	-	139	139	0	0
4. Eleventh Avenue and West 34th Street																
Sidewalk A	10	6	27	16	12	7	143	116	70	0	84	86	44	7	204	188
Sidewalk B	20	15	32	35	283	271	203	208	28	28	19	31	298	282	227	234
Sidewalk C	19	21	11	9	143	162	346	331	18	30	29	38	161	187	372	367
Sidewalk D	2	2	12	8	139	114	13	10	154	208	0	19	315	328	87	105
Corner A & B	6	4	9	5	6	4	61	58	0	0	0	0	6	4	61	58
Corner C & D	1	9	1	1	46	54	2	1	8	14	33	0	54	65	35	1
Crosswalk (A-B-C)	28	25	14	13	67	68	346	336	21	28	26	32	106	91	346	351
Crosswalk (C-D-A)	7	13	3	12	70	101	113	112	15	24	106	184	96	137	193	249
5. Eleventh Avenue and West 33rd Street																
Sidewalk A	2	0	21	1	101	101	138	109	0	0	154	208	39	38	343	376
Sidewalk B	7	6	2	5	331	323	35	55	31	40	73	81	354	356	108	132
Sidewalk C	4	1	2	5	147	151	522	527	115	157	62	83	262	305	541	566
Sidewalk D	16	3	0	0	139	125	99	101	283	374	42	45	388	469	79	84
Corner A & B	0	0	5	1	0	0	5	1	0	0	0	0	0	0	5	1
Corner C & D	1	1	0	0	64	67	0	0	39	61	0	0	103	127	0	0
Crosswalk (A-B-C)	2	1	9	6	76	87	419	414	52	61	52	61	116	137	462	462
Crosswalk (C-D-A)	4	4	4	4	116	119	136	135	105	135	205	269	186	215	335	407
6. Eleventh Avenue and West 30th Street																
Sidewalk A	0	0	16	3	56	56	54	42	30	28	145	151	86	85	199	193
Sidewalk B	2	5	3	1	830	853	120	121	25	26	45	43	805	828	165	164
Sidewalk C	1	2	3	2	102	102	717	731	31	29	54	57	133	131	713	730
Sidewalk D	11	6	4	0	89	89	54	51	70	74	0	0	166	170	54	51
Corner A & B	0	0	3	1	0	0	20	19	1	1	20	22	1	1	40	41
Corner C & D	0	1	0	2	22	24	0	2	0	0	0	0	22	24	0	2
Crosswalk (A-B-C)	4	1	1	3	122	123	732	748	83	79	61	64	209	206	740	757
Crosswalk (C-D-A)	2	4	12	3	33	36	112	108	23	22	92	97	60	61	208	209
7. Tenth Avenue and West 34th Street																
Sidewalk A	33	27	23	41	337	387	512	524	10	62	54	52	347	419	540	550
Sidewalk B	34	40	57	62	449	448	297	295	35	33	27	26	465	463	314	311
Sidewalk C	115	89	47	50	540	639	626	621	27	24	53	50	553	650	653	645
Sidewalk D	31	30	45	61	841	906	524	494	69	65	10	10	868	930	534	504
Corner A & B	1	3	10	13	10	12	43	48	8	8	0	0	18	20	43	48
Corner C & D	67	53	9	5	241	247	90	87	23	21	0	0	252	256	90	87
Crosswalk (A-B-C)	32	26	335	67	294	262	851	585	17	15	45	43	303	270	875	607
Crosswalk (C-D-A)	55	67	14	31	589	553	674	758	19	17	60	58	599	562	701	782
8. Tenth Avenue and West 33rd Street																
Sidewalk A	15	31	30	24	329	394	907	965	17	21	81	76	346	415	945	999
Sidewalk B	36	52	13	42	878	688	610	643	75	60	31	62	927	723	624	687
Sidewalk C	42	79	12	26	1199	1277	181	200	160	190	4	4	1218	1329	185	204
Sidewalk D	9	19	8	3	1858	1799	759	671	184	176	149	195	1837	1774	885	844
Corner A & B	6	3	4	12	7	7	87	98	10	10	0	0	17	17	87	98
Corner C & D	3	7	2	2	28	32	71	85	0	0	0	0	28	32	71	85
Crosswalk (A-B-C)	4	46	66	23	672	598	833	700	31	40	75	82	692	628	875	750
Crosswalk (C-D-A)	13	7	10	13	1434	1374	1136	1038	239	276	95	95	1499	1479	1177	1081

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
The 2017 Conditions - Midday Peak Period

	2008 Existing				2017 No Build				2017 Trip Gen				2017 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
9. Tenth Avenue and West 31st Street																
Sidewalk A	-	-	9	19	-	-	328	341	-	-	4	0	-	-	332	341
Sidewalk B	12	17	7	9	165	174	552	560	3	3	39	38	168	177	554	561
Sidewalk C	1	5	4	15	241	267	399	430	44	43	7	7	248	272	406	437
Sidewalk D	2	9	-	-	333	365	-	-	3	2	-	-	336	367	-	-
Corner A & B	-	-	8	7	-	-	29	27	-	-	0	0	-	-	29	27
Corner C & D	0	4	-	-	26	31	-	-	0	0	-	-	26	31	-	-
Crosswalk (A-B-C)	2	0	7	11	309	300	349	371	42	41	0	0	313	303	349	371
Crosswalk (C-D-A)	2	0	-	-	242	260	-	-	52	50	-	-	256	273	-	-
10. Tenth Avenue and West 30th Street																
Sidewalk A	3	1	2	9	210	210	922	961	42	40	58	48	229	228	779	804
Sidewalk B	3	9	0	0	337	336	110	124	0	5	11	12	337	341	102	117
Sidewalk C	0	1	3	10	283	289	251	266	49	46	16	16	275	279	234	249
Sidewalk D	16	12	10	2	722	749	79	72	34	36	19	19	640	666	98	91
Corner A & B	1	0	0	0	26	25	27	12	0	0	0	0	26	25	27	12
Corner C & D	0	1	0	2	16	17	3	5	0	0	8	9	16	17	11	14
Crosswalk (A-B-C)	3	1	1	8	329	332	332	342	41	46	29	30	306	315	317	327
Crosswalk (C-D-A)	2	4	2	10	233	235	840	881	35	32	47	51	223	223	727	769
11. Ninth Avenue and West 34th Street																
Sidewalk A	15	34	12	48	213	226	443	475	16	15	14	13	219	232	449	481
Sidewalk B	137	127	121	117	425	411	408	344	14	13	16	18	431	417	409	347
Sidewalk C	167	75	166	116	367	254	652	599	20	13	15	22	364	245	650	604
Sidewalk D	70	88	121	111	755	823	500	622	16	67	16	13	757	877	502	622
Corner A & B	2	8	39	53	44	49	51	67	7	7	0	0	47	52	51	67
Corner C & D	9	5	31	323	85	63	304	472	7	15	0	0	81	66	304	472
Crosswalk (A-B-C)	38	49	158	110	324	268	550	504	15	14	17	14	328	271	556	507
Crosswalk (C-D-A)	69	153	41	48	421	476	600	540	16	21	15	13	421	480	605	544
12. Ninth Avenue and West 33rd Street																
Sidewalk A	48	70	84	84	658	682	836	883	29	60	27	78	669	724	849	948
Sidewalk B	81	88	71	59	643	646	817	816	26	33	30	32	651	662	819	820
Sidewalk C	70	92	53	58	692	698	290	315	90	92	7	7	682	691	297	322
Sidewalk D	50	31	84	55	719	687	1144	1098	7	7	157	188	726	694	1160	1147
Corner A & B	19	42	26	43	110	167	188	200	13	66	0	0	117	227	188	200
Corner C & D	12	17	3	3	23	30	29	29	0	0	7	7	23	30	36	36
Crosswalk (A-B-C)	16	30	17	20	758	742	677	716	29	34	27	31	764	753	681	725
Crosswalk (C-D-A)	78	97	40	96	979	958	832	902	124	129	26	52	980	966	841	936
13. Ninth Avenue and West 31st Street																
Sidewalk A	5	5	22	34	617	578	377	383	37	35	7	7	616	576	384	390
Sidewalk B	52	38	14	4	238	234	400	378	7	7	23	23	245	241	385	363
Sidewalk C	51	46	103	57	239	264	502	480	28	27	7	7	229	254	509	487
Sidewalk D	30	54	19	37	311	343	269	309	7	7	42	40	318	350	273	312
Corner A & B	2	3	3	9	23	22	22	26	3	3	0	0	26	25	22	26
Corner C & D	34	21	9	29	56	43	133	157	0	0	33	34	56	43	166	191
Crosswalk (A-B-C)	8	3	57	28	544	520	369	351	30	29	0	0	536	512	369	351
Crosswalk (C-D-A)	41	45	28	37	400	421	407	429	35	34	0	0	397	418	407	429
14. Eighth Avenue and West 34th Street																
Sidewalk A	151	223	229	318	379	319	455	541	8	12	7	7	372	316	454	540
Sidewalk B	347	354	250	205	610	619	461	425	9	7	7	8	611	618	430	396
Sidewalk C	154	95	147	134	394	329	416	401	8	7	7	7	365	298	392	378
Sidewalk D	124	147	139	176	402	435	294	311	7	7	12	7	386	419	284	295
Corner A & B	34	130	117	206	52	151	154	247	3	3	0	0	51	150	154	247
Corner C & D	9	3	45	11	113	105	60	24	3	3	0	0	97	90	60	24
Crosswalk (A-B-C)	144	139	354	304	404	310	613	554	8	8	7	7	390	296	597	538
Crosswalk (C-D-A)	580	754	270	194	822	988	509	433	9	7	7	7	801	965	501	425
15. Eighth Avenue and West 33rd Street																
Sidewalk A	84	58	181	189	826	811	569	584	28	29	14	13	825	812	560	575
Sidewalk B	130	201	46	146	666	727	1016	1186	14	13	11	14	650	711	989	1163
Sidewalk C	48	33	45	93	332	324	250	289	17	20	7	7	311	306	257	296
Sidewalk D	112	141	38	32	346	377	629	608	0	0	83	85	346	377	612	595
Corner A & B	37	16	17	33	91	70	95	107	7	7	0	0	86	65	95	107
Corner C & D	3	4	4	3	13	14	29	29	0	0	0	0	13	14	29	29
Crosswalk (A-B-C)	93	84	188	227	1002	1035	674	725	13	16	12	12	981	1017	652	703
Crosswalk (C-D-A)	26	60	109	68	655	713	658	650	51	54	13	12	634	696	642	634
16. Eighth Avenue and West 31st Street																
Sidewalk A	20	20	89	109	392	382	301	322	16	16	0	0	370	361	301	322
Sidewalk B	122	129	13	22	300	287	372	392	7	7	9	9	307	294	344	364
Sidewalk C	169	170	77	75	372	407	323	322	12	9	9	9	346	379	332	331
Sidewalk D	89	132	71	88	396	443	265	307	7	7	26	24	403	450	253	294
Corner A & B	21	36	55	21	52	66	92	52	0	0	0	0	52	66	92	52
Corner C & D	7	6	26	22	42	42	65	62	0	0	7	7	42	42	72	69
Crosswalk (A-B-C)	28	23	172	164	447	442	401	382	16	16	0	0	425	421	401	382
Crosswalk (C-D-A)	71	76	83	144	305	338	405	464	19	18	0	0	286	319	405	464

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
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	2008 Existing				2017 No Build				2017 Trip Gen				2017 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
17. Eleventh Avenue and West 36th Street																
Sidewalk A	-	-	10	16	-	-	51	52	-	-	15	14	-	-	67	67
Sidewalk B	8	34	15	3	144	167	28	16	13	13	16	15	129	152	44	31
Sidewalk C	8	8	5	18	23	18	173	182	14	14	19	19	37	32	164	173
Sidewalk D	105	35	-	-	170	129	-	-	39	38	-	-	210	168	-	-
Corner A & B	-	-	5	9	-	-	5	9	-	-	0	0	-	-	5	9
Corner C & D	0	3	-	-	10	13	-	-	5	5	-	-	15	18	-	-
Crosswalk (A-B-C)	5	3	7	17	14	13	160	166	13	12	17	17	27	25	148	155
Crosswalk (C-D-A)	3	12	-	-	16	53	-	-	12	12	-	-	28	65	-	-
18. Eleventh Avenue and West 35th Street																
Sidewalk A	-	-	105	35	-	-	172	130	-	-	46	44	-	-	243	200
Sidewalk B	3	8	25	15	198	196	42	27	21	22	18	18	191	190	60	45
Sidewalk C	10	6	6	10	31	265	247	242	17	17	25	26	48	282	255	251
Sidewalk D	27	16	-	-	90	64	-	-	77	74	-	-	169	148	-	-
Corner A & B	-	-	2	3	-	-	3	4	-	-	0	0	-	-	3	4
Corner C & D	1	1	-	-	18	17	0	0	6	6	-	-	24	23	-	-
Crosswalk (A-B-C)	23	18	5	3	34	90	285	211	16	15	24	24	56	112	287	213
Crosswalk (C-D-A)	9	2	-	-	17	184	2	2	16	15	-	-	37	204	-	-
19. Tenth Avenue and West 35th Street																
Sidewalk A	33	15	17	3	99	89	331	308	7	7	33	32	106	96	350	326
Sidewalk B	22	25	10	4	332	328	97	98	29	28	7	7	346	341	96	97
Sidewalk C	6	5	28	14	165	157	344	325	7	7	24	23	164	156	349	329
Sidewalk D	21	9	31	19	411	394	249	222	41	39	5	5	425	407	254	227
Corner A & B	2	0	0	1	6	3	2	3	5	5	0	0	11	8	2	3
Corner C & D	0	0	1	0	35	36	30	30	3	3	0	0	34	35	30	30
Crosswalk (A-B-C)	24	6	23	35	117	106	366	370	10	10	26	24	122	110	374	378
Crosswalk (C-D-A)	8	9	12	8	196	185	381	369	9	8	37	35	199	188	397	384
20. Eleventh Avenue and West 29th Street																
Sidewalk A	12	10	4	23	12	10	57	80	0	0	70	74	12	10	135	162
Sidewalk B	7	4	1	3	612	624	101	101	43	45	24	23	598	611	125	124
Sidewalk C	1	1	6	2	97	96	437	443	23	22	26	28	120	118	399	406
Sidewalk D	7	21	4	1	68	85	4	1	43	45	0	0	124	145	4	1
Corner A & B	11	6	1	0	11	6	92	93	0	0	16	17	11	6	108	110
Corner C & D	1	0	1	1	6	6	1	1	0	0	0	0	6	6	1	1
Crosswalk (A-B-C)	0	0	1	1	4	4	518	531	16	16	36	38	23	23	495	507
Crosswalk (C-D-A)	3	6	1	13	8	11	57	72	13	12	55	58	24	26	122	140
21. Tenth Avenue and West 29th Street																
Sidewalk A	12	11	17	14	36	35	519	546	8	8	23	25	44	43	426	453
Sidewalk B	12	24	1	5	201	221	97	100	10	10	7	7	179	198	66	69
Sidewalk C	4	5	11	21	99	99	144	160	7	7	11	11	68	68	155	171
Sidewalk D	20	17	11	14	416	441	31	35	24	25	8	7	366	391	39	42
Corner A & B	7	8	0	0	12	13	31	32	0	0	3	3	12	13	16	16
Corner C & D	1	0	9	12	2	1	10	13	0	0	6	7	2	1	16	20
Crosswalk (A-B-C)	2	2	6	18	121	120	192	212	10	10	13	13	98	98	177	197
Crosswalk (C-D-A)	5	10	11	22	74	80	434	475	5	4	22	23	69	75	372	413
22. Boulevard and West 35th Street																
Sidewalk A	25	15	0	0	72	57	591	571	11	11	28	27	83	68	566	546
Sidewalk B	0	0	33	15	329	322	84	73	23	23	10	9	307	300	94	82
Sidewalk C	31	19	0	0	235	209	293	289	12	11	26	25	247	220	273	269
Sidewalk D	0	0	10	6	871	865	60	294	25	24	11	10	843	837	71	304
Corner A & B	0	0	0	0	1	1	3	3	8	8	0	0	9	9	3	3
Corner C & D	0	0	0	0	15	15	18	18	10	10	0	0	25	25	18	18
Crosswalk (A-B-C)	33	15	0	0	112	94	319	319	9	9	24	23	121	103	298	297
Crosswalk (C-D-A)	33	19	0	0	281	254	666	649	9	9	26	24	290	263	639	621
23. Boulevard and West 34th Street																
Sidewalk A	32	35	0	0	422	393	546	544	8	21	36	34	430	404	524	526
Sidewalk B	0	0	33	27	383	378	334	381	37	36	27	77	375	369	361	428
Sidewalk C	45	61	0	0	507	476	353	414	21	20	56	67	528	496	363	431
Sidewalk D	0	0	19	21	586	578	460	456	49	60	7	19	582	581	467	470
Corner A & B	0	0	0	0	1	1	29	32	4	4	0	0	5	5	29	32
Corner C & D	0	0	0	0	27	26	11	11	18	17	0	0	45	43	11	11
Crosswalk (A-B-C)	33	27	0	0	351	327	420	486	18	44	45	69	369	351	419	501
Crosswalk (C-D-A)	45	61	0	0	454	428	674	688	10	22	46	57	464	445	667	688
24. Boulevard and West 33rd Street																
Sidewalk A	2	5	0	0	257	275	1076	1090	134	140	166	175	374	395	1189	1207
Sidewalk B	0	0	15	31	443	515	308	373	67	77	19	23	465	542	327	396
Sidewalk C	8	3	0	0	486	476	475	471	152	198	143	151	615	652	566	571
Sidewalk D	0	0	4	1	472	466	189	194	58	66	71	116	476	476	260	307
Corner A & B	0	0	0	0	155	156	31	39	88	93	0	0	235	238	31	39
Corner C & D	0	0	0	0	130	128	26	26	65	63	1	0	175	171	27	26
Crosswalk (A-B-C)	15	31	0	0	446	446	412	548	45	50	41	50	479	482	419	562
Crosswalk (C-D-A)	0	0	0	0	332	336	661	661	51	97	78	85	377	426	691	694
24a. Boulevard and 33rd Street (West)																
Crosswalk (C-D-A)	4	1	0	0	189	194	184	183	71	116	64	61	260	307	232	228

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
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	2008 Existing				2017 No Build				2017 Trip Gen				2017 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
25. Eleventh Avenue and 32nd Street																
Sidewalk A	0	0	16	3	0	0	138	125	668	708	107	114	1178	1207	417	414
Sidewalk B	2	5	0	0	467	470	187	190	62	83	286	305	486	509	1163	1169
Sidewalk C	0	0	2	5	208	211	130	138	193	180	61	59	362	351	191	197
Sidewalk D	16	3	0	0	75	63	0	0	147	154	174	163	212	208	174	162
Corner A & B	0	0	0	0	0	0	168	166	126	132	0	0	126	132	147	144
Corner C & D	0	0	0	0	0	0	0	0	0	0	34	37	0	0	34	37
Crosswalk (A-B-C)	0	0	2	5	42	42	320	325	363	404	75	73	1107	1133	364	369
Crosswalk (C-D-A)	0	0	16	3	21	21	96	83	205	193	137	145	218	205	216	211
26. Eleventh Avenue and 31st Street																
Sidewalk A	0	0	16	3	0	0	75	63	0	0	147	154	0	0	212	208
Sidewalk B	2	5	0	0	130	138	356	362	61	59	185	184	191	197	508	512
Sidewalk C	0	0	2	5	335	341	801	820	27	25	25	26	376	377	776	796
Sidewalk D	16	3	0	0	54	42	0	0	145	151	194	187	199	193	231	224
Corner A & B	0	0	0	0	0	0	0	0	0	0	23	22	0	0	23	22
Corner C & D	0	0	0	0	335	341	0	0	0	0	97	104	311	315	97	104
Crosswalk (A-B-C)	0	0	2	5	10	11	476	490	150	147	8	8	156	153	455	468
Crosswalk (C-D-A)	0	0	16	3	10	11	64	52	61	57	92	96	105	101	152	144

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
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	2008 Existing				2017 No Build				2017 Trip Gen				2017 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
1. Route 9A and West 34th Street																
Sidewalk A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk B	12	7	7	13	15	10	8	13	1	0	0	0	16	10	8	13
Sidewalk C	7	3	0	2	8	3	79	83	0	0	19	18	38	32	50	51
Sidewalk D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corner A & B	-	-	12	7	-	-	12	8	-	-	0	0	-	-	12	8
Corner C & D	0	1	-	-	0	1	-	-	0	0	-	-	0	1	-	-
Crosswalk (A-B-C)	-	-	0	1	-	-	3	3	-	-	1	0	-	-	4	3
Crosswalk (C-D-A)	7	3	-	-	87	80	-	-	18	18	-	-	85	79	-	-
2. Route 9A and West 33rd Street																
Sidewalk A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk B	0	2	0	0	79	83	40	38	19	18	0	0	50	51	15	14
Sidewalk C	0	0	0	0	41	41	0	0	18	19	0	0	34	36	0	0
Sidewalk D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corner A & B	-	-	0	0	-	-	38	40	-	-	0	0	-	-	14	15
Corner C & D	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	0
Crosswalk (A-B-C)	-	-	0	3	-	-	41	44	-	-	19	18	-	-	36	37
Crosswalk (C-D-A)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3. Route 9A and West 30th Street																
Sidewalk A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk B	2	0	0	1	2	0	22	22	0	0	2	4	2	0	25	27
Sidewalk C	0	6	2	1	20	25	2	1	0	0	0	0	20	25	2	1
Sidewalk D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corner A & B	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0
Corner C & D	0	0	-	-	0	0	-	-	0	0	-	-	0	0	-	-
Crosswalk (A-B-C)	-	-	2	1	-	-	22	20	-	-	10	8	-	-	32	28
Crosswalk (C-D-A)	0	7	-	-	40	45	-	-	10	8	-	-	50	53	0	0
4. Eleventh Avenue and West 34th Street																
Sidewalk A	5	7	8	29	9	7	58	95	83	0	47	32	50	7	101	91
Sidewalk B	1	10	22	9	105	173	143	84	39	15	20	19	138	181	165	100
Sidewalk C	23	12	8	12	55	89	191	143	13	18	28	21	68	104	217	162
Sidewalk D	2	1	15	7	42	49	16	9	298	147	0	193	353	170	46	231
Corner A & B	2	4	0	5	2	4	14	77	0	0	0	0	2	4	14	77
Corner C & D	0	0	1	0	14	18	2	4	2	9	207	0	16	26	209	4
Crosswalk (A-B-C)	16	3	9	12	30	42	158	150	19	16	39	18	55	56	187	161
Crosswalk (C-D-A)	8	17	3	7	29	125	49	91	23	16	67	131	57	145	110	145
5. Eleventh Avenue and West 33rd Street																
Sidewalk A	2	0	3	14	42	38	73	60	0	0	298	147	17	14	389	233
Sidewalk B	5	3	3	1	142	132	20	71	30	22	285	80	167	151	305	149
Sidewalk C	1	2	4	6	44	80	221	289	417	141	128	62	461	220	332	332
Sidewalk D	5	7	0	0	48	55	41	41	923	325	50	24	957	369	66	41
Corner A & B	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Corner C & D	2	0	0	0	31	58	1	0	56	42	0	0	87	99	0	0
Crosswalk (A-B-C)	1	0	6	3	32	66	165	191	158	51	158	51	186	113	318	236
Crosswalk (C-D-A)	0	0	0	10	42	42	42	56	447	130	455	198	476	157	494	258
6. Eleventh Avenue and West 30th Street																
Sidewalk A	0	0	5	7	22	21	15	21	22	8	51	74	45	30	66	95
Sidewalk B	4	6	3	0	350	417	33	49	7	7	10	12	337	405	43	61
Sidewalk C	2	0	1	5	66	71	312	403	26	10	16	23	92	81	304	403
Sidewalk D	11	5	3	0	25	27	23	19	22	38	0	0	50	68	23	19
Corner A & B	0	0	0	2	0	0	4	7	5	1	5	4	5	1	9	11
Corner C & D	1	0	0	3	23	45	0	3	0	0	0	0	23	45	0	3
Crosswalk (A-B-C)	1	0	1	5	38	41	282	315	34	24	19	30	74	67	279	325
Crosswalk (C-D-A)	5	0	9	5	19	13	33	37	17	7	28	56	37	21	62	94
7. Tenth Avenue and West 34th Street																
Sidewalk A	35	16	37	39	273	130	266	231	22	56	49	18	295	172	304	238
Sidewalk B	29	21	40	21	197	164	284	117	20	11	17	8	210	167	298	121
Sidewalk C	84	16	29	8	464	303	354	231	10	7	23	15	469	305	367	236
Sidewalk D	16	39	8	64	477	415	459	189	37	21	14	3	498	419	473	192
Corner A & B	6	1	3	10	13	4	17	25	17	3	0	0	30	7	17	25
Corner C & D	22	3	0	11	188	171	33	47	8	6	0	0	191	173	33	47
Crosswalk (A-B-C)	21	15	27	11	279	96	246	231	13	5	24	13	289	98	262	236
Crosswalk (C-D-A)	19	71	10	16	588	237	315	313	11	5	40	19	595	239	342	318
8. Tenth Avenue and West 33rd Street																
Sidewalk A	20	4	10	17	395	135	493	417	22	13	39	24	417	148	515	424
Sidewalk B	11	5	14	5	642	251	600	277	35	18	77	51	667	259	669	321
Sidewalk C	13	5	6	0	948	479	79	101	444	155	1	1	1336	577	80	102
Sidewalk D	6	3	10	2	1308	886	865	292	125	66	449	169	1352	870	1305	452
Corner A & B	6	1	5	7	7	6	42	43	14	3	0	0	21	9	42	43
Corner C & D	0	0	0	0	12	17	32	83	0	0	0	0	12	17	32	83
Crosswalk (A-B-C)	16	4	8	9	729	228	481	273	49	27	63	41	773	251	532	300
Crosswalk (C-D-A)	17	10	2	5	1313	610	804	477	508	196	65	39	1752	736	848	494

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
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	2008 Existing				2017 No Build				2017 Trip Gen				2017 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
9. Tenth Avenue and West 31st Street																
Sidewalk A	-	-	6	3	-	-	154	222	-	-	4	0	-	-	158	222
Sidewalk B	6	8	6	4	69	99	208	188	1	1	31	15	70	100	224	187
Sidewalk C	4	1	4	4	126	142	122	209	52	20	2	2	163	147	124	211
Sidewalk D	4	8	-	-	131	240	-	-	3	2	-	-	134	242	-	-
Corner A & B	-	-	4	5	-	-	8	7	-	-	0	0	-	-	8	7
Corner C & D	2	1	-	-	24	41	-	-	0	0	-	-	24	41	-	-
Crosswalk (A-B-C)	1	0	3	3	174	116	89	156	28	15	4	0	187	116	93	156
Crosswalk (C-D-A)	0	2	-	-	113	115	-	-	58	22	-	-	156	122	-	-
10. Tenth Avenue and West 30th Street																
Sidewalk A	3	0	4	8	78	91	390	537	9	11	34	42	78	93	342	498
Sidewalk B	0	5	1	0	108	124	72	99	0	5	7	7	108	129	57	93
Sidewalk C	3	1	0	2	137	161	77	103	30	18	7	24	160	161	71	114
Sidewalk D	10	6	6	2	319	442	50	80	11	15	23	7	282	410	73	87
Corner A & B	2	0	0	2	15	17	33	10	0	0	0	0	15	17	33	10
Corner C & D	0	1	0	1	10	15	2	4	0	0	3	4	10	15	5	8
Crosswalk (A-B-C)	1	0	0	0	144	152	118	140	26	23	11	18	137	147	114	148
Crosswalk (C-D-A)	10	5	10	11	126	143	370	508	36	13	17	28	151	141	324	478
11. Ninth Avenue and West 34th Street																
Sidewalk A	30	34	37	22	258	112	194	128	15	5	6	4	269	113	197	129
Sidewalk B	142	139	196	80	292	243	840	174	6	4	7	12	295	244	841	180
Sidewalk C	211	39	106	124	688	139	480	340	35	4	9	13	714	134	482	346
Sidewalk D	67	58	188	38	890	296	552	310	8	59	8	4	892	349	554	309
Corner A & B	4	2	24	47	31	19	28	54	3	2	0	0	33	19	28	54
Corner C & D	14	7	5	21	152	55	194	77	3	10	0	0	151	61	194	77
Crosswalk (A-B-C)	48	38	97	115	570	125	382	272	9	5	11	5	574	125	388	272
Crosswalk (C-D-A)	30	200	49	39	586	338	528	164	9	13	7	4	588	344	531	164
12. Ninth Avenue and West 33rd Street																
Sidewalk A	113	37	95	54	706	315	942	314	75	49	10	61	774	357	947	370
Sidewalk B	100	109	136	51	502	351	986	296	11	15	124	32	506	360	1099	317
Sidewalk C	301	28	34	25	1805	310	155	153	370	89	2	2	2135	359	157	155
Sidewalk D	21	17	393	21	1050	180	2232	478	2	2	442	153	1052	182	2618	574
Corner A & B	34	6	29	79	147	97	67	123	5	58	0	0	149	153	67	123
Corner C & D	13	5	4	3	26	31	15	13	0	0	2	2	26	31	17	15
Crosswalk (A-B-C)	58	41	72	43	901	369	794	518	92	26	43	21	984	386	828	530
Crosswalk (C-D-A)	500	10	20	43	2328	378	1067	301	414	112	26	38	2694	441	1086	332
13. Ninth Avenue and West 31st Street																
Sidewalk A	12	6	17	27	411	168	103	291	30	13	2	2	426	166	105	293
Sidewalk B	61	32	15	11	120	122	533	196	2	2	50	11	122	124	568	192
Sidewalk C	73	44	106	33	164	155	196	176	23	12	2	2	172	152	198	178
Sidewalk D	54	28	40	64	133	136	157	210	2	2	51	18	135	138	193	213
Corner A & B	4	6	8	6	14	19	16	15	1	1	0	0	15	20	16	15
Corner C & D	49	14	29	13	65	38	83	68	0	0	11	12	65	38	94	80
Crosswalk (A-B-C)	6	6	34	33	551	178	124	171	43	12	10	1	579	175	134	172
Crosswalk (C-D-A)	39	31	11	8	176	181	86	126	34	15	15	1	196	181	101	127
14. Eighth Avenue and West 34th Street																
Sidewalk A	270	146	173	207	865	187	284	372	6	9	4	2	865	190	285	370
Sidewalk B	327	479	201	232	428	706	300	343	6	2	4	4	432	704	289	332
Sidewalk C	176	58	155	544	305	334	758	746	15	2	5	2	305	321	751	736
Sidewalk D	125	321	378	132	336	544	957	200	5	2	34	2	332	537	982	193
Corner A & B	26	35	146	172	36	44	162	189	2	1	0	0	36	43	162	189
Corner C & D	4	16	52	21	214	225	61	29	3	1	0	0	209	218	61	29
Crosswalk (A-B-C)	198	135	310	476	750	224	437	600	6	4	5	2	747	219	433	593
Crosswalk (C-D-A)	248	446	168	144	818	626	284	263	15	2	5	2	821	616	283	259
15. Eighth Avenue and West 33rd Street																
Sidewalk A	138	139	249	315	989	400	710	584	122	31	6	4	1100	419	707	579
Sidewalk B	318	650	54	5	1129	962	428	672	82	10	22	10	1199	960	435	666
Sidewalk C	69	44	38	93	485	289	260	298	55	17	2	2	525	291	262	300
Sidewalk D	154	178	280	61	335	287	1584	380	0	0	316	83	335	287	1861	423
Corner A & B	30	65	24	25	117	109	221	75	3	2	0	0	116	107	221	75
Corner C & D	5	1	17	19	26	36	61	31	0	0	0	0	26	36	61	31
Crosswalk (A-B-C)	89	57	193	529	663	585	404	772	54	12	49	8	704	583	440	766
Crosswalk (C-D-A)	90	22	95	84	1058	421	403	445	207	51	7	4	1236	443	399	438
16. Eighth Avenue and West 31st Street																
Sidewalk A	25	22	135	79	479	202	329	175	32	8	0	0	496	194	329	175
Sidewalk B	92	149	57	0	310	251	469	382	2	2	26	5	312	253	480	372
Sidewalk C	260	190	137	57	358	341	228	145	11	4	4	4	354	329	232	149
Sidewalk D	118	109	93	136	231	228	190	252	2	2	22	11	233	230	197	248
Corner A & B	22	57	55	41	45	91	143	60	0	0	0	0	45	91	143	60
Corner C & D	9	7	31	19	21	21	48	38	0	0	2	2	21	21	50	40
Crosswalk (A-B-C)	77	32	269	197	531	343	392	284	23	7	4	0	539	335	396	284
Crosswalk (C-D-A)	57	138	112	70	163	273	251	213	17	8	3	0	165	266	254	213

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
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	2008 Existing				2017 No Build				2017 Trip Gen				2017 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
17. Eleventh Avenue and West 36th Street																
Sidewalk A	-	-	19	32	-	-	40	48	-	-	19	6	-	-	60	55
Sidewalk B	8	8	8	2	66	49	14	9	32	7	6	5	86	45	20	14
Sidewalk C	8	4	5	5	16	9	74	59	5	4	32	10	21	13	94	58
Sidewalk D	19	30	-	-	40	125	-	-	31	13	-	-	71	139	-	-
Corner A & B	-	-	4	2	-	-	6	2	-	-	0	0	-	-	6	2
Corner C & D	0	0	-	-	4	4	-	-	3	3	-	-	7	7	-	-
Crosswalk (A-B-C)	6	0	2	7	11	4	65	55	5	3	32	9	16	8	85	52
Crosswalk (C-D-A)	9	2	-	-	18	85	-	-	6	3	-	-	23	88	-	-
18. Eleventh Avenue and West 35th Street																
Sidewalk A	-	-	19	30	-	-	40	126	-	-	33	15	-	-	83	152
Sidewalk B	4	4	30	10	78	63	38	14	33	11	10	6	100	63	48	20
Sidewalk C	2	2	7	12	71	613	164	93	8	6	38	13	79	619	195	99
Sidewalk D	8	29	-	-	38	73	-	-	45	25	-	-	88	71	-	-
Corner A & B	-	-	1	2	-	-	2	3	-	-	0	0	-	-	2	3
Corner C & D	2	3	-	-	69	13	2	2	5	3	-	-	74	16	-	-
Crosswalk (A-B-C)	24	5	4	7	28	161	243	74	7	5	36	13	38	168	269	78
Crosswalk (C-D-A)	4	4	-	-	6	455	0	0	7	5	-	-	15	461	-	-
19. Tenth Avenue and West 35th Street																
Sidewalk A	17	2	19	32	92	29	171	149	17	3	29	11	109	32	194	154
Sidewalk B	18	17	14	5	156	119	94	47	38	10	4	2	188	123	95	45
Sidewalk C	15	8	18	10	152	47	155	121	4	2	18	8	153	45	166	121
Sidewalk D	17	30	11	3	216	191	153	40	35	14	5	1	240	194	158	41
Corner A & B	0	0	1	3	10	3	2	4	9	2	0	0	19	5	2	4
Corner C & D	0	0	1	4	25	17	14	18	2	1	0	0	25	16	14	18
Crosswalk (A-B-C)	1	3	27	8	85	42	166	118	17	4	25	8	100	44	184	120
Crosswalk (C-D-A)	5	20	5	35	145	59	182	177	11	3	29	12	153	60	203	181
20. Eleventh Avenue and West 29th Street																
Sidewalk A	18	2	3	2	19	2	13	18	0	0	22	38	19	2	38	58
Sidewalk B	6	14	16	4	263	319	59	59	13	20	18	7	253	318	77	66
Sidewalk C	3	4	6	7	43	53	199	263	7	7	8	12	50	60	182	250
Sidewalk D	7	9	1	0	21	29	1	0	13	22	0	0	40	56	1	0
Corner A & B	0	3	0	0	0	3	38	35	0	0	5	11	0	3	43	46
Corner C & D	2	13	1	1	8	27	1	1	0	0	0	0	8	27	1	1
Crosswalk (A-B-C)	10	4	7	2	13	7	230	279	12	5	11	13	26	12	216	269
Crosswalk (C-D-A)	4	2	5	8	7	5	17	25	6	4	17	27	15	10	38	56
21. Tenth Avenue and West 29th Street																
Sidewalk A	8	3	8	7	21	28	222	308	4	3	8	13	25	31	183	275
Sidewalk B	21	7	2	5	83	89	48	52	4	7	6	2	74	83	39	39
Sidewalk C	13	3	26	7	59	50	66	55	6	2	4	7	50	37	70	62
Sidewalk D	6	6	2	7	179	254	13	27	7	11	3	2	156	235	16	29
Corner A & B	7	3	1	0	11	15	15	16	0	0	1	3	11	15	8	11
Corner C & D	3	2	4	5	3	3	5	6	0	0	2	3	3	3	7	9
Crosswalk (A-B-C)	3	3	9	4	62	65	72	83	7	4	5	9	56	56	66	81
Crosswalk (C-D-A)	3	9	12	16	36	51	194	276	3	2	7	11	35	49	167	253
22. Boulevard and West 35th Street																
Sidewalk A	30	10	0	0	46	22	286	175	8	4	9	8	54	26	275	163
Sidewalk B	0	0	17	2	172	129	85	21	9	8	18	4	163	118	103	25
Sidewalk C	11	3	0	0	145	34	115	109	7	4	15	9	152	38	112	100
Sidewalk D	0	0	2	2	406	254	66	638	15	8	6	3	400	242	72	641
Corner A & B	0	0	0	0	0	1	2	3	3	3	0	0	3	4	2	3
Corner C & D	0	0	0	0	6	6	7	8	5	3	0	0	11	9	7	8
Crosswalk (A-B-C)	17	2	0	0	83	28	182	128	11	3	17	8	94	31	181	118
Crosswalk (C-D-A)	17	3	0	0	225	61	347	203	9	3	12	8	234	64	339	190
23. Boulevard and West 34th Street																
Sidewalk A	22	9	0	0	301	94	190	326	18	16	17	11	319	105	184	316
Sidewalk B	0	0	35	16	146	139	324	128	17	12	49	62	145	132	373	176
Sidewalk C	8	64	0	0	449	181	154	204	17	6	33	30	466	187	169	213
Sidewalk D	0	0	23	12	350	234	607	167	38	29	11	15	368	239	618	179
Corner A & B	0	0	0	0	1	1	13	15	5	1	0	0	6	2	13	15
Corner C & D	0	0	0	0	15	11	5	6	10	5	0	0	25	16	5	6
Crosswalk (A-B-C)	35	16	0	0	353	89	191	253	29	33	37	40	382	113	210	269
Crosswalk (C-D-A)	8	64	0	0	414	157	239	337	21	17	28	27	435	171	247	340
24. Boulevard and West 33rd Street																
Sidewalk A	3	1	0	0	480	200	1437	751	419	119	543	152	893	311	1959	879
Sidewalk B	0	0	20	4	202	309	386	126	35	33	24	14	219	321	410	140
Sidewalk C	10	2	0	0	278	159	671	265	451	171	144	84	720	320	795	327
Sidewalk D	0	0	1	2	503	237	62	97	82	40	406	128	564	254	468	224
Corner A & B	0	0	0	0	327	115	16	54	391	100	0	0	715	211	16	54
Corner C & D	0	0	0	0	58	55	10	11	99	41	1	0	148	88	11	11
Crosswalk (A-B-C)	20	4	0	0	475	354	373	341	31	23	28	23	502	372	387	350
Crosswalk (C-D-A)	0	0	0	0	182	379	828	408	334	111	154	57	514	487	963	443
24a. Boulevard and 33rd Street (West)																
Crosswalk (C-D-A)	1	2	0	0	62	97	336	112	406	128	136	41	468	224	466	147

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
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	2008 Existing				2017 No Build				2017 Trip Gen				2017 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
25. Eleventh Avenue and 32nd Street																
Sidewalk A	0	0	5	7	0	0	47	53	576	372	10	6	775	573	127	128
Sidewalk B	4	6	0	0	181	200	77	78	128	62	420	183	292	243	768	536
Sidewalk C	0	0	4	6	86	87	41	62	77	58	106	49	149	130	147	111
Sidewalk D	5	7	0	0	22	28	0	0	52	163	20	32	70	187	22	32
Corner A & B	0	0	0	0	0	0	70	69	4	46	0	0	4	46	61	60
Corner C & D	0	0	0	0	0	0	0	0	0	0	7	9	0	0	7	9
Crosswalk (A-B-C)	0	0	4	6	17	17	119	139	428	234	169	60	720	529	275	187
Crosswalk (C-D-A)	0	0	5	7	8	8	30	36	145	74	10	120	152	79	33	150
26. Eleventh Avenue and 31st Street																
Sidewalk A	0	0	5	7	0	0	22	28	0	0	52	163	0	0	70	187
Sidewalk B	4	6	0	0	41	62	146	145	106	49	143	82	147	111	276	213
Sidewalk C	0	0	4	6	138	137	316	335	7	7	7	7	150	150	303	323
Sidewalk D	5	7	0	0	14	19	0	0	51	74	88	55	65	93	103	71
Corner A & B	0	0	0	0	0	0	0	0	0	0	13	18	0	0	13	18
Corner C & D	0	0	0	0	138	137	0	0	0	0	20	18	128	128	20	18
Crosswalk (A-B-C)	0	0	4	6	4	4	183	203	154	67	42	12	157	70	213	203
Crosswalk (C-D-A)	0	0	5	7	4	4	18	23	55	25	55	77	73	43	72	99

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
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	2008 Existing				2017 No Build				2017 Trip Gen				2017 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
1. Route 9A and West 34th Street																
Sidewalk A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk B	2	0	0	8	3	1	0	8	0	0	0	0	3	1	0	8
Sidewalk C	11	13	1	1	11	13	92	93	0	0	15	16	46	48	50	51
Sidewalk D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corner A & B	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0
Corner C & D	0	2	-	-	0	2	-	-	0	0	-	-	0	2	-	-
Crosswalk (A-B-C)	-	-	2	6	-	-	2	6	-	-	0	0	-	-	2	6
Crosswalk (C-D-A)	9	17	-	-	101	109	-	-	16	15	-	-	94	101	-	-
2. Route 9A and West 33rd Street																
Sidewalk A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk B	1	1	0	0	92	93	46	46	15	16	0	0	50	51	17	17
Sidewalk C	0	0	0	0	46	46	0	0	16	15	0	0	33	32	0	0
Sidewalk D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corner A & B	-	-	1	0	-	-	47	46	-	-	0	0	-	-	18	17
Corner C & D	2	1	-	-	2	1	-	-	0	0	-	-	2	1	-	0
Crosswalk (A-B-C)	-	-	5	1	-	-	51	47	-	-	15	16	-	-	37	34
Crosswalk (C-D-A)	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3. Route 9A and West 30th Street																
Sidewalk A	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Sidewalk B	0	13	0	0	0	13	26	26	0	0	4	4	0	13	30	30
Sidewalk C	4	5	0	2	27	28	0	2	0	0	0	0	27	28	0	2
Sidewalk D	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Corner A & B	-	-	0	0	-	-	0	0	-	-	0	0	-	-	0	0
Corner C & D	0	2	-	-	0	2	-	-	0	0	-	-	0	2	-	-
Crosswalk (A-B-C)	-	-	0	11	-	-	23	34	-	-	10	10	-	-	33	44
Crosswalk (C-D-A)	6	13	-	-	52	59	-	-	10	10	-	-	62	69	0	0
4. Eleventh Avenue and West 34th Street																
Sidewalk A	21	9	127	8	24	9	182	59	70	0	26	32	68	9	202	85
Sidewalk B	28	1	8	65	129	103	70	127	15	15	6	20	140	111	79	145
Sidewalk C	8	80	2	1	71	151	136	132	5	19	11	22	76	168	146	154
Sidewalk D	1	0	6	7	54	44	6	9	72	134	0	17	139	173	41	61
Corner A & B	12	3	15	1	12	3	33	20	0	0	0	0	12	3	33	20
Corner C & D	0	0	0	0	17	17	1	3	2	9	31	0	19	25	32	3
Crosswalk (A-B-C)	12	74	39	2	35	97	171	134	10	16	12	19	55	112	170	146
Crosswalk (C-D-A)	6	48	39	0	43	95	87	43	6	16	35	118	53	116	115	134
5. Eleventh Avenue and West 33rd Street																
Sidewalk A	0	3	6	3	46	49	76	91	0	0	72	134	17	20	172	250
Sidewalk B	2	1	0	3	129	127	45	54	13	23	50	63	138	147	95	115
Sidewalk C	1	4	1	1	52	53	250	265	65	114	30	54	117	165	261	299
Sidewalk D	2	4	2	5	52	59	48	51	166	272	17	22	202	317	36	44
Corner A & B	0	2	2	0	0	2	2	0	0	0	0	0	0	2	2	0
Corner C & D	1	1	2	0	37	37	2	0	17	40	0	0	54	76	2	0
Crosswalk (A-B-C)	1	0	1	0	76	64	174	188	32	43	32	43	102	103	202	225
Crosswalk (C-D-A)	3	0	5	0	47	43	50	51	66	103	103	177	98	128	151	228
6. Eleventh Avenue and West 30th Street																
Sidewalk A	0	0	2	4	26	26	14	21	8	9	48	46	34	35	62	67
Sidewalk B	1	1	3	1	400	415	45	36	7	7	11	12	385	399	56	48
Sidewalk C	3	1	2	1	72	67	363	365	11	11	17	16	83	78	353	354
Sidewalk D	4	13	19	6	21	34	43	29	23	21	0	0	47	59	43	29
Corner A & B	0	0	0	0	0	0	5	10	1	1	5	5	1	1	10	15
Corner C & D	0	0	0	6	27	28	0	6	0	0	0	0	27	28	0	6
Crosswalk (A-B-C)	0	1	1	2	42	43	323	326	23	25	20	19	67	69	319	321
Crosswalk (C-D-A)	1	0	0	1	16	15	28	33	8	8	30	29	26	24	60	64
7. Tenth Avenue and West 34th Street																
Sidewalk A	9	40	4	9	132	198	222	240	4	57	18	19	136	241	228	247
Sidewalk B	33	8	0	37	195	183	140	167	10	11	9	9	197	186	144	172
Sidewalk C	10	39	5	2	206	310	264	262	9	8	16	16	209	312	269	266
Sidewalk D	1	15	7	51	373	448	205	236	22	22	3	4	375	451	208	240
Corner A & B	1	2	12	1	4	5	35	30	3	4	0	0	7	9	35	30
Corner C & D	3	2	7	0	94	94	54	53	7	7	0	0	96	95	54	53
Crosswalk (A-B-C)	0	24	19	13	131	137	212	228	6	6	14	14	134	140	216	233
Crosswalk (C-D-A)	25	76	3	13	266	310	284	352	7	6	18	20	269	312	287	357
8. Tenth Avenue and West 33rd Street																
Sidewalk A	3	7	6	3	202	223	408	468	8	13	24	24	210	236	413	473
Sidewalk B	15	11	2	9	417	303	409	399	29	19	14	47	435	310	415	437
Sidewalk C	3	7	10	6	570	590	115	108	84	123	1	1	591	649	116	109
Sidewalk D	5	1	1	3	929	933	462	392	50	56	95	145	886	896	546	526
Corner A & B	2	2	4	4	3	6	63	75	4	4	0	0	7	10	63	75
Corner C & D	5	9	3	0	26	27	47	64	0	0	0	0	26	27	47	64
Crosswalk (A-B-C)	1	4	18	4	404	329	361	297	16	26	29	39	415	350	375	322
Crosswalk (C-D-A)	6	2	2	0	773	738	560	520	114	164	32	37	808	823	568	533

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
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	2008 Existing				2017 No Build				2017 Trip Gen				2017 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
9. Tenth Avenue and West 31st Street																
Sidewalk A	-	-	5	1	-	-	173	186	-	-	4	0	-	-	177	186
Sidewalk B	9	3	4	2	98	91	171	161	1	1	14	14	99	92	168	158
Sidewalk C	1	6	12	6	125	145	175	169	18	18	2	2	126	146	177	171
Sidewalk D	9	2	-	-	173	195	-	-	3	2	-	-	176	197	-	-
Corner A & B	-	-	3	1	-	-	6	4	-	-	0	0	-	-	6	4
Corner C & D	0	2	-	-	23	26	-	-	0	0	-	-	23	26	-	-
Crosswalk (A-B-C)	0	0	12	11	134	130	136	134	15	15	0	0	132	128	136	134
Crosswalk (C-D-A)	0	6	-	-	110	132	-	-	20	21	-	-	113	135	-	-
10. Tenth Avenue and West 30th Street																
Sidewalk A	3	1	9	2	95	83	447	466	10	11	35	24	94	83	389	398
Sidewalk B	1	10	0	0	119	105	71	78	0	5	7	7	119	110	69	76
Sidewalk C	7	11	12	1	162	168	102	87	20	18	8	8	156	160	95	80
Sidewalk D	6	3	14	0	363	393	79	56	11	10	8	8	320	349	87	64
Corner A & B	0	0	0	0	22	18	21	8	0	0	0	0	22	18	21	8
Corner C & D	0	1	0	1	15	15	2	3	0	0	3	3	15	15	5	6
Crosswalk (A-B-C)	1	1	4	9	147	140	134	130	18	24	11	11	136	135	125	121
Crosswalk (C-D-A)	12	3	4	2	143	130	417	445	16	14	17	18	139	124	360	390
11. Ninth Avenue and West 34th Street																
Sidewalk A	47	15	9	14	175	127	130	155	6	6	4	4	177	129	131	156
Sidewalk B	53	79	47	54	175	217	201	196	4	4	6	9	176	218	200	199
Sidewalk C	89	53	48	66	213	182	336	385	10	4	5	13	212	176	333	391
Sidewalk D	18	26	48	34	247	365	229	289	6	59	6	4	247	418	229	287
Corner A & B	2	2	4	19	20	20	6	26	2	2	0	0	21	21	6	26
Corner C & D	37	15	5	10	95	62	145	90	2	10	0	0	92	67	145	90
Crosswalk (A-B-C)	32	24	38	63	195	151	240	302	6	5	7	5	196	151	242	302
Crosswalk (C-D-A)	46	23	9	22	235	219	189	200	7	13	5	4	234	224	190	200
12. Ninth Avenue and West 33rd Street																
Sidewalk A	21	32	46	32	439	431	305	402	13	45	9	62	443	468	308	458
Sidewalk B	51	38	23	34	373	393	320	335	8	16	19	23	373	401	326	345
Sidewalk C	31	16	23	30	381	415	120	136	55	62	2	2	390	432	122	138
Sidewalk D	23	18	23	17	245	296	570	628	2	2	83	122	247	298	589	685
Corner A & B	2	1	21	12	53	109	62	57	4	58	0	0	54	164	62	57
Corner C & D	3	1	0	3	18	17	13	16	0	0	2	2	18	17	15	18
Crosswalk (A-B-C)	20	15	22	18	571	513	615	702	15	21	13	18	575	523	617	710
Crosswalk (C-D-A)	32	10	20	19	524	540	292	370	70	82	11	37	538	566	295	399
13. Ninth Avenue and West 31st Street																
Sidewalk A	16	3	11	8	212	196	153	121	12	13	2	2	207	192	155	123
Sidewalk B	28	18	9	28	98	90	187	220	2	2	8	9	100	92	179	212
Sidewalk C	11	21	23	19	97	133	146	139	12	12	2	2	92	128	148	141
Sidewalk D	12	22	22	12	119	121	155	157	2	2	17	17	121	123	155	157
Corner A & B	2	0	4	1	14	11	13	9	1	1	0	0	15	12	13	9
Corner C & D	20	9	2	2	39	26	60	60	0	0	11	11	39	26	71	71
Crosswalk (A-B-C)	19	4	9	22	228	225	149	152	11	11	0	0	221	219	149	152
Crosswalk (C-D-A)	12	13	9	7	155	172	114	101	14	15	0	0	152	169	114	101
14. Eighth Avenue and West 34th Street																
Sidewalk A	113	74	124	105	239	128	215	202	4	7	2	2	236	128	214	201
Sidewalk B	295	137	201	269	411	263	299	366	5	2	2	4	412	262	284	353
Sidewalk C	160	72	183	138	259	168	319	279	4	2	2	2	246	153	308	267
Sidewalk D	539	72	139	234	707	242	241	340	2	2	7	2	699	234	238	332
Corner A & B	17	34	77	86	26	43	91	102	1	1	0	0	25	42	91	102
Corner C & D	8	8	27	12	69	71	35	19	1	1	0	0	61	63	35	19
Crosswalk (A-B-C)	442	186	143	104	600	288	256	217	4	4	3	2	594	281	249	209
Crosswalk (C-D-A)	94	55	194	270	231	196	312	402	4	2	3	2	222	184	309	397
15. Eighth Avenue and West 33rd Street																
Sidewalk A	108	49	109	90	410	355	303	296	17	21	4	4	414	363	297	290
Sidewalk B	159	229	128	65	410	485	353	283	5	5	5	9	401	476	341	275
Sidewalk C	217	186	232	181	387	373	361	292	10	14	2	2	380	370	363	294
Sidewalk D	105	98	28	5	202	188	352	368	0	0	52	59	202	188	359	382
Corner A & B	28	16	4	52	64	55	23	71	2	2	0	0	61	52	23	71
Corner C & D	18	30	2	7	31	42	12	18	0	0	0	0	31	42	12	18
Crosswalk (A-B-C)	40	60	312	288	326	346	487	458	6	9	4	5	316	339	476	447
Crosswalk (C-D-A)	166	60	100	70	490	422	331	319	31	37	4	4	488	426	322	310
16. Eighth Avenue and West 31st Street																
Sidewalk A	11	19	65	88	177	197	158	177	6	6	0	0	166	186	158	177
Sidewalk B	106	95	75	72	213	190	276	284	2	2	4	4	215	192	263	271
Sidewalk C	55	18	126	97	148	139	241	202	6	4	4	4	137	126	245	206
Sidewalk D	90	90	48	20	248	232	147	134	2	2	11	11	250	234	141	127
Corner A & B	14	3	20	27	37	26	40	45	0	0	0	0	37	26	40	45
Corner C & D	19	2	5	9	34	16	23	28	0	0	2	2	34	16	25	30
Crosswalk (A-B-C)	36	10	105	55	273	264	212	145	6	6	0	0	262	253	212	145
Crosswalk (C-D-A)	67	50	254	176	183	192	459	353	8	8	0	0	174	183	459	353

Projected Pedestrian Volumes (sidewalks, corners, and crosswalks)
The 2017 Conditions - Saturday Peak Period

	2008 Existing				2017 No Build				2017 Trip Gen				2017 Build			
Intersections/Elements	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB
23. Boulevard and West 34th Street																
Sidewalk A	8	65	0	0	131	184	216	222	3	17	11	11	134	196	200	209
Sidewalk B	0	0	9	40	166	177	128	198	12	12	11	64	157	168	139	248
Sidewalk C	7	51	0	0	191	225	149	192	6	7	18	31	197	232	146	201
Sidewalk D	0	0	8	80	230	240	197	291	17	30	3	16	223	244	200	305
Corner A & B	0	0	0	0	1	1	22	26	1	1	0	0	2	2	22	26
Corner C & D	0	0	0	0	13	13	7	9	5	5	0	0	18	18	7	9
Crosswalk (A-B-C)	9	40	0	0	119	154	185	232	7	34	15	42	126	178	179	250
Crosswalk (C-D-A)	7	51	0	0	148	188	243	259	4	18	15	29	152	204	234	262
24. Boulevard and West 33rd Street																
Sidewalk A	0	3	0	0	198	217	693	769	80	94	100	118	270	301	769	861
Sidewalk B	0	0	3	7	221	293	188	211	20	35	10	15	221	305	198	226
Sidewalk C	1	3	0	0	270	231	285	304	96	146	71	83	356	367	333	364
Sidewalk D	0	0	1	4	260	273	78	76	24	37	52	101	260	285	130	175
Corner A & B	0	0	0	0	112	122	23	37	64	74	0	0	172	191	23	37
Corner C & D	0	0	0	0	59	60	12	12	38	38	1	0	88	88	13	12
Crosswalk (A-B-C)	3	7	0	0	287	268	238	350	17	25	13	25	298	286	236	358
Crosswalk (C-D-A)	0	0	0	0	172	156	412	452	40	88	37	49	209	240	428	477
24a. Boulevard and 33rd Street (West)																
Crosswalk (C-D-A)	1	4	0	0	78	76	122	132	52	101	31	33	130	175	146	157
25. Eleventh Avenue and 32nd Street																
Sidewalk A	0	0	2	4	0	0	51	53	312	372	22	34	542	602	153	166
Sidewalk B	1	1	0	0	198	199	86	86	30	54	130	163	208	233	527	561
Sidewalk C	0	0	1	1	96	95	45	46	57	56	40	39	135	134	85	85
Sidewalk D	2	4	0	0	22	24	0	0	73	76	26	30	91	97	26	30
Corner A & B	0	0	0	0	0	0	76	77	38	51	0	0	38	51	66	66
Corner C & D	0	0	0	0	0	0	0	0	0	0	6	6	0	0	6	6
Crosswalk (A-B-C)	0	0	1	1	19	19	131	132	164	219	49	50	500	556	167	168
Crosswalk (C-D-A)	0	0	2	4	10	10	32	34	66	67	78	83	72	73	101	109
26. Eleventh Avenue and 31st Street																
Sidewalk A	0	0	2	4	0	0	22	24	0	0	73	76	0	0	91	97
Sidewalk B	1	1	0	0	45	46	165	163	40	39	77	82	85	85	227	230
Sidewalk C	0	0	1	1	155	154	355	354	6	6	7	7	167	166	340	338
Sidewalk D	2	4	0	0	13	15	0	0	48	46	35	46	61	61	53	63
Corner A & B	0	0	0	0	0	0	0	0	0	0	14	13	0	0	14	13
Corner C & D	0	0	0	0	155	154	0	0	0	0	19	17	144	143	19	17
Crosswalk (A-B-C)	0	0	1	1	5	5	205	204	58	62	6	7	61	65	198	197
Crosswalk (C-D-A)	0	0	2	4	5	5	17	19	19	19	39	46	39	40	54	63

Pedestrian LOS Tables

2019 Conditions
Sidewalk Level of Service
AM Peak Period

Sidewalk Location	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
1. Route 9A and West 34th Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	0.1	**A**	0.2	**A**	0.2	**A**	0.2	**A**
3	0.4	**A**	0.4	**A**	0.4	**A**	0.4	**A**
4	0.1	**A**	0.1	**A**	0.1	**A**	0.1	**A**
5	0.0	**A**	0.9	**B**	1.6	**B**	1.6	**B**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2. Route 9A and West 33rd Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	0.0	**A**	0.9	**B**	1.6	**B**	1.6	**B**
3	0.0	**A**	0.4	**A**	0.4	**A**	0.4	**A**
4	0.1	**A**	0.5	**A**	0.8	**B**	0.8	**B**
5	0.1	**A**	0.1	**A**	0.0	**A**	0.0	**A**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
3. Route 9A and West 30th Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	0.0	**A**	0.0	**A**	0.0	**A**	0.0	**A**
3	0.0	**A**	0.2	**A**	3.6	**C**	3.6	**C**
4	0.0	**A**	0.1	**A**	0.1	**A**	0.1	**A**
5	0.1	**A**	0.1	**A**	0.1	**A**	0.1	**A**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
4. Eleventh Avenue and West 34th Street								
1	0.59	**B**	0.96	**B**	1.43	**B**	1.43	**B**
2	0.09	**A**	0.71	**B**	0.75	**B**	0.75	**B**
3	0.24	**A**	0.39	**A**	0.44	**A**	0.44	**A**
4	0.37	**A**	0.24	**A**	0.27	**A**	0.27	**A**
5	0.11	**A**	0.58	**B**	0.61	**B**	0.61	**B**
6	0.04	**A**	0.61	**B**	1.73	**B**	1.73	**B**
7	0.04	**A**	0.07	**A**	0.46	**A**	0.46	**A**
8	0.12	**A**	0.14	**A**	0.14	**A**	0.14	**A**
5. Eleventh Avenue and West 33rd Street								
1	0.1	**A**	0.6	**B**	3.9	**C**	3.9	**C**
2	0.1	**A**	0.6	**B**	0.6	**B**	0.6	**B**
3	0.1	**A**	0.3	**A**	1.9	**B**	1.9	**B**
4	0.0	**A**	0.6	**B**	2.8	**B**	2.8	**B**
5	0.0	**A**	1.4	**B**	2.6	**B**	2.6	**B**
6	0.1	**A**	0.3	**A**	4.6	**C**	4.6	**C**
7	0.0	**A**	0.4	**A**	1.1	**B**	1.1	**B**
8	0.0	**A**	0.3	**A**	0.3	**A**	0.3	**A**
6. Eleventh Avenue and West 30th Street								
1	0.1	**A**	0.1	**A**	2.3	**B**	2.3	**B**
2	0.0	**A**	2.8	**B**	2.8	**B**	2.8	**B**
3	0.1	**A**	0.3	**A**	0.4	**A**	0.4	**A**
4	0.0	**A**	0.6	**B**	0.8	**B**	0.8	**B**
5	0.0	**A**	2.5	**B**	2.7	**B**	2.7	**B**
6	0.1	**A**	0.2	**A**	0.6	**B**	0.6	**B**
7	0.0	**A**	0.2	**A**	0.2	**A**	0.2	**A**
8	0.0	**A**	0.1	**A**	3.5	**C**	3.5	**C**
7. Tenth Avenue and West 34th Street								
1	0.5	**B**	2.2	**B**	2.7	**B**	2.7	**B**
2	0.5	**A**	1.5	**B**	1.7	**B**	1.7	**B**
3	0.4	**A**	1.4	**B**	1.5	**B**	1.5	**B**
4	1.1	**B**	4.2	**C**	4.3	**C**	4.3	**C**
5	0.5	**B**	2.8	**B**	3.1	**C**	3.1	**C**
6	0.2	**A**	3.4	**C**	3.8	**C**	3.8	**C**
7	0.7	**B**	2.6	**B**	2.6	**B**	2.6	**B**
8	0.4	**A**	1.7	**B**	1.8	**B**	1.8	**B**

2019 Conditions
Sidewalk Level of Service
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Sidewalk Location	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
8. Tenth Avenue and West 33rd Street								
1	0.2	**A**	3.5	**C**	3.9	**C**	3.9	**C**
2	0.5	**A**	2.9	**B**	3.4	**C**	3.4	**C**
3	0.8	**B**	5.7	**C**	7.0	**D**	7.0	**D**
4	0.8	**B**	11.9	**E**	19.6	**F**	19.6	**F**
5	0.1	**A**	0.6	**B**	0.7	**B**	0.7	**B**
6	0.2	**A**	6.0	**D**	8.5	**D**	8.5	**D**
7	0.1	**A**	3.5	**C**	5.5	**C**	5.5	**C**
8	1.0	**B**	7.7	**D**	8.2	**D**	8.2	**D**
9. Tenth Avenue and West 31st Street								
1	0.2	**A**	1.6	**B**	1.6	**B**	1.6	**B**
2	0.1	**A**	0.5	**B**	0.5	**B**	0.5	**B**
3	0.0	**A**	1.7	**B**	2.0	**B**	2.0	**B**
4	0.1	**A**	1.4	**B**	2.1	**B**	2.1	**B**
5	0.2	**A**	1.1	**B**	1.1	**B**	1.1	**B**
6	0.1	**A**	1.2	**B**	1.2	**B**	1.2	**B**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
10. Tenth Avenue and West 30th Street								
1	0.1	**A**	2.3	**B**	2.6	**B**	2.6	**B**
2	0.1	**A**	0.9	**B**	1.0	**B**	1.0	**B**
3	0.0	**A**	0.3	**A**	0.3	**A**	0.3	**A**
4	0.0	**A**	0.8	**B**	1.2	**B**	1.2	**B**
5	0.2	**A**	1.4	**B**	1.6	**B**	1.6	**B**
6	0.1	**A**	2.2	**B**	2.2	**B**	2.2	**B**
7	0.0	**A**	0.6	**B**	0.8	**B**	0.8	**B**
8	0.1	**A**	0.9	**B**	1.0	**B**	1.0	**B**
11. Ninth Avenue and West 34th Street								
1	0.6	**B**	2.1	**B**	2.2	**B**	2.2	**B**
2	5.6	**C**	8.9	**D**	9.1	**D**	9.1	**D**
3	1.4	**B**	4.0	**C**	4.1	**C**	4.1	**C**
4	1.6	**B**	3.8	**C**	3.9	**C**	3.9	**C**
5	2.0	**B**	5.1	**C**	5.2	**C**	5.2	**C**
6	1.5	**B**	11.1	**E**	11.9	**E**	11.9	**E**
7	2.1	**B**	4.8	**C**	4.8	**C**	4.8	**C**
8	0.5	**A**	1.4	**B**	1.4	**B**	1.4	**B**
12. Ninth Avenue and West 33rd Street								
1	1.2	**B**	8.4	**D**	9.0	**D**	9.0	**D**
2	1.7	**B**	4.6	**C**	4.8	**C**	4.8	**C**
3	5.7	**C**	20.5	**F**	23.5	**F**	12.7	**E**
4	2.7	**B**	11.0	**D**	14.4	**E**	14.4	**E**
5	0.7	**B**	1.4	**B**	1.4	**B**	1.4	**B**
6	0.3	**A**	3.8	**C**	3.8	**C**	3.8	**C**
7	3.3	**C**	8.1	**D**	10.7	**D**	10.7	**D**
8	1.9	**B**	8.2	**D**	9.7	**D**	9.7	**D**
13. Ninth Avenue and West 31st Street								
1	0.6	**B**	1.3	**B**	1.3	**B**	1.3	**B**
2	0.5	**A**	1.1	**B**	1.1	**B**	1.1	**B**
3	0.5	**A**	3.2	**C**	3.6	**C**	3.6	**C**
4	3.7	**C**	6.7	**D**	7.2	**D**	7.2	**D**
5	2.2	**B**	3.4	**C**	3.5	**C**	3.5	**C**
6	1.1	**B**	2.0	**B**	2.1	**B**	2.1	**B**
7	0.9	**B**	3.4	**C**	4.6	**C**	4.6	**C**
8	0.3	**A**	3.5	**C**	3.8	**C**	3.8	**C**
14. Eighth Avenue and West 34th Street								
1	3.9	**C**	5.8	**C**	5.9	**C**	5.9	**C**
2	7.3	**D**	6.9	**D**	7.0	**D**	7.0	**D**
3	2.1	**B**	2.9	**B**	2.9	**B**	2.9	**B**
4	1.2	**B**	3.1	**C**	3.1	**C**	3.1	**C**
5	2.1	**B**	6.6	**D**	6.7	**D**	6.7	**D**
6	3.7	**C**	6.6	**D**	6.7	**D**	6.7	**D**
7	3.9	**C**	9.2	**D**	9.4	**D**	9.4	**D**
8	1.9	**B**	3.2	**C**	3.3	**C**	3.3	**C**

2019 Conditions
Sidewalk Level of Service
AM Peak Period

Sidewalk Location	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
15. Eighth Avenue and West 33rd Street								
1	4.8	**C**	10.3	**D**	10.4	**D**	10.4	**D**
2	3.7	**C**	9.1	**D**	9.6	**D**	9.6	**D**
3	0.2	**A**	4.2	**C**	4.4	**C**	4.4	**C**
4	0.2	**A**	1.8	**B**	2.0	**B**	2.0	**B**
5	1.2	**B**	3.1	**C**	3.2	**C**	3.2	**C**
6	3.1	**C**	4.9	**C**	4.9	**C**	4.9	**C**
7	3.5	**C**	10.3	**D**	13.3	**E**	13.3	**E**
8	2.8	**B**	12.7	**E**	14.6	**E**	14.6	**E**
16. Eighth Avenue and West 31st Street								
1	1.5	**B**	3.2	**C**	3.2	**C**	3.2	**C**
2	1.0	**B**	1.6	**B**	1.6	**B**	1.6	**B**
3	0.2	**A**	1.8	**B**	1.9	**B**	1.9	**B**
4	3.0	**B**	4.5	**C**	4.6	**C**	4.6	**C**
5	0.5	**A**	1.1	**B**	1.2	**B**	1.2	**B**
6	1.5	**B**	2.2	**B**	2.3	**B**	2.3	**B**
7	1.5	**B**	2.7	**B**	2.9	**B**	2.9	**B**
8	0.8	**B**	5.4	**C**	5.8	**C**	5.8	**C**
17. Eleventh Avenue and West 36th Street								
1	0.3	**A**	0.3	**A**	0.5	**A**	0.5	**A**
2	0.1	**A**	0.5	**A**	0.5	**A**	0.5	**A**
3	0.2	**A**	0.3	**A**	0.4	**A**	0.4	**A**
4	0.5	**B**	0.2	**A**	0.3	**A**	0.3	**A**
5	0.1	**A**	0.3	**A**	0.3	**A**	0.3	**A**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
18. Eleventh Avenue and West 35th Street								
1	0.7	**B**	1.2	**B**	1.4	**B**	1.4	**B**
2	0.2	**A**	0.3	**A**	0.3	**A**	0.3	**A**
3	0.3	**A**	0.1	**A**	0.2	**A**	0.2	**A**
4	0.2	**A**	1.5	**B**	1.5	**B**	1.5	**B**
5	0.2	**A**	0.8	**B**	0.8	**B**	0.8	**B**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
19. Tenth Avenue and West 35th Street								
1	0.3	**A**	1.3	**B**	1.5	**B**	1.5	**B**
2	0.4	**A**	1.2	**B**	1.4	**B**	1.4	**B**
3	0.8	**B**	4.0	**C**	4.2	**C**	4.2	**C**
4	0.2	**A**	1.3	**B**	1.4	**B**	1.4	**B**
5	0.3	**A**	1.1	**B**	1.3	**B**	1.3	**B**
6	0.3	**A**	1.4	**B**	1.7	**B**	1.7	**B**
7	0.2	**A**	1.6	**B**	1.7	**B**	1.7	**B**
8	0.2	**A**	1.3	**B**	1.4	**B**	1.4	**B**
20. Eleventh Avenue and West 29th Street								
1	0.1	**A**	0.2	**A**	0.7	**B**	0.7	**B**
2	0.0	**A**	1.9	**B**	2.0	**B**	2.0	**B**
3	0.1	**A**	0.5	**A**	0.7	**B**	0.7	**B**
4	0.0	**A**	0.5	**A**	0.7	**B**	0.7	**B**
5	0.1	**A**	1.8	**B**	1.8	**B**	1.8	**B**
6	0.2	**A**	0.3	**A**	0.7	**B**	0.7	**B**
7	0.0	**A**	0.0	**A**	0.0	**A**	0.0	**A**
8	0.2	**A**	0.2	**A**	0.2	**A**	0.2	**A**
21. Tenth Avenue and West 29th Street								
1	0.1	**A**	1.9	**B**	1.8	**B**	1.8	**B**
2	0.1	**A**	0.5	**A**	0.5	**A**	0.5	**A**
3	0.0	**A**	0.2	**A**	0.3	**A**	0.3	**A**
4	0.1	**A**	0.4	**A**	0.4	**A**	0.4	**A**
5	0.3	**A**	0.6	**B**	0.8	**B**	0.8	**B**
6	0.1	**A**	1.2	**B**	1.3	**B**	1.3	**B**
7	0.2	**A**	0.4	**A**	0.4	**A**	0.4	**A**
8	0.2	**A**	0.6	**B**	0.7	**B**	0.7	**B**

2019 Conditions
Sidewalk Level of Service
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Sidewalk Location	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
22. Boulevard and West 35th Street								
1	N/A	**N/A**	1.0	**B**	1.0	**B**	1.0	**B**
2	N/A	**N/A**	0.7	**B**	0.7	**B**	0.7	**B**
3	0.2	**A**	0.3	**A**	0.4	**A**	0.4	**A**
4	0.2	**A**	0.6	**B**	0.7	**B**	0.7	**B**
5	N/A	**N/A**	0.4	**A**	0.4	**A**	0.4	**A**
6	N/A	**N/A**	1.8	**B**	1.8	**B**	1.8	**B**
7	0.2	**A**	1.7	**B**	1.8	**B**	1.8	**B**
8	0.3	**A**	0.1	**A**	0.1	**A**	0.1	**A**
23. Boulevard and West 34th Street								
1	N/A	**N/A**	1.1	**B**	1.1	**B**	1.1	**B**
2	N/A	**N/A**	0.5	**A**	0.5	**B**	0.5	**B**
3	0.4	**A**	1.0	**B**	1.1	**B**	1.1	**B**
4	0.7	**B**	1.1	**B**	1.1	**B**	1.1	**B**
5	N/A	**N/A**	1.0	**B**	1.1	**B**	1.1	**B**
6	N/A	**N/A**	1.5	**B**	1.6	**B**	1.6	**B**
7	0.4	**A**	1.5	**B**	1.5	**B**	1.5	**B**
8	0.2	**A**	0.6	**B**	0.6	**B**	0.6	**B**
24. Boulevard and West 33rd Street								
1	N/A	**N/A**	6.7	**D**	9.7	**D**	9.7	**D**
2	N/A	**N/A**	1.3	**B**	1.5	**B**	1.5	**B**
3	1.0	**B**	1.9	**B**	2.1	**B**	2.1	**B**
4	0.2	**A**	1.2	**B**	3.2	**C**	3.2	**C**
5	N/A	**N/A**	2.6	**B**	3.3	**C**	3.3	**C**
6	N/A	**N/A**	2.4	**B**	3.0	**C**	3.0	**C**
7	0.0	**A**	0.5	**A**	2.1	**B**	2.1	**B**
8	0.1	**A**	2.2	**B**	4.5	**C**	4.5	**C**
25. Eleventh Avenue and 32nd Street								
1	N/A	**N/A**	0.2	**A**	3.0	**C**	3.0	**C**
2	N/A	**N/A**	0.8	**B**	1.9	**B**	1.9	**B**
3	N/A	**N/A**	0.3	**A**	4.0	**C**	4.0	**C**
4	N/A	**N/A**	0.2	**A**	1.5	**B**	1.5	**B**
5	N/A	**N/A**	0.3	**A**	1.5	**B**	1.5	**B**
6	N/A	**N/A**	0.1	**A**	3.1	**C**	3.1	**C**
7	N/A	**N/A**	N/A	**N/A**	1.3	**B**	1.3	**B**
8	N/A	**N/A**	N/A	**N/A**	3.0	**B**	3.0	**B**
26. Eleventh Avenue and 31st Street								
1	N/A	**N/A**	0.1	**A**	3.1	**C**	3.1	**C**
2	N/A	**N/A**	0.3	**A**	1.5	**B**	1.5	**B**
3	N/A	**N/A**	0.4	**A**	1.3	**B**	1.3	**B**
4	N/A	**N/A**	0.4	**A**	0.9	**B**	0.9	**B**
5	N/A	**N/A**	1.7	**B**	1.6	**B**	1.6	**B**
6	N/A	**N/A**	0.1	**A**	3.0	**B**	3.0	**B**
7	N/A	**N/A**	N/A	**N/A**	3.4	**C**	3.4	**C**
8	N/A	**N/A**	N/A	**N/A**	0.7	**B**	0.7	**B**

2019 Conditions
Sidewalk Level of Service
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Sidewalk Location	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
1. Route 9A and West 34th Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	0.1	**A**	0.2	**A**	0.2	**A**	0.2	**A**
3	0.6	**B**	0.7	**B**	0.7	**B**	0.7	**B**
4	0.1	**A**	0.1	**A**	0.1	**A**	0.1	**A**
5	0.1	**A**	6.3	**D**	7.9	**D**	7.9	**D**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2. Route 9A and West 33rd Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	0.1	**A**	6.3	**D**	7.9	**D**	7.9	**D**
3	0.0	**A**	2.6	**B**	2.6	**B**	2.6	**B**
4	0.0	**A**	2.7	**B**	3.4	**C**	3.4	**C**
5	0.1	**A**	0.1	**A**	0.0	**A**	0.0	**A**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
3. Route 9A and West 30th Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	0.0	**A**	0.0	**A**	0.0	**A**	0.0	**A**
3	0.0	**A**	1.0	**B**	1.7	**B**	1.7	**B**
4	0.1	**A**	0.8	**B**	0.8	**B**	0.8	**B**
5	0.1	**A**	0.1	**A**	0.1	**A**	0.1	**A**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
4. Eleventh Avenue and West 34th Street								
1	0.31	**A**	1.86	**B**	3.11	**C**	3.11	**C**
2	0.63	**B**	2.64	**B**	2.53	**B**	2.53	**B**
3	0.50	**A**	1.05	**B**	1.17	**B**	1.17	**B**
4	0.33	**A**	0.78	**B**	0.90	**B**	0.90	**B**
5	0.22	**A**	2.65	**B**	2.55	**B**	2.55	**B**
6	0.03	**A**	1.65	**B**	3.95	**C**	3.95	**C**
7	0.15	**A**	0.17	**A**	0.38	**A**	0.38	**A**
8	0.11	**A**	0.13	**A**	0.33	**A**	0.33	**A**
5. Eleventh Avenue and West 33rd Street								
1	0.2	**A**	1.8	**B**	5.0	**C**	5.0	**C**
2	0.1	**A**	2.6	**B**	2.5	**B**	2.5	**B**
3	0.1	**A**	0.4	**A**	1.3	**B**	1.3	**B**
4	0.0	**A**	2.0	**B**	4.1	**C**	4.1	**C**
5	0.1	**A**	5.8	**C**	6.5	**D**	6.5	**D**
6	0.1	**A**	1.9	**B**	4.5	**C**	4.5	**C**
7	0.0	**A**	2.7	**B**	3.5	**C**	3.5	**C**
8	0.0	**A**	2.0	**B**	2.0	**B**	2.0	**B**
6. Eleventh Avenue and West 30th Street								
1	0.1	**A**	0.7	**B**	1.9	**B**	1.9	**B**
2	0.1	**A**	14.0	**E**	13.1	**E**	13.1	**E**
3	0.1	**A**	1.3	**B**	1.5	**B**	1.5	**B**
4	0.0	**A**	1.5	**B**	1.9	**B**	1.9	**B**
5	0.0	**A**	10.2	**D**	10.0	**D**	10.0	**D**
6	0.1	**A**	1.2	**B**	2.3	**B**	2.3	**B**
7	0.0	**A**	0.9	**B**	0.9	**B**	0.9	**B**
8	0.0	**A**	1.0	**B**	1.6	**B**	1.6	**B**
7. Tenth Avenue and West 34th Street								
1	0.6	**B**	10.3	**D**	11.0	**D**	11.0	**D**
2	0.6	**B**	7.0	**D**	7.4	**D**	7.4	**D**
3	0.6	**B**	3.1	**C**	3.3	**C**	3.3	**C**
4	1.4	**B**	7.9	**D**	8.1	**D**	8.1	**D**
5	0.8	**B**	10.4	**D**	11.0	**D**	11.0	**D**
6	0.5	**A**	12.9	**E**	13.5	**E**	13.5	**E**
7	0.6	**B**	6.2	**D**	6.3	**D**	6.3	**D**
8	0.3	**A**	3.6	**C**	3.8	**C**	3.8	**C**

2019 Conditions
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Sidewalk Location	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
8. Tenth Avenue and West 33rd Street								
1	0.4	**A**	13.6	**E**	14.3	**E**	14.3	**E**
2	0.7	**B**	11.6	**E**	12.4	**E**	12.4	**E**
3	0.6	**B**	12.9	**E**	13.6	**E**	13.6	**E**
4	1.6	**B**	31.8	**F**	34.0	**F**	34.0	**F**
5	0.2	**A**	2.4	**B**	2.4	**B**	2.4	**B**
6	0.2	**A**	20.3	**F**	21.3	**F**	21.3	**F**
7	0.1	**A**	7.3	**D**	8.6	**D**	8.6	**D**
8	0.8	**B**	12.7	**E**	13.4	**E**	13.4	**E**
9. Tenth Avenue and West 31st Street								
1	0.2	**A**	4.3	**C**	4.3	**C**	4.3	**C**
2	0.2	**A**	2.0	**B**	2.0	**B**	2.0	**B**
3	0.1	**A**	9.3	**D**	9.4	**D**	9.4	**D**
4	0.1	**A**	5.2	**C**	5.6	**C**	5.6	**C**
5	0.2	**A**	4.6	**C**	4.7	**C**	4.7	**C**
6	0.1	**A**	4.4	**C**	4.5	**C**	4.5	**C**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
10. Tenth Avenue and West 30th Street								
1	0.1	**A**	10.5	**D**	9.3	**D**	9.3	**D**
2	0.1	**A**	3.7	**C**	3.8	**C**	3.8	**C**
3	0.0	**A**	0.7	**B**	0.7	**B**	0.7	**B**
4	0.0	**A**	3.7	**C**	3.7	**C**	3.7	**C**
5	0.2	**A**	7.3	**D**	6.9	**D**	6.9	**D**
6	0.2	**A**	9.4	**D**	8.5	**D**	8.5	**D**
7	0.1	**A**	1.1	**B**	1.4	**B**	1.4	**B**
8	0.1	**A**	4.0	**C**	3.8	**C**	3.8	**C**
11. Ninth Avenue and West 34th Street								
1	0.5	**A**	7.2	**D**	7.3	**D**	7.3	**D**
2	5.9	**C**	18.6	**F**	19.0	**F**	19.0	**F**
3	1.2	**B**	3.7	**C**	3.8	**C**	3.8	**C**
4	1.2	**B**	3.2	**C**	3.2	**C**	3.2	**C**
5	2.5	**B**	11.3	**E**	11.3	**E**	11.3	**E**
6	1.9	**B**	19.1	**F**	19.9	**F**	19.9	**F**
7	1.4	**B**	6.8	**D**	6.9	**D**	6.9	**D**
8	0.2	**A**	2.2	**B**	2.3	**B**	2.3	**B**
12. Ninth Avenue and West 33rd Street								
1	1.5	**B**	15.3	**E**	16.1	**E**	16.1	**E**
2	1.4	**B**	10.6	**D**	10.9	**D**	10.9	**D**
3	2.5	**B**	31.1	**F**	31.7	**F**	17.1	**E**
4	1.4	**B**	10.3	**D**	10.7	**D**	10.7	**D**
5	0.7	**B**	3.7	**C**	3.8	**C**	3.8	**C**
6	0.6	**B**	5.5	**C**	5.6	**C**	5.6	**C**
7	1.5	**B**	10.0	**D**	10.7	**D**	10.7	**D**
8	1.5	**B**	17.2	**E**	18.1	**F**	18.1	**F**
13. Ninth Avenue and West 31st Street								
1	0.4	**A**	3.0	**B**	3.0	**C**	3.0	**C**
2	0.4	**A**	2.9	**B**	3.0	**B**	3.0	**B**
3	0.3	**A**	5.8	**C**	5.6	**C**	5.6	**C**
4	1.7	**B**	8.6	**D**	8.5	**D**	8.5	**D**
5	1.8	**B**	10.9	**D**	11.1	**E**	11.1	**E**
6	0.9	**B**	7.2	**D**	7.3	**D**	7.3	**D**
7	1.1	**B**	11.3	**E**	11.9	**E**	11.9	**E**
8	0.1	**A**	13.3	**E**	13.4	**E**	13.4	**E**
14. Eighth Avenue and West 34th Street								
1	5.5	**C**	10.1	**D**	10.1	**D**	10.1	**D**
2	6.6	**D**	8.5	**D**	8.5	**D**	8.5	**D**
3	3.0	**C**	5.9	**C**	5.6	**C**	5.6	**C**
4	1.7	**B**	4.9	**C**	4.6	**C**	4.6	**C**
5	1.9	**B**	5.6	**C**	5.3	**C**	5.3	**C**
6	3.3	**C**	10.2	**D**	9.8	**D**	9.8	**D**
7	3.0	**B**	5.8	**C**	5.6	**C**	5.6	**C**
8	1.9	**B**	3.5	**C**	3.5	**C**	3.5	**C**

2019 Conditions
Sidewalk Level of Service
MD Peak Period

Sidewalk Location	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
15. Eighth Avenue and West 33rd Street								
1	4.6	**C**	14.3	**E**	14.1	**E**	14.1	**E**
2	2.1	**B**	8.9	**D**	8.7	**D**	8.7	**D**
3	1.1	**B**	12.5	**E**	12.2	**E**	12.2	**E**
4	0.3	**A**	2.3	**B**	2.2	**B**	2.2	**B**
5	1.2	**B**	4.6	**C**	4.7	**C**	4.7	**C**
6	2.5	**B**	7.2	**D**	7.2	**D**	7.2	**D**
7	0.9	**B**	9.2	**D**	9.4	**D**	9.4	**D**
8	1.8	**B**	20.6	**F**	20.9	**F**	20.9	**F**
16. Eighth Avenue and West 31st Street								
1	1.9	**B**	5.9	**C**	5.9	**C**	5.9	**C**
2	0.9	**B**	2.0	**B**	2.1	**B**	2.1	**B**
3	0.1	**A**	2.5	**B**	2.4	**B**	2.4	**B**
4	3.5	**C**	8.0	**D**	7.5	**D**	7.5	**D**
5	1.5	**B**	6.2	**D**	6.4	**D**	6.4	**D**
6	2.1	**B**	7.8	**D**	7.9	**D**	7.9	**D**
7	1.5	**B**	5.3	**C**	5.2	**C**	5.2	**C**
8	0.5	**A**	9.2	**D**	8.8	**D**	8.8	**D**
17. Eleventh Avenue and West 36th Street								
1	0.2	**A**	0.7	**B**	0.6	**B**	0.6	**B**
2	0.7	**B**	3.0	**B**	2.7	**B**	2.7	**B**
3	0.2	**A**	0.6	**B**	1.1	**B**	1.1	**B**
4	0.4	**A**	0.3	**A**	0.6	**B**	0.6	**B**
5	0.6	**B**	2.0	**B**	1.8	**B**	1.8	**B**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
18. Eleventh Avenue and West 35th Street								
1	1.0	**B**	2.1	**B**	2.6	**B**	2.6	**B**
2	0.2	**A**	1.9	**B**	1.8	**B**	1.8	**B**
3	0.5	**B**	0.4	**A**	0.6	**B**	0.6	**B**
4	0.4	**A**	1.2	**B**	1.3	**B**	1.3	**B**
5	0.2	**A**	2.5	**B**	2.4	**B**	2.4	**B**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
19. Tenth Avenue and West 35th Street								
1	0.2	**A**	5.2	**C**	5.6	**C**	5.6	**C**
2	0.3	**A**	4.6	**C**	4.9	**C**	4.9	**C**
3	0.5	**A**	6.5	**D**	6.5	**D**	6.5	**D**
4	0.1	**A**	2.9	**B**	2.9	**B**	2.9	**B**
5	0.3	**A**	5.0	**C**	5.1	**C**	5.1	**C**
6	0.2	**A**	6.0	**C**	6.2	**D**	6.2	**D**
7	0.6	**B**	5.2	**C**	5.3	**C**	5.3	**C**
8	0.6	**B**	2.3	**B**	2.5	**B**	2.5	**B**
20. Eleventh Avenue and West 29th Street								
1	0.2	**A**	1.1	**B**	2.5	**B**	2.5	**B**
2	0.1	**A**	8.7	**D**	8.3	**D**	8.3	**D**
3	0.0	**A**	1.8	**B**	2.2	**B**	2.2	**B**
4	0.0	**A**	2.1	**B**	2.7	**B**	2.7	**B**
5	0.1	**A**	6.9	**D**	6.2	**D**	6.2	**D**
6	0.2	**A**	1.3	**B**	2.1	**B**	2.1	**B**
7	0.0	**A**	0.0	**A**	0.0	**A**	0.0	**A**
8	0.1	**A**	0.1	**A**	0.1	**A**	0.1	**A**
21. Tenth Avenue and West 29th Street								
1	0.3	**A**	8.9	**D**	7.4	**D**	7.4	**D**
2	0.2	**A**	2.2	**B**	2.0	**B**	2.0	**B**
3	0.0	**A**	1.1	**B**	0.8	**B**	0.8	**B**
4	0.1	**A**	1.7	**B**	1.2	**B**	1.2	**B**
5	0.3	**A**	2.7	**B**	2.9	**B**	2.9	**B**
6	0.3	**A**	5.7	**C**	5.1	**C**	5.1	**C**
7	0.2	**A**	0.6	**B**	0.8	**B**	0.8	**B**
8	0.3	**A**	1.1	**B**	1.3	**B**	1.3	**B**

2019 Conditions
Sidewalk Level of Service
MD Peak Period

Sidewalk Location	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
22. Boulevard and West 35th Street								
1	N/A	**N/A**	2.8	**B**	5.0	**C**	5.0	**C**
2	N/A	**N/A**	1.6	**B**	2.7	**B**	2.7	**B**
3	0.6	**B**	0.5	**B**	0.6	**B**	0.6	**B**
4	0.6	**B**	2.0	**B**	2.1	**B**	2.1	**B**
5	N/A	**N/A**	2.6	**B**	2.5	**B**	2.5	**B**
6	N/A	**N/A**	7.7	**D**	7.5	**D**	7.5	**D**
7	0.4	**A**	1.6	**B**	1.7	**B**	1.7	**B**
8	0.5	**B**	0.4	**A**	0.5	**B**	0.5	**B**
23. Boulevard and West 34th Street								
1	N/A	**N/A**	4.8	**C**	4.7	**C**	4.7	**C**
2	N/A	**N/A**	3.4	**C**	3.4	**C**	3.4	**C**
3	0.3	**A**	1.8	**B**	2.0	**B**	2.0	**B**
4	0.6	**B**	2.5	**B**	2.6	**B**	2.6	**B**
5	N/A	**N/A**	3.4	**C**	3.6	**C**	3.6	**C**
6	N/A	**N/A**	5.2	**C**	5.2	**C**	5.2	**C**
7	0.3	**A**	2.4	**B**	2.4	**B**	2.4	**B**
8	0.5	**A**	2.1	**B**	2.2	**B**	2.2	**B**
24. Boulevard and West 33rd Street								
1	N/A	**N/A**	9.6	**D**	11.1	**E**	11.1	**E**
2	N/A	**N/A**	4.3	**C**	4.6	**C**	4.6	**C**
3	0.8	**B**	3.0	**C**	3.2	**C**	3.2	**C**
4	0.2	**A**	4.9	**C**	6.2	**D**	6.2	**D**
5	N/A	**N/A**	4.1	**C**	4.6	**C**	4.6	**C**
6	N/A	**N/A**	5.2	**C**	5.4	**C**	5.4	**C**
7	0.0	**A**	2.0	**B**	3.1	**C**	3.1	**C**
8	0.1	**A**	2.4	**B**	3.8	**C**	3.8	**C**
25. Eleventh Avenue and 32nd Street								
1	N/A	**N/A**	1.4	**B**	7.6	**D**	7.6	**D**
2	N/A	**N/A**	4.8	**C**	5.4	**C**	5.4	**C**
3	N/A	**N/A**	1.7	**B**	6.8	**D**	6.8	**D**
4	N/A	**N/A**	1.6	**B**	5.4	**C**	5.4	**C**
5	N/A	**N/A**	1.4	**B**	2.5	**B**	2.5	**B**
6	N/A	**N/A**	0.7	**B**	3.5	**C**	3.5	**C**
7	N/A	**N/A**	N/A	**N/A**	2.4	**B**	2.4	**B**
8	N/A	**N/A**	N/A	**N/A**	4.7	**C**	4.7	**C**
26. Eleventh Avenue and 31st Street								
1	N/A	**N/A**	0.7	**B**	3.5	**C**	3.5	**C**
2	N/A	**N/A**	1.4	**B**	2.5	**B**	2.5	**B**
3	N/A	**N/A**	2.7	**B**	5.2	**C**	5.2	**C**
4	N/A	**N/A**	3.0	**B**	3.8	**C**	3.8	**C**
5	N/A	**N/A**	10.8	**D**	10.1	**D**	10.1	**D**
6	N/A	**N/A**	0.6	**B**	2.5	**B**	2.5	**B**
7	N/A	**N/A**	N/A	**N/A**	3.8	**C**	3.8	**C**
8	N/A	**N/A**	N/A	**N/A**	1.2	**B**	1.2	**B**

2019 Conditions
Sidewalk Level of Service
PM Peak Period

Sidewalk Location	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
1. Route 9A and West 34th Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	0.2	**A**	0.3	**A**	0.3	**A**	0.3	**A**
3	0.9	**B**	0.9	**B**	0.9	**B**	0.9	**B**
4	0.1	**A**	0.1	**A**	0.1	**A**	0.1	**A**
5	0.0	**A**	2.5	**B**	3.4	**C**	3.4	**C**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2. Route 9A and West 33rd Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	0.0	**A**	2.5	**B**	3.4	**C**	3.4	**C**
3	0.0	**A**	1.0	**B**	1.0	**B**	1.0	**B**
4	0.0	**A**	1.1	**B**	1.6	**B**	1.6	**B**
5	0.0	**A**	0.0	**A**	0.0	**A**	0.0	**A**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
3. Route 9A and West 30th Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	0.0	**A**	0.0	**A**	0.0	**A**	0.0	**A**
3	0.0	**A**	0.4	**A**	0.9	**B**	0.9	**B**
4	0.1	**A**	0.4	**A**	0.4	**A**	0.4	**A**
5	0.1	**A**	0.1	**A**	0.1	**A**	0.1	**A**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
4. Eleventh Avenue and West 34th Street								
1	0.27	**A**	1.10	**B**	1.68	**B**	1.68	**B**
2	0.20	**A**	1.32	**B**	1.35	**B**	1.35	**B**
3	0.23	**A**	0.58	**B**	0.66	**B**	0.66	**B**
4	0.29	**A**	0.37	**A**	0.44	**A**	0.44	**A**
5	0.22	**A**	1.31	**B**	1.33	**B**	1.33	**B**
6	0.02	**A**	0.59	**B**	3.29	**C**	3.29	**C**
7	0.16	**A**	0.19	**A**	1.73	**B**	1.73	**B**
8	0.08	**A**	0.11	**A**	0.35	**A**	0.35	**A**
5. Eleventh Avenue and West 33rd Street								
1	0.1	**A**	1.0	**B**	4.8	**C**	4.8	**C**
2	0.1	**A**	1.1	**B**	1.1	**B**	1.1	**B**
3	0.0	**A**	0.4	**A**	2.3	**B**	2.3	**B**
4	0.0	**A**	0.8	**B**	3.8	**C**	3.8	**C**
5	0.1	**A**	2.8	**B**	4.3	**C**	4.3	**C**
6	0.1	**A**	0.8	**B**	5.6	**C**	5.6	**C**
7	0.0	**A**	1.1	**B**	2.0	**B**	2.0	**B**
8	0.0	**A**	0.8	**B**	0.8	**B**	0.8	**B**
6. Eleventh Avenue and West 30th Street								
1	0.1	**A**	0.3	**A**	1.0	**B**	1.0	**B**
2	0.1	**A**	6.4	**D**	6.0	**D**	6.0	**D**
3	0.0	**A**	0.5	**A**	0.6	**B**	0.6	**B**
4	0.0	**A**	1.0	**B**	1.2	**B**	1.2	**B**
5	0.0	**A**	5.0	**C**	5.0	**C**	5.0	**C**
6	0.1	**A**	0.4	**A**	0.9	**B**	0.9	**B**
7	0.0	**A**	0.4	**A**	0.4	**A**	0.4	**A**
8	0.0	**A**	0.4	**A**	0.9	**B**	0.9	**B**
7. Tenth Avenue and West 34th Street								
1	0.8	**B**	5.0	**C**	5.5	**C**	5.5	**C**
2	0.4	**A**	2.8	**B**	3.0	**C**	3.0	**C**
3	0.3	**A**	2.1	**B**	2.2	**B**	2.2	**B**
4	0.7	**B**	5.1	**C**	5.2	**C**	5.2	**C**
5	0.3	**A**	4.9	**C**	5.2	**C**	5.2	**C**
6	0.4	**A**	6.6	**D**	6.9	**D**	6.9	**D**
7	0.4	**A**	3.9	**C**	4.0	**C**	4.0	**C**
8	0.3	**A**	2.0	**B**	2.3	**B**	2.3	**B**

2019 Conditions
Sidewalk Level of Service
PM Peak Period

Sidewalk Location	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
8. Tenth Avenue and West 33rd Street								
1	0.2	**A**	6.6	**D**	7.0	**D**	7.0	**D**
2	0.1	**A**	6.6	**D**	7.1	**D**	7.1	**D**
3	0.2	**A**	9.0	**D**	10.4	**D**	10.4	**D**
4	0.2	**A**	18.3	**F**	26.7	**F**	26.7	**F**
5	0.0	**A**	1.1	**B**	1.1	**B**	1.1	**B**
6	0.1	**A**	12.2	**E**	14.4	**E**	14.4	**E**
7	0.1	**A**	5.9	**C**	8.4	**D**	8.4	**D**
8	0.4	**A**	9.3	**D**	9.9	**D**	9.9	**D**
9. Tenth Avenue and West 31st Street								
1	0.1	**A**	2.4	**B**	2.4	**B**	2.4	**B**
2	0.1	**A**	1.0	**B**	1.0	**B**	1.0	**B**
3	0.1	**A**	3.3	**C**	3.6	**C**	3.6	**C**
4	0.1	**A**	2.8	**B**	3.4	**C**	3.4	**C**
5	0.1	**A**	1.8	**B**	1.9	**B**	1.9	**B**
6	0.1	**A**	2.4	**B**	2.4	**B**	2.4	**B**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
10. Tenth Avenue and West 30th Street								
1	0.1	**A**	5.2	**C**	4.9	**C**	4.9	**C**
2	0.1	**A**	1.3	**B**	1.3	**B**	1.3	**B**
3	0.0	**A**	0.5	**B**	0.5	**A**	0.5	**A**
4	0.0	**A**	1.9	**B**	2.2	**B**	2.2	**B**
5	0.0	**A**	2.6	**B**	2.5	**B**	2.5	**B**
6	0.1	**A**	4.9	**C**	4.5	**C**	4.5	**C**
7	0.1	**A**	0.9	**B**	1.1	**B**	1.1	**B**
8	0.0	**A**	1.6	**B**	1.6	**B**	1.6	**B**
11. Ninth Avenue and West 34th Street								
1	0.5	**A**	2.5	**B**	2.6	**B**	2.6	**B**
2	6.2	**D**	11.9	**E**	12.1	**E**	12.1	**E**
3	1.4	**B**	5.0	**C**	5.1	**C**	5.1	**C**
4	1.3	**B**	4.3	**C**	4.4	**C**	4.4	**C**
5	2.1	**B**	7.4	**D**	7.5	**D**	7.5	**D**
6	1.5	**B**	14.4	**E**	15.2	**E**	15.2	**E**
7	1.4	**B**	5.2	**C**	5.3	**C**	5.3	**C**
8	0.3	**A**	1.8	**B**	1.9	**B**	1.9	**B**
12. Ninth Avenue and West 33rd Street								
1	1.3	**B**	11.2	**E**	11.8	**E**	11.8	**E**
2	1.7	**B**	7.0	**D**	7.2	**D**	7.2	**D**
3	3.6	**C**	24.4	**F**	27.8	**F**	15.0	**E**
4	2.9	**B**	15.7	**E**	19.4	**F**	19.4	**F**
5	0.4	**A**	1.9	**B**	1.9	**B**	1.9	**B**
6	0.3	**A**	4.8	**C**	4.9	**C**	4.9	**C**
7	4.6	**C**	12.1	**E**	14.9	**E**	14.9	**E**
8	1.9	**B**	13.1	**E**	14.8	**E**	14.8	**E**
13. Ninth Avenue and West 31st Street								
1	0.3	**A**	1.6	**B**	1.6	**B**	1.6	**B**
2	0.4	**A**	1.5	**B**	1.5	**B**	1.5	**B**
3	0.4	**A**	5.4	**C**	5.7	**C**	5.7	**C**
4	2.0	**B**	5.5	**C**	5.8	**C**	5.8	**C**
5	1.5	**B**	4.1	**C**	4.2	**C**	4.2	**C**
6	0.9	**B**	2.9	**B**	3.0	**C**	3.0	**C**
7	2.0	**B**	7.2	**D**	8.4	**D**	8.4	**D**
8	0.2	**A**	6.4	**D**	6.7	**D**	6.7	**D**
14. Eighth Avenue and West 34th Street								
1	3.8	**C**	6.7	**D**	6.7	**D**	6.7	**D**
2	7.6	**D**	7.8	**D**	7.9	**D**	7.9	**D**
3	2.9	**B**	4.3	**C**	4.2	**C**	4.2	**C**
4	1.6	**B**	4.4	**C**	4.3	**C**	4.3	**C**
5	4.8	**C**	10.3	**D**	10.2	**D**	10.2	**D**
6	5.4	**C**	10.7	**D**	10.6	**D**	10.6	**D**
7	4.9	**C**	11.1	**E**	11.3	**E**	11.3	**E**
8	2.1	**B**	5.3	**C**	5.4	**C**	5.4	**C**

2019 Conditions
Sidewalk Level of Service
PM Peak Period

Sidewalk Location	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
15. Eighth Avenue and West 33rd Street								
1	7.0	**D**	16.0	**E**	16.0	**E**	16.0	**E**
2	6.2	**D**	13.3	**E**	13.9	**E**	13.9	**E**
3	0.3	**A**	6.2	**D**	6.3	**D**	6.3	**D**
4	0.4	**A**	2.7	**B**	2.9	**B**	2.9	**B**
5	1.1	**B**	4.7	**C**	4.8	**C**	4.8	**C**
6	3.3	**C**	6.2	**D**	6.2	**D**	6.2	**D**
7	4.4	**C**	14.6	**E**	17.8	**E**	17.8	**E**
8	3.5	**C**	17.5	**E**	19.7	**F**	19.7	**F**
16. Eighth Avenue and West 31st Street								
1	2.0	**B**	4.8	**C**	4.8	**C**	4.8	**C**
2	0.8	**B**	1.9	**B**	2.0	**B**	2.0	**B**
3	0.2	**A**	2.8	**B**	2.8	**B**	2.8	**B**
4	4.6	**C**	7.2	**D**	7.1	**D**	7.1	**D**
5	1.9	**B**	3.6	**C**	3.7	**C**	3.7	**C**
6	2.1	**B**	4.3	**C**	4.3	**C**	4.3	**C**
7	2.1	**B**	4.1	**C**	4.2	**C**	4.2	**C**
8	0.6	**B**	8.1	**D**	8.3	**D**	8.3	**D**
17. Eleventh Avenue and West 36th Street								
1	0.4	**A**	0.6	**B**	0.6	**B**	0.6	**B**
2	0.3	**A**	1.1	**B**	1.1	**B**	1.1	**B**
3	0.1	**A**	0.3	**A**	0.5	**B**	0.5	**B**
4	0.3	**A**	0.2	**A**	0.3	**A**	0.3	**A**
5	0.3	**A**	0.7	**B**	0.7	**B**	0.7	**B**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
18. Eleventh Avenue and West 35th Street								
1	0.3	**A**	1.2	**B**	1.4	**B**	1.4	**B**
2	0.2	**A**	0.7	**B**	0.7	**B**	0.7	**B**
3	0.5	**B**	0.3	**A**	0.4	**A**	0.4	**A**
4	0.1	**A**	2.7	**B**	2.8	**B**	2.8	**B**
5	0.2	**A**	1.3	**B**	1.3	**B**	1.3	**B**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
19. Tenth Avenue and West 35th Street								
1	0.4	**A**	2.6	**B**	2.9	**B**	2.9	**B**
2	0.3	**A**	1.9	**B**	2.2	**B**	2.2	**B**
3	0.6	**B**	4.7	**C**	4.8	**C**	4.8	**C**
4	0.2	**A**	1.8	**B**	1.8	**B**	1.8	**B**
5	0.2	**A**	2.0	**B**	2.2	**B**	2.2	**B**
6	0.4	**A**	3.0	**C**	3.3	**C**	3.3	**C**
7	0.2	**A**	2.1	**B**	2.2	**B**	2.2	**B**
8	0.2	**A**	1.5	**B**	1.7	**B**	1.7	**B**
20. Eleventh Avenue and West 29th Street								
1	0.0	**A**	0.3	**A**	0.9	**B**	0.9	**B**
2	0.1	**A**	4.1	**C**	4.0	**C**	4.0	**C**
3	0.2	**A**	1.1	**B**	1.3	**B**	1.3	**B**
4	0.1	**A**	1.1	**B**	1.3	**B**	1.3	**B**
5	0.1	**A**	3.6	**C**	3.4	**C**	3.4	**C**
6	0.1	**A**	0.4	**A**	0.8	**B**	0.8	**B**
7	0.0	**A**	0.0	**A**	0.0	**A**	0.0	**A**
8	0.1	**A**	0.1	**A**	0.1	**A**	0.1	**A**
21. Tenth Avenue and West 29th Street								
1	0.1	**A**	4.4	**C**	3.9	**C**	3.9	**C**
2	0.1	**A**	0.9	**B**	0.8	**B**	0.8	**B**
3	0.0	**A**	0.6	**B**	0.5	**A**	0.5	**A**
4	0.1	**A**	0.9	**B**	0.8	**B**	0.8	**B**
5	0.3	**A**	1.1	**B**	1.2	**B**	1.2	**B**
6	0.1	**A**	2.9	**B**	2.7	**B**	2.7	**B**
7	0.1	**A**	0.4	**A**	0.4	**A**	0.4	**A**
8	0.2	**A**	0.7	**B**	0.9	**B**	0.9	**B**

2019 Conditions
Sidewalk Level of Service
PM Peak Period

Sidewalk Location	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
22. Boulevard and West 35th Street								
1	N/A	**N/A**	1.4	**B**	2.0	**B**	2.0	**B**
2	N/A	**N/A**	1.3	**B**	1.3	**B**	1.3	**B**
3	0.2	**A**	0.4	**A**	0.4	**A**	0.4	**A**
4	0.2	**A**	0.8	**B**	0.9	**B**	0.9	**B**
5	N/A	**N/A**	1.0	**B**	1.0	**B**	1.0	**B**
6	N/A	**N/A**	2.9	**B**	2.9	**B**	2.9	**B**
7	0.1	**A**	3.1	**C**	3.2	**C**	3.2	**C**
8	0.5	**B**	0.2	**A**	0.3	**A**	0.3	**A**
23. Boulevard and West 34th Street								
1	N/A	**N/A**	2.3	**B**	2.3	**B**	2.3	**B**
2	N/A	**N/A**	1.3	**B**	1.3	**B**	1.3	**B**
3	0.3	**A**	1.2	**B**	1.4	**B**	1.4	**B**
4	0.4	**A**	1.6	**B**	1.7	**B**	1.7	**B**
5	N/A	**N/A**	1.6	**B**	1.7	**B**	1.7	**B**
6	N/A	**N/A**	2.6	**B**	2.7	**B**	2.7	**B**
7	0.3	**A**	2.0	**B**	2.0	**B**	2.0	**B**
8	0.2	**A**	1.0	**B**	1.1	**B**	1.1	**B**
24. Boulevard and West 33rd Street								
1	N/A	**N/A**	9.7	**D**	13.3	**E**	13.3	**E**
2	N/A	**N/A**	2.3	**B**	2.5	**B**	2.5	**B**
3	0.4	**A**	2.3	**B**	2.4	**B**	2.4	**B**
4	0.2	**A**	2.2	**B**	4.7	**C**	4.7	**C**
5	N/A	**N/A**	4.0	**C**	4.9	**C**	4.9	**C**
6	N/A	**N/A**	4.1	**C**	4.7	**C**	4.7	**C**
7	0.0	**A**	0.8	**B**	2.9	**B**	2.9	**B**
8	0.0	**A**	3.0	**C**	5.9	**C**	5.9	**C**
25. Eleventh Avenue and 32nd Street								
1	N/A	**N/A**	0.5	**B**	4.8	**C**	4.8	**C**
2	N/A	**N/A**	2.0	**B**	3.3	**C**	3.3	**C**
3	N/A	**N/A**	0.7	**B**	5.6	**C**	5.6	**C**
4	N/A	**N/A**	0.6	**B**	2.6	**B**	2.6	**B**
5	N/A	**N/A**	0.5	**B**	1.9	**B**	1.9	**B**
6	N/A	**N/A**	0.3	**A**	3.4	**C**	3.4	**C**
7	N/A	**N/A**	N/A	**N/A**	1.8	**B**	1.8	**B**
8	N/A	**N/A**	N/A	**N/A**	4.3	**C**	4.3	**C**
26. Eleventh Avenue and 31st Street								
1	N/A	**N/A**	0.3	**A**	3.4	**C**	3.4	**C**
2	N/A	**N/A**	0.5	**B**	1.9	**B**	1.9	**B**
3	N/A	**N/A**	1.1	**B**	2.3	**B**	2.3	**B**
4	N/A	**N/A**	1.2	**B**	1.7	**B**	1.7	**B**
5	N/A	**N/A**	4.3	**C**	4.1	**C**	4.1	**C**
6	N/A	**N/A**	0.2	**A**	1.3	**B**	1.3	**B**
7	N/A	**N/A**	N/A	**N/A**	2.9	**B**	2.9	**B**
8	N/A	**N/A**	N/A	**N/A**	0.9	**B**	0.9	**B**

2019 Conditions
Sidewalk Level of Service
SAT Peak Period

Sidewalk Location	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
1. Route 9A and West 34th Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	0.0	**A**	0.1	**A**	0.1	**A**	0.1	**A**
3	0.4	**A**	0.4	**A**	0.4	**A**	0.4	**A**
4	0.1	**A**	0.1	**A**	0.1	**A**	0.1	**A**
5	0.0	**A**	2.9	**B**	3.8	**C**	3.8	**C**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2. Route 9A and West 33rd Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	0.0	**A**	2.9	**B**	3.8	**C**	3.8	**C**
3	0.0	**A**	1.2	**B**	1.2	**B**	1.2	**B**
4	0.0	**A**	1.3	**B**	1.7	**B**	1.7	**B**
5	0.0	**A**	0.0	**A**	0.0	**A**	0.0	**A**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
3. Route 9A and West 30th Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	0.2	**A**	0.2	**A**	0.1	**A**	0.1	**A**
3	0.0	**A**	0.5	**A**	0.8	**B**	0.8	**B**
4	0.1	**A**	0.4	**A**	0.4	**A**	0.4	**A**
5	0.1	**A**	0.1	**A**	0.1	**A**	0.1	**A**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
4. Eleventh Avenue and West 34th Street								
1	0.97	**B**	1.73	**B**	2.31	**B**	2.31	**B**
2	0.52	**B**	1.10	**B**	1.10	**B**	1.10	**B**
3	0.54	**B**	0.51	**B**	0.57	**B**	0.57	**B**
4	0.73	**B**	0.57	**B**	0.64	**B**	0.64	**B**
5	0.03	**A**	1.05	**B**	1.03	**B**	1.03	**B**
6	0.01	**A**	0.64	**B**	2.20	**B**	2.20	**B**
7	0.10	**A**	0.11	**A**	0.39	**A**	0.39	**A**
8	0.21	**A**	0.23	**A**	0.49	**A**	0.49	**A**
5. Eleventh Avenue and West 33rd Street								
1	0.1	**A**	1.2	**B**	3.5	**C**	3.5	**C**
2	0.0	**A**	1.0	**B**	1.0	**B**	1.0	**B**
3	0.0	**A**	0.4	**A**	1.3	**B**	1.3	**B**
4	0.0	**A**	0.7	**B**	2.3	**B**	2.3	**B**
5	0.0	**A**	2.9	**B**	3.5	**C**	3.5	**C**
6	0.0	**A**	0.8	**B**	3.2	**C**	3.2	**C**
7	0.1	**A**	1.4	**B**	1.8	**B**	1.8	**B**
8	0.0	**A**	0.9	**B**	0.9	**B**	0.9	**B**
6. Eleventh Avenue and West 30th Street								
1	0.0	**A**	0.3	**A**	0.8	**B**	0.8	**B**
2	0.0	**A**	6.8	**D**	6.4	**D**	6.4	**D**
3	0.1	**A**	0.5	**A**	0.6	**B**	0.6	**B**
4	0.0	**A**	1.0	**B**	1.2	**B**	1.2	**B**
5	0.0	**A**	5.1	**C**	5.0	**C**	5.0	**C**
6	0.1	**A**	0.4	**A**	0.8	**B**	0.8	**B**
7	0.2	**A**	0.6	**B**	0.6	**B**	0.6	**B**
8	0.0	**A**	0.5	**A**	0.7	**B**	0.7	**B**
7. Tenth Avenue and West 34th Street								
1	0.1	**A**	4.6	**C**	4.9	**C**	4.9	**C**
2	0.3	**A**	3.0	**B**	3.1	**C**	3.1	**C**
3	0.2	**A**	1.6	**B**	1.7	**B**	1.7	**B**
4	0.3	**A**	3.4	**C**	3.6	**C**	3.6	**C**
5	0.1	**A**	4.4	**C**	4.6	**C**	4.6	**C**
6	0.1	**A**	6.1	**D**	6.3	**D**	6.3	**D**
7	0.4	**A**	2.7	**B**	2.7	**B**	2.7	**B**
8	0.2	**A**	1.6	**B**	1.9	**B**	1.9	**B**

2019 Conditions
Sidewalk Level of Service
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Sidewalk Location	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
8. Tenth Avenue and West 33rd Street								
1	0.1	**A**	6.4	**D**	6.6	**D**	6.6	**D**
2	0.2	**A**	5.3	**C**	5.8	**C**	5.8	**C**
3	0.1	**A**	8.3	**D**	9.0	**D**	9.0	**D**
4	0.1	**A**	14.9	**E**	18.0	**F**	18.0	**F**
5	0.1	**A**	1.4	**B**	1.4	**B**	1.4	**B**
6	0.0	**A**	10.3	**D**	11.3	**E**	11.3	**E**
7	0.0	**A**	4.4	**C**	5.5	**C**	5.5	**C**
8	0.2	**A**	7.5	**D**	7.9	**D**	7.9	**D**
9. Tenth Avenue and West 31st Street								
1	0.0	**A**	2.3	**B**	2.3	**B**	2.3	**B**
2	0.1	**A**	1.1	**B**	1.1	**B**	1.1	**B**
3	0.1	**A**	2.8	**B**	2.9	**B**	2.9	**B**
4	0.1	**A**	2.8	**B**	3.0	**C**	3.0	**C**
5	0.2	**A**	1.9	**B**	2.0	**B**	2.0	**B**
6	0.1	**A**	2.3	**B**	2.4	**B**	2.4	**B**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
10. Tenth Avenue and West 30th Street								
1	0.1	**A**	5.1	**C**	4.6	**C**	4.6	**C**
2	0.1	**A**	1.2	**B**	1.3	**B**	1.3	**B**
3	0.0	**A**	0.5	**A**	0.5	**A**	0.5	**A**
4	0.1	**A**	2.1	**B**	2.2	**B**	2.2	**B**
5	0.2	**A**	2.7	**B**	2.5	**B**	2.5	**B**
6	0.1	**A**	4.9	**C**	4.4	**C**	4.4	**C**
7	0.1	**A**	1.0	**B**	1.1	**B**	1.1	**B**
8	0.1	**A**	1.7	**B**	1.7	**B**	1.7	**B**
11. Ninth Avenue and West 34th Street								
1	0.2	**A**	2.2	**B**	2.3	**B**	2.3	**B**
2	2.9	**B**	8.7	**D**	8.9	**D**	8.9	**D**
3	0.5	**A**	2.0	**B**	2.0	**B**	2.0	**B**
4	0.7	**B**	2.0	**B**	2.1	**B**	2.1	**B**
5	1.0	**B**	6.5	**D**	6.6	**D**	6.6	**D**
6	0.5	**B**	7.4	**D**	8.2	**D**	8.2	**D**
7	0.5	**A**	3.1	**C**	3.2	**C**	3.2	**C**
8	0.3	**A**	1.5	**B**	1.5	**B**	1.5	**B**
12. Ninth Avenue and West 33rd Street								
1	0.7	**B**	6.3	**D**	6.9	**D**	6.9	**D**
2	0.7	**B**	6.3	**D**	6.5	**D**	6.5	**D**
3	1.1	**B**	12.5	**E**	13.6	**E**	7.3	**D**
4	0.4	**A**	5.9	**C**	7.0	**D**	7.0	**D**
5	0.4	**A**	1.6	**B**	1.6	**B**	1.6	**B**
6	0.3	**A**	2.1	**B**	2.2	**B**	2.2	**B**
7	0.4	**A**	5.3	**C**	6.4	**D**	6.4	**D**
8	0.7	**B**	11.2	**E**	12.0	**E**	12.0	**E**
13. Ninth Avenue and West 31st Street								
1	0.1	**A**	1.1	**B**	1.1	**B**	1.1	**B**
2	0.2	**A**	1.1	**B**	1.2	**B**	1.2	**B**
3	0.5	**B**	3.0	**C**	3.0	**B**	3.0	**B**
4	0.6	**B**	3.9	**C**	4.0	**C**	4.0	**C**
5	0.5	**A**	3.2	**C**	3.3	**C**	3.3	**C**
6	0.4	**A**	2.6	**B**	2.7	**B**	2.7	**B**
7	0.7	**B**	6.1	**D**	6.5	**D**	6.5	**D**
8	0.2	**A**	4.5	**C**	4.6	**C**	4.6	**C**
14. Eighth Avenue and West 34th Street								
1	2.3	**B**	4.2	**C**	4.2	**C**	4.2	**C**
2	4.1	**C**	4.6	**C**	4.7	**C**	4.7	**C**
3	3.1	**C**	4.5	**C**	4.3	**C**	4.3	**C**
4	1.6	**B**	2.9	**B**	2.8	**B**	2.8	**B**
5	2.2	**B**	4.1	**C**	3.9	**C**	3.9	**C**
6	7.4	**D**	11.6	**E**	11.4	**E**	11.4	**E**
7	3.6	**C**	5.5	**C**	5.5	**C**	5.5	**C**
8	0.9	**B**	1.9	**B**	1.9	**B**	1.9	**B**

2019 Conditions
Sidewalk Level of Service
SAT Peak Period

Sidewalk Location	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
15. Eighth Avenue and West 33rd Street								
1	2.5	**B**	7.4	**D**	7.3	**D**	7.3	**D**
2	2.5	**B**	5.7	**C**	5.6	**C**	5.6	**C**
3	1.1	**B**	3.6	**C**	3.5	**C**	3.5	**C**
4	1.4	**B**	2.7	**B**	2.7	**B**	2.7	**B**
5	3.5	**C**	5.5	**C**	5.6	**C**	5.6	**C**
6	2.0	**B**	3.9	**C**	3.9	**C**	3.9	**C**
7	0.4	**A**	5.3	**C**	6.4	**D**	6.4	**D**
8	2.0	**B**	9.6	**D**	10.3	**D**	10.3	**D**
16. Eighth Avenue and West 31st Street								
1	1.5	**B**	3.2	**C**	3.2	**C**	3.2	**C**
2	0.7	**B**	1.4	**B**	1.4	**B**	1.4	**B**
3	0.5	**A**	1.9	**B**	1.8	**B**	1.8	**B**
4	0.8	**B**	2.9	**B**	2.8	**B**	2.8	**B**
5	2.1	**B**	4.2	**C**	4.4	**C**	4.4	**C**
6	1.7	**B**	4.4	**C**	4.5	**C**	4.5	**C**
7	0.6	**B**	2.6	**B**	2.6	**B**	2.6	**B**
8	0.4	**A**	4.5	**C**	4.3	**C**	4.3	**C**
22. Boulevard and West 35th Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
3	0.0	**A**	0.7	**B**	0.8	**B**	0.8	**B**
4	0.0	**A**	1.5	**B**	1.6	**B**	1.6	**B**
5	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	0.0	**A**	21.9	**F**	22.2	**F**	22.2	**F**
8	0.0	**A**	0.5	**A**	0.6	**B**	0.6	**B**
23. Boulevard and West 34th Street								
1	N/A	**N/A**	2.0	**B**	1.9	**B**	1.9	**B**
2	N/A	**N/A**	1.5	**B**	1.5	**B**	1.5	**B**
3	0.2	**A**	0.8	**B**	1.0	**B**	1.0	**B**
4	0.4	**A**	1.1	**B**	1.1	**B**	1.1	**B**
5	N/A	**N/A**	1.5	**B**	1.6	**B**	1.6	**B**
6	N/A	**N/A**	2.1	**B**	2.1	**B**	2.1	**B**
7	0.7	**B**	1.3	**B**	1.3	**B**	1.3	**B**
8	0.5	**B**	0.8	**B**	0.9	**B**	0.9	**B**
24. Boulevard and West 33rd Street								
1	N/A	**N/A**	6.5	**D**	8.0	**D**	8.0	**D**
2	N/A	**N/A**	2.3	**B**	2.4	**B**	2.4	**B**
3	0.2	**A**	1.8	**B**	1.9	**B**	1.9	**B**
4	0.1	**A**	2.6	**B**	3.7	**C**	3.7	**C**
5	N/A	**N/A**	2.5	**B**	3.0	**B**	3.0	**B**
6	N/A	**N/A**	3.0	**B**	3.2	**C**	3.2	**C**
7	0.0	**A**	0.8	**B**	1.8	**B**	1.8	**B**
8	0.0	**A**	1.8	**B**	3.1	**C**	3.1	**C**
25. Eleventh Avenue and 32nd Street								
1	N/A	**N/A**	0.5	**B**	3.8	**C**	3.8	**C**
2	N/A	**N/A**	2.0	**B**	2.7	**B**	2.7	**B**
3	N/A	**N/A**	0.8	**B**	3.9	**C**	3.9	**C**
4	N/A	**N/A**	0.7	**B**	2.6	**B**	2.6	**B**
5	N/A	**N/A**	0.5	**A**	1.3	**B**	1.3	**B**
6	N/A	**N/A**	0.2	**A**	2.1	**B**	2.1	**B**
7	N/A	**N/A**	N/A	**N/A**	1.4	**B**	1.4	**B**
8	N/A	**N/A**	N/A	**N/A**	2.9	**B**	2.9	**B**
26. Eleventh Avenue and 31st Street								
1	N/A	**N/A**	0.2	**A**	2.1	**B**	2.1	**B**
2	N/A	**N/A**	0.5	**A**	1.3	**B**	1.3	**B**
3	N/A	**N/A**	1.2	**B**	2.4	**B**	2.4	**B**
4	N/A	**N/A**	1.4	**B**	1.7	**B**	1.7	**B**
5	N/A	**N/A**	4.7	**C**	4.4	**C**	4.4	**C**
6	N/A	**N/A**	0.2	**A**	1.0	**B**	1.0	**B**
7	N/A	**N/A**	N/A	**N/A**	2.1	**B**	2.1	**B**
8	N/A	**N/A**	N/A	**N/A**	0.7	**B**	0.7	**B**

2019 Conditions
Crosswalk Level of Service
AM Peak Period

Crosswalk	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
1. Route 9A and West 34th Street								
North	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
East	-	**A**	-	**A**	3920.5	**A**	4647.8	**A**
South (East)	407.2	**A**	68.4	**A**	42.9	**B**	50.9	**B**
South (West)	368.6	**A**	60	**B**	37.1	**C**	44.1	**B**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
3. Route 9A and West 30th Street								
North	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
East	3690.8	**A**	1131	**A**	532.7	**A**	511.3	**A**
South (East)	1283.6	**A**	213.9	**A**	158	**A**	170.2	**A**
South (West)	1329.2	**A**	209.9	**A**	153.4	**A**	164.5	**A**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
4. Eleventh Avenue and West 34th Street								
North	303	**A**	150.3	**A**	108	**A**	108	**A**
East	450.4	**A**	78.2	**A**	72	**A**	72	**A**
South	284.4	**A**	105.8	**A**	77.8	**A**	77.8	**A**
West	340.3	**A**	134.3	**A**	73.1	**A**	73.1	**A**
5. Eleventh Avenue and West 33rd Street								
North	658.3	**A**	132.9	**A**	32.3	**C**	50.9	**B**
East	-	**A**	130.7	**A**	61.3	**A**	67.3	**A**
South	-	**A**	131.2	**A**	13.1	**E**	26.1	**C**
West	2127.8	**A**	530.5	**A**	23	**D**	24.8	**C**
6. Eleventh Avenue and West 30th Street								
North	-	**A**	350.5	**A**	154.3	**A**	149.4	**A**
East	616	**A**	29.1	**C**	21.3	**D**	25	**C**
South	-	**A**	641.1	**A**	314.2	**A**	303.4	**A**
West	1299.7	**A**	382.9	**A**	124.1	**A**	127.6	**A**
7. Tenth Avenue and West 34th Street								
North	197.8	**A**	36	**C**	34.4	**C**	43.4	**B**
East	223.2	**A**	70.3	**A**	62.6	**A**	56.3	**B**
South	60.7	**A**	14.9	**E**	14.7	**E**	17.8	**D**
West	449	**A**	58.3	**B**	50.5	**B**	45	**B**
8. Tenth Avenue and West 33rd Street								
North	140.9	**A**	17.3	**D**	14.4	**E**	15.4	**D**
East	326.6	**A**	44.2	**B**	33.7	**C**	46.4	**B**
South	310	**A**	7.4	**F**	3.8	**F**	5.6	**F**
West	497.8	**A**	20.9	**D**	16.1	**D**	23	**D**
9. Tenth Avenue and West 31st Street								
North	-	**A**	48.9	**B**	39.9	**C**	45.6	**B**
East	845.4	**A**	123.5	**A**	123.5	**A**	118.1	**A**
South	-	**A**	65.7	**A**	41.5	**B**	53.2	**B**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
10. Tenth Avenue and West 30th Street								
North	965.2	**A**	48.9	**B**	38.1	**C**	38.1	**C**
East	854.1	**A**	96.3	**A**	73.7	**A**	73.7	**A**
South	-	**A**	83.3	**A**	62.3	**A**	62.3	**A**
West	2534.8	**A**	45.1	**B**	41.9	**B**	41.9	**B**
11. Ninth Avenue and West 34th Street								
North	111.6	**A**	32.5	**C**	31.8	**C**	34.7	**C**
East	62.5	**A**	15.9	**D**	15.3	**D**	15.6	**D**
South	36.8	**C**	7.4	**F**	6.8	**F**	8.8	**E**
West	62.7	**A**	14.8	**E**	14.1	**E**	14.9	**E**
12. Ninth Avenue and West 33rd Street								
North	59.4	**B**	6.1	**F**	5.3	**F**	5.3	**F**
East	182.7	**A**	21	**D**	18.9	**D**	18.9	**D**
South	29.6	**C**	2.8	**F**	2	**F**	2.1	**F**
West	455.9	**A**	7.9	**F**	7.3	**F**	7.6	**F**
13. Ninth Avenue and West 31st Street								
North	578.7	**A**	16.7	**D**	14.9	**E**	15.8	**D**
East	157.5	**A**	55	**B**	52.7	**B**	77.2	**A**
South	64.9	**A**	16.6	**D**	14.9	**E**	15.8	**D**
West	281.5	**A**	69.9	**A**	66.1	**A**	86.6	**A**
14. Eighth Avenue and West 34th Street								
North	64.7	**A**	29.1	**C**	28.6	**C**	28.6	**C**
East	24.1	**C**	14.2	**E**	14	**E**	14	**E**
South	45.8	**B**	16.1	**D**	15.8	**D**	15.8	**D**
West	25.6	**C**	13.9	**E**	13.9	**E**	13.9	**E**

2019 Conditions
Crosswalk Level of Service
AM Peak Period

Crosswalk	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
15. Eighth Avenue and West 33rd Street								
North	69	**A**	11.6	**E**	10.8	**E**	11.2	**E**
East	29.7	**C**	13.7	**E**	12.5	**E**	13.4	**E**
South	316.2	**A**	13.3	**E**	10.1	**E**	12.5	**E**
West	55.6	**B**	9.5	**E**	8.9	**E**	9.3	**E**
16. Eighth Avenue and West 31st Street								
North	143	**A**	16.5	**D**	15.5	**D**	16.9	**D**
East	40.4	**B**	22	**D**	22	**D**	20.7	**D**
South	162.8	**A**	45.7	**B**	39.9	**C**	43	**B**
West	67.2	**A**	26.5	**C**	25.2	**C**	23	**D**
17. Eleventh Avenue and West 36th Street								
North	150.3	**A**	150.3	**A**	150.3	**A**	150.3	**A**
East	317.3	**A**	26.9	**C**	27.7	**C**	27.7	**C**
South	464.4	**A**	64.9	**A**	64.9	**A**	64.9	**A**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
18. Eleventh Avenue and West 35th Street								
North	971	**A**	107.9	**A**	87.6	**A**	87.6	**A**
East	-	**A**	68.2	**A**	64.2	**A**	64.2	**A**
South	499.2	**A**	33.8	**C**	33.2	**C**	33.2	**C**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
19. Tenth Avenue and West 35th Street								
North	382.8	**A**	53	**B**	47.7	**B**	56.3	**B**
East	407.4	**A**	105.6	**A**	87.9	**A**	82.1	**A**
South	892.8	**A**	59.5	**B**	51.6	**B**	59	**B**
West	543.4	**A**	92.5	**A**	76.8	**A**	71.3	**A**
20. Eleventh Avenue and West 29th Street								
North	1406.2	**A**	1406.2	**A**	468.7	**A**	468.7	**A**
East	-	**A**	50.8	**B**	50.8	**B**	50.8	**B**
South	-	**A**	1325	**A**	678.7	**A**	678.7	**A**
West	1372.1	**A**	470.4	**A**	186.9	**A**	186.9	**A**
21. Tenth Avenue and West 29th Street								
North	866.6	**A**	137.8	**A**	114.6	**A**	114.6	**A**
East	1929.6	**A**	236.3	**A**	188.3	**A**	188.3	**A**
South	857.1	**A**	169.8	**A**	169.8	**A**	169.8	**A**
West	878.9	**A**	83.4	**A**	83.4	**A**	83.4	**A**
22. Boulevard and West 35th Street								
North	N/A	**N/A**	252.9	**A**	224.2	**A**	224.2	**A**
East	N/A	**N/A**	118	**A**	111.5	**A**	111.5	**A**
South	N/A	**N/A**	74.2	**A**	73.7	**A**	73.7	**A**
West	N/A	**N/A**	78.5	**A**	78.5	**A**	78.5	**A**
23. Boulevard and West 34th Street								
North	N/A	**N/A**	40.6	**B**	38.4	**C**	38.4	**C**
East	N/A	**N/A**	93.3	**A**	89.2	**A**	89.2	**A**
South	N/A	**N/A**	27.6	**C**	26.6	**C**	26.6	**C**
West	N/A	**N/A**	100.2	**A**	92.3	**A**	92.3	**A**
24. Boulevard and West 33rd Street								
North	N/A	**N/A**	57.3	**B**	53.4	**B**	53.4	**B**
East	N/A	**N/A**	14.9	**E**	14.3	**E**	14.3	**E**
South	N/A	**N/A**	60.2	**A**	35.5	**C**	35.5	**C**
West	N/A	**N/A**	7.4	**F**	5.6	**F**	6.8	**F**
24a. Boulevard and 33rd Street (West)								
North	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
East	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
South	N/A	**N/A**	271.5	**A**	106.8	**A**	106.8	**A**
West	N/A	**N/A**	23	**D**	13.6	**E**	13.6	**E**
25. Eleventh Avenue and 32nd Street								
North	N/A	**N/A**	695.6	**A**	15.3	**D**	15.3	**D**
East	N/A	**N/A**	177.9	**A**	52.6	**B**	52.6	**B**
South	N/A	**N/A**	-	**A**	31.1	**C**	31.1	**C**
West	N/A	**N/A**	N/A	**N/A**	41.1	**B**	41.1	**B**
26. Eleventh Avenue and 31st Street								
North	N/A	**N/A**	-	**A**	48.8	**B**	48.8	**B**
East	N/A	**N/A**	120.5	**A**	74.8	**A**	74.8	**A**
South	N/A	**N/A**	-	**A**	39.8	**C**	39.8	**C**
West	N/A	**N/A**	N/A	**N/A**	37.6	**C**	37.6	**C**

2019 Conditions
Crosswalk Level of Service
MD Peak Period

Crosswalk	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
1. Route 9A and West 34th Street								
North	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
East	2789	**A**	1382.5	**A**	1358.7	**A**	2383.6	**A**
South (East)	390.3	**A**	11.5	**E**	8.9	**E**	10.8	**E**
South (West)	345.6	**A**	9.6	**E**	7.3	**F**	9	**E**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
3. Route 9A and West 30th Street								
North	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
East	2510.8	**A**	152.1	**A**	77.5	**A**	75.9	**A**
South (East)	1184	**A**	39.1	**C**	27.7	**C**	28.9	**C**
South (West)	1232.4	**A**	37.7	**C**	26.6	**C**	27.7	**C**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
4. Eleventh Avenue and West 34th Street								
North	143.8	**A**	60.5	**A**	44.1	**B**	44.1	**B**
East	681.8	**A**	16.1	**D**	17.3	**D**	17.3	**D**
South	457.8	**A**	50.2	**B**	40.6	**B**	40.6	**B**
West	1307.4	**A**	57.9	**B**	23.8	**D**	23.8	**D**
5. Eleventh Avenue and West 33rd Street								
North	-	**A**	46	**B**	25.9	**C**	42.9	**B**
East	1125.3	**A**	21.4	**D**	20.3	**D**	21.9	**D**
South	-	**A**	19.5	**D**	8.3	**E**	18.1	**D**
West	-	**A**	71.2	**A**	19.6	**D**	20.8	**D**
6. Eleventh Avenue and West 30th Street								
North	-	**A**	55.2	**B**	33.6	**C**	33.6	**C**
East	-	**A**	3.3	**F**	2.7	**F**	3.1	**F**
South	-	**A**	182.5	**A**	105.1	**A**	105.1	**A**
West	1299.7	**A**	64.5	**A**	31.3	**C**	31.3	**C**
7. Tenth Avenue and West 34th Street								
North	130.8	**A**	11.1	**E**	10.4	**E**	12	**E**
East	41.8	**B**	9.8	**E**	9.3	**E**	8.7	**E**
South	77	**A**	7	**F**	6.8	**F**	7.5	**F**
West	549.1	**A**	12	**E**	11.2	**E**	10.5	**E**
8. Tenth Avenue and West 33rd Street								
North	175.8	**A**	5.6	**F**	5.3	**F**	5.1	**F**
East	174.9	**A**	7.9	**F**	7.1	**F**	11.1	**E**
South	476.3	**A**	2.4	**F**	2	**F**	2.8	**F**
West	746.7	**A**	4	**F**	3.4	**F**	5.5	**F**
9. Tenth Avenue and West 31st Street								
North	-	**A**	8.5	**E**	8.2	**E**	8.9	**E**
East	845.4	**A**	22.2	**D**	22.2	**D**	21.7	**D**
South	-	**A**	15.2	**D**	13.6	**E**	17	**D**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
10. Tenth Avenue and West 30th Street								
North	-	**A**	10.1	**E**	9.5	**E**	9.5	**E**
East	1646.1	**A**	17.7	**D**	18.6	**D**	18.6	**D**
South	-	**A**	20.4	**D**	21.1	**D**	21.1	**D**
West	2534.8	**A**	6.9	**F**	8.2	**E**	8.2	**E**
11. Ninth Avenue and West 34th Street								
North	275.2	**A**	28.4	**C**	27.7	**C**	29.5	**C**
East	46.5	**B**	7.2	**F**	7.1	**F**	8	**F**
South	48	**B**	6.1	**F**	6	**F**	7	**F**
West	144.9	**A**	6.5	**F**	6.4	**F**	7.1	**F**
12. Ninth Avenue and West 33rd Street								
North	166.8	**A**	2.7	**F**	2.6	**F**	2.6	**F**
East	502.3	**A**	8.4	**E**	8.3	**E**	8.3	**E**
South	65.2	**A**	2.9	**F**	2.7	**F**	2.9	**F**
West	126.1	**A**	5.2	**F**	4.7	**F**	5	**F**
13. Ninth Avenue and West 31st Street								
North	1182.6	**A**	6	**F**	6	**F**	7.5	**F**
East	191.8	**A**	16.1	**D**	16.1	**D**	22.1	**D**
South	92.6	**A**	5.3	**F**	5.2	**F**	6.6	**F**
West	271.1	**A**	13.9	**E**	13.9	**E**	17.3	**D**
14. Eighth Avenue and West 34th Street								
North	88.8	**A**	27.9	**C**	28.7	**C**	27.8	**C**
East	20.9	**D**	7.9	**F**	8.1	**E**	8.5	**E**
South	17.3	**D**	10	**E**	10.2	**E**	9.9	**E**
West	22.7	**D**	7.1	**F**	7.1	**F**	7.4	**F**

2019 Conditions
Crosswalk Level of Service
MD Peak Period

Crosswalk	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
15. Eighth Avenue and West 33rd Street								
North	105.4	**A**	4.8	**F**	4.9	**F**	5.1	**F**
East	29.4	**C**	5.3	**F**	5.5	**F**	6	**F**
South	244.7	**A**	9.9	**E**	9.9	**E**	12.1	**E**
West	51	**B**	3.3	**F**	3.3	**F**	3.5	**F**
16. Eighth Avenue and West 31st Street								
North	280.4	**A**	9	**E**	9.3	**E**	9.3	**E**
East	39.4	**C**	11.6	**E**	11.6	**E**	11.6	**E**
South	96.7	**A**	14.4	**E**	15.4	**D**	15.4	**D**
West	48.1	**B**	6.8	**F**	6.8	**F**	6.8	**F**
17. Eleventh Avenue and West 36th Street								
North	444.8	**A**	226.9	**A**	111.2	**A**	111.2	**A**
East	126.7	**A**	7.6	**F**	8.9	**E**	8.9	**E**
South	464.4	**A**	64.9	**A**	50	**B**	50	**B**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
18. Eleventh Avenue and West 35th Street								
North	249.7	**A**	82.7	**A**	65.4	**A**	65.4	**A**
East	1171.5	**A**	17.5	**D**	18.8	**D**	18.8	**D**
South	978.4	**A**	42.2	**B**	36	**C**	36	**C**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
19. Tenth Avenue and West 35th Street								
North	258.7	**A**	28.9	**C**	28.9	**C**	32.1	**C**
East	273.4	**A**	17.5	**D**	16.8	**D**	15.9	**D**
South	446.4	**A**	20.4	**D**	20.2	**D**	22.4	**D**
West	827	**A**	16.5	**D**	15.4	**D**	14.5	**E**
20. Eleventh Avenue and West 29th Street								
North	-	**A**	-	**A**	351.6	**A**	385.3	**A**
East	-	**A**	9.4	**E**	10.3	**E**	9.3	**E**
South	1351.7	**A**	662.5	**A**	331.3	**A**	366.3	**A**
West	1420.4	**A**	102.3	**A**	46.3	**B**	42	**B**
21. Tenth Avenue and West 29th Street								
North	-	**A**	30.6	**C**	37	**C**	44.1	**B**
East	643.2	**A**	42.6	**B**	45.5	**B**	41.8	**B**
South	428.5	**A**	54.2	**B**	54.2	**B**	61.9	**A**
West	586.1	**A**	14.1	**E**	16.7	**D**	15.1	**D**
22. Boulevard and West 35th Street								
North	N/A	**N/A**	89.9	**A**	81.5	**A**	81.5	**A**
East	N/A	**N/A**	27	**C**	28.9	**C**	28.9	**C**
South	N/A	**N/A**	32.6	**C**	30.6	**C**	30.6	**C**
West	N/A	**N/A**	15.5	**D**	16.3	**D**	16.3	**D**
23. Boulevard and West 34th Street								
North	N/A	**N/A**	16.8	**D**	15.3	**D**	15.3	**D**
East	N/A	**N/A**	27	**C**	26.4	**C**	26.4	**C**
South	N/A	**N/A**	12.1	**E**	11.8	**E**	11.8	**E**
West	N/A	**N/A**	16.7	**D**	16.7	**D**	16.7	**D**
24. Boulevard and West 33rd Street								
North	N/A	**N/A**	37.2	**C**	33.9	**C**	34.5	**C**
East	N/A	**N/A**	7	**F**	6.7	**F**	6.2	**F**
South	N/A	**N/A**	31.4	**C**	24.8	**C**	25.3	**C**
West	N/A	**N/A**	4.4	**F**	4	**F**	4.5	**F**
24a. Boulevard and 33rd Street (West)								
North	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
East	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
South	N/A	**N/A**	60.1	**A**	41.5	**B**	41.5	**B**
West	N/A	**N/A**	21	**D**	14.2	**E**	14.2	**E**
25. Eleventh Avenue and 32nd Street								
North	N/A	**N/A**	165.9	**A**	5	**F**	5	**F**
East	N/A	**N/A**	26.1	**C**	21.5	**D**	21.5	**D**
South	N/A	**N/A**	336.9	**A**	9.4	**E**	9.4	**E**
West	N/A	**N/A**	N/A	**N/A**	21.5	**D**	21.5	**D**
26. Eleventh Avenue and 31st Street								
North	N/A	**N/A**	556.7	**A**	22.8	**D**	22.8	**D**
East	N/A	**N/A**	16.1	**D**	17.6	**D**	17.6	**D**
South	N/A	**N/A**	462.9	**A**	17.4	**D**	17.4	**D**
West	N/A	**N/A**	N/A	**N/A**	46.2	**B**	46.2	**B**

2019 Conditions
Crosswalk Level of Service
PM Peak Period

Crosswalk	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
1. Route 9A and West 34th Street								
North	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
East	-	**A**	2416.6	**A**	2345	**A**	2312	**A**
South (East)	437	**A**	26.3	**C**	18.1	**D**	21.7	**D**
South (West)	408	**A**	23.2	**D**	15.4	**D**	18.5	**D**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
3. Route 9A and West 30th Street								
North	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
East	-	**A**	471.3	**A**	251	**A**	240.6	**A**
South (East)	1283.6	**A**	81.8	**A**	61.1	**A**	68.2	**A**
South (West)	1329.2	**A**	79.8	**A**	59.1	**B**	65.5	**A**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
4. Eleventh Avenue and West 34th Street								
North	402.1	**A**	109.9	**A**	66.2	**A**	76.8	**A**
East	681.8	**A**	39.6	**C**	39.6	**C**	37	**C**
South	307.6	**A**	50.6	**B**	40.9	**B**	47.4	**B**
West	1380	**A**	90	**A**	40.8	**B**	38.1	**C**
5. Eleventh Avenue and West 33rd Street								
North	-	**A**	80	**A**	22.1	**D**	35	**C**
East	2156.9	**A**	56.1	**B**	33.3	**C**	37	**C**
South	-	**A**	64.8	**A**	9.4	**E**	18.7	**D**
West	2077.8	**A**	209.5	**A**	20.8	**D**	22.6	**D**
6. Eleventh Avenue and West 30th Street								
North	-	**A**	174.2	**A**	97.6	**A**	97.6	**A**
East	1185.9	**A**	10.7	**E**	8.7	**E**	9.8	**E**
South	1366.3	**A**	439.4	**A**	262.8	**A**	262.8	**A**
West	678.1	**A**	216.8	**A**	84.5	**A**	84.5	**A**
7. Tenth Avenue and West 34th Street								
North	162.1	**A**	10.9	**E**	10.6	**E**	10.6	**E**
East	500.7	**A**	37	**C**	33.9	**C**	33.9	**C**
South	111.1	**A**	11.1	**E**	10.9	**E**	10.9	**E**
West	751.1	**A**	32.1	**C**	29.9	**C**	29.9	**C**
8. Tenth Avenue and West 33rd Street								
North	419.3	**A**	7.4	**F**	6.7	**F**	6.5	**F**
East	816.4	**A**	19.1	**D**	15.7	**D**	24	**D**
South	310	**A**	4.6	**F**	3	**F**	3.9	**F**
West	1538.4	**A**	9	**E**	7.9	**F**	12	**E**
9. Tenth Avenue and West 31st Street								
North	-	**A**	12.8	**E**	10.8	**E**	13.6	**E**
East	-	**A**	75.3	**A**	75.3	**A**	72	**A**
South	-	**A**	36.1	**C**	27.4	**C**	35.1	**C**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
10. Tenth Avenue and West 30th Street								
North	-	**A**	24.6	**C**	21	**D**	21	**D**
East	-	**A**	46.8	**B**	45.1	**B**	45.1	**B**
South	611.3	**A**	37.5	**C**	33.8	**C**	33.8	**C**
West	1267.4	**A**	16.1	**D**	17.3	**D**	17.3	**D**
11. Ninth Avenue and West 34th Street								
North	275.2	**A**	22.5	**D**	22.2	**D**	23.7	**D**
East	59	**B**	12.6	**E**	12.1	**E**	13.5	**E**
South	40.4	**B**	4.7	**F**	4.6	**F**	5.6	**F**
West	127.2	**A**	9.9	**E**	9.8	**E**	10.4	**E**
12. Ninth Avenue and West 33rd Street								
North	81.5	**A**	3	**F**	2.6	**F**	2.6	**F**
East	179.9	**A**	8.6	**E**	8	**F**	8	**F**
South	23.1	**D**	2.2	**F**	1.7	**F**	1.8	**F**
West	270	**A**	7.3	**F**	6.9	**F**	7.2	**F**
13. Ninth Avenue and West 31st Street								
North	591.3	**A**	8.7	**E**	8.2	**E**	8.7	**E**
East	290.8	**A**	44.1	**B**	42.6	**B**	62.1	**A**
South	116.6	**A**	11.5	**E**	10.3	**E**	11.1	**E**
West	985.1	**A**	57.2	**B**	54.8	**B**	72.4	**A**
14. Eighth Avenue and West 34th Street								
North	70.9	**A**	19	**D**	19.2	**D**	18.5	**D**
East	17.4	**D**	9.4	**E**	9.4	**E**	9.8	**E**
South	35.3	**C**	13.3	**E**	13.3	**E**	12.9	**E**
West	34.7	**C**	13.3	**E**	13	**E**	13.7	**E**

2019 Conditions
Crosswalk Level of Service
PM Peak Period

Crosswalk	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
15. Eighth Avenue and West 33rd Street								
North	119.5	**A**	8.5	**E**	8	**F**	8.4	**E**
East	17.1	**D**	7.2	**F**	6.9	**F**	7.4	**F**
South	203	**A**	9.8	**E**	8.1	**E**	9.9	**E**
West	45.1	**B**	5	**F**	5	**F**	5.4	**F**
16. Eighth Avenue and West 31st Street								
North	130.7	**A**	9.1	**E**	9	**E**	9.4	**E**
East	26.1	**C**	13.3	**E**	13.1	**E**	12.6	**E**
South	70.3	**A**	22.3	**D**	21.8	**D**	22.6	**D**
West	55.4	**B**	13	**E**	13	**E**	12.5	**E**
17. Eleventh Avenue and West 36th Street								
North	444.8	**A**	444.8	**A**	226.9	**A**	226.9	**A**
East	353.9	**A**	19.4	**D**	20.9	**D**	20.9	**D**
South	464.4	**A**	40.5	**B**	40.2	**B**	40.2	**B**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
18. Eleventh Avenue and West 35th Street								
North	339.9	**A**	53.2	**B**	50.5	**B**	50.5	**B**
East	1171.5	**A**	29	**C**	28.2	**C**	28.2	**C**
South	-	**A**	15.5	**D**	15.1	**D**	15.1	**D**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
19. Tenth Avenue and West 35th Street								
North	-	**A**	55.4	**B**	48	**B**	55.6	**B**
East	407.4	**A**	50.9	**B**	47	**B**	43.3	**B**
South	292.9	**A**	40.9	**B**	40.9	**B**	46.7	**B**
West	317	**A**	38.6	**C**	35.6	**C**	32.6	**C**
20. Eleventh Avenue and West 29th Street								
North	1406.2	**A**	703.1	**A**	281.2	**A**	380.2	**A**
East	1418.1	**A**	23.5	**D**	24.8	**C**	16.5	**D**
South	-	**A**	678.7	**A**	662.5	**A**	941.6	**A**
West	741.1	**A**	274.4	**A**	129.1	**A**	84.4	**A**
21. Tenth Avenue and West 29th Street								
North	-	**A**	54.6	**B**	57.1	**B**	60.9	**A**
East	1929.6	**A**	123.2	**A**	123.2	**A**	120.5	**A**
South	857.1	**A**	92.8	**A**	92.8	**A**	97.2	**A**
West	586.1	**A**	30.7	**C**	34.1	**C**	32.8	**C**
22. Boulevard and West 35th Street								
North	N/A	**N/A**	174	**A**	158.8	**A**	158.8	**A**
East	N/A	**N/A**	59.9	**B**	61.9	**A**	61.9	**A**
South	N/A	**N/A**	67.5	**A**	64.7	**A**	64.7	**A**
West	N/A	**N/A**	44.5	**B**	45.4	**B**	45.4	**B**
23. Boulevard and West 34th Street								
North	N/A	**N/A**	25.7	**C**	22.8	**D**	22.8	**D**
East	N/A	**N/A**	60.2	**A**	54.6	**B**	54.6	**B**
South	N/A	**N/A**	22.8	**D**	21.5	**D**	21.5	**D**
West	N/A	**N/A**	43.4	**B**	41.9	**B**	41.9	**B**
24. Boulevard and West 33rd Street								
North	N/A	**N/A**	36.7	**C**	33.9	**C**	33.9	**C**
East	N/A	**N/A**	13	**E**	12.3	**E**	12.3	**E**
South	N/A	**N/A**	32.5	**C**	20.5	**D**	20.5	**D**
West	N/A	**N/A**	9.3	**E**	6	**F**	7.1	**F**
24a. Boulevard and 33rd Street (West)								
North	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
East	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
South	N/A	**N/A**	133.8	**A**	61.1	**A**	61.1	**A**
West	N/A	**N/A**	22.6	**D**	14.5	**E**	14.5	**E**
25. Eleventh Avenue and 32nd Street								
North	N/A	**N/A**	336.9	**A**	8.4	**E**	8.4	**E**
East	N/A	**N/A**	72.9	**A**	31.8	**C**	31.8	**C**
South	N/A	**N/A**	695.6	**A**	21.1	**D**	21.1	**D**
West	N/A	**N/A**	N/A	**N/A**	28.1	**C**	28.1	**C**
26. Eleventh Avenue and 31st Street								
North	N/A	**N/A**	-	**A**	37.5	**C**	37.5	**C**
East	N/A	**N/A**	48.1	**B**	41.4	**B**	41.4	**B**
South	N/A	**N/A**	-	**A**	32.1	**C**	32.1	**C**
West	N/A	**N/A**	N/A	**N/A**	46.6	**B**	46.6	**B**

2019 Conditions
Crosswalk Level of Service
SAT Peak Period

Crosswalk	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
1. Route 9A and West 34th Street								
North	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
East	2645.7	**A**	2598	**A**	2550.3	**A**	4600.1	**A**
South (East)	294.1	**A**	27.4	**C**	21.3	**D**	25.6	**C**
South (West)	272.8	**A**	24.6	**C**	18.9	**D**	22.8	**D**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
3. Route 9A and West 30th Street								
North	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
East	2706.8	**A**	295.5	**A**	182.2	**A**	175.3	**A**
South (East)	403.1	**A**	75.5	**A**	58.7	**B**	64.4	**A**
South (West)	414.7	**A**	76.7	**A**	59.5	**B**	64.9	**A**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
4. Eleventh Avenue and West 34th Street								
North	104.6	**A**	59.6	**B**	48.5	**B**	48.5	**B**
East	343.5	**A**	41.4	**B**	43.3	**B**	43.3	**B**
South	157.1	**A**	65.7	**A**	52.9	**B**	52.9	**B**
West	332.9	**A**	100	**A**	41.2	**B**	41.2	**B**
5. Eleventh Avenue and West 33rd Street								
North	-	**A**	55.9	**B**	29.1	**C**	29.1	**C**
East	-	**A**	55.3	**B**	44.9	**B**	61.3	**A**
South	-	**A**	64	**A**	18.2	**D**	18.2	**D**
West	2127.8	**A**	214.6	**A**	34.3	**C**	47.5	**B**
6. Eleventh Avenue and West 30th Street								
North	-	**A**	174.2	**A**	97.6	**A**	97.6	**A**
East	-	**A**	13.3	**E**	12.3	**E**	13.8	**E**
South	-	**A**	326.9	**A**	219.7	**A**	219.7	**A**
West	-	**A**	253.5	**A**	97.3	**A**	97.3	**A**
7. Tenth Avenue and West 34th Street								
North	419.8	**A**	26.6	**C**	25.7	**C**	29	**C**
East	673.6	**A**	41.8	**B**	39.6	**C**	37.7	**C**
South	91	**A**	15.4	**D**	15	**E**	16.7	**D**
West	2295	**A**	31.7	**C**	29.8	**C**	28.1	**C**
8. Tenth Avenue and West 33rd Street								
North	-	**A**	11.5	**E**	10.6	**E**	11.5	**E**
East	816.4	**A**	23	**D**	20.2	**D**	28.5	**C**
South	930	**A**	5.5	**F**	4.2	**F**	6.2	**F**
West	-	**A**	11.2	**E**	10	**E**	14.4	**E**
9. Tenth Avenue and West 31st Street								
North	-	**A**	26.1	**C**	23.3	**D**	24.9	**C**
East	810.2	**A**	67.4	**A**	67.4	**A**	66	**A**
South	885.4	**A**	34.3	**C**	29	**C**	35.7	**C**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
10. Tenth Avenue and West 30th Street								
North	-	**A**	29.7	**C**	27.7	**C**	27.7	**C**
East	1522.1	**A**	46	**B**	46	**B**	46	**B**
South	1222.5	**A**	37.9	**C**	36.6	**C**	36.6	**C**
West	-	**A**	16.9	**D**	19.6	**D**	19.6	**D**
11. Ninth Avenue and West 34th Street								
North	495.4	**A**	49	**B**	49	**B**	49	**B**
East	135.4	**A**	16.1	**D**	15.8	**D**	19.1	**D**
South	148	**A**	12.2	**E**	12	**E**	12	**E**
West	442.5	**A**	21.7	**D**	21.7	**D**	26.2	**C**
12. Ninth Avenue and West 33rd Street								
North	230.2	**A**	4.5	**F**	4.3	**F**	4.3	**F**
East	502.3	**A**	9.2	**E**	8.9	**E**	8.9	**E**
South	339.2	**A**	6.8	**F**	5.6	**F**	5.9	**F**
West	446.2	**A**	16.9	**D**	14.9	**E**	15.5	**D**
13. Ninth Avenue and West 31st Street								
North	578.7	**A**	15.3	**D**	15.3	**D**	19	**D**
East	601.4	**A**	42.2	**B**	42.2	**B**	57.3	**B**
South	410.9	**A**	14.3	**E**	13.8	**E**	17.6	**D**
West	960.1	**A**	65.3	**A**	65.3	**A**	78.6	**A**
14. Eighth Avenue and West 34th Street								
North	35.8	**C**	21.1	**D**	21.1	**D**	21.1	**D**
East	62.5	**A**	21.9	**D**	22.8	**D**	22.8	**D**
South	182.8	**A**	49	**B**	50.1	**B**	50.1	**B**
West	21.7	**D**	9.5	**E**	9.5	**E**	9.5	**E**

2019 Conditions
Crosswalk Level of Service
SAT Peak Period

Crosswalk	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
15. Eighth Avenue and West 33rd Street								
North	179.8	**A**	17.1	**D**	17.7	**D**	18.4	**D**
East	18.8	**D**	8.7	**E**	8.9	**E**	9.6	**E**
South	95.8	**A**	15.9	**D**	14.7	**E**	17.9	**D**
West	56.6	**B**	9	**E**	8.6	**E**	9	**E**
16. Eighth Avenue and West 31st Street								
North	291.6	**A**	16.3	**D**	16.3	**D**	16.3	**D**
East	80.7	**A**	27.6	**C**	27.6	**C**	27.6	**C**
South	121.8	**A**	26.6	**C**	26.8	**C**	26.8	**C**
West	22	**D**	7.5	**F**	9.1	**E**	9.1	**E**
23. Boulevard and West 34th Street								
North	N/A	**N/A**	47.7	**B**	42.7	**B**	42.7	**B**
East	N/A	**N/A**	63	**A**	60.2	**A**	60.2	**A**
South	N/A	**N/A**	37.1	**C**	35.7	**C**	35.7	**C**
West	N/A	**N/A**	51.3	**B**	50.3	**B**	50.3	**B**
24. Boulevard and West 33rd Street								
North	N/A	**N/A**	51.2	**B**	47.4	**B**	47.4	**B**
East	N/A	**N/A**	21.6	**D**	21.2	**D**	21.2	**D**
South	N/A	**N/A**	54.5	**B**	37.8	**C**	37.8	**C**
West	N/A	**N/A**	13	**E**	11.2	**E**	13.4	**E**
24a. Boulevard and 33rd Street (West)								
North	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
East	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
South	N/A	**N/A**	196.9	**A**	96.2	**A**	96.2	**A**
West	N/A	**N/A**	48	**B**	32.2	**C**	32.2	**C**
25. Eleventh Avenue and 32nd Street								
North	N/A	**N/A**	336.9	**A**	13.2	**E**	13.2	**E**
East	N/A	**N/A**	71.8	**A**	43.5	**B**	43.5	**B**
South	N/A	**N/A**	673.8	**A**	24.9	**C**	24.9	**C**
West	N/A	**N/A**	N/A	**N/A**	38.7	**C**	38.7	**C**
26. Eleventh Avenue and 31st Street								
North	N/A	**N/A**	574.6	**A**	50.2	**B**	50.2	**B**
East	N/A	**N/A**	44	**B**	45.1	**B**	45.1	**B**
South	N/A	**N/A**	516.5	**A**	40.1	**B**	40.1	**B**
West	N/A	**N/A**	N/A	**N/A**	80.4	**A**	80.4	**A**

2019 Conditions
Corner Level of Service
AM Peak Period

Corner	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
1. Route 9A and W. 34th Street								
Northeast	86.0	A	64.5	A	43.4	B	43.4	B
Southeast	2150.0	A	316.2	A	178.6	A	178.6	A
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3. Route 9A and W. 30th Street								
Northeast	3812.6	A	670.1	A	551.4	A	550.9	A
Southeast	2637.3	A	450.9	A	261.8	A	262.4	A
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4. Eleventh Avenue and W. 34th Street								
Northeast	300.2	A	264.3	A	243.6	A	243.6	A
Southeast	216.2	A	359.0	A	326.4	A	326.4	A
Southwest	354.5	A	120.3	A	60.8	A	60.8	A
Northwest	806.7	A	399.1	A	256.5	A	256.5	A
5. Eleventh Avenue and W. 33rd Street								
Northeast	449.7	A	208.2	A	74.9	A	109.8	A
Southeast	2036.1	A	65.4	A	12.6	E	28.9	C
Southwest	1064.0	A	135.2	A	13.0	E	26.3	C
Northwest	965.7	A	122.4	A	7.8	F	18.8	D
6. Eleventh Avenue and W. 30th Street								
Northeast	988.5	A	118.6	A	89.4	A	89.6	A
Southeast	1338.6	A	65.5	A	56.1	B	56.3	B
Southwest	1207.7	A	379.6	A	118.4	A	118.5	A
Northwest	1271.9	A	239.0	A	62.2	A	62.2	A
7. Tenth Avenue and W. 34th Street								
Northeast	233.3	A	53.7	B	48.7	B	48.9	B
Southeast	129.7	A	26.3	C	24.5	C	25.4	C
Southwest	162.4	A	32.9	C	30.7	C	31.1	C
Northwest	368.5	A	56.5	B	49.1	B	48.4	B
8. Tenth Avenue and W. 33rd Street								
Northeast	149.2	A	8.6	E	5.5	F	18.2	D
Southeast	302.8	A	3.7	F	-2.7	F	3.1	F
Southwest	297.6	A	11.0	E	5.4	F	12.1	E
Northwest	255.1	A	12.3	E	9.6	E	19.1	D
9. Tenth Avenue and W. 31st Street								
Northeast	1673.2	A	76.6	A	66.9	A	67.3	A
Southeast	486.5	A	56.3	B	42.3	B	42.6	B
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10. Tenth Avenue and W. 30th Street								
Northeast	145.4	A	146.2	A	119.5	A	119.5	A
Southeast	2143.2	A	120.8	A	93.5	A	93.5	A
Southwest	1579.8	A	45.5	B	38.9	C	38.9	C
Northwest	1393.1	A	35.5	C	31.7	C	31.7	C
11. Ninth Avenue and W. 34th Street								
Northeast	72.7	A	25.0	C	24.3	C	24.2	C
Southeast	85.4	A	26.1	C	24.7	C	25.2	C
Southwest	51.0	B	16.9	D	16.4	D	16.7	D
Northwest	89.7	A	28.9	C	28.0	C	27.4	C
12. Ninth Avenue and W. 33rd Street								
Northeast	41.9	B	-3.4	F	-4.5	F	-4.5	F
Southeast	41.2	B	-10.8	F	-12.0	F	-7.7	F
Southwest	56.1	B	14.8	E	11.1	E	16.9	D
Northwest	76.4	A	1.7	F	1.0	F	1.0	F
13. Ninth Avenue and W. 31st Street								
Northeast	260.1	A	12.2	E	9.7	E	28.5	C
Southeast	47.0	B	18.8	D	16.8	D	35.6	C
Southwest	50.5	B	14.8	E	12.4	E	32.0	C
Northwest	194.3	A	39.3	C	35.4	C	54.3	B
14. Eighth Avenue and W. 34th Street								
Northeast	32.2	C	19.3	D	19.0	D	19.0	D
Southeast	74.8	A	35.8	C	35.4	C	35.4	C
Southwest	32.8	C	18.4	D	18.2	D	18.2	D
Northwest	46.4	B	29.4	C	28.9	C	28.9	C

2019 Conditions
Corner Level of Service
AM Peak Period

Corner	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
15. Eighth Avenue and W. 33rd Street								
Northeast	95.8	A	32.2	C	29.5	C	29.4	C
Southeast	98.3	A	19.8	D	15.4	D	19.1	D
Southwest	58.5	B	7.1	F	5.6	F	12.6	E
Northwest	31.7	C	3.3	F	3.1	F	3.2	F
16. Eighth Avenue and W. 31st Street								
Northeast	185.3	A	73.9	A	71.9	A	72.0	A
Southeast	36.4	C	19.3	D	18.1	D	18.1	D
Southwest	38.4	C	16.7	D	15.6	D	15.5	D
Northwest	46.3	B	14.4	E	13.9	E	14.0	E
17. Eleventh Avenue and W. 36th Street								
Northeast	181.3	A	59.8	B	54.4	B	54.4	B
Southeast	83.9	A	224.0	A	204.7	A	204.7	A
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
18. Eleventh Avenue and W. 35th Street								
Northeast	162.3	A	85.2	A	79.6	A	79.6	A
Southeast	625.9	A	76.5	A	73.6	A	73.6	A
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
19. Tenth Avenue and W. 35th Street								
Northeast	248.0	A	51.1	B	43.5	B	43.8	B
Southeast	270.3	A	40.0	C	34.4	C	34.9	C
Southwest	304.4	A	49.1	B	42.1	B	42.0	B
Northwest	335.1	A	47.2	B	39.0	C	38.6	C
20. Eleventh Avenue and W. 29th Street								
Northeast	1236.0	A	63.2	A	55.3	B	55.3	B
Southeast	1448.0	A	59.2	B	56.1	B	56.1	B
Southwest	1561.2	A	793.0	A	301.2	A	301.2	A
Northwest	950.0	A	534.5	A	190.6	A	190.6	A
21. Tenth Avenue and W. 29th Street								
Northeast	974.1	A	115.5	A	99.0	A	99.0	A
Southeast	796.3	A	129.6	A	114.3	A	114.3	A
Southwest	711.8	A	69.2	A	66.3	A	66.3	A
Northwest	535.2	A	51.7	B	50.2	B	50.2	B
22. Boulevard and W. 35th Street								
Northeast	N/A	N/A	223.2	A	207.9	A	207.9	A
Southeast	N/A	N/A	87.2	A	82.5	A	82.5	A
Southwest	N/A	N/A	69.9	A	68.6	A	68.6	A
Northwest	N/A	N/A	145.6	A	139.9	A	139.9	A
23. Boulevard and W. 34th Street								
Northeast	N/A	N/A	114.4	A	106.2	A	106.2	A
Southeast	N/A	N/A	99.3	A	92.0	A	92.0	A
Southwest	N/A	N/A	114.0	A	108.8	A	108.8	A
Northwest	N/A	N/A	127.5	A	118.7	A	118.7	A
24. Boulevard and W. 33rd Street								
Northeast	N/A	N/A	20.5	D	19.1	D	19.1	D
Southeast	N/A	N/A	56.9	B	38.7	C	38.7	C
Southwest	N/A	N/A	27.7	C	19.2	D	19.2	D
Northwest	N/A	N/A	32.9	C	21.7	D	21.7	D
25. Eleventh Avenue and 32nd Street								
Northeast	N/A	N/A	400.1	A	39.5	C	41.1	B
Southeast	N/A	N/A	602.5	A	68.8	A	70.0	A
Southwest	N/A	N/A	N/A	N/A	60.5	A	61.1	A
Northwest	N/A	N/A	N/A	N/A	37.4	C	38.2	C
26. Eleventh Avenue and 31st Street								
Northeast	N/A	N/A	463.6	A	107.8	A	107.8	A
Southeast	N/A	N/A	287.6	A	94.7	A	94.7	A
Southwest	N/A	N/A	N/A	N/A	67.6	A	67.6	A
Northwest	N/A	N/A	N/A	N/A	68.5	A	68.5	A

2019 Conditions
Corner Level of Service
MD Peak Period

Corner	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
1. Route 9A and W. 34th Street								
Northeast	35.2	C	28.8	C	28.8	C	28.8	C
Southeast	1077.0	A	34.9	C	23.8	D	23.8	D
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3. Route 9A and W. 30th Street								
Northeast	2871.0	A	105.0	A	103.5	A	103.3	A
Southeast	2001.5	A	61.3	A	36.2	C	36.4	C
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4. Eleventh Avenue and W. 34th Street								
Northeast	191.6	A	73.6	A	71.9	A	71.9	A
Southeast	210.5	A	90.3	A	88.4	A	88.4	A
Southwest	690.6	A	55.0	B	26.3	C	26.3	C
Northwest	899.1	A	181.8	A	93.8	A	93.8	A
5. Eleventh Avenue and W. 33rd Street								
Northeast	327.2	A	44.2	B	36.3	C	52.7	B
Southeast	566.7	A	9.8	E	5.0	F	13.1	E
Southwest	731.5	A	13.8	E	5.7	F	15.8	D
Northwest	1236.8	A	23.2	D	5.0	F	14.3	E
6. Eleventh Avenue and W. 30th Street								
Northeast	1306.0	A	12.9	E	11.4	E	11.4	E
Southeast	2206.2	A	6.8	F	6.5	F	6.5	F
Southwest	780.1	A	58.7	B	27.1	C	27.1	C
Northwest	835.4	A	27.3	C	36.4	C	36.4	C
7. Tenth Avenue and W. 34th Street								
Northeast	64.5	A	9.2	E	8.6	E	8.5	E
Southeast	49.8	B	4.4	F	4.0	F	4.0	F
Southwest	202.3	A	5.5	F	5.1	F	5.1	F
Northwest	329.1	A	10.0	E	9.1	E	8.9	E
8. Tenth Avenue and W. 33rd Street								
Northeast	129.8	A	-0.4	F	-0.8	F	3.8	F
Southeast	211.1	A	-3.6	F	-4.3	F	-1.8	F
Southwest	384.9	A	-3.5	F	-4.0	F	-1.0	F
Northwest	268.8	A	-1.8	F	-2.1	F	1.6	F
9. Tenth Avenue and W. 31st Street								
Northeast	717.1	A	9.8	E	9.5	E	9.5	E
Southeast	486.5	A	8.0	F	7.3	F	7.3	F
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10. Tenth Avenue and W. 30th Street								
Northeast	276.4	A	28.5	C	29.4	C	29.4	C
Southeast	2284.1	A	22.9	D	23.7	D	23.7	D
Southwest	1421.8	A	6.1	F	7.2	F	7.2	F
Northwest	2212.6	A	2.5	F	3.4	F	3.4	F
11. Ninth Avenue and W. 34th Street								
Northeast	87.6	A	15.8	D	15.5	D	15.2	D
Southeast	77.8	A	10.8	E	10.6	E	10.6	E
Southwest	48.8	B	4.2	F	4.0	F	3.9	F
Northwest	218.5	A	14.5	E	14.0	E	13.8	E
12. Ninth Avenue and W. 33rd Street								
Northeast	118.9	A	-2.6	F	-2.8	F	-2.8	F
Southeast	115.8	A	-4.2	F	-4.5	F	-0.7	F
Southwest	67.6	A	3.7	F	3.2	F	8.4	E
Northwest	65.3	A	-3.6	F	-3.7	F	-3.7	F
13. Ninth Avenue and W. 31st Street								
Northeast	327.0	A	0.3	F	0.3	F	8.2	E
Southeast	71.4	A	2.1	F	1.9	F	10.6	E
Southwest	67.9	A	-0.2	F	-0.3	F	6.0	F
Northwest	229.9	A	5.4	F	5.4	F	12.7	E
14. Eighth Avenue and W. 34th Street								
Northeast	28.8	C	12.4	E	12.9	E	13.1	E
Southeast	39.4	C	21.8	D	22.7	D	22.6	D
Southwest	17.5	D	8.4	E	8.6	E	8.6	E
Northwest	43.5	B	16.6	D	17.0	D	17.0	D

2019 Conditions
Corner Level of Service
MD Peak Period

Corner	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
15. Eighth Avenue and W. 33rd Street								
Northeast	107.6	A	12.5	E	12.9	E	12.9	E
Southeast	94.8	A	10.3	E	10.5	E	13.4	E
Southwest	60.0	B	-2.0	F	-1.9	F	3.2	F
Northwest	40.6	B	-2.4	F	-2.3	F	-2.3	F
16. Eighth Avenue and W. 31st Street								
Northeast	194.3	A	43.4	B	44.3	B	44.3	B
Southeast	29.2	C	4.0	F	4.3	F	4.3	F
Southwest	22.0	D	-0.4	F	-0.2	F	-0.2	F
Northwest	53.6	B	2.7	F	3.0	F	3.0	F
17. Eleventh Avenue and W. 36th Street								
Northeast	144.9	A	4.2	F	5.3	F	5.3	F
Southeast	50.3	B	58.1	B	59.0	B	59.0	B
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
18. Eleventh Avenue and W. 35th Street								
Northeast	59.6	B	29.5	C	29.6	C	29.6	C
Southeast	677.3	A	44.4	B	43.5	B	43.5	B
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
19. Tenth Avenue and W. 35th Street								
Northeast	203.7	A	12.4	E	11.9	E	11.6	E
Southeast	209.3	A	6.2	F	5.9	F	5.8	F
Southwest	451.5	A	7.0	F	6.5	F	6.4	F
Northwest	286.8	A	8.6	E	7.8	F	7.6	F
20. Eleventh Avenue and W. 29th Street								
Northeast	6649.9	A	8.7	E	8.8	E	8.0	F
Southeast	1554.3	A	8.9	E	9.8	E	8.8	E
Southwest	1131.0	A	180.4	A	85.3	A	84.6	A
Northwest	637.9	A	121.7	A	54.5	B	53.7	B
21. Tenth Avenue and W. 29th Street								
Northeast	665.9	A	19.1	D	23.1	D	22.9	D
Southeast	428.9	A	23.9	D	25.6	C	25.3	C
Southwest	268.2	A	11.4	E	13.2	E	12.7	E
Northwest	306.7	A	6.7	F	8.9	E	8.4	E
22. Boulevard and W. 35th Street								
Northeast	N/A	N/A	61.9	A	63.2	A	63.2	A
Southeast	N/A	N/A	24.8	C	24.6	C	24.6	C
Southwest	N/A	N/A	12.3	E	12.7	E	12.7	E
Northwest	N/A	N/A	32.8	C	32.9	C	32.9	C
23. Boulevard and W. 34th Street								
Northeast	N/A	N/A	40.5	B	38.2	C	38.2	C
Southeast	N/A	N/A	35.2	C	33.4	C	33.4	C
Southwest	N/A	N/A	27.0	C	26.7	C	26.7	C
Northwest	N/A	N/A	31.3	C	30.1	C	30.1	C
24. Boulevard and W. 33rd Street								
Northeast	N/A	N/A	9.5	E	8.5	E	8.3	E
Southeast	N/A	N/A	23.9	D	20.2	D	20.1	D
Southwest	N/A	N/A	9.3	E	7.4	F	7.1	F
Northwest	N/A	N/A	21.3	D	17.7	D	17.5	D
25. Eleventh Avenue and 32nd Street								
Northeast	N/A	N/A	60.7	A	14.2	E	14.2	E
Southeast	N/A	N/A	95.3	A	24.5	C	24.5	C
Southwest	N/A	N/A	N/A	N/A	24.0	D	24.0	D
Northwest	N/A	N/A	N/A	N/A	15.4	D	15.4	D
26. Eleventh Avenue and 31st Street								
Northeast	N/A	N/A	68.3	A	33.3	C	33.3	C
Southeast	N/A	N/A	41.2	B	25.5	C	25.5	C
Southwest	N/A	N/A	N/A	N/A	46.6	B	46.6	B
Northwest	N/A	N/A	N/A	N/A	55.3	B	55.3	B

2019 Conditions
Corner Level of Service
PM Peak Period

Corner	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
1. Route 9A and W. 34th Street								
Northeast	38.7	C	26.5	C	25.6	C	25.4	C
Southeast	1970.9	A	110.2	A	74.1	A	74.1	A
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3. Route 9A and W. 30th Street								
Northeast	3828.0	A	270.1	A	275.0	A	274.6	A
Southeast	2373.6	A	166.3	A	108.4	A	109.1	A
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4. Eleventh Avenue and W. 34th Street								
Northeast	419.3	A	155.3	A	142.8	A	142.6	A
Southeast	254.7	A	179.4	A	164.2	A	164.2	A
Southwest	709.8	A	80.4	A	32.4	C	32.3	C
Northwest	2011.9	A	315.3	A	165.3	A	164.8	A
5. Eleventh Avenue and W. 33rd Street								
Northeast	793.8	A	102.9	A	49.9	B	72.6	A
Southeast	1288.0	A	30.6	C	8.8	E	18.8	D
Southwest	1170.5	A	55.7	B	3.4	F	13.7	E
Northwest	1229.1	A	62.3	A	4.4	F	14.3	E
6. Eleventh Avenue and W. 30th Street								
Northeast	1867.2	A	46.0	B	40.6	B	40.6	B
Southeast	2022.4	A	27.6	C	26.3	C	26.3	C
Southwest	807.7	A	177.4	A	76.8	A	76.8	A
Northwest	1102.3	A	102.8	A	98.1	A	98.1	A
7. Tenth Avenue and W. 34th Street								
Northeast	368.8	A	30.7	C	29.0	C	29.0	C
Southeast	232.1	A	17.2	D	16.5	D	16.5	D
Southwest	296.8	A	12.4	E	11.6	E	11.6	E
Northwest	515.8	A	24.9	C	22.7	D	22.7	D
8. Tenth Avenue and W. 33rd Street								
Northeast	436.8	A	7.2	F	5.8	F	13.2	E
Southeast	587.6	A	2.2	F	-0.2	F	3.4	F
Southwest	528.8	A	-3.4	F	-5.8	F	-2.1	F
Northwest	634.5	A	-0.3	F	-1.0	F	4.2	F
9. Tenth Avenue and W. 31st Street								
Northeast	1575.6	A	37.1	C	34.6	C	34.6	C
Southeast	1071.5	A	30.9	C	26.6	C	26.7	C
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10. Tenth Avenue and W. 30th Street								
Northeast	1234.9	A	76.9	A	73.7	A	73.7	A
Southeast	2268.5	A	57.4	B	53.2	B	53.2	B
Southwest	758.8	A	18.3	D	18.5	D	18.5	D
Northwest	1567.2	A	12.5	E	13.0	E	13.0	E
11. Ninth Avenue and W. 34th Street								
Northeast	105.9	A	24.2	C	23.8	D	23.6	D
Southeast	84.7	A	16.7	D	16.1	D	16.1	D
Southwest	96.6	A	4.8	F	4.8	F	4.9	F
Northwest	226.2	A	21.5	D	20.9	D	21.2	D
12. Ninth Avenue and W. 33rd Street								
Northeast	54.6	B	1.2	F	0.8	F	0.8	F
Southeast	46.3	B	-0.1	F	-1.0	F	1.9	F
Southwest	18.0	D	-6.1	F	-7.6	F	-3.4	F
Northwest	76.6	A	-3.4	F	-4.1	F	-4.1	F
13. Ninth Avenue and W. 31st Street								
Northeast	377.1	A	10.5	E	10.1	E	22.4	D
Southeast	84.9	A	16.2	D	14.8	E	32.0	C
Southwest	99.6	A	12.0	E	9.6	E	25.3	C
Northwest	462.4	A	13.9	E	12.2	E	25.6	C
14. Eighth Avenue and W. 34th Street								
Northeast	22.5	D	12.0	E	12.1	E	12.3	E
Southeast	55.8	B	26.8	C	27.0	C	27.0	C
Southwest	36.0	C	14.0	E	13.8	E	13.7	E
Northwest	56.7	B	18.9	D	18.9	D	18.7	D

2019 Conditions
Corner Level of Service
PM Peak Period

Corner	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
15. Eighth Avenue and W. 33rd Street								
Northeast	68.3	A	18.4	D	17.8	D	17.9	D
Southeast	57.9	B	14.2	E	12.1	E	14.7	E
Southwest	47.9	B	-1.9	F	-2.7	F	2.1	F
Northwest	38.8	C	0.3	F	0.1	F	0.1	F
16. Eighth Avenue and W. 31st Street								
Northeast	132.7	A	46.7	B	46.5	B	46.5	B
Southeast	17.3	D	6.4	F	6.2	F	6.1	F
Southwest	20.9	D	4.8	F	4.6	F	4.5	F
Northwest	49.4	B	5.5	F	5.3	F	5.5	F
17. Eleventh Avenue and W. 36th Street								
Northeast	332.8	A	37.6	C	37.1	C	37.1	C
Southeast	137.7	A	112.0	A	107.4	A	107.4	A
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
18. Eleventh Avenue and W. 35th Street								
Northeast	75.2	A	38.4	C	37.2	C	37.2	C
Southeast	599.9	A	32.7	C	31.7	C	31.7	C
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
19. Tenth Avenue and W. 35th Street								
Northeast	435.2	A	39.5	C	35.4	C	35.1	C
Southeast	255.6	A	24.1	C	22.5	D	22.2	D
Southwest	245.1	A	19.8	D	18.2	D	18.2	D
Northwest	342.8	A	22.6	D	19.7	D	19.6	D
20. Eleventh Avenue and W. 29th Street								
Northeast	867.4	A	24.8	C	24.1	C	20.6	D
Southeast	621.7	A	26.4	C	27.4	C	24.0	D
Southwest	1338.1	A	495.6	A	219.6	A	216.7	A
Northwest	653.4	A	296.2	A	130.7	A	129.2	A
21. Tenth Avenue and W. 29th Street								
Northeast	943.4	A	51.9	B	57.0	B	57.0	B
Southeast	571.9	A	62.5	A	63.7	A	63.8	A
Southwest	382.8	A	27.7	C	30.2	C	30.0	C
Northwest	362.4	A	18.6	D	20.7	D	20.5	D
22. Boulevard and W. 35th Street								
Northeast	N/A	N/A	134.3	A	132.2	A	132.2	A
Southeast	N/A	N/A	58.5	B	56.6	B	56.6	B
Southwest	N/A	N/A	34.9	C	35.1	C	35.1	C
Northwest	N/A	N/A	84.2	A	83.0	A	83.0	A
23. Boulevard and W. 34th Street								
Northeast	N/A	N/A	82.3	A	74.5	A	74.5	A
Southeast	N/A	N/A	71.2	A	65.8	A	65.8	A
Southwest	N/A	N/A	58.1	B	55.5	B	55.5	B
Northwest	N/A	N/A	66.4	A	61.6	A	61.6	A
24. Boulevard and W. 33rd Street								
Northeast	N/A	N/A	16.6	D	15.3	D	15.3	D
Southeast	N/A	N/A	33.9	C	23.8	D	23.8	D
Southwest	N/A	N/A	9.7	E	5.1	F	5.1	F
Northwest	N/A	N/A	25.1	C	18.1	D	18.1	D
25. Eleventh Avenue and 32nd Street								
Northeast	N/A	N/A	155.7	A	25.6	C	25.6	C
Southeast	N/A	N/A	247.9	A	44.4	B	44.4	B
Southwest	N/A	N/A	N/A	N/A	38.6	C	38.6	C
Northwest	N/A	N/A	N/A	N/A	20.9	D	20.9	D
26. Eleventh Avenue and 31st Street								
Northeast	N/A	N/A	179.9	A	71.0	A	71.0	A
Southeast	N/A	N/A	107.7	A	57.9	B	57.9	B
Southwest	N/A	N/A	N/A	N/A	66.9	A	66.9	A
Northwest	N/A	N/A	N/A	N/A	68.2	A	68.2	A

2019 Conditions
Corner Level of Service
SAT Peak Period

Corner	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
1. Route 9A and W. 34th Street								
Northeast	79.2	A	79.2	A	79.2	A	79.2	A
Southeast	649.2	A	87.1	A	65.4	A	65.4	A
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3. Route 9A and W. 30th Street								
Northeast	1038.0	A	195.7	A	215.1	A	214.6	A
Southeast	732.8	A	125.6	A	86.5	A	87.0	A
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4. Eleventh Avenue and W. 34th Street								
Northeast	119.2	A	145.9	A	139.1	A	139.1	A
Southeast	108.8	A	187.2	A	177.7	A	177.7	A
Southwest	267.3	A	85.1	A	43.4	B	43.4	B
Northwest	506.3	A	249.4	A	145.9	A	145.9	A
5. Eleventh Avenue and W. 33rd Street								
Northeast	1984.5	A	93.3	A	64.5	A	93.8	A
Southeast	2375.4	A	30.8	C	14.4	E	29.5	C
Southwest	1161.9	A	50.8	B	14.7	E	31.5	C
Northwest	1700.6	A	44.6	B	9.2	E	24.4	C
6. Eleventh Avenue and W. 30th Street								
Northeast	4244.6	A	41.9	B	38.3	C	38.3	C
Southeast	6067.1	A	25.0	C	24.4	C	24.4	C
Southwest	2264.5	A	190.1	A	85.4	A	85.4	A
Northwest	8354.3	A	106.1	A	112.0	A	112.0	A
7. Tenth Avenue and W. 34th Street								
Northeast	465.0	A	34.2	C	32.6	C	32.5	C
Southeast	256.2	A	22.5	D	21.4	D	21.6	D
Southwest	302.7	A	21.2	D	20.5	D	20.5	D
Northwest	842.7	A	31.7	C	29.7	C	29.5	C
8. Tenth Avenue and W. 33rd Street								
Northeast	615.0	A	6.6	F	5.4	F	14.4	E
Southeast	590.2	A	2.0	F	-0.1	F	5.1	F
Southwest	1401.0	A	1.6	F	0.2	F	5.9	F
Northwest	2014.8	A	3.5	F	2.8	F	9.7	E
9. Tenth Avenue and W. 31st Street								
Northeast	929.6	A	37.7	C	36.3	C	36.4	C
Southeast	368.6	A	28.2	C	25.8	C	25.9	C
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10. Tenth Avenue and W. 30th Street								
Northeast	239.6	A	79.8	A	80.3	A	80.3	A
Southeast	1260.2	A	56.2	B	56.7	B	56.7	B
Southwest	1281.2	A	17.8	D	19.4	D	19.4	D
Northwest	4715.6	A	13.0	E	14.6	E	14.6	E
11. Ninth Avenue and W. 34th Street								
Northeast	225.7	A	36.7	C	36.1	C	36.1	C
Southeast	202.6	A	31.0	C	29.9	C	29.9	C
Southwest	291.8	A	23.2	D	22.8	D	22.8	D
Northwest	455.1	A	45.5	B	44.4	B	44.4	B
12. Ninth Avenue and W. 33rd Street								
Northeast	170.1	A	-0.6	F	-0.9	F	-0.9	F
Southeast	352.7	A	-0.6	F	-1.6	F	3.5	F
Southwest	274.1	A	18.8	D	15.3	D	25.4	C
Northwest	218.1	A	-0.4	F	-0.9	F	-0.9	F
13. Ninth Avenue and W. 31st Street								
Northeast	600.5	A	13.0	E	13.0	E	30.9	C
Southeast	208.2	A	17.5	D	16.8	D	36.7	C
Southwest	306.7	A	13.5	E	12.6	E	30.6	C
Northwest	456.3	A	31.6	C	31.4	C	51.5	B
14. Eighth Avenue and W. 34th Street								
Northeast	38.8	C	23.3	D	23.7	D	23.7	D
Southeast	224.5	A	84.4	A	88.2	A	88.2	A
Southwest	62.1	A	30.0	C	30.5	C	30.5	C
Northwest	29.7	C	17.3	D	17.4	D	17.4	D

2019 Conditions
Corner Level of Service
SAT Peak Period

Corner	Existing		2019 No Build		2019 Build		2019 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
15. Eighth Avenue and W. 33rd Street								
Northeast	90.0	A	35.2	C	35.8	C	35.9	C
Southeast	52.0	B	19.0	D	18.3	D	22.3	D
Southwest	36.1	C	2.7	F	2.3	F	10.5	E
Northwest	54.7	B	5.4	F	5.7	F	5.8	F
16. Eighth Avenue and W. 31st Street								
Northeast	363.0	A	87.7	A	89.1	A	89.1	A
Southeast	53.8	B	15.2	D	15.3	D	15.3	D
Southwest	11.3	E	0.6	F	0.6	F	0.6	F
Northwest	34.6	C	7.2	F	7.2	F	7.2	F
23. Boulevard and W. 34th Street								
Northeast	N/A	N/A	99.7	A	91.2	A	91.2	A
Southeast	N/A	N/A	94.2	A	87.3	A	87.3	A
Southwest	N/A	N/A	86.4	A	83.8	A	83.8	A
Northwest	N/A	N/A	95.6	A	89.4	A	89.4	A
24. Boulevard and W. 33rd Street								
Northeast	N/A	N/A	23.3	D	21.7	D	21.7	D
Southeast	N/A	N/A	51.5	B	40.8	B	40.8	B
Southwest	N/A	N/A	25.9	C	20.3	D	20.3	D
Northwest	N/A	N/A	39.1	C	30.8	C	30.8	C
25. Eleventh Avenue and 32nd Street								
Northeast	N/A	N/A	148.0	A	34.1	C	34.1	C
Southeast	N/A	N/A	239.6	A	56.4	B	56.4	B
Southwest	N/A	N/A	N/A	N/A	51.1	B	51.1	B
Northwest	N/A	N/A	N/A	N/A	34.3	C	34.3	C
26. Eleventh Avenue and 31st Street								
Northeast	N/A	N/A	168.5	A	79.9	A	79.9	A
Southeast	N/A	N/A	98.2	A	61.5	A	61.5	A
Southwest	N/A	N/A	N/A	N/A	95.5	A	95.5	A
Northwest	N/A	N/A	N/A	N/A	105.6	A	105.6	A

2017 Conditions
Sidewalk Level of Service
AM Peak Period

Sidewalk Location	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
1. Route 9A and West 34th Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	0.1	**A**	0.2	**A**	0.2	**A**	0.2	**A**
3	0.4	**A**	0.4	**A**	0.4	**A**	0.4	**A**
4	0.1	**A**	0.1	**A**	0.2	**A**	0.2	**A**
5	0.0	**A**	0.9	**B**	0.8	**B**	0.8	**B**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2. Route 9A and West 33rd Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	0.0	**A**	0.9	**B**	0.8	**B**	0.8	**B**
3	0.0	**A**	0.4	**A**	0.1	**A**	0.1	**A**
4	0.1	**A**	0.5	**A**	0.5	**A**	0.5	**A**
5	0.1	**A**	0.1	**A**	0.0	**A**	0.0	**A**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
3. Route 9A and West 30th Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	0.0	**A**	0.0	**A**	0.0	**A**	0.0	**A**
3	0.0	**A**	0.2	**A**	0.2	**A**	0.2	**A**
4	0.0	**A**	0.1	**A**	0.1	**A**	0.1	**A**
5	0.1	**A**	0.1	**A**	0.1	**A**	0.1	**A**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
4. Eleventh Avenue and West 34th Street								
1	0.59	**B**	0.95	**B**	1.28	**B**	1.28	**B**
2	0.09	**A**	0.71	**B**	0.91	**B**	0.91	**B**
3	0.24	**A**	0.39	**A**	0.47	**A**	0.47	**A**
4	0.37	**A**	0.24	**A**	0.27	**A**	0.27	**A**
5	0.11	**A**	0.58	**B**	0.73	**B**	0.73	**B**
6	0.04	**A**	0.61	**B**	1.31	**B**	1.31	**B**
7	0.04	**A**	0.07	**A**	0.41	**A**	0.41	**A**
8	0.12	**A**	0.14	**A**	0.14	**A**	0.14	**A**
5. Eleventh Avenue and West 33rd Street								
1	0.1	**A**	0.6	**B**	3.6	**C**	3.6	**C**
2	0.1	**A**	0.6	**B**	0.6	**B**	0.6	**B**
3	0.1	**A**	0.3	**A**	1.6	**B**	1.6	**B**
4	0.0	**A**	0.6	**B**	3.6	**C**	3.6	**C**
5	0.0	**A**	1.4	**B**	2.2	**B**	2.2	**B**
6	0.1	**A**	0.3	**A**	6.1	**D**	6.1	**D**
7	0.0	**A**	0.4	**A**	0.8	**B**	0.8	**B**
8	0.0	**A**	0.3	**A**	0.1	**A**	0.1	**A**
6. Eleventh Avenue and West 30th Street								
1	0.1	**A**	0.1	**A**	0.7	**B**	0.7	**B**
2	0.0	**A**	2.8	**B**	2.8	**B**	2.8	**B**
3	0.1	**A**	0.3	**A**	0.4	**A**	0.4	**A**
4	0.0	**A**	0.6	**B**	0.9	**B**	0.9	**B**
5	0.0	**A**	2.5	**B**	2.6	**B**	2.6	**B**
6	0.1	**A**	0.2	**A**	0.6	**B**	0.6	**B**
7	0.0	**A**	0.2	**A**	0.2	**A**	0.2	**A**
8	0.0	**A**	0.1	**A**	0.4	**A**	0.4	**A**
7. Tenth Avenue and West 34th Street								
1	0.5	**B**	2.2	**B**	2.7	**B**	2.7	**B**
2	0.5	**A**	1.5	**B**	1.6	**B**	1.6	**B**
3	0.4	**A**	1.4	**B**	1.5	**B**	1.5	**B**
4	1.1	**B**	4.2	**C**	4.3	**C**	4.3	**C**
5	0.5	**B**	2.8	**B**	3.0	**C**	3.0	**C**
6	0.2	**A**	3.4	**C**	3.7	**C**	3.7	**C**
7	0.7	**B**	2.6	**B**	2.7	**B**	2.7	**B**
8	0.4	**A**	1.7	**B**	1.7	**B**	1.7	**B**

2017 Conditions
Sidewalk Level of Service
AM Peak Period

Sidewalk Location	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
8. Tenth Avenue and West 33rd Street								
1	0.2	**A**	3.5	**C**	3.8	**C**	3.8	**C**
2	0.5	**A**	2.9	**B**	3.2	**C**	3.2	**C**
3	0.8	**B**	5.7	**C**	6.8	**D**	6.8	**D**
4	0.8	**B**	11.9	**E**	17.9	**E**	17.9	**E**
5	0.1	**A**	0.6	**B**	0.6	**B**	0.6	**B**
6	0.2	**A**	6.0	**D**	6.9	**D**	6.9	**D**
7	0.1	**A**	3.5	**C**	6.0	**C**	6.0	**C**
8	1.0	**B**	7.7	**D**	8.2	**D**	8.2	**D**
9. Tenth Avenue and West 31st Street								
1	0.2	**A**	1.6	**B**	1.6	**B**	1.6	**B**
2	0.1	**A**	0.5	**B**	0.5	**B**	0.5	**B**
3	0.0	**A**	1.7	**B**	1.9	**B**	1.9	**B**
4	0.1	**A**	1.4	**B**	1.9	**B**	1.9	**B**
5	0.2	**A**	1.1	**B**	1.1	**B**	1.1	**B**
6	0.1	**A**	1.2	**B**	1.2	**B**	1.2	**B**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
10. Tenth Avenue and West 30th Street								
1	0.1	**A**	2.3	**B**	2.4	**B**	2.4	**B**
2	0.1	**A**	0.9	**B**	1.0	**B**	1.0	**B**
3	0.0	**A**	0.3	**A**	0.3	**A**	0.3	**A**
4	0.0	**A**	0.8	**B**	1.1	**B**	1.1	**B**
5	0.2	**A**	1.4	**B**	1.7	**B**	1.7	**B**
6	0.1	**A**	2.2	**B**	2.1	**B**	2.1	**B**
7	0.0	**A**	0.6	**B**	0.8	**B**	0.8	**B**
8	0.1	**A**	0.9	**B**	1.0	**B**	1.0	**B**
11. Ninth Avenue and West 34th Street								
1	0.6	**B**	2.1	**B**	2.2	**B**	2.2	**B**
2	5.6	**C**	8.8	**D**	9.0	**D**	9.0	**D**
3	1.4	**B**	3.9	**C**	4.1	**C**	4.1	**C**
4	1.6	**B**	3.8	**C**	3.9	**C**	3.9	**C**
5	2.0	**B**	5.1	**C**	5.2	**C**	5.2	**C**
6	1.5	**B**	11.1	**E**	11.8	**E**	11.8	**E**
7	2.1	**B**	4.8	**C**	4.8	**C**	4.8	**C**
8	0.5	**A**	1.4	**B**	1.5	**B**	1.5	**B**
12. Ninth Avenue and West 33rd Street								
1	1.2	**B**	8.4	**D**	8.9	**D**	8.9	**D**
2	1.7	**B**	4.6	**C**	4.8	**C**	4.8	**C**
3	5.7	**C**	20.5	**F**	22.8	**F**	12.3	**E**
4	2.7	**B**	11.0	**D**	13.7	**E**	13.7	**E**
5	0.7	**B**	1.4	**B**	1.4	**B**	1.4	**B**
6	0.3	**A**	3.8	**C**	3.8	**C**	3.8	**C**
7	3.3	**C**	8.1	**D**	10.2	**D**	10.2	**D**
8	1.9	**B**	8.2	**D**	9.5	**D**	9.5	**D**
13. Ninth Avenue and West 31st Street								
1	0.6	**B**	1.3	**B**	1.3	**B**	1.3	**B**
2	0.5	**A**	1.1	**B**	1.1	**B**	1.1	**B**
3	0.5	**A**	3.2	**C**	3.6	**C**	3.6	**C**
4	3.7	**C**	6.7	**D**	7.0	**D**	7.0	**D**
5	2.2	**B**	3.4	**C**	3.4	**C**	3.4	**C**
6	1.1	**B**	2.0	**B**	2.0	**B**	2.0	**B**
7	0.9	**B**	3.4	**C**	4.3	**C**	4.3	**C**
8	0.3	**A**	3.4	**C**	3.7	**C**	3.7	**C**
14. Eighth Avenue and West 34th Street								
1	3.9	**C**	5.8	**C**	5.8	**C**	5.8	**C**
2	7.3	**D**	6.9	**D**	7.0	**D**	7.0	**D**
3	2.1	**B**	2.8	**B**	2.9	**B**	2.9	**B**
4	1.2	**B**	3.1	**C**	3.1	**C**	3.1	**C**
5	2.1	**B**	6.6	**D**	6.6	**D**	6.6	**D**
6	3.7	**C**	6.6	**D**	6.6	**D**	6.6	**D**
7	3.9	**C**	9.2	**D**	9.3	**D**	9.3	**D**
8	1.9	**B**	3.2	**C**	3.3	**C**	3.3	**C**

2017 Conditions
Sidewalk Level of Service
AM Peak Period

Sidewalk Location	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
15. Eighth Avenue and West 33rd Street								
1	4.8	**C**	10.3	**D**	10.3	**D**	10.3	**D**
2	3.7	**C**	9.1	**D**	9.5	**D**	9.5	**D**
3	0.2	**A**	4.2	**C**	4.3	**C**	4.3	**C**
4	0.2	**A**	1.8	**B**	2.0	**B**	2.0	**B**
5	1.2	**B**	3.1	**C**	3.1	**C**	3.1	**C**
6	3.1	**C**	4.9	**C**	4.9	**C**	4.9	**C**
7	3.5	**C**	10.3	**D**	12.6	**E**	12.6	**E**
8	2.8	**B**	12.7	**E**	14.2	**E**	14.2	**E**
16. Eighth Avenue and West 31st Street								
1	1.5	**B**	3.2	**C**	3.2	**C**	3.2	**C**
2	1.0	**B**	1.6	**B**	1.6	**B**	1.6	**B**
3	0.2	**A**	1.8	**B**	1.9	**B**	1.9	**B**
4	3.0	**B**	4.5	**C**	4.5	**C**	4.5	**C**
5	0.5	**A**	1.1	**B**	1.2	**B**	1.2	**B**
6	1.5	**B**	2.2	**B**	2.2	**B**	2.2	**B**
7	1.5	**B**	2.7	**B**	2.8	**B**	2.8	**B**
8	0.8	**B**	5.4	**C**	5.7	**C**	5.7	**C**
17. Eleventh Avenue and West 36th Street								
1	0.3	**A**	0.3	**A**	0.5	**B**	0.5	**B**
2	0.1	**A**	0.5	**A**	0.7	**B**	0.7	**B**
3	0.2	**A**	0.3	**A**	0.4	**A**	0.4	**A**
4	0.5	**B**	0.2	**A**	0.3	**A**	0.3	**A**
5	0.1	**A**	0.3	**A**	0.4	**A**	0.4	**A**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
18. Eleventh Avenue and West 35th Street								
1	0.7	**B**	1.2	**B**	1.5	**B**	1.5	**B**
2	0.2	**A**	0.3	**A**	0.4	**A**	0.4	**A**
3	0.3	**A**	0.1	**A**	0.2	**A**	0.2	**A**
4	0.2	**A**	1.5	**B**	1.5	**B**	1.5	**B**
5	0.2	**A**	0.8	**B**	0.9	**B**	0.9	**B**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
19. Tenth Avenue and West 35th Street								
1	0.3	**A**	1.3	**B**	1.5	**B**	1.5	**B**
2	0.4	**A**	1.2	**B**	1.4	**B**	1.4	**B**
3	0.8	**B**	4.0	**C**	4.2	**C**	4.2	**C**
4	0.2	**A**	1.3	**B**	1.4	**B**	1.4	**B**
5	0.3	**A**	1.1	**B**	1.3	**B**	1.3	**B**
6	0.3	**A**	1.4	**B**	1.7	**B**	1.7	**B**
7	0.2	**A**	1.6	**B**	1.7	**B**	1.7	**B**
8	0.2	**A**	1.3	**B**	1.5	**B**	1.5	**B**
20. Eleventh Avenue and West 29th Street								
1	0.1	**A**	0.2	**A**	0.7	**B**	0.7	**B**
2	0.0	**A**	1.9	**B**	1.9	**B**	1.9	**B**
3	0.1	**A**	0.5	**A**	0.7	**B**	0.7	**B**
4	0.0	**A**	0.5	**A**	0.6	**B**	0.6	**B**
5	0.1	**A**	1.8	**B**	1.8	**B**	1.8	**B**
6	0.2	**A**	0.3	**A**	0.6	**B**	0.6	**B**
7	0.0	**A**	0.0	**A**	0.0	**A**	0.0	**A**
8	0.2	**A**	0.2	**A**	0.2	**A**	0.2	**A**
21. Tenth Avenue and West 29th Street								
1	0.1	**A**	1.9	**B**	1.8	**B**	1.8	**B**
2	0.1	**A**	0.5	**A**	0.5	**A**	0.5	**A**
3	0.0	**A**	0.2	**A**	0.3	**A**	0.3	**A**
4	0.1	**A**	0.4	**A**	0.4	**A**	0.4	**A**
5	0.3	**A**	0.6	**B**	0.7	**B**	0.7	**B**
6	0.1	**A**	1.2	**B**	1.2	**B**	1.2	**B**
7	0.2	**A**	0.4	**A**	0.4	**A**	0.4	**A**
8	0.2	**A**	0.6	**B**	0.7	**B**	0.7	**B**

2017 Conditions
Sidewalk Level of Service
AM Peak Period

Sidewalk Location	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
22. Boulevard and West 35th Street								
1	N/A	**N/A**	1.0	**B**	1.0	**B**	1.0	**B**
2	N/A	**N/A**	0.7	**B**	0.6	**B**	0.6	**B**
3	0.2	**A**	0.3	**A**	0.4	**A**	0.4	**A**
4	0.2	**A**	0.6	**B**	0.7	**B**	0.7	**B**
5	N/A	**N/A**	0.4	**A**	0.4	**A**	0.4	**A**
6	N/A	**N/A**	1.8	**B**	1.8	**B**	1.8	**B**
7	0.2	**A**	1.7	**B**	1.7	**B**	1.7	**B**
8	0.3	**A**	0.1	**A**	0.1	**A**	0.1	**A**
23. Boulevard and West 34th Street								
1	N/A	**N/A**	1.1	**B**	1.1	**B**	1.1	**B**
2	N/A	**N/A**	0.5	**A**	0.5	**A**	0.5	**A**
3	0.4	**A**	1.0	**B**	1.1	**B**	1.1	**B**
4	0.7	**B**	1.1	**B**	1.1	**B**	1.1	**B**
5	N/A	**N/A**	1.0	**B**	1.1	**B**	1.1	**B**
6	N/A	**N/A**	1.5	**B**	1.6	**B**	1.6	**B**
7	0.4	**A**	1.5	**B**	1.5	**B**	1.5	**B**
8	0.2	**A**	0.6	**B**	0.6	**B**	0.6	**B**
24. Boulevard and West 33rd Street								
1	N/A	**N/A**	6.7	**D**	9.1	**D**	9.1	**D**
2	N/A	**N/A**	1.3	**B**	1.5	**B**	1.5	**B**
3	1.0	**B**	1.9	**B**	2.1	**B**	2.1	**B**
4	0.2	**A**	1.2	**B**	3.7	**C**	3.7	**C**
5	N/A	**N/A**	2.6	**B**	3.1	**C**	3.1	**C**
6	N/A	**N/A**	2.4	**B**	2.9	**B**	2.9	**B**
7	0.0	**A**	0.5	**A**	2.7	**B**	2.7	**B**
8	0.1	**A**	2.2	**B**	4.1	**C**	4.1	**C**
25. Eleventh Avenue and 32nd Street								
1	N/A	**N/A**	0.2	**A**	0.5	**A**	0.5	**A**
2	N/A	**N/A**	0.8	**B**	1.5	**B**	1.5	**B**
3	N/A	**N/A**	0.3	**A**	3.3	**C**	3.3	**C**
4	N/A	**N/A**	0.2	**A**	0.8	**B**	0.8	**B**
5	N/A	**N/A**	0.3	**A**	1.0	**B**	1.0	**B**
6	N/A	**N/A**	0.1	**A**	1.1	**B**	1.1	**B**
7	N/A	**N/A**	N/A	**N/A**	0.2	**A**	0.2	**A**
8	N/A	**N/A**	N/A	**N/A**	2.7	**B**	2.7	**B**
26. Eleventh Avenue and 31st Street								
1	N/A	**N/A**	0.1	**A**	1.1	**B**	1.1	**B**
2	N/A	**N/A**	0.3	**A**	1.0	**B**	1.0	**B**
3	N/A	**N/A**	0.4	**A**	1.1	**B**	1.1	**B**
4	N/A	**N/A**	0.4	**A**	0.6	**B**	0.6	**B**
5	N/A	**N/A**	1.7	**B**	1.6	**B**	1.6	**B**
6	N/A	**N/A**	0.1	**A**	0.8	**B**	0.8	**B**
7	N/A	**N/A**	N/A	**N/A**	1.5	**B**	1.5	**B**
8	N/A	**N/A**	N/A	**N/A**	0.0	**A**	0.0	**A**

2017 Conditions
Sidewalk Level of Service
MD Peak Period

Sidewalk Location	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
1. Route 9A and West 34th Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	0.1	**A**	0.2	**A**	0.2	**A**	0.2	**A**
3	0.6	**B**	0.7	**B**	0.7	**B**	0.7	**B**
4	0.1	**A**	0.1	**A**	1.0	**B**	1.0	**B**
5	0.1	**A**	6.3	**D**	3.7	**C**	3.7	**C**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2. Route 9A and West 33rd Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	0.1	**A**	6.3	**D**	3.7	**C**	3.7	**C**
3	0.0	**A**	2.6	**B**	1.0	**B**	1.0	**B**
4	0.0	**A**	2.7	**B**	1.8	**B**	1.8	**B**
5	0.1	**A**	0.1	**A**	0.0	**A**	0.0	**A**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
3. Route 9A and West 30th Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	0.0	**A**	0.0	**A**	0.0	**A**	0.0	**A**
3	0.0	**A**	1.0	**B**	1.4	**B**	1.4	**B**
4	0.1	**A**	0.8	**B**	0.8	**B**	0.8	**B**
5	0.1	**A**	0.1	**A**	0.1	**A**	0.1	**A**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
4. Eleventh Avenue and West 34th Street								
1	0.31	**A**	1.86	**B**	2.81	**B**	2.81	**B**
2	0.63	**B**	2.64	**B**	2.76	**B**	2.76	**B**
3	0.50	**A**	1.05	**B**	1.18	**B**	1.18	**B**
4	0.33	**A**	0.78	**B**	0.89	**B**	0.89	**B**
5	0.22	**A**	2.65	**B**	2.90	**B**	2.90	**B**
6	0.03	**A**	1.65	**B**	4.20	**C**	4.20	**C**
7	0.15	**A**	0.17	**A**	1.42	**B**	1.42	**B**
8	0.11	**A**	0.13	**A**	0.35	**A**	0.35	**A**
5. Eleventh Avenue and West 33rd Street								
1	0.2	**A**	1.8	**B**	5.3	**C**	5.3	**C**
2	0.1	**A**	2.6	**B**	2.8	**B**	2.8	**B**
3	0.1	**A**	0.4	**A**	1.1	**B**	1.1	**B**
4	0.0	**A**	2.0	**B**	3.8	**C**	3.8	**C**
5	0.1	**A**	5.8	**C**	6.2	**D**	6.2	**D**
6	0.1	**A**	1.9	**B**	4.8	**C**	4.8	**C**
7	0.0	**A**	2.7	**B**	1.8	**B**	1.8	**B**
8	0.0	**A**	2.0	**B**	0.8	**B**	0.8	**B**
6. Eleventh Avenue and West 30th Street								
1	0.1	**A**	0.7	**B**	2.0	**B**	2.0	**B**
2	0.1	**A**	14.0	**E**	13.6	**E**	13.6	**E**
3	0.1	**A**	1.3	**B**	1.8	**B**	1.8	**B**
4	0.0	**A**	1.5	**B**	1.9	**B**	1.9	**B**
5	0.0	**A**	10.2	**D**	10.1	**D**	10.1	**D**
6	0.1	**A**	1.2	**B**	2.3	**B**	2.3	**B**
7	0.0	**A**	0.9	**B**	0.9	**B**	0.9	**B**
8	0.0	**A**	1.0	**B**	1.4	**B**	1.4	**B**
7. Tenth Avenue and West 34th Street								
1	0.6	**B**	10.3	**D**	10.9	**D**	10.9	**D**
2	0.6	**B**	7.0	**D**	7.3	**D**	7.3	**D**
3	0.6	**B**	3.1	**C**	3.3	**C**	3.3	**C**
4	1.4	**B**	7.9	**D**	8.0	**D**	8.0	**D**
5	0.8	**B**	10.4	**D**	10.8	**D**	10.8	**D**
6	0.5	**A**	12.9	**E**	13.3	**E**	13.3	**E**
7	0.6	**B**	6.2	**D**	6.3	**D**	6.3	**D**
8	0.3	**A**	3.6	**C**	3.8	**C**	3.8	**C**

2017 Conditions
Sidewalk Level of Service
MD Peak Period

Sidewalk Location	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
8. Tenth Avenue and West 33rd Street								
1	0.4	**A**	13.6	**E**	14.1	**E**	14.1	**E**
2	0.7	**B**	11.6	**E**	12.2	**E**	12.2	**E**
3	0.6	**B**	12.9	**E**	13.5	**E**	13.5	**E**
4	1.6	**B**	31.7	**F**	32.7	**F**	32.7	**F**
5	0.2	**A**	2.4	**B**	2.4	**B**	2.4	**B**
6	0.2	**A**	20.3	**F**	20.1	**F**	20.1	**F**
7	0.1	**A**	7.3	**D**	8.9	**D**	8.9	**D**
8	0.8	**B**	12.7	**E**	13.4	**E**	13.4	**E**
9. Tenth Avenue and West 31st Street								
1	0.2	**A**	4.3	**C**	4.3	**C**	4.3	**C**
2	0.2	**A**	2.0	**B**	2.0	**B**	2.0	**B**
3	0.1	**A**	9.3	**D**	9.3	**D**	9.3	**D**
4	0.1	**A**	5.2	**C**	5.3	**C**	5.3	**C**
5	0.2	**A**	4.6	**C**	4.7	**C**	4.7	**C**
6	0.1	**A**	4.4	**C**	4.5	**C**	4.5	**C**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
10. Tenth Avenue and West 30th Street								
1	0.1	**A**	10.5	**D**	8.8	**D**	8.8	**D**
2	0.1	**A**	3.7	**C**	3.8	**C**	3.8	**C**
3	0.0	**A**	0.7	**B**	0.7	**B**	0.7	**B**
4	0.0	**A**	3.7	**C**	3.6	**C**	3.6	**C**
5	0.2	**A**	7.3	**D**	6.9	**D**	6.9	**D**
6	0.2	**A**	9.4	**D**	8.4	**D**	8.4	**D**
7	0.1	**A**	1.1	**B**	1.4	**B**	1.4	**B**
8	0.1	**A**	4.0	**C**	4.4	**C**	4.4	**C**
11. Ninth Avenue and West 34th Street								
1	0.5	**A**	7.2	**D**	7.3	**D**	7.3	**D**
2	5.9	**C**	18.6	**F**	18.8	**F**	18.8	**F**
3	1.2	**B**	3.7	**C**	3.7	**C**	3.7	**C**
4	1.2	**B**	3.2	**C**	3.1	**C**	3.1	**C**
5	2.5	**B**	11.3	**E**	11.3	**E**	11.3	**E**
6	1.9	**B**	19.1	**F**	19.8	**F**	19.8	**F**
7	1.4	**B**	6.8	**D**	6.8	**D**	6.8	**D**
8	0.2	**A**	2.2	**B**	2.2	**B**	2.2	**B**
12. Ninth Avenue and West 33rd Street								
1	1.5	**B**	15.3	**E**	16.0	**E**	16.0	**E**
2	1.4	**B**	10.6	**D**	10.8	**D**	10.8	**D**
3	2.5	**B**	31.1	**F**	31.2	**F**	16.8	**E**
4	1.4	**B**	10.3	**D**	10.2	**D**	10.2	**D**
5	0.7	**B**	3.7	**C**	3.8	**C**	3.8	**C**
6	0.6	**B**	5.5	**C**	5.6	**C**	5.6	**C**
7	1.5	**B**	10.0	**D**	10.3	**D**	10.3	**D**
8	1.5	**B**	17.2	**E**	17.9	**E**	17.9	**E**
13. Ninth Avenue and West 31st Street								
1	0.4	**A**	3.0	**B**	3.0	**C**	3.0	**C**
2	0.4	**A**	2.9	**B**	3.0	**B**	3.0	**B**
3	0.3	**A**	5.8	**C**	5.5	**C**	5.5	**C**
4	1.7	**B**	8.6	**D**	8.3	**D**	8.3	**D**
5	1.8	**B**	10.9	**D**	11.1	**E**	11.1	**E**
6	0.9	**B**	7.2	**D**	7.3	**D**	7.3	**D**
7	1.1	**B**	11.3	**E**	11.5	**E**	11.5	**E**
8	0.1	**A**	13.3	**E**	13.2	**E**	13.2	**E**
14. Eighth Avenue and West 34th Street								
1	5.5	**C**	10.1	**D**	10.0	**D**	10.0	**D**
2	6.6	**D**	8.5	**D**	8.5	**D**	8.5	**D**
3	3.0	**C**	5.9	**C**	5.5	**C**	5.5	**C**
4	1.7	**B**	4.9	**C**	4.5	**C**	4.5	**C**
5	1.9	**B**	5.6	**C**	5.2	**C**	5.2	**C**
6	3.3	**C**	10.2	**D**	9.8	**D**	9.8	**D**
7	3.0	**B**	5.8	**C**	5.5	**C**	5.5	**C**
8	1.9	**B**	3.5	**C**	3.5	**C**	3.5	**C**

2017 Conditions
Sidewalk Level of Service
MD Peak Period

Sidewalk Location	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
15. Eighth Avenue and West 33rd Street								
1	4.6	**C**	14.2	**E**	14.0	**E**	14.0	**E**
2	2.1	**B**	8.8	**D**	8.6	**D**	8.6	**D**
3	1.1	**B**	12.4	**E**	12.2	**E**	12.2	**E**
4	0.3	**A**	2.3	**B**	2.1	**B**	2.1	**B**
5	1.2	**B**	4.6	**C**	4.7	**C**	4.7	**C**
6	2.5	**B**	7.2	**D**	7.2	**D**	7.2	**D**
7	0.9	**B**	9.2	**D**	8.9	**D**	8.9	**D**
8	1.8	**B**	20.6	**F**	20.6	**F**	20.6	**F**
16. Eighth Avenue and West 31st Street								
1	1.9	**B**	5.9	**C**	5.9	**C**	5.9	**C**
2	0.9	**B**	2.0	**B**	2.1	**B**	2.1	**B**
3	0.1	**A**	2.5	**B**	2.4	**B**	2.4	**B**
4	3.5	**C**	8.0	**D**	7.4	**D**	7.4	**D**
5	1.5	**B**	6.1	**D**	6.3	**D**	6.3	**D**
6	2.1	**B**	7.8	**D**	7.9	**D**	7.9	**D**
7	1.5	**B**	5.3	**C**	5.1	**C**	5.1	**C**
8	0.5	**A**	9.2	**D**	8.7	**D**	8.7	**D**
17. Eleventh Avenue and West 36th Street								
1	0.2	**A**	0.7	**B**	0.9	**B**	0.9	**B**
2	0.7	**B**	3.0	**B**	2.7	**B**	2.7	**B**
3	0.2	**A**	0.6	**B**	1.0	**B**	1.0	**B**
4	0.4	**A**	0.3	**A**	0.6	**B**	0.6	**B**
5	0.6	**B**	2.0	**B**	1.9	**B**	1.9	**B**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
18. Eleventh Avenue and West 35th Street								
1	1.0	**B**	2.1	**B**	3.1	**C**	3.1	**C**
2	0.2	**A**	1.9	**B**	1.8	**B**	1.8	**B**
3	0.5	**B**	0.4	**A**	0.6	**B**	0.6	**B**
4	0.4	**A**	1.2	**B**	1.3	**B**	1.3	**B**
5	0.2	**A**	2.5	**B**	2.6	**B**	2.6	**B**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
19. Tenth Avenue and West 35th Street								
1	0.2	**A**	5.2	**C**	5.5	**C**	5.5	**C**
2	0.3	**A**	4.6	**C**	4.8	**C**	4.8	**C**
3	0.5	**A**	6.5	**D**	6.4	**D**	6.4	**D**
4	0.1	**A**	2.9	**B**	2.8	**B**	2.8	**B**
5	0.3	**A**	5.0	**C**	5.0	**C**	5.0	**C**
6	0.2	**A**	6.0	**C**	6.2	**D**	6.2	**D**
7	0.6	**B**	5.2	**C**	5.3	**C**	5.3	**C**
8	0.6	**B**	2.3	**B**	2.5	**B**	2.5	**B**
20. Eleventh Avenue and West 29th Street								
1	0.2	**A**	1.1	**B**	2.5	**B**	2.5	**B**
2	0.1	**A**	8.7	**D**	8.5	**D**	8.5	**D**
3	0.0	**A**	1.8	**B**	2.2	**B**	2.2	**B**
4	0.0	**A**	2.1	**B**	2.6	**B**	2.6	**B**
5	0.1	**A**	6.9	**D**	6.3	**D**	6.3	**D**
6	0.2	**A**	1.3	**B**	2.2	**B**	2.2	**B**
7	0.0	**A**	0.0	**A**	0.0	**A**	0.0	**A**
8	0.1	**A**	0.1	**A**	0.1	**A**	0.1	**A**
21. Tenth Avenue and West 29th Street								
1	0.3	**A**	8.9	**D**	7.3	**D**	7.3	**D**
2	0.2	**A**	2.2	**B**	1.9	**B**	1.9	**B**
3	0.0	**A**	1.1	**B**	0.8	**B**	0.8	**B**
4	0.1	**A**	1.7	**B**	1.1	**B**	1.1	**B**
5	0.3	**A**	2.7	**B**	2.9	**B**	2.9	**B**
6	0.3	**A**	5.7	**C**	5.1	**C**	5.1	**C**
7	0.2	**A**	0.6	**B**	0.7	**B**	0.7	**B**
8	0.3	**A**	1.1	**B**	1.3	**B**	1.3	**B**

2017 Conditions
Sidewalk Level of Service
MD Peak Period

Sidewalk Location	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
22. Boulevard and West 35th Street								
1	N/A	**N/A**	2.8	**B**	4.9	**C**	4.9	**C**
2	N/A	**N/A**	1.6	**B**	2.7	**B**	2.7	**B**
3	0.6	**B**	0.5	**B**	0.6	**B**	0.6	**B**
4	0.6	**B**	2.0	**B**	2.1	**B**	2.1	**B**
5	N/A	**N/A**	2.6	**B**	2.4	**B**	2.4	**B**
6	N/A	**N/A**	7.7	**D**	7.5	**D**	7.5	**D**
7	0.4	**A**	1.6	**B**	1.7	**B**	1.7	**B**
8	0.5	**B**	0.4	**A**	0.5	**A**	0.5	**A**
23. Boulevard and West 34th Street								
1	N/A	**N/A**	4.8	**C**	4.7	**C**	4.7	**C**
2	N/A	**N/A**	3.4	**C**	3.3	**C**	3.3	**C**
3	0.3	**A**	1.8	**B**	2.0	**B**	2.0	**B**
4	0.6	**B**	2.5	**B**	2.6	**B**	2.6	**B**
5	N/A	**N/A**	3.4	**C**	3.5	**C**	3.5	**C**
6	N/A	**N/A**	5.2	**C**	5.2	**C**	5.2	**C**
7	0.3	**A**	2.4	**B**	2.4	**B**	2.4	**B**
8	0.5	**A**	2.1	**B**	2.1	**B**	2.1	**B**
24. Boulevard and West 33rd Street								
1	N/A	**N/A**	9.6	**D**	10.7	**D**	10.7	**D**
2	N/A	**N/A**	4.3	**C**	4.5	**C**	4.5	**C**
3	0.8	**B**	3.0	**C**	3.2	**C**	3.2	**C**
4	0.2	**A**	4.9	**C**	6.5	**D**	6.5	**D**
5	N/A	**N/A**	4.1	**C**	4.9	**C**	4.9	**C**
6	N/A	**N/A**	5.2	**C**	5.3	**C**	5.3	**C**
7	0.0	**A**	2.0	**B**	2.9	**B**	2.9	**B**
8	0.1	**A**	2.4	**B**	3.4	**C**	3.4	**C**
25. Eleventh Avenue and 32nd Street								
1	N/A	**N/A**	1.4	**B**	4.3	**C**	4.3	**C**
2	N/A	**N/A**	4.8	**C**	5.1	**C**	5.1	**C**
3	N/A	**N/A**	1.7	**B**	10.4	**D**	10.4	**D**
4	N/A	**N/A**	1.6	**B**	2.6	**B**	2.6	**B**
5	N/A	**N/A**	1.4	**B**	2.0	**B**	2.0	**B**
6	N/A	**N/A**	0.7	**B**	2.2	**B**	2.2	**B**
7	N/A	**N/A**	N/A	**N/A**	1.2	**B**	1.2	**B**
8	N/A	**N/A**	N/A	**N/A**	8.8	**D**	8.8	**D**
26. Eleventh Avenue and 31st Street								
1	N/A	**N/A**	0.7	**B**	2.2	**B**	2.2	**B**
2	N/A	**N/A**	1.4	**B**	2.0	**B**	2.0	**B**
3	N/A	**N/A**	2.7	**B**	3.8	**C**	3.8	**C**
4	N/A	**N/A**	3.0	**B**	3.4	**C**	3.4	**C**
5	N/A	**N/A**	10.8	**D**	10.5	**D**	10.5	**D**
6	N/A	**N/A**	0.6	**B**	2.6	**B**	2.6	**B**
7	N/A	**N/A**	N/A	**N/A**	1.7	**B**	1.7	**B**
8	N/A	**N/A**	N/A	**N/A**	0.0	**A**	0.0	**A**

2017 Conditions
Sidewalk Level of Service
PM Peak Period

Sidewalk Location	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
1. Route 9A and West 34th Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	0.2	**A**	0.3	**A**	0.3	**A**	0.3	**A**
3	0.9	**B**	0.9	**B**	0.9	**B**	0.9	**B**
4	0.1	**A**	0.1	**A**	0.4	**A**	0.4	**A**
5	0.0	**A**	2.5	**B**	1.6	**B**	1.6	**B**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2. Route 9A and West 33rd Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	0.0	**A**	2.5	**B**	1.6	**B**	1.6	**B**
3	0.0	**A**	1.0	**B**	0.4	**A**	0.4	**A**
4	0.0	**A**	1.1	**B**	0.8	**B**	0.8	**B**
5	0.0	**A**	0.0	**A**	0.0	**A**	0.0	**A**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
3. Route 9A and West 30th Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	0.0	**A**	0.0	**A**	0.0	**A**	0.0	**A**
3	0.0	**A**	0.4	**A**	0.4	**A**	0.4	**A**
4	0.1	**A**	0.4	**A**	0.4	**A**	0.4	**A**
5	0.1	**A**	0.1	**A**	0.1	**A**	0.1	**A**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
4. Eleventh Avenue and West 34th Street								
1	0.27	**A**	1.10	**B**	1.38	**B**	1.38	**B**
2	0.20	**A**	1.32	**B**	1.52	**B**	1.52	**B**
3	0.23	**A**	0.58	**B**	0.68	**B**	0.68	**B**
4	0.29	**A**	0.37	**A**	0.44	**A**	0.44	**A**
5	0.22	**A**	1.31	**B**	1.49	**B**	1.49	**B**
6	0.02	**A**	0.59	**B**	3.42	**C**	3.42	**C**
7	0.16	**A**	0.19	**A**	2.05	**B**	2.05	**B**
8	0.08	**A**	0.11	**A**	0.39	**A**	0.39	**A**
5. Eleventh Avenue and West 33rd Street								
1	0.1	**A**	1.0	**B**	4.6	**C**	4.6	**C**
2	0.1	**A**	1.1	**B**	1.3	**B**	1.3	**B**
3	0.0	**A**	0.4	**A**	2.0	**B**	2.0	**B**
4	0.0	**A**	0.8	**B**	4.5	**C**	4.5	**C**
5	0.1	**A**	2.8	**B**	3.7	**C**	3.7	**C**
6	0.1	**A**	0.8	**B**	7.4	**D**	7.4	**D**
7	0.0	**A**	1.1	**B**	1.2	**B**	1.2	**B**
8	0.0	**A**	0.8	**B**	0.3	**A**	0.3	**A**
6. Eleventh Avenue and West 30th Street								
1	0.1	**A**	0.3	**A**	0.8	**B**	0.8	**B**
2	0.1	**A**	6.4	**D**	6.2	**D**	6.2	**D**
3	0.0	**A**	0.5	**A**	0.6	**B**	0.6	**B**
4	0.0	**A**	1.0	**B**	1.2	**B**	1.2	**B**
5	0.0	**A**	5.0	**C**	5.0	**C**	5.0	**C**
6	0.1	**A**	0.4	**A**	0.8	**B**	0.8	**B**
7	0.0	**A**	0.4	**A**	0.4	**A**	0.4	**A**
8	0.0	**A**	0.4	**A**	0.6	**B**	0.6	**B**
7. Tenth Avenue and West 34th Street								
1	0.8	**B**	5.0	**C**	5.4	**C**	5.4	**C**
2	0.4	**A**	2.8	**B**	3.0	**B**	3.0	**B**
3	0.3	**A**	2.1	**B**	2.2	**B**	2.2	**B**
4	0.7	**B**	5.1	**C**	5.2	**C**	5.2	**C**
5	0.3	**A**	4.9	**C**	5.0	**C**	5.0	**C**
6	0.4	**A**	6.6	**D**	6.8	**D**	6.8	**D**
7	0.4	**A**	3.9	**C**	4.0	**C**	4.0	**C**
8	0.3	**A**	2.0	**B**	2.3	**B**	2.3	**B**

2017 Conditions
Sidewalk Level of Service
PM Peak Period

Sidewalk Location	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
8. Tenth Avenue and West 33rd Street								
1	0.2	**A**	6.6	**D**	6.8	**D**	6.8	**D**
2	0.1	**A**	6.6	**D**	6.9	**D**	6.9	**D**
3	0.2	**A**	9.0	**D**	10.2	**D**	10.2	**D**
4	0.2	**A**	18.3	**F**	24.5	**F**	24.5	**F**
5	0.0	**A**	1.1	**B**	1.1	**B**	1.1	**B**
6	0.1	**A**	12.2	**E**	12.3	**E**	12.3	**E**
7	0.1	**A**	5.9	**C**	9.0	**D**	9.0	**D**
8	0.4	**A**	9.3	**D**	9.9	**D**	9.9	**D**
9. Tenth Avenue and West 31st Street								
1	0.1	**A**	2.4	**B**	2.4	**B**	2.4	**B**
2	0.1	**A**	1.0	**B**	1.0	**B**	1.0	**B**
3	0.1	**A**	3.3	**C**	3.4	**C**	3.4	**C**
4	0.1	**A**	2.8	**B**	3.2	**C**	3.2	**C**
5	0.1	**A**	1.8	**B**	1.9	**B**	1.9	**B**
6	0.1	**A**	2.4	**B**	2.4	**B**	2.4	**B**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
10. Tenth Avenue and West 30th Street								
1	0.1	**A**	5.2	**C**	4.7	**C**	4.7	**C**
2	0.1	**A**	1.3	**B**	1.3	**B**	1.3	**B**
3	0.0	**A**	0.5	**B**	0.5	**A**	0.5	**A**
4	0.0	**A**	1.9	**B**	2.1	**B**	2.1	**B**
5	0.0	**A**	2.6	**B**	2.6	**B**	2.6	**B**
6	0.1	**A**	4.9	**C**	4.4	**C**	4.4	**C**
7	0.1	**A**	0.9	**B**	1.2	**B**	1.2	**B**
8	0.0	**A**	1.6	**B**	1.6	**B**	1.6	**B**
11. Ninth Avenue and West 34th Street								
1	0.5	**A**	2.5	**B**	2.6	**B**	2.6	**B**
2	6.2	**D**	11.9	**E**	12.0	**E**	12.0	**E**
3	1.4	**B**	5.0	**C**	5.0	**C**	5.0	**C**
4	1.3	**B**	4.2	**C**	4.4	**C**	4.4	**C**
5	2.1	**B**	7.4	**D**	7.5	**D**	7.5	**D**
6	1.5	**B**	14.4	**E**	15.0	**E**	15.0	**E**
7	1.4	**B**	5.2	**C**	5.2	**C**	5.2	**C**
8	0.3	**A**	1.8	**B**	1.9	**B**	1.9	**B**
12. Ninth Avenue and West 33rd Street								
1	1.3	**B**	11.2	**E**	11.7	**E**	11.7	**E**
2	1.7	**B**	7.0	**D**	7.1	**D**	7.1	**D**
3	3.6	**C**	24.4	**F**	27.0	**F**	14.5	**E**
4	2.9	**B**	15.7	**E**	18.5	**F**	18.5	**F**
5	0.4	**A**	1.9	**B**	1.9	**B**	1.9	**B**
6	0.3	**A**	4.8	**C**	4.8	**C**	4.8	**C**
7	4.6	**C**	12.0	**E**	14.2	**E**	14.2	**E**
8	1.9	**B**	13.1	**E**	14.5	**E**	14.5	**E**
13. Ninth Avenue and West 31st Street								
1	0.3	**A**	1.6	**B**	1.6	**B**	1.6	**B**
2	0.4	**A**	1.5	**B**	1.5	**B**	1.5	**B**
3	0.4	**A**	5.4	**C**	5.6	**C**	5.6	**C**
4	2.0	**B**	5.5	**C**	5.5	**C**	5.5	**C**
5	1.5	**B**	4.1	**C**	4.2	**C**	4.2	**C**
6	0.9	**B**	2.9	**B**	3.0	**B**	3.0	**B**
7	2.0	**B**	7.2	**D**	8.0	**D**	8.0	**D**
8	0.2	**A**	6.4	**D**	6.6	**D**	6.6	**D**
14. Eighth Avenue and West 34th Street								
1	3.8	**C**	6.6	**D**	6.6	**D**	6.6	**D**
2	7.6	**D**	7.8	**D**	7.8	**D**	7.8	**D**
3	2.9	**B**	4.3	**C**	4.1	**C**	4.1	**C**
4	1.6	**B**	4.4	**C**	4.3	**C**	4.3	**C**
5	4.8	**C**	10.2	**D**	10.1	**D**	10.1	**D**
6	5.4	**C**	10.7	**D**	10.5	**D**	10.5	**D**
7	4.9	**C**	11.0	**E**	11.2	**E**	11.2	**E**
8	2.1	**B**	5.3	**C**	5.3	**C**	5.3	**C**

2017 Conditions
Sidewalk Level of Service
PM Peak Period

Sidewalk Location	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
15. Eighth Avenue and West 33rd Street								
1	7.0	**D**	16.0	**E**	15.9	**E**	15.9	**E**
2	6.2	**D**	13.3	**E**	13.7	**E**	13.7	**E**
3	0.3	**A**	6.2	**D**	6.2	**D**	6.2	**D**
4	0.4	**A**	2.7	**B**	2.8	**B**	2.8	**B**
5	1.1	**B**	4.7	**C**	4.7	**C**	4.7	**C**
6	3.3	**C**	6.2	**D**	6.2	**D**	6.2	**D**
7	4.4	**C**	14.6	**E**	16.9	**E**	16.9	**E**
8	3.5	**C**	17.5	**E**	19.1	**F**	19.1	**F**
16. Eighth Avenue and West 31st Street								
1	2.0	**B**	4.8	**C**	4.8	**C**	4.8	**C**
2	0.8	**B**	1.9	**B**	1.9	**B**	1.9	**B**
3	0.2	**A**	2.8	**B**	2.8	**B**	2.8	**B**
4	4.6	**C**	7.2	**D**	7.0	**D**	7.0	**D**
5	1.9	**B**	3.6	**C**	3.6	**C**	3.6	**C**
6	2.1	**B**	4.3	**C**	4.3	**C**	4.3	**C**
7	2.1	**B**	4.1	**C**	4.1	**C**	4.1	**C**
8	0.6	**B**	8.1	**D**	8.2	**D**	8.2	**D**
17. Eleventh Avenue and West 36th Street								
1	0.4	**A**	0.6	**B**	0.8	**B**	0.8	**B**
2	0.3	**A**	1.1	**B**	1.3	**B**	1.3	**B**
3	0.1	**A**	0.3	**A**	0.5	**A**	0.5	**A**
4	0.3	**A**	0.2	**A**	0.3	**A**	0.3	**A**
5	0.3	**A**	0.7	**B**	0.8	**B**	0.8	**B**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
18. Eleventh Avenue and West 35th Street								
1	0.3	**A**	1.2	**B**	1.7	**B**	1.7	**B**
2	0.2	**A**	0.7	**B**	0.8	**B**	0.8	**B**
3	0.5	**B**	0.3	**A**	0.4	**A**	0.4	**A**
4	0.1	**A**	2.7	**B**	2.7	**B**	2.7	**B**
5	0.2	**A**	1.3	**B**	1.5	**B**	1.5	**B**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
19. Tenth Avenue and West 35th Street								
1	0.4	**A**	2.6	**B**	2.8	**B**	2.8	**B**
2	0.3	**A**	1.9	**B**	2.2	**B**	2.2	**B**
3	0.6	**B**	4.7	**C**	4.7	**C**	4.7	**C**
4	0.2	**A**	1.8	**B**	1.8	**B**	1.8	**B**
5	0.2	**A**	2.0	**B**	2.1	**B**	2.1	**B**
6	0.4	**A**	3.0	**C**	3.2	**C**	3.2	**C**
7	0.2	**A**	2.1	**B**	2.2	**B**	2.2	**B**
8	0.2	**A**	1.5	**B**	1.7	**B**	1.7	**B**
20. Eleventh Avenue and West 29th Street								
1	0.0	**A**	0.3	**A**	0.8	**B**	0.8	**B**
2	0.1	**A**	4.1	**C**	4.0	**C**	4.0	**C**
3	0.2	**A**	1.1	**B**	1.3	**B**	1.3	**B**
4	0.1	**A**	1.1	**B**	1.2	**B**	1.2	**B**
5	0.1	**A**	3.6	**C**	3.4	**C**	3.4	**C**
6	0.1	**A**	0.4	**A**	0.8	**B**	0.8	**B**
7	0.0	**A**	0.0	**A**	0.0	**A**	0.0	**A**
8	0.1	**A**	0.1	**A**	0.1	**A**	0.1	**A**
21. Tenth Avenue and West 29th Street								
1	0.1	**A**	4.4	**C**	3.8	**C**	3.8	**C**
2	0.1	**A**	0.9	**B**	0.8	**B**	0.8	**B**
3	0.0	**A**	0.6	**B**	0.5	**A**	0.5	**A**
4	0.1	**A**	0.9	**B**	0.7	**B**	0.7	**B**
5	0.3	**A**	1.1	**B**	1.2	**B**	1.2	**B**
6	0.1	**A**	2.9	**B**	2.6	**B**	2.6	**B**
7	0.1	**A**	0.4	**A**	0.4	**A**	0.4	**A**
8	0.2	**A**	0.7	**B**	0.8	**B**	0.8	**B**

2017 Conditions
Sidewalk Level of Service
PM Peak Period

Sidewalk Location	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
22. Boulevard and West 35th Street								
1	N/A	**N/A**	1.4	**B**	2.0	**B**	2.0	**B**
2	N/A	**N/A**	1.3	**B**	1.3	**B**	1.3	**B**
3	0.2	**A**	0.4	**A**	0.4	**A**	0.4	**A**
4	0.2	**A**	0.8	**B**	0.8	**B**	0.8	**B**
5	N/A	**N/A**	1.0	**B**	0.9	**B**	0.9	**B**
6	N/A	**N/A**	2.9	**B**	2.9	**B**	2.9	**B**
7	0.1	**A**	3.1	**C**	3.2	**C**	3.2	**C**
8	0.5	**B**	0.2	**A**	0.3	**A**	0.3	**A**
23. Boulevard and West 34th Street								
1	N/A	**N/A**	2.3	**B**	2.2	**B**	2.2	**B**
2	N/A	**N/A**	1.3	**B**	1.2	**B**	1.2	**B**
3	0.3	**A**	1.2	**B**	1.4	**B**	1.4	**B**
4	0.4	**A**	1.6	**B**	1.7	**B**	1.7	**B**
5	N/A	**N/A**	1.6	**B**	1.7	**B**	1.7	**B**
6	N/A	**N/A**	2.6	**B**	2.7	**B**	2.7	**B**
7	0.3	**A**	2.0	**B**	2.0	**B**	2.0	**B**
8	0.2	**A**	1.0	**B**	1.1	**B**	1.1	**B**
24. Boulevard and West 33rd Street								
1	N/A	**N/A**	9.7	**D**	12.6	**E**	12.6	**E**
2	N/A	**N/A**	2.3	**B**	2.4	**B**	2.4	**B**
3	0.4	**A**	2.3	**B**	2.4	**B**	2.4	**B**
4	0.2	**A**	2.2	**B**	5.3	**C**	5.3	**C**
5	N/A	**N/A**	4.0	**C**	4.8	**C**	4.8	**C**
6	N/A	**N/A**	4.1	**C**	4.5	**C**	4.5	**C**
7	0.0	**A**	0.8	**B**	3.6	**C**	3.6	**C**
8	0.0	**A**	3.0	**C**	5.4	**C**	5.4	**C**
25. Eleventh Avenue and 32nd Street								
1	N/A	**N/A**	0.5	**B**	1.3	**B**	1.3	**B**
2	N/A	**N/A**	2.0	**B**	2.7	**B**	2.7	**B**
3	N/A	**N/A**	0.7	**B**	5.8	**C**	5.8	**C**
4	N/A	**N/A**	0.6	**B**	1.0	**B**	1.0	**B**
5	N/A	**N/A**	0.5	**B**	1.3	**B**	1.3	**B**
6	N/A	**N/A**	0.3	**A**	1.3	**B**	1.3	**B**
7	N/A	**N/A**	N/A	**N/A**	0.2	**A**	0.2	**A**
8	N/A	**N/A**	N/A	**N/A**	5.0	**C**	5.0	**C**
26. Eleventh Avenue and 31st Street								
1	N/A	**N/A**	0.3	**A**	1.3	**B**	1.3	**B**
2	N/A	**N/A**	0.5	**B**	1.3	**B**	1.3	**B**
3	N/A	**N/A**	1.1	**B**	1.8	**B**	1.8	**B**
4	N/A	**N/A**	1.2	**B**	1.3	**B**	1.3	**B**
5	N/A	**N/A**	4.3	**C**	4.2	**C**	4.2	**C**
6	N/A	**N/A**	0.2	**A**	1.1	**B**	1.1	**B**
7	N/A	**N/A**	N/A	**N/A**	0.6	**B**	0.6	**B**
8	N/A	**N/A**	N/A	**N/A**	0.0	**A**	0.0	**A**

2017 Conditions
Sidewalk Level of Service
SAT Peak Period

Sidewalk Location	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
1. Route 9A and West 34th Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	0.0	**A**	0.1	**A**	0.1	**A**	0.1	**A**
3	0.4	**A**	0.4	**A**	0.4	**A**	0.4	**A**
4	0.1	**A**	0.1	**A**	0.6	**B**	0.6	**B**
5	0.0	**A**	2.9	**B**	1.6	**B**	1.6	**B**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2. Route 9A and West 33rd Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	0.0	**A**	2.9	**B**	1.6	**B**	1.6	**B**
3	0.0	**A**	1.2	**B**	0.4	**A**	0.4	**A**
4	0.0	**A**	1.3	**B**	0.7	**B**	0.7	**B**
5	0.0	**A**	0.0	**A**	0.0	**A**	0.0	**A**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
3. Route 9A and West 30th Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	0.2	**A**	0.2	**A**	0.1	**A**	0.1	**A**
3	0.0	**A**	0.5	**A**	0.5	**A**	0.5	**A**
4	0.1	**A**	0.4	**A**	0.4	**A**	0.4	**A**
5	0.1	**A**	0.1	**A**	0.1	**A**	0.1	**A**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
4. Eleventh Avenue and West 34th Street								
1	0.97	**B**	1.73	**B**	2.06	**B**	2.06	**B**
2	0.52	**B**	1.10	**B**	1.20	**B**	1.20	**B**
3	0.54	**B**	0.51	**B**	0.57	**B**	0.57	**B**
4	0.73	**B**	0.57	**B**	0.63	**B**	0.63	**B**
5	0.03	**A**	1.05	**B**	1.18	**B**	1.18	**B**
6	0.01	**A**	0.64	**B**	2.04	**B**	2.04	**B**
7	0.10	**A**	0.11	**A**	0.76	**B**	0.76	**B**
8	0.21	**A**	0.23	**A**	0.53	**B**	0.53	**B**
5. Eleventh Avenue and West 33rd Street								
1	0.1	**A**	1.2	**B**	3.1	**C**	3.1	**C**
2	0.0	**A**	1.0	**B**	1.1	**B**	1.1	**B**
3	0.0	**A**	0.4	**A**	0.9	**B**	0.9	**B**
4	0.0	**A**	0.7	**B**	1.9	**B**	1.9	**B**
5	0.0	**A**	2.9	**B**	3.1	**C**	3.1	**C**
6	0.0	**A**	0.8	**B**	2.9	**B**	2.9	**B**
7	0.1	**A**	1.4	**B**	0.9	**B**	0.9	**B**
8	0.0	**A**	0.9	**B**	0.4	**A**	0.4	**A**
6. Eleventh Avenue and West 30th Street								
1	0.0	**A**	0.3	**A**	0.7	**B**	0.7	**B**
2	0.0	**A**	6.8	**D**	6.5	**D**	6.5	**D**
3	0.1	**A**	0.5	**A**	0.6	**B**	0.6	**B**
4	0.0	**A**	1.0	**B**	1.2	**B**	1.2	**B**
5	0.0	**A**	5.1	**C**	5.0	**C**	5.0	**C**
6	0.1	**A**	0.4	**A**	0.7	**B**	0.7	**B**
7	0.2	**A**	0.6	**B**	0.6	**B**	0.6	**B**
8	0.0	**A**	0.5	**A**	0.6	**B**	0.6	**B**
7. Tenth Avenue and West 34th Street								
1	0.1	**A**	4.6	**C**	4.7	**C**	4.7	**C**
2	0.3	**A**	3.0	**B**	3.0	**B**	3.0	**B**
3	0.2	**A**	1.6	**B**	1.7	**B**	1.7	**B**
4	0.3	**A**	3.4	**C**	3.5	**C**	3.5	**C**
5	0.1	**A**	4.4	**C**	4.5	**C**	4.5	**C**
6	0.1	**A**	6.1	**D**	6.1	**D**	6.1	**D**
7	0.4	**A**	2.7	**B**	2.7	**B**	2.7	**B**
8	0.2	**A**	1.6	**B**	1.9	**B**	1.9	**B**

2017 Conditions
Sidewalk Level of Service
SAT Peak Period

Sidewalk Location	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
8. Tenth Avenue and West 33rd Street								
1	0.1	**A**	6.4	**D**	6.4	**D**	6.4	**D**
2	0.2	**A**	5.3	**C**	5.5	**C**	5.5	**C**
3	0.1	**A**	8.3	**D**	8.7	**D**	8.7	**D**
4	0.1	**A**	14.9	**E**	15.9	**E**	15.9	**E**
5	0.1	**A**	1.4	**B**	1.4	**B**	1.4	**B**
6	0.0	**A**	10.3	**D**	9.9	**D**	9.9	**D**
7	0.0	**A**	4.4	**C**	5.5	**C**	5.5	**C**
8	0.2	**A**	7.5	**D**	7.8	**D**	7.8	**D**
9. Tenth Avenue and West 31st Street								
1	0.0	**A**	2.3	**B**	2.3	**B**	2.3	**B**
2	0.1	**A**	1.1	**B**	1.1	**B**	1.1	**B**
3	0.1	**A**	2.8	**B**	2.7	**B**	2.7	**B**
4	0.1	**A**	2.8	**B**	2.8	**B**	2.8	**B**
5	0.2	**A**	1.9	**B**	1.9	**B**	1.9	**B**
6	0.1	**A**	2.3	**B**	2.4	**B**	2.4	**B**
7	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
8	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
10. Tenth Avenue and West 30th Street								
1	0.1	**A**	5.1	**C**	4.4	**C**	4.4	**C**
2	0.1	**A**	1.2	**B**	1.3	**B**	1.3	**B**
3	0.0	**A**	0.5	**A**	0.4	**A**	0.4	**A**
4	0.1	**A**	2.1	**B**	2.0	**B**	2.0	**B**
5	0.2	**A**	2.7	**B**	2.5	**B**	2.5	**B**
6	0.1	**A**	4.9	**C**	4.3	**C**	4.3	**C**
7	0.1	**A**	1.0	**B**	1.1	**B**	1.1	**B**
8	0.1	**A**	1.7	**B**	1.7	**B**	1.7	**B**
11. Ninth Avenue and West 34th Street								
1	0.2	**A**	2.2	**B**	2.3	**B**	2.3	**B**
2	2.9	**B**	8.7	**D**	8.8	**D**	8.8	**D**
3	0.5	**A**	2.0	**B**	2.0	**B**	2.0	**B**
4	0.7	**B**	2.0	**B**	2.0	**B**	2.0	**B**
5	1.0	**B**	6.5	**D**	6.5	**D**	6.5	**D**
6	0.5	**B**	7.4	**D**	8.1	**D**	8.1	**D**
7	0.5	**A**	3.1	**C**	3.1	**C**	3.1	**C**
8	0.3	**A**	1.5	**B**	1.5	**B**	1.5	**B**
12. Ninth Avenue and West 33rd Street								
1	0.7	**B**	6.3	**D**	6.8	**D**	6.8	**D**
2	0.7	**B**	6.3	**D**	6.4	**D**	6.4	**D**
3	1.1	**B**	12.5	**E**	12.8	**E**	6.9	**D**
4	0.4	**A**	5.9	**C**	6.1	**D**	6.1	**D**
5	0.4	**A**	1.6	**B**	1.6	**B**	1.6	**B**
6	0.3	**A**	2.1	**B**	2.1	**B**	2.1	**B**
7	0.4	**A**	5.3	**C**	5.7	**C**	5.7	**C**
8	0.7	**B**	11.2	**E**	11.7	**E**	11.7	**E**
13. Ninth Avenue and West 31st Street								
1	0.1	**A**	1.1	**B**	1.1	**B**	1.1	**B**
2	0.2	**A**	1.1	**B**	1.2	**B**	1.2	**B**
3	0.5	**B**	3.0	**C**	2.9	**B**	2.9	**B**
4	0.6	**B**	3.9	**C**	3.8	**C**	3.8	**C**
5	0.5	**A**	3.2	**C**	3.2	**C**	3.2	**C**
6	0.4	**A**	2.6	**B**	2.7	**B**	2.7	**B**
7	0.7	**B**	6.1	**D**	6.1	**D**	6.1	**D**
8	0.2	**A**	4.5	**C**	4.4	**C**	4.4	**C**
14. Eighth Avenue and West 34th Street								
1	2.3	**B**	4.2	**C**	4.2	**C**	4.2	**C**
2	4.1	**C**	4.6	**C**	4.6	**C**	4.6	**C**
3	3.1	**C**	4.4	**C**	4.3	**C**	4.3	**C**
4	1.6	**B**	2.9	**B**	2.7	**B**	2.7	**B**
5	2.2	**B**	4.1	**C**	3.9	**C**	3.9	**C**
6	7.4	**D**	11.5	**E**	11.3	**E**	11.3	**E**
7	3.6	**C**	5.5	**C**	5.4	**C**	5.4	**C**
8	0.9	**B**	1.9	**B**	1.8	**B**	1.8	**B**

2017 Conditions
Sidewalk Level of Service
SAT Peak Period

Sidewalk Location	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS	Pedestrian Flow Rate (p/min/ft)	LOS
15. Eighth Avenue and West 33rd Street								
1	2.5	**B**	7.4	**D**	7.3	**D**	7.3	**D**
2	2.5	**B**	5.7	**C**	5.6	**C**	5.6	**C**
3	1.1	**B**	3.6	**C**	3.5	**C**	3.5	**C**
4	1.4	**B**	2.6	**B**	2.6	**B**	2.6	**B**
5	3.5	**C**	5.5	**C**	5.5	**C**	5.5	**C**
6	2.0	**B**	3.9	**C**	3.9	**C**	3.9	**C**
7	0.4	**A**	5.3	**C**	5.5	**C**	5.5	**C**
8	2.0	**B**	9.6	**D**	9.8	**D**	9.8	**D**
16. Eighth Avenue and West 31st Street								
1	1.5	**B**	3.2	**C**	3.2	**C**	3.2	**C**
2	0.7	**B**	1.4	**B**	1.4	**B**	1.4	**B**
3	0.5	**A**	1.9	**B**	1.8	**B**	1.8	**B**
4	0.8	**B**	2.9	**B**	2.7	**B**	2.7	**B**
5	2.1	**B**	4.2	**C**	4.3	**C**	4.3	**C**
6	1.7	**B**	4.4	**C**	4.5	**C**	4.5	**C**
7	0.6	**B**	2.6	**B**	2.5	**B**	2.5	**B**
8	0.4	**A**	4.5	**C**	4.2	**C**	4.2	**C**
22. Boulevard and West 35th Street								
1	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
2	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
3	0.0	**A**	0.7	**B**	0.8	**B**	0.8	**B**
4	0.0	**A**	1.5	**B**	1.6	**B**	1.6	**B**
5	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
6	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
7	0.0	**A**	21.9	**F**	22.1	**F**	22.1	**F**
8	0.0	**A**	0.5	**A**	0.6	**B**	0.6	**B**
23. Boulevard and West 34th Street								
1	N/A	**N/A**	2.0	**B**	1.8	**B**	1.8	**B**
2	N/A	**N/A**	1.5	**B**	1.4	**B**	1.4	**B**
3	0.2	**A**	0.8	**B**	1.0	**B**	1.0	**B**
4	0.4	**A**	1.1	**B**	1.1	**B**	1.1	**B**
5	N/A	**N/A**	1.5	**B**	1.5	**B**	1.5	**B**
6	N/A	**N/A**	2.1	**B**	2.1	**B**	2.1	**B**
7	0.7	**B**	1.3	**B**	1.3	**B**	1.3	**B**
8	0.5	**B**	0.8	**B**	0.9	**B**	0.9	**B**
24. Boulevard and West 33rd Street								
1	N/A	**N/A**	6.5	**D**	7.2	**D**	7.2	**D**
2	N/A	**N/A**	2.3	**B**	2.3	**B**	2.3	**B**
3	0.2	**A**	1.8	**B**	1.9	**B**	1.9	**B**
4	0.1	**A**	2.6	**B**	3.7	**C**	3.7	**C**
5	N/A	**N/A**	2.5	**B**	3.0	**B**	3.0	**B**
6	N/A	**N/A**	3.0	**B**	3.0	**C**	3.0	**C**
7	0.0	**A**	0.8	**B**	1.6	**B**	1.6	**B**
8	0.0	**A**	1.8	**B**	2.5	**B**	2.5	**B**
25. Eleventh Avenue and 32nd Street								
1	N/A	**N/A**	0.5	**B**	1.6	**B**	1.6	**B**
2	N/A	**N/A**	2.0	**B**	2.3	**B**	2.3	**B**
3	N/A	**N/A**	0.8	**B**	4.8	**C**	4.8	**C**
4	N/A	**N/A**	0.7	**B**	1.0	**B**	1.0	**B**
5	N/A	**N/A**	0.5	**A**	0.9	**B**	0.9	**B**
6	N/A	**N/A**	0.2	**A**	1.0	**B**	1.0	**B**
7	N/A	**N/A**	N/A	**N/A**	0.2	**A**	0.2	**A**
8	N/A	**N/A**	N/A	**N/A**	4.2	**C**	4.2	**C**
26. Eleventh Avenue and 31st Street								
1	N/A	**N/A**	0.2	**A**	1.0	**B**	1.0	**B**
2	N/A	**N/A**	0.5	**A**	0.9	**B**	0.9	**B**
3	N/A	**N/A**	1.2	**B**	1.7	**B**	1.7	**B**
4	N/A	**N/A**	1.4	**B**	1.5	**B**	1.5	**B**
5	N/A	**N/A**	4.7	**C**	4.5	**C**	4.5	**C**
6	N/A	**N/A**	0.2	**A**	0.8	**B**	0.8	**B**
7	N/A	**N/A**	N/A	**N/A**	0.4	**A**	0.4	**A**
8	N/A	**N/A**	N/A	**N/A**	0.0	**A**	0.0	**A**

2017 Conditions
Crosswalk Level of Service
AM Peak Period

Crosswalk	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
1. Route 9A and West 34th Street								
North	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
East	-	**A**	-	**A**	3968.2	**A**	4761.7	**A**
South (East)	407.2	**A**	68.4	**A**	57.4	**B**	57.4	**B**
South (West)	368.6	**A**	60	**B**	49.9	**B**	49.9	**B**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
3. Route 9A and West 30th Street								
North	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
East	3690.8	**A**	1131	**A**	661	**A**	643.8	**A**
South (East)	1283.6	**A**	213.9	**A**	181.8	**A**	195.8	**A**
South (West)	1329.2	**A**	209.9	**A**	177.2	**A**	190.1	**A**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
4. Eleventh Avenue and West 34th Street								
North	303	**A**	150.3	**A**	70.5	**A**	70.5	**A**
East	450.4	**A**	78.2	**A**	65.1	**A**	65.1	**A**
South	284.4	**A**	105.8	**A**	73.4	**A**	73.4	**A**
West	340.3	**A**	134.3	**A**	80.4	**A**	80.4	**A**
5. Eleventh Avenue and West 33rd Street								
North	658.3	**A**	132.9	**A**	37.9	**C**	59.5	**B**
East	-	**A**	130.7	**A**	64.2	**A**	71	**A**
South	-	**A**	131.2	**A**	8.1	**E**	18.3	**D**
West	2127.8	**A**	530.5	**A**	26.8	**C**	29.6	**C**
6. Eleventh Avenue and West 30th Street								
North	-	**A**	350.5	**A**	154.3	**A**	149.4	**A**
East	616	**A**	29.1	**C**	24.3	**C**	25.7	**C**
South	-	**A**	641.1	**A**	314.2	**A**	303.4	**A**
West	1299.7	**A**	382.9	**A**	137.4	**A**	141.2	**A**
7. Tenth Avenue and West 34th Street								
North	197.8	**A**	36	**C**	31.6	**C**	43.8	**B**
East	223.2	**A**	70.3	**A**	64.7	**A**	56.6	**B**
South	60.7	**A**	15.2	**D**	14.7	**E**	19.4	**D**
West	449	**A**	58.3	**B**	51.8	**B**	44.9	**B**
8. Tenth Avenue and West 33rd Street								
North	140.9	**A**	17.3	**D**	14.7	**E**	15.8	**D**
East	326.6	**A**	44.2	**B**	36.2	**C**	49.7	**B**
South	310	**A**	7.4	**F**	4.2	**F**	5.8	**F**
West	497.8	**A**	20.9	**D**	17.4	**D**	23.3	**D**
9. Tenth Avenue and West 31st Street								
North	-	**A**	48.9	**B**	39.9	**C**	48.7	**B**
East	845.4	**A**	123.5	**A**	123.5	**A**	118.1	**A**
South	-	**A**	65.7	**A**	46.1	**B**	52.5	**B**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
10. Tenth Avenue and West 30th Street								
North	965.2	**A**	48.9	**B**	42.1	**B**	42.1	**B**
East	854.1	**A**	96.3	**A**	77.9	**A**	77.9	**A**
South	-	**A**	83.3	**A**	62.3	**A**	62.3	**A**
West	2534.8	**A**	45.1	**B**	44	**B**	44	**B**
11. Ninth Avenue and West 34th Street								
North	111.6	**A**	32.5	**C**	32.5	**C**	35.4	**C**
East	62.5	**A**	15.9	**D**	15.6	**D**	15	**E**
South	36.8	**C**	7.4	**F**	6.9	**F**	8.9	**E**
West	62.7	**A**	14.8	**E**	14.4	**E**	14.3	**E**
12. Ninth Avenue and West 33rd Street								
North	59.4	**B**	6.1	**F**	5.5	**F**	5.5	**F**
East	182.7	**A**	21	**D**	19.4	**D**	19.4	**D**
South	29.6	**C**	2.7	**F**	2	**F**	2.2	**F**
West	455.9	**A**	7.9	**F**	7.3	**F**	7.3	**F**
13. Ninth Avenue and West 31st Street								
North	578.7	**A**	16.7	**D**	15.6	**D**	15.6	**D**
East	157.5	**A**	55	**B**	52.7	**B**	79.1	**A**
South	64.9	**A**	17.1	**D**	15.4	**D**	15.4	**D**
West	281.5	**A**	73.5	**A**	66.1	**A**	88.7	**A**
14. Eighth Avenue and West 34th Street								
North	64.7	**A**	29.1	**C**	29.1	**C**	29.1	**C**
East	24.1	**C**	14.4	**E**	14.2	**E**	14.2	**E**
South	45.8	**B**	16.1	**D**	16	**D**	16	**D**
West	25.6	**C**	13.9	**E**	13.9	**E**	13.9	**E**

2017 Conditions
Crosswalk Level of Service
AM Peak Period

Crosswalk	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
15. Eighth Avenue and West 33rd Street								
North	69	A	11.6	E	11.1	E	11.5	E
East	29.7	C	13.7	E	12.8	E	13.3	E
South	316.2	A	13.3	E	10.6	E	13.2	E
West	55.6	B	9.5	E	9	E	9.4	E
16. Eighth Avenue and West 31st Street								
North	143	A	16.5	D	15.9	D	15.9	D
East	40.4	B	22	D	22	D	22	D
South	162.8	A	45.7	B	43.4	B	43.4	B
West	67.2	A	26.5	C	25.2	C	25.2	C
17. Eleventh Avenue and West 36th Street								
North	150.3	A	150.3	A	112.3	A	112.3	A
East	317.3	A	32.7	C	20.3	D	20.3	D
South	464.4	A	64.9	A	64.1	A	64.1	A
West	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
18. Eleventh Avenue and West 35th Street								
North	971	A	107.9	A	88.3	A	88.3	A
East	-	A	68.2	A	60.3	A	60.3	A
South	499.2	A	33.8	C	32.5	C	34.1	C
West	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
19. Tenth Avenue and West 35th Street								
North	382.8	A	53	B	47.7	B	56.3	B
East	407.4	A	105.6	A	87.9	A	82.1	A
South	892.8	A	59.5	B	55	B	62.8	A
West	543.4	A	92.5	A	72.8	A	67.7	A
20. Eleventh Avenue and West 29th Street								
North	1406.2	A	1406.2	A	476.3	A	476.3	A
East	-	A	50.8	B	50.8	B	50.8	B
South	-	A	1325	A	662.5	A	662.5	A
West	1372.1	A	470.4	A	223.7	A	223.7	A
21. Tenth Avenue and West 29th Street								
North	866.6	A	137.8	A	118.4	A	118.4	A
East	1929.6	A	236.3	A	208.6	A	208.6	A
South	857.1	A	169.8	A	169.8	A	169.8	A
West	878.9	A	83.4	A	87.7	A	87.7	A
22. Boulevard and West 35th Street								
North	N/A	N/A	252.9	A	224.2	A	224.2	A
East	N/A	N/A	118	A	119.2	A	119.2	A
South	N/A	N/A	74.2	A	73.7	A	73.7	A
West	N/A	N/A	78.5	A	78.5	A	78.5	A
23. Boulevard and West 34th Street								
North	N/A	N/A	40.6	B	39.5	C	39.5	C
East	N/A	N/A	93.3	A	87.2	A	87.2	A
South	N/A	N/A	27.6	C	26	C	26	C
West	N/A	N/A	100.2	A	95.6	A	95.6	A
24. Boulevard and West 33rd Street								
North	N/A	N/A	57.3	B	53.4	B	53.4	B
East	N/A	N/A	14.9	E	14.4	E	14.4	E
South	N/A	N/A	60.2	A	27.3	C	29.3	C
West	N/A	N/A	7.4	F	5.8	F	5.8	F
24a. Boulevard and 33rd Street (West)								
North	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
East	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
South	N/A	N/A	271.5	A	38.4	C	38.4	C
West	N/A	N/A	23	D	14.5	E	14.5	E
25. Eleventh Avenue and 32nd Street								
North	N/A	N/A	695.6	A	19.2	D	19.2	D
East	N/A	N/A	177.9	A	88.4	A	88.4	A
South	N/A	N/A	-	A	66.9	A	66.9	A
West	N/A	N/A	N/A	N/A	297.3	A	297.3	A
26. Eleventh Avenue and 31st Street								
North	N/A	N/A	-	A	66.7	A	66.7	A
East	N/A	N/A	120.5	A	102.7	A	102.7	A
South	N/A	N/A	-	A	78.5	A	78.5	A
West	N/A	N/A	N/A	N/A	101.7	A	101.7	A

2017 Conditions
Crosswalk Level of Service
MD Peak Period

Crosswalk	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
1. Route 9A and West 34th Street								
North	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
East	2789	**A**	1382.5	**A**	1358.7	**A**	2416.6	**A**
South (East)	390.3	**A**	11.5	**E**	12.2	**E**	12.2	**E**
South (West)	345.6	**A**	9.6	**E**	10.2	**E**	10.2	**E**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
3. Route 9A and West 30th Street								
North	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
East	2510.8	**A**	152.1	**A**	84.8	**A**	83.1	**A**
South (East)	1184	**A**	39.1	**C**	27.7	**C**	28.9	**C**
South (West)	1232.4	**A**	37.7	**C**	26.6	**C**	27.7	**C**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
4. Eleventh Avenue and West 34th Street								
North	143.8	**A**	60.5	**A**	41.3	**B**	41.3	**B**
East	681.8	**A**	16.1	**D**	15.9	**D**	15.9	**D**
South	457.8	**A**	50.2	**B**	34.8	**C**	34.8	**C**
West	1307.4	**A**	57.9	**B**	26.8	**C**	26.8	**C**
5. Eleventh Avenue and West 33rd Street								
North	-	**A**	46	**B**	29.4	**C**	48	**B**
East	1125.3	**A**	21.4	**D**	18.9	**D**	20.3	**D**
South	-	**A**	19.5	**D**	10.2	**E**	24.8	**C**
West	-	**A**	71.2	**A**	22.4	**D**	24	**D**
6. Eleventh Avenue and West 30th Street								
North	-	**A**	55.2	**B**	30.2	**C**	30.2	**C**
East	-	**A**	3.3	**F**	3.1	**F**	3.1	**F**
South	-	**A**	182.5	**A**	105.1	**A**	105.1	**A**
West	1299.7	**A**	64.5	**A**	31.3	**C**	31.3	**C**
7. Tenth Avenue and West 34th Street								
North	130.8	**A**	11.1	**E**	10.2	**E**	12.2	**E**
East	41.8	**B**	9.8	**E**	9.4	**E**	8.8	**E**
South	77	**A**	7	**F**	6.8	**F**	7.9	**F**
West	549.1	**A**	12	**E**	11.3	**E**	10.7	**E**
8. Tenth Avenue and West 33rd Street								
North	175.8	**A**	5.6	**F**	5.3	**F**	5.1	**F**
East	174.9	**A**	7.9	**F**	7.2	**F**	11.3	**E**
South	476.3	**A**	2.4	**F**	2.2	**F**	2.7	**F**
West	746.7	**A**	4	**F**	3.6	**F**	5.4	**F**
9. Tenth Avenue and West 31st Street								
North	-	**A**	8.9	**E**	8.5	**E**	9.9	**E**
East	845.4	**A**	22.2	**D**	22.2	**D**	21.7	**D**
South	-	**A**	15.2	**D**	14.3	**E**	15.7	**D**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
10. Tenth Avenue and West 30th Street								
North	-	**A**	10.1	**E**	10.4	**E**	10.4	**E**
East	1646.1	**A**	17.7	**D**	18.6	**D**	18.6	**D**
South	-	**A**	20.4	**D**	22	**D**	22	**D**
West	2534.8	**A**	6.9	**F**	8.4	**E**	8.4	**E**
11. Ninth Avenue and West 34th Street								
North	275.2	**A**	28.4	**C**	27.9	**C**	29.5	**C**
East	46.5	**B**	7.2	**F**	7.1	**F**	7.4	**F**
South	48	**B**	6.1	**F**	6.1	**F**	7.1	**F**
West	144.9	**A**	6.5	**F**	6.4	**F**	6.8	**F**
12. Ninth Avenue and West 33rd Street								
North	166.8	**A**	2.7	**F**	2.6	**F**	2.6	**F**
East	502.3	**A**	8.4	**E**	8.4	**E**	8.4	**E**
South	65.2	**A**	2.9	**F**	2.8	**F**	3	**F**
West	126.1	**A**	5.2	**F**	4.8	**F**	4.8	**F**
13. Ninth Avenue and West 31st Street								
North	1182.6	**A**	6	**F**	6.1	**F**	7.6	**F**
East	191.8	**A**	16.1	**D**	16.1	**D**	22.1	**D**
South	92.6	**A**	5.3	**F**	5.3	**F**	6.8	**F**
West	271.1	**A**	13.9	**E**	13.9	**E**	17.3	**D**
14. Eighth Avenue and West 34th Street								
North	88.8	**A**	27.9	**C**	28.7	**C**	27.8	**C**
East	20.9	**D**	8	**F**	8.1	**E**	8.5	**E**
South	17.3	**D**	10	**E**	10.3	**E**	10	**E**
West	22.7	**D**	7.1	**F**	7.2	**F**	7.6	**F**

2017 Conditions
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MD Peak Period

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	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
15. Eighth Avenue and West 33rd Street								
North	105.4	**A**	4.8	**F**	4.9	**F**	5.1	**F**
East	29.4	**C**	5.4	**F**	5.6	**F**	5.9	**F**
South	244.7	**A**	9.9	**E**	10.2	**E**	12.5	**E**
West	51	**B**	3.3	**F**	3.4	**F**	3.6	**F**
16. Eighth Avenue and West 31st Street								
North	280.4	**A**	9	**E**	9.4	**E**	9.4	**E**
East	39.4	**C**	11.6	**E**	11.6	**E**	11.6	**E**
South	96.7	**A**	14.4	**E**	15.4	**D**	15.4	**D**
West	48.1	**B**	6.8	**F**	6.8	**F**	6.8	**F**
17. Eleventh Avenue and West 36th Street								
North	444.8	**A**	226.9	**A**	74.6	**A**	74.6	**A**
East	126.7	**A**	8.5	**E**	8.3	**E**	8.3	**E**
South	464.4	**A**	64.9	**A**	45	**B**	45	**B**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
18. Eleventh Avenue and West 35th Street								
North	249.7	**A**	82.7	**A**	57.7	**B**	57.7	**B**
East	1171.5	**A**	17.5	**D**	17.5	**D**	17.5	**D**
South	978.4	**A**	42.2	**B**	34.3	**C**	36	**C**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
19. Tenth Avenue and West 35th Street								
North	258.7	**A**	29.8	**C**	28.9	**C**	32.1	**C**
East	273.4	**A**	17.5	**D**	17.1	**D**	16.3	**D**
South	446.4	**A**	20.4	**D**	20.2	**D**	22.4	**D**
West	827	**A**	16.5	**D**	15.6	**D**	14.7	**E**
20. Eleventh Avenue and West 29th Street								
North	-	**A**	-	**A**	351.6	**A**	385.3	**A**
East	-	**A**	9.4	**E**	9.9	**E**	8.9	**E**
South	1351.7	**A**	662.5	**A**	265	**A**	293	**A**
West	1420.4	**A**	102.3	**A**	48	**B**	43.7	**B**
21. Tenth Avenue and West 29th Street								
North	-	**A**	30.6	**C**	37	**C**	37	**C**
East	643.2	**A**	42.6	**B**	45.5	**B**	45.5	**B**
South	428.5	**A**	54.2	**B**	54.2	**B**	54.2	**B**
West	586.1	**A**	14.1	**E**	17.2	**D**	17.2	**D**
22. Boulevard and West 35th Street								
North	N/A	**N/A**	94.6	**A**	85.3	**A**	85.3	**A**
East	N/A	**N/A**	27	**C**	28.9	**C**	28.9	**C**
South	N/A	**N/A**	32.6	**C**	31.1	**C**	31.1	**C**
West	N/A	**N/A**	15.5	**D**	16.5	**D**	16.5	**D**
23. Boulevard and West 34th Street								
North	N/A	**N/A**	16.8	**D**	15.5	**D**	15.5	**D**
East	N/A	**N/A**	27	**C**	26.7	**C**	26.7	**C**
South	N/A	**N/A**	12.3	**E**	11.7	**E**	11.7	**E**
West	N/A	**N/A**	16.7	**D**	16.7	**D**	16.7	**D**
24. Boulevard and West 33rd Street								
North	N/A	**N/A**	37.2	**C**	34.6	**C**	34.6	**C**
East	N/A	**N/A**	7	**F**	6.8	**F**	6.8	**F**
South	N/A	**N/A**	31.4	**C**	25.1	**C**	26.9	**C**
West	N/A	**N/A**	4.4	**F**	4.1	**F**	4.1	**F**
24a. Boulevard and 33rd Street (West)								
North	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
East	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
South	N/A	**N/A**	60.1	**A**	38.1	**C**	38.1	**C**
West	N/A	**N/A**	21	**D**	15.9	**D**	15.9	**D**
25. Eleventh Avenue and 32nd Street								
North	N/A	**N/A**	165.9	**A**	3.2	**F**	3.2	**F**
East	N/A	**N/A**	26.1	**C**	35.8	**C**	35.8	**C**
South	N/A	**N/A**	336.9	**A**	24.6	**C**	24.6	**C**
West	N/A	**N/A**	N/A	**N/A**	59	**B**	59	**B**
26. Eleventh Avenue and 31st Street								
North	N/A	**N/A**	556.7	**A**	44.8	**B**	44.8	**B**
East	N/A	**N/A**	16.1	**D**	24	**D**	24	**D**
South	N/A	**N/A**	462.9	**A**	56.6	**B**	56.6	**B**
West	N/A	**N/A**	N/A	**N/A**	87.7	**A**	87.7	**A**

2017 Conditions
Crosswalk Level of Service
PM Peak Period

Crosswalk	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
1. Route 9A and West 34th Street								
North	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
East	-	**A**	2416.6	**A**	2392.8	**A**	2392.8	**A**
South (East)	437	**A**	26.3	**C**	27.3	**C**	27.3	**C**
South (West)	408	**A**	23.2	**D**	24.1	**C**	24.1	**C**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
3. Route 9A and West 30th Street								
North	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
East	-	**A**	471.3	**A**	310	**A**	297.6	**A**
South (East)	1283.6	**A**	81.8	**A**	71.8	**A**	80.2	**A**
South (West)	1329.2	**A**	79.8	**A**	69.3	**A**	76.9	**A**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
4. Eleventh Avenue and West 34th Street								
North	402.1	**A**	109.9	**A**	63.1	**A**	77.6	**A**
East	681.8	**A**	39.6	**C**	34.7	**C**	31	**C**
South	307.6	**A**	50.6	**B**	38.2	**C**	46.5	**B**
West	1380	**A**	90	**A**	47	**B**	41.8	**B**
5. Eleventh Avenue and West 33rd Street								
North	-	**A**	80	**A**	24.5	**C**	38.5	**C**
East	2156.9	**A**	56.1	**B**	33.3	**C**	36.5	**C**
South	-	**A**	64.8	**A**	7.2	**F**	15.8	**D**
West	2077.8	**A**	209.5	**A**	24.2	**C**	26.5	**C**
6. Eleventh Avenue and West 30th Street								
North	-	**A**	174.2	**A**	97.6	**A**	97.6	**A**
East	1185.9	**A**	10.7	**E**	9.9	**E**	9.9	**E**
South	1366.3	**A**	439.4	**A**	219.7	**A**	219.7	**A**
West	678.1	**A**	216.8	**A**	95.7	**A**	95.7	**A**
7. Tenth Avenue and West 34th Street								
North	162.1	**A**	11.6	**E**	10.6	**E**	11	**E**
East	500.7	**A**	37	**C**	35.1	**C**	35.1	**C**
South	111.1	**A**	11.1	**E**	11	**E**	11.4	**E**
West	751.1	**A**	32.1	**C**	30.7	**C**	30.7	**C**
8. Tenth Avenue and West 33rd Street								
North	419.3	**A**	7.4	**F**	6.9	**F**	6.6	**F**
East	816.4	**A**	19.1	**D**	16.7	**D**	25.2	**C**
South	310	**A**	4.6	**F**	3.4	**F**	4.1	**F**
West	1538.4	**A**	9	**E**	8.3	**E**	11.8	**E**
9. Tenth Avenue and West 31st Street								
North	-	**A**	12.8	**E**	11.1	**E**	15.2	**D**
East	-	**A**	75.3	**A**	75.3	**A**	72	**A**
South	-	**A**	36.1	**C**	29.7	**C**	33.7	**C**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
10. Tenth Avenue and West 30th Street								
North	-	**A**	24.6	**C**	23.8	**D**	23.8	**D**
East	-	**A**	46.8	**B**	46.8	**B**	46.8	**B**
South	611.3	**A**	37.5	**C**	35.3	**C**	35.3	**C**
West	1267.4	**A**	16.1	**D**	18.2	**D**	18.2	**D**
11. Ninth Avenue and West 34th Street								
North	275.2	**A**	22.5	**D**	22.5	**D**	24.1	**C**
East	59	**B**	12.6	**E**	12.3	**E**	12.8	**E**
South	40.4	**B**	4.7	**F**	4.7	**F**	5.7	**F**
West	127.2	**A**	9.9	**E**	9.9	**E**	10.1	**E**
12. Ninth Avenue and West 33rd Street								
North	81.5	**A**	3	**F**	2.7	**F**	2.7	**F**
East	179.9	**A**	8.7	**E**	8.2	**E**	8.2	**E**
South	23.1	**D**	2.2	**F**	1.9	**F**	2	**F**
West	270	**A**	7.3	**F**	7	**F**	7	**F**
13. Ninth Avenue and West 31st Street								
North	591.3	**A**	8.7	**E**	8.3	**E**	8.8	**E**
East	290.8	**A**	44.1	**B**	42.6	**B**	62.1	**A**
South	116.6	**A**	11.5	**E**	10.9	**E**	11.7	**E**
West	985.1	**A**	57.2	**B**	54.8	**B**	72.4	**A**
14. Eighth Avenue and West 34th Street								
North	70.9	**A**	19.2	**D**	19.2	**D**	18.5	**D**
East	17.4	**D**	9.4	**E**	9.6	**E**	10	**E**
South	35.3	**C**	13.3	**E**	13.5	**E**	13	**E**
West	34.7	**C**	13.3	**E**	13.4	**E**	14	**E**

2017 Conditions
Crosswalk Level of Service
PM Peak Period

Crosswalk	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
15. Eighth Avenue and West 33rd Street								
North	119.5	**A**	8.5	**E**	8.2	**E**	8.6	**E**
East	17.1	**D**	7.4	**F**	7	**F**	7.3	**F**
South	203	**A**	9.8	**E**	8.6	**E**	10.5	**E**
West	45.1	**B**	5	**F**	5	**F**	5.4	**F**
16. Eighth Avenue and West 31st Street								
North	130.7	**A**	9.3	**E**	9.2	**E**	9.6	**E**
East	26.1	**C**	13.5	**E**	13.3	**E**	12.9	**E**
South	70.3	**A**	22.3	**D**	21.8	**D**	22.8	**D**
West	55.4	**B**	13	**E**	13	**E**	12.5	**E**
17. Eleventh Avenue and West 36th Street								
North	444.8	**A**	444.8	**A**	150.3	**A**	150.3	**A**
East	353.9	**A**	21.9	**D**	17.7	**D**	17.7	**D**
South	464.4	**A**	40.5	**B**	40.2	**B**	40.2	**B**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
18. Eleventh Avenue and West 35th Street								
North	339.9	**A**	53.2	**B**	48.1	**B**	48.1	**B**
East	1171.5	**A**	29	**C**	25.2	**C**	25.2	**C**
South	-	**A**	15.5	**D**	14.8	**E**	15.6	**D**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
19. Tenth Avenue and West 35th Street								
North	-	**A**	55.4	**B**	51	**B**	59.7	**B**
East	407.4	**A**	50.9	**B**	48.6	**B**	44.7	**B**
South	292.9	**A**	40.9	**B**	40.9	**B**	46.7	**B**
West	317	**A**	38.6	**C**	36.6	**C**	33.5	**C**
20. Eleventh Avenue and West 29th Street								
North	1406.2	**A**	703.1	**A**	351.6	**A**	475.3	**A**
East	1418.1	**A**	23.5	**D**	24.8	**C**	16.5	**D**
South	-	**A**	678.7	**A**	441.7	**A**	622.7	**A**
West	741.1	**A**	274.4	**A**	129.1	**A**	84.4	**A**
21. Tenth Avenue and West 29th Street								
North	-	**A**	54.6	**B**	59.2	**B**	63	**A**
East	1929.6	**A**	123.2	**A**	123.2	**A**	120.5	**A**
South	857.1	**A**	92.8	**A**	92.8	**A**	97.2	**A**
West	586.1	**A**	30.7	**C**	34.9	**C**	33.5	**C**
22. Boulevard and West 35th Street								
North	N/A	**N/A**	174	**A**	158.8	**A**	158.8	**A**
East	N/A	**N/A**	59.9	**B**	61.9	**A**	61.9	**A**
South	N/A	**N/A**	67.5	**A**	66.9	**A**	66.9	**A**
West	N/A	**N/A**	44.5	**B**	46.9	**B**	46.9	**B**
23. Boulevard and West 34th Street								
North	N/A	**N/A**	25.7	**C**	22.8	**D**	22.8	**D**
East	N/A	**N/A**	60.2	**A**	54.6	**B**	54.6	**B**
South	N/A	**N/A**	22.8	**D**	21.2	**D**	21.2	**D**
West	N/A	**N/A**	43.4	**B**	42.6	**B**	42.6	**B**
24. Boulevard and West 33rd Street								
North	N/A	**N/A**	36.7	**C**	34.3	**C**	34.3	**C**
East	N/A	**N/A**	13	**E**	12.4	**E**	12.4	**E**
South	N/A	**N/A**	32.5	**C**	17.4	**D**	18.8	**D**
West	N/A	**N/A**	9.3	**E**	6.3	**F**	6.3	**F**
24a. Boulevard and 33rd Street (West)								
North	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
East	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
South	N/A	**N/A**	133.8	**A**	28.6	**C**	28.6	**C**
West	N/A	**N/A**	22.6	**D**	15.7	**D**	15.7	**D**
25. Eleventh Avenue and 32nd Street								
North	N/A	**N/A**	336.9	**A**	8.6	**E**	8.6	**E**
East	N/A	**N/A**	72.9	**A**	51.2	**B**	51.2	**B**
South	N/A	**N/A**	695.6	**A**	63	**A**	63	**A**
West	N/A	**N/A**	N/A	**N/A**	128	**A**	128	**A**
26. Eleventh Avenue and 31st Street								
North	N/A	**N/A**	-	**A**	60.4	**A**	60.4	**A**
East	N/A	**N/A**	48.1	**B**	60.3	**A**	60.3	**A**
South	N/A	**N/A**	-	**A**	116.1	**A**	116.1	**A**
West	N/A	**N/A**	N/A	**N/A**	153.5	**A**	153.5	**A**

2017 Conditions
Crosswalk Level of Service
SAT Peak Period

Crosswalk	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
1. Route 9A and West 34th Street								
North	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
East	2645.7	**A**	2598	**A**	2574.1	**A**	4690.1	**A**
South (East)	294.1	**A**	27.4	**C**	29.8	**C**	29.8	**C**
South (West)	272.8	**A**	24.6	**C**	26.7	**C**	26.7	**C**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
3. Route 9A and West 30th Street								
North	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
East	2706.8	**A**	295.5	**A**	227.7	**A**	219.4	**A**
South (East)	403.1	**A**	75.5	**A**	66.2	**A**	71.8	**A**
South (West)	414.7	**A**	76.7	**A**	67.3	**A**	72.6	**A**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
4. Eleventh Avenue and West 34th Street								
North	104.6	**A**	59.6	**B**	48.4	**B**	48.4	**B**
East	343.5	**A**	41.4	**B**	39.2	**C**	39.2	**C**
South	157.1	**A**	65.7	**A**	51.7	**B**	51.7	**B**
West	332.9	**A**	100	**A**	49.3	**B**	49.3	**B**
5. Eleventh Avenue and West 33rd Street								
North	-	**A**	55.9	**B**	38.4	**C**	38.4	**C**
East	-	**A**	55.3	**B**	46	**B**	62.7	**A**
South	-	**A**	64	**A**	22.7	**D**	25.9	**C**
West	2127.8	**A**	214.6	**A**	49.7	**B**	68.4	**A**
6. Eleventh Avenue and West 30th Street								
North	-	**A**	174.2	**A**	97.6	**A**	97.6	**A**
East	-	**A**	13.3	**E**	12.9	**E**	12.9	**E**
South	-	**A**	326.9	**A**	262.8	**A**	262.8	**A**
West	-	**A**	253.5	**A**	121.6	**A**	121.6	**A**
7. Tenth Avenue and West 34th Street								
North	419.8	**A**	26.6	**C**	26.6	**C**	31.1	**C**
East	673.6	**A**	41.8	**B**	40.5	**B**	38.5	**C**
South	91	**A**	15.4	**D**	15.4	**D**	17.6	**D**
West	2295	**A**	31.7	**C**	30.7	**C**	28.9	**C**
8. Tenth Avenue and West 33rd Street								
North	-	**A**	11.5	**E**	10.6	**E**	11.4	**E**
East	816.4	**A**	23	**D**	21.4	**D**	30.1	**C**
South	930	**A**	5.5	**F**	5	**F**	6.7	**F**
West	-	**A**	11.2	**E**	10.8	**E**	14.5	**E**
9. Tenth Avenue and West 31st Street								
North	-	**A**	26.1	**C**	25	**C**	28.8	**C**
East	810.2	**A**	67.4	**A**	67.4	**A**	66	**A**
South	885.4	**A**	34.3	**C**	32.9	**C**	35.8	**C**
West	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
10. Tenth Avenue and West 30th Street								
North	-	**A**	29.7	**C**	30.1	**C**	30.1	**C**
East	1522.1	**A**	46	**B**	47.8	**B**	47.8	**B**
South	1222.5	**A**	37.9	**C**	39.7	**C**	39.7	**C**
West	-	**A**	16.9	**D**	20.4	**D**	20.4	**D**
11. Ninth Avenue and West 34th Street								
North	495.4	**A**	49	**B**	49	**B**	49	**B**
East	135.4	**A**	16.1	**D**	16.1	**D**	18.2	**D**
South	148	**A**	12.2	**E**	12.5	**E**	12.5	**E**
West	442.5	**A**	21.7	**D**	21.7	**D**	24.7	**C**
12. Ninth Avenue and West 33rd Street								
North	230.2	**A**	4.5	**F**	4.4	**F**	4.4	**F**
East	502.3	**A**	9.2	**E**	9.1	**E**	9.1	**E**
South	339.2	**A**	6.8	**F**	6.4	**F**	6.8	**F**
West	446.2	**A**	16.9	**D**	15.6	**D**	15.6	**D**
13. Ninth Avenue and West 31st Street								
North	578.7	**A**	15.3	**D**	16	**D**	19.9	**D**
East	601.4	**A**	42.2	**B**	42.2	**B**	57.3	**B**
South	410.9	**A**	14.3	**E**	14.7	**E**	18.7	**D**
West	960.1	**A**	65.3	**A**	65.3	**A**	78.6	**A**
14. Eighth Avenue and West 34th Street								
North	35.8	**C**	21.1	**D**	21.7	**D**	21.7	**D**
East	62.5	**A**	21.9	**D**	22.8	**D**	22.8	**D**
South	182.8	**A**	49	**B**	52.6	**B**	52.6	**B**
West	21.7	**D**	9.5	**E**	9.5	**E**	9.5	**E**

2017 Conditions
Crosswalk Level of Service
SAT Peak Period

Crosswalk	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
15. Eighth Avenue and West 33rd Street								
North	179.8	**A**	17.1	**D**	17.7	**D**	18.5	**D**
East	18.8	**D**	8.7	**E**	9	**E**	9.3	**E**
South	95.8	**A**	15.9	**D**	15.8	**D**	19.2	**D**
West	56.6	**B**	9	**E**	8.8	**E**	9.3	**E**
16. Eighth Avenue and West 31st Street								
North	291.6	**A**	16.6	**D**	17.3	**D**	17.3	**D**
East	80.7	**A**	27.6	**C**	27.6	**C**	27.6	**C**
South	121.8	**A**	26.6	**C**	28.3	**C**	28.3	**C**
West	22	**D**	7.5	**F**	9.1	**E**	9.1	**E**
23. Boulevard and West 34th Street								
North	N/A	**N/A**	49.4	**B**	43	**B**	43	**B**
East	N/A	**N/A**	63	**A**	61.6	**A**	61.6	**A**
South	N/A	**N/A**	37.1	**C**	35.7	**C**	35.7	**C**
West	N/A	**N/A**	51.3	**B**	52.4	**B**	52.4	**B**
24. Boulevard and West 33rd Street								
North	N/A	**N/A**	51.2	**B**	48.6	**B**	48.6	**B**
East	N/A	**N/A**	21.6	**D**	21.2	**D**	21.2	**D**
South	N/A	**N/A**	54.5	**B**	38.1	**C**	40.9	**B**
West	N/A	**N/A**	13	**E**	12.1	**E**	12.1	**E**
24a. Boulevard and 33rd Street (West)								
North	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
East	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**	N/A	**N/A**
South	N/A	**N/A**	196.9	**A**	59	**B**	59	**B**
West	N/A	**N/A**	48	**B**	37.6	**C**	37.6	**C**
25. Eleventh Avenue and 32nd Street								
North	N/A	**N/A**	336.9	**A**	11.1	**E**	11.1	**E**
East	N/A	**N/A**	71.8	**A**	74.4	**A**	74.4	**A**
South	N/A	**N/A**	673.8	**A**	103.3	**A**	103.3	**A**
West	N/A	**N/A**	N/A	**N/A**	116.7	**A**	116.7	**A**
26. Eleventh Avenue and 31st Street								
North	N/A	**N/A**	574.6	**A**	112.6	**A**	112.6	**A**
East	N/A	**N/A**	44	**B**	61.9	**A**	61.9	**A**
South	N/A	**N/A**	516.5	**A**	165.5	**A**	165.5	**A**
West	N/A	**N/A**	N/A	**N/A**	238.8	**A**	238.8	**A**

2017 Conditions
Corner Level of Service
AM Peak Period

Corner	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
1. Route 9A and W. 34th Street								
Northeast	86.0	A	64.5	A	43.4	B	43.4	B
Southeast	2150.0	A	316.2	A	252.4	A	252.4	A
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3. Route 9A and W. 30th Street								
Northeast	3812.6	A	670.1	A	765.2	A	764.7	A
Southeast	2637.3	A	450.9	A	327.5	A	328.1	A
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4. Eleventh Avenue and W. 34th Street								
Northeast	300.2	A	265.2	A	194.6	A	194.6	A
Southeast	216.2	A	360.3	A	300.6	A	300.6	A
Southwest	354.5	A	120.3	A	74.4	A	74.4	A
Northwest	806.7	A	399.1	A	222.4	A	222.4	A
5. Eleventh Avenue and W. 33rd Street								
Northeast	449.7	A	208.2	A	81.4	A	119.7	A
Southeast	2036.1	A	65.4	A	6.0	F	22.7	D
Southwest	1064.0	A	135.2	A	12.5	E	24.8	C
Northwest	965.7	A	122.4	A	10.0	E	21.8	D
6. Eleventh Avenue and W. 30th Street								
Northeast	988.5	A	118.6	A	90.1	A	90.2	A
Southeast	1338.6	A	65.5	A	55.3	B	55.6	B
Southwest	1207.7	A	379.6	A	123.2	A	123.5	A
Northwest	1271.9	A	239.0	A	175.1	A	175.1	A
7. Tenth Avenue and W. 34th Street								
Northeast	233.3	A	53.7	B	48.6	B	49.0	B
Southeast	129.7	A	26.4	C	25.0	C	26.1	C
Southwest	162.4	A	33.3	C	31.2	C	31.7	C
Northwest	368.5	A	56.6	B	49.4	B	48.5	B
8. Tenth Avenue and W. 33rd Street								
Northeast	149.2	A	8.6	E	5.8	F	19.0	D
Southeast	302.8	A	3.7	F	-2.5	F	3.8	F
Southwest	297.6	A	11.0	E	7.0	F	14.3	E
Northwest	255.1	A	12.3	E	10.1	E	19.9	D
9. Tenth Avenue and W. 31st Street								
Northeast	1673.2	A	76.6	A	68.8	A	69.2	A
Southeast	486.5	A	56.3	B	45.0	B	45.2	B
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10. Tenth Avenue and W. 30th Street								
Northeast	145.4	A	146.2	A	124.5	A	124.5	A
Southeast	2143.2	A	120.8	A	94.4	A	94.4	A
Southwest	1579.8	A	45.6	B	40.6	B	40.6	B
Northwest	1393.1	A	35.6	C	33.6	C	33.6	C
11. Ninth Avenue and W. 34th Street								
Northeast	72.7	A	25.1	C	24.5	C	24.3	C
Southeast	85.4	A	26.2	C	25.2	C	25.7	C
Southwest	51.0	B	16.9	D	16.7	D	17.0	D
Northwest	89.7	A	28.9	C	28.4	C	27.8	C
12. Ninth Avenue and W. 33rd Street								
Northeast	41.9	B	-3.4	F	-4.5	F	-4.5	F
Southeast	41.2	B	-10.7	F	-12.1	F	-7.7	F
Southwest	56.1	B	14.9	E	12.2	E	18.2	D
Northwest	76.4	A	1.7	F	1.2	F	1.2	F
13. Ninth Avenue and W. 31st Street								
Northeast	260.1	A	12.2	E	10.2	E	28.9	C
Southeast	47.0	B	18.9	D	17.1	D	36.3	C
Southwest	50.5	B	15.5	D	13.2	E	33.4	C
Northwest	194.3	A	39.3	C	36.3	C	55.5	B
14. Eighth Avenue and W. 34th Street								
Northeast	32.2	C	19.5	D	19.2	D	19.2	D
Southeast	74.8	A	36.0	C	35.8	C	35.8	C
Southwest	32.8	C	18.5	D	18.4	D	18.4	D
Northwest	46.4	B	29.5	C	29.2	C	29.2	C

2017 Conditions
Corner Level of Service
AM Peak Period

Corner	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
15. Eighth Avenue and W. 33rd Street								
Northeast	95.8	A	32.3	C	30.0	C	29.9	C
Southeast	98.3	A	19.8	D	16.1	D	18.0	D
Southwest	58.5	B	7.1	F	6.1	F	13.4	E
Northwest	31.7	C	3.3	F	3.2	F	3.3	F
16. Eighth Avenue and W. 31st Street								
Northeast	185.3	A	74.1	A	72.3	A	72.3	A
Southeast	36.4	C	19.3	D	18.5	D	18.5	D
Southwest	38.4	C	16.8	D	16.2	D	16.2	D
Northwest	46.3	B	14.5	E	14.2	E	14.2	E
17. Eleventh Avenue and W. 36th Street								
Northeast	181.3	A	59.8	B	37.1	C	37.1	C
Southeast	83.9	A	224.0	A	178.9	A	178.9	A
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
18. Eleventh Avenue and W. 35th Street								
Northeast	162.3	A	85.5	A	73.7	A	73.7	A
Southeast	625.9	A	76.5	A	70.3	A	70.3	A
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
19. Tenth Avenue and W. 35th Street								
Northeast	248.0	A	51.1	B	43.3	B	43.6	B
Southeast	270.3	A	40.0	C	34.6	C	35.1	C
Southwest	304.4	A	49.1	B	43.3	B	43.1	B
Northwest	335.1	A	47.2	B	38.8	C	38.3	C
20. Eleventh Avenue and W. 29th Street								
Northeast	1236.0	A	63.2	A	56.6	B	56.6	B
Southeast	1448.0	A	59.2	B	56.3	B	56.3	B
Southwest	1561.2	A	793.0	A	322.4	A	322.4	A
Northwest	950.0	A	534.5	A	208.9	A	208.9	A
21. Tenth Avenue and W. 29th Street								
Northeast	974.1	A	115.5	A	102.5	A	102.5	A
Southeast	796.3	A	129.6	A	118.4	A	118.4	A
Southwest	711.8	A	69.2	A	68.4	A	68.4	A
Northwest	535.2	A	51.7	B	52.1	B	52.1	B
22. Boulevard and W. 35th Street								
Northeast	N/A	N/A	223.2	A	207.9	A	207.9	A
Southeast	N/A	N/A	87.2	A	83.3	A	83.3	A
Southwest	N/A	N/A	69.9	A	69.0	A	69.0	A
Northwest	N/A	N/A	145.6	A	140.9	A	140.9	A
23. Boulevard and W. 34th Street								
Northeast	N/A	N/A	114.6	A	108.8	A	108.8	A
Southeast	N/A	N/A	99.4	A	91.2	A	91.2	A
Southwest	N/A	N/A	114.2	A	108.8	A	108.8	A
Northwest	N/A	N/A	127.7	A	122.5	A	122.5	A
24. Boulevard and W. 33rd Street								
Northeast	N/A	N/A	20.6	D	18.9	D	18.9	D
Southeast	N/A	N/A	56.9	B	36.6	C	36.6	C
Southwest	N/A	N/A	27.7	C	18.6	D	18.6	D
Northwest	N/A	N/A	33.0	C	23.0	D	23.0	D
25. Eleventh Avenue and 32nd Street								
Northeast	N/A	N/A	400.1	A	55.5	B	53.7	B
Southeast	N/A	N/A	602.5	A	128.0	A	126.9	A
Southwest	N/A	N/A	N/A	N/A	216.9	A	216.0	A
Northwest	N/A	N/A	N/A	N/A	81.9	A	80.7	A
26. Eleventh Avenue and 31st Street								
Northeast	N/A	N/A	463.6	A	141.6	A	141.6	A
Southeast	N/A	N/A	287.6	A	138.5	A	138.5	A
Southwest	N/A	N/A	N/A	N/A	150.7	A	150.7	A
Northwest	N/A	N/A	N/A	N/A	151.7	A	151.7	A

2017 Conditions
Corner Level of Service
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Corner	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
1. Route 9A and W. 34th Street								
Northeast	35.2	C	28.8	C	28.8	C	28.8	C
Southeast	1077.0	A	34.9	C	37.0	C	37.0	C
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3. Route 9A and W. 30th Street								
Northeast	2871.0	A	105.0	A	110.0	A	109.8	A
Southeast	2001.5	A	61.3	A	38.2	C	38.4	C
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4. Eleventh Avenue and W. 34th Street								
Northeast	191.6	A	73.7	A	67.4	A	67.4	A
Southeast	210.5	A	90.4	A	81.1	A	81.1	A
Southwest	690.6	A	55.0	B	27.7	C	27.7	C
Northwest	899.1	A	181.8	A	98.1	A	98.1	A
5. Eleventh Avenue and W. 33rd Street								
Northeast	327.2	A	44.2	B	35.8	C	51.8	B
Southeast	566.7	A	9.8	E	5.4	F	13.7	E
Southwest	731.5	A	13.8	E	7.9	F	19.5	D
Northwest	1236.8	A	23.2	D	6.6	F	17.3	D
6. Eleventh Avenue and W. 30th Street								
Northeast	1306.0	A	12.9	E	10.5	E	10.5	E
Southeast	2206.2	A	6.8	F	6.2	F	6.2	F
Southwest	780.1	A	58.7	B	27.4	C	27.4	C
Northwest	835.4	A	27.3	C	34.9	C	34.9	C
7. Tenth Avenue and W. 34th Street								
Northeast	64.5	A	9.2	E	8.7	E	8.6	E
Southeast	49.8	B	4.4	F	4.1	F	4.1	F
Southwest	202.3	A	5.5	F	5.2	F	5.2	F
Northwest	329.1	A	10.0	E	9.4	E	9.2	E
8. Tenth Avenue and W. 33rd Street								
Northeast	129.8	A	-0.4	F	-0.8	F	3.9	F
Southeast	211.1	A	-3.6	F	-4.1	F	-1.5	F
Southwest	384.9	A	-3.5	F	-3.8	F	-0.7	F
Northwest	268.8	A	-1.8	F	-2.0	F	1.8	F
9. Tenth Avenue and W. 31st Street								
Northeast	717.1	A	9.8	E	9.8	E	9.8	E
Southeast	486.5	A	8.0	F	7.6	F	7.7	F
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10. Tenth Avenue and W. 30th Street								
Northeast	276.4	A	28.5	C	30.3	C	30.3	C
Southeast	2284.1	A	22.9	D	24.5	C	24.5	C
Southwest	1421.8	A	6.1	F	7.5	F	7.5	F
Northwest	2212.6	A	2.5	F	3.7	F	3.7	F
11. Ninth Avenue and W. 34th Street								
Northeast	87.6	A	15.8	D	15.5	D	15.3	D
Southeast	77.8	A	10.8	E	10.7	E	10.6	E
Southwest	48.8	B	4.2	F	4.1	F	4.0	F
Northwest	218.5	A	14.5	E	14.2	E	14.0	E
12. Ninth Avenue and W. 33rd Street								
Northeast	118.9	A	-2.6	F	-2.7	F	-2.7	F
Southeast	115.8	A	-4.2	F	-4.3	F	-0.3	F
Southwest	67.6	A	3.7	F	3.6	F	8.9	E
Northwest	65.3	A	-3.6	F	-3.6	F	-3.6	F
13. Ninth Avenue and W. 31st Street								
Northeast	327.0	A	0.3	F	0.5	F	8.4	E
Southeast	71.4	A	2.1	F	2.1	F	10.8	E
Southwest	67.9	A	-0.2	F	-0.2	F	6.2	F
Northwest	229.9	A	5.4	F	5.4	F	12.8	E
14. Eighth Avenue and W. 34th Street								
Northeast	28.8	C	12.5	E	13.0	E	13.1	E
Southeast	39.4	C	21.9	D	22.8	D	22.8	D
Southwest	17.5	D	8.4	E	8.8	E	8.8	E
Northwest	43.5	B	16.6	D	17.1	D	17.2	D

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Corner	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
15. Eighth Avenue and W. 33rd Street								
Northeast	107.6	A	12.5	E	13.1	E	13.0	E
Southeast	94.8	A	10.4	E	10.9	E	12.3	E
Southwest	60.0	B	-2.0	F	-1.7	F	3.4	F
Northwest	40.6	B	-2.4	F	-2.2	F	-2.2	F
16. Eighth Avenue and W. 31st Street								
Northeast	194.3	A	43.4	B	44.7	B	44.7	B
Southeast	29.2	C	4.0	F	4.3	F	4.3	F
Southwest	22.0	D	-0.4	F	-0.2	F	-0.2	F
Northwest	53.6	B	2.7	F	3.0	F	3.0	F
17. Eleventh Avenue and W. 36th Street								
Northeast	144.9	A	4.2	F	3.3	F	3.3	F
Southeast	50.3	B	58.1	B	55.8	B	55.8	B
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
18. Eleventh Avenue and W. 35th Street								
Northeast	59.6	B	29.5	C	26.9	C	26.9	C
Southeast	677.3	A	44.4	B	40.8	B	40.8	B
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
19. Tenth Avenue and W. 35th Street								
Northeast	203.7	A	12.4	E	12.0	E	11.7	E
Southeast	209.3	A	6.2	F	6.0	F	6.0	F
Southwest	451.5	A	7.0	F	6.6	F	6.5	F
Northwest	286.8	A	8.6	E	8.0	F	7.8	F
20. Eleventh Avenue and W. 29th Street								
Northeast	6649.9	A	8.7	E	8.5	E	7.7	F
Southeast	1554.3	A	8.9	E	9.0	E	8.1	E
Southwest	1131.0	A	180.4	A	82.3	A	81.6	A
Northwest	637.9	A	121.7	A	52.8	B	52.0	B
21. Tenth Avenue and W. 29th Street								
Northeast	665.9	A	19.1	D	23.5	D	23.5	D
Southeast	428.9	A	23.9	D	25.9	C	25.9	C
Southwest	268.2	A	11.4	E	13.5	E	13.5	E
Northwest	306.7	A	6.7	F	9.1	E	9.1	E
22. Boulevard and W. 35th Street								
Northeast	N/A	N/A	62.2	A	64.3	A	64.3	A
Southeast	N/A	N/A	24.8	C	25.1	C	25.1	C
Southwest	N/A	N/A	12.3	E	12.8	E	12.8	E
Northwest	N/A	N/A	32.8	C	33.4	C	33.4	C
23. Boulevard and W. 34th Street								
Northeast	N/A	N/A	40.5	B	38.8	C	38.8	C
Southeast	N/A	N/A	35.2	C	33.6	C	33.6	C
Southwest	N/A	N/A	27.2	C	26.8	C	26.8	C
Northwest	N/A	N/A	31.3	C	30.4	C	30.4	C
24. Boulevard and W. 33rd Street								
Northeast	N/A	N/A	9.5	E	8.8	E	8.8	E
Southeast	N/A	N/A	23.9	D	20.7	D	20.7	D
Southwest	N/A	N/A	9.3	E	7.9	F	7.9	F
Northwest	N/A	N/A	21.3	D	18.7	D	18.7	D
25. Eleventh Avenue and 32nd Street								
Northeast	N/A	N/A	60.7	A	12.6	E	11.2	E
Southeast	N/A	N/A	95.3	A	52.8	B	52.1	B
Southwest	N/A	N/A	N/A	N/A	67.3	A	66.4	A
Northwest	N/A	N/A	N/A	N/A	15.0	E	13.5	E
26. Eleventh Avenue and 31st Street								
Northeast	N/A	N/A	68.3	A	50.2	B	50.2	B
Southeast	N/A	N/A	41.2	B	37.9	C	37.9	C
Southwest	N/A	N/A	N/A	N/A	99.1	A	99.1	A
Northwest	N/A	N/A	N/A	N/A	111.6	A	111.6	A

2017 Conditions
Corner Level of Service
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Corner	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
1. Route 9A and W. 34th Street								
Northeast	38.7	C	26.5	C	25.6	C	25.3	C
Southeast	1970.9	A	110.2	A	111.5	A	111.5	A
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3. Route 9A and W. 30th Street								
Northeast	3828.0	A	270.1	A	330.0	A	329.5	A
Southeast	2373.6	A	166.3	A	127.1	A	127.9	A
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4. Eleventh Avenue and W. 34th Street								
Northeast	419.3	A	155.3	A	131.6	A	131.3	A
Southeast	254.7	A	179.4	A	147.9	A	147.8	A
Southwest	709.8	A	80.4	A	33.2	C	33.0	C
Northwest	2011.9	A	315.3	A	179.7	A	179.3	A
5. Eleventh Avenue and W. 33rd Street								
Northeast	793.8	A	102.9	A	52.9	B	76.2	A
Southeast	1288.0	A	30.6	C	8.3	E	17.9	D
Southwest	1170.5	A	55.7	B	-0.5	F	10.1	E
Northwest	1229.1	A	62.3	A	5.5	F	17.0	D
6. Eleventh Avenue and W. 30th Street								
Northeast	1867.2	A	46.0	B	40.4	B	40.4	B
Southeast	2022.4	A	27.6	C	26.1	C	26.1	C
Southwest	807.7	A	177.4	A	81.9	A	81.9	A
Northwest	1102.3	A	102.8	A	111.0	A	111.0	A
7. Tenth Avenue and W. 34th Street								
Northeast	368.8	A	30.8	C	29.6	C	29.6	C
Southeast	232.1	A	17.2	D	16.8	D	16.8	D
Southwest	296.8	A	12.4	E	11.8	E	11.8	E
Northwest	515.8	A	24.9	C	23.1	D	23.1	D
8. Tenth Avenue and W. 33rd Street								
Northeast	436.8	A	7.2	F	6.2	F	13.8	E
Southeast	587.6	A	2.2	F	0.7	F	4.6	F
Southwest	528.8	A	-3.4	F	-5.6	F	-1.6	F
Northwest	634.5	A	-0.3	F	-0.8	F	4.6	F
9. Tenth Avenue and W. 31st Street								
Northeast	1575.6	A	37.1	C	36.0	C	36.1	C
Southeast	1071.5	A	30.9	C	28.1	C	28.2	C
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10. Tenth Avenue and W. 30th Street								
Northeast	1234.9	A	76.9	A	77.8	A	77.8	A
Southeast	2268.5	A	57.4	B	55.0	B	55.0	B
Southwest	758.8	A	18.3	D	19.1	D	19.1	D
Northwest	1567.2	A	12.5	E	13.8	E	13.8	E
11. Ninth Avenue and W. 34th Street								
Northeast	105.9	A	24.2	C	24.1	C	23.9	D
Southeast	84.7	A	16.7	D	16.4	D	16.4	D
Southwest	96.6	A	4.8	F	4.8	F	4.9	F
Northwest	226.2	A	21.5	D	21.4	D	21.7	D
12. Ninth Avenue and W. 33rd Street								
Northeast	54.6	B	1.2	F	1.0	F	1.0	F
Southeast	46.3	B	0.0	F	-0.5	F	2.5	F
Southwest	18.0	D	-6.1	F	-7.6	F	-3.2	F
Northwest	76.6	A	-3.4	F	-4.0	F	-4.0	F
13. Ninth Avenue and W. 31st Street								
Northeast	377.1	A	10.5	E	10.2	E	22.6	D
Southeast	84.9	A	16.2	D	15.4	D	33.0	C
Southwest	99.6	A	12.0	E	10.3	E	26.6	C
Northwest	462.4	A	13.9	E	12.6	E	26.3	C
14. Eighth Avenue and W. 34th Street								
Northeast	22.5	D	12.1	E	12.3	E	12.4	E
Southeast	55.8	B	26.8	C	27.3	C	27.2	C
Southwest	36.0	C	14.0	E	14.1	E	13.9	E
Northwest	56.7	B	18.9	D	19.1	D	18.9	D

2017 Conditions
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Corner	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
15. Eighth Avenue and W. 33rd Street								
Northeast	68.3	A	18.5	D	18.1	D	18.2	D
Southeast	57.9	B	14.3	E	12.8	E	14.1	E
Southwest	47.9	B	-1.9	F	-2.7	F	2.3	F
Northwest	38.8	C	0.3	F	0.1	F	0.1	F
16. Eighth Avenue and W. 31st Street								
Northeast	132.7	A	46.9	B	46.8	B	46.9	B
Southeast	17.3	D	6.4	F	6.2	F	6.2	F
Southwest	20.9	D	4.8	F	4.6	F	4.6	F
Northwest	49.4	B	5.5	F	5.3	F	5.5	F
17. Eleventh Avenue and W. 36th Street								
Northeast	332.8	A	37.6	C	31.8	C	31.8	C
Southeast	137.7	A	112.0	A	96.3	A	96.3	A
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
18. Eleventh Avenue and W. 35th Street								
Northeast	75.2	A	38.4	C	34.5	C	34.5	C
Southeast	599.9	A	32.7	C	30.3	C	30.3	C
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
19. Tenth Avenue and W. 35th Street								
Northeast	435.2	A	39.5	C	36.3	C	36.1	C
Southeast	255.6	A	24.1	C	22.7	D	22.4	D
Southwest	245.1	A	19.8	D	18.4	D	18.4	D
Northwest	342.8	A	22.6	D	20.0	D	19.9	D
20. Eleventh Avenue and W. 29th Street								
Northeast	867.4	A	24.8	C	24.7	C	21.0	D
Southeast	621.7	A	26.4	C	27.2	C	23.9	D
Southwest	1338.1	A	495.6	A	225.1	A	223.4	A
Northwest	653.4	A	296.2	A	136.2	A	133.9	A
21. Tenth Avenue and W. 29th Street								
Northeast	943.4	A	51.9	B	59.3	B	59.3	B
Southeast	571.9	A	62.5	A	65.4	A	65.4	A
Southwest	382.8	A	27.7	C	30.7	C	30.6	C
Northwest	362.4	A	18.6	D	21.3	D	21.1	D
22. Boulevard and W. 35th Street								
Northeast	N/A	N/A	134.3	A	133.8	A	133.8	A
Southeast	N/A	N/A	58.5	B	57.7	B	57.7	B
Southwest	N/A	N/A	34.9	C	35.4	C	35.4	C
Northwest	N/A	N/A	84.2	A	84.2	A	84.2	A
23. Boulevard and W. 34th Street								
Northeast	N/A	N/A	82.3	A	74.3	A	74.3	A
Southeast	N/A	N/A	71.2	A	65.4	A	65.4	A
Southwest	N/A	N/A	58.1	B	55.2	B	55.2	B
Northwest	N/A	N/A	66.4	A	61.4	A	61.4	A
24. Boulevard and W. 33rd Street								
Northeast	N/A	N/A	16.6	D	15.7	D	15.7	D
Southeast	N/A	N/A	33.9	C	23.1	D	23.1	D
Southwest	N/A	N/A	9.7	E	4.6	F	4.6	F
Northwest	N/A	N/A	25.1	C	19.3	D	19.3	D
25. Eleventh Avenue and 32nd Street								
Northeast	N/A	N/A	155.7	A	30.5	C	29.3	C
Southeast	N/A	N/A	247.9	A	93.3	A	92.9	A
Southwest	N/A	N/A	N/A	N/A	153.6	A	152.2	A
Northwest	N/A	N/A	N/A	N/A	35.2	C	33.3	C
26. Eleventh Avenue and 31st Street								
Northeast	N/A	N/A	179.9	A	102.6	A	102.6	A
Southeast	N/A	N/A	107.7	A	89.8	A	89.8	A
Southwest	N/A	N/A	N/A	N/A	220.1	A	220.1	A
Northwest	N/A	N/A	N/A	N/A	170.8	A	170.8	A

2017 Conditions
Corner Level of Service
SAT Peak Period

Corner	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
1. Route 9A and W. 34th Street								
Northeast	79.2	A	79.2	A	79.2	A	79.2	A
Southeast	649.2	A	87.1	A	96.6	A	96.6	A
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
3. Route 9A and W. 30th Street								
Northeast	1038.0	A	195.7	A	255.1	A	254.6	A
Southeast	732.8	A	125.6	A	99.9	A	100.3	A
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
4. Eleventh Avenue and W. 34th Street								
Northeast	119.2	A	146.5	A	132.7	A	132.7	A
Southeast	108.8	A	187.2	A	167.7	A	167.7	A
Southwest	267.3	A	85.1	A	49.3	B	49.3	B
Northwest	506.3	A	250.3	A	155.9	A	155.9	A
5. Eleventh Avenue and W. 33rd Street								
Northeast	1984.5	A	93.3	A	71.8	A	103.7	A
Southeast	2375.4	A	30.8	C	17.0	D	34.2	C
Southwest	1161.9	A	50.8	B	21.9	D	44.2	B
Northwest	1700.6	A	44.6	B	14.9	E	35.1	C
6. Eleventh Avenue and W. 30th Street								
Northeast	4244.6	A	41.9	B	38.8	C	38.8	C
Southeast	6067.1	A	25.0	C	24.7	C	24.7	C
Southwest	2264.5	A	190.1	A	99.7	A	99.7	A
Northwest	8354.3	A	106.1	A	130.4	A	130.4	A
7. Tenth Avenue and W. 34th Street								
Northeast	465.0	A	34.2	C	33.5	C	33.5	C
Southeast	256.2	A	22.5	D	22.1	D	22.3	D
Southwest	302.7	A	21.2	D	20.9	D	21.0	D
Northwest	842.7	A	31.7	C	30.9	C	30.7	C
8. Tenth Avenue and W. 33rd Street								
Northeast	615.0	A	6.6	F	5.9	F	15.2	D
Southeast	590.2	A	2.0	F	1.0	F	6.7	F
Southwest	1401.0	A	1.6	F	1.2	F	7.3	F
Northwest	2014.8	A	3.5	F	3.1	F	10.3	E
9. Tenth Avenue and W. 31st Street								
Northeast	929.6	A	37.7	C	38.0	C	38.1	C
Southeast	368.6	A	28.2	C	27.4	C	27.5	C
Southwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
Northwest	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
10. Tenth Avenue and W. 30th Street								
Northeast	239.6	A	79.8	A	85.0	A	85.0	A
Southeast	1260.2	A	56.2	B	59.6	B	59.6	B
Southwest	1281.2	A	17.8	D	20.4	D	20.4	D
Northwest	4715.6	A	13.0	E	15.4	D	15.4	D
11. Ninth Avenue and W. 34th Street								
Northeast	225.7	A	36.7	C	36.6	C	36.6	C
Southeast	202.6	A	31.0	C	30.8	C	30.8	C
Southwest	291.8	A	23.2	D	23.3	D	23.3	D
Northwest	455.1	A	45.5	B	45.2	B	45.2	B
12. Ninth Avenue and W. 33rd Street								
Northeast	170.1	A	-0.6	F	-0.7	F	-0.7	F
Southeast	352.7	A	-0.6	F	-0.9	F	4.5	F
Southwest	274.1	A	18.8	D	17.7	D	28.7	C
Northwest	218.1	A	-0.4	F	-0.7	F	-0.7	F
13. Ninth Avenue and W. 31st Street								
Northeast	600.5	A	13.0	E	13.6	E	31.7	C
Southeast	208.2	A	17.5	D	17.7	D	38.0	C
Southwest	306.7	A	13.5	E	13.6	E	32.4	C
Northwest	456.3	A	31.6	C	32.5	C	53.0	B
14. Eighth Avenue and W. 34th Street								
Northeast	38.8	C	23.3	D	24.0	D	24.0	D
Southeast	224.5	A	84.6	A	89.5	A	89.5	A
Southwest	62.1	A	30.1	C	31.0	C	31.0	C
Northwest	29.7	C	17.4	D	17.7	D	17.7	D

2017 Conditions
Corner Level of Service
SAT Peak Period

Corner	Existing		2017 No Build		2017 Build		2017 Mitigation	
	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS	Circulation area per pedestrian (ft^2/p)	LOS
15. Eighth Avenue and W. 33rd Street								
Northeast	90.0	A	35.3	C	36.4	C	36.5	C
Southeast	52.0	B	19.0	D	19.3	D	21.4	D
Southwest	36.1	C	2.7	F	2.8	F	11.4	E
Northwest	54.7	B	5.4	F	5.8	F	5.9	F
16. Eighth Avenue and W. 31st Street								
Northeast	363.0	A	87.8	A	90.0	A	90.0	A
Southeast	53.8	B	15.2	D	15.8	D	15.8	D
Southwest	11.3	E	0.6	F	0.8	F	0.8	F
Northwest	34.6	C	7.2	F	7.4	F	7.4	F
23. Boulevard and W. 34th Street								
Northeast	N/A	N/A	100.2	A	93.4	A	93.4	A
Southeast	N/A	N/A	94.2	A	89.2	A	89.2	A
Southwest	N/A	N/A	86.4	A	85.2	A	85.2	A
Northwest	N/A	N/A	95.7	A	92.2	A	92.2	A
24. Boulevard and W. 33rd Street								
Northeast	N/A	N/A	23.3	D	22.2	D	22.2	D
Southeast	N/A	N/A	51.5	B	43.0	B	43.0	B
Southwest	N/A	N/A	25.9	C	22.1	D	22.1	D
Northwest	N/A	N/A	39.1	C	34.4	C	34.4	C
25. Eleventh Avenue and 32nd Street								
Northeast	N/A	N/A	148.0	A	36.4	C	34.9	C
Southeast	N/A	N/A	239.6	A	137.7	A	137.1	A
Southwest	N/A	N/A	N/A	N/A	181.2	A	180.4	A
Northwest	N/A	N/A	N/A	N/A	42.6	B	41.1	B
26. Eleventh Avenue and 31st Street								
Northeast	N/A	N/A	168.5	A	126.1	A	126.1	A
Southeast	N/A	N/A	98.2	A	93.1	A	93.1	A
Southwest	N/A	N/A	N/A	N/A	312.5	A	312.5	A
Northwest	N/A	N/A	N/A	N/A	291.9	A	291.9	A

Appendix E8:
Green Light for Midtown Project

TO: WRY Project File

FROM: Lawrence Lennon
Erik Metzger

DATE: September 30, 2009

SUBJECT: Preliminary Assessment of 2019 Future with the Proposed Actions Conditions with Implementation of the Green Light for Midtown Project: Analysis Methodology and Findings

SUMMARY

Subsequent to the completion of the May 2009 Draft Environmental Impact Statement (DEIS) for the Western Rail Yard, the New York City Department of Transportation (DOT) implemented the Green Light for Midtown pilot project, which includes the complete closure of Broadway to through traffic at Times Square and Herald Square, as well as other geometric changes on Broadway between Columbus Circle and West 26th Street. Although this project is still in the pilot stage, and a determination whether these changes will be made permanent will occur at a later date, the Green Light for Midtown project, if implemented, could have the potential to change traffic circulation patterns at some of the study area intersections analyzed in the Final Environmental Impact Statement (FEIS) for the Western Rail Yard.

Given the potential for the Green Light for Midtown pilot project to be made permanent, a sensitivity analysis was conducted for the 2019 Future with and without the Proposed Actions. The goal of this analysis was to identify the potential in the 2019 analysis year for the Proposed Actions to result in additional significant adverse traffic impacts, as well as additional unmitigated significant adverse traffic impacts, under a 2019 Future without the Proposed Actions condition that includes traffic volume changes associated with implementation of the Green Light for Midtown project.

This was accomplished by first determining the magnitude of additional traffic volumes that could be accommodated at key study area intersections in the 2019 Future without the Proposed Action condition without the project-generated trips associated with the Proposed Actions creating new significant adverse traffic impacts or resulting in new unmitigated significant adverse traffic impacts. To this end, two sets of intersection-specific traffic impact threshold volumes were estimated along avenues that could be expected to exhibit higher traffic volumes as a result of the Broadway closures—one for which incremental traffic from the Proposed Actions could result in a new significant adverse traffic impact and one for which incremental traffic from the Proposed Actions could result in a new unmitigated significant traffic impact.

Traffic counts taken along northbound and southbound avenues in September 2009 were then compared to pre-closure traffic volumes to estimate the diversions resulting from the Green

Light for Midtown project. Intersections where the estimated traffic volume increment along the avenues exceeded either of the threshold traffic volume increments were then identified as locations where new significant adverse traffic impacts or new unmitigated significant adverse traffic impacts could result from incremental traffic generated by the Proposed Actions.

A comparison of the estimated intersection-specific 2019 traffic increments with the estimated intersection-specific thresholds for new significant adverse impacts indicated that, with implementation of the Green Light for Midtown project incorporated into the Future without the Proposed Actions condition, the Proposed Actions could result in additional significant adverse traffic impacts at four, five, four, and six intersections in the weekday AM, midday, PM, and Saturday midday peak hours, respectively, when compared to the 2019 Future with the Proposed Actions condition analyzed in the FEIS. Most of these impacts may be mitigated through the implementation of traffic engineering improvements such as modification of traffic signal timing and phasing; elimination of on-street parking near intersections ("daylighting"); traffic enforcement; channelization and lane designation changes; turn movement restrictions; and installation of traffic signals at appropriate unsignalized intersections.

A comparison of the estimated intersection-specific 2019 traffic increments with the estimated intersection-specific thresholds for new unmitigated significant adverse impacts (i.e. threshold reflects potential mitigation measures) indicated that, with implementation of the Green Light for Midtown project incorporated into the Future without the Proposed Actions condition, the Proposed Actions should not result in additional intersections with unmitigated significant adverse traffic impacts during the weekday AM peak hour, when compared to the 2019 Future with the Proposed Actions condition analyzed in the FEIS. In the midday peak hour, there could be a new unmitigated significant adverse traffic impact at the intersection of Seventh Avenue and West 34th Street, an increase of one intersection. During the PM peak hour, there could be two additional intersections with unmitigated significant adverse traffic impacts: Seventh Avenue at West 34th Street and Eleventh Avenue at West 46th Street. The total number of locations that could have unmitigated significant adverse traffic impacts could increase by two intersections during the Saturday midday peak hour: Eleventh Avenue at West 42nd Street and Eleventh Avenue at West 46th Street.

This Preliminary Assessment is based on a series of automatic traffic recorder (ATR) counts undertaken for a two-week period in September 2009. It is possible that future traffic counts would indicate that the level of potential traffic diversions discussed below would result in changes in the projections set forth in this memorandum with respect to the potential impacts of the Proposed Actions. If the Green Light for Midtown project is made permanent, any additional data would be considered in the Hudson Yards traffic monitoring program so that appropriate measures could be implemented, as necessary.

INTRODUCTION

On May 24, 2009, subsequent to the completion of the Western Rail Yard DEIS, DOT began implementation of the Green Light for Midtown pilot project. This project runs along Broadway from Columbus Circle to West 26th Street and includes the following components:

- The complete closure of Broadway to through traffic at Times Square (from West 47th Street to West 42nd Street) and Herald Square (from West 35th Street to West 33rd Street) to create new pedestrian plazas;
- New lane configurations on Broadway from Columbus Circle to West 47th Street and from West 33rd Street to West 26th Street (similar in nature to the Broadway Boulevard improvements between West 42nd Street and West 35th Street that were implemented by DOT in 2008);
- New turn lane and parking regulations at Central Park South and Seventh Avenue; and
- Route changes on the M5, M6, M7, M10, M20, M27, M30, and M104 bus routes operated by MTA New York City Transit.

The goal of this demonstration project is to maximize pedestrian space and traffic capacity while reducing overall traffic congestion, which will be accomplished by simplifying the traffic network, increasing the amount of useful pedestrian space, and reducing the number of conflicting traffic movements. The initial construction of the Green Light for Midtown pilot project was completed on August 17, 2009. The demonstration project complements the previous Broadway Boulevard improvements from West 42nd Street to West 35th Street (implemented by DOT in May 2008) and West 26th Street to West 23rd Street (implemented by DOT in June 2008).

If the Green Light for Midtown pilot project is made permanent, it would have the potential to change traffic circulation patterns at some of the study area intersections analyzed in the Western Rail Yard DEIS. For example, some of the through traffic that previously traveled southbound on Broadway through Times Square and/or Herald Square could be diverted to parallel southbound routes such as Seventh Avenue, Ninth Avenue, or Eleventh Avenue. This also includes buses on the M6 and M7 routes, which would be diverted from operating along Broadway to Seventh Avenue. In addition, the resultant increase in the allocation of green signal time to the Sixth Avenue approach at the intersection of West 34th Street at Herald Square could increase traffic volumes along the Sixth Avenue corridor, attracting traffic from parallel northbound routes (potentially reducing traffic volumes on Eighth Avenue and Tenth Avenue).

ANALYSIS METHODOLOGY

To assess the potential of the Proposed Actions to result in additional significant adverse traffic impacts, or additional unmitigated significant adverse traffic impacts, with the Green Light for Midtown project in place, future traffic levels of service with and without the Proposed Actions were calculated using the methodology presented in the *Highway Capacity Manual (HCM)*. These HCM analyses were then evaluated to estimate the magnitude of additional traffic volumes that could be accommodated at key study area intersections in the 2019 Future without the Proposed Actions without creating new significant adverse traffic impacts or resulting in new unmitigated significant adverse traffic impacts with the addition of Western Rail Yard traffic in the Future with the Proposed Actions.

The traffic analysis evaluated all of the study area intersections analyzed in the FEIS along Sixth Avenue, Seventh Avenue, Ninth Avenue, and Eleventh Avenue, as these corridors have the potential to exhibit somewhat higher traffic volumes as a result of diversions associated with the Green Light for Midtown pilot project. Traffic counts taken along northbound and southbound avenues in September 2009 were then compared to pre-closure traffic volumes to estimate the diversions resulting from the Green Light for Midtown project. Intersections where the estimated traffic volume increment along the avenues exceeded either of the threshold traffic volume increments were then identified as locations where, with the Green Light for Midtown project in place, the Proposed Actions could result in new significant adverse traffic impacts or new unmitigated significant adverse traffic impacts, as compared to the 2019 Future with the Proposed Action condition analyzed in the FEIS.

TRAFFIC DATA COLLECTION PROGRAM

In order to quantify the changes in traffic volume patterns that could occur as a result of permanent implementation of the Green Light for Midtown pilot project, a traffic data collection plan was developed to obtain traffic volume data on northbound and southbound avenues at key points near West 57th Street, West 44th Street, West 39th Street, West 34th Street, and West 27th Street, as shown in Figure 1. These locations were selected to correspond with prior traffic data collection efforts, which include both the Western Rail Yard EIS and DOT's pre-implementation data collection effort for the Green Light for Midtown pilot project. Traffic data were collected using 24-hour ATRs for the two-week period of September 9-18, 2009. This time period was approved by DOT in consultation with the New York City Department of City Planning (DCP).

PROJECTION OF TRAFFIC VOLUME DIVERSIONS

The traffic volume data collected in September 2009 were compared to the 2008 base traffic volume networks analyzed in the Western Rail Yards FEIS (increased by a background growth rate of 0.5 percent to reflect 2009 conditions) and the results of the prior traffic data collection efforts in order to quantify changes in traffic volume patterns that could occur as a result of permanent implementation of the Green Light for Midtown pilot project. It is important to note that the measured changes in traffic volumes could also include the effects of some No Build projects for which traffic volumes were projected and included in the Future without the Proposed Actions conditions of the Western Rail Yard FEIS, but have since been completed and occupied by the time when traffic data were collected in September 2009 (see Table 1). For conservative purposes, no credit was taken for the potential effects of these No Build projects on the results of the September 2009 traffic data collection program.

Table 1: No Build Projects Completed by September 2009

Map #*	Project Name(s)	Address(es)
23	Hudson Yards Projected Site 23	455 West 37th Street
27	Wyndham Garden Hotel – Times Square South	341 West 36th Street
34	Four Points by Sheraton Midtown – Times Square; Fairfield Inn New York Manhattan/Times Square	326 West 40th Street; 330 West 40th Street
35	Staybridge Suites Times Square	340 West 40th Street
36	Hampton Inn – Times Square South; Candlewood Suites New York City – Times Square; Holiday Inn Express New York City Times Square	337 West 39th Street; 339 West 39th Street; 343 West 39th Street
38	The Strand Hotel	33 West 37th Street
E	Ink 48 (a Kimpton Hotel)	653 Eleventh Avenue
HH	Adagio 60	243 West 60th Street
MM	The Rushmore	80 Riverside Boulevard

*Refer to Tables 2-1 and 2-2 in the Western Rail Yard FEIS

To develop 2019 peak hour traffic volume increments incorporating the potential effects of the Green Light for Midtown pilot project, a background growth rate of 3.3 percent was applied to the measured changes in traffic volumes to represent background growth occurring over the 2009 to 2019 period, consistent with the methodology used in the FEIS. Given the location of the Development Site in relationship to Broadway, the Green Light for Midtown project should not change the routing and divert any of the incremental traffic volumes generated by the Proposed Actions. As such, the potential 2019 traffic volume increments associated with the Green Light for Midtown project were equally applied to both the 2019 Future without the Proposed Actions and 2019 Future with the Proposed Actions traffic volumes analyzed in the FEIS.

Although there exists a potential for minor increases in traffic volumes on crosstown streets as a result of the Green Light for Midtown pilot project, these diversions should not be significant compared to the increases on northbound and southbound avenues and therefore were not analyzed. Additionally, no credit was taken for potential reductions in traffic volumes on Eighth Avenue and Tenth Avenue that may have occurred as a result of traffic diversions due to the resultant increase in the allocation of green signal time to the Sixth Avenue approach at the intersection of West 34th Street.

CAPACITY ANALYSIS

Concurrent with the collection of traffic data and the development of potential 2019 peak hour traffic volume increments associated with permanent implementation the Green Light for Midtown project, critical threshold traffic volume increments were defined for each of the study area intersections along the Sixth Avenue, Seventh Avenue, Ninth Avenue, and Eleventh Avenue corridors in the weekday AM, midday, PM, and Saturday midday peak hours. This was accomplished by calculating the following critical threshold volumes at each intersection:

- The number of additional vehicles that could be added to the avenue approach in the 2019 Future without the Proposed Actions condition before the incremental vehicle trips generated by the Proposed Actions could result in a new significant adverse traffic impact

(only for those locations that were not previously identified as impacted by the Proposed Actions in the FEIS).

- The number of additional vehicles that could be added to the avenue approach in the 2019 Future without the Proposed Actions condition before the incremental vehicle trips generated by the Proposed Action could result in a new significant adverse traffic impact that could not be mitigated using the same types of traffic capacity improvements presented in the FEIS.

The intersection-specific critical threshold traffic volume increments for new significant adverse impacts were estimated using an iterative process which added increasing traffic volume increments to the No Build and Build capacity analyses until a new significant adverse impact was projected. Similarly, the critical threshold traffic volume increments for new unmitigated significant adverse impacts were estimated using an iterative process that included the Build with Mitigation capacity analyses and incorporated additional mitigation measures.

No analysis was performed for the locations that were identified as having unmitigated significant adverse traffic impacts in the FEIS as those locations should remain unmitigated with the addition of potential traffic volumes associated with the effects of the Green Light for Midtown project. As the street closures associated with the Green Light for Midtown project should not increase traffic volumes along the Eighth Avenue, Tenth Avenue, and Twelfth Avenue (Route 9A) corridors, there should not be any deterioration in levels of service or new impacts along these corridors and no analysis was made for the study area intersections along these corridors.

SUMMARY OF RESULTS

THRESHOLD TRAFFIC VOLUMES

Tables 2-5 show the threshold traffic volumes in vehicles per hour (vph) that were established based on the results of the traffic capacity analysis using the methodology presented in the *HCM* during the weekday AM, midday, PM, and Saturday midday peak hours, respectively, for the study area intersections along the Sixth Avenue, Seventh Avenue, Ninth Avenue, and Eleventh Avenue corridors.

Table 2: 2019 Threshold Volume Increments – AM Peak Hour

Intersection	Number of Additional Vehicles Required on Avenue Approach (vph)	
	To Generate a Significant Impact on Approach	To Generate an Unmitigated Impact on Approach
Sixth Avenue @ 28th Street	Previously impacted	n/a
Sixth Avenue @ 30th Street	Previously impacted	n/a
Sixth Avenue @ 31st Street	40	n/a
Sixth Avenue @ 34th Street	Previously unmitigated	Previously unmitigated
Sixth Avenue @ 35th Street	Previously impacted	830
Sixth Avenue @ 36th Street	800	n/a
Sixth Avenue @ 37th Street	700	n/a
Sixth Avenue @ 42nd Street	1,250	1,250
Seventh Avenue @ 23rd Street	145*	n/a
Seventh Avenue @ 28th Street	Previously impacted	n/a
Seventh Avenue @ 29th Street	Previously impacted	n/a
Seventh Avenue @ 30th Street	n/a†	n/a†
Seventh Avenue @ 31st Street	n/a†	n/a†
Seventh Avenue @ 33rd Street	Previously impacted	n/a
Seventh Avenue @ 34th Street	Previously unmitigated	Previously unmitigated
Seventh Avenue @ 35th Street	Previously impacted	n/a
Seventh Avenue @ 36th Street	Previously impacted	n/a
Seventh Avenue @ 37th Street	Previously impacted	n/a
Seventh Avenue @ 38th Street	Previously impacted	n/a
Seventh Avenue @ 42nd Street	790*	n/a
Ninth Avenue @ 23rd Street	45	n/a
Ninth Avenue @ 26th Street	45	n/a
Ninth Avenue @ 28th Street	Previously impacted	n/a
Ninth Avenue @ 29th Street	Previously impacted	n/a
Ninth Avenue @ 30th Street	n/a†	n/a†
Ninth Avenue @ 31st Street	Previously impacted	n/a
Ninth Avenue @ 33rd Street	Previously impacted	n/a
Ninth Avenue @ 34th Street	Previously unmitigated	Previously unmitigated
Ninth Avenue @ 35th Street	Previously impacted	n/a
Ninth Avenue @ 36th Street	Previously impacted	n/a
Ninth Avenue @ 37th Street	Previously impacted	560
Ninth Avenue @ 38th Street	Previously impacted	1,185
Ninth Avenue @ 42nd Street	Previously unmitigated	Previously unmitigated
Eleventh Avenue @ 22nd Street	Previously unmitigated	Previously unmitigated

Key:
n/a A significant number of vehicles could be added.
* Threshold volume was reduced by 11 PCEs to account for effects of diverted bus routes operating on Seventh Avenue.
† Intersection could not be impacted because the Proposed Actions would generate fewer than five vehicles.

Table 2: 2019 Threshold Volume Increments – AM Peak Hour (cont'd)

Intersection	Number of Additional Vehicles Required on Avenue Approach (vph)	
	To Generate a Significant Impact on Approach	To Generate an Unmitigated Impact on Approach
Eleventh Avenue @ 24th Street	Previously impacted	n/a
Eleventh Avenue @ 26th Street	900	900
Eleventh Avenue @ 27th Street	1,200	1,200
Eleventh Avenue @ 28th Street	750	750
Eleventh Avenue @ 29th Street	1,100	n/a
Eleventh Avenue @ 30th Street	Previously impacted	n/a
Eleventh Avenue @ 31st Street	450	n/a
Eleventh Avenue @ 32nd Street	500	n/a
Eleventh Avenue @ 33rd Street	Previously impacted	500
Eleventh Avenue @ 34th Street	115	160
Eleventh Avenue @ 35th Street	800	n/a
Eleventh Avenue @ 36th Street	850	850
Eleventh Avenue @ 37th Street	Previously impacted	800
Eleventh Avenue @ 38th Street	Previously impacted	n/a
Eleventh Avenue @ 39th Street	300	n/a
Eleventh Avenue @ 40th Street	800	800
Eleventh Avenue @ 41st Street	1,900	n/a
Eleventh Avenue @ 42nd Street	Previously unmitigated	Previously unmitigated
Eleventh Avenue @ 43rd Street	3,000	3,000
Eleventh Avenue @ 44th Street	Previously impacted	710
Eleventh Avenue @ 46th Street	140	140
Eleventh Avenue @ 47th Street	Previously impacted	n/a
Eleventh Avenue @ 54th Street	Previously impacted	n/a
Eleventh Avenue @ 56th Street	790	790
Eleventh Avenue @ 57th Street	Previously unmitigated	Previously unmitigated

Key:
n/a A significant number of vehicles could be added.
* Threshold volume was reduced by 11 PCEs to account for effects of diverted bus routes operating on Seventh Avenue.
† Intersection could not be impacted because the Proposed Actions would generate fewer than five vehicles.

Table 3: 2019 Threshold Volume Increments – Midday Peak Hour

Intersection	Number of Additional Vehicles Required on Avenue Approach (vph)	
	To Generate a Significant Impact on Approach	To Generate an Unmitigated Impact on Approach
Sixth Avenue @ 28th Street	Previously impacted	n/a
Sixth Avenue @ 30th Street	Previously impacted	n/a
Sixth Avenue @ 31st Street	10	n/a
Sixth Avenue @ 34th Street	Previously unmitigated	Previously unmitigated
Sixth Avenue @ 35th Street	1,150	n/a

Key:
n/a A significant number of vehicles could be added.
* Threshold volume was reduced by 10 PCEs to account for effects of diverted bus routes operating on Seventh Avenue.
† Intersection could not be impacted because the Proposed Actions would generate fewer than five vehicles.

Table 3: 2019 Threshold Volume Increments – Midday Peak Hour (cont'd)

Intersection	Number of Additional Vehicles Required on Avenue Approach (vph)	
	To Generate a Significant Impact on Approach	To Generate an Unmitigated Impact on Approach
Sixth Avenue @ 36th Street	1,300	n/a
Sixth Avenue @ 37th Street	1,100	n/a
Sixth Avenue @ 42nd Street	1,300	1,300
Seventh Avenue @ 23rd Street	335*	n/a
Seventh Avenue @ 28th Street	1,390*	n/a
Seventh Avenue @ 29th Street	Previously impacted	n/a
Seventh Avenue @ 30th Street	n/a†	n/a†
Seventh Avenue @ 31st Street	n/a†	n/a†
Seventh Avenue @ 33rd Street	Previously impacted	n/a
Seventh Avenue @ 34th Street	Previously impacted	135*
Seventh Avenue @ 35th Street	Previously impacted	n/a
Seventh Avenue @ 36th Street	Previously impacted	n/a
Seventh Avenue @ 37th Street	290*	n/a
Seventh Avenue @ 38th Street	320*	n/a
Seventh Avenue @ 42nd Street	605*	n/a
Ninth Avenue @ 23rd Street	25	n/a
Ninth Avenue @ 26th Street	50	n/a
Ninth Avenue @ 28th Street	Previously impacted	n/a
Ninth Avenue @ 29th Street	Previously impacted	n/a
Ninth Avenue @ 30th Street	n/a†	n/a†
Ninth Avenue @ 31st Street	n/a†	n/a†
Ninth Avenue @ 33rd Street	Previously impacted	n/a
Ninth Avenue @ 34th Street	Previously impacted	n/a
Ninth Avenue @ 35th Street	Previously impacted	n/a
Ninth Avenue @ 36th Street	Previously impacted	n/a
Ninth Avenue @ 37th Street	850	850
Ninth Avenue @ 38th Street	1,220	n/a
Ninth Avenue @ 42nd Street	Previously unmitigated	Previously unmitigated
Eleventh Avenue @ 22nd Street	Previously unmitigated	Previously unmitigated
Eleventh Avenue @ 24th Street	Previously impacted	n/a
Eleventh Avenue @ 26th Street	900	900
Eleventh Avenue @ 27th Street	1,300	1,300
Eleventh Avenue @ 28th Street	800	800
Eleventh Avenue @ 29th Street	Previously impacted	n/a
Eleventh Avenue @ 30th Street	Previously impacted	n/a
Eleventh Avenue @ 31st Street	700	n/a
Eleventh Avenue @ 32nd Street	600	n/a
Eleventh Avenue @ 33rd Street	Previously impacted	800
Eleventh Avenue @ 34th Street	130	n/a
Eleventh Avenue @ 35th Street	900	n/a
Eleventh Avenue @ 36th Street	1,200	1,200
Eleventh Avenue @ 37th Street	Previously impacted	1,000
Eleventh Avenue @ 38th Street	190	n/a
Eleventh Avenue @ 39th Street	600	n/a

Key:
n/a A significant number of vehicles could be added.
* Threshold volume was reduced by 10 PCEs to account for effects of diverted bus routes operating on Seventh Avenue.
† Intersection could not be impacted because the Proposed Actions would generate fewer than five vehicles.

Table 3: 2019 Threshold Volume Increments – Midday Peak Hour (cont'd)

Intersection	Number of Additional Vehicles Required on Avenue Approach (vph)	
	To Generate a Significant Impact on Approach	To Generate an Unmitigated Impact on Approach
Eleventh Avenue @ 40th Street	1,000	1,000
Eleventh Avenue @ 41st Street	2,000	n/a
Eleventh Avenue @ 42nd Street	Previously impacted	n/a
Eleventh Avenue @ 43rd Street	2,050	2,050
Eleventh Avenue @ 44th Street	730	730
Eleventh Avenue @ 46th Street	Previously impacted	n/a
Eleventh Avenue @ 47th Street	Previously impacted	n/a
Eleventh Avenue @ 54th Street	440	n/a
Eleventh Avenue @ 56th Street	900	n/a
Eleventh Avenue @ 57th Street	Previously impacted	n/a

Key:
n/a A significant number of vehicles could be added.
* Threshold volume was reduced by 10 PCEs to account for effects of diverted bus routes operating on Seventh Avenue.
† Intersection could not be impacted because the Proposed Actions would generate fewer than five vehicles.

Table 4: 2019 Threshold Volume Increments – PM Peak Hour

Intersection	Number of Additional Vehicles Required on Avenue Approach (vph)	
	To Generate a Significant Impact on Approach	To Generate an Unmitigated Impact on Approach
Sixth Avenue @ 28th Street	Previously impacted	n/a
Sixth Avenue @ 30th Street	Previously impacted	n/a
Sixth Avenue @ 31st Street	250	n/a
Sixth Avenue @ 34th Street	Previously unmitigated	Previously unmitigated
Sixth Avenue @ 35th Street	900	n/a
Sixth Avenue @ 36th Street	Previously impacted	n/a
Sixth Avenue @ 37th Street	990	n/a
Sixth Avenue @ 42nd Street	1,100	n/a
Seventh Avenue @ 23rd Street	280*	n/a
Seventh Avenue @ 28th Street	1,140*	n/a
Seventh Avenue @ 29th Street	Previously impacted	n/a
Seventh Avenue @ 30th Street	n/a†	n/a†
Seventh Avenue @ 31st Street	n/a†	n/a†
Seventh Avenue @ 33rd Street	Previously impacted	n/a
Seventh Avenue @ 34th Street	145*	145*
Seventh Avenue @ 35th Street	Previously impacted	n/a
Seventh Avenue @ 36th Street	Previously impacted	n/a
Seventh Avenue @ 37th Street	270*	n/a
Seventh Avenue @ 38th Street	485*	n/a
Seventh Avenue @ 42nd Street	990*	n/a

Key:
n/a A significant number of vehicles could be added.
* Threshold volume was reduced by 11 PCEs to account for effects of diverted bus routes operating on Seventh Avenue.
† Intersection could not be impacted because the Proposed Actions would generate fewer than five vehicles.

Table 4: 2019 Threshold Volume Increments – PM Peak Hour (cont'd)

Intersection	Number of Additional Vehicles Required on Avenue Approach (vph)	
	To Generate a Significant Impact on Approach	To Generate an Unmitigated Impact on Approach
Ninth Avenue @ 23rd Street	550	n/a
Ninth Avenue @ 26th Street	835	n/a
Ninth Avenue @ 28th Street	Previously impacted	n/a
Ninth Avenue @ 29th Street	540	n/a
Ninth Avenue @ 30th Street	Previously impacted	n/a
Ninth Avenue @ 31st Street	Previously impacted	n/a
Ninth Avenue @ 33rd Street	Previously impacted	n/a
Ninth Avenue @ 34th Street	Previously impacted	n/a
Ninth Avenue @ 35th Street	Previously impacted	n/a
Ninth Avenue @ 36th Street	Previously impacted	n/a
Ninth Avenue @ 37th Street	Previously unmitigated	Previously unmitigated
Ninth Avenue @ 38th Street	295	n/a
Ninth Avenue @ 42nd Street	Previously unmitigated	Previously unmitigated
Eleventh Avenue @ 22nd Street	Previously unmitigated	Previously unmitigated
Eleventh Avenue @ 24th Street	Previously impacted	n/a
Eleventh Avenue @ 26th Street	1,100	1,100
Eleventh Avenue @ 27th Street	1,600	1,600
Eleventh Avenue @ 28th Street	1,000	1,000
Eleventh Avenue @ 29th Street	Previously impacted	n/a
Eleventh Avenue @ 30th Street	Previously impacted	n/a
Eleventh Avenue @ 31st Street	900	n/a
Eleventh Avenue @ 32nd Street	700	n/a
Eleventh Avenue @ 33rd Street	Previously impacted	800
Eleventh Avenue @ 34th Street	Previously impacted	110
Eleventh Avenue @ 35th Street	900	n/a
Eleventh Avenue @ 36th Street	1,200	1,200
Eleventh Avenue @ 37th Street	Previously impacted	1,000
Eleventh Avenue @ 38th Street	Previously impacted	n/a
Eleventh Avenue @ 39th Street	600	n/a
Eleventh Avenue @ 40th Street	Previously unmitigated	Previously unmitigated
Eleventh Avenue @ 41st Street	1,400	n/a
Eleventh Avenue @ 42nd Street	Previously unmitigated	Previously unmitigated
Eleventh Avenue @ 43rd Street	950	950
Eleventh Avenue @ 44th Street	Previously impacted	n/a
Eleventh Avenue @ 46th Street	15	15
Eleventh Avenue @ 47th Street	Previously impacted	n/a
Eleventh Avenue @ 54th Street	Previously impacted	n/a
Eleventh Avenue @ 56th Street	790	n/a
Eleventh Avenue @ 57th Street	Previously unmitigated	Previously unmitigated

Key:
n/a A significant number of vehicles could be added.
* Threshold volume was reduced by 11 PCEs to account for effects of diverted bus routes operating on Seventh Avenue.
† Intersection could not be impacted because the Proposed Actions would generate fewer than five vehicles.

Table 5: 2019 Threshold Volume Increments – Saturday Midday Peak Hour

Intersection	Number of Additional Vehicles Required on Avenue Approach (vph)	
	To Generate a Significant Impact on Approach	To Generate an Unmitigated Impact on Approach
Sixth Avenue @ 28th Street	Previously impacted	n/a
Sixth Avenue @ 30th Street	Previously impacted	n/a
Sixth Avenue @ 31st Street	250	n/a
Sixth Avenue @ 34th Street	Previously unmitigated	Previously unmitigated
Sixth Avenue @ 35th Street	1,000	n/a
Sixth Avenue @ 36th Street	1,100	n/a
Sixth Avenue @ 37th Street	1,100	n/a
Sixth Avenue @ 42nd Street	1,400	n/a
Seventh Avenue @ 23rd Street	340*	n/a
Seventh Avenue @ 28th Street	Previously impacted	n/a
Seventh Avenue @ 29th Street	Previously impacted	n/a
Seventh Avenue @ 30th Street	n/a†	n/a†
Seventh Avenue @ 31st Street	n/a†	n/a†
Seventh Avenue @ 33rd Street	Previously impacted	n/a
Seventh Avenue @ 34th Street	575*	575*
Seventh Avenue @ 35th Street	Previously impacted	n/a
Seventh Avenue @ 36th Street	Previously impacted	n/a
Seventh Avenue @ 37th Street	Previously impacted	n/a
Seventh Avenue @ 38th Street	Previously impacted	n/a
Seventh Avenue @ 42nd Street	1,290*	n/a
Ninth Avenue @ 23rd Street	115	n/a
Ninth Avenue @ 26th Street	Previously impacted	n/a
Ninth Avenue @ 28th Street	Previously impacted	n/a
Ninth Avenue @ 29th Street	Previously impacted	n/a
Ninth Avenue @ 30th Street	n/a†	n/a†
Ninth Avenue @ 31st Street	Previously impacted	n/a
Ninth Avenue @ 33rd Street	Previously impacted	n/a
Ninth Avenue @ 34th Street	Previously impacted	n/a
Ninth Avenue @ 35th Street	Previously impacted	n/a
Ninth Avenue @ 36th Street	Previously impacted	n/a
Ninth Avenue @ 37th Street	1,065	1,065
Ninth Avenue @ 38th Street	1,360	n/a
Ninth Avenue @ 42nd Street	Previously impacted	n/a
Eleventh Avenue @ 22nd Street	Previously unmitigated	Previously unmitigated
Eleventh Avenue @ 24th Street	95	n/a
Eleventh Avenue @ 26th Street	1,500	1,500
Eleventh Avenue @ 27th Street	1,900	n/a
Eleventh Avenue @ 28th Street	1,300	n/a
Eleventh Avenue @ 29th Street	1,600	n/a
Eleventh Avenue @ 30th Street	Previously impacted	n/a
Eleventh Avenue @ 31st Street	1,300	n/a
Eleventh Avenue @ 32nd Street	1,200	n/a
Eleventh Avenue @ 33rd Street	1,800	1,800
Eleventh Avenue @ 34th Street	600	n/a
Eleventh Avenue @ 35th Street	1,200	n/a

Key:
n/a A significant number of vehicles could be added.
* Threshold volume was reduced by 11 PCEs to account for effects of diverted bus routes operating on Seventh Avenue.
† Intersection could not be impacted because the Proposed Actions would generate fewer than five vehicles.

Table 5: 2019 Threshold Volume Increments – Saturday Midday Peak Hour (cont'd)

Intersection	Number of Additional Vehicles Required on Avenue Approach (vph)	
	To Generate a Significant Impact on Approach	To Generate an Unmitigated Impact on Approach
Eleventh Avenue @ 36th Street	1,800	1,800
Eleventh Avenue @ 37th Street	Previously impacted	1,300
Eleventh Avenue @ 38th Street	550	n/a
Eleventh Avenue @ 39th Street	800	n/a
Eleventh Avenue @ 40th Street	1,400	1,400
Eleventh Avenue @ 41st Street	2,500	n/a
Eleventh Avenue @ 42nd Street	355	355
Eleventh Avenue @ 43rd Street	2,500	2,500
Eleventh Avenue @ 44th Street	1,100	1,100
Eleventh Avenue @ 46th Street	260	260
Eleventh Avenue @ 47th Street	200	n/a
Eleventh Avenue @ 54th Street	450	n/a
Eleventh Avenue @ 56th Street	900	n/a
Eleventh Avenue @ 57th Street	Previously unmitigated	Previously unmitigated

Key:
n/a A significant number of vehicles could be added.
* Threshold volume was reduced by 11 PCEs to account for effects of diverted bus routes operating on Seventh Avenue.
† Intersection could not be impacted because the Proposed Actions would generate fewer than five vehicles.

For each of the intersections that were not previously identified as impacted as a result of the Proposed Actions, a critical threshold volume was identified that, when added to the avenue approach in the 2019 Future without the Proposed Actions condition, could cause the incremental vehicle trips projected to be generated by the Proposed Actions to result in a significant adverse traffic impact based on the criteria established in the *CEQR Technical Manual*. Each of the intersections that were previously identified as impacted in the 2019 Future with the Proposed Actions condition should remain impacted with the potential increased traffic volumes associated with the Green Light for Midtown project.

For each of the intersections that were previously identified as having significant traffic impacts as a result of the Proposed Actions that could be mitigated, a critical threshold volume was identified that, when added to the avenue approach in the 2019 Future without the Proposed Actions condition, could cause the incremental vehicle trips projected to be generated by the Proposed Actions to result in a significant adverse traffic impact that could not be mitigated using the same types of traffic capacity improvements presented in the FEIS. It is noted that the traffic diversions that could occur as a result of the Broadway closures could cause some of the mitigation measures identified in the FEIS to no longer be effective. Each of the intersections that were previously identified as having unmitigated significant traffic impacts should remain unmitigated with the increased traffic volumes associated with the Green Light for Midtown project.

To account for the effects of the buses on the M6 and M7 routes, which could be diverted from Broadway to Seventh Avenue as a result of the Green Light for Midtown pilot project, one

passenger car equivalent (PCE) was subtracted for each additional bus operating during the peak hour (assuming two PCEs per standard size bus) based on current schedule information.

PROJECTED CHANGES IN 2019 TRAFFIC VOLUMES

Compared to the 2019 Future without the Proposed Actions condition as analyzed in the FEIS, traffic volumes on the Sixth Avenue corridor between West 28th Street and West 42nd Street could increase due to the additional green signal time on Sixth Avenue at the intersection of West 34th Street. Traffic volumes along the corridor could increase by approximately 385 vehicles per hour (vph) during the weekday AM peak hour, 115-195 vph during the midday peak hour, 125 vph during the PM peak hour, and 105 vph during the Saturday midday peak hour.

Along the Seventh Avenue corridor between West 23rd Street and West 42nd Street, 2019 traffic volumes could increase due to the diversion of traffic from Broadway. There could be increases of approximately 240-285 vph during the weekday AM peak hour, 180-255 vph during the midday peak hour, 75-305 vph during the PM peak hour, and 180-395 vph during the Saturday midday peak hour.

On the Ninth Avenue corridor between West 23rd Street and West 42nd Street, the diversion of traffic due to the Broadway closures could increase traffic volumes in the 2019 Build year, resulting in increases of approximately 185-195 vph during the weekday AM peak hour, 100 vph during the midday peak hour, and 90-405 vph during the Saturday midday peak hour. No traffic volume increases are likely during the weekday PM peak hour because the results of the traffic data collection program did not indicate any measured increase in traffic volumes during this time period.

Traffic volumes along the Eleventh Avenue corridor between West 22nd Street and West 57th Street could increase traffic in the 2019 Build year due to the diversion of traffic from Broadway. These increases could amount to approximately 10 vph during the weekday AM peak hour, 10-215 during the midday peak hour, 90-100 during the PM peak hour, and 195-390 vph during the Saturday midday peak hour.

For conservative purposes, the determination of significant adverse traffic impacts and unmitigated traffic impacts with implementation of the Green Light for Midtown project was based on the highest projected increase in traffic volumes at all locations where a range of projected traffic volume increases was identified.

COMPARISON OF LOCATIONS WITH SIGNIFICANT TRAFFIC IMPACTS

Based on the threshold traffic volumes identified in Tables 2-5 and the projected changes in 2019 traffic volumes described above, the incremental vehicle trips projected to be generated by the Proposed Actions could result in additional significant adverse traffic impacts and/or unmitigated significant traffic impacts in the 2019 Build year with implementation of the Green Light for Midtown project along study area intersections on the Sixth Avenue, Seventh Avenue, Ninth Avenue, and Eleventh Avenue corridors. Table 6 provides a summary of the

results at these locations and also provides a comparison to the 2019 Future with the Proposed Action condition as analyzed in the FEIS.

Table 6: Comparison of Locations with Significant Impacts

	2019 Build Condition (as analyzed in FEIS)				2019 Build Condition With Green Light for Midtown			
Intersection	**AM**	**MD**	**PM**	**SAT MD**	**AM**	**MD**	**PM**	**SAT MD**
Sixth Avenue @ 28th Street	⦿	⦿	⦿	⦿	⦿	⦿	⦿	⦿
Sixth Avenue @ 30th Street	⦿	⦿	⦿	⦿	⦿	⦿	⦿	⦿
Sixth Avenue @ 31st Street	○	○	○	○	⦿	⦿	○	○
Sixth Avenue @ 34th Street	●	●	●	●	●	●	●	●
Sixth Avenue @ 35th Street	⦿	○	○	○	⦿	○	○	○
Sixth Avenue @ 36th Street	○	○	⦿	○	○	○	⦿	○
Sixth Avenue @ 37th Street	○	○	○	○	○	○	○	○
Sixth Avenue @ 42nd Street	○	○	○	○	○	○	○	○
Seventh Avenue @ 23rd Street	○	○	○	○	⦿	○	⦿	⦿
Seventh Avenue @ 28th Street	⦿	○	○	⦿	⦿	○	○	⦿
Seventh Avenue @ 29th Street	⦿	⦿	⦿	⦿	⦿	⦿	⦿	⦿
Seventh Avenue @ 30th Street	⦿	⦿	⦿	○	⦿	⦿	⦿	○
Seventh Avenue @ 31st Street	⦿	⦿	⦿	⦿	⦿	⦿	⦿	⦿
Seventh Avenue @ 33rd Street	⦿	⦿	⦿	⦿	⦿	⦿	⦿	⦿
Seventh Avenue @ 34th Street	●	⦿	○	○	●	●	●	○
Seventh Avenue @ 35th Street	⦿	⦿	⦿	⦿	⦿	⦿	⦿	⦿
Seventh Avenue @ 36th Street	⦿	⦿	⦿	⦿	⦿	⦿	⦿	⦿
Seventh Avenue @ 37th Street	⦿	○	○	⦿	⦿	○	⦿	⦿
Seventh Avenue @ 38th Street	⦿	○	○	⦿	⦿	○	○	⦿
Seventh Avenue @ 42nd Street	○	○	○	○	○	○	○	○
Ninth Avenue @ 23rd Street	○	○	○	○	⦿	⦿	○	⦿
Ninth Avenue @ 26th Street	○	○	○	⦿	⦿	⦿	○	⦿
Ninth Avenue @ 28th Street	⦿	⦿	⦿	⦿	⦿	⦿	⦿	⦿
Ninth Avenue @ 29th Street	⦿	⦿	○	⦿	⦿	⦿	○	⦿
Ninth Avenue @ 30th Street	⦿	⦿	⦿	⦿	⦿	⦿	⦿	⦿
Ninth Avenue @ 31st Street	⦿	⦿	⦿	⦿	⦿	⦿	⦿	⦿
Ninth Avenue @ 33rd Street	⦿	⦿	⦿	⦿	⦿	⦿	⦿	⦿
Ninth Avenue @ 34th Street	●	⦿	⦿	○	●	⦿	⦿	○
Ninth Avenue @ 35th Street	⦿	⦿	⦿	⦿	⦿	⦿	⦿	⦿
Ninth Avenue @ 36th Street	⦿	⦿	⦿	⦿	⦿	⦿	⦿	⦿
Ninth Avenue @ 37th Street	⦿	○	●	○	⦿	○	●	○
Ninth Avenue @ 38th Street	⦿	○	○	○	⦿	○	○	○
Ninth Avenue @ 42nd Street	●	●	⦿	⦿	●	●	⦿	⦿
Eleventh Avenue @ 22nd Street	●	●	●	●	●	●	●	●
Eleventh Avenue @ 24th Street	⦿	⦿	⦿	○	⦿	⦿	⦿	⦿
Eleventh Avenue @ 26th Street	○	○	○	○	○	○	○	○
Eleventh Avenue @ 27th Street	○	○	○	○	○	○	○	○
Eleventh Avenue @ 28th Street	○	○	○	○	○	○	○	○

Key:
○ Intersection not impacted
⦿ Intersection impacted and mitigated
● Intersection impacted and could not be mitigated
Shading denotes changed conditions as a result of the Green Light for Midtown project

Table 6: Comparison of Locations with Significant Impacts (cont'd)

Intersection	2019 Build Condition (as analyzed in FEIS)				2019 Build Condition With Green Light for Midtown			
	AM	MD	PM	SAT MD	AM	MD	PM	SAT MD
Eleventh Avenue @ 29th Street	○	⦿	⦿	○	○	⦿	⦿	○
Eleventh Avenue @ 30th Street	⦿	⦿	⦿	⦿	⦿	⦿	⦿	⦿
Eleventh Avenue @ 31st Street	○	○	○	○	○	○	○	○
Eleventh Avenue @ 32nd Street	○	○	○	○	○	○	○	○
Eleventh Avenue @ 33rd Street	⦿	⦿	⦿	○	⦿	⦿	⦿	○
Eleventh Avenue @ 34th Street	○	○	⦿	○	○	⦿	⦿	○
Eleventh Avenue @ 35th Street	○	○	○	○	○	○	○	○
Eleventh Avenue @ 36th Street	○	○	○	○	○	○	○	○
Eleventh Avenue @ 37th Street	⦿	⦿	⦿	⦿	⦿	⦿	⦿	⦿
Eleventh Avenue @ 38th Street	⦿	○	⦿	○	⦿	⦿	⦿	○
Eleventh Avenue @ 39th Street	○	○	○	○	○	○	○	○
Eleventh Avenue @ 40th Street	○	○	●	○	○	○	●	○
Eleventh Avenue @ 41st Street	○	○	○	○	○	○	○	○
Eleventh Avenue @ 42nd Street	●	⦿	●	○	●	⦿	●	●
Eleventh Avenue @ 43rd Street	○	○	○	○	○	○	○	○
Eleventh Avenue @ 44th Street	⦿	○	⦿	○	⦿	○	⦿	○
Eleventh Avenue @ 46th Street	○	⦿	○	○	○	⦿	●	●
Eleventh Avenue @ 47th Street	⦿	⦿	⦿	○	⦿	⦿	⦿	⦿
Eleventh Avenue @ 54th Street	⦿	○	⦿	○	⦿	○	⦿	○
Eleventh Avenue @ 56th Street	○	○	○	○	○	○	○	○
Eleventh Avenue @ 57th Street	●	⦿	●	●	●	⦿	●	●

Key:
○ Intersection not impacted
⦿ Intersection impacted and mitigated
● Intersection impacted and could not be mitigated
Shading denotes changed conditions as a result of the Green Light for Midtown project

As shown in Table 6, under a Future No Build condition which includes traffic volume changes associated with implementation of the Green Light for Midtown project, incremental traffic from the Proposed Actions could result in four additional intersections with significant adverse traffic impacts during the AM peak hour when compared to the 2019 Future with the Proposed Actions condition analyzed in the FEIS: Sixth Avenue at West 31st Street, Seventh Avenue at West 23rd Street, Ninth Avenue at West 23rd Street, and Ninth Avenue at West 26th Street. In the midday peak hour, a total of five additional intersections could have significant adverse traffic impacts: Sixth Avenue at West 31st Street, Ninth Avenue at West 23rd Street, Ninth Avenue at West 26th Street, Eleventh Avenue at West 34th Street, and Eleventh Avenue at West 38th Street. The total number of locations with significant adverse traffic impacts could increase by four intersections during the PM peak hour: Seventh Avenue at West 23rd Street, Seventh Avenue at West 34th Street, Seventh Avenue at West 37th Street, and Eleventh Avenue at West 46th Street. During the Saturday midday peak hour, there could be six additional intersections with significant adverse traffic impacts: Seventh Avenue at West 23rd Street, Ninth Avenue at West 23rd Street, Eleventh Avenue at West 24th Street, Eleventh Avenue at West 42nd Street, Eleventh Avenue at West 46th Street, and Eleventh Avenue at West 47th Street.

Table 6 also shows that with implementation of the Green Light for Midtown project incorporated into the Future without the Proposed Actions condition, the incremental traffic

from the Proposed Actions should not result in additional intersections with unmitigated significant traffic impacts during the weekday AM peak hour, when compared to the 2019 Future with the Proposed Actions condition analyzed in the FEIS. In the midday peak hour, there could be a new unmitigated significant traffic impact at the intersection of Seventh Avenue and West 34th Street, an increase of one intersection as compared to the 2019 Future with the Proposed Actions condition. During the PM peak hour, there could be two additional intersections with unmitigated significant traffic impacts: Seventh Avenue at West 34th Street and Eleventh Avenue at West 46th Street. The total number of locations that could have unmitigated significant traffic impacts could increase by two intersections during the Saturday midday peak hour: Eleventh Avenue at West 42nd Street and Eleventh Avenue at West 46th Street.

CONCLUSIONS

Overall, with implementation of the Green Light for Midtown project incorporated into the 2019 Future without the Proposed Actions condition, there is the potential that incremental traffic from the Proposed Actions could result in additional new significant adverse traffic impacts when compared to the 2019 Future with the Proposed Actions condition analyzed in the FEIS due to the projected increase in No Build traffic volumes on the Sixth Avenue, Seventh Avenue, Ninth Avenue, and Eleventh Avenue corridors. There could be a total of four, five, four, and six additional intersections with significant adverse traffic impacts in the weekday AM, midday, PM, and Saturday midday peak hours, respectively, as compared to the 2019 Future with the Proposed Actions condition analyzed in the FEIS. Most of these impacts would likely be mitigated through the implementation of traffic engineering improvements such as modification of traffic signal timing and phasing; elimination of on-street parking near intersections ("daylighting"); traffic enforcement; channelization and lane designation changes; turn movement restrictions; and installation of traffic signals at appropriate unsignalized intersections.

With implementation of the Green Light for Midtown project incorporated into the 2019 Future without the Proposed Actions condition, there is also the potential that incremental traffic from the Proposed Actions could increase the number of locations previously identified as having unmitigated significant traffic impacts by one intersection during the weekday midday peak hour, two intersections during the PM peak hour, and two intersections during the Saturday midday peak hours, as compared to the 2019 Future with the Proposed Actions condition analyzed in the FEIS. These significant adverse traffic impacts could not be mitigated using the same types of traffic capacity improvements presented in the FEIS. The number of locations with unmitigated significant traffic impacts during the weekday AM peak hour should remain unchanged. Of these locations with unmitigated significant traffic impacts, one intersection (during the weekday midday peak hour) was previously identified in the DEIS as an impacted intersection that could be mitigated through the implementation of traffic engineering improvements.

Appendix E9:
Comparison of Western Rail Yard DEIS and Hudson Yards FGEIS Mitigation Measures

Memorandum

To: Project File

From: Erik Metzger

Date: May 8, 2009

Subject: Comparison of Western Rail Yard DEIS and Hudson Yards FGEIS Mitigation Measures

The mitigation measures proposed in the Hudson Yards FGEIS were determined to be no longer valid or appropriate for inclusion in the Western Rail Yard DEIS given a significant number of changes including a reduction in area-wide traffic volumes, numerous changes to the traffic network, a reduction in auto mode share, and changes to the Hudson Yards development program (see Larry Lennon memo dated March 10, 2009). This technical memorandum provides a comparison of the mitigation measures developed for the 2019 analysis year of the Western Rail Yard DEIS and the 2025 analysis year of the Hudson Yards FGEIS and concludes that there will still be an ability to develop additional mitigation measures to address the impacts created by the Hudson Yards rezoning and other projects as the projected development in Far West Midtown materializes.

Objective of the Traffic Monitoring and Management Program

Recognizing the long-term nature of the traffic projections in the Hudson Yards FGEIS and the potential for significant changes over time, in 2005 the City of New York agreed to implement a traffic monitoring and management program when the first five million square feet of development associated with the Hudson Yards rezoning were completed. In coordination with NYCDOT, the monitoring program would serve to identify the need to implement specific mitigation measures.

Since the publication of the Hudson Yards FGEIS in 2004, there have been a number of changes to the development envisioned for the Hudson Yards. These include the elimination of the Multi Use Facility and a cutback in the expansion plans for the Javits Convention Center. New residential and commercial development has been proposed as part of the Western Rail Yard development and other projects are being planned in the Penn Station area, including the 15 Penn Plaza redevelopment and the Expanded Moynihan/Penn Station redevelopment. Figure 1 provides a comparison of the intersections analyzed in the traffic analysis of the Hudson Yards FGEIS, Western Rail Yard DEIS, and the 15 Penn Plaza DEIS.

Figures 2, 3, and 4 compare the locations of intersections impacted in the Western Rail Yard DEIS and Hudson Yards FGEIS for the weekday AM, Midday, and PM peak hours, respectively. The figures also show the locations of automatic traffic recorder (ATR) counts for these projects in which traffic volume data were collected for the

Hudson Yards FGEIS in 2003 and the Western Rail Yard DEIS in 2008. The traffic monitoring program will serve to identify mitigation measures to address the cumulative effects of these development projects as well as other changes that have occurred to the traffic network, such as the implementation of the 34th Street Bus Rapid Transit (BRT) project. As part of the traffic monitoring program, ATR counts could be conducted at common locations to compare traffic volume data against 2003 or 2008 existing traffic volume data and the 2019 or 2025 traffic volume projections provided in the Western Rail Yard EIS and the Hudson Yards FGEIS.

Comparison of Proposed Mitigation Measures

As the mitigation measures proposed in the Hudson Yards FGEIS were determined to be no longer valid or appropriate for inclusion in the Western Rail Yard DEIS, general comparisons were made between the two sets of proposed measures to confirm that the mitigation measures proposed in the Western Rail Yard DEIS would not take away all of the available mitigation measures that may be required to address the cumulative effects of multiple projects as identified by the traffic monitoring and management program.

A detailed, side-by-side comparison of mitigation measures from the 2019 analysis year of the Western Rail Yard DEIS and the mitigation measures from the 2025 analysis year of the Hudson Yards FGEIS for the weekday AM, Midday, and PM peak hours is provided in Attachment A. These comparisons were made at impacted intersections that were common to the study areas of the two environmental impact statements. Table 1 presents a summary of these comparisons, categorized by the general type of mitigation measure.

Table 1: Comparison of 2019 Western Rail Yard DEIS and 2025 Hudson Yards FGEIS Mitigation Measures

Type of Mitigation Measure	2019 WRY DEIS			2025 HY FGEIS			Net Difference		
	AM	MD	PM	AM	MD	PM	AM	MD	PM
Intersections with Signal Timing Adjustments	27	30	36	26	19	42	+1	+11	-6
Intersections with Turn Restrictions	0	0	0	1	2	3	-1	-2	-3
Approaches with Daylighting or Lane Reconfiguration (with Parking	14	15	14	34	35	36	-20	-20	-22
Approaches with Lane Reconfiguration (without Parking Restriction)	0	0	0	3	2	3	-3	-2	-3
Intersections with Removal of Curb Bulb Outs	0	0	0	1	2	2	-1	-2	-2

The Western Rail Yard project includes approximately 6 million square feet of residential and commercial development and the Hudson Yards rezoning projected approximately 40 million square feet of residential and commercial development. Therefore, fewer impacts and necessary mitigation measures would be expected for

the Western Rail Yard development. Table 1 shows that many of the significant impacts associated with the Western Rail Yard project were able to be mitigated by minor adjustments to signal timing at intersections; in fact there were generally more intersections with signal timing adjustments in the Western Rail Yard DEIS compared to the Hudson Yards FGEIS. This comparison helps to illustrate the magnitude of mitigation measures that were required between the two projects. The mitigation in the Western Rail Yard DEIS focused on making minor signal timing adjustments (i.e., a shift of 3 seconds of less of green time from one phase to another) and only used daylighting (temporary parking restrictions) to add capacity by the creation of additional moving lanes at intersections where necessary. In this sense, a greater number of intersections in the Western Rail Yard DEIS were able to be mitigated with minor adjustments to signal timing.

As shown in Table 1, the mitigation measures required by the Western Rail Yard DEIS are far less than those required by the Hudson Yards FGEIS; the Western Rail Yard DEIS required daylighting at less than half the number of approaches proposed by the Hudson Yards FGEIS and did not require any other types of mitigation measures such as turn restrictions or the removal of curb bulb outs. It is important to point out that comparing the number of approaches where daylighting is required does not provide an accurate comparison of the mitigation requirements. While adjustments to signal timing can be customized based on the number of seconds of green time shifted from one phase to another, daylighting an approach usually results in "overmitigating" the significant impact. In this sense, an additional lane on an approach might only be required for a few minutes to provide the additional capacity necessary to mitigate the impact when in fact the extra lane is provided for the full duration of the time period. Thus, a portion of the additional capacity gained through daylighting would still be available as a mitigation measure to address the impacts of other projects.

Table 2 provides a more detailed comparison between some of the mitigation measures proposed by the Western Rail Yard DEIS and the Hudson Yards FGEIS. Although daylighting was proposed as a mitigation measure at approximately 15 approaches during each peak hour in the Western Rail Yard DEIS, these do not occur at all of the same locations where daylighting was proposed as a mitigation measure in the Hudson Yards FGEIS. For example, one intersection might have daylighting proposed as a mitigation measure on the northbound approach in the Hudson Yards FGEIS and on the eastbound approach in the Western Rail Yard DEIS. Table 2 shows that even fewer intersections have daylighting mitigation measures proposed on the same approach or the same side of the street for both the Western Rail Yard DEIS and the Hudson Yards FGEIS. Table 3 lists all of the common approaches where daylighting was proposed as a mitigation measure in both the Western Rail Yard DEIS and the Hudson Yards FGEIS.

Table 2: Comparison of 2019 Western Rail Yard DEIS and 2025 Hudson Yards FGEIS Daylighting and Signal Timing Mitigation Measures

Time Period	Daylighting		Signal Timing[1]		
	Same Approach[2]	Same Approach and Same Side of Street[2]	Net Change for WRY (sec) at Intersections	Net Change for HY (sec) at Intersections	Net Difference (seconds)
AM	7	4	27 at 14	87 at 14	-60
MD	9	5	16 at 10	42 at 10	-26
PM	5	3	52 at 23	123 at 23	-71

1. Comparison only made for intersections with common signal phasing.
2. See Table 3 for specific intersections utilizing daylighting mitigation measures.

Table 2 also provides a comparison of the net adjustments to signal timing in the mitigation measures for the Western Rail Yard DEIS and the Hudson Yards FGEIS for a total of 14, 10, and 24 intersections with common signal phasing in the AM, Midday, and PM peak hours, respectively. As shown in Table 2, less overall adjustments were required for the mitigation proposed for the Western Rail Yard DEIS compared to the Hudson Yards FGEIS.

Table 3: Locations of Common Approaches with Daylighting Mitigation Measures in 2019 Western Rail Yard DEIS and 2025 Hudson Yards FGEIS

AM	MD	PM
Daylighting on Same Approach		
• 6th Ave. @ 30th St. (EB) • 7th Ave. @ 36th St. (EB) • 8th Ave. @ 31st St. (WB) • 8th Ave. @ 36th St. (EB) • 9th Ave. @ 34th St. (SB) • 10th Ave. @ 30th St. (EB) • 11th Ave. @ 44th St. (EB)	• 6th Ave. @ 30th St. (EB) • 8th Ave. @ 36th St. (EB) • 9th Ave. @ 33rd St. (WB) • 9th Ave. @ 34th St. (SB) • 9th Ave. @ 42nd St. (SB) • 10th Ave. @ 30th St. (EB) • 10th Ave. @ 34th St. (NB) • 10th Ave. @ 36th St. (NB) • 11th Ave. @ 44th St. (EB)	• 7th Ave. @ 36th St. (EB) • 8th Ave. @ 31st St. (WB) • 8th Ave @ 36th St. (EB) • 9th Ave. @ 42nd St. (SB) • 10th Ave. @ 30th St. (EB)
Daylighting on Same Approach and Same Side of Street		
• 6th Ave. @ 30th St. (EB Approach, North Side) • 7th Ave. @ 36th St. (EB Approach, South Side) • 8th Ave. @ 36th St. (EB Approach, North Side) • 11th Ave. @ 44th St. (EB Approach, North Side)	• 6th Ave. @ 30th St. (EB Approach, North Side) • 8th Ave. @ 36th St. (EB Approach, North Side) • 9th Ave. @ 33rd St. (WB Approach, South Side) • 10th Ave. @ 36th St. (NB Approach, East Side) • 11th Ave. @ 44th St. (EB Approach, North Side)	• 7th Ave. @ 36th St. (EB Approach, South Side) • 8th Ave. @ 31st St. (WB Approach, North Side) • 8th Ave @ 36th St. (EB Approach, North Side)

Conclusion

Based on the comparison of mitigation measures proposed by the Western Rail Yard DEIS and the Hudson Yards FGEIS, it is evident that the mitigation measures required by the Western Rail Yard project will not take away all of the possible mitigation measures in the Far West Midtown area and there will still be an ability to develop additional mitigation measures to address the cumulative impacts created by the Hudson Yards rezoning, Western Rail Yard development, and other projects as identified through the traffic monitoring and management program. Additionally, while the mitigation measures identified in the environmental impact statements only serve to address the impacts associated with project-generated traffic, the traffic monitoring and management program will provide a comprehensive evaluation of traffic conditions in the Far West Midtown area, developing measures to improve traffic conditions on an area-wide basis.

It is not anticipated that improvement measures developed as part of the traffic monitoring and management program in 2019 would preclude the availability of the mitigation measures proposed in the Western Rail Yard DEIS. As an operating agency, NYCDOT has the ability to develop a wider range of improvement measures beyond the typical mitigation measures identified in environmental impact statements (minor signal phasing and timing modifications, parking regulation modifications, and changes to lane striping and pavement markings). Such improvement measures available to NYCDOT include the deployment of traffic enforcement agents and parking enforcement agents at critical locations, changes to traffic signal progression along key corridors, and the development of traffic management strategies to reduce traffic flow within the central business district and increase usage of mass transit services.

Figure 1: Comparison of Study Area Intersections

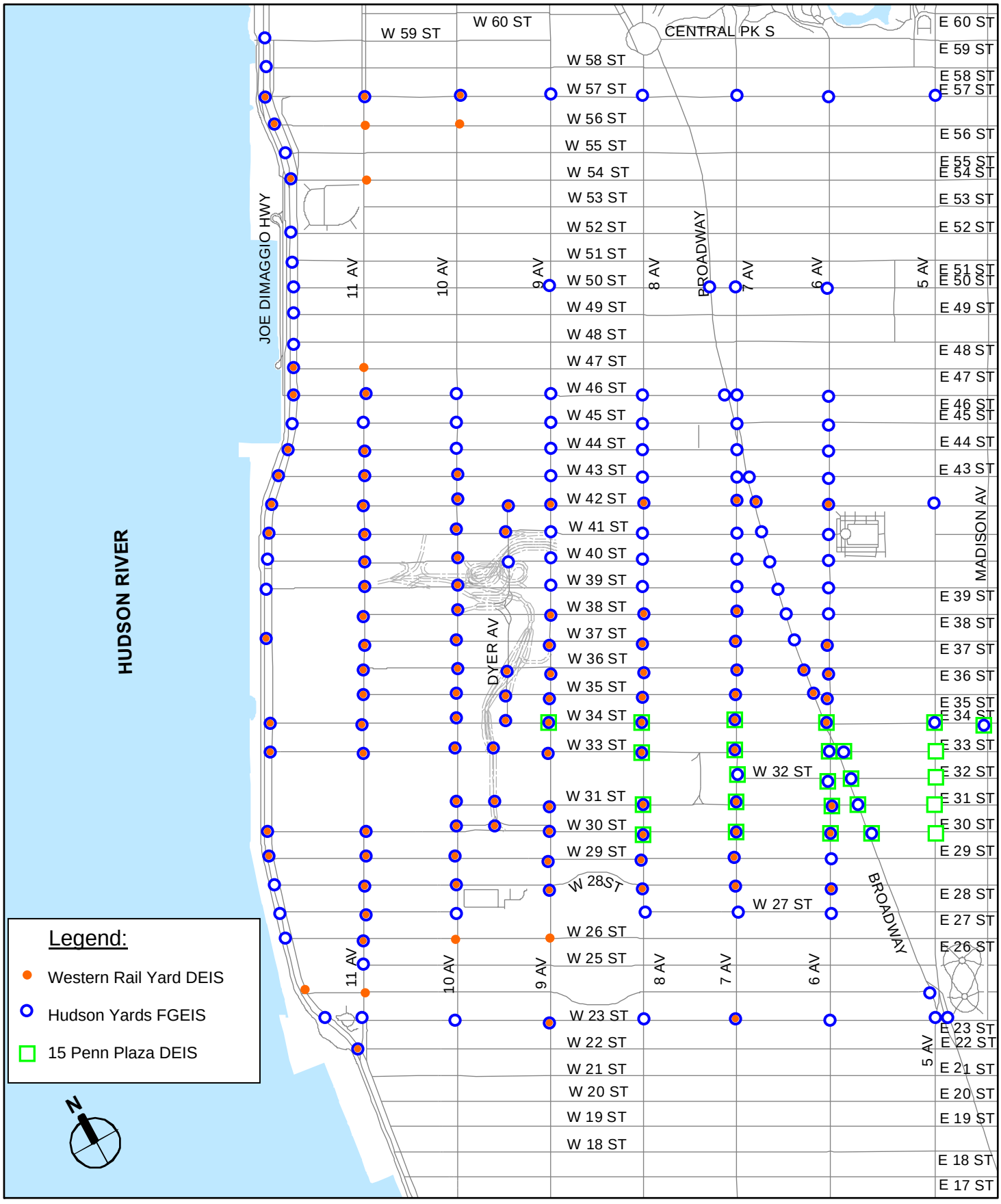


Figure 2: Western Rail Yard and Hudson Yards Impacts and ATR Locations – AM Peak Hour

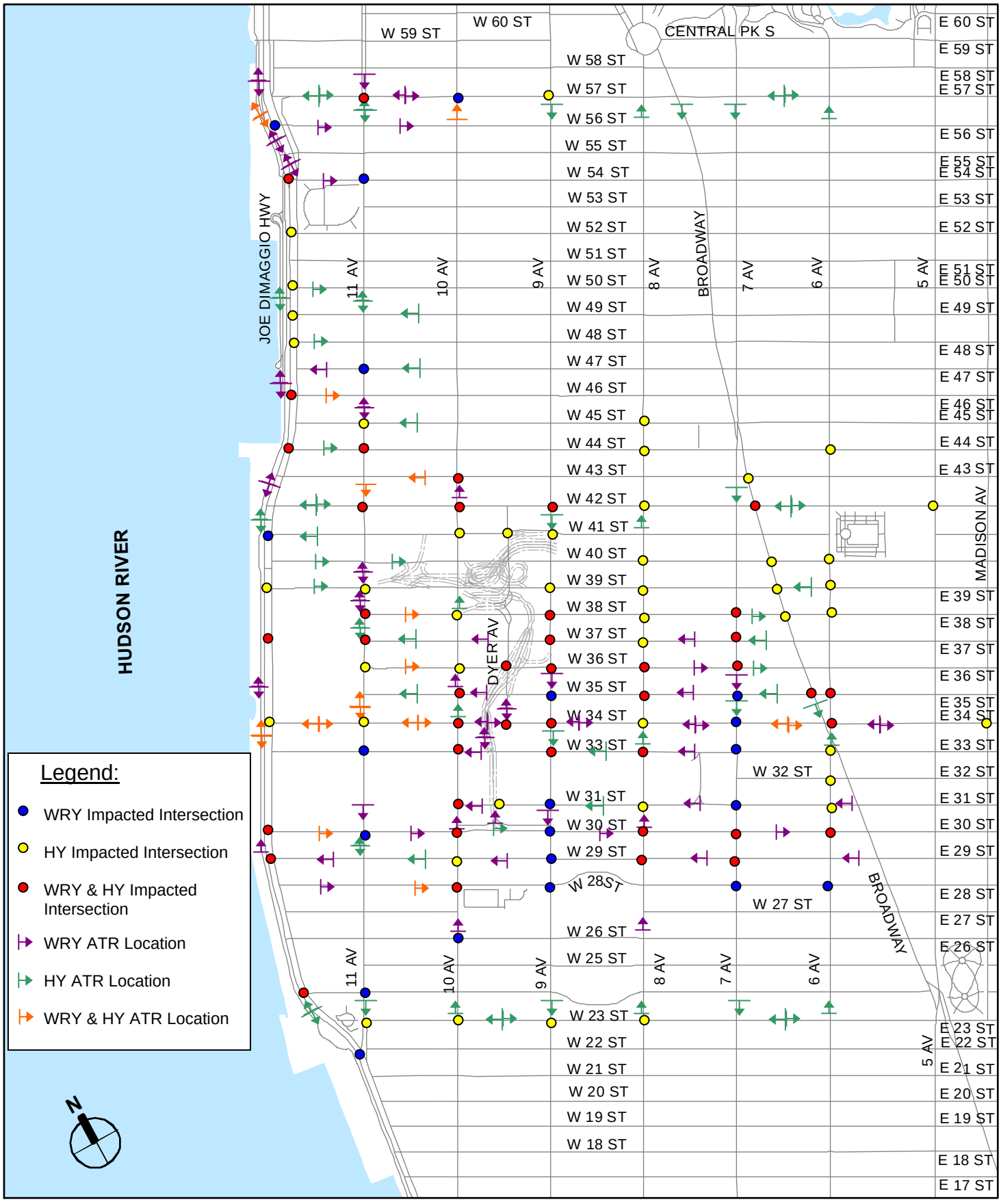


Figure 3: Western Rail Yard and Hudson Yards Impacts and ATR Locations – MD Peak Hour

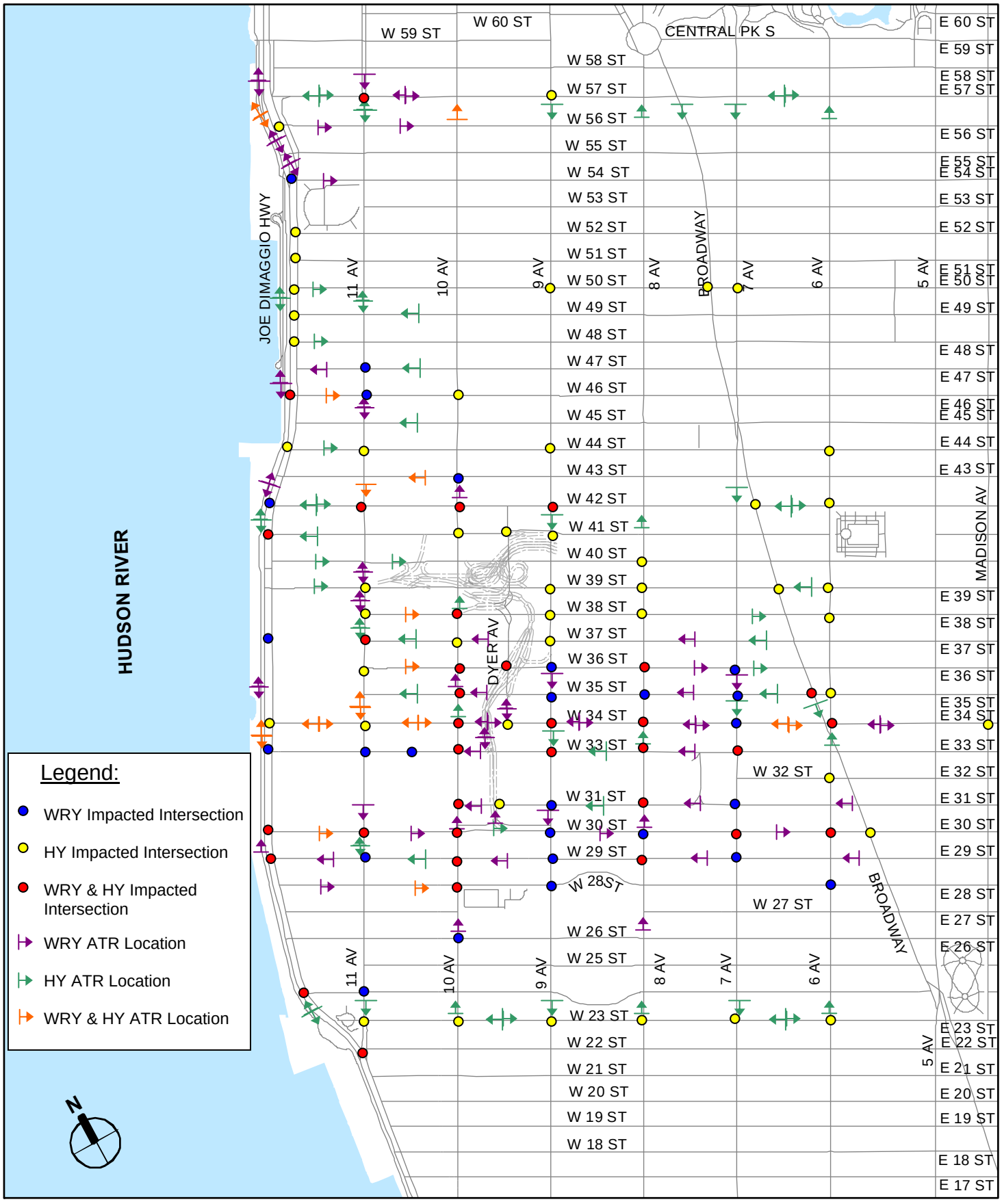
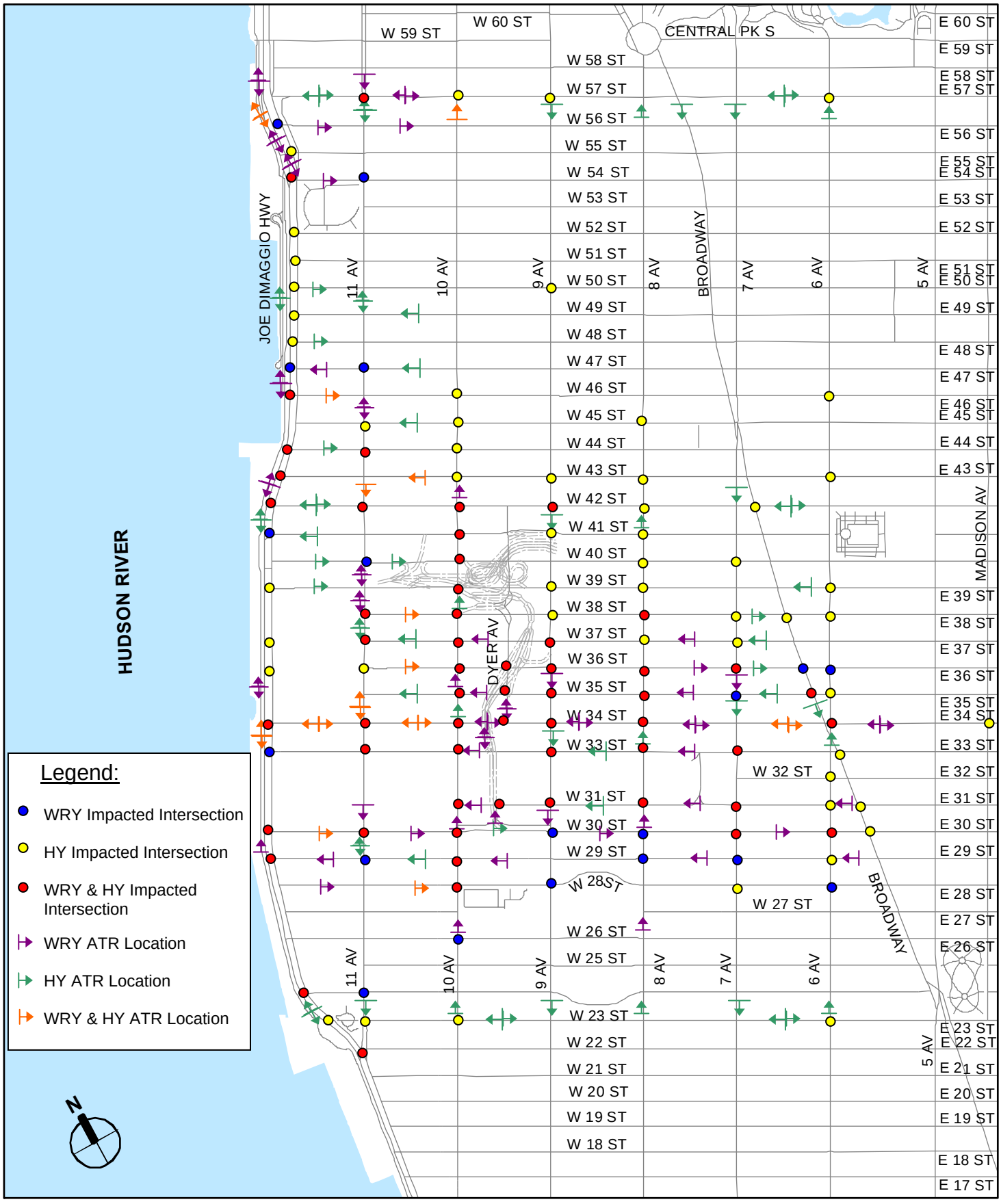


Figure 4: Western Rail Yard and Hudson Yards Impacts and ATR Locations – PM Peak Hour



Attachment A

Detailed Comparison of 2019 Western Rail Yard DEIS Mitigation Measures to 2025 Hudson Yards FGEIS Mitigation Measures

Western Rail Yard DEIS — AM Peak Hour — Hudson Yards FGEIS

Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
6th Ave. @ 30th St.	Lane Reconfiguration	EB: (1 Lane) LT	EB: (2 Lanes) L, T – An additional lane from prohibiting parking on the north side of 30th St., and restripe
	Signal timing changes	EB: G=44	EB: G=39
		NB: G=36	NB: G=41
6th Ave. @ 34th St.	Impacts cannot be fully mitigated		
6th Ave. @ 35th St.	Signal timing changes	WB: G=30	WB: G=33
		NB: G=50	NB: G=47
7th Ave. @ 29th St.	Signal timing changes	WB: G=36	WB: G=38
		SB: G=44	SB: G=42
7th Ave. @ 30th St.	Signal timing changes	EB: G=36	EB: G=38
		SB: G=44	SB: G=42
7th Ave. @ 31st St.	Lane Reconfiguration	WB: (1 Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 31st St., and restripe
7th Ave. @ 33rd St.*	Lane Reconfiguration	WB: (1 Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 33rd St., and restripe
	Daylighting	SB: (3 Lanes) T, T, TR	SB: (4 Lanes) T, T, T, TR – An additional lane from prohibiting parking on the west side of 7th Ave.
7th Ave. @ 34th St.	Impacts cannot be fully mitigated		
7th Ave. @ 36th St.	Lane Reconfiguration	EB: (2 Lanes) T, TR (8.5')	EB: (2 Lanes) T, TR (13') – Restriping by prohibiting parking on the south side of 36th St.
7th Ave. @ 37th St.	Signal timing changes	WB: G=40	WB: G=41
		SB: G=40	SB: G=39
7th Ave. @ 38th St.	Signal timing changes	WB: G=36	EB: G=37
		SB: G=44	SB: G=43
8th Ave. @ 29th St.	Signal timing changes	WB: G=36	WB: G=38
		NB: G=44	NB: G=42
8th Ave. @ 30th St.	Signal timing changes	EB: G=38	EB: G=40
		NB: G=42	NB: G=40
8th Ave. @ 31st St.*	Daylighting	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, T, R – An additional lane from prohibiting parking on the north side of 31st St., and restripe
	Signal timing changes	WB: G=40	WB: G=42
		NB: G=40	NB: G=38
8th Ave. @ 33rd St.	Signal timing changes	WB: G=47	WB: G=46
		NB: G=33	NB: G=34
8th Ave. @ 35th St.	Signal timing changes	NB: G=49	NB: G=47
		WB: G=31	WB: G=33
8th Ave. @ 36th St.	Daylighting	EB: (2 Lanes) LT, T	EB: (3 Lanes) L, T, T – An additional lane from prohibiting parking on the north side of 36th St., and restripe
9th Ave. @ 30th St.	Signal timing changes	EB: G=27	EB: G=29
		SBT: G=29	SBT: G=25
		SB: G=17	SB: G=19
9th Ave. @ 34th St.	Daylighting	SB: (4 Lanes) LT, T, T, TR	SB: (5 Lanes) LT, T, T, T, R – An additional lane from prohibiting parking on the west side of 9th Ave., and restripe
	Signal timing changes	WB: G=10	WB: G=10
		EB/WB: G=30	EB/WB: G=33
		SB: G=35	SB: G=32
9th Ave. @ 35th St.	Signal timing changes	WB: G=30	WB: G=32
		SB: G=50	SB: G=48
9th Ave. @ 36th St.	Daylighting	SB: (3 Lanes) LT, T, T	SB: (4 Lanes) L, T, T, T – An additional lane from prohibiting parking on the east side of 9th Ave., and restripe
	Signal timing changes	EB: G=30	EB: G=31
		SB: G=50	SB: G=49
9th Ave. @ 37th St.	Signal timing changes	Ped EB/WB: G=8	Ped EB/WB: G=8
		WB: G=29	WB: G=31
		SB: G=43	SB: G=41
9th Ave. @ 38th St.	Signal timing changes	EB: G=30	EB: G=31
		SB: G=50	SB: G=49
9th Ave. @ 42nd St.	Daylighting	SB: (4 Lanes) LT, T, T, TR	SB: (5 Lanes) LT, T, T, T, R – An additional lane from prohibiting parking on the west side of 9th Ave., and restripe

Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
6th Ave. @ 30th St.	Daylighting	EB: (2 Lanes) LT, T	EB: (3 Lanes) LT, T, T – An additional lane from daylighting on north side of 30th St.
	Signal phasing/timing changes	EB: G = 44	EB: G = 40
	Signal phasing/timing changes	NB: G = 36	NB: G = 40
6th Ave @ 34th St	Impacts cannot be fully mitigated		
6th Ave. @ 35th St.	Daylighting	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, T, TR – An additional lane from daylighting on south side of 35th St.
7th Ave. @ 29th St.	Daylighting	WB: (2 Lanes) LT, T	WB: (3 Lanes) LT, T, T – An additional lane from daylighting on south side of 29th St.
7th Ave. @ 30th St.	Daylighting	EB: (2 Lanes) T, TR	EB: (3 Lanes) T, T, TR – An additional lane from daylighting on north side of 30th St.
7th Ave. @ 31st St.	Signal phasing/timing changes	SB: G = 42	SB: G = 40
	Signal phasing/timing changes	WB: G = 38	WB: G = 40
7th Ave. @ 33rd St.	Signal phasing/timing changes	SB: G = 58	SB: G = 57
	Signal phasing/timing changes	WB: G = 22	WB: G = 23
7th Ave. @ 34th St.	Daylighting	SB: (4 Lanes) T, T, T, T	SB: (5 Lanes) T, T, T, T, T – An additional lane from daylighting on west side of 7th Ave.
	Signal phasing/timing changes	EB/WB: G = 35	EB/WB: G = 38
	Signal phasing/timing changes	SB: G = 44	SB: G = 41
7th Ave. @ 36th St.	Daylighting	EB: (2 Lanes) T, TR	EB: (3 Lanes) T, T, TR – An additional lane from daylighting on south side of 36th St.
7th Ave. @ 37th St.	Daylighting	WB: (2 Lanes) LT, T	WB: (3 Lanes) LT, T, T – An additional lane from daylighting on south side of 37th St.
	Signal phasing/timing changes	SB: G = 40	SB: G = 44
	Signal phasing/timing changes	WB: G = 40	WB: G = 36
7th Ave. @ 38th St.	Daylighting	EB: (2 Lanes) T, TR	EB: (3 Lanes) T, T, TR – An additional lane from daylighting on south side of 38th St.
8th Ave. @ 29th St.	Daylighting	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, T, TR – An additional lane from daylighting on north side of 29th St.
8th Ave. @ 30th St.	Daylighting and Lane Redesignation	EB: (2 Lanes) LT, T	EB: (3 Lanes) LT, T, T – An additional lane from daylighting on the north side of 30th St. and restripe.
8th Ave. @ 31st St.	Daylighting	NB: (4 Lanes) LT, T, T, T	NB: (5 Lanes) LT, T, T, T, T - An additional lane from daylighting on west side of 8th Ave.
	Daylighting	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, T, TR – An additional lane from daylighting on the south side of 31st St.
8th Ave. @ 33rd St.	Daylighting	NB: (4 Lanes) LT, T, T, T	NB: (5 Lanes) LT, T, T, T, T – An additional lane from daylighting on west side of 8th Ave.
	Signal phasing/timing changes	WB: G = 47	WB: G = 42
	Signal phasing/timing changes	NB: G = 33	NB: G = 38
8th Ave. @ 35th St.	Daylighting	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, T, TR – An additional lane from daylighting on north side of 35th St.
8th Ave. @ 36th St.	Daylighting	EB: (2 Lanes) LT, T	EB: (3 Lanes) LT, T, T – An additional lane from daylighting on north side of 36th St.
9th Ave. @ 30th St.	Signal phasing/timing changes	SB: G = 44	SB: G = 42
	Signal phasing/timing changes	EB: G = 29	EB: G = 31
	Impact caused by turn prohibition mitigation measures		
9th Ave. @ 34th St.	Impacts cannot be fully mitigated		
	Lane Redesignation	SB: (5 Lanes) LT, T, T, T, TR (11' each)	SB: (6 Lanes) LT, T, T, T, T, TR (10' each) – Restripe.
	Turn Restriction	SB Left Turn permitted	SB: Prohibit SB L for this peak period
	Signal phasing/timing changes	EB/WB: G = 30	EB/WB: G = 35
	Signal phasing/timing changes	WB G=10	WB G=15
	Signal phasing/timing changes	SB: G = 35	SB: G = 25
9th Ave. @ 35th St.	Signal phasing/timing changes	SB: G = 50	SB: G = 48
	Signal phasing/timing changes	WB: G = 30	WB: G = 32
9th Ave. @ 36th St.	Signal phasing/timing changes	SB: G = 50	SB: G = 47
	Signal phasing/timing changes	EB: G = 30	EB: G = 33
9th Ave. @ 37th St.	Daylighting	WB: (2 Lanes) LT, T	WB: (3 Lanes) LT, T, T – An additional lane from daylighting the south side of 37th St.
	Signal phasing/timing changes	SB: G = 50	SB: G = 48
	Signal phasing/timing changes	EB: G = 30	EB: G = 32
9th Ave. @ 38th St.	Daylighting	EB: (2 Lanes) T,TR	EB: (3 Lanes) T, T, TR – An additional lane from daylighting the south side of 38th St.
9th Ave. @ 42nd St.	Impacts cannot be fully mitigated		

Western Rail Yard DEIS — AM Peak Hour — Hudson Yards FGEIS

Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
10th Ave. @ 28th St.	Signal timing changes	EB: G=30	EB: G=31
		NB: G=50	NB: G=49
10th Ave. @ 30th St.	Lane Reconfiguration	EB: (1 Lanes) LT	EB: (2 Lanes) LT, T – An additional lane from prohibiting parking on the north side of 30th St.
10th Ave. @ 31st St.	Signal timing changes	WB: G=30	WB: G=32
		NB: G=50	NB: G=48
10th Ave. @ 33rd St.	Daylighting	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, TR, R – An additional lane from prohibiting parking on the south side of 33rd St., and restripe
10th Ave. @ 42nd St.	Signal timing changes	Ped EB/WB: G=7	Ped EB/WB: G=7
		EB/WB: G=28	EB/WB: G=29
		NB: G=45	NB: G=44
10th Ave. @ 43rd St.	Daylighting	NB (4 lanes): LT, T, T, T	NB (5 Lanes): L, T, T, T, T – An additional lane from prohibiting parking on the west side of 10th Ave., and restripe
11th/12th Ave. @ 22nd St.	Impacts cannot be fully mitigated		
11th Ave. @ 37th St.	Signal timing changes	EB/WB: G=22	EB/WB: G=24
		NB/SB: G=58	NB/SB: G=56
11th Ave. @ 38th St.	Signal timing changes	Ped EB/WB: G=26	Ped EB/WB: G=24
		NB/SB: G=54	NB/SB: G=56
11th Ave. @ 42nd St.	Impacts cannot be fully mitigated		
11th Ave. @ 44th St.	Lane Reconfiguration	EB: (2 Lanes) LT, TR (11.4')	EB: (2 Lanes) LT, TR (16') – Restriping by prohibiting parking on the north side of 44th St.
11th Ave. @ 57th St.	Impacts cannot be fully mitigated		
12th Ave. @ 24th St.	Impacts cannot be fully mitigated		
12th Ave. @ 29th St.	Signal timing changes	WB: G=26	WB: G=29
		NB/SB: G=113	NB/SB: G=110
12th Ave. @ 30th St.	Signal timing changes	EB: G=11	EB: G=11
		NB/SB Through: G=107	NB/SB Through: G=105
		SB Left: G= 16	SB Left: G= 18
12th Ave. @ 37th St.		EB: G=27.	EB: G=25.
		SB T and R (Ph. 7): G=22	SB T and R (Ph. 7): G=24
		SB and NB (Ph. 6): G=67	SB and NB (Ph. 6): G=67
		NB T and L (Ph.5): G=14	NB T and L (Ph.5): G=14
12th Ave. @ 46th St.	Signal timing changes	EB: G=18	EB: G=17
		NB/SBT w/ NBR: G=86	NB/SBT w/ NBR: G=88
		SB: G=20	SB: G=19
12th Ave. @ 54th St.	Impacts cannot be fully mitigated		
Broadway @ 35th St.	Signal timing changes	WB: G=31	WB: G=34
		SB: G=49	SB: G=46
Broadway @ 42nd St.	Signal timing changes	EB/WB: G=36	EB/WB: G=37
		SB: G=44	SB: G=43
Dyer Ave. @ 34th St.	Signal timing changes	EB/WB w/o WBR: G=27	EB/WB w/o WBR: G=25
		SB & WBR: G=15	SB & WBR: G=17

Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
10th Ave. @ 28th St.	Daylighting	EB: G = 40	EB: G = 39
10th Ave. @ 30th St.	Lane Redesignation	EB: (2 Lanes) LT, T	EB: (3 Lanes) LT, T, T – An additional lane from removing parking on the south side of 30th St. and restriping.
	Lane Redesignation	NB: (4 Lanes) T, T, T, TR	NB: (5 Lanes) T, T, T, T, TR – An additional lane from removing parking on the east side of 10th Ave.
10th Ave. @ 31st St.	Signal phasing/timing changes	WB: G = 30	WB: G = 35
	Signal phasing/timing changes	NB: G = 50	NB: G = 45
10th Ave. @ 33rd St.	Lane Redesignation	NB: (4 Lanes) LT, T, T, T	NB: (5 Lanes) LT, T, T, T, T – An additional lane from removing parking on the east side of 10th Ave.
10th Ave. @ 42nd St.	Daylighting	NB: (4 Lanes) LT, T, T, TR	NB: (5 Lanes) LT, T, T, T, TR – An additional lane from daylighting on the both sides of 10th Ave.
	Daylighting	EB: (2 Lanes) LT, T	EB: (3 Lanes) LT, T, T – An additional lane from daylighting on the south side of 42nd St.
	Signal phasing/timing changes	EB/WB: G = 28	EB/WB: G = 34
	Signal phasing/timing changes	NB: G = 45	NB: G = 39
10th Ave. @ 43rd St.	Daylighting	WB: (1 Lane) TR	WB: (2 Lanes) T, TR – An additional lane from daylighting on the north side of 43rd St.
	Signal phasing/timing changes	WB: G = 35	WB: G = 34
	Signal phasing/timing changes	NB: G = 45	NB: G = 46
11th Ave. @ 23rd St.	Signal phasing/timing changes	WB: G = 40	WB: G = 39
	Signal phasing/timing changes	NB/SB: G = 40	NB/SB: G = 41
11th Ave. @ 37th St.	Signal phasing/timing changes	EB/WB: G = 22	EB/WB: G = 42
	Signal phasing/timing changes	NB/SB: G = 58	NB/SB: G = 38
11th Ave. @ 38th St.	Signal phasing/timing changes	Ped: G = 22	Ped: G = 22
	Signal phasing/timing changes	NB/SB: G = 58	NB/SB: G = 21
			SB: G = 38
11th Ave. @ 42nd St.	Lane Redesignation	SB: (6 Lanes) LT, T, T, T, T, TR	SB: (7 Lanes) LT, T, T, T, T, T, TR – An additional lane from removing parking on the east side of Eleventh Ave.
	Lane Redesignation	WB: (3 Lanes) L, LT, T	WB: (4 Lanes) L, L, T, T – An additional lane from removing parking on the north side of 42nd Street and restripe
	Lane Redesignation	EB: (3 Lanes) T, T, R	EB: (3 Lanes) T, TR, R - Restripe
	Signal phasing/timing changes	EB/WB: G = 33	EB/WB: G = 39
	Signal phasing/timing changes	SB: G = 35	SB: G = 29
11th Ave. @ 44th St.	Daylighting	EB: (2 Lanes) LT, TR	EB: (3 Lanes) LT, T, TR – An additional lane from daylighting on the north side of 44th St.
11th Ave. @ 57th St.	Daylighting	SB: (2 Lanes) LT, TR	SB: (3 Lanes) LT, T, TR – An additional lane from daylighting on the west side of 11th Ave.
	Daylighting	EB: (2 Lanes) LT, TR	EB: (3 Lanes) LT, T, TR – An additional lane from daylighting on the south side of 57th St.
	Signal phasing/timing changes	EB/WB: G = 36	EB/WB: G = 36
	Signal phasing/timing changes	NB/SB: G = 44	NB: G = 7
			NB/SB: G = 34
12th Ave. @ 24th St.	Lane Redesignation	WB: (3 Lanes) L, LTR, R	WB: (4 Lanes) L, L, T, R – An additional lane by restriping to permit four approach lanes and two receiving lanes 24th Street.
	Signal phasing/timing changes	EB RT/WB: G = 23	EB RT/WB: G = 25
	Signal phasing/timing changes	NB/SB T: G = 95	NB/SB T: G = 98
	Signal phasing/timing changes	NB T: G = 2	EB RT/WB RT/SB LT: G = 10
		SB LT: G = 10	
12th Ave. @ 29th St.	Daylighting	WB: (2 Lanes) LR, R	WB: (3 Lanes) L, LR, R – An additional lane from daylighting on the south side of 29th St.
12th Ave. @ 30th St	Signal phasing/timing changes	NB/SB: G = 95	NB/SB: G = 94
	Signal phasing/timing changes	SB: G = 15	SB: G = 16
12th Ave. @ 37th St.	Lane Redesignation	EB: (1 Lane) LR	EB: (2 Lanes) L, R - Restripe
	Signal phasing/timing changes	EB: G = 27	EB: G = 26
	Signal phasing/timing changes	NB/SB: G = 67	NB/SB: G = 93
		SB: G = 22	
12th Ave. @ 46th St.	Remove Sidewalk Bulb	NB: (4 Lanes) T, T, T, TR	NB: (5 Lanes) T, T, T, T, TR – An additional lane from removing bulb on the east side of 12th Ave. and restripe
	Signal phasing/timing changes	SB LT: G = 20	SB LT: G = 30
	Signal phasing/timing changes	SB T/NB: G = 86	SB T/NB: G = 76
12th Ave. @ 54th St.	Signal phasing/timing changes	SB L/WB R: G = 30	SB L/WB R: G = 33
Broadway @ 35th St.	Daylighting	SB: (3 Lanes) T, T, TR	SB: (4 Lanes) T, T, T, TR– An additional lane from daylighting the east side of Broadway.
Broadway @ 42nd St.	Daylighting	WB: (2 Lanes) LT, T	WB: (3 Lanes) LT, T, T – An additional lane from daylighting the north side of 42nd St.
	Signal phasing/timing changes	EB/WB: G = 28	EB/WB: G = 30
	Signal phasing/timing changes	WB: G = 8	WB: G = 10
	Signal phasing/timing changes	SB: G = 44	SB: G = 40
Dyer Ave. @ 34th St.	Lane Redesignation	EB: (2 Lanes) T, T	EB: (3 Lanes) T, T, T – An additional lane from removing parking from the south side of 34th St.
	Signal phasing/timing changes	WB: G = 32	WB: G = 19
	Signal phasing/timing changes	SB: G = 16	SB: G = 29

MD Peak Hour

Western Rail Yard DEIS				Hudson Yards FGEIS			
Intersection	**Category of Mitigation**	**Before Mitigation**	**Proposed Mitigation**	**Intersection**	**Category of Mitigation**	**Before Mitigation**	**Proposed Mitigation**
6th Ave. @ 30th St.	Signal timing changes	EB: (1 Lane) LT	EB: (2 Lanes) L, T – An additional lane from prohibiting parking on the north side of 30th St., and restripe	6th Ave. @ 30th St.	Daylighting	EB: (2 Lanes) LT, T	EB: (3 Lanes) LT, T, T – An additional lane from daylighting on north side of 30th St.
					Daylighting	NB: (4 Lanes) T, T, T, TR	NB: (5 Lanes) T, T, T, T, TR – An additional lane from daylighting on east side of 6th Ave.
6th Ave @ 34th St.	Impacts cannot be fully mitigated			6th Ave @ 34th St.	Impacts cannot be fully mitigated		
7th Ave. @ 30th St.	Signal timing changes	WB: G=36	WB: G=38	7th Ave. @ 30th St.	Daylighting	EB: (2 Lanes) T, TR	EB: (3 Lanes) T, T, TR – An additional lane from daylighting on north side of 30th St.
		SB: G=44	SB: G=42				
7th Ave. @ 33rd St.	Daylighting	WB: (1 Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 33rd St., and restripe	7th Ave. @ 33rd St.	Signal phasing/timing changes	WB: G = 22	WB: G = 24
	Lane Reconfiguration	SB: (3 Lanes) T, T, TR	SB: (4 Lanes) T, T, T, TR – An additional lane from prohibiting parking on the west side of 7th Ave.		Signal phasing/timing changes	SB: G = 58	SB: G = 56
7th Ave. @ 34th St.	Signal timing changes	EB/WB: G=35	EB/WB: G=37	7th Ave. @ 34th St.	Signal phasing/timing changes	EB/WB: G = 35	EB/WB: G = 39
		SB: G=44	SB: G=42		Signal phasing/timing changes	SB: G = 44	SB: G = 40
8th Ave. @ 29th St.	Signal timing changes	WB: G=40	WB: G= 41	8th Ave. @ 29th St.	Signal phasing/timing changes	WB: G = 40	WB: G = 37
		NB: G=40	NB: G=39		Signal phasing/timing changes	NB: G = 40	NB: G = 43
8th Ave. @ 30th St.	Signal timing changes	EB: G=40	EB: G=41	8th Ave. @ 30th St.	Daylighting and Lane Redesignation	EB: (2 Lanes) LT, T	EB: (3 Lanes) LT, T, T(11' each) – An additional lane from daylighting on the north side of 30th St and restripe
		NB: G=40	NB: G=39		Impact caused by turn prohibition mitigation measures		
8th Ave. @ 31st St.	Lane Reconfiguration	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, T, R – An additional lane from prohibiting parking on the north side of 31st St., and restripe	8th Ave. @ 31st St.	Daylighting	NB: (4 Lanes) LT, T, T, T	NB: (5 Lanes) LT, T, T, T, T - An additional lane from daylighting on the west side of 8th Ave.
8th Ave. @ 33rd St.	Signal timing changes	WB: G=47	WB: G=46	8th Ave. @ 33rd St.	Lane Redesignation	NB: (4 Lanes) LT, T, T, T	NB: (5 Lanes) LT, T, T, T, T – An additional lane from removing parking on the west side of 8th Ave.
		NB: G=33	NB: G=34		Signal phasing/timing changes	WB: G = 47	EB/WB: G = 38
					Signal phasing/timing changes	NB: G = 33	NB: G = 40
8th Ave. @ 34th St.	Signal timing changes	WB/EB: G=40	WB: G=39	8th Ave. @ 34th St.	Daylighting	EB: (2 Lanes) LT, T	EB: (3 Lanes) LT, T, T – An additional lane from daylighting on the south side of 34th St
		NB: G= 33	NB: G=34		Daylighting	NB: (4 Lanes) LT, T, T, TR	NB: (6 Lanes) LT, T, T, T, T, TR - Two additional lanes from daylighting on the east and west side of 8th Ave.
					Signal phasing/timing changes	EB/WB: G = 40	EB/WB: G = 32
							EB: G = 11
					Signal phasing/timing changes	NB: G = 40	NB: G = 32
8th Ave. @ 36th St.	Daylighting	EB: (2 Lanes) LT, T	EB: (3 Lanes) L, T, T – An additional lane from prohibiting parking on the north side of 36th St., and restripe	8th Ave. @ 36th St.	Daylighting	EB: (2 Lanes) LT, T	EB: (3 Lanes) LT, T, T – An additional lane from daylighting on north side of 36th St.
9th Ave. @ 33rd St.	Lane Reconfiguration	WB: (1 Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 33rd St., and restripe	9th Ave. @ 33rd St.	Daylighting	WB: (2 Lanes) LT, T	WB: (3 Lanes) LT, T, T – An additional lane from daylighting on the south side of 33rd St.
9th Ave. @ 34th St.	Lane Reconfiguration	SB: (4 Lanes) LT, T, T, TR	SB: (5 Lanes) LT, T, T, T, R – An additional lane from prohibiting parking on the west side of 9th Ave., and restripe	9th Ave. @ 34th St.	Impacts cannot be fully mitigated		
	Signal timing changes	EB/WB: G=30	EB/WB: G=32		Daylighting and Lane Redesignation	SB: (5 Lanes) LT, T, T, TR (11' each)	SB: (6 Lanes) LT, T, T, T, T, T, TR (10' each) – Two additional lanes from daylighting on the east side of 9th Ave. and restripe.
		SB: G=35	SB: G=33		Turn Restriction	SB Left Turn permitted	SB: Prohibit SB L for this peak period
9th Ave. @ 42nd St.	Lane Reconfiguration	SB: (4 Lanes) LT, T, T, TR	SB: (5 Lanes) LT, T, T, T, R – An additional lane from prohibiting parking on the west side of 9th Ave., and restripe	9th Ave. @ 42nd St.	Daylighting	EB: (2 Lanes) T, TR	EB: (3 Lanes) T, T, TR – An additional lane from daylighting the south side of 42nd St.
	Signal timing changes	WB: G=4	WB: G=4		Daylighting	SB: (5 Lanes) LT, T, T, T, TR	SB: (6 Lanes) LT, T, T, T, T, TR – An additional lane from daylighting the east side of 9th Ave
		EB/WB: G=29	EB/WB: G=30		Signal phasing/timing changes	EB: G = 9	EB: G = 10
		Ped N-S: G=7	Ped N-S: G=7		Signal phasing/timing changes	EB/WB: G = 29	EB/WB: G = 28
		NB/SB: G=35	NB/SB: G=34				
10th Ave. @ 28th St.		EB: G=30	EB: G=31	10th Ave. @ 28th St.	Daylighting	EB: (1 Lane) LT	EB: (2 Lanes) LT, T – An additional lane from daylighting on the north side of 28th St.
		NB: G=50	NB: G=49				
10th Ave. @ 29th St.	Signal timing changes	WB: G=30	WB: G=33	10th Ave. @ 29th St.	Daylighting	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, T, TR – An additional lane from daylighting on the north side of 29th St.
		NB: G=50	NB: G=47				
10th Ave. @ 30th St.	Lane Reconfiguration	EB: (1 Lanes) LT	EB: (2 Lanes) LT, T – An additional lane from prohibiting parking on the north side of 30th St.	10th Ave. @ 30th St.	Lane Redesignation	EB: (2 Lanes) LT, T	EB: (3 Lanes) LT, T, T – An additional lane from removing parking on the south side of 30th St. and restriping.
					Lane Redesignation	NB: (4 Lanes) T, T, T, TR	NB: (5 Lanes) T, T, T, T, TR – An additional lane from removing parking on the east side of 10th Ave.
					Signal phasing/timing changes	EB: G = 30	EB: G = 31
					Signal phasing/timing changes	NB: G = 50	NB: G = 49
10th Ave. @ 31st St.	Signal timing changes	WB: G=30	WB: G=31	10th Ave. @ 31st St.	Lane Redesignation	WB: (2 Lanes) R, R	WB: (3 Lanes) R, R, R - An additional lane from removing parking on the south side of 31st St.
		NB: G=50	NB: G=49		Signal phasing/timing changes	WB: G = 30	WB: G = 33
					Signal phasing/timing changes	NB: G = 50	NB: G = 47
10th Ave. @ 33rd St.	Lane Reconfiguration	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, TR, R – An additional lane from prohibiting parking on the south side of 33rd St., and restripe	10th Ave. @ 33rd St.	Lane Redesignation	NB: (4 Lanes) LT, T, T, T	NB: (5 Lanes) LT, T, T, T, T – An additional lane from removing parking on the west side of 10th Ave.
	Signal timing changes	WB: G=32	WB: G=30				
		NB: G=48	NB: G=50				
10th Ave. @ 34th St.	Lane Reconfiguration	NB (4 Lanes): LT, T, T, TR	NB (5 Lanes): LT, T, T, T, R – An additional lane from prohibiting parking on the east side of 10th Ave., and restripe	10th Ave. @ 34th St.	Daylighting	NB: (5 Lanes) LT, T, T, T, R	NB: (6 Lanes) LT, T, T, T, T, TR – An additional lane from daylighting on the west side of 10th Ave. and restripe
	Signal timing changes	EB/WB: G=30	EB/WB: G=32		Turn Restriction	NB Right Turn permitted	NB: Prohibit NB R for this peak period
					Lane Redesignation	EB: (2 Lanes) LT, T	EB: (3 Lanes) LT, T, T – An additional lane from removing parking on the south side of 34th St. and restripe
					Lane Redesignation	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, T, TR - An additional lane from removing parking on the north side of 34th St
					Signal phasing/timing changes	EB/WB: G = 30	EB/WB: G = 40
		NB: G=50	NB: G=48		Signal phasing/timing changes	NB: G = 50	NB: G = 40

Western Rail Yard DEIS — MD Peak Hour — Hudson Yards FGEIS

Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
10th Ave. @ 35th St.	Lane Reconfiguration	NB (4 Lanes): LT, T, T, T	NB (5 Lanes): LT, T, T, T, T – An additional lane from daylighting the east side of 10th Ave.
	Signal timing changes	WB: G=30	WB: G=32
		NB: G=50	NB: G=48
10th Ave. @ 36th St.	Lane Reconfiguration	NB (4 Lanes): T, T, T, TR	NB (5 Lanes): T, T, T, T, R – An additional lane from enforcing the existing parking prohibition on the east side of 10th Ave., and restripe
	Signal timing changes	EB: G=30	EB: G=31
		NB: G=50	NB: G=49
10th Ave. @ 38th St.	Signal timing changes	EB: G=30	EB: G=25
		NB: G=50	NB: G=55
10th Ave. @ 42nd St.	Signal timing changes	EB/WB: G=28	EB/WB: G=29
		NB: G=45	NB: G=44
11th Ave. @ 30th St.	Daylighting	EB: (1 Lane) TR	EB: (2 Lane) T, TR – An additional lane from enforcement of parking prohibition and prohibiting auth veh standing on the north side of 30th St.
11th Ave. @ 37th St.	Signal timing changes	EB/WB: G=22	EB/WB: G=24
		NB/SB: G=58	NB/SB: G=56
11th Ave. @ 42nd St.	Signal timing changes	EB/WB: G=33	EB/WB: G=32
		SB: G=35	SB: G=36
11th Ave. @ 44th St.	Lane Reconfiguration	EB: (2 Lanes) LT, TR (11.4')	EB: (2 Lanes) LT, TR (16') – Restriping by prohibiting parking on the north side of 44th St.
11th Ave. @ 57th St.	Signal timing changes	SB/NB: G=58	SB/NB: G=57
	Daylighting	EB: (2 Lanes) L, TR	EB: (3 Lanes) L, T, R – An additional lane from prohibiting parking on the south side of 57th St., and restripe
	Signal timing changes	EB/WB: G=27	EB/WB: G=26
12th Ave. @ 24th St.	Signal timing changes	NB/SB: G=40	NB/SB: G=41
		WB: G=26	WB: G=24
		NB/SB: G=62	NB/SB: G=64
		NB T&R: G=2	NB T&R: G=2
		SBL: G=10	SBL: G=10
12th Ave. @ 29th St.	Signal timing changes	WB: G=26	WB: G=29
		NB/SB: G=83	NB/SB: G=80
12th Ave @ 30th St.	Signal timing changes	EB: G=11	EB: G=11
		NB/SB Through: G=79	NB/SB Through: G=78
		SB Left: 14	SB Left: 15
12th ave @ 37th St.	Signal timing changes	EB: G= 21	EB: G= 20
		NB T & L only: G=14	NB T & L only: G=14
		NB & SB: G=52	NB & SB: G=52
		SB TR: G=13	SB TR: G=14
12th Ave. @ 41st St.	Signal timing changes	EB/WB: G=26	EB/WB: G=26
		EB only: G=11	EB only: G=11
		NB/SB: G=50	NB/SB: G=51
		SB only: G= 12	SB only: G= 11
12th Ave @ 42nd St.	Signal timing changes	EB/WB: G=33	EB/WB: G=33
		NB/SB: G=45	NB/SB: G=46
		SB T,L, and WB R: G=26	SB T,L, and WB R: G=25
12th Ave @ 46th St.	Signal timing changes	EB Phase 1: G=19	EB Phase 1: G=18
		N/S Phase 6: G=65	N/S Phase 6: G=66
12th Ave. @ 56th St.	Signal timing changes	SB T and L: G=23	SB T and L: G=25
		NB/SB: G=84	NB/SB: G=82
Broadway @ 35th St.	Signal timing changes	WB: G=31	WB: G=33
		SB: G=49	SB: G=47

Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
10th Ave. @ 35th St.	Daylighting	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, T, TR – An additional lane from daylighting on the north side of 35th St.
10th Ave. @ 36th St.	Daylighting	EB: (2 Lanes) LT, T	EB: (3 Lanes) LT, T, T – An additional lane from daylighting on the north side of 36th St.
	Daylighting	NB: (4 Lanes) T, T, T, TR	NB: (5 Lanes) T, T, T, T, TR – An additional lane from daylighting on the east side of 10th Ave.
10th Ave. @ 38th St.	Daylighting	EB: (2 Lanes) LT, T	EB: (3 Lanes) LT, T, T – An additional lane from daylighting on the north side of 38th St.
10th Ave. @ 42nd St.	Daylighting	NB: (4 Lanes) LT, T, T, TR	NB: (5 Lanes) LT, T, T, T, TR – An additional lane from daylighting on the east side of 10th Ave.
	Daylighting	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, T, TR – An additional lane from daylighting on the north side of 42nd St.
	Daylighting	EB: (2 Lanes) LT, T	EB: (3 Lanes) LT, T, T – An additional lane from daylighting on the south side of 42nd St.
11th Ave. @ 30th St.	Daylighting	SB (4 Lanes) LT, T, T, T	SB: (5 Lanes) LT, T, T, T, T – An additional lane from daylighting on east side of 11th Ave.
11th Ave. @ 37th St.	Signal phasing/timing changes	EB/WB: G = 22	EB/WB: G = 30
	Signal phasing/timing changes	NB/SB: G = 58	NB/SB: G = 50
11th Ave. @ 42nd St.	Lane Redesignation	WB: (3 Lanes) L, LT, T	WB: (4 Lanes) L, L, T, T - An additional lane from removing parking on the north side of 42nd Street and restripe
	Lane Redesignation	EB: (3 Lanes) T, T, R	EB: (3 Lanes) T, TR, R - Restripe
11th Ave. @ 44th St.	Daylighting	EB: (2 Lanes) LT, TR	EB: (3 Lanes) LT, T, TR – An additional lane from daylighting on the north side of 44th St.
11th Ave. @ 57th St.	Daylighting	SB: (2 Lanes) LT, TR	SB: (3 Lanes) LT, T, TR – An additional lane from daylighting on the west side of 11th Ave.
	Signal phasing/timing changes	EB/WB: G = 35	EB/WB: G = 36
	Signal phasing/timing changes	NB/SB: G = 45	NB: G = 7
			NB/SB: G = 34
12th Ave. @ 24th St.	Lane Redesignation	WB: (3 Lanes) L, LTR, R	WB: (4 Lanes) L, L, T, R – An additional lane by restriping to permit four approach lanes and two receiving lanes 24th Street.
	Signal phasing/timing changes	EB RT+ WB: G = 28	EB RT+ WB: G = 28
	Signal phasing/timing changes	NB/SB T: G = 60	NB/SB T: G = 60
	Signal phasing/timing changes	NB T: G = 2	EB RT/WB RT/SB LT: G = 15
		SB LT: G = 10	
12th Ave. @ 29th St.	Signal phasing/timing changes	WB: G = 26	WB: G = 29
	Signal phasing/timing changes	NB/SB: G = 83	NB/SB: G = 80
12th Ave. @ 30th St	Signal phasing/timing changes	NB/SB: G = 70	NB/SB: G = 69
	Signal phasing/timing changes	SB: G = 10	SB: G = 11
12th Ave. @ 37th St.*	Lane Redesignation	EB: (1 Lane) LR	EB: (2 Lane) L, R - Restripe
	Signal phasing/timing changes	NB/SB: G = 54	NB/SB: G = 70
		SB: G = 13	
12th Ave. @ 41st St	Signal phasing/timing changes	NB/SB: G = 50	NB/SB: G = 51
	Signal phasing/timing changes	SB: G = 12	SB: G = 11
12th Ave. @ 42nd St.*	Remove Sidewalk Bulb	NB: (5 Lanes) T, T, T, T, R	NB: (5 Lanes) T, T, T, T, TR – Remove bulb on east side of 12th Ave north of intersection and restripe
12th Ave. @ 46th St.	Remove Sidewalk Bulb	NB: (4 Lanes) T, T, T, TR	NB: (5 Lanes) T, T, T, T, TR – An additional lane from removing bulb on the east side of 12th Ave.
	Signal phasing/timing changes	SB LT: G = 10	SB LT: G = 13
12th Ave. @ 56th St. (service road)	Signal phasing/timing changes	EB: G = 28	EB: G = 30
	Signal phasing/timing changes	NB G = 79	NB G = 77
Broadway @ 35th St.	Daylighting	SB: (3 Lanes) T, T, TR	SB: (4 Lanes) LT, T, T, TR – An additional lane from daylighting the west side of Broadway.

Western Rail Yard DEIS — PM Peak Hour — Hudson Yards FGEIS

Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
6th Ave. @ 30th St.	Lane Reconfiguration	EB: (1 Lane) LT	EB: (2 Lanes) L, T – An additional lane from prohibiting parking on the north side of 30th St., and restripe
6th Ave. @ 34th St.		Impacts cannot be fully mitigated	
7th Ave. @ 29th St.	Signal timing changes	WB: G= 36 SB: G=44	WB: G=37 SB: G=43
	Signal timing changes	EB: G=36 SB: G=44	EB: G=39 SB: G=41
7th Ave. @ 31st St.	Lane Reconfiguration	WB: (1 Lane) LT	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 31st St., and restripe
7th Ave. @ 33rd St.	Lane Reconfiguration Daylighting Signal timing changes	WB: (1 Lane) LT SB: (3 Lanes) T, T, TR WB: G= 23 SB: G= 52	WB: (2 Lanes) L, T – An additional lane from prohibiting parking on the south side of 33rd St., and restripe SB: (4 Lanes) T, T, T, TR – An additional lane from prohibiting parking on the west side of 7th Ave. WB: G=23 SB G=57
7th Ave. @ 34th St.	Signal timing changes	EB/WB: G=35 SB: G=44	EB/WB: G=36 SB: G=43
7th Ave. @ 36th St.	Lane Reconfiguration	EB: (2 Lanes) T, TR (8.5')	EB: (2 Lanes) T, TR (13' each) – Restriping by prohibiting parking on the south side of 36th St.
8th Ave. @ 29th St.	Signal timing changes	WB: G=36 NB: G=44	WB: G=37 NB: G=43
8th Ave. @ 30th St.	Signal timing changes	EB: G=38 NB: G=42	EB: G=39 NB: G=41
8th Ave. @ 31st St.	Daylighting Signal timing changes	WB: (2 Lanes) T, TR NB: G=40 WB: G=40	WB: (3 Lanes) T, T, R – An additional lane from prohibiting parking on the north side of 31st St., and restripe. NB: G=41 WB: G=39
8th Ave. @ 33rd St.	Signal timing changes	WB: G=47 NB: G=33	WB: G=46 NB: G=34
8th Ave. @ 34th St.	Signal timing changes All Ped: G=7 NB: G=33	EB/WB: G=40	EB/WB: G=39 All Ped: G=7 NB: G=34
8th Ave. @ 35th St.	Signal timing changes	WB: G=31 NB: G=49	WB: G=32 NB: G=48
8th Ave @ 36th ST.	Daylighting	EB: (2 Lanes) LT, T	EB: (3 Lanes) L, T, T – An additional lane from prohibiting parking on the north side of 36th St., and restripe
8th ave and 38th St.	Signal timing changes	EB: G=38 NB: G=42	EB: G=36 NB: G=44
9th Ave. @ 31st St.		WB: G=30 SB: G=50	WB: G=31 SB: G=49
9th Ave. @ 34th St.	Impacts cannot be fully mitigated		
9th Ave. @ 35th St.	Signal timing changes	WB: G=30 SB: G=50	WB: G=31 SB: G=49
9th Ave. @ 36th St.*	Daylighting Signal timing changes	SB: (3 Lanes) LT, T, T EB: G=30 SB: G=50	SB: (4 Lanes) L, T, T, T – An additional lane from prohibiting parking on the east side of 9th Ave., and restripe EB: 32 SB: 48

Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
6th Ave. @ 30th St.	Daylighting	NB: (4 Lanes) T, T, T, TR	NB: (5 Lanes) T, T, T, T, TR - An additional lane from daylighting on east side of 6th Ave.
6th Ave. @ 34th St.	Impacts cannot be fully mitigated		
7th Ave. @ 29th St.	Signal phasing/timing changes Signal phasing/timing changes	WB: G = 36 SB: G = 44	WB: G = 39 SB: G = 41
7th Ave. @ 30th St.	Signal phasing/timing changes Signal phasing/timing changes	EB: G = 36 SB: G = 44	EB: G = 37 SB: G = 43
7th Ave. @ 31st St.	Signal phasing/timing changes Signal phasing/timing changes	WB: G = 38 SB: G = 42	WB: G = 42 SB: G = 38
7th Ave. @ 33rd St.	Signal phasing/timing changes Signal phasing/timing changes	WB: G = 22 SB: G = 58	WB: G = 25 SB: G = 55
7th Ave. @ 34th St.	Signal phasing/timing changes Signal phasing/timing changes Impact created due to bus mitigation.	EB/WB: G = 35 SB: G = 44	EB/WB: G = 38 SB: G = 41 EB/WB: G = 38
7th Ave. @ 36th St.	Daylighting	EB: (2 Lanes) T, TR	EB: (3 Lanes) T, T, TR – An additional lane from daylighting on south side of 36th St.
8th Ave. @ 29th St.	Daylighting	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, T, TR – An additional lane from daylighting on north side of 29th St.
8th Ave. @ 30th St.	Daylighting Daylighting and Lane Redesignation Signal phasing/timing changes Signal phasing/timing changes	NB: (4 Lanes) T, T, T, TR EB: (2 Lanes) LT, T EB: G = 38 NB: G = 42	NB: (5 Lanes) T, T, T, T, TR – An additional lane from daylighting on the east side of 8th Ave. EB: (3 Lanes) LT, T, T (11' each lane).– An additional lane from daylighting on the north side of 30th St and restripe EB: G = 42 NB: G = 38
8th Ave. @ 31st St.	Daylighting Daylighting Signal phasing/timing changes Signal phasing/timing changes	WB: (2 Lanes) T, TR NB: (4 Lanes) LT, T, T, T WB: G = 40 NB: G = 40	WB: (3 Lanes) T, T, TR – An additional lane from daylighting on north side of 31st St. NB: (5 Lanes) LT, T, T, T, T – An additional lane from daylighting on west side of 8th Ave. WB: G = 38 NB: G = 42
8th Ave. @ 33rd St.	Daylighting Signal phasing/timing changes Signal phasing/timing changes	NB: (4 Lanes) LT, T, T, T WB: G = 47 NB: G = 33	NB: (5 Lanes) LT, T, T, T, T – An additional lane from daylighting on west side of 8th Ave. WB: G = 40 NB: G = 40
8th Ave. @ 34th St.	Daylighting Daylighting Signal phasing/timing changes Signal phasing/timing changes	EB: (2 Lanes) LT, T NB: (4 Lanes) LT, T, T, TR EB/WB: G = 40 NB: G = 40	EB: (3 Lanes) LT, T, T – An additional lane from daylighting on the south side of 34th St. NB: (6 Lanes) LT, T, T, T, T, TR – Two additional lanes from daylighting on the east and west side of 8th Ave. EB/WB: G = 29 EB: G = 11 NB: G = 35
8th Ave. @ 35th St.	Daylighting	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, T, TR – An additional lane from daylighting on north side of 35th St.
8th Ave. @ 36th St.	Daylighting Signal phasing/timing changes Signal phasing/timing changes	EB: (2 Lanes) LT, T EB: G = 34 NB: G = 46	EB: (3 Lanes) LT, T, T – An additional lane from daylighting on north side of 36th St. EB: G = 36 NB: G = 44
8th Ave. @ 38th St.	Daylighting Daylighting	EB: (2 Lanes) LT, T NB: (4 Lanes) T, T, T, TR	EB: (3 Lanes) LT, T, T – An additional lane from daylighting on north side of 38th St. NB: (5 Lanes) T, T, T, T, TR – An additional lane from daylighting on east side of 8th Ave.
9th Ave. @ 31st St.	Signal phasing/timing changes Signal phasing/timing changes Daylighting Signal phasing/timing changes Signal phasing/timing changes	WB: G = 30 SB: G = 50 WB: (2 Lanes) LT, T WB: G = 30 SB: G = 50	WB: G = 35 SB: G = 45 WB: (2 Lanes) LT, T WB: G = 35 SB: G = 45
9th Ave. @ 34th St.	Lane Redesignation Turn Restriction Signal phasing/timing changes Signal phasing/timing changes Signal phasing/timing changes	SB: (6 Lanes) LT, T, T, T, T, TR (11' each) SB Left Turn permitted EB/WB: G = 30 WB: G = 10 SB: G = 35	SB: (7 Lanes) LT, T, T, T, T, T, TR (10' each) – An additional lane from restriping 9th Ave. SB: Prohibit SB L for this peak period EB/WB: G = 39 WB G=12 SB: G = 24
9th Ave. @ 35th St.	Daylighting Impact caused by turn prohibition mitigation measures	WB: (2 Lanes) LT, T	WB: (3 Lanes) LT, T, T – An additional lane from daylighting on south side of 35th St.
9th Ave. @ 36th St.	Signal phasing/timing changes Signal phasing/timing changes	EB: G = 30 SB: G = 50	EB: G = 40 SB: G = 40

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Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
9th Ave. @ 37th St.	Impacts cannot be fully mitigated		
9th Ave. @ 42nd St.	Daylighting	SB: (4 Lanes) LT, T, T, TR	SB: (5 Lanes) LT, T, T, T, R – An additional lane from prohibiting parking on the west side of 9th Ave., and restripe
	Signal timing changes	WB: G=4	WB: G=4
		EB/WB: G=29	EB/WB: G=30
		Ped N-S: G=7	Ped N-S: G=7
		NB/SB: G=35	NB/SB: G=34
10th Ave. @ 28th St.	Signal timing changes	EB: G=30	EB: G=38
		NB: G=50	NB: G=42
10th Ave. @ 29th St.	Signal timing changes	WB: G=30	WB: G=31
		NB: G=50	NB: G=49
10th Ave. @ 30th St.	Daylighting	EB: (1 Lanes) LT	EB: (2 Lanes) LT, T – An additional lane from prohibiting parking on the north side of 30th St.
10th Ave. @ 31st St.	Signal timing changes	WB: G=30	WB: G=32
		NB: G=50	NB: G=48
10th Ave. @ 33rd St.	Daylighting	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, TR, R – An additional lane from prohibiting parking on the south side of 33rd St., and restripe
	Signal timing changes	WB: G=32	WB: G=30
		NB: G=48	NB: G=50
10th Ave. @ 34th St.	Impacts cannot be fully mitigated		
10th Ave. @ 35th St.	Signal timing changes	WB: G=30	WB: G=33
		NB: G=50	NB: G=47
10th Ave. @ 36th St.	Daylighting	NB (3 Lanes): T, T, TR	NB (4 Lanes): T, T, T, R – An additional lane from enforcing the existing parking prohibition on the east side of 10th Ave., and restripe
10th Ave. @ 37th St.	Signal timing changes	WB: G= 32	EB: G=30
		NB: G=48	NB: G=50
10th Ave. @ 38th St.	Signal timing changes	EB: G=30	EB: G=28
		NB: G=50	NB: G=52
10th Ave. @ 39th St.	Impacts cannot be fully mitigated		
10th Ave. @ 40th St.	Lane Reconfiguration	EB (2 Lanes): LT, T (16' each)	EB (3 Lanes): LT, T, T – An additional lane from restriping the eastbound approach. (10' each)
	Signal timing changes	EB: G=36	EB: G=34
		NB: G=44	NB: G=46
10th Ave. @ 41st St.	Impacts cannot be fully mitigated		
10th Ave. @ 42nd St.	Signal timing changes	EB/WB: G=28	EB/WB: G=29
		NB: G=45	NB: G=44
11th Ave. @ 30th St.	Daylighting	EB: (1 Lane) TR	EB: (2 Lane) T, TR – An additional lane from enforcement of parking prohibition and prohibiting auth veh standing on the north side of 30th St.
11th Ave. @ 33rd St.	Signal timing changes	WB: G=25	WB: G=34
		SB: G=55	SB: G=46
11th Ave. @ 34th St.	Signal timing changes	EB/WB: G=26	EB/WB: G=28
		SB: G=40	SB: G=38
11th Ave. @ 37th St.	Signal timing changes	EB/WB: G=22	EB/WB: G=24
		NB/SB: G=58	NB/SB: G=56
11th Ave. @ 38th St.	Signal timing changes	ALL PED: G=26	ALL PED: G=25
		NB/SB: G=54	NB/SB: G=55
11th Ave @ 42nd St.	Impacts cannot be fully mitigated		

Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
9th Ave. @ 37th St.	Daylighting	WB: (2 Lanes) LT, T	WB: (3 Lanes) LT, T, T – An additional lane from daylighting the south side of 37th St.
	Daylighting	SB: (5 Lanes) T, T, T, T, TR	SB: (6 Lanes) T, T, T, T, TR – An additional lane from daylighting the east side of 9th Ave.
9th Ave. @ 42nd St	Daylighting	SB: (5 Lanes) LT, T, T, T, TR	SB: (6 Lanes) LT, T, T, T, T, TR– An additional lane from daylighting the east side of 9th Ave
	Signal phasing/timing changes	WB/EB: G = 29	WB/EB: G = 31
	Signal phasing/timing changes	WB: G = 9	WB: G = 8
	Signal phasing/timing changes	SB: G = 35	SB: G = 34
10th Ave. @ 28th St.	Daylighting	EB: (1 Lane) LT	EB: (2 Lanes) LT, T – An additional lane from daylighting on the north side of 28th St.
10th Ave. @ 29th St.	Daylighting	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, T, TR – An additional lane from daylighting on the north side of 29th St.
10th Ave. @ 30th St.	Lane Redesignation	EB: (2 Lanes) LT, T	EB: (3 Lanes) LT, T, T – An additional lane from removing parking on the south side of 30th St.
	Lane Redesignation	NB: (4 Lanes) T, T, T, TR	NB: (5 Lanes) T, T, T, T, TR – An additional lane by removing parking on the east side of 10th Ave.
	Signal phasing/timing changes	EB: G = 30	EB: G = 32
	Signal phasing/timing changes	NB: G = 50	NB: G = 48
10th Ave. @ 31st St.	Signal phasing/timing changes	WB: G = 30	WB: G = 43
	Signal phasing/timing changes	NB: G = 50	NB: G = 37
10th Ave. @ 33rd St.	Signal phasing/timing changes	WB: G = 32	WB: G = 34
	Signal phasing/timing changes	NB: G = 48	NB: G = 46
10th Ave. @ 34th St.	Turn Restriction	NB Right Turn permitted	NB: Prohibit NB R for this peak period
	Signal phasing/timing changes	EB/WB: G = 30	EB/WB: G = 42
	Signal phasing/timing changes	NB: G = 50	NB: G = 38
10th Ave. @ 35th St.	Daylighting	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, T, TR – An additional lane from daylighting on the north side of 35th St.
	Daylighting	WB: (2 Lanes) T, TR	WB: (3 Lanes) T, T, TR – An additional lane from daylighting on the north side of 35th St.
10th Ave. @ 36th St.	Impacts cannot be fully mitigated		
10th Ave. @ 37th St.	Signal phasing/timing changes	WB: G = 32	WB: G = 35
	Signal phasing/timing changes	NB: G = 48	NB: G = 45
10th Ave. @ 38th St.	Impacts cannot be fully mitigated		
10th Ave. @ 39th St.	Signal phasing/timing changes	WB: G = 35	WB: G = 33
	Signal phasing/timing changes	NB: G = 45	NB: G = 47
10th Ave. @ 40th St.	Signal phasing/timing changes	EB: G = 36	EB: G = 31
	Signal phasing/timing changes	NB: G = 44	NB: G = 49
10th Ave. @ 41st St.	Lane Redesignation	NB: (6 Lanes) L, T, T, T, T, T	NB: (6 Lanes) LT, T, T, T, T, T - Restripe
	Signal phasing/timing changes	WB: G = 45	WB: G = 35
	Signal phasing/timing changes	NB: G = 35	NB: G = 45
10th Ave. @ 42nd St.	Impacts cannot be fully mitigated		
11th Ave. @ 30th St.	Daylighting	SB: (4 Lanes) LT, T, T, T,	SB: (5 Lanes) LT, T, T, T, T – An additional lane from daylighting on east side of 11th Ave.
11th Ave. @ 33rd St.	Signal phasing/timing changes	WB: G = 25	WB: G = 27
	Signal phasing/timing changes	SB: G = 55	SB: G = 53
11th Ave. @ 34th St.	Lane Redesignation	SB: (4 Lanes) LT, T, T, TR	SB: (5 Lanes) LT, T, T, T, TR – An additional lane by restriping to permit five approach lanes and two receiving lanes on 11th Ave.
	Turn Restriction	EB Left Turn permitted	EB: Prohibit EB L for this peak period
	Signal phasing/timing changes	EB/WB: G = 24	EB/WB: G = 21
			WB: G = 16
	Signal phasing/timing changes	SB: G = 56	SB: G = 38
11th Ave. @ 37th St.	Signal phasing/timing changes	EB/WB: G = 22	EB/WB: G = 47
	Signal phasing/timing changes	NB/SB: G = 58	NB/SB: G = 33
11th Ave. @ 38th St.	Signal phasing/timing changes	NB/SB: G = 58	NB/SB: G = 28
			SB: G = 25
11th Ave. @ 42nd St.	Lane Redesignation	SB: (6 Lanes) LT, T, T, T, T, TR	SB: (7 Lanes) LT, T, T, T, T, T, TR – An additional lane from removing parking on the east side of 11th Ave.
	Lane Redesignation	WB: (3 Lanes) L, LT, T	WB: (4 Lanes) L, L, T, T – An additional lane from removing parking on the north side of 42nd Street and restripe.
	Lane Redesignation	EB: (3 Lanes) T, T, R	EB: (3 Lanes) T, TR, R - Restripe
	Signal phasing/timing changes	EB/WB: G = 33	EB/WB: G = 35
	Signal phasing/timing changes	WB: G = 7	WB: G = 9
	Signal phasing/timing changes	SB: G = 35	SB: G = 31

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Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
11th Ave. @ 44th St.		EB: (2 Lanes) LT, TR (11.4')	EB: (2 Lanes) LT, TR (16') – Restriping by prohibiting parking on the north side of 44th St.
	Signal timing changes	SB: G=58	SB: G=61
11th Ave. @ 57th St.	Impacts cannot be fully mitigated		
12th Ave. @ 24th St.	Impacts cannot be fully mitigated		
12th Ave. @ 29th St.	Signal timing changes	WB: G=25	WB: G=28
		NB/SB: G=114	NB/SB: G=111
12th Ave. @ 30th St.	Signal timing changes	EB: G=11	EB: G=11
		NB/SB Through: G=107	NB/SB Through: G=104
		SB Left: G=16	SB Left: G=19
12th Ave. @ 34th St.	Signal timing changes	WB: G=29	WB: G=29
		NB/SB: G=92	NB/SB: G=90
		SB/SBL/WBR: G=13	SB/SBL/WBR: G=15
		EB/WB: G=17	EB/WB: G=17
		SB only: G=7	SB only: G=4
12th Ave. @ 42nd St.	Impacts cannot be fully mitigated		
12th Ave. @ 43rd St.	Signal timing changes	WB: G=29	WB: G=31
		NB: G=11	NB: G=11
		NB/SB: G=94	NB/SB: G=92
12th Ave. @ 44th St.	Signal timing changes	NB/SB: G=110	NB/SB: G=108
		SBL: G=29	SBL: G=31
12th Ave. @ 46th St.	Signal timing changes	EB: G=5	EB: G=5
		EB: G=18	EB: G=16
		NB/SB: G=93	NB/SB: G=95
		SB/SBL: G=13	SB/SBL: G=13
12th Ave. @ 54th St.	Impacts cannot be fully mitigated		
12th Ave. @ 56th St.	Impacts cannot be fully mitigated		
Broadway @ 35th St.	Signal timing changes	WB: G=31	WB: G=33
		SB: G=49	SB: G=47
Dyer Ave. @ 34th St.	Impacts cannot be fully mitigated		
Dyer Ave. @ 35th St.	Signal timing changes	WB: G=27	WB: G=28
		NB: G=28	NB: G=27
		NB/SB: G=25	NB/SB: G=25
Dyer Ave. @ 36th St.	Impacts cannot be fully mitigated		

Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
11th Ave. @ 44th St.	Signal phasing/timing changes	EB: G = 22	EB: G = 25
	Signal phasing/timing changes	SB: G = 58	SB: G = 55
11th Ave. @ 57th St.	Daylighting	SB: (2 Lanes) LT, TR	SB: (3 Lanes) LT, T, TR – An additional lane from daylighting on the west side of 11th Ave.
	Signal phasing/timing changes	NB/SB: G = 47	NB: G = 7
			NB/SB: G = 37
12th Ave. @ 24th St.	Lane Resignation	WB: (3 Lanes) L, LTR, R	WB: (4 Lanes) L, L, T, R – An additional lane by restriping to permit four approach lanes and two receiving lanes 24th Street.
	Signal phasing/timing changes	EB RT/WB: G = 28	EB RT/WB: G = 25
	Signal phasing/timing changes	NB T: G = 2	EB RT/WB RT/SB LT: G = 10
		SB LT: G = 10	
	Signal phasing/timing changes	NB/SB T: G = 60	NB/SB T: G = 68
12th Ave. @ 29th St.	Daylighting	WB: (2 Lanes) LR, R	WB: (3 Lanes) L, LR, R – An additional lane from daylighting on the south side of 29th St.
	Signal phasing/timing changes	WB: G = 26	WB: G = 29
	Signal phasing/timing changes	NB/SB: G = 83	NB/SB: G = 80
12th Ave. @ 30th St.	Signal phasing/timing changes	NB/SB: G = 78	NB/SB: G = 77
	Signal phasing/timing changes	SB: G = 8	SB: G = 9
12th Ave. @ 34th St.	Lane Redesignation	WB: (3 Lanes) L, L, R	WB: (4 Lanes) L, L, R, R - An additional lane by restriping to permit four approach lanes and two receiving lanes 34th Street.
	Signal phasing/timing changes	WB: G = 29	WB/NB R: G = 35
	Signal phasing/timing changes	NB/SB: G = 67	NB/SB: G = 56
	Signal phasing/timing changes	SB/WB R: G = 8	SB/WB R: G = 13
	Pedestrian Overpass	At-grade crossing only	Provision of pedestrian overpass at 12th Ave. @ 33rd St.
12th Ave. @ 42nd St.	Remove Sidewalk Bulb	NB: (5 Lanes) T, T, T, T, R	NB: (5 Lanes) T, T, T, T, TR – Remove bulb on the east side of 12th Ave. north of the intersection and restripe.
	Signal phasing/timing changes	EB/WB: G = 33	EB/WB: G = 31
	Signal phasing/timing changes	NB/SB: G = 60	NB/SB: G = 59
	Signal phasing/timing changes	SB/WB R: G = 3	SB/WB R: G = 6
12th Ave. @ 43rd St.	Daylighting	WB: (2 Lanes) LT, TR	WB: (3 Lanes) L, LTR, R – An additional lane from daylighting on north side of 43rd St.
	Signal phasing/timing changes	WB: G = 29	WB: G = 19
	Signal phasing/timing changes	NB T/SB: G = 64	NB T/SB: G = 74
	Signal phasing/timing changes	NB: G = 11	NB: G = 11
12th Ave. @ 44th St.	Lane Redesignation	SB: (5 Lanes) L, T, T, T, T	SB: (5 Lanes) L, L, T, T, T – Restripe
	Signal phasing/timing changes	NB/SB T: G = 80	NB/SB T: G = 84
	Signal phasing/timing changes	SB L: G = 29	SB: G = 25
12th Ave. @ 46th St.	Remove Sidewalk Bulb	NB: (4 Lanes) T, T, T, TR	NB: (5 Lanes) T, T, T, T, TR – An additional lane from removing bulb on the east side of 12th Ave.
	Signal phasing/timing changes	SB LT: G = 10	SB LT: G = 13
	Signal phasing/timing changes	SB T/NB: G = 66	SB T/NB: G = 63
12th Ave. @ 54th St.	Daylighting	WB: (1 Lanes) R	WB: (2 Lanes) R, R – An additional lane from daylighting on north side of 54th St.
12th Ave. @ 56th St. (service road)	Signal phasing/timing changes	EB: G = 33	EB: G = 34
	Signal phasing/timing changes	NB: G = 74	NB: G = 73
Broadway @ 35th St.	Daylighting	SB: (3 Lanes) T, T, TR	SB: (4 Lanes) T, T, T, TR – An additional lane from daylighting the west side of 9th Ave
Dyer Ave. @ 34th St.	Lane Redesignation	EB: (2 Lanes) T, T	EB: (3 Lanes) T, T, T – An additional lane from removing parking on the south side of 34th St.
	Signal phasing/timing changes	EB/WB: G = 27	EB/WB: G = 24
	Signal phasing/timing changes	WB: G = 32	WB: G = 29
	Signal phasing/timing changes	SB: G = 16	SB: G = 22
Dyer Ave. @ 35th St.	Signal phasing/timing changes	WB: G = 27	WB: G = 40
	Signal phasing/timing changes	NB/SB: G = 53	NB/SB: G = 40
Dyer Ave. @ 36th St.	Lane Redesignation	EB: (3 Lanes) LT, T, T	EB: (4 Lanes) LT, T, T, T – An additional lane from removing parking from the south side of 36th St.
	Signal phasing/timing changes	EB: G = 26	EB: G = 30
	Signal phasing/timing changes	NB/SB: G = 30	NB/SB: G = 26