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Transportation Planning Factors Technical Memorandum



Memorandum

To: New York City Department of City Planning

Date: November 17, 2016

CC: Nancy Doon, Celeste Evans, Molly MacQueen and Tammy Petsios – VHB

Project #: 29878.00

From: Erik Metzger

Re: Greater East Midtown Rezoning EIS – Draft Transportation Planning Factors

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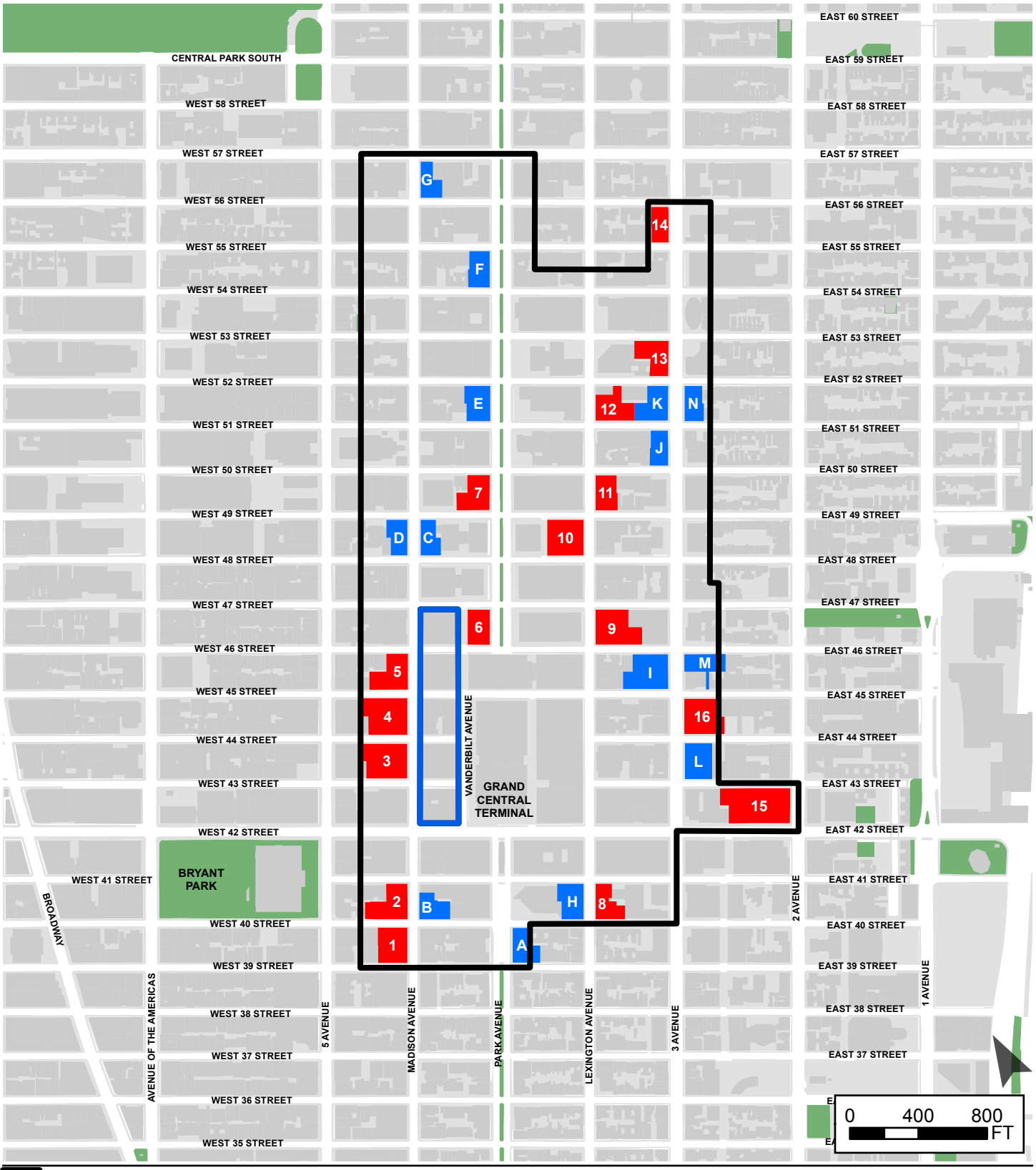
This memorandum summarizes the transportation planning factors to be used for the analysis of transportation (traffic, transit, pedestrians and parking) conditions for the *Greater East Midtown Rezoning EIS*. It provides a description of the Proposed Action and travel demand factors used to determine the number of trips generated by the project in the weekday AM, Midday and PM peak hours.

PROPOSED ACTION

The Proposed Action includes zoning map amendments and zoning text amendments affecting a 78 block area in East Midtown generally bounded by East 57th Street to the north, East 39th Street to the south, a line 200 feet easterly of Third Avenue to the east and a line 250 feet westerly of Madison Avenue to the west (see Figure 1). The general objective of the Proposed Action is to facilitate both the construction of new office space and replacement of outdated office stock within East Midtown by increasing density through an as-of-right framework. This framework would also provide direct funding for transit and above-grade public realm infrastructure improvements and bolster landmarks preservation within the Subdistrict.

In order to assess the possible effects of the Proposed Action, a Reasonable Worst-Case Development Scenario (RWCDS) was established using both the current zoning (future No-Action) and proposed zoning (future With-Action) conditions projected to the build year of 2036 (the year by which the projected development predicted by the proposed zoning would be in place). The RWCDS identifies 16 Projected Development Sites (those sites considered more likely to be developed within the 20-year analysis period) and 14 potential development sites (those sites considered less likely to be developed within the same period); the locations of these development sites are shown in Figure 1. Only Projected Development Sites are considered for the purposes of the transportation analyses.

The incremental difference between the future No-Action and future With-Action conditions are the basis of the transportation impact analyses of the EIS. Table 1 summarizes the No-Action Condition, With-Action Condition, and incremental net change of component sizes by land use for the RWCDS. As shown in the table, under the RWCDS, the Proposed Action would result in a net increase of approximately 6.6 million gross square feet (gsf) of office uses, 57,477 gsf of local retail uses, and 81,548 gsf of destination retail uses. The Proposed Action would also result in a net reduction of 1,246 hotel rooms, 44 residential dwelling units, and 564 parking spaces, compared to the No-Action Condition.



Proposed Greater East Midtown Rezoning Boundary

Vanderbilt Corridor (Existing Regulations Apply)

1 Projected Development Site (w/ I.D. Label)

A Potential Development Site (w/ I.D. Label)

Greater East Midtown Rezoning
Manhattan, New York

Proposed Rezoning Area
RWCDS Sites

Figure 1

vhb

Table 1 – RWCDS Summary for Projected Development Sites

Land Use	No-Action Condition	With-Action Condition	Net Increment
Office	6,812,920 gsf	13,394,777 gsf	+6,581,857 gsf
Local Retail	390,599 gsf	448,076 gsf	+57,477 gsf
Destination Retail	72,275 gsf	153,823 gsf	+81,548 gsf
Hotel	1,246 rooms	0 rooms	-1,246 rooms
Residential	163 dwelling units	119 dwelling units	-44 dwelling units
Parking Spaces	564	0	-564

TRANSPORTATION PLANNING FACTORS

The transportation planning factors used to forecast weekday travel demand for the land uses in the RWCDS are summarized in Table 2 and discussed below. The trip generation rates, temporal distributions and in/out splits, modal splits, vehicle occupancies and truck trip factors were primarily based on rates cited in the 2014 *City Environmental Quality Review (CEQR) Technical Manual*, factors developed for the 2013 *East Midtown Rezoning and Related Actions FEIS* and American Community Survey journey-to-work and reverse journey-to-work data for census tracts in the rezoning area. Factors are provided for the weekday AM and PM peak hours (the typical peak periods for commuter travel demand) and the weekday Midday peak hour (the typical peak period for retail establishments such as local eateries and shops).

Office

Trip generation rates and temporal distributions for offices were based on factors cited in the *CEQR Technical Manual*. In/out splits were obtained from the *East Midtown Rezoning and Related Actions FEIS.* Weekday AM and PM peak hour modal splits were derived from 2006-2010 American Community Survey reverse journey-to-work data for workers arriving between 7:30 am and 9:59 am at workplaces located within census tracts in the rezoning area (Manhattan Census Tracts 80, 82, 88, 90, 92, 94, 98, 100, 102, 108, 112.02 and 112.03). Trips made by taxi were assumed to be evenly distributed between yellow cabs and black cars as per the *East Midtown Rezoning and Related Actions FEIS*. Weekday Midday peak hour modal splits were obtained from the *East Midtown Rezoning and Related Actions FEIS*. Vehicle occupancies for autos were derived from 2006-2010 American Community Survey reverse journey-to-work data and vehicle occupancy rates for taxis were obtained from the *East Midtown Rezoning and Related Actions FEIS.* Truck trip generation assumptions were based on the rates cited in the *CEQR Technical Manual*.

Local Retail

Local retail would primarily attract trips from worker populations at new office development and other land uses in the surrounding area. 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. The proportion of "linked" trips assumed is 25 percent based on the *CEQR Technical Manual*. Weekday travel demand forecasts for local retail uses were based on the trip generation rates and temporal distributions cited in the *CEQR Technical Manual*. In/out splits, modal splits and vehicle occupancy rates were obtained from the *East Midtown Rezoning and Related Actions FEIS*. Truck trip generation assumptions were based on the rates cited in the *CEQR Technical Manual*.

Table 2 – Transportation Planning Factors

Land Use:	Office		Local Retail		Destination Retail		Hotel		Residential	
Trip Generation:	(1)		(1)		(1)		(1)		(1)	
	Weekday		**Weekday**		**Weekday**		**Weekday**		**Weekday**	
Daily Person Trips	18.0		205		78.2		9.4		8.075	
Net Daily Person Trips*	18.0		154		78.2		9.4		8.075	
	per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per room		per dwelling unit	
Temporal Distribution:	(1)		(1)		(1)		(1)		(1)	
AM	12%		3%		3%		8%		10%	
MD	15%		19%		9%		14%		5%	
PM	14%		10%		9%		13%		11%	
In/Out Splits:	(2)		(2)		(2)		(2)		(2)	
	In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
AM	96%	4%	50%	50%	61%	39%	39%	61%	15%	85%
MD	48%	52%	50%	50%	55%	45%	54%	46%	50%	50%
PM	5%	95%	50%	50%	47%	53%	65%	35%	70%	30%
Modal Splits:	(3)	(2)	(2)		(2)	(2)	(2)	(2)	(4)	
	AM/PM	**MD**	**AM/MD/PM**		**AM/PM**	**MD**	**AM/PM**	**MD**	**AM/MD/PM**	
Auto	7.6%	2.0%	2%		9.0%	9%	9%	8%	8.6%	
Taxi (Yellow Cab)	1.1%	1.5%	3%		4.0%	4%	18%	15%	4.1%	
Taxi (Black Car)	1.1%	1.5%	-		-	-	-	-	-	
Bus	14.8%	6.0%	6%		8.0%	8%	3%	3%	7.9%	
Subway	48.2%	6.0%	6%		26.5%	20%	24%	13%	29.2%	
Railroad	19.2%	0.0%	0%		2.0%	0%	0%	0%	3.1%	
Walk	7.8%	83.0%	83%		50.5%	59%	46%	61%	45.6%	
Other	0.2%	0.0%	0%		0.0%	0%	0%	0%	1.5%	
	100.0%	100.0%	100%		100.0%	100%	100%	100%	100.0%	
Vehicle Occupancy:	(2,3)		(2)		(2)		(2)		(2,4)	
Auto	1.15		1.65		2.00		1.40		1.14	
Taxi (Yellow Cab)	1.40		1.40		2.00		1.80		1.40	
Taxi (Black Car)	1.40		-		-		-		-	
Truck Trip Generation:	(1)		(1)		(2)		(2)		(1)	
	Weekday		**Weekday**		**Weekday**		**Weekday**		**Weekday**	
	0.32		0.35		0.35		0.06		0.06	
	per 1,000 gsf		per 1,000 gsf		per 1,000 gsf		per room		per dwelling unit	
	(1)		(1)		(2)		(2)		(1)	
AM	10%		8%		8%		12%		12%	
MD	11%		11%		11%		9%		9%	
PM	2%		2%		2%		1%		2%	
	In	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**	**In**	**Out**
	50%	50%	50%	50%	50%	50%	50%	50%	50%	50%

Note:

* Includes 25% credit for linked trips to local retail

Sources:

1 CEQR Technical Manual (2014)

2 East Midtown Rezoning and Related Actions FEIS (2013)

3 U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates. Special Tabulation: Census Transportation Planning Reverse Journey-to-Work Data for Tracts 80, 82, 88, 90, 92, 94, 98, 100, 102, 108, 112.02 and 112.03 for workers arriving between 7:30-9:59 am

4 U.S. Census Bureau, American Community Survey 2010-2014 5-Year Estimates Journey-to-Work Data for Tracts 80, 82, 88, 90, 92, 94, 98, 100, 102, 108, 112.02 and 112.03

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. Weekday travel demand forecasts for destination retail uses were based on the trip generation rates and temporal distributions cited in the *CEQR Technical Manual*. In/out splits, modal splits and vehicle occupancy rates were obtained from the *East Midtown Rezoning and Related Actions FEIS*. Truck trip generation rates were obtained from the *East Midtown Rezoning and Related Actions FEIS.*

Hotel

Travel demand forecasts for hotels were based on the trip generation rates and temporal distributions cited in the *CEQR Technical Manual* and the in/out splits, modal splits and vehicle occupancies presented in the *East Midtown Rezoning and Related Actions FEIS*. Truck trip generation rates were obtained from the *East Midtown Rezoning and Related Actions FEIS.*

Residential

Residential trip generation rates and temporal distributions were based on factors cited in the *CEQR Technical Manual* and in/out splits were obtained from the *East Midtown Rezoning and Related Actions FEIS*. Modal splits were derived from 2010-2014 American Community Survey journey-to-work data for workers residing within census tracts in the rezoning area. 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 journey-to work data was conservatively assumed for all time periods. Vehicle occupancies for autos were derived from 2010-2014 American Community Survey journey-to-work data and vehicle occupancy rates for taxis were obtained from the *East Midtown Rezoning and Related Actions FEIS*. Truck trip generation assumptions were based on the rates cited in the *CEQR Technical Manual*.

TRIP GENERATION

The incremental difference in person and vehicle trips expected to result from the Proposed Action by the build year of 2036 were derived based on the net change in land use component sizes in Table 1 and the transportation planning factors in Table 2. Table 3 provides an estimate of the incremental net change of peak hour trips (versus the No-Action condition) that would occur in 2036 with implementation of the Proposed Action.

As shown in Table 3, the Proposed Action would generate an increase of approximately 13,715 total person trips during the weekday AM peak hour, 18,379 total person trips during the weekday Midday peak hour and 16,500 total person trips during the weekday PM peak hour. Person trips by auto and taxi modes would increase by a net total of approximately 1,178, 671 and 1,331 during the AM, Midday and PM peak hours, respectively. Peak hour bus trips would increase by a net total of approximately 2,108, 1,163 and 2,507 during the AM, Midday and PM peak hours, respectively, while peak hour subway trips would increase by a net total of approximately 6,683, 1,066 and 7,822, respectively. Peak hour railroad trips would increase by a net total of approximately 2,736, 2 and 3,199 during the weekday AM, Midday and PM peak hours, respectively. Trips solely made by the walk mode would increase by approximately 983, 15,477 and 1,610 during the AM, Midday and PM peak hours, respectively.

Table 3 – Travel Demand Forecast

Project Components:		Office	Local Retail	Destination Retail	Hotel	Residential
	Size:	6,581,857 gsf	57,477 gsf	81,548 gsf	-1,246 rooms	-44 dwelling units
Peak Hour Trips:						
	AM	14,222	266	195	-935	-33
	MD	17,766	1,694	575	-1,642	-14
	PM	16,590	890	576	-1,520	-36

Person Trips:		Office In	Office Out	Local Retail In	Local Retail Out	Destination Retail In	Destination Retail Out	Hotel In	Hotel Out	Residential In	Residential Out	Net In	Net Out	Total
AM	Auto	1,037	45	3	3	11	7	-33	-51	0	-3	1,018	1	1,019
	Taxi	301	12	5	5	3	3	-66	-103	0	-1	243	-84	159
	Bus	2,021	83	8	8	10	8	-11	-17	0	-2	2,028	80	2,108
	Subway	6,577	275	8	8	31	19	-87	-137	-2	-9	6,527	156	6,683
	Railroad	2,623	110	0	0	4	0	0	0	0	-1	2,627	109	2,736
	Walk	1,066	45	109	109	60	39	-168	-262	-1	-14	1,066	-83	983
	Other	27	0	0	0	0	0	0	0	0	0	27	0	27
	Total	13,652	570	133	133	119	76	-365	-570	-3	-30	13,536	179	13,715
MD	Auto	171	184	18	18	28	23	-71	-61	-1	-1	145	163	308
	Taxi	256	278	26	26	13	11	-133	-114	0	0	162	201	363
	Bus	511	553	52	52	25	21	-26	-23	-1	-1	561	602	1,163
	Subway	511	553	52	52	64	52	-116	-98	-2	-2	509	557	1,066
	Railroad	0	0	0	0	0	0	0	0	1	1	1	1	2
	Walk	7,080	7,669	699	699	187	151	-540	-460	-4	-4	7,422	8,055	15,477
	Other	0	0	0	0	0	0	0	0	0	0	0	0	0
	Total	8,529	9,237	847	847	317	258	-886	-756	-7	-7	8,800	9,579	18,379
PM	Auto	62	1,197	8	8	25	28	-89	-48	-2	-1	4	1,184	1,188
	Taxi	22	348	12	12	11	12	-178	-95	-1	0	-134	277	143
	Bus	125	2,330	27	27	21	25	-30	-15	-2	-1	141	2,366	2,507
	Subway	400	7,594	27	27	70	81	-237	-129	-8	-3	252	7,570	7,822
	Railroad	161	3,025	0	0	6	7	0	0	0	0	167	3,032	3,199
	Walk	67	1,228	371	371	136	154	-454	-245	-13	-5	107	1,503	1,610
	Other	0	31	0	0	0	0	0	0	0	0	0	31	31
	Total	837	15,753	445	445	269	307	-988	-532	-26	-10	537	15,963	16,500

Vehicle Trips:		Office In	Office Out	Local Retail In	Local Retail Out	Destination Retail In	Destination Retail Out	Hotel In	Hotel Out	Residential In	Residential Out	Total Balanced In	Total Balanced Out	Total
AM	Auto	901	36	1	1	4	4	-23	-36	0	-2	883	3	886
	Taxi	212	2	3	3	4	0	-36	-56	0	-1	183	183	366
	Truck	104	104	-1	-1	0	0	-4	-4	0	0	99	99	198
	Total	1,217	142	3	3	8	4	-63	-96	0	-3	1,165	285	1,450
MD	Auto	150	161	10	10	15	11	-51	-43	-1	-1	123	138	261
	Taxi	182	200	19	19	7	4	-74	-62	0	0	190	190	380
	Truck	115	115	-1	-1	0	0	-3	-3	0	0	111	111	222
	Total	447	476	28	28	22	15	-128	-108	-1	-1	424	439	863
PM	Auto	56	1,042	4	4	12	13	-64	-34	-2	-1	6	1,024	1,030
	Taxi	12	250	8	8	6	7	-99	-53	-1	0	202	202	404
	Truck	23	23	0	0	0	0	0	0	0	0	23	23	46
	Total	91	1,315	12	12	18	20	-163	-87	-3	-1	231	1,249	1,480

Note:

Taxi trips were balanced on a site-by-site basis for each of the projected development sites

Table 3 also provides an estimate of the incremental net change in peak hour vehicle trips (auto, taxi and truck) that would occur in 2036 with implementation of the Proposed Action. Inbound and outbound taxi (yellow cab and black car) trips were balanced to reflect that they consist of two trip ends (one in, one out) and that some taxis arrive or depart empty. As the rezoning area is located within the vicinity of Grand Central Terminal, 75 percent of inbound full yellow cabs were assumed to be available for outbound demand given the presence of the intermodal facility (e.g., taxis dropping off passengers at adjacent office buildings in the AM peak period could pick up passengers arriving at the train station); this assumption is based on guidance in the *CEQR Technical Manual*. For black cars, 90 percent of inbound full vehicles were assumed to be available for outbound demand (these vehicles are dispatched and do not pick up passengers via street hails) based on the *East Midtown Rezoning and Related Actions FEIS*. As shown in Table 3, total vehicle trips generated by the Proposed Action would increase by approximately 1,450, 863 and 1,480 during the AM, Midday and PM peak hours, respectively.

ANALYSIS PERIODS

According to the *CEQR Technical Manual*, a quantified traffic analysis is typically required if a proposed action would result in more than 50 peak hour vehicle trip ends. As shown in Table 3, the Proposed Action is expected to result in more than 50 total vehicle trips during the AM, Midday and PM peak hours. These peak hours, therefore, will be selected for the quantitative analysis of traffic conditions. The standard peak hours for this area of Manhattan are 8-9 AM, 12-1 PM and 5-6 PM.

The analysis of transit (bus and subway) conditions typically focuses on the AM and PM commuter peak hours, as these are the time periods when the incremental transit demand from the Proposed Action are highest and there is also the greatest potential for significant impacts. Therefore, quantitative analyses of transit conditions will focus on the AM and PM peak hours.

According to the *CEQR Technical Manual*, a quantified analysis of pedestrian conditions is typically required if a proposed action would result in 200 or more peak hour pedestrian trips. As shown in Table 3, the Proposed Action is expected to result in more than 50 total person trips during the AM, Midday and PM peak hours.[1] For this reason, quantitative analyses of pedestrian conditions will focus on the AM, Midday and PM peak hours.

TRAFFIC

Trip Distribution

A geographical distribution of vehicle trips to and from the Projected 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.

For the projected office development, auto trip distributions were based upon 2006-2010 American Community Survey reverse journey-to-work data for commuters driving to workplaces in the rezoning area. Similarly, auto trip distributions for the projected residential development were based on 2010-2014 American Community Survey journey-to-work data for commuters driving from residences in the study

[1] Pedestrian trips refer not only to trips made solely by the walk mode, but also to the pedestrian component associated with walking between Projected Development Sites and other modes of travel, such as subway or rail stations, bus stops and parking facilities.

area. Trip origins and destinations were defined based on the area highway system and included four geographic areas of Manhattan, the other four New York City boroughs, Long Island, Lower Hudson Valley counties east of the Hudson River (i.e., Westchester, Dutchess, and Putnam), Lower Hudson Valley counties west of the Hudson River (i.e., Rockland and Orange), Upstate New York, Connecticut, Bergen County in New Jersey, all of the remaining counties in New Jersey, and Pennsylvania. The distributions of auto trips that would be generated by retail and hotel land uses were obtained from the *East Midtown Rezoning and Related Actions FEIS.*

Table 4 summarizes the projected distribution of auto trips to and from the north, east, south and west for office, residential, retail and hotel land uses. Most of the auto trips for office land uses are expected to approach and depart the study area from the north since the Franklin D. Roosevelt (FDR) Drive and Henry Hudson Parkway (Route 9A) provide access to the Bronx, northern portions of Manhattan, Lower Hudson Valley, Upstate New York, Connecticut, and Bergen County in New Jersey (via the George Washington Bridge). A large percentage of trips would also approach and depart the study area via the east due to the projected amount of vehicles from Queens and Long Island (via the Ed Koch Queensboro Bridge and Queens Midtown Tunnel). Vehicle trips approaching and departing the study area via the west would primarily originate from or be destined to the remaining counties in New Jersey. Table 4 also summarizes the projected distributions of taxis and trucks traveling to and from the study area, which were obtained from the *East Midtown Rezoning and Related Actions FEIS*.

Table 4 – Vehicle Trip Distribution

Vehicle Type	Land Use	North	South	East	West	Total
Auto	Office[1]	37%	13%	28%	22%	100%
	Retail[2]	40%	25%	15%	20%	100%
	Hotel[2]	40%	20%	15%	25%	100%
	Residential[3]	34%	33%	15%	18%	100%
Taxi[2]	Office	55%	24%	7%	14%	100%
	Retail	35%	25%	10%	30%	100%
	Hotel	40%	10%	25%	25%	100%
	Residential	9%	37%	25%	29%	100%
Truck[2]	All	48%	25%	20%	7%	100%

Sources:
1. U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates. Special Tabulation: Census Transportation Planning Reverse Journey-to-Work Data for Tracts 80, 82, 88, 90, 92, 94, 98, 100, 102, 108, 112.02 and 112.03
2. East Midtown Rezoning and Related Actions FEIS
3. U.S. Census Bureau, American Community Survey 2006-2010 Five-year estimates. Special Tabulation: Census Transportation Planning Journey-to-Work Data for Tracts 80, 82, 88, 90, 92, 94, 98, 100, 102, 108, 112.02 and 112.03

Trip Assignment and Study Area

Project-generated auto trips for each Projected Development Site were assigned to the most direct routes to approach and depart off-street parking facilities in the vicinity of the Projected Development Sites from the trip origins and destinations shown in Table 4. Taxi trips were assigned to approach, pass by and depart Projected Development Sites based on the trip origins and destinations shown in Table 4. Truck trips were assigned between Projected Development Sites and the trip origins and destinations shown in Table 4 based on the use of designated truck routes as per NYCDOT truck route regulations. Local ruck routes in the vicinity of the proposed rezoning area include First, Second, Third and Lexington Avenues and 34th, 42nd, 57th, 59th, and 60th Streets.

The intersection analysis locations were finalized in consultation with DCP and the New York City Department of Transportation (DOT), taking into consideration existing bottleneck locations and prevailing travel patterns in the study area. Figure 2 shows the locations of the 119 intersections that were determined to require a detailed analysis. The area within which these intersections are located is generally bound by 60th Street on the north, 36th Street on the south, First Avenue on the east, and Sixth Avenue on the west.

TRANSIT

According to the general thresholds used by the Metropolitan Transportation Authority (MTA) and specified in the *CEQR Technical Manual*, detailed transit analyses are generally not required if a proposed action is projected to result in fewer than 200 peak hour rail or bus transit riders. If a proposed action would result in 50 or more bus passengers being assigned to a single bus line (in one direction), or if it would result in an increase of 200 or more passengers at a single subway station or on a single subway line, a detailed bus or subway analysis would be warranted.

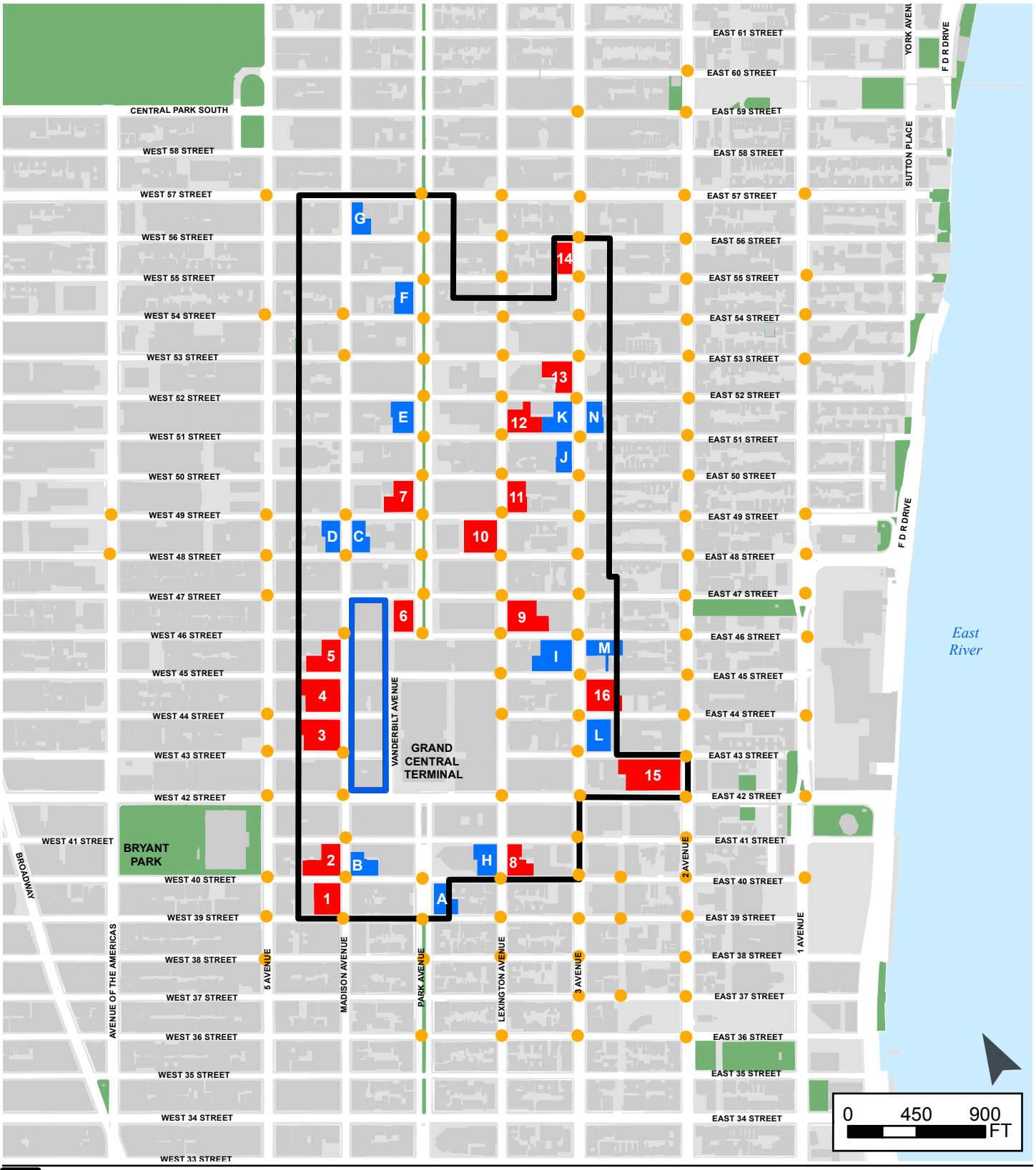
Subway Stations

There are a total of eight MTA-NYCT subway stations or station complexes located in proximity to Projected Development Sites. These stations and station complexes are listed in Table 5 along with the subway routes serving each facility. Notable among these is the Grand Central station complex served by Nos. 4, 5, and 6 trains on the Lexington Avenue Line, No. 7 trains on the Flushing Line and the Times Square Shuttle.

As shown in Table 3, Projected Development Sites are expected to generate a net total of approximately 6,683 and 7,822 new subway trips during the AM and PM peak hours, respectively. Assignments of these trips to individual subway stations, as well as transfer trips to subways from other modes (e.g., bus trips at the Port Authority Bus Terminal and commuter rail trips at Penn Station) were prepared by MTA-NYCT. Table 5 shows the total net incremental subway trips generated by the proposed rezoning during the AM and PM peak hours at each of the subway station and station complexes serving the rezoning area.

Table 5 – Net Incremental Peak Hour Subway Trips by Station/Station Complex

Subway Station	Route(s) Served	Weekday Peak Hour	
		AM	PM
Grand Central 42nd Street	4/5/6/7/S	3,578	4,247
42nd Street Bryant Park-Fifth Avenue	B/D/F/M/7	596	693
47th-50th Streets-Rockefeller Center	B/D/F/M	426	487
Lexington Avenue-51st/53rd Streets	E/M/6	3,087	3,579
Fifth Avenue-53rd Street	E/M	90	107
57th Street	F	0	0
Lexington Avenue-59th Street	4/5/6/N/R/W	193	238
Fifth Avenue-59th Street	N/R/W	0	0
	Totals	7,970	9,351



Proposed Greater East Midtown Rezoning Boundary

Traffic Analysis Location

Vanderbilt Corridor (Existing Regulations Apply)

1 Projected Development Site (w/ I.D. Label)

A Potential Development Site (w/ I.D. Label)

Greater East Midtown Rezoning
Manhattan, New York

Traffic Analysis Locations

Figure 2

As shown in Table 5, the highest number of new peak hour subway trips would occur at the Grand Central 42nd Street station complex, which would experience approximately 3,578 new trips in the AM peak hour and 4,247 in the PM peak hour. The Lexington Avenue-51st/53rd Streets station complex would experience the second highest number of new peak hour subway trips with 3,087 and 3,579 in the AM and PM peak hours, respectively. Although the 57th Street and Fifth Avenue-59th Street stations also serve the rezoning area, no new subway trips are expected at these stations due to the location of Projected Development Sites.

The analysis of subway station conditions will focus on the five subway stations/station complexes at which new subway demand from the Proposed Action would exceed the 200-trip *CEQR Technical Manual* analysis threshold. As shown in Table 5, these include:

- Grand Central 42nd Street;
- 42nd Street Bryant Park-Fifth Avenue;
- 47th-50th Streets-Rockefeller Center;
- Lexington Avenue-51st/53rd Streets; and
- Lexington Avenue-59th Street.

At each of these five facilities, key circulation elements (e.g., street stairs, fare control areas, etc.) expected to be used by concentrations of new demand from the proposed rezoning will be analyzed.

Subway Line Haul

Line haul is the volume of transit riders passing a defined point on a given transit route. Subway line haul is typically measured at the maximum load point on each route (the point where trains carry the highest number of passengers during the peak hour).

The proposed rezoning area is currently served by a total of 13 NYCT subway routes, including Nos. 4 and 5 express and No. 6 local services on the Lexington Avenue Line; No. 7 local and express services on the Flushing Line; the B and D express and M and F local services on the Sixth Avenue Line; the E local service on the Eighth Avenue Line; the N express and R and W local services on the Broadway line; and the 42nd Street Shuttle.

According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, a detailed analysis of subway line haul conditions is generally not required if a proposed action is projected to result in fewer than 200 peak-hour trips being assigned to a single subway station or on a subway line, as this level of new demand is considered unlikely to result in significant adverse impacts.

As shown in Table 5, it is estimated that under the RWCDS, all of the Projected Development Sites would generate a combined total of 7,970 and 9,351 new subway trips in the weekday AM and PM peak hours, respectively. Given the number of new subway trips generated by the Proposed Action in each peak hour, one or more of the subway routes serving the proposed rezoning area would potentially experience 200 or more incremental trips in either period. Therefore, subway line haul conditions will be assessed.

Bus Routes

The proposed rezoning area is served by a total of approximately 15 MTA-NYCT local bus routes that operate exclusively within Manhattan, and one local route (Q32) that connects midtown Manhattan to Jackson Heights, Queens via the Ed Koch Queensboro Bridge. In addition, a total of 65 MTA-NYCT, MTA Bus, North Fork Express, Bee-Line Bus, and Monsey Trails express routes connecting Manhattan to New

York City's outer boroughs, Long Island, Westchester and Rockland Counties also operate through the rezoning area, many along Madison and Fifth Avenues which are major north-south bus corridors. As shown in Table 3, Projected Development Sites are expected to generate a net total of approximately 2,108 and 2,507 new bus trips during the weekday AM and PM peak hours, respectively. Based on 2006-2010 American Community Survey reverse journey-to-work data for commuters using buses to travel to workplaces in the study area, it is estimated that approximately 46 percent of these bus trips would be arriving from and departing to points west of the Hudson River and would therefore use the Port Authority Bus Terminal, approximately 33 percent would be arriving from or departing to the outer boroughs, Long Island, or Westchester County and are therefore expected to primarily use express bus routes, and approximately 21 percent of these bus trips would be intra-Manhattan and would therefore occur on local bus routes.

Although the Proposed Action would generate up to 681 and 795 new express bus trips during the AM and PM peak hours, respectively, these trips would be widely distributed among a total of 64 express bus routes. It is therefore unlikely that any one express bus route would experience 50 or more new trips in one direction in any one peak hour. Consequently, the Proposed Action is not expected to result in any significant adverse impacts to express bus services based on *CEQR Technical Manual* criteria, and a detailed analysis of express bus conditions is not warranted. Express bus services operating in proximity to the rezoning area will be discussed qualitatively in the EIS.

Overall, the numbers of new bus trips using the 15 NYCT local bus routes operating within Manhattan are expected to total approximately 439 in the AM peak hour and 609 during the PM peak hour. An additional 20 and 18 trips during these periods, respectively, are also expected to utilize the NYCT Q32 service to/from Queens. Local bus trips generated by the Proposed Action were assigned to each route based on proximity to individual Projected Development Sites and current ridership patterns. Table 6 shows the anticipated numbers of new riders on each local bus route in the AM and PM peak hours. (It should be noted that not all project-generated bus trips would pass through the maximum load point on a given route as some passengers may board after, or disembark prior to, a bus passing through its maximum load point.) According to the general thresholds used by the MTA and specified in the *CEQR Technical Manual*, a detailed analysis of bus conditions is generally not required if a proposed action is projected to result in fewer than 50 peak-hour trips being assigned to a single bus route (in one direction), as this level of new demand is considered unlikely to result in significant adverse impacts. As shown in Table 6, no local bus route is expected to experience 50 or more new trips in one direction through their maximum load points in one or both peak hours and therefore no detailed bus analysis is required.

Commuter Rail

The number of passengers using commuter rail services would increase by approximately 2,736 during the AM peak hour and 3,199 during the PM peak hour. Based on projections by MTA, approximately 41 percent of passengers are expected to use Metro-North Railroad (MNR) services, 39 percent of railroad passengers will use Long Island Rail Road (LIRR), and the remaining 20 percent will use NJ Transit. Of the passengers using LIRR, approximately 85 percent are expected to use Grand Central Terminal (revenue service is expected in 2022) and 15 percent are expected to use Penn Station.

LIRR is expected to operate 24 12-car trains at Grand Central Terminal during the AM and PM peak hours in 2036. Consequently, the number of additional passengers per railcar will be fewer than five persons during the peak hour, which does not constitute a significant impact. The result is similar for MNR and NJ Transit based on current service; the additional load resulting from the Proposed Action also would be below five per railcar. Therefore, detailed analysis of commuter rail service is not warranted.

Table 6: Net Incremental Peak Hour Local Bus Trips by Route

Bus Route	Direction	AM Peak Hour			PM Peak Hour		
		In	Out	Total	In	Out	Total
M1	NB	6	2	8	9	48	57
	SB	49	8	57	5	10	15
M2	NB	11	4	15	2	20	22
	SB	24	2	26	5	9	14
M3	NB	7	3	10	3	22	25
	SB	14	1	15	5	10	15
M4	NB	8	3	11	7	41	48
	SB	37	5	42	6	11	17
M5	NB	7	3	10	1	11	12
	SB	15	1	16	2	5	7
M7	NB	4	2	6	2	16	18
	SB	8	1	9	3	8	11
M15	NB	4	2	6	2	12	14
	SB	9	1	10	4	6	10
M15 SBS	NB	16	7	23	3	20	23
	SB	34	3	37	7	9	16
M31	EB	2	1	3	1	6	7
	WB	6	0	6	1	2	4
M42	EB	14	8	22	3	32	35
	WB	35	3	38	9	13	22
M50	EB	2	1	3	1	7	8
	WB	6	0	6	2	3	5
M57	EB	1	0	1	0	5	5
	WB	2	0	2	1	2	3
M101	NB	12	5	17	7	45	52
	SB	26	2	28	16	21	37
M102	NB	7	3	10	5	30	35
	SB	16	1	17	10	14	24
M103	NB	7	3	10	4	24	28
	SB	14	1	15	8	12	20
Q32	EB	5	2	7	1	10	11
	WB	12	1	13	3	4	7

PEDESTRIANS

Under *CEQR Technical Manual* criteria, detailed pedestrian analyses are generally warranted if a proposed action is projected to result in 200 or more peak hour pedestrians at any sidewalk, corner reservoir area or crosswalk. As shown in Table 3, the proposed rezoning is expected to generate approximately 983 walk-only trips in the weekday AM peak hour, 15,477 in the Midday peak hour and 1,610 in the PM peak hour.

Persons en route to and from subway and commuter rail station entrances, bus stops and parking facilities would add an additional 12,546 pedestrian trips to rezoning area sidewalks and crosswalks in the AM peak hour, 2,539 in the Midday peak hour and 14,716 in the PM peak hour. In the weekday AM and PM peak hours, new pedestrian trips would be most concentrated on sidewalks and crosswalks adjacent to Projected Development Sites as well as along corridors connecting these sites to area subway and commuter rail station entrances. In the midday, pedestrian trips would tend to be more dispersed, as people travel throughout the area for lunch, shopping or errands.

Given the relatively large numbers of pedestrian trips that would be generated by the Proposed Action, a quantitative pedestrian analysis will be provided in the EIS. The analysis will focus on sidewalks, corner areas and crosswalks where new pedestrian demand would be most concentrated and most likely to exceed the 200-trip *CEQR Technical Manual* analysis threshold in one or more peak hours. Analysis locations are likely to include pedestrian elements at intersections along: Second Avenue (at East 42nd and East 43rd Streets), Third Avenue (from East 42nd to East 45th Streets, at East 48th and East 49th Streets, and from East 51st to East 56th Streets), Lexington Avenue (from East 41st to East 53rd Streets), Park Avenue (from East 40th to East 41st Streets and from East 46th to East 50th Streets), Vanderbilt Avenue (from East 43rd to East 45th Streets), Madison Avenue (from East 39th to East 46th Streets), and Fifth Avenue (from 42nd to 45th Streets).

PARKING

Parking demand associated with the office, retail, hotel, and residential land use components was forecasted using the transportation planning factors summarized in Table 2 and 24-hour temporal distributions and in/out splits; overnight parking demand generated by residential developments was forecasted assuming a rate of 0.20 spaces per dwelling unit based on 2010-2014 American Community Survey vehicle ownership data for census tracts in the rezoning area.

Table 7 shows the net incremental hourly parking demand for each land use under the Proposed Action compared to the No-Action Condition. As shown in the table, parking demand generated by the office and retail uses that would be developed by the Proposed Action would typically peak during the Midday hours, whereas the parking demand generated by hotel and residential uses would typically peak during the overnight hours (the net decreases in hotel and residential parking demand reflect net reductions in these land uses in the rezoning area under the RWCDS). Overall, under the Proposed Action, parking demand would increase by 1,432 spaces in the weekday Midday period (12:00-1:00 p.m.) as a result of development on Projected Development Sites.

Study Area and Analysis Periods

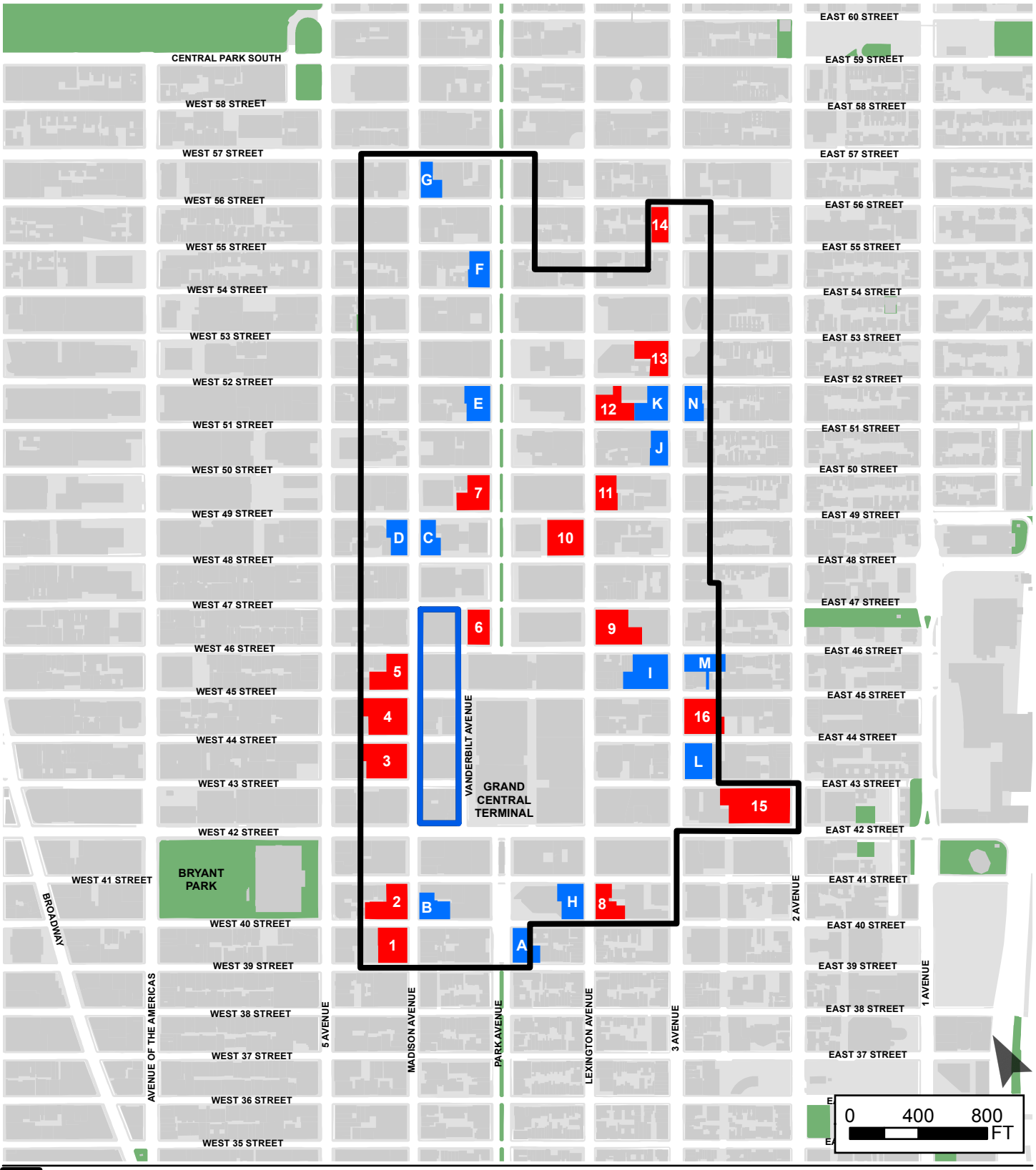
The analysis of parking conditions will account for projected changes in parking utilization (supply and demand) in the vicinity of the proposed rezoning area. Since a quarter-mile walk is generally considered the maximum distance from off-site parking facilities to development sites, the parking study area will include an analysis of on- and off-street parking facilities within a quarter-mile radius of the rezoning area. Off-street parking utilization levels will be quantitatively assessed during the weekday midday period, which is the time of maximum parking demand for the new office and retail components. The weekday overnight period will not be analyzed in the EIS since the proposed rezoning is expected to result in a net decrease in parking demand during this time period (due to the net decrease in hotel and residential space). The weekday supply of legal on-street auto parking spaces in the project area is very limited due to the allocation of curbside lanes for commercial vehicle deliveries or additional traffic capacity. For this reason, the analysis of on street parking conditions will be limited to a qualitative description of general on-street

parking utilization levels and the provision of a map showing existing curbside parking regulations within the study area.

Table 7: With-Action Condition Net Incremental Weekday Hourly Parking Accumulation by Land Use

Time Period	Office	Local Retail	Destination Retail	Hotel	Residential	Total
12 a.m. – 1 a.m.	0	0	0	-80	-9	-89
1 a.m. – 2 a.m.	0	0	0	-83	-9	-92
2 a.m. – 3 a.m.	0	0	0	-83	-9	-92
3 a.m. – 4 a.m.	0	0	0	-83	-9	-92
4 a.m. – 5 a.m.	0	0	0	-83	-9	-92
5 a.m. – 6 a.m.	0	0	0	-83	-9	-92
6 a.m. – 7 a.m.	0	0	0	-83	-9	-92
7 a.m. – 8 a.m.	69	1	0	-82	-8	-20
8 a.m. – 9 a.m.	933	1	1	-69	-6	860
9 a.m. – 10 a.m.	1,578	2	2	-59	-5	1,518
10 a.m. – 11 a.m.	1,518	3	5	-53	-5	1,467
11 a.m. – 12 p.m.	1,492	3	8	-47	-5	1,450
12 p.m. – 1 p.m.	1,479	3	10	-55	-5	1,432
1 p.m. – 2 p.m.	1,488	3	11	-48	-5	1,449
2 p.m. – 3 p.m.	1,523	3	10	-39	-5	1,492
3 p.m. – 4 p.m.	1,587	3	10	-29	-5	1,565
4 p.m. – 5 p.m.	1,132	3	9	-22	-6	1,116
5 p.m. – 6 p.m.	146	3	8	-51	-7	98
6 p.m. – 7 p.m.	24	3	7	-39	-8	-14
7 p.m. – 8 p.m.	7	1	8	-56	-9	-49
8 p.m. – 9 p.m.	0	0	6	-66	-9	-69
9 p.m. – 10 p.m.	0	0	0	-71	-9	-80
10 p.m. – 11 p.m.	0	0	0	-75	-9	-84
11 p.m. – 12 a.m.	0	0	0	-80	-9	-89

Notes:
1. Parking demand for residential land use based on 2010-2014 5-year American Community Survey data on average vehicles per household for Census tracts in the rezoning area and forecasts of daily auto trips for this land use.
2. Parking demand for all other land uses derived from forecasts of daily auto trips from these land uses.



Proposed Greater East Midtown Rezoning Boundary

Vanderbilt Corridor (Existing Regulations Apply)

1 Projected Development Site (w/ I.D. Label)

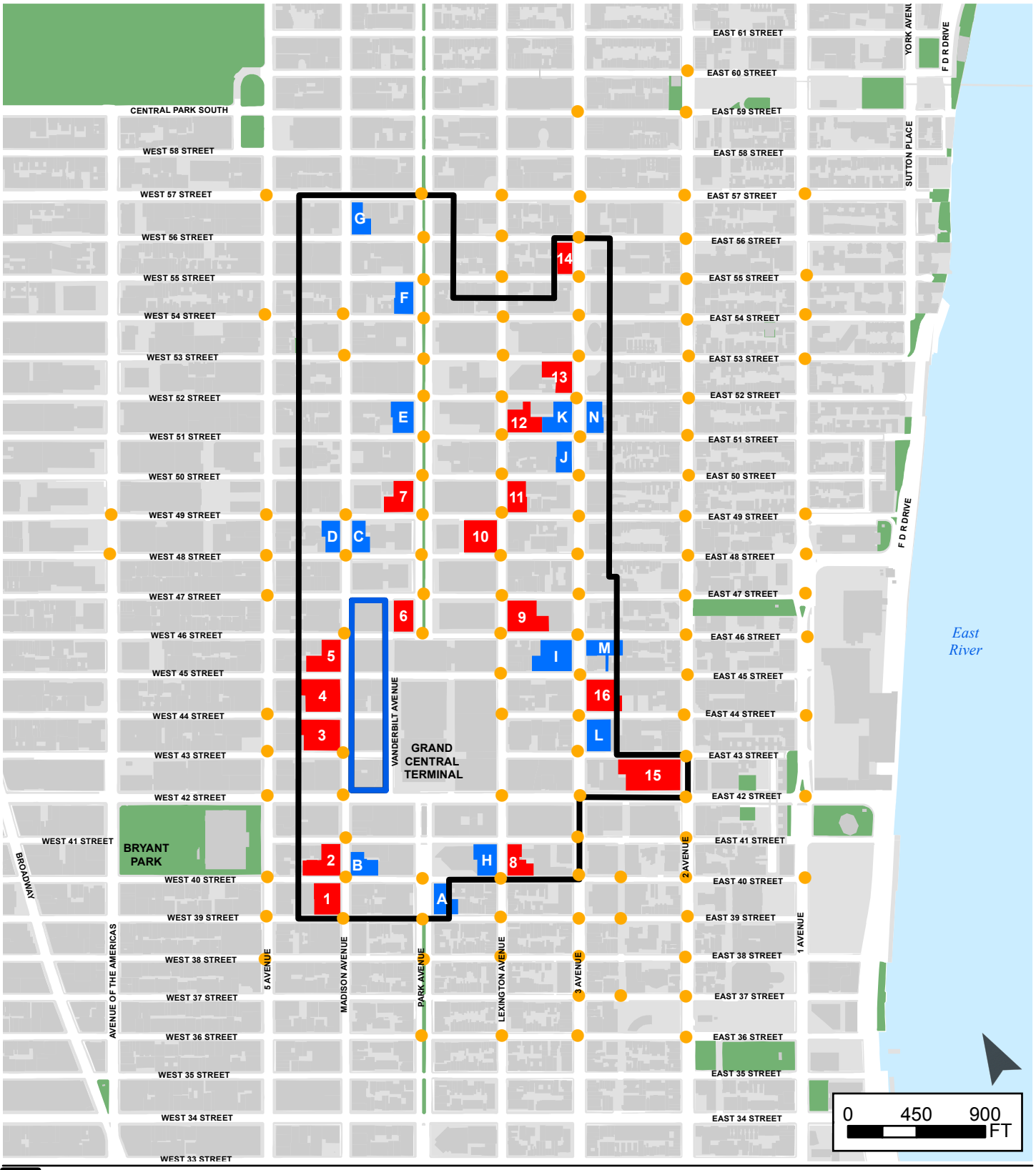
A Potential Development Site (w/ I.D. Label)

Greater East Midtown Rezoning
Manhattan, New York

Proposed Rezoning Area
RWCDS Sites

Figure 1

vhb



Proposed Greater East Midtown Rezoning Boundary

Traffic Analysis Location

Vanderbilt Corridor (Existing Regulations Apply)

1 Projected Development Site (w/ I.D. Label)

A Potential Development Site (w/ I.D. Label)

Greater East Midtown Rezoning
Manhattan, New York

Traffic Analysis Locations

Figure 2

Appendix F.2
Modification of Synchro Adjustment Factors

Modification of Synchro Adjustment Factors - 2016 Existing AM Peak Hour

Intersection	Approach Movement	Parking Maneuvers (#/hr)		Peak Hour Factor		Lane Utilization Factor		Lost Time Adjustment		Saturation Flow Rate	
		FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO
1ST AVE & E. 42ND ST	WB-R (east)			0.96	0.98						
	EB-L			0.79	0.84						
1ST AVE & E. 54TH ST	EB-LT			L=0.87 T=0.85	L=0.98 T=0.98						
	NB-T					0.86	0.70			1900	1500
1ST AVE & E. 55TH ST	NB-L							0	3	1900	1600
	NB-T					0.86	0.80	0	2		
1ST AVE & E. 57TH ST	EB-L			0.83	0.98						
	EB-T							0	-3		
	NB-T							0	3	1900	1300
2ND AVE & E. 36TH ST	SB-T			0.80	0.85						
	EB-T							0	3		
	SWB-L							0	3		
2ND AVE & E. 37TH ST	WB-L							0	3	1900	1000
	WB-T							0	3	1900	1000
	SB-T					0.81	0.70	0	3	1900	1350
	SB-R							0	3	1900	1350
2ND AVE & E. 38TH ST	EB-TR							0	3	1900	1200
	SB-T					0.81	0.70	0	3	1900	1400
2ND AVE & E. 39TH ST	SB-T					0.81	0.70	0	3	1900	1200
	SB-R							0	3	1900	1200
2ND AVE & E. 40TH ST	SB-T					0.81	0.70	0	3	1900	1800
2ND AVE & E. 41ST ST	SB-L			0.94	0.98						
	SB-T			0.94	0.98	0.81	0.70	0	3	1900	1450
	SB-R							0	3	1900	1100
2ND AVE & E. 42ND ST	EB-T					0.95	0.85	0	2		
	WB-LT			0.75	0.80						
	SB-T							0	3	1900	1800
	SB-R							0	3	1900	1800
2ND AVE & E. 43RD ST	SB-T					0.81	0.70	0	2	1900	1800
	SB-R							0	2	1900	1800
2ND AVE & E. 44TH ST	SB-T					0.81	0.70	0	3	1900	1800
2ND AVE & E. 45TH ST	WB-T							0	3		
	SB-T					0.81	0.70	0	3	1900	1500
	SB-R							0	3	1900	1300
2ND AVE & E. 46TH ST	SB-T					0.81	0.70	0	3		
2ND AVE & E. 47TH ST	SB-T			0.94	0.98	0.81	0.70	0	2	1900	1650
	SB-R							0	2	1900	1600
2ND AVE & E. 48TH ST	SB-L			0.70	0.98						
	SB-T			0.96	0.98	0.81	0.70	0	2		
	EB-T			0.81	0.98					1900	1950
	EB-R			0.74	0.98						
2ND AVE & E. 49TH ST	SB-T					0.86	0.70	0	3	1900	1850
	SB-R							0	3	1900	1200
2ND AVE & E. 50TH ST	SB-LT					0.81	0.70	0	3		
2ND AVE & E. 51ST ST	WB-L							0	3	1900	1200
	WB-T							0	3	1900	1200
	SB-T					0.81	0.70	0	2	1900	1800
	SB-R							0	2	1900	1500

Modification of Synchro Adjustment Factors - 2016 Existing AM Peak Hour

Intersection	Approach Movement	Parking Maneuvers (#/hr)		Peak Hour Factor		Lane Utilization Factor		Lost Time Adjustment		Saturation Flow Rate	
		FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO
2ND AVE & E. 52ND ST	SB-T					0.81	0.70	0	3		
2ND AVE & E. 53RD ST	SB-T					0.81	0.70				
	SB-R							0	3	1900	1800
2ND AVE & E. 54TH ST	SB-L									1900	1800
	SB-LT					0.81	0.70	0	3	1900	1800
2ND AVE & E. 55TH ST	SB-T			0.93	0.97	0.81	0.70	0	3	1900	1650
	SB-R							0	3	1900	1600
2ND AVE & E. 56TH ST	EB-T							0	3	1900	1400
	EB-R							0	3		
	SB-T					0.81	0.70	0	3	1900	1700
2ND AVE & E. 57TH ST	EB-T			0.92	0.98			0	-2	1900	1950
	EB-R			0.94	0.98			0	-2	1900	1950
	WB-LT			0.92	0.98	0.91	1.00	0	-3	1900	2050
	WB-T			0.89	0.98	0.91	1.00	0	-2	1900	2050
	SB-L	0	5					0	3	1900	1000
	SB-T							0	1		
	SB-R							0	3		
2ND AVE & E. 59TH ST	SB-L							0	3		
	SB-T					0.81	0.70	0	3	1900	1600
	EB-L			0.92	0.98			0	-2	1900	2000
2ND AVE & E. 60TH ST	SB-T					0.81	0.70	0	1		
	NWB-L							0	3	1900	1000
	NWB-T							0	3	1900	1250
TUNNEL EXIT ST & E. 39TH ST	WB-T	5	0	0.95	0.98			0	-1		
	WB-R	5	0								
	NB-T							0	3	1900	1800
3RD AVE & E. 36TH ST	EB-T							0	3	1900	1000
	NB-T					0.76	0.70	0	3	1900	1500
3RD AVE & E. 37TH ST	NB-T					0.86	0.70	0	3	1900	1800
3RD AVE & E. 38TH ST	NB-T					0.86	0.70	0	3	1900	1700
	NB-R							0	3	1900	1700
3RD AVE & E. 39TH ST	WB-T							0	3	1900	1800
	WB-R							0	3	1900	1250
	NB-LT					0.86	0.70	0	3	1900	1400
	NB-T							0	3	1900	1400
3RD AVE & E. 40TH ST	NB-T					0.86	0.70	0	3	1900	1400
	NB-R							0	3	1900	1400
3RD AVE & E. 41ST ST	EB-LT							0	3	1900	1500
	EB-T							0	3	1900	1500
	WB-R							0	2	1900	1600
	NB-T					0.86	0.70	0	3	1900	1500
	NB-R							0	3	1900	1000
3RD AVE & E. 42ND ST	EB-L			0.96	0.98			0	-2	1900	2050
	EB-T			0.90	0.95						
3RD AVE & E. 43RD ST	WB-T							0	3	1900	1600
	WB-R							0	3	1900	1600
3RD AVE & E. 44TH ST	NB-T					0.86	0.80				
3RD AVE & E. 45TH ST	WB-T							0	3	1900	1000
	WB-R							0	3	1900	1500
	NB-T							0	-2		

Modification of Synchro Adjustment Factors - 2016 Existing AM Peak Hour

Intersection	Approach Movement	Parking Maneuvers (#/hr)		Peak Hour Factor		Lane Utilization Factor		Lost Time Adjustment		Saturation Flow Rate	
		FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO
3RD AVE & E. 46TH ST	NB-T					0.86	0.80				
3RD AVE & E. 47TH ST	WB-R			0.78	0.80			0	3	1900	1000
	WB-T							0	3	1900	1000
3RD AVE & E. 48TH ST	NB-T					0.86	0.80				
3RD AVE & E. 49TH ST	WB-T					0.95	0.70	0	3	1900	1000
3RD AVE & E. 50TH ST	NB-T							0	3	1900	1800
	NB-R					0.86	0.80	0	3	1900	1300
3RD AVE & E. 51ST ST	WB-T							0	3	1900	1000
	WB-R							0	3	1900	1000
3RD AVE & E. 52ND ST	EB-T							0	3		
	NB-T					0.86	0.80	0	3	1900	1800
3RD AVE & E. 53RD ST	WB-T							0	3	1900	1600
	WB-R							0	3	1900	1600
	NB-T					0.86	0.80				
3RD AVE & E. 54TH ST	EB-T							0	3	1900	1800
	NB-T					0.86	0.80	0	3	1900	1800
	NB-R							0	3	1900	1700
3RD AVE & E. 55TH ST	WB-T							0	3	1900	1300
	WB-R							0	3	1900	1000
	NB-T					0.86	0.80	0	3		
3RD AVE & E. 56TH ST	EB-LT			0.74	0.95						
	EB-T			0.73	0.95						
	NB-T							0	3	1900	1800
3RD AVE (Service) & E. 56TH ST	EB-LT									1900	1100
	EB-T							0	3	1900	1100
	NB-T							0	3	1900	1800
	NB-TR									1900	1800
3RD AVE & E. 57TH ST	NB-LT							0	3	1900	1600
	NB-T					0.91	0.80	0	3	1900	1600
3RD AVE (Service) & E. 57TH ST	WB-R			0.92	0.98			0	-2	1900	2050
	NB-TR					0.95	0.80	0	3	1900	1800
	NB-R					0.95	0.80	0	3	1900	1800
3RD AVE & E. 59TH ST	EB-LT							0	3	1900	1600
	NB-R			0.68	0.80						
LEXINGTON AVE & E. 36TH ST	SB-TL							0	3	1900	1800
LEXINGTON AVE & E. 38TH ST	SB-T					0.91	0.74				
LEXINGTON AVE & E. 39TH ST	WB-L							0	3	1900	1500
	WB-T							0	3	1900	1500
	SB-T					0.91	0.74	0	3		
	SB-R							0	3	1900	1100
LEXINGTON AVE & E. 40TH ST	EB-T							0	3	1900	1500
	EB-R			0.79	0.98					1900	2050
	SB-T			0.86	0.95	0.91	0.74	0	3		
LEXINGTON AVE & E. 42ND ST	EB-TR							0	2		
	SB-L							0	3	1900	1600
	SB-T					0.91	0.74	0	3	1900	1700
	SB-R							0	3	1900	1000

Modification of Synchro Adjustment Factors - 2016 Existing AM Peak Hour

Intersection	Approach Movement	Parking Maneuvers (#/hr)		Peak Hour Factor		Lane Utilization Factor		Lost Time Adjustment		Saturation Flow Rate	
		FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO
LEXINGTON AVE & E. 44TH ST	SB-T					0.91	0.74				
LEXINGTON AVE & E. 45TH ST	SB-T					0.91	0.74	0	3	1900	1800
	SB-R							0	3	1900	1000
LEXINGTON AVE & E. 46TH ST	SB-T					0.91	0.74	0	3	1900	1800
LEXINGTON AVE & E. 47TH ST	WB-L			0.78	0.80						
	SB-T					0.91	0.74	0	2		
	SB-R							0	3		
LEXINGTON AVE & E. 48TH ST	EB-T			0.75	0.80			0	3	1900	1700
	SB-T					0.91	0.80				
LEXINGTON AVE & E. 49TH ST	WB-L							0	2		
	SB-T					0.91	0.74	0	1		
	SB-R							0	3	1900	1000
LEXINGTON AVE & E. 50TH ST	EB-T							0	3	1900	1100
	SB-T					0.91	0.74	0	3		
LEXINGTON AVE & E. 51ST ST	WB-L			0.74	0.80						
	SB-T					0.91	0.74				
	SB-R			0.78	0.80						
LEXINGTON AVE & E. 52ND ST	EB-T							0	3	1900	1800
	EB-R			0.75	0.80						
	SB-T					0.91	0.74				
LEXINGTON AVE & E. 53RD ST	WB-L							0	3		
	WB-T							0	3		
	SB-T					0.91	0.74	0	3	1900	1500
	SB-R							0	3	1900	1400
LEXINGTON AVE & E. 54TH ST	EB-T							0	3	1900	1600
	EB-R							0	3	1900	1600
	SB-T					0.91	0.78	0	3	1900	1700
LEXINGTON AVE & E. 55TH ST	SB-T					0.91	0.78	0	3	1900	1700
	SB-R							0	3	1900	1700
LEXINGTON AVE & E. 56TH ST	SB-T							0	2	1900	1800
LEXINGTON AVE & E. 57TH ST	EB-T					0.95	0.75	0	3	1900	1500
	EB-R			0.79	0.80						
LEXINGTON AVE & E. 57TH ST	SB-LT			0.60	0.80					1900	1700
	SB-T					0.91	0.75	0	1	1900	1700
	SB-R							0	1	1900	1700
PARK AVE NB & E. 38TH ST	NB-T							0	3	1900	1700
PARK AVE NB & E. 39TH ST	WB-TR			0.95	0.98			0	-1		
PARK AVE SB & E. 39TH ST	WB-T/L			0.75	0.80						
PARK AVE NB & E. 40TH ST	EB-T							0	3	1900	1200
	NB-TR							0	3	1900	1500
PARK AVE SB & E. 40TH ST	EB-TR			0.80	0.95			0	-2		
	SB-T			0.95	0.98			0	-2		
PARK AVE NB & E. 46TH ST	EB-LT							0	3	1900	1200

Modification of Synchro Adjustment Factors - 2016 Existing AM Peak Hour

Intersection	Approach Movement	Parking Maneuvers (#/hr)		Peak Hour Factor		Lane Utilization Factor		Lost Time Adjustment		Saturation Flow Rate	
		FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO
PARK AVE SB & E. 46TH ST	EB-R							0	3	1900	1400
	SB-L							0	3	1900	1100
	SB-T							0	3	1900	1500
PARK AVE NB & E. 47TH ST	WB-T							0	3		
	WB-R							0	3		
PARK AVE SB & E. 47TH ST	WB-T							0	3		
	SB-T							0	3	1900	1700
	EB-T							0	3	1900	1600
	NB-T					0.91	0.74	0	3		
PARK AVE SB & E. 48TH ST	EB-T							0	3	1900	1500
	EB-R							0	3	1900	1500
	SB-L							0	3	1900	1000
	SB-T					0.95	0.75				
PARK AVE NB & E. 49TH ST	WB-T							0	3		
	WB-R							0	3	1900	1000
	NB-L							0	3	1900	1000
	NB-T							0	3		
PARK AVE SB & E. 49TH ST	WB-T							0	1	1900	1800
	SB-T					0.91	0.74	0	3	1900	1800
PARK AVE NB & E. 50TH ST	NB-T					0.91	0.74	0	3	1900	1800
	NB-TR							0	3	1900	1800
PARK AVE SB & E. 50TH ST	SB-L							0	-2	1900	2050
PARK AVE NB & E. 51ST ST	WB-T							0	3		
	WB-R							0	3	1900	1000
	NB-L							0	3		
	NB-T							0	2		
PARK AVE SB & E. 51ST ST	WB-T							0	3	1900	1700
	SB-T					0.91	0.74				
PARK AVE NB & E. 52ND ST	NB-T					0.91	0.78	0	3		
PARK AVE NB & E. 53RD ST	WB-T							0	3	1900	1850
	WB-R							0	3	1900	1000
	NB-L							0	3		
	NB-T							0	3		
PARK AVE SB & E. 53RD ST	WB-L			0.80	0.95						
	WB-T			0.80	0.95						
	SB-T					0.91	0.78	0	1		
PARK AVE NB & E. 54TH ST	EB-L							0	3	1900	1000
	EB-T							0	3	1900	1500
	NB-T					0.91	0.74	0	3		
	NB-R							0	3		
PARK AVE SB & E. 54TH ST	EB-T					0.95	0.75	0	3	1900	1500
	SB-L							0	3	1900	1000
	SB-T							0	1		
PARK AVE NB & E. 55TH ST	NB-L							0	3	1900	1000
	NB-T							0	3	1900	1800
PARK AVE SB & E. 55TH ST	WB-T							0	3	1900	1600
	SB-T					0.91	0.74	0	3		
	SB-R							0	3		
PARK AVE NB & E. 56TH ST	NB-T					0.91	0.74	0	3	1900	1800
	NB-TR							0	3		

Modification of Synchro Adjustment Factors - 2016 Existing AM Peak Hour

Intersection	Approach Movement	Parking Maneuvers (#/hr)		Peak Hour Factor		Lane Utilization Factor		Lost Time Adjustment		Saturation Flow Rate	
		FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO
PARK AVE NB & E. 57TH ST	EB-T					0.95	0.75	0	3	1900	1700
	NB-L							0	3		
	NB-T							0	3	1900	1800
	NB-R							0	3		
PARK AVE SB & E. 57TH ST	WB-T					0.95	0.75				
MADISON AVE & E. 39TH ST	NB-LT									1900	1600
	NB-T					0.91	0.75	0	3	1900	1600
MADISON AVE & E. 40TH ST	EB-T							0	2		
	NB-T					0.91	0.74	0	3	1900	1650
MADISON AVE & E. 41ST ST	NB-T					0.91	0.74	0	3	1900	1600
MADISON AVE & E. 42ND ST	EB-LT									1900	1700
	EB-T					0.95	0.85	0	2	1900	1700
	WB-T					0.95	0.75	0	2	1900	1700
	WB-R							0	3	1900	1000
	NB-L			0.67	0.80						
	NB-T					0.95	0.82				
	NB-R			0.79	0.80			0	3	1900	1000
MADISON AVE & E. 43RD ST	NB-L							0	3	1900	1500
	NB-T					0.95	0.85				
MADISON AVE & E. 48TH ST	EB-L			0.71	0.80			0	-2		
	EB-T			0.67	0.80			0	3	1900	1600
	NB-T							0	3		
	NB-R			0.66	0.80			0	3		
MADISON AVE & E. 49TH ST	NB-L							0	3	1900	1000
	NB-T					0.95	0.90				
MADISON AVE & E. 53RD ST	WB-TR			0.95	0.98			0	-2	1900	2050
	NB-L							0	3	1900	1000
MADISON AVE & E. 54TH ST	NB-R							0	3	1900	1000
5TH AVE & 38TH ST	SB-TL					0.86	0.75	0	3	1900	1800
5TH AVE & 39TH ST	WB-L			0.78	0.80						
	SB-T					0.86	0.75	0	2	1900	1800
	SB-R			0.76	0.80						
5TH AVE & 40TH ST	EB-T			0.77	0.86						
	SB-L					0.86	0.75			1900	1700
	SB-T									1900	1700
5TH AVE & 42ND ST	EB-T					0.95	0.75				
	EB-R			0.63	0.80						
	WB-T					0.95	0.85	0	2	1900	1700
	SB-T					0.86	0.75	0	3	1900	1750
	SB-R			0.56	0.80			0	3	1900	1700
5TH AVE & 43RD ST	SB-T					0.81	0.75	0	3		
5TH AVE & 44TH ST	SB-T					0.86	0.75				
5TH AVE & 47TH ST	SB-T					0.86	0.75	0	3		
	SB-R							0	3		
5TH AVE & 48TH ST	EB-R							0	-2		
	SB-T					0.86	0.75				

Modification of Synchro Adjustment Factors - 2016 Existing AM Peak Hour

Intersection	Approach Movement	Parking Maneuvers (#/hr)		Peak Hour Factor		Lane Utilization Factor		Lost Time Adjustment		Saturation Flow Rate	
		FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO
5TH AVE & 49TH ST	SB-T					0.86	0.75	0	3	1900	1700
	SB-R							0	3	1900	1000
5TH AVE & 54TH ST	SB-T					0.86	0.75	0	3	1900	1800
5TH AVE & 57TH ST	EB-T					0.95	0.75	0	3	1900	1700
	SB-T					0.86	0.75	0	3	1900	1500
	SB-R							0	3	1900	1000
6TH AVE & W. 48TH ST	EB-T							0	3	1900	1700
	NB-T					0.81	0.70				
6TH AVE & W. 49TH ST	NB-T					0.81	0.70	0	3	1900	1500

Modification of Synchro Adjustment Factors - 2016 Existing Midday Peak Hour

Intersection	Approach Movement	Parking Maneuvers (#/hr)		Peak Hour Factor		Lane Utilization Factor		Lost Time Adjustment		Saturation Flow Rate	
		FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO
1ST AVE & E. 42ND ST	EB-L (West)			0.76	0.98			0	-3	1900	2050
1ST AVE & E. 55TH ST	NB-L							0	3	1900	1700
1ST AVE & E. 57TH ST	EB-LT			L=0.76 T=0.82	L=0.97 T=0.92					1900	2000
2ND AVE & E. 36TH ST	EB-T					0.91	0.78				
	SB-T							0	3	1900	1600
2ND AVE & E. 37TH ST	SB-T					0.81	0.7	0	3	1900	1800
2ND AVE & E. 38TH ST	SB-T					0.81	0.70	0	3	1900	1600
2ND AVE & E. 39TH ST	SB-T					0.86	0.70	0	3	1900	1600
2ND AVE & E. 40TH ST	EB-T							0	3	1900	1700
	EB-R							0	2	1900	1700
	SB-T					0.81	0.70	0	3	1900	1500
2ND AVE & E. 41ST ST	SB-T					0.81	0.7	0	3	1900	1400
	SB-R							0	3	1900	1200
2ND AVE & E. 42ND ST	SB-L							0	3	1900	1600
	SB-T							0	3	1900	1600
	SB-R							0	3	1900	1500
2ND AVE & E. 43RD ST	SB-T					0.86	0.8	0	3	1900	1700
2ND AVE & E. 44TH ST	EB-TR							0	2	1900	1800
	SB-T							0	3	1900	1600
2ND AVE & E. 45TH ST	SB-T					0.86	0.8	0	3	1900	1700
2ND AVE & E. 46TH ST	EB-TR							0	-2		
	SB-T					0.81	0.7	0	2	1900	1800
2ND AVE & E. 47TH ST	SB-T					0.81	0.7	0	1		
	SB-R									1900	1000
2ND AVE & E. 48TH ST	EB-T			0.86	0.89						
	SB-T			0.94	0.95	0.81	0.75	0	3		
2ND AVE & E. 50TH ST	SB-T					0.81	0.75	0	3	1900	1800
2ND AVE & E. 54TH ST	SB-T					0.81	0.7	0	3	1900	1700
2ND AVE & E. 55TH ST	WB-T							0	3	1900	1300
	SB-T					0.81	0.7	0	3	1900	1500
	SB-R							0	3	1900	1500
2ND AVE & E. 56TH ST	EB-T			0.95	0.98			0	-2		
	EB-TR			0.95	0.98						
	SB-LT							0	3	1900	1500
	SB-T					0.81	0.75	0	3	1900	1500
2ND AVE & E. 57TH ST	EB-T			0.83	0.98	0.95	1.00	0	-2	1900	2000
	EB-R			0.75	0.98						
	WB-L			0.81	0.98						
	WB-T			0.78	0.98			0	-2	1900	2000
	SB-L			0.69	0.80						
	SB-T					0.86	0.8				
	SB-R							0	-2	1900	2050

Modification of Synchro Adjustment Factors - 2016 Existing Midday Peak Hour

Intersection	Approach Movement	Parking Maneuvers (#/hr)		Peak Hour Factor		Lane Utilization Factor		Lost Time Adjustment		Saturation Flow Rate	
		FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO
2ND AVE & E. 59TH ST	SB-T			0.86	0.94						
	EB-L							0	3		
2ND AVE & E. 60TH ST	SB-T			0.88	0.92						
	NWB-L							0	3	1900	1000
	NWB-T							0	3	1900	1000
TUNNEL EXIT ST & E. 39TH ST	WB-T							0	3	1900	1600
	NB-L							0	3	1900	1000
	NB-T					0.95	0.7	0	3	1900	1000
3RD AVE & E. 36TH ST	NB-T							0	3	1900	1200
3RD AVE & E. 37TH ST	NB-T					0.86	0.7	0	3	1900	1700
3RD AVE & E. 38TH ST	NB-T					0.86	0.7	0	3	1900	1800
	NB-R									1900	1800
3RD AVE & E. 39TH ST	WB-T	5	10					0	3	1900	1150
	WB-R	0	5					0	3	1900	1000
	NB-T	5	10			0.86	0.7	0	3	1900	1450
3RD AVE & E. 40TH ST	NB-T					0.86	0.7	0	2	1900	1200
	NB-R							0	3	1900	1400
3RD AVE & E. 41ST ST	EB-L							0	3	1900	1400
	EB-T							0	3	1900	1400
	WB-R							0	3	1900	1300
	NB-T					0.86	0.70	0	3	1900	1600
	NB-R							0	3	1900	1000
3RD AVE & E. 42ND ST	EB-T							0	3	1900	1600
	WB-R			0.85	0.98			0	-2		
	NB-T							0	3		
	NB-R							0	3	1900	1500
3RD AVE & E. 43RD ST	WB-TR							0	2		
	NB-T					0.86	0.8	0	3		
3RD AVE & E. 44TH ST	NB-T					0.86	0.7	0	2		
3RD AVE & E. 45TH ST	WB-T							0	3	1900	1000
	NB-T					0.86	0.80	0	1		
3RD AVE & E. 46TH ST	NB-T					0.86	0.70	0	3		
	NB-R			0.95	0.98			0	-2	1900	2050
3RD AVE & E. 47TH ST	WB-T							0	3	1900	1000
	WB-R			0.73	0.8			0	3	1900	1000
	NB-T					0.86	0.8	0	1		
3RD AVE & E. 48TH ST	NB-T					0.86	0.7	0	3	1900	1800
	NB-R							0	3	1900	1500
3RD AVE & E. 49TH ST	NB-T					0.86	0.8	0	3	1900	1800
3RD AVE & E. 50TH ST	NB-T					0.86	0.75	0	2	1900	1500
	NB-R							0	3	1900	1050
3RD AVE & E. 51ST ST	WB-T							0	3	1900	1000
	WB-R							0	3	1900	1000
	NB-T					0.86	0.8	0	1		
3RD AVE & E. 52ND ST	EB-T							0	3	1900	1600
	NB-T					0.86	0.8	0	2	1900	1600
3RD AVE & E. 53RD ST	WB-T							0	3	1900	1700
	NB-T					0.86	0.75	0	3		

Modification of Synchro Adjustment Factors - 2016 Existing Midday Peak Hour

Intersection	Approach Movement	Parking Maneuvers (#/hr)		Peak Hour Factor		Lane Utilization Factor		Lost Time Adjustment		Saturation Flow Rate	
		FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO
3RD AVE & E. 54TH ST	EB-T							0	3	1900	1600
	NB-T					0.86	0.75	0	3	1900	1700
	NB-R							0	3	1900	1600
3RD AVE & E. 55TH ST	WB-T							0	3	1900	1000
	WB-R							0	3	1900	1100
	NB-T					0.86	0.75	0	3		
3RD AVE & E. 56TH ST	NB-TR					0.95	0.8				
3RD AVE (Service) & E. 56TH ST	EB-T							0	3	1900	1400
	NB-T					0.95	0.85	0	3	1900	1100
3RD AVE & E. 57TH ST	EB-LT			0.58	0.8			0	1		
	WB-T					0.95	0.85	0	3	1900	1400
	NB-T					0.91	0.75	0	3	1900	1500
3RD AVE (Service) & E. 57TH ST	WB-T					0.95	0.85	0	3	1900	1700
	NB-TR					0.95	0.8	0	2	1900	1600
	NB-R					0.95	0.8	0	2	1900	1000
3RD AVE & E. 59TH ST	EB-T							0	3	1900	1100
LEXINGTON AVE & E. 36TH ST	SB-T							0	3	1900	1600
LEXINGTON AVE & E. 38TH ST	SB-T							0	3	1900	1600
LEXINGTON AVE & E. 39TH ST	WB-L							0	3	1900	1100
	WB-T							0	3	1900	1300
	SB-T					0.91	0.7	0	3	1900	1600
	SB-R							0	3	1900	1500
LEXINGTON AVE & E. 40TH ST	SB-L					0.91	0.75	0	3	1900	1700
LEXINGTON AVE & E. 42ND ST	EB-T			0.72	0.8	0.95	0.85	0	3	1900	1800
	EB-R							0	3	1900	1800
	WB-L			0.38	0.8						
	SB-L							0	3	1900	1800
	SB-T					0.86	0.7	0	3	1900	1800
	SB-R					0.86	0.7	0	3	1900	1800
LEXINGTON AVE & E. 44TH ST	SB-T					0.91	0.7	0	3	1900	1600
LEXINGTON AVE & E. 45TH ST	WB-LT			0.68	0.80						
	SB-T					0.91	0.7	0	3	1900	1600
LEXINGTON AVE & E. 46TH ST	SB-T					0.91	0.7	0	3	1900	1700
LEXINGTON AVE & E. 47TH ST	WB-L							0	3	1900	1700
	WB-T							0	3	1900	1200
	SB-T					0.91	0.7	0	3	1900	1800
	SB-R			0.75	0.98			0	2	1900	2050
LEXINGTON AVE & E. 48TH ST	EB-T							0	3	1900	1050
	EB-R			0.92	0.95						
	SB-LT			0.67	0.8						
	SB-T					0.91	0.75	0	1		
LEXINGTON AVE & E. 49TH ST	WB-LT			0.47	0.8						
	WB-T							0	2		
	SB-T					0.91	0.7	0	3	1900	1600
	SB-R			0.76	0.80			0	3	1900	1000

Modification of Synchro Adjustment Factors - 2016 Existing Midday Peak Hour

Intersection	Approach Movement	Parking Maneuvers (#/hr)		Peak Hour Factor		Lane Utilization Factor		Lost Time Adjustment		Saturation Flow Rate	
		FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO
LEXINGTON AVE & E. 50TH ST	SB-T					0.91	0.70	0	2		
LEXINGTON AVE & E. 51ST ST	WB-L							0	2		
	WB-T	5	10					0	3	1900	1000
	SB-T					0.91	0.70	0	2	1900	1500
	SB-R							0	3		
LEXINGTON AVE & E. 52ND ST	SB-T					0.91	0.75	0	3		
LEXINGTON AVE & E. 53RD ST	WB-L							0	3		
	SB-T					0.91	0.7	0	3	1900	1600
	SB-R							0	3	1900	1000
LEXINGTON AVE & E. 54TH ST	SB-T					0.91	0.75	0	3	1900	1800
LEXINGTON AVE & E. 55TH ST	WB-T							0	3	1900	1000
	SB-T					0.91	0.70	0	3	1900	1700
	SB-R			0.72	0.8			0	3	1900	1400
LEXINGTON AVE & E. 56TH ST	SB-T					0.91	0.75	0	2		
LEXINGTON AVE & E. 57TH ST	EB-T							0	3	1900	1600
	WB-L			0.5	0.8						
	WB-T					0.95	0.8	0	3	1900	1500
	SB-L			0.69	0.8						
	SB-T					0.91	0.7	0	3	1900	1700
	SB-R							0	3	1900	1500
PARK AVE NB & E. 38TH ST	NB-TR							0	3	1900	1600
PARK AVE NB & E. 39TH ST	WB-T	10	5	0.88	0.95			0	1		
	WB-R	10	5	0.88	0.95						
PARK AVE NB & E. 40TH ST	EB-T							0	3	1900	1000
	NB-T							0	3	1900	1700
PARK AVE SB & E. 40TH ST	EB-TR							0	3	1900	1800
	SB-T			0.97	0.98			0	-2		
PARK AVE VIADUCT NB & E. 40TH ST	EB-LT							0	3	1900	1000
	NB-TR							0	3	1900	1700
PARK AVE NB & E. 46TH ST	EB-L			0.85	0.8			0	3	1900	1000
	EB-T							0	3	1900	1300
	NB-T							0	3		
PARK AVE SB & E. 46TH ST	EB-T	0	5			0.95	0.70	0	3	1900	1500
	EB-R							0	3	1900	1000
	SB-L							0	3	1900	1000
	SB-T					0.95	0.85	0	3	1900	1550
PARK AVE NB & E. 47TH ST	WB-T			0.95	0.8			0	3	1900	1200
	WB-R			0.95	0.8			0	3	1900	1000
	NB-L							0	3	1900	1600
	NB-T					0.95	0.9	0	2		
PARK AVE SB & E. 47TH ST	WB-T							0	3	1900	1050
	SB-T					0.91	0.8	0	3	1900	1700
PARK AVE NB & E. 48TH ST	EB-T							0	3	1900	1700
	NB-T					0.91	0.8	0	3	1900	1800
	NB-R							0	3		
PARK AVE SB & E. 48TH ST	EB-R							0	3	1900	1000
	SB-L							0	3	1900	1400
	SB-T					0.95	0.85	0	3	1900	1700

Modification of Synchro Adjustment Factors - 2016 Existing Midday Peak Hour

Intersection	Approach Movement	Parking Maneuvers (#/hr)		Peak Hour Factor		Lane Utilization Factor		Lost Time Adjustment		Saturation Flow Rate	
		FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO
PARK AVE NB & E. 49TH ST	WB-T							0	3		
	WB-R							0	3		
	NB-L							0	3	1900	1000
	NB-T					0.95	0.9	0	2		
PARK AVE SB & E. 49TH ST	WB-T							0	3		
	SB-T					0.91	0.8	0	2	1900	1500
PARK AVE NB & E. 50TH ST	EB-T							0	1	1900	1200
	NB-T							0	3		
PARK AVE SB & E. 50TH ST	EB-T							0	3	1900	1500
	EB-R							0	3	1900	1300
	SB-L							0	3	1900	1000
	SB-T							0	3	1900	1500
PARK AVE NB & E. 51ST ST	WB-T							0	3	1900	1000
	WB-R							0	3	1900	1000
	NB-LT							0	3	1900	1000
	NB-T							0	3		
PARK AVE SB & E. 51ST ST	WB-T							0	3	1900	1000
	SB-T					0.91	0.8	0	3	1900	1500
PARK AVE NB & E. 52ND ST	EB-LT							0	3	1900	1600
	NB-T							0	3	1900	1600
PARK AVE SB & E. 52ND ST	EB-T							0	3	1900	1700
	EB-R			0.74	0.8						
	SB-L			0.69	0.8			0	3	1900	1300
	SB-T							0	3	1900	1800
PARK AVE NB & E. 53RD ST	WB-R							0	3	1900	1500
	NB-L							0	3	1900	1000
	NB-T							0	3	1900	1800
PARK AVE SB & E. 53RD ST	WB-T							0	3	1900	1500
	SB-T					0.91	0.70	0	3		
PARK AVE NB & E. 54TH ST	EB-LT							0	3		
	EB-T			0.74	0.8						
	NB-T							0	3	1900	1600
PARK AVE SB & E. 54TH ST	EB-T			0.76	0.8						
	SB-L			0.66	0.8			0	3	1900	1000
	SB-T							0	3	1900	1700
PARK AVE NB & E. 55TH ST	WB-T			0.78	0.8			0	3	1900	1400
	WB-R			0.78	0.8						
	NB-L			0.67	0.8			0	2	1900	1000
	NB-T							0	1	1900	1800
PARK AVE SB & E. 55TH ST	WB-L			0.35	0.8						
	WB-T							0	3	1900	1000
	SB-T					0.91	0.7	0	3	1900	1800
	SB-R			0.79	0.8						
PARK AVE NB & E. 56TH ST	EB-T							0	2	1900	1300
	NB-T					0.91	0.85	0	3	1900	1800
PARK AVE SB & E. 56TH ST	EB-TR							0	3	1900	1500
	SB-L							0	3	1900	1500
	SB-T					0.95	0.85	0	3		

Modification of Synchro Adjustment Factors - 2016 Existing Midday Peak Hour

Intersection	Approach Movement	Parking Maneuvers (#/hr)		Peak Hour Factor		Lane Utilization Factor		Lost Time Adjustment		Saturation Flow Rate	
		FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO
PARK AVE NB & E. 57TH ST	EB-LT			0.44	0.8						
	EB-T					0.95	0.70	0	3	1900	1800
	WB-T					0.95	0.75	0	3	1900	1150
	WB-R			0.71	0.8			0	3		1200
	NB-L							0	3	1900	1200
	NB-T							0	3	1900	1750
	NB-R			0.74	0.8			0	3	1900	1200
PARK AVE SB & E. 57TH ST	EB-T					0.95	0.8	0	2	1900	1500
	EB-R							0	3	1900	1200
	WB-T					0.95	0.8	0	3	1900	1250
	SB-L			0.63	0.8						
	SB-T							0	3	1900	1500
MADISON AVE & E. 39TH ST	WB-T							0	3	1900	1600
	WB-R			0.95	0.98						
	NB-T					0.91	0.75	0	3	1900	1700
MADISON AVE & E. 40TH ST	NB-T					0.91	0.7	0	1	1900	1700
MADISON AVE & E. 41ST ST	NB-TR					0.91	0.7	0	3	1900	1700
MADISON AVE & E. 42ND ST	EB-LT			0.44	0.8						
	EB-T					0.95	0.9	0	3	1900	1700
	WB-T					0.95	0.9	0	3	1900	1600
	WB-R							0	3	1900	1000
	NB-LT			0.43	0.8						
	NB-T					0.95	0.9	0	3	1900	1700
	NB-R			0.73	0.8			0	3	1900	1000
MADISON AVE & E. 43RD ST	WB-T							0	3	1900	1100
	WB-R							0	3	1900	1400
	NB-L							0	3	1900	1600
	NB-T							0	3	1900	1700
MADISON AVE & E. 46TH ST	EB-L			0.25	0.8						
	NB-T							0	3	1900	1650
MADISON AVE & E. 48TH ST	EB-T							0	3		
	NB-T							0	3		
	NB-R			0.57	0.8			0	3		
MADISON AVE & E. 49TH ST	WB-T					0.95	0.8	0	3	1900	1100
	NB-L							0	3	1900	1800
	NB-T							0	3	1900	1800
MADISON AVE & E. 53RD ST	NB-L							0	3		
	NB-T					0.95	0.9	0	3	1900	1800
MADISON AVE & E. 54TH ST	EB-T					0.95	0.7			1900	1200
	NB-T					0.95	0.8	0	3	1900	1700
	NB-R							0	3	1900	1000
5TH AVE & 38TH ST	EB-R			0.86	0.98			0	-2	1900	2000
	EB-T							0	3	1900	1700
	SB-T					0.86	0.8	0	3	1900	1750
5TH AVE & 39TH ST	WB-T					0.95	0.7	0	3	1900	1100
	SB-T					0.86	0.8	0	3		
5TH AVE & 40TH ST	EB-TR			T=0.84 R=0.84	T=0.93 R=0.93						
	SB - LT					0.86	0.8	0	3		

Modification of Synchro Adjustment Factors - 2016 Existing Midday Peak Hour

Intersection	Approach Movement	Parking Maneuvers (#/hr)		Peak Hour Factor		Lane Utilization Factor		Lost Time Adjustment		Saturation Flow Rate	
		FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO
5TH AVE & 42ND ST	WB-LT			0.38	0.8						
	WB-T					0.95	0.9	0	3	1900	1600
	SB-T					0.86	0.70	0	3	1900	1600
	SB-R			0.40	0.80			0	3	1900	1000
5TH AVE & 43RD ST	WB-L							0	3	1900	1600
	WB-T							0	3	1900	1600
	SB-T					0.81	0.7	0	3		
	SB-R					0.81	0.70	0	3	1900	1700
5TH AVE & 44TH ST	SB-T					0.86	0.7	0	3	1900	1800
5TH AVE & 47TH ST	SB-T					0.86	0.7	0	3	1900	1800
	SB-R							0	3	1900	1800
5TH AVE & 48TH ST	SB-T					0.86	0.7				
5TH AVE & 49TH ST	SB-T					0.86	0.7	0	3	1900	1600
	SB-R							0	3	1900	1000
5TH AVE & 54TH ST	EB-TR					0.95	0.7	0	3	1900	1300
	SB-T					0.86	0.7	0	3	1900	1800
5TH AVE & 57TH ST	EB-T					0.95	0.7	0	3	1900	1800
	EB-R							0	3		
	WB-L			0.70	0.80						
	SB-L			0.65	0.80						
	SB-T					0.86	0.70	0	2	1900	1800
	SB-R							0	2		
6TH AVE & W. 48TH ST	EB-T							0	3	1900	1800
	NB-T					0.81	0.7	0	3		
6TH AVE & W. 49TH ST	NB-T					0.81	0.70	0	3	1900	1200

Modification of Synchro Adjustment Factors - 2016 Existing PM Peak Hour

Intersection	Approach Movement	Parking Maneuvers (#/hr)		Peak Hour Factor		Lane Utilization Factor		Lost Time Adjustment		Saturation Flow Rate	
		FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO
1ST AVE & E. 40TH ST	NB-T			0.81	0.84						
1ST AVE & E. 42ND ST	EB-L (West)			0.88	0.97					1900	2000
	WB-R (East)			0.87	0.93						
1ST AVE & E. 46TH ST	EB-L			0.78	0.85						
	NB-T					0.91	0.75			1900	1800
1ST AVE & E. 47TH ST	NB-T (East)					0.95	0.85				
1ST AVE & E. 54TH ST	EB-LT			L=0.88 T=0.79	L=0.98 T=0.98						
2ND AVE & E. 36TH ST	EB-T					0.86	0.60	0	3	1900	1000
	SB-L							0	3	1900	1000
	SB-T							0	3	1900	1700
2ND AVE & E. 37TH ST	WB-L							0	3		
	WB-T							0	3		
	SB-R							0	1	1900	1500
	SB-T					0.81	0.70	0	1		
2ND AVE & E. 38TH ST	EB-TR							0	3	1900	1800
	SB-T					0.81	0.73				
2ND AVE & E. 39TH ST	SB-T					0.81	0.7	0	3	1900	1800
	SB-R							0	3	1900	1500
2ND AVE & E. 40TH ST	EB-T							0	3	1900	1000
	SB-T					0.81	0.7				
2ND AVE & E. 41ST ST	EB-TR							0	3		
	SB-L									1900	1800
	SB-T					0.81	0.7	0	3	1900	1850
	SB-R							0	3	1900	1500
2ND AVE & E. 42ND ST	SB-T							0	2		
	SB-R							0	2	1900	1500
2ND AVE & E. 43RD ST	SB-T					0.81	0.7	0	3		
	SB-R							0	3	1900	1500
2ND AVE & E. 44TH ST	SB-LT									1900	1850
	SB-T					0.81	0.7	0	3	1900	1850
2ND AVE & E. 45TH ST	WB-LT			0.95	0.98			0	-2		
	SB-T					0.81	0.7	0	3	1900	1800
	SB-R							0	3	1900	1000
2ND AVE & E. 46TH ST	EB-T			0.95	0.98			0	-2	1900	2000
	EB-R			0.95	0.98					1900	2000
	SB-LT									1900	1800
	SB-T					0.81	0.7	0	3	1900	1800
2ND AVE & E. 47TH ST	SB-T					0.81	0.7	0	3	1900	1750
	SB-R							0	3	1900	1500
2ND AVE & E. 48TH ST	EB-T			0.88	0.97				0		
	EB-R			0.93	0.97						
	SB-L									1900	1700
	SB-T							0	3	1900	1700
2ND AVE & E. 50TH ST	SB-L									1900	1700
	SB-T					0.81	0.70	0	3	1900	1700
2ND AVE & E. 54TH ST	SB-L									1900	1500
	SB-T					0.81	0.7	0	3	1900	1550

Modification of Synchro Adjustment Factors - 2016 Existing PM Peak Hour

Intersection	Approach Movement	Parking Maneuvers (#/hr)		Peak Hour Factor		Lane Utilization Factor		Lost Time Adjustment		Saturation Flow Rate	
		FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO
2ND AVE & E. 55TH ST	WB-T			0.88	0.97						
	SB-T					0.81	0.70	0	3	1900	1500
	SB-R							0	3	1900	1500
2ND AVE & E. 59TH ST	EB-L							0	3	1900	1700
	SB-L			0.85	0.98						
	SB-T			0.95	0.98					1900	2000
2ND AVE & E. 60TH ST	NWB-L							0	3	1900	1000
	NWB-T							0	3	1900	1000
	SB-T			0.93	0.95					1900	2000
TUNNEL EXIT ST & E. 39TH ST	NB-L							0	3	1900	1400
	NB-T					0.91	0.7	0	3	1900	1400
3RD AVE & E. 36TH ST	EB-T							0	3	1900	1000
	NB-R							0	1	1900	1850
3RD AVE & E. 38TH ST	EB-T							0	3	1900	1700
	NB-T							0	3	1900	1700
	NB-R							0	3	1900	1700
3RD AVE & E. 39TH ST	WB-T							0	3	1900	1800
	WB-R							0	3	1900	1800
	NB-LT					0.86	0.7	0	2	1900	1500
	NB-T					0.86	0.70	0	2	1900	1500
3RD AVE & E. 40TH ST	EB-T							0	3	1900	1500
	NB-T	5	20			0.86	0.76	0	3	1900	1180
	NB-R	5	20					0	3	1900	1180
3RD AVE & E. 41ST ST	EB-T							0	3	1900	1800
	WB-R							0	3	1900	1800
	NB-T	5	20			0.86	0.76	0	3	1900	1400
	NB-R							0	3	1900	1400
3RD AVE & E. 42ND ST	EB-T							0	3		
	WB-R			0.81	0.91			0	-2		
	NB-R							0	3	1900	1300
3RD AVE & E. 43RD ST	NB-T							0	3		
3RD AVE & E. 44TH ST	NB-T					0.86	0.76	0	2	1900	1600
	NB-R							0	2	1900	1600
3RD AVE & E. 45TH ST	WB-T			0.78	0.80			0	3	1900	1200
	NB-T							0	2		
3RD AVE & E. 46TH ST	NB-T					0.86	0.76	0	2	1900	1700
	NB-R							0	3	1900	1700
3RD AVE & E. 47TH ST	WB-T							0	3	1900	1000
	WB-R							0	3	1900	1000
	NB-T							0	3		
3RD AVE & E. 48TH ST	EB-L							0	3		
	EB-T							0	3		
	NB-T							0	3	1900	1500
	NB-R							0	3	1900	1500
3RD AVE & E. 49TH ST	WB-T					0.95	0.75	0	3	1900	1300
	WB-R							0	3		
	NB-LT									1900	1650
	NB-T							0	3	1900	1650
3RD AVE & E. 50TH ST	EB-L							0	3	1900	1000
	EB-T							0	3	1900	1000
	NB-T					0.81	0.7	0	3	1900	1800
	NB-R							0	3	1900	1500

Modification of Synchro Adjustment Factors - 2016 Existing PM Peak Hour

Intersection	Approach Movement	Parking Maneuvers (#/hr)		Peak Hour Factor		Lane Utilization Factor		Lost Time Adjustment		Saturation Flow Rate	
		FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO
3RD AVE & E. 51ST ST	WB-T	5	20					0	3	1900	1000
	WB-R	5	20					0	3	1900	1000
	NB-T							0	-2		
3RD AVE & E. 52ND ST	EB-L			0.74	0.8			0	3	1900	1600
	EB-T							0	3	1900	1600
	NB-T							0	3	1900	1600
	NB-R							0	3	1900	1600
3RD AVE & E. 53RD ST	WB-T							0	3	1900	1400
	WB-R							0	2	1900	1400
	NB-LT									1900	1600
	NB-T							0	2	1900	1600
3RD AVE & E. 54TH ST	EB-T							0	3	1900	1200
	NB-T							0	3	1900	1600
	NB-R			0.78	0.8			0	3	1900	1700
3RD AVE & E. 55TH ST	WB-T							0	3	1900	1000
	WB-R							0	2	1900	1400
	NB-T					0.81	0.7				
3RD AVE & E. 56TH ST	EB-T							0	3	1900	1650
	NB-T							0	2	1900	1800
3RD AVE (Service) & E. 56TH ST	NB-T					0.95	0.7	0	3	1900	1150
	NB-TR					0.95	0.7	0	3	1900	1150
3RD AVE & E. 57TH ST	WB-T					0.95	0.7	0	2	1900	1300
	NB-LT									1900	1350
	NB-T							0	3	1900	1350
3RD AVE (Service) & E. 57TH ST	WB-T					0.95	0.7	0	3	1900	1300
	WB-R			0.75	0.8			0	2	1900	1400
	NB-TR					0.95	0.7	0	3	1900	1120
	NB-R					0.95	0.7	0	3	1900	1650
3RD AVE & E. 59TH ST	EB-T							0	3	1900	1100
	NB-R							0	1		
LEXINGTON AVE & E. 36TH ST	EB-TR							0	3	1900	1300
	SB-LT					0.91	0.85	0	3		
LEXINGTON AVE & E. 39TH ST	WB-L							0	3	1900	1500
	WB-T							0	3	1900	1500
	SB-T					0.91	0.85	0	3	1900	1300
	SB-R							0	3	1900	1200
LEXINGTON AVE & E. 40TH ST	EB-R			0.76	0.85						
	SB-LT							0	3	1900	1350
LEXINGTON AVE & E. 42ND ST	EB-T					0.95	0.8	0	3	1900	1700
	EB-R			0.63	0.8					1900	1700
	WB-L			0.75	0.8					1900	1750
	WB-T					0.95	0.75	0	3	1900	1750
	SB-L							0	3	1900	1000
	SB-T					0.91	0.75	0	3	1900	1600
	SB-R							0	3	1900	1000
LEXINGTON AVE & E. 44TH ST	SB-L			0.79	0.8						
	SB-T					0.91	0.75	0	3	1900	1750
LEXINGTON AVE & E. 45TH ST	WB-L			0.65	0.8						
	SB-T					0.91	0.8	0	3	1900	1500
	SB-R			0.75	0.8			0	3	1900	1500
LEXINGTON AVE & E. 46TH ST	SB-T					0.91	0.85	0	3	1900	1500

Modification of Synchro Adjustment Factors - 2016 Existing PM Peak Hour

Intersection	Approach Movement	Parking Maneuvers (#/hr)		Peak Hour Factor		Lane Utilization Factor		Lost Time Adjustment		Saturation Flow Rate	
		FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO
LEXINGTON AVE & E. 47TH ST	WB-L			0.78	0.8			0	2		
	WB-T							0	3	1900	1200
	SB-T					0.91	0.8	0	3	1900	1600
	SB-R			0.79	0.8			0	3	1900	1500
LEXINGTON AVE & E. 48TH ST	EB-T							0	3	1900	1200
	EB-R			0.91	0.98						
	SB-L			0.77	0.8			0	3		
	SB-T					0.91	0.8	0	3		
LEXINGTON AVE & E. 49TH ST	WB-L			0.66	0.80						
	WB-T							0	3		
	SB-T					0.91	0.80	0	3		
	SB-R							0	3	1900	1500
LEXINGTON AVE & E. 50TH ST	SB-L									1900	1700
	SB-T					0.91	0.80			1900	1700
LEXINGTON AVE & E. 51ST ST	WB-L							0	3		
	WB-T							0	3	1900	1000
	SB-T					0.91	0.80	0	3		
	SB-R							0	3		
LEXINGTON AVE & E. 52ND ST	EB-T							0	3		
	EB-R			0.72	0.8			0	3		
	SB-L			0.77	0.8						
	SB-T					0.91	0.83	0	3		
LEXINGTON AVE & E. 53RD ST	SB-T					0.91	0.83	0	3		
	SB-R							0	3		
LEXINGTON AVE & E. 54TH ST	EB-T					0.95	0.91	0	3	1900	1500
	EB-R			0.59	0.8					1900	1500
	SB-T					0.91	0.83	0	3	1900	1700
LEXINGTON AVE & E. 55TH ST	WB-T							0	3	1900	1500
	SB-T					0.91	0.83	0	3	1900	1700
	SB-R			0.74	0.8			0	3	1900	1700
LEXINGTON AVE & E. 56TH ST	EB-T							0	3	1900	1500
	EB-R							0	3		
	SB-L			0.77	0.8						
	SB-T					0.91	0.85	0	3		
LEXINGTON AVE & E. 57TH ST	EB-T					0.95	0.85	0	3	1900	1500
	EB-R			0.73	0.80			0	3	1900	1500
	WB-L			0.68	0.8						
	WB-T					0.95	0.8	0	3	1900	1600
	SB-T					0.91	0.8	0	3	1900	1600
	SB-R							0	3	1900	1600
PARK AVE SB & E. 36TH ST	EB-TR							0	3	1900	1500
PARK AVE NB & E. 38TH ST	NB-TR							0	3	1900	1600
PARK AVE SB & E. 38TH ST	EB-TR					0.95	0.85	0	3		
PARK AVE NB & E. 39TH ST	WB-TR	10	5	0.93	0.98			0	1		
	NB-LT									1900	1600
	NB-T					0.95	0.85	0	3	1900	1600
PARK AVE SB & E. 39TH ST	SB-T							0	3	1900	1600
	SB-R									1900	1600
PARK AVE NB & E. 40TH ST	EB-LT							0	3	1900	1200
	NB-TR							0	3	1900	1700

Modification of Synchro Adjustment Factors - 2016 Existing PM Peak Hour

Intersection	Approach Movement	Parking Maneuvers (#/hr)		Peak Hour Factor		Lane Utilization Factor		Lost Time Adjustment		Saturation Flow Rate	
		FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO
PARK AVE SB & E. 40TH ST	SB-T					0.91	0.36				
PARK AVE VIADUCT NB & E. 40TH ST	EB-LT							0	3	1900	1300
	NB-TR							0	3	1900	1700
PARK AVE NB & E. 46TH ST	EB-L							0	3	1900	1500
	EB-T							0	1	1900	1600
	NB-T					0.95	0.90	0	3		
PARK AVE SB & E. 46TH ST	EB-T	0	5			0.95	0.7	0	3	1900	1500
	EB-R							0	3	1900	1500
	SB-L			0.93	0.85			0	3	1900	1000
	SB-T	0	5			0.95	0.7	0	3	1900	1600
PARK AVE NB & E. 47TH ST	WB-T							0	3	1900	1400
	WB-R							0	3	1900	1500
	NB-L							0	1	1900	1500
	NB-T	0	5			0.95	0.85	0	1		
PARK AVE SB & E. 47TH ST	WB-TL							0	3		
	SB-T	0	5			0.91	0.8	0	3	1900	1700
	SB-TR									1900	1700
PARK AVE NB & E. 48TH ST	EB-L									1900	1500
	EB-T							0	1	1900	1500
	NB-T	0	5			0.86	0.8	0	3	1900	1700
	NB-R	0	5					0	3	1900	1700
PARK AVE SB & E. 48TH ST	SB-L							0	3	1900	1600
	SB-T	0	5			0.95	0.85				
PARK AVE NB & E. 49TH ST	WB-T	0	5					0	3	1900	1600
	WB-R							0	3	1900	1600
	NB-L							0	3	1900	1000
	NB-T	0	5			0.95	0.85	0	1		
PARK AVE SB & E. 49TH ST	SB-T	0	5			0.95	0.8	0	1		
PARK AVE NB & E. 50TH ST	EB-LT							0	3	1900	1200
	NB-T	0	10			0.86	0.8	0	2		
	NB-TR							0	2		
PARK AVE SB & E. 50TH ST	EB-T							0	3	1900	1300
	EB-R							0	3	1900	1500
	SB-L							0	3	1900	1400
	SB-T	0	5			0.95	0.85	0	3		
PARK AVE NB & E. 51ST ST	WB-T							0	3	1900	1600
	WB-R							0	3	1900	1600
	NB-LT							0	1	1900	1500
	NB-T					..95	0.85	0	1		
PARK AVE SB & E. 51ST ST	WB-L									1900	1500
	WB-T							0	3	1900	1500
	SB-T	0	5			0.95	0.85	0	3		
PARK AVE NB & E. 52ND ST	EB-LT							0	1	1900	1500
	NB-T	0	5			0.86	0.75	0	2		
	NB-R	0	5	0.7	0.8						
PARK AVE SB & E. 52ND ST	SB-L			0.69	0.8						
	SB-T	0	5								
PARK AVE NB & E. 53RD ST	NB-L							0	3	1900	1500
	NB-T	0	5			0.95	0.9	0	1		
PARK AVE SB & E. 53RD ST	WB-T							0	3		
	SB-T	0	5			0.91	0.85	0	3	1900	1700

Modification of Synchro Adjustment Factors - 2016 Existing PM Peak Hour

Intersection	Approach Movement	Parking Maneuvers (#/hr)		Peak Hour Factor		Lane Utilization Factor		Lost Time Adjustment		Saturation Flow Rate	
		FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO
PARK AVE NB & E. 54TH ST	EB-L									1900	1500
	EB-T							0	3	1900	1500
	NB-T	0	5			0.95	0.9	0	2		
	NB-R			0.7	0.8						
PARK AVE SB & E. 54TH ST	EB-R			0.77	0.8						
	SB-L			0.66	0.8			0	3	1900	1400
	SB-T	0	5					0	3		
PARK AVE NB & E. 55TH ST	WB-T							0	3	1900	1550
	WB-R							0	3	1900	1550
	NB-L							0	3	1900	1500
	NB-T							0	1		
PARK AVE SB & E. 55TH ST	WB-L									1900	1000
	WB-T							0	3	1900	1000
	SB-T	0	5			0.91	0.7	0	3	1900	1800
PARK AVE NB & E. 56TH ST	EB-LT							0	2	1900	1150
	NB-T	0	5					0	2	1900	1800
	NB-TR							0	2	1900	1800
PARK AVE SB & E. 56TH ST	EB-TR							0	3	1900	1300
	SB-L							0	3	1900	1400
	SB-T	0	5			0.95	0.85	0	3		
PARK AVE NB & E. 57TH ST	EB-L			0.57	0.8						
	WB-T					0.95	0.85				
	WB-R			0.71	0.8						
	NB-L							0	1		
	NB-T							0	1		
	NB-TR							0	1		
PARK AVE SB & E. 57TH ST	EB-T									1900	1300
	EB-R			0.74	0.8						
	WB-T					0.95	0.85	0	3	1900	1700
	SB-L			0.57	0.8						
	SB-R			0.79	0.8						
MADISON AVE & E. 39TH ST	WB-T							0	3	1900	1650
	NB-T					0.91	0.8	0	3		
MADISON AVE & E. 40TH ST	EB-L							0	3	1900	1800
	EB-T							0	3	1900	1800
	NB-T					0.91	0.75	0	2		
MADISON AVE & E. 41ST ST	NB-TR					0.91	0.75	0	3	1900	1800
MADISON AVE & E. 42ND ST	EB-LT			0.46	0.8						
	EB-T					0.95	0.7	0	3	1900	1800
	WB-T					0.95	0.80	0	3	1900	1800
	WB-R			0.61	0.8						
	NB-LT			0.75	0.8						
	NB-T							0	3	1900	1800
	NB-R			0.79	0.8			0	3	1900	1800
MADISON AVE & E. 43RD ST	WB-T							0	3		
	WB-R							0	3		
	NB-L							0	2	1900	1800
	NB-T					0.95	0.85	0	2	1900	1800
MADISON AVE & E. 46TH ST	NB-T					0.95	0.85				
MADISON AVE & E. 48TH ST	NB-T					0.95	0.85	0	1		
	NB-R							0	3	1900	1500

Modification of Synchro Adjustment Factors - 2016 Existing PM Peak Hour

Intersection	Approach Movement	Parking Maneuvers (#/hr)		Peak Hour Factor		Lane Utilization Factor		Lost Time Adjustment		Saturation Flow Rate	
		FROM	TO	FROM	TO	FROM	TO	FROM	TO	FROM	TO
MADISON AVE & E. 49TH ST	WB-TR					0.95	0.71	0	3	1900	1300
	NB-L							0	3		
MADISON AVE & E. 53RD ST	WB-TR							0	3	1900	1800
	NB-L							0	3		
	NB-T							0	3	1900	1000
MADISON AVE & E. 54TH ST	NB-T					0.95	0.85				
	NB-R			0.7	0.8			0	3		
5TH AVE & 38TH ST	SB-LT					0.86	0.71				
5TH AVE & 39TH ST	WB-T					0.95	0.85	0	3	1900	1700
	SB-T					0.86	0.7	0	2	1900	1800
5TH AVE & 40TH ST	SB-T					0.86	0.71	0	3	1900	1650
5TH AVE & 42ND ST	EB-R			0.61	0.8						
	WB-LT			0.38	0.80						
	SB-T					0.86	0.75	0	3	1900	1580
	SB-R			0.68	0.8						
5TH AVE & 43RD ST	WB-L							0	3	1900	1700
	WB-T							0	3	1900	1700
	SB-T					0.86	0.71	0	3	1900	1700
5TH AVE & 44TH ST	SB-LT									1900	1700
	SB-T					0.86	0.71	0	3	1900	1700
5TH AVE & 47TH ST	WB-L							0	1	1900	1500
	WB-T							0	3	1900	1000
	SB-T					0.86	0.71	0	3	1900	1700
	SB-R							0	3		
5TH AVE & 48TH ST	EB-T							0	3	1900	1400
	EB-R	10	5					0	-2		
	SB-T					0.86	0.71	0	2		
5TH AVE & 49TH ST	WB-LT					0.95	0.7	0	3	1900	1300
	SB-T					0.86	0.7	0	3	1900	1550
	SB-R							0	3	1900	1000
5TH AVE & 54TH ST	EB-TR					0.95	0.71	0	3	1900	1700
	SB-T					0.86	0.71	0	3	1900	1600
5TH AVE & 57TH ST	EB-T					0.95	0.91	0	3	1900	1500
	EB-R							0	3		
	WB-LT					0.95	0.83	0	3		
	SB-LT					0.86	0.71	0	2	1900	1200
	SB-R							0	3	1900	1400
6TH AVE & W. 48TH ST	NB-T					0.86	0.71				
	NB-R			0.74	0.98						
6TH AVE & W. 49TH ST	WB-T							0	3	1900	1300
	WB-R							0	3		
	NB-LT					0.86	0.71				

Appendix F.3

A listing of changes in intersection configuration between Existing and No-Action Conditions

Changes in Intersection Configurations between Existing and No-Action Conditions

Intersection	Project	Approach	Peak Hour	Existing Configuration	No-Action Configuration	Notes
First Avenue @ E 40th Street	Construction	EB	AM/MD/PM	5 parking maneuvers for L lane group	10 parking maneuvers for L lane group	Assume parking on south side of street in No-Action condition
First Avenue @ E 48th Street (west side)	DOT- Bike lane improvements	NB	-	0 parking maneuvers for T lane group	5 parking maneuvers for T lane group	Assumes parking on west side of street in No-Action condition
First Avenue @ E 53rd Street	Construction	NB	AM/PM	4 LT 0 parking maneuvers for LT lane group	L, 4T 5 parking maneuvers for L and T lane groups	Assumes parking on west side of street in No-Action condition Assumes replacement of left turn lane
			MD	4 LT 5 parking maneuvers for LT lane group	L, 4T 5 parking maneuvers for L lane group 10 parking maneuvers for T lane group	
First Avenue @ E 55th Street	Construction	WB	AM	6 bus blockages for TR lane group	0 bus blockages for TR lane group	Assumes bus stop in curb lane in No-Action condition
			MD	4 bus blockages for TR lane group	0 bus blockages for TR lane group	
			PM	7 bus blockages for TR lane group	0 bus blockages for TR lane group	
First Avenue @ E 57th Street	DOT- Bike lane improvements	NB	AM/PM	2 L (10'), 4 T (10'), 1 R (10') 5 parking maneuvers for L lane group	2 L (11', 12'), 3 T (10'), 1 R (11') 0 parking maneuvers for L lane group	Assumes no parking on west side of street in No-Action condition
			MD	2 L lanes (10'), 4 TR lanes (10') 5 parking maneuvers for L lane group	2 L lanes (11', 12'), 3 TR lanes (10') 0 parking maneuvers for L lane group	
Second Avenue @ E 37th Street	Construction	WB	AM	2 L, T	2 LT	Assumes bus layover area shifted to south side of street in No-Action condition Assumes No Standing 7AM-10 AM M-F and No Standing Except Trucks Loading & Unloading 10AM-7PM Except Sun on north side of street in No-Action condition
			MD	2 L, T 0 parking maneuvers for T lane group	2 LT 5 parking maneuvers for LT lane group	
			PM	2 L, T 5 parking maneuvers for T lane group	2 LT 10 parking maneuvers for LT lane group	
Second Avenue @ E 43rd Street	DOT- Bike lane improvements	SB	AM/PM	5 T, 1 R 5 parking maneuvers for T lane group	5 T, 1 R 0 parking maneuvers for T lane group	
			MD	5 TR	4 TR	
Second Avenue @ E 44th Street	DOT- Bike lane improvements	SB	AM/PM	5 LT 5 parking maneuvers for T lane group	5 LT 0 parking maneuvers for T lane group	
			MD	5 LT	1 L, 4 T	
Second Avenue @ E 45th Street	DOT- Bike lane improvements	SB	AM/PM	5 T, 1 R 5 parking maneuvers for T lane group	5 T, 1 R 0 parking maneuvers for T lane group	
			MD	5 TR	4 TR	
Second Avenue @ E 46th Street	DOT- Bike lane improvements	SB	AM/PM	5 LT 5 parking maneuvers for T lane group	5 LT 0 parking maneuvers for T lane group	
			MD	5 LT	1 L, 4 T	
Second Avenue @ E 47th Street	DOT- Bike lane improvements	SB	AM/PM	5 T, 1 R 5 parking maneuvers for T lane group	5 T, 1 R 0 parking maneuvers for T lane group	
			MD	5 TR	4 TR	
Second Avenue @ E 48th Street	DOT- Bike lane improvements	SB	AM/MD	5 LT	1 L, 4 T	
			PM	5 LT 5 parking maneuvers for T lane group	5 LT 0 parking maneuvers for T lane group	
Second Avenue @ E 49th Street	DOT- Bike lane improvements/ Construction	SB	AM	4T, 1 R 2 parking maneuvers for T lane group	4 T, 1 R 5 parking maneuvers for T lane group	
			MD	4T, 1 R 5 parking maneuvers for T lane group	4 TR 10 parking maneuvers for T lane group	
			PM	4T, 1 R 5 parking maneuvers for T lane group	5 T, 1 R 0 parking maneuvers for T lane group	
Second Avenue @ E 50th Street	DOT- Bike lane improvements	SB	AM/MD	5 LT	1 L, 4 T	
			PM	5 LT 5 parking maneuvers for T lane group	5 LT 0 parking maneuvers for T lane group	
Second Avenue @ E 51st Street	DOT- Bike lane improvements/ Construction	SB	AM	5 T, 1 R 0 parking maneuvers for T lane group	4 T, 1 R 5 parking maneuvers for T lane group	Assumes parking on east side of street in No-Action condition
			MD	5 TR	4 TR	
Second Avenue @ E 52nd Street	DOT- Bike lane improvements	SB	AM/MD/PM	5 LT	1 L, 4 T	
Second Avenue @ E 53rd Street	DOT- Bike lane improvements	SB	AM/PM	5 T, 1 R	4 T, 1 R	
			MD	5 TR	4 TR	
Second Avenue @ E 54th Street	DOT- Bike lane improvements	SB	AM/MD/PM	5 LT	1 L, 4 T	

Changes in Intersection Configurations between Existing and No-Action Conditions

Intersection	Project	Approach	Peak Hour	Existing Configuration	No-Action Configuration	Notes
Second Avenue @ E 55th Street	DOT- Bike lane improvements/ Construction	SB	AM/PM	5 T, 1 R 15 bus blockages for R lane group	4 T, 1 R 0 bus blockages for R lane group	Assumes relocation of temporary bus stops in No-Action condition to block between 56th and 57th Streets and midday parking on west side of street in No-Action condition
			MD	5 T, 1 R 5 parking maneuvers for T lane group 8 bus blockages for R lane group	4 TR 10 parking maneuvers for T lane group 0 bus blockages for R lane group	
			PM	5 T, 1 R 10 bus blockages for R lane group	4 T, 1 R 0 bus blockages for R lane group	
Second Avenue @ E 56th Street	DOT- Bike lane improvements/ Construction	SB	AM/MD/PM	5 LT	1 L, 4 T	Assumes bus stops on west side of street in No-Action condition
Second Avenue @ E 57th Street	DOT- Bike lane improvements/ Construction	SB	AM	1 L, 4 T, 1 R 0 parking maneuvers for T lane group	1 L, 4 T, R 5 parking maneuvers for T lane group	
			MD	1 L, 4 T, 1 R 0 parking maneuvers for L lane group 5 parking maneuvers for T lane group	1 L, 4 TR 5 parking maneuvers for L lane group 10 parking maneuvers for T lane group	
			PM	1 L, 4 T, 1 R 0 parking maneuvers for L lane group 0 parking maneuvers for T lane group	1 L, 4 T, R 5 parking maneuvers for L lane group 5 parking maneuvers for T lane group	
		EB	AM/PM	2 TR	2 T, 1 R	
Tunnel Exit Street @ E 37th Street	Construction	WB	PM	0 parking maneuvers for T lane group	5 parking maneuvers for T lane group	Assumes bus layovers on south side of street in No-Action condition
Tunnel Exit Street @ E 39th Street	Construction	WB	AM/MD/PM	1 TR (12') 0 parking maneuvers for TR lane group	2 TR (13') 5 parking maneuvers for TR lane group	Assumes parking on north side of street in No-Action condition
Third Avenue @ E 39th Street	Construction	WB	MD	10 parking maneuvers for T lane group 5 parking maneuvers for R lane group	5 parking maneuvers for T lane group	Assumes parking on south side of street in No-Action condition
			PM	0 parking maneuvers for T lane group	5 parking maneuvers for T lane group	
Third Avenue @ E 41st Street	Mitigation - One Vanderbilt EIS	-	PM	EB/WB: G=35 NB: G=45	EB/WB: G=36 NB: G=44	
Third Avenue @ E 42nd Street	Mitigation - One Vanderbilt EIS	-	PM	EB/WB LPI: G=6 EB/WB: G=21 EB: G=13 NB: G=35	EB/WB LPI: G=6 EB/WB: G=21 EB: G=14 NB: G=34	
Third Avenue @ E 59th Street	Construction	EB	PM	LT, T 0 bus blockages for T lane group	LT, T, T 4 bus blockages for T lane group	Assumes 3 downstream receiving lanes in No-Action condition
Lexington Avenue @ E 42nd Street	Mitigation - One Vanderbilt EIS	-	AM	EB/WB LPI: G=7 EB/WB: G=30 SB: G=43	AM: EB/WB LPI G=7 EB/WB G=29 SB G=44	
		-	MD	EB/WB LPI: G=7 EB/WB: G=30 SB: G=43	EB/WB LPI: G=7 EB/WB: G=31 SB: G=42	
Lexington Avenue @ E 54th Street	Construction	SB	AM	10 parking maneuvers for T lane group	5 parking maneuvers for T lane group	Removes 5 additional parking maneuvers added for construction in calibration
			MD/PM	0 parking maneuvers for T lane group	5 parking maneuvers for T lane group	Assumes parking on east side of street in No-Action condition
Park Avenue @ E 36th St	Construction	SB	AM/MD/PM	0 parking maneuvers for LT lane group	5 parking maneuvers for LT lane group	Assumes parking on west side of street in No-Action condition
Park Avenue @ E 39th Street	Mitigation - One Vanderbilt EIS	-	AM	WB: G=34 NB/SB: G=45	WB: G=35 NB/SB: G=44	
		-	PM	WB: G=34 NB/SB: G=45	WB: G=36 NB/SB: G=43	
Park Avenue @ E 40th Street	Mitigation - One Vanderbilt EIS	-	AM/PM	EB: G=31 NB/SB: G=48	EB: G=30 NB/SB: G=49	
	Construction	SB	AM/MD/PM	0 parking maneuvers for T lane group	5 parking maneuvers for T lane group	Assumes parking on east side of street in No-Action condition
Park Avenue @ E 47th Street	Mitigation - One Vanderbilt EIS	-	AM/PM	WB: G=38 NB/SB: G=41	WB: G=37 NB/SB: G=42	
Park Avenue @ E 52nd Street	Construction	EB	AM/MD/PM	5 parking maneuvers for TR lane group	10 parking maneuvers for TR lane group	Assumes parking on north and south sides of street in No-Action condition
Park Avenue @ E 56th Street	Construction	EB	AM/MD/PM	0 parking maneuvers for TR lane group	10 parking maneuvers for TR lane group	Assumes parking on north and south sides of street in No-Action condition

Changes in Intersection Configurations between Existing and No-Action Conditions

Intersection	Project	Approach	Peak Hour	Existing Configuration	No-Action Configuration	Notes
Vanderbilt Avenue @ E 42nd Street	Mitigation - One Vanderbilt EIS	-	AM	EB/WB: G=40 NB/SB Ped: G=40	EB/WB: G=41 NB/SB Ped: G=39	
		-	PM	EB/WB: G=40 NB/SB Ped: G=40	EB/WB: G=42 NB/SB Ped: G=38	
	Vanderbilt Place Pedestrian Plaza	WB	-	2 TR	2 T	Vanderbilt Avenue closed to vehicular traffic between 42nd and 43rd Streets
Vanderbilt Avenue @ E 43rd Street	Vanderbilt Place Pedestrian Plaza	NB	-	1 LT	Northern approach removed	Vanderbilt Avenue closed to vehicular traffic between 42nd and 43rd Streets
Vanderbilt Avenue @ E 46th Street	Mitigation - One Vanderbilt EIS	-	AM/PM	EB: G=40 NB/SB: G=40	EB: G=39 NB/SB: G=41	
Madison Avenue @ E 41st Street	Mitigation - One Vanderbilt EIS	-	AM	NB: G=45 EB T: G=23 EB L/T: G=12	NB: G=47 EB T: G=23 EB L/T: G=10	
Madison Avenue @ E 43rd Street	Mitigation - One Vanderbilt EIS	-	AM	WB: G=35 NB: G=45	WB: G=33 NB: G=47	
		-	PM	WB: G=35 NB: G=45	WB: G=34 NB: G=46	
	Construction	WB	AM/MD/PM	0 parking maneuvers for T lane group	5 parking maneuvers for T lane group	Assumes parking on south side of street in No-Action condition
Madison Avenue @ E 44th Street	Mitigation - One Vanderbilt EIS	-	AM/PM	EB: G=35 NB: G=45	EB: G=34 NB: G=46	
		EB	AM/MD/PM	LT	L= 10' (100' pocket), T	
Madison Avenue @ E 47th Street	Construction	WB	AM	1 T (8'), 1 R (8')	1 T (11'), 1 R (11')	Assumes parking on south side of street in No-Action condition
			MD	1 T (8'), 1 R (8') 0 parking maneuvers for T lane group 0 parking maneuvers for R lane group	1 T (11'), 1 R (11') 10 parking maneuvers for T lane group 10 parking maneuvers for R lane group	
			PM	1 T (8'), 1 R (8') 5 parking maneuvers for T lane group 5 parking maneuvers for R lane group	1 T (11'), 1 R (11') 10 parking maneuvers for T lane group 10 parking maneuvers for R lane group	
Madison Avenue @ E 50th Street	Construction	EB	-	1 LT (16')	1 LT (11')	Assumes south curb lane restricted to buses and medallion taxis with passengers only from 8am-6pm
Fifth Avenue @ 38th Street	Fifth Avenue Bus Lanes - DOT	SB	-	4 LT	3 LT	
Fifth Avenue @ 39th Street	Fifth Avenue Bus Lanes - DOT	SB	-	4 T, 1 R	3 T, 1 R	
Fifth Avenue @ 40th Street	Fifth Avenue Bus Lanes - DOT	SB	-	4 LT	3 LT	
Fifth Avenue @ 41st Street	Fifth Avenue Bus Lanes - DOT	SB	-	4 LT	3 LT	
Fifth Avenue @ 42nd Street	Fifth Avenue Bus Lanes - DOT	SB	-	4 LT, 1 R	3 LT, 1 R	
Fifth Avenue @ 43rd Street	Fifth Avenue Bus Lanes - DOT	SB	AM/MD	AM/MD: 4 TR, 1 R	AM/MD: 3 T, 2 R	Assumes right turns from two lanes as in existing conditions
			PM	4 T, 1 R	3 T, 1 R	
Fifth Avenue @ 44th Street	Fifth Avenue Bus Lanes - DOT	SB	-	4 LT	3 LT	
	Mitigation - One Vanderbilt EIS	-	AM	EB: G=35 SB: G=45	EB: G=34 SB: G=46	
		-	PM	EB: G=35 SB: G=45	EB: G=36 SB: G=44	
Fifth Avenue @ 45th Street	Fifth Avenue Bus Lanes - DOT	SB	-	4 T, 1 R	3 T, 1 R	
Fifth Avenue @ 46th Street	Fifth Avenue Bus Lanes - DOT	SB	-	4 LT	3 LT	
	Mitigation - One Vanderbilt EIS	-	AM	EB: G=35 SB: G=45	EB: G=34 SB: G=46	
Fifth Avenue @ 47th Street	Fifth Avenue Bus Lanes - DOT	SB	-	4 T, 1 R	3 T, 1 R	
	Mitigation - One Vanderbilt EIS	-	AM	WBT: G=24 WB: G=15 SB: G=41	WBT: G=23 WB: G=15 SB: G=42	

Changes in Intersection Configurations between Existing and No-Action Conditions

Intersection	Project	Approach	Peak Hour	Existing Configuration	No-Action Configuration	Notes
Fifth Avenue @ 48th Street	Fifth Avenue Bus Lanes - DOT	SB	-	4 LT	3 LT	
Fifth Avenue @ 49th Street	Fifth Avenue Bus Lanes - DOT	SB	-	4 T, 1 R	3 T, 1 R	
Fifth Avenue @ 50th Street	Fifth Avenue Bus Lanes - DOT	SB	-	4 LT	3 LT	
Fifth Avenue @ 51st Street	Fifth Avenue Bus Lanes - DOT	SB	-	4 T, 1 R	3 T, 1 R	
	Construction	WB	AM	5 parking maneuvers for T lane group	10 parking maneuvers for T lane group	Assumes parking on south side of street in No-Action condition
			MD	0 parking maneuvers for L lane group 5 parking maneuvers for T lane group	5 parking maneuvers for L lane group 10 parking maneuvers for T lane group	
			PM	5 parking maneuvers for T lane group	10 parking maneuvers for T lane group	
Fifth Avenue @ 52nd Street	Fifth Avenue Bus Lanes - DOT	SB	-	4 LT	3 LT	
Fifth Avenue @ 53rd Street	Fifth Avenue Bus Lanes - DOT	SB	-	4 T, 1 R	3 T, 1 R	
Fifth Avenue @ 54th Street	Fifth Avenue Bus Lanes - DOT	SB	-	4 LT	3 LT	
Fifth Avenue @ 55th Street	Fifth Avenue Bus Lanes - DOT	SB	AM/PM	4 T, 1 R	3 T, 1 R	Assumes right turns from two lanes as in existing conditions
			MD	4TR, 1R	3 T, 2 R	
Fifth Avenue @ 56th Street	Fifth Avenue Bus Lanes - DOT	SB	-	4 LT	3 LT	
Fifth Avenue @ 57th Street	Fifth Avenue Bus Lanes - DOT	SB	-	4 LT, 1 R	3 LT, 1 R	

Appendix F.4

Assignment of Auto Trips to Off-Street Parking Facilities



Assignment of Auto Trips to Off-Street Parking Facilities

Project Name/ Address	On-Site	Parking Facility #1	Parking Facility #4	Parking Facility #14	Parking Facilities #15, #17	Parking Facility #12	Parking Facility #19	Parking Facility #24	Parking Facilities #16, #18	Parking Facility #23	Parking Facility #25	Parking Facility #26	Parking Facility #28	Parking Facilities #29, #31	Parking Facilities #27, #32	Parking Facility #33	Parking Facility #34	Parking Facility #35	Parking Facility #36	Parking Facility #37	Parking Facility #38	Parking Facility #39, No Build Site #27	Parking Facilities #42, #44	Parking Facility #43	Parking Facilities #52, #53	Parking Facilities #45, #46, #47, #55	Parking Facility #51	Parking Facilities #54, #58	Parking Facilities #56, #62	Parking Facility #57	Parking Facility #63	Parking Facilities #60, #61, #65, #67	Parking Facility #68	Parking Facility #64	Parking Facility #69	Parking Facility #71	Parking Facility #74	Parking Facility #72	Parking Facilities #78, #83	Parking Facility #79	Parking Facilities #84, #85	Parking Facility #92	Parking Facilities #91, #99	Parking Facility #100	Parking Facility #98	148 Madison Ave, 325 5th Ave	136 W 40th St, 143 W 40th St	1133 6th Ave, 141 W 43rd St	Parking Facility #90	No Build Site #32, Parking Facilities #21, #22	No Build Site #33, Parking Facility #8	No Build Site #5, Parking Facility #107	Parking Facility #97	No Build Site #4, Parking Facility #105
No-Action Development Sites																																																					
Site #4 - 434 Park Avenue	100%																																																					100%
Site #5 - Art & Design HS&PS 59: 2nd Av & 57th St	100%																																																	100%			
Site #6 - 53 West 53rd Street (Tower Verre)																																						100%														
Site #8 - John Pierce Residences, 11 East 51st St																																						100%														
Site #9 - 614 Lexington Avenue (100 E 53rd Street)																																							100%														
Site #12 - Waldorf Astoria Hotel																																	2%									15%	22%		19%	22%								20%	
Site #13 - 138 East 50th Street																																				100%																		
Site #19 - Stanford Hotels, 120 West 41st Street																																																	100%			
Site #20 - 7 Bryant Park																																																	100%			
Site #21 - 516-520 Fifth Avenue																																																		100%		
Site #22 - 14-20 West 40th Street				22%					16%				12%						8%																																42%				
Site #23 - 343 Madison Avenue				1%									15%				27%		5%		5%							36%	5%			6%																						
Site #24 - One Vanderbilt	Based on traffic assignment to parking facilities in project's EIS																																																				
Site #26 - 686-700 Third Avenue																						20%	80%																																	
Site #27 - 212-214 East 44th Street	100%																					100%																																	
Site #28 - 219 East 44th Street	100%																						100%																																
Site #29 - 227-235 East 44th Street																						100%																																
Site #32 - 225 East 39th Street	100%																																																				100%		
Site #33 - Perlbinder 245 East 36th Street	100%																																																				100%		
Site #34 - UNDC Project/Robert Moses Playground								33%							13%	54%																																								
Site #35 - First Avenue Properties	Based on traffic assignment to parking facilities in project's EIS																																																				
Site #37 - 160 Madison Avenue																																																				100%			
With-Action Development Sites																																																					
Projected Development Site #1		20%				80%																																																
Projected Development Site #2			24%	2%		42%	32%																																														
Projected Development Site #3				35%					22%				16%						20%									7%																									
Projected Development Site #4				4%					18%										18%									71%	7%																								
Projected Development Site #5																												39%		28%		33%																						
Projected Development Site #6																											31%					36%							23%	10%												
Projected Development Site #7																																							18%												82%			
Projected Development Site #8																25%																																					75%		
Projected Development Site #9																		63%				37%																																	
Projected Development Site #10																						33%				11%	3%			4%	29%		4%	16%																				
Projected Development Site #11																									21%	10%					17%			9%	3%		12%					28%										
Projected Development Site #12																																				36%				64%												
Projected Development Site #13																																							32%	48%		20%										
Projected Development Site #14																																									50%	50%										
Projected Development Site #15										28%				30%	25%																																				17%			
Projected Development Site #16														56%								40%	4%																															

Appendix F.5

Traffic LOS Tables for Existing, No-Action, and With-Action Conditions

Greater East Midtown Rezoning EIS

2016 Existing Condition Level of Service Tables

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
1st Avenue & East 40th Street												
Eastbound	L	0.59	27.2	C	L	0.60	36.0	D	L	0.48	29.6	C
Northbound	T	0.86	26.2	C	T	0.73	20.9	C	T	1.05	60.4	E
1st Avenue & East 42nd Street												
Eastbound (East Side)	T	0.90	30.5	C	T	0.70	18.5	B	T	0.57	14.5	B
Westbound (East Side)	TR	1.04	93.1	F	TR	0.68	36.9	D	TR	0.73	34.7	C
	R	1.05	109.5	F	R	0.85	66.7	E	R	1.05	105.6	F
Northbound (East Side)	LT	0.56	65.5	E	LT	0.36	17.9	B	LT	0.87	96.1	F
	R	0.12	20.1	C	R	0.12	15.9	B	R	0.32	28.2	C
Eastbound (West Side)	L	1.05	133.1	F	L	1.05	110.6	F	L	1.05	112.2	F
	T	0.55	21.6	C	T	0.41	20.8	C	T	0.37	14.4	B
Westbound (West Side)	TR	0.86	11.4	B	TR	0.58	6.1	A	TR	0.49	5.5	A
Northbound (West Side)	L	0.42	21.3	C	L	0.30	14.6	B	L	0.38	27.7	C
	T	0.63	81.8	F	T	0.38	17.2	B	T	0.51	59.9	E
1st Avenue & East 44th Street												
Eastbound	L	0.72	26.1	C	L	0.95	50.0	D	L	0.53	20.9	C
Northbound	T	0.66	1.6	A	T	0.47	0.8	A	T	0.63	2.0	A
1st Avenue & East 46th Street												
Eastbound	L	0.88	41.3	D	L	1.02	70.1	E	L	1.05	71.8	E
Northbound	T	0.66	2.1	A	T	0.57	1.7	A	T	0.71	5.0	A
1st Avenue & East 47th Street												
Northbound (East Side)	T	0.76	14.6	B	T	0.73	14.8	B	T	0.82	20.2	C
Northbound (West Side)	L	0.60	14.1	B	L	0.39	10.9	B	L	0.48	12.2	B
	T	0.67	14.6	B	T	0.66	15.2	B	T	0.64	14.2	B
1st Avenue & East 48th Street (East Side)												
Northbound	T	0.29	0.3	A	T	0.29	0.3	A	T	0.26	0.2	A
	R	0.75	5.9	A	R	0.76	7.7	A	R	0.78	6.7	A
1st Avenue & East 49th Street												
Westbound (East Side)	T	0.88	41.1	D	T	0.66	26.1	C	T	0.83	36.0	D
	R	0.19	16.8	B	R	0.19	16.7	B	R	0.21	16.9	B
Northbound (East Side)	T	0.86	43.7	D	T	0.80	25.3	C	T	1.00	81.4	F
Westbound (West Side)	T	0.88	12.4	B	T	0.66	5.1	A	T	0.83	10.0	B
Northbound (West Side)	LT	0.98	40.0	D	LT	0.88	24.8	C	LT	1.02	51.1	D
1st Avenue & East 53rd Street												
Westbound	TR	0.68	27.1	C	TR	0.57	24.3	C	TR	0.66	26.4	C
Northbound	LT	0.84	24.5	C	LT	0.90	28.0	C	LT	1.05	75.2	E
1st Avenue & East 54th Street												
Eastbound	LT	1.05	80.5	F	LT	1.04	79.2	E	LT	1.05	82.2	F
Northbound	T	0.88	20.1	C	TR	0.85	7.8	A	T	0.92	27.5	C
	R	0.76	15.8	B					R	0.78	10.0	B
1st Avenue & East 55th Street												
Westbound	TR	0.81	41.2	D	TR	0.99	71.0	E	TR	0.73	35.0	D
Northbound	L	1.03	69.2	E	L	0.92	37.9	D	L	1.04	58.0	E
	T	0.91	22.2	C	T	0.68	4.3	A	T	0.84	6.8	A
1st Avenue & East 57th Street												
Eastbound	LT	1.04dl	46.8	D	LT	1.00dl	39.8	D	LT	0.54	33.4	C
Westbound	TR	0.38	30.1	C	TR	0.75	39.1	D	TR	0.85	46.1	D
Northbound	L	0.43	20.1	C	L	0.99	57.9	E	L	0.89	33.1	C
	T	0.94	24.8	C	TR	0.58	6.8	A	T	0.62	8.0	A
	R	0.23	7.9	A					R	0.15	7.4	A

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
2nd Avenue & East 36th Street												
Eastbound	TR	1.03	63.5	E	TR	0.80	19.5	B	TR	1.00	55.1	E
Southbound	L	1.05	63.6	E	L	0.28	6.9	A	L	0.78	16.7	B
	T	1.05	51.5	D	T	0.72	11.1	B	T	1.03	37.3	D
Westbound (Tunnel Exit)	L	1.00	74.0	E								
2nd Avenue & East 37th Street												
Westbound	L	0.36	27.6	C	L	0.20	13.8	B	L	0.24	14.8	B
	T	0.48	36.9	D	T	0.23	14.9	B	T	0.32	17.7	B
Southbound	T	1.04	29.9	C	TR	0.96	18.2	B	T	1.05	50.7	D
	R	0.09	3.5	A					R	0.25	4.3	A
2nd Avenue & East 38th Street												
Eastbound	TR	0.89	51.8	D	TR	0.71	29.9	C	TR	0.91	50.7	D
Southbound	LT	1.05	63.6	E	LT	0.95	17.5	B	LT	1.05	54.3	D
2nd Avenue & East 39th Street												
Westbound	L	0.10	21.2	C	L	0.26	23.5	C	L	0.25	23.3	C
	T	0.64	33.0	C	T	0.31	23.6	C	T	0.31	23.6	C
Southbound	T	1.04	62.7	E	TR	1.05	59.5	E	T	1.04	57.3	E
	R	0.91	37.4	D					R	0.76	14.5	B
2nd Avenue & East 40th Street												
Eastbound	T	0.60	38.5	D	T	0.44	20.7	C	T	0.68	27.4	C
	R	0.35	33.8	C	R	0.76	37.7	D	R	0.69	27.0	C
Southbound	LT	0.92	32.6	C	LT	0.96	54.4	D	LT	0.96	44.2	D
2nd Avenue & East 41st Street												
Eastbound	TR	0.54	44.4	D	TR	0.55	30.2	C	TR	0.79	43.7	D
Southbound	LT	1.04	50.9	D	LT	1.01	41.1	D	LT	1.04	59.9	E
	R	0.60	16.5	B	R	0.11	8.0	A	R	0.16	5.1	A
2nd Avenue & East 42nd Street												
Eastbound	TR	0.98	50.5	D	TR	0.79	45.2	D	TR	0.77	22.7	C
Westbound	LT	0.69	17.5	B	LT	0.72	47.3	D	LT	0.90dl	22.9	C
Southbound					L	1.04	70.9	E				
	LT	0.94	39.3	D	T	0.98	49.8	D	LT	1.01	62.2	E
	R	0.67	26.9	C	R	0.89	39.0	D	R	0.69	17.2	B
2nd Avenue & East 43rd Street												
Westbound	LT	0.33	24.7	C	LT	0.23	23.0	C	LT	0.36	25.3	C
Southbound	T	0.95	27.5	C	TR	0.99	47.5	D	T	1.01	53.3	D
	R	0.80	21.4	C					R	0.85	15.6	B
2nd Avenue & East 44th Street												
Eastbound	TR	0.72	36.6	D	TR	0.66	23.2	C	TR	0.74	27.4	C
Southbound	LT	1.01	39.9	D	LT	0.98	36.0	D	LT	1.03	49.9	D
2nd Avenue & East 45th Street												
Westbound	LT	0.87	67.1	E	LT	0.62	35.5	D	LT	1.00	62.4	E
Southbound	T	0.99	36.2	D	TR	1.01	39.8	D	T	1.02	49.5	D
	R	0.93	34.5	C					R	0.66	14.3	B
2nd Avenue & East 46th Street												
Eastbound	TR	0.59	33.8	C	T	0.51	31.6	C	TR	1.05dr	46.6	D
					R	1.05	97.7	F				
Southbound	LT	1.01	49.6	D	LT	0.96	41.1	D	LT	1.01	48.6	D
2nd Avenue & East 47th Street												
Westbound	L	0.16	45.3	D	L	0.14	46.8	D	L	0.06	16.7	B
	T	0.56	54.5	D	T	0.32	50.2	D	T	0.46	18.4	B
Southbound	T	1.03	50.0	D	TR	1.05	42.6	D	T	1.03	36.9	D
	R	0.64	8.9	A					R	0.97	34.9	C
2nd Avenue & East 48th Street												
Eastbound	TR	1.04	73.9	E	TR	1.05	80.9	F	TR	1.05	83.4	F
Southbound	LT	1.05	62.5	E	LT	1.05	55.3	E	LT	0.98	56.0	E

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
2nd Avenue & East 49th Street												
Westbound	L	0.62	14.6	B	L	0.93	53.7	D	L	1.04	73.4	E
	T	0.36	14.4	B	T	0.21	18.9	B	T	0.37	18.6	B
Southbound	T	1.05	58.8	E	T	0.92	49.2	D	T	1.04	53.0	D
	R	0.85	21.1	C	R	0.61	11.0	B	R	0.45	2.8	A
2nd Avenue & East 50th Street												
Eastbound	TR	0.52	33.3	C	TR	0.56	34.9	C	TR	0.48	16.7	B
Southbound	LT	1.04	42.1	D	LT	1.03	43.9	D	LT	1.01	42.6	D
2nd Avenue & East 51st Street												
Westbound	L	0.76	57.0	E								
	T	0.59	36.9	D	LT	0.68	35.2	D	LT	0.68	34.6	C
Southbound	T	0.99	47.6	D	TR	0.95	39.6	D	T	0.94	25.2	C
	R	0.84	25.1	C					R	0.86	24.4	C
2nd Avenue & East 52nd Street												
Eastbound	TR	0.77	39.2	D	TR	0.86	44.1	D	TR	0.81	51.0	D
Southbound	LT	1.01	41.1	D	LT	0.98	23.1	C	LT	0.95	13.4	B
2nd Avenue & East 53rd Street												
Westbound	LT	0.95	47.4	D	LT	1.04dl	61.3	E	LT	0.87	48.2	D
Southbound	T	0.95	28.8	C	TR	0.94	24.1	C	T	0.97	23.2	C
	R	0.59	17.5	B					R	0.60	9.2	A
2nd Avenue & East 54th Street												
Eastbound	TR	0.57	27.6	C	TR	0.55	25.3	C	TR	0.45	30.2	C
Southbound	LT	1.03	47.8	D	LT	1.01	46.3	D	LT	1.03	47.5	D
2nd Avenue & East 55th Street												
Westbound	L	0.30	17.5	B	L	0.75	24.9	C	L	0.34	27.6	C
	T	0.85	31.6	C	T	1.05	71.8	E	T	1.05	76.6	E
Southbound	T	1.04	63.5	E	T	1.02	64.8	E	T	1.02	55.5	E
	R	0.21	11.7	B	R	0.46	13.6	B	R	0.17	3.7	A
2nd Avenue & East 56th Street												
Eastbound	T	0.71	28.7	C	T	0.50	11.7	B	T	0.60	26.1	C
	R	0.69	29.7	C	R	0.53	15.6	B	R	0.38	22.1	C
Southbound	LT	0.99	53.2	D	LT	1.02	64.5	E	LT	0.94	52.6	D
2nd Avenue & East 57th Street												
Eastbound	TR	1.02	96.7	F	TR	1.03	70.8	E	TR	1.04	66.5	E
Westbound	L	1.05	92.7	F								
	LT	1.05	77.1	E	LT	0.74	35.2	D	LT	0.46	25.6	C
Southbound	L	0.49	29.6	C	L	0.18	19.9	B	L	0.51	16.1	B
	T	0.89	31.8	C	T	0.97	37.8	D	T	0.90	21.5	C
	R	0.91	64.0	E	R	0.84	42.3	D	R	0.69	23.4	C
2nd Avenue & East 59th Street												
Eastbound	L	1.03	49.9	D	L	0.98	45.2	D	L	1.05	57.6	E
	TR	0.38	17.7	B	TR	0.49	19.2	B	TR	0.73	27.8	C
Southbound	L	1.05	69.6	E	L	0.95	49.9	D	L	1.00	52.6	D
	LT	1.05	64.0	E	LT	1.05	57.2	E	LT	1.05	56.6	E
2nd Avenue & East 60th Street												
Westbound	LT	0.04	14.4	B	LT	0.01	14.2	B	LT	0.02	14.2	B
Southbound	L	0.05	14.6	B					L	0.06	14.8	B
	T	0.97	81.9	F	LTR	1.05	80.0	F	T	1.05	79.1	E
	R	0.13	15.9	B					R	0.11	15.6	B
Westbound (Bridge Exit)	L	0.89	39.8	D	L	0.92	42.9	D	L	0.92	41.2	D
	T	1.03	68.8	E	T	0.66	27.8	C	T	0.98	59.5	E
Tunnel Exit Street & East 37th Street												
Westbound	TR	0.18	7.1	A	TR	0.50	40.1	D	TR	0.25	34.9	C
North-Westbound	L	0.24	0.1	A	L	0.18	0.1	A	L	0.21	0.1	A
	R	0.50	17.6	B	R	0.42	10.7	B	R	0.52	17.8	B

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
Tunnel Exit Street & East 39th Street												
Westbound	TR	1.05	89.9	F	TR	1.05	85.0	F	TR	0.84	44.5	D
Northbound					L	0.92	74.7	E				
	LT	0.25	6.8	A	T	0.09	20.1	C	LT	1.02dl	14.0	B
Tunnel Exit Street & East 40th Street												
Eastbound	LT	0.73	50.4	D	LT	0.70	31.0	C	LT	0.77	28.7	C
Northbound	TR	0.19	14.4	B	TR	0.21	5.6	A	TR	0.21	11.4	B
3rd Avenue & East 36th Street												
Eastbound	LT	0.88	41.6	D	LT	0.54	20.5	C	LT	0.73	27.3	C
Northbound	TR	0.74	26.3	C	TR	0.87	33.7	C	TR	0.51	19.0	B
	R	0.94	88.0	F	R	0.70	55.7	E	R	1.04	113.8	F
3rd Avenue & East 37th Street												
Westbound	TR	0.51	14.5	B	TR	0.47	14.6	B	TR	0.49	16.1	B
	R	0.67	54.3	D	R	0.69	54.9	D	R	0.90	83.2	F
Northbound	LT	0.88	23.1	C	LT	0.88	58.6	E	LT	0.54	5.5	A
3rd Avenue & East 38th Street												
Eastbound	LT	0.30	31.5	C	LT	0.42	31.5	C	LT	0.67	36.6	D
Northbound	T	0.83	17.6	B	T	0.89	45.2	D	T	0.59	9.8	A
	R	0.54	12.7	B	R	0.37	11.7	B	R	0.33	8.9	A
3rd Avenue & East 39th Street												
Westbound	T	1.01	80.8	F	T	1.05	71.8	E	T	0.79	48.9	D
	R	1.04	76.1	E	R	0.75	33.8	C	R	0.45	24.8	C
Northbound	LT	1.04	70.9	E	LT	1.04	69.2	E	LT	0.92	38.7	D
3rd Avenue & East 40th Street												
Eastbound	LT	0.71	41.5	D	LT	0.79	53.6	D	LT	1.00	114.1	F
Northbound	T	1.01	47.0	D	T	1.02	44.4	D	T	1.04	66.2	E
	R	0.65	25.8	C	R	0.87	34.0	C	R	0.94	64.9	E
3rd Avenue & East 41st Street												
Eastbound					L	0.93	87.3	F				
	LT	0.64	58.3	E	T	0.29	39.0	D	LT	1.01	69.6	E
Westbound	R	1.01	88.6	F	R	1.03	99.5	F	R	0.80	54.8	D
Northbound	T	0.97	65.6	E	T	0.85	26.6	C	T	0.96	51.1	D
	R	0.30	13.9	B	R	0.26	14.7	B	R	0.25	12.6	B
3rd Avenue & East 42nd Street												
Eastbound	L	0.94	60.6	E	L	0.83	65.7	E	L	0.99	85.6	F
	T	0.85	21.0	C	T	0.95	62.1	E	T	0.81	43.5	D
Westbound	T	0.68	40.5	D	T	0.71	37.3	D	T	0.60	35.3	D
	R	0.97	100.2	F	R	1.01	99.6	F	R	0.96	90.3	F
Northbound	LT	1.01	75.9	E	LT	1.00	67.0	E	LT	0.91	47.8	D
	R	0.43	23.1	C	R	0.75	39.5	D	R	0.75	38.1	D
3rd Avenue & East 43rd Street												
Westbound	TR	0.44	20.3	C	TR	0.66	18.9	B	TR	0.60	18.3	B
	R	0.48	21.6	C								
Northbound	LT	0.95	23.7	C	LT	0.95	22.4	C	LT	0.93	42.2	D
3rd Avenue & East 44th Street												
Eastbound	LT	0.27	26.8	C	LT	0.20	26.1	C	LT	0.25	26.6	C
Northbound	T	0.92	26.2	C	T	0.95	49.3	D	T	1.05	58.9	E
	R	0.82	30.8	C	R	0.94	48.4	D	R	0.96	46.4	D
3rd Avenue & East 45th Street												
Westbound	T	0.90	47.8	D	T	0.47	17.2	B	T	0.60	12.8	B
	R	0.66	57.7	E	R	0.57	38.2	D	R	0.73	36.9	D
Northbound	LT	1.00	47.2	D	LT	1.05	73.8	E	LT	1.02	59.9	E

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
3rd Avenue & East 46th Street												
Eastbound	L	0.50	38.4	D	L	0.25	28.7	C	L	0.33	41.0	D
	T	0.35	12.5	B	T	0.45	10.4	B	T	0.58	24.3	C
Northbound	T	0.93	42.6	D	T	1.00	58.3	E	T	1.04	57.5	E
	R	0.47	19.3	B	R	0.99	41.8	D	R	0.79	16.5	B
3rd Avenue & East 47th Street												
Westbound	T	0.90	41.3	D	T	0.85	39.3	D	T	0.82	37.0	D
	R	0.55	17.4	B	R	0.66	29.5	C	R	0.61	27.5	C
Northbound	LT	1.04	58.8	E	LT	1.03	67.8	E	LT	1.04	67.0	E
3rd Avenue & East 48th Street												
Eastbound	L	0.24	19.3	B	L	0.24	21.0	C	L	0.23	21.2	C
	T	0.52	23.9	C	T	0.38	23.3	C	T	0.48	23.4	C
Northbound	T	0.92	24.6	C	T	1.01	73.5	E	T	1.02	71.4	E
	R	0.64	19.9	B	R	0.89	46.1	D	R	0.90	45.3	D
3rd Avenue & East 49th Street												
Westbound	T	0.95	53.5	D	T	0.46	16.8	B	T	0.59	22.7	C
	R	0.53	43.7	D	R	0.39	39.4	D	R	0.51	46.8	D
Northbound	LT	0.97	64.3	E	LT	1.04	74.6	E	LT	1.04	73.9	E
3rd Avenue & East 50th Street												
Eastbound	L	0.21	12.2	B	L	0.31	6.7	A	L	0.63	24.6	C
	T	0.43	13.3	B	T	0.45	7.9	A	T	0.70	26.7	C
Northbound	T	1.03	71.8	E	T	1.03	66.5	E	T	1.00	63.4	E
	R	1.01	73.6	E	R	1.01	72.0	E	R	0.58	19.9	B
3rd Avenue & East 51st Street												
Westbound	T	0.73	33.4	C	T	0.74	30.1	C	T	1.04	78.3	E
	R	0.38	21.2	C	R	0.37	19.3	B	R	0.64	27.2	C
Northbound	LT	1.05	68.6	E	LT	0.98	46.5	D	LT	1.00	74.9	E
3rd Avenue & East 52nd Street												
Eastbound	LT	0.71	23.8	C	LT	0.75	20.0	B	LT	0.84	40.0	D
Northbound	T	1.01	51.2	D	T	0.97	37.2	D	T	1.02	70.0	E
	R	0.97	52.4	D	R	0.96	60.8	E	R	0.82	50.3	D
3rd Avenue & East 53rd Street												
Westbound	T	1.01	65.5	E	T	0.53	10.6	B	T	0.95	38.4	D
	R	0.95	88.3	F	R	0.73	36.6	D	R	0.80	52.9	D
Northbound	LT	0.99	50.0	D	LT	0.95	40.4	D	LT	1.04	70.6	E
3rd Avenue & East 54th Street												
Eastbound	L	0.67	46.8	D	L	0.93	65.7	E	L	0.53	56.0	E
	T	0.52	20.1	C	T	0.63	21.1	C	T	0.63	37.9	D
Northbound	T	0.96	63.4	E	T	0.93	66.1	E	T	0.99	73.0	E
	R	0.68	35.3	D	R	0.69	36.2	D	R	0.81	43.7	D
3rd Avenue & East 55th Street												
Westbound	T	0.92	42.6	D	T	0.81	30.8	C	T	1.03	62.9	E
	R	0.87	50.9	D	R	0.99	68.4	E	R	0.95	66.4	E
Northbound	LT	1.02	48.4	D	LT	1.03	52.7	D	LT	1.04	61.9	E
3rd Avenue & East 56th Street												
Eastbound (West Side)	LT	0.80	47.3	D	LT	0.92	95.9	F	LT	1.04	69.7	E
Northbound (West Side)	T	1.00	40.8	D	T	0.92	28.7	C	T	1.05	67.0	E
Eastbound (East Side)	LT	0.89	29.0	C	LT	0.86	20.6	C	LT	0.59	3.9	A
Northbound (East Side)	TR	0.51	14.6	B	TR	1.02	78.9	E	TR	1.04	41.1	D

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
3rd Avenue & East 57th Street												
Eastbound (West Side)	LT	0.83	63.4	E	LT	0.92	115.9	F	LT	0.99	99.7	F
Westbound (West Side)	TR	0.79	12.8	B	TR	0.76	20.9	C	TR	0.72	18.9	B
Northbound (West Side)	LT	0.90	21.2	C	LT	0.99	39.1	D	LT	0.99	35.2	D
Eastbound (East Side)	T	0.54	9.4	A	T	1.04	54.2	D	T	0.84	13.3	B
Westbound (East Side)	T	0.76	17.8	B	T	0.66	29.9	C	T	0.75	48.1	D
	R	0.73	18.9	B	R	0.56	28.3	C	R	0.72	52.6	D
Northbound (East Side)	TR	0.81	41.7	D	TR	1.05	68.1	E	TR	1.04	62.3	E
	R	0.32	26.3	C	R	1.04	81.8	F	R	1.05	67.5	E
3rd Avenue & East 59th Street												
Eastbound	LT	0.94	45.8	D	LT	1.02	71.1	E	LT	1.00	64.4	E
Northbound	T	0.66	9.1	A	T	0.58	8.2	A	T	0.51	6.3	A
	R	1.01	65.2	E	R	0.86	37.4	D	R	1.04	78.7	E
Lexington Avenue & East 36th Street												
Eastbound	TR	0.56	53.5	D	TR	0.58	46.1	D	TR	0.77	57.4	E
Southbound	LT	0.97	20.7	C	LT	0.95	21.4	C	LT	0.87	12.8	B
Lexington Avenue & East 38th Street												
Eastbound	T	0.38	36.5	D	T	0.59	42.6	D	T	0.70	37.4	D
	R	0.80	81.4	F	R	0.84	86.8	F	R	0.77	68.4	E
Southbound	L	0.12	1.3	A	L	0.16	2.1	A	L	0.12	1.2	A
	T	0.98	16.5	B	T	0.83	10.5	B	T	0.51	1.7	A
Lexington Avenue & East 39th Street												
Westbound	L	1.03	66.4	E	L	1.03	74.5	E	L	0.68	46.6	D
	T	1.04	43.6	D	T	1.05	54.4	D	T	1.03	84.9	F
Southbound	T	0.98	39.9	D	T	0.99	28.3	C	TR	0.94	19.4	B
	R	0.74	21.7	C	R	0.74	18.3	B				
Lexington Avenue & East 40th Street												
Eastbound	T	0.72	26.7	C	T	0.58	20.4	C	T	0.49	22.3	C
	R	1.04	100.5	F	R	0.47	39.6	D	R	1.05	98.3	F
Southbound	LT	1.04	70.0	E	LT	1.03	65.3	E	LT	0.79	6.5	A
Lexington Avenue & East 42nd Street												
Eastbound	T	0.70	10.6	B	T	0.90	42.5	D	T	0.89	42.2	D
	R	0.26	12.6	B	R	0.88	58.9	E	R	0.27	25.0	C
Westbound	LT	0.75	20.3	C	LT	0.82	45.3	D	LT	1.02	78.0	E
Southbound	L	0.62	22.0	C	L	0.42	20.4	C	L	0.87	41.7	D
	T	0.99	55.2	E	T	0.82	27.7	C	T	0.94	51.3	D
	R	0.87	39.7	D	R	0.69	24.9	C	R	0.77	35.3	D
Lexington Avenue & East 44th Street												
Southbound	LT	1.00	40.1	D	LT	1.05	66.1	E	LT	1.04	68.3	E
Lexington Avenue & East 45th Street												
Westbound	L	0.65	32.1	C								
	T	0.69	30.3	C	LT	0.78	43.2	D	LT	0.99	62.3	E
Southbound	T	0.89	23.2	C	T	0.96	49.6	D	T	0.92	37.8	D
	R	0.77	29.3	C	R	0.16	8.1	A	R	0.35	11.9	B
Lexington Avenue & East 46th Street												
Eastbound	T	0.64	56.9	E	T	0.82	56.1	E	T	1.00	43.2	D
	R	0.65	61.1	E	R	0.14	45.5	D	R	0.29	27.6	C
Southbound	LT	0.94	22.1	C	LT	0.99	33.2	C	LT	1.00	28.5	C
Lexington Avenue & East 47th Street												
Westbound	L	0.71	39.8	D	L	1.03	94.4	F	L	0.97	85.4	F
	T	0.59	14.7	B	T	0.98	51.7	D	T	1.01	65.6	E
Southbound	T	0.89	25.2	C	T	0.97	37.0	D	T	1.02	46.0	D
	R	0.70	24.5	C	R	0.74	33.3	C	R	0.76	26.1	C

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
Lexington Avenue & East 48th Street												
Eastbound	T	0.66	35.2	D	T	1.03	84.1	F	T	0.97	66.2	E
	R	0.92	89.8	F	R	1.05	112.7	F	R	0.99	99.2	F
Southbound	LT	0.98	40.1	D	LT	0.89	24.4	C	LT	0.96	52.4	D
Lexington Avenue & East 49th Street												
Westbound	L	0.46	35.4	D								
	T	0.40	30.7	C	LT	0.53	29.8	C	LT	0.64	38.4	D
Southbound	T	0.86	18.8	B	T	0.97	29.9	C	T	0.89	32.4	C
	R	0.63	18.8	B	R	0.34	14.3	B	R	0.34	14.3	B
Lexington Avenue & East 50th Street												
Eastbound	TR	0.93	44.9	D	TR	0.38	27.1	C	TR	0.34	23.9	C
Southbound	LT	1.03	52.2	D	LT	0.94	26.0	C	LT	1.02	52.2	D
Lexington Avenue & East 51st Street												
Westbound	L	0.55	43.0	D	L	0.93	76.7	E	L	0.90	51.2	D
	T	0.48	21.3	C	T	0.80	41.7	D	T	0.91	37.2	D
Southbound	T	0.87	21.8	C	T	1.00	53.6	D	T	0.85	19.2	B
	R	0.54	13.6	B	R	1.04	98.0	F	R	0.48	13.8	B
Lexington Avenue & East 52nd Street												
Eastbound	T	0.53	20.0	B	T	0.87	38.7	D	T	0.56	25.1	C
	R	0.76	50.2	D	R	0.91	65.6	E	R	0.87	57.1	E
Southbound	LT	1.00	47.9	D	LT	0.83	22.9	C	LT	0.96	32.3	C
Lexington Avenue & East 53rd Street												
Westbound	L	0.49	15.7	B	L	0.07	21.9	C	L	0.18	16.8	B
	T	1.04	69.7	E	T	0.75	34.3	C	T	0.85	31.0	C
Southbound	T	1.02	71.7	E	T	0.93	19.4	B	T	0.73	13.7	B
	R	0.78	96.0	F	R	0.62	26.1	C	R	0.35	16.0	B
Lexington Avenue & East 54th Street												
Eastbound	T	0.80	24.7	C	TR	0.88	34.2	C	TR	0.65	25.6	C
	R	0.42	13.3	B								
Southbound	LT	0.91	28.1	C	LT	0.94	22.6	C	LT	0.91	19.3	B
Lexington Avenue & East 55th Street												
Westbound	L	0.70	38.6	D	L	0.97	75.2	E	L	0.82	45.5	D
	T	0.58	16.3	B	T	0.79	35.6	D	T	0.71	21.9	C
Southbound	T	0.96	27.1	C	T	0.92	24.8	C	T	0.80	14.6	B
	R	0.30	12.4	B	R	0.57	19.1	B	R	0.46	13.6	B
Lexington Avenue & East 56th Street												
Eastbound	T	0.52	15.2	B	T	0.63	17.7	B	T	0.73	16.6	B
	R	0.73	52.6	D	R	1.02	78.2	E	R	0.83	45.8	D
Southbound	LT	0.99	63.6	E	LT	0.91	33.0	C	LT	0.93	38.6	D
Lexington Avenue & East 57th Street												
Eastbound	T	0.75	24.9	C	T	0.72	22.2	C	T	1.02	57.7	E
	R	0.76	29.4	C	R	0.64	20.6	C	R	0.55	29.5	C
Westbound	LT	0.81	45.8	D	LT	0.84	46.1	D	LT	0.80	44.2	D
Southbound	LT	0.93	55.2	E	LT	0.85	32.4	C	LT	0.91	39.5	D
	R	0.22	16.2	B	R	0.35	21.0	C	R	0.35	20.0	B
Park Avenue & East 36th Street												
Eastbound (West Side)	TR	0.53	23.7	C	TR	0.56	24.3	C	TR	0.78	35.2	D
Southbound (West Side)	LT	0.69	11.0	B	LT	0.67	8.7	A	LT	0.64	9.1	A
Eastbound (East Side)	LT	0.47	9.0	A	LT	0.45	8.6	A	LT	0.46	7.5	A
Northbound (East Side)	TR	0.47	16.0	B	TR	0.56	17.7	B	TR	0.55	17.4	B

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
Park Avenue & East 38th Street												
Eastbound (West Side)	TR	0.52	23.4	C	TR	0.56	24.3	C	TR	0.74	33.9	C
Southbound (West Side)	LT	0.86	16.9	B	LT	0.67	9.8	A	LT	0.63	6.7	A
Eastbound (East Side)	L	0.32	9.2	A	L	0.23	8.1	A	L	0.22	7.4	A
	T	0.28	7.4	A	T	0.36	7.5	A	T	0.34	6.5	A
Northbound (East Side)	TR	0.68	10.3	B	TR	0.70	15.7	B	TR	0.86	18.7	B
Park Avenue & East 39th Street												
Westbound (East Side)	TR	1.03	73.7	E	TR	1.03	81.3	F	TR	1.03	74.1	E
Northbound (East Side)	LT	0.57	74.7	E	LT	0.53	28.0	C	LT	0.86	33.9	C
Westbound (West Side)	LT	0.92	83.3	F	LT	0.77	74.4	E	LT	0.91	60.7	E
Southbound (West Side)	T	0.64	39.4	D	T	0.58	26.5	C	T	0.70	22.7	C
	R	0.89	43.4	D	R	0.48	18.0	B	R	0.92	28.5	C
Park Avenue & East 40th Street												
Eastbound (West Side)	TR	0.89	105.1	F	TR	1.00	116.2	F	TR	0.95	81.3	F
Southbound (West Side)	T	1.03	79.2	E	T	1.04	76.6	E	T	1.04	76.7	E
Eastbound (Tunnel Exit)	LT	0.87	41.0	D	LT	1.02	46.7	D	LT	0.98	40.7	D
Northbound (Tunnel Exit)	T	0.78	14.4	B	T	0.68	15.4	B	T	0.83	20.2	C
Eastbound (East Side)	LT	0.93	39.1	D	LT	0.95	25.9	C	LT	0.87	16.2	B
Northbound (East Side)	TR	0.88	34.9	C	TR	0.76	21.1	C	TR	1.01	48.0	D
Park Avenue & East 46th Street												
Eastbound (West Side)	T	0.34	21.9	C	T	0.78	36.6	D	T	0.96	70.9	E
	R	0.25	26.5	C	R	0.28	28.7	C	R	0.37	23.2	C
Southbound (West Side)	L	0.45	24.2	C	L	0.28	15.1	B	L	0.60	39.1	D
	T	0.96	30.8	C	T	1.03	43.6	D	T	1.03	43.2	D
Eastbound (East Side)	L	0.46	20.5	C	L	0.72	26.2	C	L	0.66	13.7	B
	T	0.77	25.6	C	T	1.05	72.4	E	T	1.04	50.9	D
Northbound (East Side)	T	0.75	25.2	C	T	0.81	30.0	C	T	0.83	32.9	C
Park Avenue & East 47th Street												
Westbound (East Side)	T	0.62	19.7	B	T	0.96	56.1	E	T	0.80	22.2	C
	R	0.39	16.4	B	R	0.77	45.1	D	R	0.69	21.3	C
Northbound (East Side)	L	0.11	7.7	A	L	0.14	40.2	D	L	0.18	23.4	C
	T	0.86	14.5	B	T	0.96	28.9	C	T	1.01	68.5	E
Westbound (West Side)	LT	0.69	14.2	B	LT	1.04	66.7	E	LT	0.79	20.6	C
Southbound (West Side)	TR	0.89	29.5	C	TR	0.88	19.6	B	TR	0.96	43.2	D
Park Avenue & East 48th Street												
Eastbound (West Side)	T	0.56	21.3	C	T	0.55	20.4	C	T	0.54	35.5	D
	R	0.25	15.3	B	R	0.23	18.0	B	R	0.24	29.2	C
Southbound (West Side)	L	0.36	101.8	F	L	0.23	93.6	F	L	0.21	48.8	D
	T	1.04	59.5	E	T	1.03	56.2	E	T	0.91	22.3	C
Eastbound (East Side)	LT	0.78	27.7	C	LT	0.84	26.8	C	LT	0.85	29.6	C
Northbound (East Side)	TR	0.90	22.3	C	TR	0.89	20.9	C	TR	0.96	42.4	D
Park Avenue & East 49th Street												
Westbound (East Side)	T	0.90	40.3	D	T	0.78	22.4	C	T	0.86	31.3	C
	R	0.57	26.7	C	R	0.40	10.9	B	R	0.53	13.8	B
Northbound (East Side)	L	0.18	12.8	B	L	0.20	14.8	B	L	0.18	13.0	B
	T	0.94	26.2	C	T	0.97	30.1	C	T	1.00	38.0	D
Westbound (West Side)	LT	0.99	37.7	D	LT	0.84	18.3	B	LT	0.94	32.8	C
Southbound (West Side)	TR	0.88	23.7	C	TR	0.88	21.9	C	TR	0.86	23.6	C

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
Park Avenue & East 50th Street												
Eastbound (West Side)	T	0.66	20.2	C	T	0.75	20.1	C	T	0.79	39.2	D
	R	0.29	13.6	B	R	0.70	22.6	C	R	0.53	28.6	C
Southbound (West Side)	L	0.16	39.2	D	L	0.20	11.5	B	L	0.17	13.1	B
	T	0.85	16.0	B	T	0.97	32.1	C	T	0.97	34.0	C
Eastbound (East Side)	LT	0.87	28.9	C	LT	0.97	47.3	D	LT	1.04	70.9	E
Northbound (East Side)	TR	0.94	24.2	C	TR	0.84	21.6	C	TR	0.85	26.5	C
Park Avenue & East 51st Street												
Westbound (East Side)	T	0.64	23.8	C	T	1.01	92.4	F	T	0.64	27.4	C
	R	0.62	40.2	D	R	0.65	36.5	D	R	0.54	28.1	C
Northbound (East Side)	L	0.14	27.3	C	L	0.23	42.4	D	L	0.18	22.4	C
	T	0.89	23.2	C	T	0.99	43.9	D	T	1.00	66.5	E
Westbound (West Side)	LT	0.82	23.7	C	LT	0.99	53.1	D	LT	0.81	24.6	C
Southbound (West Side)	T	0.73	11.8	B	TR	0.95	25.8	C	TR	0.79	17.1	B
	R	0.91	28.1	C								
Park Avenue & East 52nd Street												
Eastbound (West Side)	TR	0.73	21.9	C	TR	0.90	38.6	D	TR	0.72	23.9	C
Southbound (West Side)	L	0.14	41.2	D	L	0.19	31.3	C	L	0.15	31.2	C
	T	1.02	38.6	D	T	0.90	24.9	C	T	0.93	20.8	C
Eastbound (East Side)	LT	0.79	20.3	C	LT	0.87	24.6	C	LT	1.00	52.8	D
Northbound (East Side)	TR	0.91	20.5	C	TR	0.95	27.9	C	TR	0.99	49.2	D
Park Avenue & East 53rd Street												
Westbound (East Side)	T	1.05	62.5	E	T	0.67	39.8	D	T	0.77	45.0	D
	R	0.93	49.7	D	R	0.51	37.1	D	R	0.45	32.9	C
Northbound (East Side)	L	0.16	14.6	B	L	0.19	15.2	B	L	0.15	15.0	B
	T	0.89	21.3	C	T	1.01	46.9	D	T	1.04	62.2	E
Westbound (West Side)	LT	1.00	32.8	C	LT	0.98	45.8	D	LT	0.94	32.1	C
Southbound (West Side)	TR	0.95	26.9	C	TR	0.86	18.9	B	TR	0.78	15.7	B
Park Avenue & East 54th Street												
Eastbound (West Side)	TR	0.74	19.9	B	TR	0.51	17.2	B	TR	0.57	11.4	B
Southbound (West Side)	L	0.30	12.6	B	L	0.21	10.7	B	L	0.15	10.5	B
	T	1.03	52.6	D	T	0.91	18.4	B	T	0.90	22.1	C
Eastbound (East Side)	L	0.30	10.8	B	L	0.31	11.2	B				
	T	0.79	20.9	C	T	0.51	9.8	A	LT	0.64	10.1	B
Northbound (East Side)	T	0.81	15.2	B	TR	0.92	30.2	C	TR	0.89	47.4	D
	R	0.55	14.4	B								
Park Avenue & East 55th Street												
Westbound (East Side)	TR	0.86	52.8	D	TR	1.02	105.6	F	TR	1.00	104.6	F
Northbound (East Side)	L	0.20	19.3	B	L	0.27	101.0	F	L	0.14	16.8	B
	T	1.01	57.6	E	T	1.05	67.4	E	T	1.03	66.6	E
Westbound (West Side)	LT	0.81	21.5	C	LT	0.92	42.2	D	LT	0.98	50.4	D
Southbound (West Side)	T	0.89	21.4	C	TR	0.97	26.7	C	TR	1.04	48.6	D
	R	0.49	15.3	B								
Park Avenue & East 56th Street												
Eastbound (West Side)	TR	0.55	24.0	C	TR	1.01	69.4	E	TR	1.02	61.3	E
Southbound (West Side)	L	0.14	19.7	B	L	0.17	36.7	D	L	0.16	14.0	B
	T	0.94	22.2	C	T	0.92	27.6	C	T	0.94	48.1	D
Eastbound (East Side)	LT	0.60	14.7	B	LT	1.03	54.8	D	LT	1.03	57.7	E
Northbound (East Side)	TR	0.96	32.1	C	TR	0.89	34.4	C	TR	0.95	45.5	D

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
Park Avenue & East 57th Street												
Eastbound (West Side)	T	0.62	29.4	C	T	1.00	92.5	F	T	0.97	65.8	E
	R	0.57	31.2	C	R	1.03	97.3	F	R	0.42	28.5	C
Westbound (West Side)	T	0.90	20.6	C	T	1.03	50.1	D	T	0.68	11.0	B
Southbound (West Side)	LTR	0.81	74.2	E	LTR	0.88	81.8	F	LTR	0.69	46.3	D
Eastbound (East Side)	T	0.98	48.4	D	T	1.03	42.4	D	T	0.74	11.6	B
Westbound (East Side)	T	0.62	40.4	D	T	1.02	84.5	F	T	0.47	30.5	C
	R	0.58	42.8	D	R	0.99	93.7	F	R	0.24	27.0	C
Northbound (East Side)	L	0.17	11.8	B	L	0.26	685.7	F	L	0.15	9.6	A
	T	0.90	22.5	C	T	0.95	25.5	C	T	1.02	34.9	C
	R	0.25	11.9	B	R	0.66	20.4	C	R	0.36	10.4	B
Madison Avenue & East 39th Street												
Westbound	T	0.78	23.5	C	T	1.00	66.5	E	T	1.04	56.1	E
	R	0.86	61.5	E	R	1.04	114.3	F	R	0.88	55.3	E
Northbound	LT	0.99	86.6	F	LT	0.92	39.9	D	LT	0.89	34.1	C
Madison Avenue & East 40th Street												
Eastbound	L	0.64	39.3	D	L	0.47	37.4	D	L	0.67	47.4	D
	T	0.62	21.0	C	T	0.48	20.6	C	T	0.47	15.0	B
Northbound	TR	1.02	64.9	E	TR	0.98	53.7	D	TR	0.98	46.2	D
Madison Avenue & East 41st Street												
Eastbound	L	0.35	49.0	D	L	0.47	51.7	D	L	0.50	52.0	D
	T	0.24	28.0	C	T	0.28	27.5	C	T	0.18	27.7	C
Northbound	TR	1.05	63.5	E	TR	1.02	63.1	E	TR	1.01	53.8	D
Madison Avenue & East 42nd Street												
Eastbound	LT	0.94	56.9	E	LT	0.94	31.9	C	LT	0.84	21.4	C
Westbound	T	1.05	60.5	E	T	0.94	47.5	D	T	0.80	41.6	D
	R	0.27	23.0	C	R	0.21	25.2	C	R	0.17	28.7	C
Northbound	LT	1.05	62.3	E	LT	1.04	68.0	E	LT	1.02	68.4	E
	R	0.44	15.5	B	R	0.62	20.4	C	R	0.34	14.1	B
Madison Avenue & East 43rd Street												
Westbound	T	0.44	23.1	C	T	0.95	70.3	E	T	0.33	23.2	C
	R	0.51	29.6	C	R	0.81	58.4	E	R	0.36	27.3	C
Northbound	L	0.83	27.9	C	L	0.68	21.4	C	L	0.97	50.6	D
	T	0.96	51.3	D	T	0.98	32.1	C	T	1.04	52.8	D
Madison Avenue & East 46th Street												
Eastbound	LT	0.95	75.4	E	LT	0.83	101.8	F	LT	0.88	44.2	D
Northbound	T	0.87	27.3	C	T	1.02	46.9	D	T	0.94	22.4	C
	R	0.64	30.7	C	R	0.32	78.8	E	R	0.45	44.9	D
Madison Avenue & East 48th Street												
Eastbound	L	1.02	94.7	F	L	0.84	60.5	E	L	0.48	28.9	C
	T	0.68	23.4	C	T	0.63	20.7	C	T	0.65	15.2	B
Northbound	T	0.99	46.8	D	T	0.87	21.1	C	T	1.00	39.1	D
	R	0.51	19.9	B	R	0.66	29.1	C	R	0.67	36.1	D
Madison Avenue & East 49th Street												
Westbound	TR	0.54	10.3	B	TR	0.99	48.0	D	TR	0.96	36.2	D
Northbound	L	0.51	12.6	B	L	0.27	10.3	B	L	0.19	11.8	B
	T	0.97	26.1	C	T	0.91	21.6	C	T	0.89	20.3	C
Madison Avenue & East 53rd Street												
Westbound	TR	1.04	60.9	E	TR	0.77	42.4	D	TR	0.85	50.5	D
Northbound	L	0.47	11.0	B	L	0.16	8.7	A	L	0.52	14.3	B
	T	0.91	24.1	C	T	0.86	23.8	C	T	0.93	23.7	C
Madison Avenue & East 54th Street												
Eastbound	LT	0.49	27.6	C	LT	1.05	79.1	E	LT	0.63	28.6	C
Northbound	T	0.97	54.6	D	T	1.05	72.5	E	T	0.92	35.8	D
	R	0.66	25.7	C	R	0.64	22.7	C	R	0.32	13.4	B

Intersection & Approach (Signalized Intersections)		AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
5th Avenue & 38th Street												
Eastbound	T	0.33	16.7	B	T	0.48	20.8	C	T	0.37	17.1	B
	R	1.00	112.3	F	R	1.02	110.5	F	R	0.98	105.4	F
Southbound	LT	0.95	12.8	B	LT	0.97	26.2	C	LT	0.88	12.1	B
5th Avenue & 39th Street												
Westbound	L	0.89	86.0	F	L	0.82	64.6	E	L	0.80	64.1	E
	T	0.42	25.3	C	T	0.98	56.9	E	T	0.61	35.5	D
Southbound	T	0.92	37.1	D	T	0.81	23.7	C	T	0.89	20.9	C
	R	1.00	44.7	D	R	0.86	42.2	D	R	0.99	33.1	C
5th Avenue & 40th Street												
Eastbound	TR	1.05	87.0	F	TR	1.05	85.6	F	TR	0.73	34.5	C
Southbound	LT	1.04	67.3	E	LT	0.76	20.2	C	LT	1.05	55.5	E
5th Avenue & 42nd Street												
Eastbound	T	0.85	38.1	D	T	0.60	24.9	C	T	0.51	23.2	C
	R	0.18	22.4	C	R	0.15	21.1	C	R	0.15	21.5	C
Westbound	LT	1.02	34.7	C	LT	1.05	54.0	D	LT	0.66	34.7	C
Southbound	LT	1.02	36.9	D	T	1.05	48.2	D	LT	1.04	36.3	D
	R	0.04	13.4	B	R	0.10	13.7	B	R	0.02	2.4	A
5th Avenue & 43rd Street												
Westbound	L	0.54	30.1	C	L	0.80	27.4	C	L	0.64	39.9	D
	T	0.39	24.1	C	T	0.52	12.2	B	T	0.38	28.5	C
Southbound	TR	0.88	23.1	C	TR	0.84	20.6	C	T	0.94	39.3	D
	R	0.87	30.7	C	R	0.99	57.3	E	R	1.04	47.1	D
5th Avenue & 44th Street												
Eastbound	T	0.29	21.1	C	T	0.36	22.1	C	T	0.32	21.3	C
	R	0.63	35.3	D	R	0.92	68.5	E	R	0.97	83.6	F
Southbound	LT	0.95	20.6	C	LT	0.96	25.4	C	LT	1.02	42.1	D
5th Avenue & 47th Street												
Westbound	L	0.83	72.3	E	L	0.87	70.6	E	L	1.02	89.1	F
	T	0.47	31.7	C	T	0.49	35.3	D	T	0.81	31.3	C
Southbound	T	0.99	44.0	D	T	1.01	47.7	D	T	0.96	48.8	D
	R	0.75	25.9	C	R	0.91	59.5	E	R	0.81	28.5	C
5th Avenue & 48th Street												
Eastbound	T	0.54	16.2	B	T	0.58	18.5	B	T	0.81	37.4	D
	R	1.03	87.0	F	R	0.95	72.4	E	R	1.05	91.7	F
Southbound	LT	0.96	51.6	D	LT	0.91	41.9	D	LT	0.92	21.1	C
5th Avenue & 49th Street												
Westbound	LT	0.51	26.8	C	LT	0.46	22.8	C	LT	0.88	55.9	E
Southbound	T	0.96	31.5	C	T	1.01	40.7	D	T	0.98	24.3	C
	R	0.60	20.1	C	R	0.36	12.6	B	R	0.70	14.6	B
5th Avenue & 54th Street												
Eastbound	TR	0.42	22.0	C	TR	0.97	67.5	E	TR	0.82	38.9	D
Southbound	LT	0.95	24.8	C	LT	0.97	27.3	C	LT	1.01	32.9	C
5th Avenue & 57th Street												
Eastbound	T	0.96	56.5	E	T	1.01	67.8	E	T	1.00	65.0	E
	R	0.79	46.6	D	R	1.03	92.1	F	R	0.74	43.4	D
Westbound	LT	0.91	53.0	D	LT	0.64	35.4	D	LT	0.95	57.9	E
Southbound	LT	0.99	70.5	E	LT	0.71	21.4	C	LT	1.01	72.0	E
	R	0.41	21.8	C	R	0.36	18.2	B	R	0.65	31.5	C
6th Avenue & West 48th Street												
Eastbound	L	0.32	22.3	C	L	0.32	22.4	C	L	0.56	28.8	C
	T	1.00	75.0	E	T	0.92	55.6	E	T	0.91	50.0	D
Northbound	TR	0.67	19.8	B	TR	0.69	21.7	C	T	0.61	18.0	B
									R	1.02	113.2	F

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
6th Avenue & West 49th Street												
Westbound	T	0.70	26.4	C	T	0.48	18.0	B	T	0.82	47.1	D
	R	0.66	28.2	C	R	0.58	26.5	C	R	0.77	45.9	D
Northbound	LT	0.97	26.9	C	LT	0.97	25.6	C	LT	0.77	10.3	B

Intersection & Approach (Unsignalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
1st Avenue & East 48th Street (West Side)												
Eastbound	L	0.82	34.5	D	L	0.56	18.7	C	L	0.39	14.8	B
Northbound	T	0.31	0.0	A	T	0.29	0.0	A	T	0.29	0.0	A

Greater East Midtown Rezoning EIS

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Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
1st Avenue & East 40th Street												
Eastbound	L	1.13	100.3	F	L	0.99	71.4	E	L	1.16	119.0	F
Northbound	T	1.23	134.5	F	T	0.91	29.8	C	T	1.37	193.5	F
1st Avenue & East 42nd Street												
Eastbound (East Side)	T	1.32	174.0	F	T	0.85	25.3	C	T	0.70	15.0	B
Westbound (East Side)	TR	1.15	116.7	F	TR	0.76	41.2	D	TR	0.83	40.0	D
	R	1.12	134.7	F	R	1.50	286.8	F	R	1.30	196.5	F
Northbound (East Side)	LT	0.67	92.7	F	LT	0.46	21.1	C	LT	1.15	117.7	F
	R	1.66	327.1	F	R	0.49	22.5	C	R	1.31	183.2	F
Eastbound (West Side)	L	0.95	113.1	F	L	1.06	94.5	F	L	1.05	93.3	F
	T	0.80	74.6	E	T	0.50	21.7	C	T	0.45	15.7	B
Westbound (West Side)	TR	0.99	21.2	C	TR	0.69	8.3	A	TR	0.59	5.5	A
Northbound (West Side)	L	0.77	26.6	C	L	0.51	19.3	B	L	1.02	52.3	D
	T	0.73	81.9	F	T	0.48	24.5	C	T	0.82	89.1	F
1st Avenue & East 44th Street												
Eastbound	L	0.80	26.6	C	L	1.03	72.8	E	L	0.60	20.9	C
Northbound	T	0.69	1.7	A	T	0.54	1.1	A	T	0.77	2.6	A
1st Avenue & East 46th Street												
Eastbound	L	0.83	33.7	C	L	1.09	94.0	F	L	1.20	123.1	F
Northbound	T	0.70	2.3	A	T	0.64	2.3	A	T	0.89	56.4	E
1st Avenue & East 47th Street												
Northbound (East Side)	T	0.75	13.6	B	T	0.81	16.7	B	T	1.06	67.4	E
Northbound (West Side)	L	0.68	16.4	B	L	0.44	11.2	B	L	0.55	12.5	B
	T	0.72	16.1	B	T	0.72	16.4	B	T	0.70	15.4	B
1st Avenue & East 48th Street												
Northbound (East Side)	T	0.31	0.4	A	T	0.31	0.3	A	T	0.28	0.1	A
	R	0.68	4.3	A	R	0.86	12.1	B	R	1.14	74.4	E
1st Avenue & East 49th Street												
Westbound (East Side)	T	0.94	50.0	D	T	0.72	28.4	C	T	0.89	42.4	D
	R	0.19	16.9	B	R	0.19	16.8	B	R	0.21	17.0	B
Northbound (East Side)	T	1.00	80.4	F	T	0.92	65.0	E	T	1.23	133.5	F
Westbound (West Side)	T	0.94	16.5	B	T	0.72	6.1	A	T	0.89	13.1	B
Northbound (West Side)	LT	1.02	49.9	D	LT	0.92	29.1	C	LT	1.07	65.9	E
1st Avenue & East 53rd Street												
Westbound	TR	0.70	27.9	C	TR	0.59	24.8	C	TR	0.71	27.7	C
Northbound	L	0.61	22.8	C	L	0.52	19.6	B	L	0.54	20.5	C
	T	0.80	23.7	C	T	0.85	25.5	C	T	1.09	76.1	E
1st Avenue & East 54th Street												
Eastbound	LT	1.12	102.5	F	LT	1.10	98.6	F	LT	1.10	97.2	F
Northbound	T	0.99	63.8	E	TR	0.94	11.9	B	T	1.06	52.6	D
	R	0.79	19.0	B					R	0.82	11.6	B
1st Avenue & East 55th Street												
Westbound	TR	0.82	42.0	D	TR	1.00	73.5	E	TR	0.73	34.7	C
Northbound	L	1.06	69.8	E	L	0.95	37.4	D	L	1.09	62.1	E
	T	1.04	61.4	E	T	0.76	5.2	A	T	0.97	33.5	C
1st Avenue & East 57th Street												
Eastbound	LT	1.20dl	57.9	E	LT	1.06dl	39.2	D	LT	0.58	33.1	C
Westbound	TR	0.39	30.2	C	TR	0.77	40.1	D	TR	0.87	48.2	D
Northbound	L	0.38	21.3	C	L	1.03	65.0	E	L	1.02	62.6	E
	T	1.37	190.7	F	TR	0.80	9.1	A	T	0.86	11.1	B
	R	0.23	9.1	A					R	0.15	7.5	A

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
2nd Avenue & East 36th Street												
Eastbound	TR	1.31	168.3	F	TR	0.95	37.1	D	TR	1.56	281.2	F
Southbound	L	1.65	316.8	F	L	0.31	6.7	A	L	0.84	15.4	B
	T	1.17	97.5	F	T	0.78	11.4	B	T	1.11	66.5	E
Westbound (Tunnel Exit)	L	1.14	113.9	F								
2nd Avenue & East 37th Street												
Westbound	LT	0.97dl	44.1	D	LT	0.40	17.0	B	LT	0.49	19.2	B
Southbound	T	1.24	119.4	F	TR	1.08	56.1	E	T	1.22	111.7	F
	R	0.10	3.3	A					R	0.34	4.5	A
2nd Avenue & East 38th Street												
Eastbound	TR	1.13	112.7	F	TR	0.79	33.3	C	TR	1.04	80.0	E
Southbound	LT	1.28	139.7	F	LT	1.09	55.5	E	LT	1.24	122.1	F
2nd Avenue & East 39th Street												
Westbound	L	0.25	23.7	C	L	0.31	24.4	C	L	0.34	25.0	C
	T	0.84	42.8	D	T	0.39	24.9	C	T	0.40	25.1	C
Southbound	T	1.23	122.3	F	TR	1.18	100.6	F	T	1.23	117.7	F
	R	1.01	37.5	D					R	0.73	11.6	B
2nd Avenue & East 40th Street												
Eastbound	T	0.81	44.1	D	T	0.56	20.4	C	T	0.93	28.6	C
	R	0.55	36.8	D	R	1.01	73.5	E	R	1.26	144.3	F
Southbound	LT	1.11	68.8	E	LT	1.12	72.2	E	LT	1.12	65.1	E
2nd Avenue & East 41st Street												
Eastbound	TR	0.56	45.3	D	TR	0.57	30.6	C	TR	0.88	55.6	E
Southbound	LT	1.25	127.4	F	LT	1.18	95.9	F	LT	1.20	107.8	F
	R	0.64	13.9	B	R	0.15	8.3	A	R	0.19	5.5	A
2nd Avenue & East 42nd Street												
Eastbound	TR	1.36	191.6	F	TR	1.04	69.9	E	TR	1.16	95.8	F
Westbound	LT	1.63dl	112.1	F	LT	1.09	99.3	F	LT	1.81dl	168.6	F
Southbound					L	1.23	133.2	F				
	LT	1.16	100.0	F	T	1.11	75.4	E	LT	1.13	77.6	E
	R	0.72	26.4	C	R	0.94	35.4	D	R	0.75	16.7	B
2nd Avenue & East 43rd Street												
Westbound	LT	0.34	24.9	C	LT	0.24	23.2	C	LT	0.38	25.6	C
Southbound	T	1.12	74.1	E	TR	1.44	216.7	F	T	1.10	58.4	E
	R	1.01	39.1	D					R	1.06	53.4	D
2nd Avenue & East 44th Street												
Eastbound	TR	0.95	58.1	E	TR	0.86	23.9	C	TR	0.92	27.0	C
Southbound					L	0.54	8.7	A				
	LT	1.17	93.0	F	T	1.16	90.4	F	LT	1.12	62.7	E
2nd Avenue & East 45th Street												
Westbound	LT	0.98	87.5	F	LT	0.73	43.3	D	LT	1.09	86.4	F
Southbound	T	1.16	87.8	F	TR	1.43	212.3	F	T	1.11	61.4	E
	R	1.13	84.4	F					R	0.90	22.5	C
2nd Avenue & East 46th Street												
Eastbound	TR	0.63	35.9	D	T	0.57	32.6	C	TR	1.22dr	63.7	E
					R	1.18	138.5	F				
Southbound					L	0.56	10.4	B				
	LT	1.16	86.0	F	T	1.21	112.4	F	LT	1.09	53.6	D
2nd Avenue & East 47th Street												
Westbound	L	0.17	43.8	D	L	0.15	46.2	D	L	0.06	19.7	B
	T	0.63	54.9	D	T	0.37	50.0	D	T	0.52	23.1	C
Southbound	T	1.19	99.8	F	TR	1.49	238.1	F	T	1.12	63.2	E
	R	0.95	21.7	C					R	1.17	94.2	F

Intersection & Approach (Signalized Intersections)		AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
2nd Avenue & East 48th Street												
Eastbound	TR	1.07	84.0	F	TR	1.09	92.3	F	TR	1.10	99.4	F
Southbound	L	0.48	10.9	B	L	1.28	149.2	F				
	T	1.48	234.8	F	T	1.34	173.2	F	LT	1.07	62.2	E
2nd Avenue & East 49th Street												
Westbound	L	0.79	48.6	D	L	0.99	101.3	F	L	1.11	93.2	F
	T	0.38	23.0	C	T	0.22	19.8	B	T	0.39	18.2	B
Southbound	T	1.28	145.5	F	TR	1.17	92.5	F	T	0.91	47.7	D
	R	0.97	31.5	C					R	0.46	2.1	A
2nd Avenue & East 50th Street												
Eastbound	TR	0.57	35.3	D	TR	0.61	37.2	D	TR	0.53	18.0	B
Southbound	L	0.07	8.0	A	L	0.39	10.8	B				
	T	1.55	269.1	F	T	1.33	171.0	F	LT	1.11	60.5	E
2nd Avenue & East 51st Street												
Westbound	L	0.79	60.3	E								
	T	0.61	37.8	D	LT	0.71	37.0	D	LT	0.71	36.0	D
Southbound	T	1.55	266.7	F	TR	1.34	172.6	F	T	1.07	54.3	D
	R	0.90	22.8	C					R	0.94	21.5	C
2nd Avenue & East 52nd Street												
Eastbound	TR	0.80	39.4	D	TR	0.89	45.5	D	TR	0.85	51.2	D
Southbound	L	0.15	7.1	A	L	0.18	7.3	A	L	0.21	2.0	A
	T	1.49	239.1	F	T	1.33	167.8	F	T	1.29	145.4	F
2nd Avenue & East 53rd Street												
Westbound	LT	0.99	55.6	E	LT	1.10dl	80.6	F	LT	0.96	62.3	E
Southbound	T	1.48	234.6	F	TR	1.33	168.2	F	T	1.38	191.5	F
	R	0.64	18.6	B					R	0.65	10.6	B
2nd Avenue & East 54th Street												
Eastbound	TR	0.62	27.7	C	TR	0.59	25.0	C	TR	0.48	30.2	C
Southbound	L	0.02	8.3	A	L	0.06	8.1	A	L	0.05	1.1	A
	T	1.58	281.0	F	T	1.42	208.7	F	T	1.46	221.2	F
2nd Avenue & East 55th Street												
Westbound	L	0.32	17.5	B	L	0.78	25.1	C	L	0.35	27.7	C
	T	0.86	31.8	C	T	1.06	73.3	E	T	1.09	87.1	F
Southbound	T	1.60	292.0	F	TR	1.63	302.4	F	T	1.45	219.1	F
	R	0.30	11.4	B					R	0.25	3.4	A
2nd Avenue & East 56th Street												
Eastbound	T	0.76	31.1	C	T	0.52	11.8	B	T	0.62	26.6	C
	R	0.82	38.0	D	R	0.56	15.6	B	R	0.43	23.3	C
Southbound	L	0.11	2.2	A	L	0.33	4.5	A	L	0.11	1.5	A
	T	1.49	239.1	F	T	1.42	210.4	F	T	1.32	158.8	F
2nd Avenue & East 57th Street												
Eastbound	T	0.57	54.2	D	TR	1.18	130.0	F	T	1.22	127.7	F
	R	1.34	226.5	F					R	0.30	23.6	C
Westbound	L	1.19	140.6	F								
		1.13	103.6	F	LT	0.79	37.4	D	LT	0.88dl	23.6	C
Southbound	L	0.52	35.9	D	L	0.22	20.2	C	L	0.60	17.6	B
	T	1.19	116.3	F	T	1.13	90.3	F	T	1.07	71.1	E
	R	1.10	110.9	F	R	1.04	77.5	E	R	0.82	30.5	C
2nd Avenue & East 59th Street												
Eastbound	L	1.12	80.4	F	L	1.12	84.7	F	L	1.35	183.5	F
	TR	0.40	19.3	B	TR	0.51	22.1	C	TR	0.76	85.2	F
Southbound	L	1.08	66.3	E	L	1.05	62.3	E	L	1.08	62.0	E
	LT	1.30	154.7	F	LT	1.17	94.9	F	LT	1.15	83.1	F

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
2nd Avenue & East 60th Street												
Westbound	LT	0.02	14.2	B	LT	0.01	14.2	B	LT	0.02	14.2	B
Southbound	L	0.05	14.6	B					L	0.07	14.9	B
	T	1.04	83.1	F	LTR	1.10	80.0	E	T	1.09	77.5	E
	R	0.14	16.0	B					R	0.11	15.7	B
Westbound (Bridge Exit)	L	1.37	200.0	F	L	1.26	151.7	F	L	1.16	111.4	F
	T	1.26	156.7	F	T	0.70	29.5	C	T	1.02	69.4	E
Tunnel Exit Street & East 37th Street												
Westbound	TR	0.18	8.9	A	TR	0.60	44.0	D	TR	0.36	37.3	D
North-Westbound	L	0.31	0.2	A	L	0.21	0.1	A	L	0.24	0.1	A
	R	0.70	22.1	C	R	0.50	11.9	B	R	0.62	19.9	B
Tunnel Exit Street & East 39th Street												
Westbound	TR	0.78	69.6	E	TR	0.90dr	33.2	C	TR	0.56	28.3	C
Northbound					L	1.09	113.2	F				
	LT	0.34	10.2	B	T	0.11	20.0	B	LT	1.14dl	15.9	B
Tunnel Exit Street & East 40th Street												
Eastbound	LT	0.97	100.7	F	LT	0.93	77.1	E	LT	1.27	140.3	F
Northbound	TR	0.23	13.4	B	TR	0.23	6.8	A	TR	0.22	12.4	B
3rd Avenue & East 36th Street												
Eastbound	LT	1.09	86.6	F	LT	0.69	22.4	C	LT	1.50	252.7	F
Northbound	TR	0.83	33.0	C	TR	0.94	48.0	D	TR	0.57	19.8	B
	R	1.06	117.6	F	R	0.56	45.6	D	R	1.13	141.2	F
3rd Avenue & East 37th Street												
Westbound	TR	0.65	17.1	B	TR	0.56	16.1	B	TR	0.56	17.4	B
	R	0.90	85.6	F	R	0.82	68.7	E	R	1.03	113.9	F
Northbound	LT	0.97	65.2	E	LT	0.96	60.7	E	LT	0.60	5.7	A
3rd Avenue & East 38th Street												
Eastbound	LT	0.35	31.8	C	LT	0.45	31.9	C	LT	0.70	37.3	D
Northbound	T	0.98	65.8	E	T	1.00	72.4	E	T	0.67	11.0	B
	R	0.59	13.4	B	R	0.39	12.1	B	R	0.35	9.0	A
3rd Avenue & East 39th Street												
Westbound	T	1.62	306.1	F	T	1.45	232.5	F	T	1.15	117.8	F
	R	1.17	132.1	F	R	0.84	43.9	D	R	0.50	30.5	C
Northbound	LT	1.23	124.4	F	LT	1.17	100.3	F	LT	1.03	70.7	E
3rd Avenue & East 40th Street												
Eastbound	LT	0.92	89.1	F	LT	0.97	105.7	F	LT	1.54	285.5	F
Northbound	T	1.16	89.9	F	T	1.13	75.8	E	T	1.14	87.1	F
	R	0.71	101.5	F	R	0.93	50.7	D	R	1.04	77.4	E
3rd Avenue & East 41st Street												
Eastbound					L	1.05	125.8	F				
	LT	0.70	61.5	E	T	0.31	39.6	D	LT	1.10	96.5	F
Westbound	R	1.05	108.7	F	R	1.09	123.3	F	R	0.80	53.6	D
Northbound	T	1.10	64.6	E	T	0.93	63.2	E	T	1.09	65.7	E
	R	0.31	12.7	B	R	0.30	14.0	B	R	0.28	13.8	B
3rd Avenue & East 42nd Street												
Eastbound	L	1.04	76.2	E	L	0.98	75.8	E	L	1.12	101.9	F
	T	1.11	76.5	E	T	1.15	111.8	F	T	1.05	66.5	E
Westbound	T	0.91	42.2	D	T	0.84	33.5	C	T	0.91	34.1	C
	R	1.19	131.0	F	R	1.18	119.9	F	R	1.21	133.2	F
Northbound	LT	1.18	107.0	F	LT	1.10	79.8	E	LT	1.04	72.7	E
	R	0.46	22.8	C	R	0.78	39.2	D	R	0.91	40.9	D
3rd Avenue & East 43rd Street												
Westbound	TR	0.51	20.4	C	TR	0.79	18.8	B	TR	0.71	20.2	C
	R	0.56	22.2	C								
Northbound	LT	1.03	59.0	E	LT	1.04	60.2	E	LT	1.03	61.6	E

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
3rd Avenue & East 44th Street												
Eastbound	LT	0.31	27.1	C	LT	0.24	26.6	C	LT	0.30	27.2	C
Northbound	T	0.99	65.3	E	T	1.03	62.3	E	T	1.15	78.2	E
	R	1.04	65.5	E	R	1.33	171.4	F	R	1.44	219.9	F
3rd Avenue & East 45th Street												
Westbound	T	1.09	85.7	F	T	0.57	17.5	B	T	0.67	14.2	B
	R	0.76	58.6	E	R	0.65	35.7	D	R	0.80	38.7	D
Northbound	LT	1.09	68.6	E	LT	1.14	87.9	F	LT	1.11	66.0	E
3rd Avenue & East 46th Street												
Eastbound	L	0.55	38.4	D	L	0.30	28.3	C	L	0.35	41.1	D
	T	0.36	12.0	B	T	0.49	10.4	B	T	0.69	27.8	C
Northbound	T	1.01	65.0	E	T	1.09	70.4	E	T	1.14	73.8	E
	R	0.55	19.3	B	R	1.21	122.0	F	R	0.93	21.3	C
3rd Avenue & East 47th Street												
Westbound	T	1.22	137.1	F	T	1.06	59.9	E	T	1.00	59.9	E
	R	0.57	19.1	B	R	0.69	22.0	C	R	0.64	26.4	C
Northbound	LT	1.13	82.5	F	LT	1.12	74.9	E	LT	1.13	81.6	F
3rd Avenue & East 48th Street												
Eastbound	L	0.25	19.2	B	L	0.25	21.1	C	L	0.24	21.4	C
	T	0.53	23.9	C	T	0.39	23.3	C	T	0.50	23.6	C
Northbound	T	0.99	63.7	E	T	1.10	73.6	E	T	1.11	75.5	E
	R	0.68	21.5	C	R	0.93	40.4	D	R	0.97	45.4	D
3rd Avenue & East 49th Street												
Westbound	T	1.03	69.4	E	T	0.48	17.1	B	T	0.61	23.0	C
	R	0.56	42.4	D	R	0.43	39.6	D	R	0.56	48.5	D
Northbound	LT	1.05	71.9	E	LT	1.13	83.0	F	LT	1.13	86.3	F
3rd Avenue & East 50th Street												
Eastbound	L	0.26	12.6	B	L	0.39	7.5	A	L	0.80	38.7	D
	T	0.48	13.6	B	T	0.50	8.3	A	T	0.79	33.5	C
Northbound	T	1.11	73.9	E	T	1.13	79.5	E	T	1.10	69.5	E
	R	1.07	70.6	E	R	1.06	71.0	E	R	0.61	21.1	C
3rd Avenue & East 51st Street												
Westbound	T	0.77	34.8	C	T	0.79	24.9	C	T	1.11	100.0	F
	R	0.38	21.0	C	R	0.38	17.5	B	R	0.66	28.3	C
Northbound	LT	1.16	92.5	F	LT	1.10	72.1	E	LT	1.12	82.7	F
3rd Avenue & East 52nd Street												
Eastbound	LT	0.75	24.9	C	LT	0.80	21.1	C	LT	0.90	45.2	D
Northbound	T	1.10	68.8	E	T	1.06	65.4	E	T	1.12	76.3	E
	R	1.05	61.4	E	R	1.02	49.9	D	R	0.93	43.1	D
3rd Avenue & East 53rd Street												
Westbound	T	1.07	79.6	E	T	0.58	10.4	B	T	1.04	60.1	E
	R	0.97	100.2	F	R	0.75	31.9	C	R	0.84	69.1	E
Northbound	LT	1.07	68.9	E	LT	1.04	73.4	E	LT	1.15	92.6	F
3rd Avenue & East 54th Street												
Eastbound	L	0.87	55.8	E	L	1.21	133.6	F	L	1.05	100.4	F
	T	0.56	19.9	B	T	0.67	20.0	B	T	0.67	37.9	D
Northbound	T	1.04	76.9	E	T	1.02	74.5	E	T	1.09	77.2	E
	R	0.72	33.3	C	R	0.71	31.3	C	R	0.85	37.6	D
3rd Avenue & East 55th Street												
Westbound	T	1.03	70.2	E	T	0.86	23.8	C	T	1.10	84.0	F
	R	0.95	68.1	E	R	1.02	49.9	D	R	1.00	92.8	F
Northbound	LT	1.14	84.2	F	LT	1.16	95.0	F	LT	1.23	124.3	F

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
3rd Avenue & East 56th Street												
Eastbound (West Side)	LT	0.86	51.5	D	LT	0.96	106.2	F	LT	1.09	84.5	F
Northbound (West Side)	T	1.14	83.3	F	T	1.07	67.8	E	T	1.27	146.1	F
Eastbound (East Side)	LT	0.96	39.7	D	LT	0.90	23.2	C	LT	0.63	3.9	A
Northbound (East Side)	TR	0.54	14.2	B	TR	1.05	72.9	E	TR	1.13	78.9	E
3rd Avenue & East 57th Street												
Eastbound (West Side)	LT	1.08	111.7	F	LT	1.08	109.6	F	LT	1.36	204.0	F
Westbound (West Side)	TR	0.97	27.3	C	TR	0.89	30.6	C	TR	0.83	23.8	C
Northbound (West Side)	LT	1.01	38.5	D	LT	1.14	87.1	F	LT	1.17	98.5	F
Eastbound (East Side)	T	0.65	12.3	B	T	1.24	129.9	F	T	1.16	91.0	F
Westbound (East Side)	T	0.93	64.4	E	T	0.77	33.6	C	T	0.86	55.8	E
	R	0.76	20.7	C	R	0.58	28.6	C	R	0.75	54.9	D
Northbound (East Side)	TR	0.83	42.6	D	TR	1.08	68.8	E	TR	1.09	66.0	E
	R	0.33	26.4	C	R	1.08	79.1	E	R	1.11	75.5	E
3rd Avenue & East 59th Street												
Eastbound	LT	0.97	52.2	D	LT	1.06	84.5	F	LT	0.76	29.1	C
Northbound	T	0.72	9.3	A	T	0.63	8.2	A	T	0.56	5.8	A
	R	1.15	108.8	F	R	1.01	64.2	E	R	1.47	246.7	F
Lexington Avenue & East 36th Street												
Eastbound	TR	0.64	54.8	D	TR	0.72	47.3	D	TR	1.20	146.7	F
Southbound	LT	1.10	60.8	E	LT	1.05	46.3	D	LT	1.10	64.9	E
Lexington Avenue & East 38th Street												
Eastbound	T	0.44	38.2	D	T	0.62	43.9	D	T	0.74	41.8	D
	R	0.97	111.5	F	R	1.12	147.9	F	R	1.57	310.0	F
Southbound	L	0.13	1.2	A	L	0.16	2.0	A	L	0.13	1.1	A
	T	1.11	57.6	E	T	0.88	14.7	B	T	0.55	1.7	A
Lexington Avenue & East 39th Street												
Westbound	L	1.14	107.1	F	L	1.08	87.7	F	L	0.77	35.2	D
	T	1.78	372.5	F	T	1.51	253.6	F	T	1.32	168.0	F
Southbound	T	1.10	66.6	E	T	1.05	55.3	E	TR	1.02	60.1	E
	R	0.88	29.7	C	R	0.84	21.7	C				
Lexington Avenue & East 40th Street												
Eastbound	T	0.96	32.7	C	T	0.74	20.8	C	T	0.81	30.4	C
	R	1.09	87.2	F	R	0.52	34.7	C	R	1.21	140.4	F
Southbound	LT	1.20	109.0	F	LT	1.12	73.4	E	LT	0.87	17.7	B
Lexington Avenue & East 42nd Street												
Eastbound	T	0.86	16.6	B	T	1.06	65.0	E	T	1.19	117.5	F
	R	0.29	11.0	B	R	0.91	43.4	D	R	0.28	24.3	C
Westbound	LT	1.02	44.4	D	LT	0.94	50.8	D	LT	1.57	289.9	F
Southbound	L	0.72	23.7	C	L	0.49	22.6	C	L	1.02	80.5	F
	T	1.17	104.1	F	T	0.90	47.0	D	T	1.00	69.7	E
	R	1.26	147.6	F	R	0.68	26.2	C	R	1.21	128.1	F
Lexington Avenue & East 44th Street												
Southbound	LT	1.16	90.4	F	LT	1.13	77.6	E	LT	1.17	96.7	F
Lexington Avenue & East 45th Street												
Westbound	L	0.68	28.3	C								
	T	0.83	30.1	C	LT	0.88	47.9	D	LT	1.06	80.6	F
Southbound	T	1.04	61.6	E	T	1.03	64.5	E	T	1.04	60.5	E
	R	0.80	20.2	C	R	0.16	8.0	A	R	0.36	11.2	B
Lexington Avenue & East 46th Street												
Eastbound	T	0.67	57.5	E	T	0.91	58.6	E	T	1.18	111.7	F
	R	0.68	61.6	E	R	0.14	45.8	D	R	0.30	28.0	C
Southbound	LT	1.09	60.0	E	LT	1.05	57.7	E	LT	1.11	62.3	E

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
Lexington Avenue & East 47th Street												
Westbound	L	0.80	37.3	D	L	1.13	103.6	F	L	1.12	103.5	F
	T	0.77	16.7	B	T	1.20	116.8	F	T	1.17	108.2	F
Southbound	T	1.04	64.0	E	T	1.02	58.6	E	T	1.12	73.8	E
	R	1.01	47.6	D	R	1.27	162.9	F	R	0.93	31.8	C
Lexington Avenue & East 48th Street												
Eastbound	T	0.68	35.3	D	T	1.07	94.1	F	T	1.03	77.9	E
	R	0.98	99.7	F	R	1.11	127.0	F	R	1.11	126.1	F
Southbound	LT	1.13	82.1	F	LT	0.96	59.0	E	LT	1.06	67.2	E
Lexington Avenue & East 49th Street												
Westbound	L	0.49	34.6	C								
	T	0.44	30.8	C	LT	0.55	30.2	C	LT	0.66	38.7	D
Southbound	T	1.02	59.1	E	T	1.06	60.8	E	T	0.99	67.1	E
	R	0.63	16.6	B	R	0.27	12.9	B	R	0.31	13.7	B
Lexington Avenue & East 50th Street												
Eastbound	TR	1.01	56.8	E	TR	0.42	27.3	C	TR	0.37	24.6	C
Southbound	LT	1.24	126.8	F	LT	1.06	60.6	E	LT	1.15	87.9	F
Lexington Avenue & East 51st Street												
Westbound	L	0.65	45.1	D	L	1.05	95.6	F	L	0.99	62.4	E
	T	0.52	21.7	C	T	0.89	46.8	D	T	0.99	44.5	D
Southbound	T	1.04	60.7	E	T	1.11	71.8	E	T	0.94	60.6	E
	R	0.61	13.3	B	R	1.11	113.8	F	R	0.53	13.2	B
Lexington Avenue & East 52nd Street												
Eastbound	T	0.57	20.2	C	T	0.94	44.7	D	T	0.60	25.2	C
	R	0.80	52.3	D	R	0.96	71.6	E	R	0.92	51.7	D
Southbound	LT	1.17	97.7	F	LT	0.91	63.5	E	LT	1.05	73.4	E
Lexington Avenue & East 53rd Street												
Westbound	L	0.52	16.1	B	L	0.07	21.2	C	L	0.19	16.7	B
	T	1.11	77.3	E	T	0.82	37.5	D	T	0.93	37.7	D
Southbound	T	1.23	124.7	F	T	1.03	42.0	D	T	0.81	17.5	B
	R	0.89	96.4	F	R	0.78	66.4	E	R	0.46	17.2	B
Lexington Avenue & East 54th Street												
Eastbound	T	0.95	36.7	D	TR	1.02	58.4	E	TR	0.86	30.2	C
	R	0.47	12.5	B								
Southbound	LT	1.07	60.9	E	LT	1.08	61.2	E	LT	1.06	54.3	D
Lexington Avenue & East 55th Street												
Westbound	L	0.77	34.8	C	L	0.99	73.0	E	L	0.83	38.6	D
	T	0.64	15.6	B	T	0.85	36.2	D	T	0.77	21.1	C
Southbound	T	1.15	87.7	F	T	1.02	61.2	E	T	0.91	39.9	D
	R	0.34	12.2	B	R	0.62	16.2	B	R	0.52	12.1	B
Lexington Avenue & East 56th Street												
Eastbound	T	0.55	16.2	B	T	0.66	17.3	B	T	0.77	15.9	B
	R	0.77	55.4	E	R	1.09	84.9	F	R	0.93	44.4	D
Southbound	LT	1.17	103.5	F	LT	1.00	78.8	E	LT	1.03	72.5	E
Lexington Avenue & East 57th Street												
Eastbound	T	0.90	26.9	C	T	0.86	24.7	C	T	1.42	217.0	F
	R	0.79	81.4	F	R	0.66	19.5	B	R	0.59	32.4	C
Westbound	LT	0.96	53.7	D	LT	0.95	52.8	D	LT	1.56dl	98.1	F
Southbound	LT	1.12	91.8	F	LT	0.95	68.2	E	LT	1.02	87.0	F
	R	0.23	16.5	B	R	0.38	21.7	C	R	0.37	20.3	C
Park Avenue & East 36th Street												
Eastbound (West Side)	TR	0.59	24.9	C	TR	0.63	26.1	C	TR	1.01	66.8	E
Southbound (West Side)	LT	0.78	12.9	B	LT	0.75	9.3	A	LT	0.75	10.4	B
Eastbound (East Side)	LT	0.53	9.1	A	LT	0.52	8.8	A	LT	0.65	14.3	B
Northbound (East Side)	TR	0.49	16.4	B	TR	0.65	19.6	B	TR	0.59	18.1	B

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
Park Avenue & East 38th Street												
Eastbound (West Side)	TR	0.60	25.2	C	TR	0.63	25.9	C	TR	1.00	65.6	E
Southbound (West Side)	LT	0.93	23.7	C	LT	0.71	10.0	B	LT	0.70	6.0	A
Eastbound (East Side)	L	0.34	8.9	A	L	0.24	8.1	A	L	0.23	7.9	A
	T	0.34	7.2	A	T	0.42	7.5	A	T	0.49	9.3	A
Northbound (East Side)	TR	0.72	11.5	B	TR	0.74	18.1	B	TR	0.91	51.1	D
Park Avenue & East 39th Street												
Westbound (East Side)	TR	1.54	262.3	F	TR	1.34	180.1	F	TR	1.26	142.7	F
Northbound (East Side)	LT	0.63	74.5	E	LT	0.56	36.6	D	LT	0.97	78.5	E
Westbound (West Side)	LT	1.39	200.1	F	LT	1.06	73.0	E	LT	1.09	65.6	E
Southbound (West Side)	T	0.70	68.9	E	T	0.61	48.7	D	T	0.82	66.8	E
	R	1.12	90.9	F	R	0.52	18.8	B	R	1.16	103.7	F
Park Avenue & East 40th Street												
Eastbound (West Side)	TR	1.12	115.8	F	TR	1.24	162.5	F	TR	1.43	238.6	F
Southbound (West Side)	T	1.15	102.6	F	T	1.16	107.5	F	T	1.18	118.7	F
Eastbound (Tunnel Exit)	LT	1.15	100.6	F	LT	1.37	187.5	F	LT	1.66	318.6	F
Northbound (Tunnel Exit)	T	0.81	15.3	B	T	0.72	16.9	B	T	0.87	20.2	C
Eastbound (East Side)	LT	1.29	153.7	F	LT	1.29	153.7	F	LT	1.55	265.9	F
Northbound (East Side)	TR	0.99	52.8	D	TR	0.81	27.2	C	TR	1.07	71.6	E
Park Avenue & East 46th Street												
Eastbound (West Side)	T	0.36	23.9	C	T	0.86	44.5	D	T	1.16	109.3	F
	R	0.29	27.6	C	R	0.32	30.0	C	R	0.40	24.1	C
Southbound (West Side)	L	0.46	26.2	C	L	0.30	15.6	B	L	0.66	75.9	E
	T	1.08	69.8	E	T	1.10	69.1	E	T	1.12	72.6	E
Eastbound (East Side)	L	0.49	21.3	C	L	0.76	27.6	C	L	0.82	14.8	B
	T	0.81	28.1	C	T	1.17	111.7	F	T	1.20	109.2	F
Northbound (East Side)	T	0.79	26.5	C	T	0.84	32.4	C	T	0.90	45.2	D
Park Avenue & East 47th Street												
Westbound (East Side)	T	0.88	32.3	C	T	1.32	174.2	F	T	0.99	36.6	D
	R	0.43	16.9	B	R	0.81	33.1	C	R	0.74	17.5	B
Northbound (East Side)	L	0.12	11.6	B	L	0.16	94.9	F	L	0.27	95.7	F
	T	0.87	15.3	B	T	0.99	44.1	D	T	1.05	66.3	E
Westbound (West Side)	LT	0.97	36.4	D	LT	1.38	192.7	F	LT	1.05	63.2	E
Southbound (West Side)	TR	0.99	60.0	E	TR	0.96	39.8	D	TR	1.04	68.8	E
Park Avenue & East 48th Street												
Eastbound (West Side)	T	0.58	21.8	C	T	0.58	20.8	C	T	0.59	35.8	D
	R	0.26	15.5	B	R	0.25	18.5	B	R	0.32	30.4	C
Southbound (West Side)	L	0.38	101.6	F	L	0.24	94.5	F	L	0.22	50.4	D
	T	1.18	96.2	F	T	1.12	77.8	E	T	0.99	63.0	E
Eastbound (East Side)	LT	0.81	30.1	C	LT	0.88	30.5	C	LT	0.91	35.9	D
Northbound (East Side)	TR	0.95	31.9	C	TR	0.92	28.9	C	TR	1.02	61.6	E
Park Avenue & East 49th Street												
Westbound (East Side)	T	0.98	55.9	E	T	0.81	23.2	C	T	0.89	34.2	C
	R	0.59	26.9	C	R	0.38	9.6	A	R	0.51	12.6	B
Northbound (East Side)	L	0.19	13.4	B	L	0.21	15.4	B	L	0.19	26.3	C
	T	0.98	37.1	D	T	1.01	42.4	D	T	1.07	58.8	E
Westbound (West Side)	LT	1.07	58.4	E	LT	0.87	20.7	C	LT	0.96	36.8	D
Southbound (West Side)	TR	0.98	56.9	E	TR	0.96	44.2	D	TR	0.94	52.5	D

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
Park Avenue & East 50th Street												
Eastbound (West Side)	T	0.70	19.0	B	T	0.79	17.5	B	T	0.87	37.3	D
	R	0.30	13.1	B	R	0.71	16.7	B	R	0.57	25.9	C
Southbound (West Side)	L	0.17	82.3	F	L	0.23	13.5	B	L	0.20	16.4	B
	T	0.96	45.0	D	T	1.06	60.5	E	T	1.06	67.5	E
Eastbound (East Side)	LT	0.92	36.4	D	LT	1.05	67.3	E	LT	1.15	109.0	F
Northbound (East Side)	TR	0.98	33.2	C	TR	0.87	26.4	C	TR	0.90	42.2	D
Park Avenue & East 51st Street												
Westbound (East Side)	T	0.70	25.3	C	T	1.12	102.9	F	T	0.70	28.6	C
	R	0.65	42.5	D	R	0.68	35.2	D	R	0.56	27.7	C
Northbound (East Side)	L	0.14	32.5	C	L	0.21	28.7	C	L	0.17	14.9	B
	T	0.92	31.1	C	T	1.03	65.8	E	T	1.06	65.4	E
Westbound (West Side)	LT	0.87	28.3	C	LT	1.06	63.3	E	LT	0.85	27.1	C
Southbound (West Side)	T	0.82	23.3	C	TR	1.05	63.7	E	TR	0.87	28.4	C
	R	1.10	78.6	E								
Park Avenue & East 52nd Street												
Eastbound (West Side)	TR	0.79	25.5	C	TR	0.99	56.4	E	TR	0.79	25.9	C
Southbound (West Side)	L	0.16	89.3	F	L	0.21	164.4	F	L	0.16	54.7	D
	T	1.15	86.2	F	T	1.00	67.3	E	T	1.02	50.0	D
Eastbound (East Side)	LT	0.83	22.9	C	LT	0.93	30.2	C	LT	1.06	67.8	E
Northbound (East Side)	TR	0.95	24.9	C	TR	0.99	40.3	D	TR	1.05	64.7	E
Park Avenue & East 53rd Street												
Westbound (East Side)	T	1.13	87.7	F	T	0.74	40.9	D	T	0.85	50.5	D
	R	1.02	57.0	E	R	0.58	37.7	D	R	0.50	32.7	C
Northbound (East Side)	L	0.17	15.4	B	L	0.20	17.0	B	L	0.16	18.7	B
	T	0.92	25.8	C	T	1.04	64.4	E	T	1.11	64.3	E
Westbound (West Side)	LT	1.07	52.5	D	LT	1.08	74.3	E	LT	1.03	52.3	D
Southbound (West Side)	TR	1.05	59.5	E	TR	0.94	32.0	C	TR	0.86	22.0	C
Park Avenue & East 54th Street												
Eastbound (West Side)	TR	0.88	29.5	C	TR	0.59	18.1	B	TR	0.72	19.3	B
Southbound (West Side)	L	0.31	12.8	B	L	0.22	10.7	B	L	0.15	11.6	B
	T	1.16	87.0	F	T	1.00	41.1	D	T	1.00	55.6	E
Eastbound (East Side)	L	0.33	10.6	B	L	0.33	10.6	B				
	T	0.94	35.1	D	T	0.63	12.5	B	LT	0.83	15.2	B
Northbound (East Side)	T	0.84	17.4	B	TR	0.96	44.4	D	TR	0.95	64.0	E
	R	0.60	15.4	B								
Park Avenue & East 55th Street												
Westbound (East Side)	TR	0.96	72.3	E	TR	1.09	105.7	F	TR	1.08	112.8	F
Northbound (East Side)	L	0.21	550.1	F	L	0.29	106.8	F	L	0.15	37.0	D
	T	1.05	69.3	E	T	1.09	66.9	E	T	1.10	64.9	E
Westbound (West Side)	LT	0.91	29.5	C	LT	1.04	66.9	E	LT	1.08	76.7	E
Southbound (West Side)	T	0.98	52.6	D	TR	1.07	60.6	E	TR	1.14	81.9	F
	R	0.53	15.1	B								
Park Avenue & East 56th Street												
Eastbound (West Side)	TR	0.71	28.8	C	TR	1.35	188.3	F	TR	1.33	172.0	F
Southbound (West Side)	L	0.14	93.3	F	L	0.18	143.3	F	L	0.17	16.5	B
	T	1.03	65.6	E	T	1.00	65.3	E	T	1.04	71.4	E
Eastbound (East Side)	LT	0.64	14.7	B	LT	1.16	89.7	F	LT	1.14	82.6	F
Northbound (East Side)	TR	1.00	43.3	D	TR	0.91	46.1	D	TR	1.01	58.8	E

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
Park Avenue & East 57th Street												
Eastbound (West Side)	T	0.72	32.4	C	T	1.19	124.2	F	T	1.37	199.2	F
	R	0.59	31.4	C	R	1.06	93.7	F	R	0.43	29.3	C
Westbound (West Side)	T	1.07	60.8	E	T	1.18	101.9	F	T	0.75	12.7	B
Southbound (West Side)	LTR	0.89	77.7	E	LTR	0.95	87.0	F	LTR	0.76	72.2	E
Eastbound (East Side)	LT	1.13	92.7	F	LT	1.21	112.6	F	LT	1.03	31.8	C
Westbound (East Side)	T	0.75	44.0	D	T	1.17	126.7	F	T	0.52	30.5	C
	R	0.60	40.8	D	R	1.03	97.9	F	R	0.25	26.1	C
Northbound (East Side)	L	0.18	400.0	F	L	0.29	686.2	F	L	0.16	10.1	B
	T	0.94	29.8	C	T	1.01	35.8	D	T	1.09	58.4	E
	R	0.26	11.9	B	R	0.69	21.7	C	R	0.38	10.5	B
Madison Avenue & East 39th Street												
Westbound	T	1.22	121.3	F	T	1.35	187.4	F	T	1.32	164.3	F
	R	1.01	66.2	E	R	1.29	179.6	F	R	1.03	61.6	E
Northbound	LT	1.08	85.5	F	LT	0.98	85.8	F	LT	0.99	84.8	F
Madison Avenue & East 40th Street												
Eastbound	L	0.86	46.5	D	L	0.70	39.5	D	L	1.16	110.1	F
	T	0.80	25.0	C	T	0.64	21.8	C	T	0.82	14.2	B
Northbound	TR	1.13	76.9	E	TR	1.07	60.0	E	TR	1.09	63.7	E
Madison Avenue & East 41st Street												
Eastbound	L	0.45	50.9	D	L	0.49	49.3	D	L	0.53	50.4	D
	T	0.27	29.1	C	T	0.29	27.9	C	T	0.21	27.3	C
Northbound	TR	1.14	80.0	E	TR	1.15	87.5	F	TR	1.16	90.8	F
Madison Avenue & East 42nd Street												
Eastbound	LT	1.50	254.2	F	LT	1.16	100.5	F	LT	1.17	103.8	F
Westbound	T	1.52	257.6	F	T	1.22	135.4	F	T	1.21	133.0	F
	R	0.31	23.1	C	R	0.23	25.5	C	R	0.18	28.8	C
Northbound	LT	1.17	95.3	F	LT	1.17	96.7	F	LT	1.19	105.4	F
	R	0.52	16.3	B	R	0.71	91.4	F	R	0.39	13.6	B
Madison Avenue & East 43rd Street												
Westbound	T	0.73	34.7	C	T	1.22	154.6	F	T	0.53	28.5	C
	R	0.97	120.8	F	R	1.47	265.4	F	R	0.67	44.5	D
Northbound	L	1.05	60.4	E	L	0.83	28.4	C	L	1.21	121.4	F
	T	1.02	59.1	E	T	1.10	66.2	E	T	1.18	99.6	F
Madison Avenue & East 46th Street												
Eastbound	LT	0.97	81.8	F	LT	0.88	48.2	D	LT	1.04	88.5	F
Northbound	T	0.97	64.5	E	T	1.14	85.5	F	T	1.10	63.2	E
	R	0.90	127.1	F	R	0.66	14.3	B	R	0.71	152.9	F
Madison Avenue & East 48th Street												
Eastbound	L	1.09	112.9	F	L	0.94	76.7	E	L	0.69	29.3	C
	T	0.71	24.6	C	T	0.67	22.4	C	T	0.74	13.3	B
Northbound	T	1.09	65.2	E	T	0.98	62.8	E	T	1.17	95.4	F
	R	0.56	19.3	B	R	0.70	28.7	C	R	0.74	29.4	C
Madison Avenue & East 49th Street												
Westbound	TR	0.58	9.7	A	TR	1.03	56.1	E	TR	1.01	77.3	E
Northbound	L	0.53	11.8	B	L	0.29	10.6	B	L	0.21	11.8	B
	T	1.06	57.7	E	T	1.02	64.8	E	T	1.06	59.7	E
Madison Avenue & East 53rd Street												
Westbound	TR	1.10	75.6	E	TR	0.83	41.2	D	TR	0.93	47.9	D
Northbound	L	0.51	11.5	B	L	0.18	9.8	A	L	0.58	12.9	B
	T	0.99	54.6	D	T	0.96	62.7	E	T	1.10	62.6	E
Madison Avenue & East 54th Street												
Eastbound	LT	0.55	29.3	C	LT	1.13	99.8	F	LT	0.69	30.4	C
Northbound	T	1.03	66.9	E	T	1.13	81.9	F	T	1.00	58.1	E
	R	0.83	32.4	C	R	0.87	36.9	D	R	0.70	17.2	B

Intersection & Approach (Signalized Intersections)		AM Peak Hour				Midday Peak Hour				PM Peak Hour			
		Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
5th Avenue & 38th Street													
	Eastbound	T	0.41	17.7	B	T	0.57	22.5	C	T	0.51	19.3	B
		R	1.04	121.4	F	R	1.06	120.1	F	R	1.04	120.8	F
	Southbound	LT	1.35	170.7	F	LT	1.35	172.0	F	LT	1.24	119.5	F
5th Avenue & 39th Street													
	Westbound	L	0.92	59.0	E	L	0.85	54.6	D	L	0.84	58.0	E
		T	0.66	29.4	C	T	1.33	182.1	F	T	0.77	38.0	D
	Southbound	T	1.30	163.7	F	T	1.13	88.4	F	T	1.26	137.1	F
		R	1.33	175.3	F	R	1.06	63.2	E	R	1.15	92.2	F
5th Avenue & 40th Street													
	Eastbound	TR	1.41	226.1	F	TR	1.31	186.0	F	TR	1.27	162.7	F
	Southbound	LT	1.50	250.5	F	LT	1.08	67.4	E	LT	1.49	240.5	F
5th Avenue & 42nd Street													
	Eastbound	T	1.09	89.1	F	T	0.72	28.1	C	T	0.69	27.4	C
		R	0.21	23.8	C	R	0.17	21.8	C	R	0.15	21.5	C
	Westbound	LT	1.45	224.3	F	LT	1.35	179.2	F	LT	0.99	45.1	D
	Southbound	LT	1.47	233.7	F	LT	1.49	243.8	F	LT	1.48	231.2	F
		R	0.05	13.9	B	R	0.11	14.1	B	R	0.03	2.0	A
5th Avenue & 43rd Street													
	Westbound	L	0.56	28.1	C	L	0.79	18.8	B	L	0.67	37.6	D
		T	0.63	26.1	C	T	0.65	12.1	B	T	0.59	30.5	C
	Southbound	T	1.25	137.7	F	T	1.18	105.8	F	T	1.35	173.5	F
		R	1.54	268.1	F	R	1.76	365.2	F	R	1.61	297.5	F
5th Avenue & 44th Street													
	Eastbound	T	0.40	23.7	C	T	0.40	23.0	C	T	0.45	23.1	C
		R	0.77	61.1	E	R	1.12	122.4	F	R	1.23	164.6	F
	Southbound	LT	1.40	200.5	F	LT	1.41	203.5	F	LT	1.52	252.1	F
5th Avenue & 47th Street													
	Westbound	L	0.97	106.0	F	L	0.95	64.9	E	L	1.12	101.4	F
		T	0.59	34.4	C	T	0.53	34.2	C	T	1.03	50.4	D
	Southbound	T	1.43	213.3	F	T	1.46	229.7	F	T	1.37	185.1	F
		R	0.79	21.8	C	R	1.00	51.0	D	R	0.95	30.4	C
5th Avenue & 48th Street													
	Eastbound	T	0.57	17.2	B	T	0.64	19.8	B	T	1.02	52.9	D
		R	1.06	101.2	F	R	0.98	90.5	F	R	1.14	107.8	F
	Southbound	LT	1.42	211.3	F	LT	1.31	162.2	F	LT	1.31	159.0	F
5th Avenue & 49th Street													
	Westbound	LT	0.55	27.6	C	LT	0.48	23.0	C	LT	0.94	59.8	E
	Southbound	T	1.42	209.8	F	T	1.47	235.1	F	T	1.40	193.3	F
		R	0.63	16.9	B	R	0.37	11.7	B	R	0.72	9.8	A
5th Avenue & 54th Street													
	Eastbound	TR	0.48	22.9	C	TR	1.05	88.7	F	TR	0.91	48.9	D
	Southbound	LT	1.40	202.5	F	LT	1.39	197.6	F	LT	1.45	219.1	F
5th Avenue & 57th Street													
	Eastbound	T	1.09	92.4	F	T	1.18	124.7	F	T	1.41	217.8	F
		R	0.82	136.9	F	R	1.07	125.5	F	R	0.77	46.6	D
	Westbound	LT	1.14	112.8	F	LT	0.78	77.8	E	LT	1.66dl	153.0	F
	Southbound	LT	1.48	247.6	F	LT	1.04	84.9	F	LT	1.49	251.4	F
		R	0.43	22.3	C	R	0.37	18.5	B	R	0.66	32.7	C
6th Avenue & West 48th Street													
	Eastbound	L	0.33	22.5	C	L	0.33	22.7	C	L	0.58	29.7	C
		T	1.08	99.8	F	T	1.00	72.9	E	T	1.02	74.4	E
	Northbound	TR	0.76	24.3	C	TR	0.76	34.9	C	T	0.72	20.7	C
										R	1.12	144.8	F

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
6th Avenue & West 49th Street												
Westbound	T	0.78	31.9	C	T	0.50	19.6	B	T	0.87	51.2	D
	R	0.69	30.6	C	R	0.59	27.7	C	R	0.82	48.7	D
Northbound	LT	1.05	48.8	D	LT	1.06	49.2	D	LT	0.88	13.0	B

Intersection & Approach (Unsignalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
1st Avenue & East 48th Street												
Eastbound (West Side)	L	0.88	42.1	E	L	0.60	20.5	C	L	0.42	15.7	C
Northbound	T	0.33	0.0	A	T	0.32	0.0	A	T	0.31	0.0	A

Greater East Midtown Rezoning EIS

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Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
1st Avenue & East 40th Street												
Eastbound	L	1.15	105.1	F	L	1.03	80.3	F	L	1.37	195.4	F
Northbound	T	1.25	140.3	F	T	0.91	30.5	C	T	1.40	205.4	F
1st Avenue & East 42nd Street												
Eastbound (East Side)	T	1.32	172.3	F	T	0.86	25.8	C	T	0.77	16.8	B
Westbound (East Side)	TR	1.23	146.7	F	TR	0.77	41.5	D	TR	0.82	39.6	D
	R	1.19	157.3	F	R	1.50	289.7	F	R	1.30	197.2	F
Northbound (East Side)	LT	0.69	99.2	F	LT	0.47	21.4	C	LT	1.25	154.5	F
	R	1.66	326.8	F	R	0.49	22.6	C	R	1.37	205.9	F
Eastbound (West Side)	L	0.98	113.6	F	L	1.09	95.5	F	L	1.08	93.7	F
	T	0.80	74.6	E	T	0.50	21.8	C	T	0.50	15.9	B
Westbound (West Side)	TR	1.04	37.2	D	TR	0.70	8.4	A	TR	0.59	5.5	A
Northbound (West Side)	L	0.78	26.7	C	L	0.51	19.4	B	L	1.07	68.8	E
	T	0.76	82.0	F	T	0.50	26.0	C	T	0.92	87.3	F
1st Avenue & East 44th Street												
Eastbound	L	0.82	25.3	C	L	1.05	78.4	E	L	0.68	21.3	C
Northbound	T	0.72	1.8	A	T	0.55	1.1	A	T	0.82	3.0	A
1st Avenue & East 46th Street												
Eastbound	L	0.82	31.6	C	L	1.11	99.3	F	L	1.48	243.5	F
Northbound	T	0.72	2.4	A	T	0.66	2.6	A	T	0.96	60.9	E
1st Avenue & East 47th Street												
Northbound (East Side)	T	0.76	13.6	B	T	0.83	17.6	B	T	1.23	124.1	F
Northbound (West Side)	L	0.72	17.6	B	L	0.47	11.5	B	L	0.62	12.8	B
	T	0.74	18.5	B	T	0.73	16.7	B	T	0.71	13.0	B
1st Avenue & East 48th Street												
Northbound (East Side)	T	0.33	0.4	A	T	0.32	0.3	A	T	0.29	0.2	A
	R	0.68	4.3	A	R	0.89	14.2	B	R	1.43	206.1	F
1st Avenue & East 49th Street												
Westbound (East Side)	T	1.06	81.3	F	T	0.72	28.6	C	T	0.87	40.5	D
	R	0.20	17.0	B	R	0.19	16.8	B	R	0.22	17.1	B
Northbound (East Side)	T	1.02	80.4	F	T	0.93	67.6	E	T	1.25	140.6	F
Westbound (West Side)	T	1.06	37.9	D	T	0.72	6.2	A	T	0.87	12.2	B
Northbound (West Side)	LT	1.05	58.5	E	LT	0.93	30.1	C	LT	1.14	96.1	F
1st Avenue & East 53rd Street												
Westbound	TR	0.80	31.7	C	TR	0.61	25.1	C	TR	0.71	27.7	C
Northbound	L	0.62	22.9	C	L	0.53	19.7	B	L	0.54	20.6	C
	T	0.81	25.3	C	T	0.86	26.6	C	T	1.11	78.8	E
1st Avenue & East 54th Street												
Eastbound	LT	1.12	103.3	F	LT	1.12	105.0	F	LT	1.22	140.0	F
Northbound	T	1.02	64.1	E	TR	0.95	13.0	B	T	1.08	53.6	D
	R	0.79	18.7	B					R	0.82	12.0	B
1st Avenue & East 55th Street												
Westbound	TR	0.84	43.4	D	TR	1.01	74.1	E	TR	0.73	34.7	C
Northbound	L	1.21	123.6	F	L	0.98	41.8	D	L	1.09	60.9	E
	T	1.05	60.8	E	T	0.77	5.5	A	T	1.00	47.7	D
1st Avenue & East 57th Street												
Eastbound	LT	1.20dl	58.1	E	LT	1.06dl	39.2	D	LT	0.58	33.3	C
Westbound	TR	0.39	30.2	C	TR	0.77	40.1	D	TR	0.87	48.2	D
Northbound	L	0.38	21.4	C	L	1.03	66.4	E	L	1.04	69.9	E
	T	1.38	197.3	F	TR	0.82	9.5	A	T	0.90	13.7	B
	R	0.23	9.1	A					R	0.15	7.6	A

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
2nd Avenue & East 36th Street												
Eastbound	TR	1.32	176.6	F	TR	0.97	41.3	D	TR	1.73	355.1	F
Southbound	L	1.72	345.6	F	L	0.31	6.6	A	L	0.84	15.3	B
	T	1.20	110.0	F	T	0.79	11.3	B	T	1.12	73.1	E
Westbound (Tunnel Exit)	L	1.14	115.7	F								
2nd Avenue & East 37th Street												
Westbound	LT	1.01dl	45.6	D	LT	0.41	17.1	B	LT	0.49	19.2	B
Southbound	T	1.27	135.4	F	TR	1.11	63.6	E	T	1.28	140.5	F
	R	0.10	3.3	A					R	0.35	4.5	A
2nd Avenue & East 38th Street												
Eastbound	TR	1.18	127.4	F	TR	0.82	34.4	C	TR	1.14	111.1	F
Southbound	LT	1.31	156.0	F	LT	1.12	64.7	E	LT	1.30	149.7	F
2nd Avenue & East 39th Street												
Westbound	L	0.26	23.8	C	L	0.31	24.4	C	L	0.37	25.6	C
	T	1.01	94.0	F	T	0.40	25.1	C	T	0.44	25.8	C
Southbound	T	1.26	138.5	F	TR	1.23	121.4	F	T	1.28	144.6	F
	R	1.16	94.6	F					R	0.87	20.8	C
2nd Avenue & East 40th Street												
Eastbound	T	0.86	45.2	D	T	0.60	21.9	C	T	1.17	104.7	F
	R	0.60	36.6	D	R	1.06	85.5	F	R	1.41	209.6	F
Southbound	LT	1.15	88.8	F	LT	1.16	91.6	F	LT	1.19	98.3	F
2nd Avenue & East 41st Street												
Eastbound	TR	0.58	46.1	D	TR	0.61	31.0	C	TR	1.01	84.3	F
Southbound	LT	1.29	148.4	F	LT	1.22	113.8	F	LT	1.26	136.2	F
	R	0.76	17.7	B	R	0.17	8.4	A	R	0.21	5.4	A
2nd Avenue & East 42nd Street												
Eastbound	TR	1.38	199.1	F	TR	1.06	73.4	E	TR	1.18	107.5	F
Westbound	LT	2.02dl	164.4	F	LT	1.18dl	111.4	F	LT	1.98dl	186.3	F
Southbound					L	1.34	178.7	F				
	LT	1.20	116.5	F	T	1.15	93.4	F	LT	1.21	112.9	F
	R	0.77	27.6	C	R	1.05	59.7	E	R	0.88	22.0	C
2nd Avenue & East 43rd Street												
Westbound	LT	0.34	25.5	C	LT	0.25	23.4	C	LT	0.38	25.7	C
Southbound	T	1.16	89.6	F	TR	1.50	247.4	F	T	1.17	93.7	F
	R	1.18	104.7	F					R	1.24	129.2	F
2nd Avenue & East 44th Street												
Eastbound	TR	1.03	55.7	E	TR	1.01	48.7	D	TR	1.27	147.8	F
Southbound					L	0.55	8.7	A				
	LT	1.21	113.2	F	T	1.20	105.0	F	LT	1.17	88.2	F
2nd Avenue & East 45th Street												
Westbound	LT	1.01	93.9	F	LT	0.74	44.0	D	LT	1.09	86.0	F
Southbound	T	1.20	108.1	F	TR	1.47	230.8	F	T	1.16	87.8	F
	R	1.25	133.9	F					R	1.10	72.5	E
2nd Avenue & East 46th Street												
Eastbound	TR	0.67	38.0	D	T	0.58	31.9	C	TR	1.29dr	90.3	F
					R	1.25	162.1	F				
Southbound					L	0.56	10.5	B				
	LT	1.20	106.6	F	T	1.24	125.8	F	LT	1.16	84.2	F
2nd Avenue & East 47th Street												
Westbound	L	0.16	43.4	D	L	0.15	45.8	D	L	0.11	20.7	C
	T	0.66	55.3	E	T	0.39	50.2	D	T	0.56	24.6	C
Southbound	T	1.24	121.6	F	TR	1.53	257.0	F	T	1.19	95.3	F
	R	1.10	67.3	E					R	1.24	123.2	F

Intersection & Approach (Signalized Intersections)		AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
2nd Avenue & East 48th Street												
Eastbound	TR	1.18	121.5	F	TR	1.13	104.1	F	TR	1.19	132.8	F
Southbound	L	0.57	11.7	B	L	1.28	149.2	F				
	T	1.55	266.7	F	T	1.37	188.2	F	LT	1.12	71.0	E
2nd Avenue & East 49th Street												
Westbound	L	0.90	92.0	F	L	0.99	101.4	F	L	1.28	162.1	F
	T	0.40	23.6	C	T	0.23	19.8	B	T	0.41	20.1	C
Southbound	T	1.34	172.4	F	TR	1.20	105.6	F	T	0.95	48.6	D
	R	1.02	44.3	D					R	0.46	2.1	A
2nd Avenue & East 50th Street												
Eastbound	TR	0.59	36.0	D	TR	0.64	37.9	D	TR	0.55	18.8	B
Southbound	L	0.07	8.0	A	L	0.39	10.8	B				
	T	1.62	299.1	F	T	1.37	184.8	F	LT	1.15	76.5	E
2nd Avenue & East 51st Street												
Westbound	L	0.79	61.1	E								
	T	0.61	38.0	D	LT	0.71	37.0	D	LT	0.71	36.1	D
Southbound	T	1.62	297.9	F	TR	1.38	187.5	F	T	1.10	57.1	E
	R	0.97	32.3	C					R	0.99	30.3	C
2nd Avenue & East 52nd Street												
Eastbound	TR	0.84	40.1	D	TR	0.93	45.5	D	TR	0.92	51.8	D
Southbound	L	0.15	7.2	A	L	0.18	7.3	A	L	0.21	1.9	A
	T	1.55	269.8	F	T	1.36	181.6	F	T	1.33	163.6	F
2nd Avenue & East 53rd Street												
Westbound	LT	1.08	80.0	F	LT	1.12dl	84.9	F	LT	0.96	63.3	E
Southbound	T	1.53	261.5	F	TR	1.37	186.7	F	T	1.43	213.3	F
	R	0.69	20.0	C					R	0.69	12.0	B
2nd Avenue & East 54th Street												
Eastbound	TR	0.63	27.9	C	TR	0.61	25.1	C	TR	0.57	31.5	C
Southbound	L	0.02	8.2	A	L	0.06	8.1	A	L	0.05	1.1	A
	T	1.65	311.8	F	T	1.45	225.3	F	T	1.49	237.9	F
2nd Avenue & East 55th Street												
Westbound	L	0.32	18.0	B	L	0.78	24.8	C	L	0.35	27.7	C
	T	0.95	38.3	D	T	1.08	77.2	E	T	1.08	86.4	F
Southbound	T	1.68	324.6	F	TR	1.68	328.5	F	T	1.49	236.4	F
	R	0.46	12.1	B					R	0.26	3.5	A
2nd Avenue & East 56th Street												
Eastbound	T	0.76	31.6	C	T	0.53	11.9	B	T	0.66	27.3	C
	R	0.90	47.3	D	R	0.58	15.8	B	R	0.49	24.4	C
Southbound	L	0.11	2.2	A	L	0.33	4.5	A	L	0.11	1.5	A
	T	1.57	275.8	F	T	1.46	230.5	F	T	1.34	171.2	F
2nd Avenue & East 57th Street												
Eastbound	T	0.57	54.2	D	TR	1.20	134.8	F	T	1.24	139.7	F
	R	1.44	264.2	F					R	0.31	23.5	C
Westbound	L	1.22	151.8	F								
	LT	1.16	112.5	F	LT	0.79	37.4	D	LT	0.88dl	23.4	C
Southbound	L	0.52	36.9	D	L	0.22	20.2	C	L	0.60	17.5	B
	T	1.25	144.7	F	T	1.17	105.4	F	T	1.09	70.6	E
	R	1.10	112.6	F	R	1.04	76.7	E	R	0.82	30.2	C
2nd Avenue & East 59th Street												
Eastbound	L	1.14	89.6	F	L	1.15	98.5	F	L	1.42	211.6	F
	TR	0.40	19.5	B	TR	0.51	85.0	F	TR	0.76	88.0	F
Southbound	L	1.08	66.4	E	L	1.09	63.9	E	L	1.10	62.6	E
	LT	1.35	179.1	F	LT	1.19	103.2	F	LT	1.16	87.7	F

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
2nd Avenue & East 60th Street												
Westbound	LT	0.02	14.2	B	LT	0.01	14.2	B	LT	0.02	14.2	B
Southbound	L	0.05	14.6	B					L	0.07	14.9	B
	T	1.07	81.8	F	LTR	1.12	87.3	F	T	1.11	79.7	E
	R	0.14	16.0	B					R	0.12	15.7	B
Westbound (Bridge Exit)	L	1.42	222.7	F	L	1.29	165.2	F	L	1.17	116.1	F
	T	1.27	159.1	F	T	0.70	29.5	C	T	1.02	69.4	E
Tunnel Exit Street & East 37th Street												
Westbound	TR	0.18	9.1	A	TR	0.62	44.5	D	TR	0.36	37.1	D
North-Westbound	L	0.34	0.2	A	L	0.22	0.1	A	L	0.24	0.1	A
	R	0.74	23.7	C	R	0.51	12.1	B	R	0.63	20.2	C
Tunnel Exit Street & East 39th Street												
Westbound	TR	0.91	74.6	E	TR	0.93dr	33.8	C	TR	0.64	28.6	C
Northbound					L	1.12	120.3	F				
	LT	0.37	11.0	B	T	0.13	20.0	B	LT	1.16dl	16.1	B
Tunnel Exit Street & East 40th Street												
Eastbound	LT	1.07	93.8	F	LT	0.96	82.1	F	LT	1.31	162.2	F
Northbound	TR	0.27	12.9	B	TR	0.24	7.0	A	TR	0.24	12.1	B
3rd Avenue & East 36th Street												
Eastbound	LT	1.19	124.0	F	LT	0.70	22.6	C	LT	1.66	321.8	F
Northbound	TR	0.88	51.8	D	TR	0.99	74.6	E	TR	0.58	20.0	B
	R	1.12	136.7	F	R	0.57	45.9	D	R	1.16	149.7	F
3rd Avenue & East 37th Street												
Westbound	TR	0.70	18.4	B	TR	0.58	16.5	B	TR	0.57	17.6	B
	R	1.10	133.1	F	R	0.90	82.8	F	R	1.07	125.4	F
Northbound	LT	1.05	65.8	E	LT	1.01	60.8	E	LT	0.61	5.9	A
3rd Avenue & East 38th Street												
Eastbound	LT	0.37	31.9	C	LT	0.46	31.9	C	LT	0.75	38.4	D
Northbound	T	1.07	64.9	E	T	1.06	71.5	E	T	0.70	11.8	B
	R	0.61	12.9	B	R	0.43	13.0	B	R	0.46	11.6	B
3rd Avenue & East 39th Street												
Westbound	T	1.76	368.4	F	T	1.54	273.0	F	T	1.27	167.5	F
	R	1.31	182.1	F	R	0.87	44.5	D	R	0.56	33.9	C
Northbound	LT	1.35	178.7	F	LT	1.25	133.7	F	LT	1.09	69.5	E
3rd Avenue & East 40th Street												
Eastbound	LT	1.03	87.0	F	LT	1.03	104.0	F	LT	1.61	318.3	F
Northbound	T	1.26	139.6	F	T	1.19	104.6	F	T	1.19	106.2	F
	R	0.76	102.0	F	R	0.96	64.7	E	R	1.09	78.6	E
3rd Avenue & East 41st Street												
Eastbound					L	1.12	137.6	F				
	LT	0.77	68.8	E	T	0.33	40.5	D	LT	1.14	107.7	F
Westbound	R	1.07	116.7	F	R	1.12	130.8	F	R	0.88	67.8	E
Northbound	T	1.20	111.9	F	T	0.98	62.1	E	T	1.13	81.2	F
	R	0.33	12.8	B	R	0.31	14.1	B	R	0.30	14.1	B
3rd Avenue & East 42nd Street												
Eastbound	L	1.15	112.7	F	L	0.99	77.2	E	L	1.10	96.9	F
	T	1.12	78.6	E	T	1.16	116.5	F	T	1.07	76.6	E
Westbound	T	0.91	42.4	D	T	0.85	34.1	C	T	0.96	38.2	D
	R	1.30	174.9	F	R	1.20	128.6	F	R	1.22	136.3	F
Northbound	LT	1.28	155.2	F	LT	1.17	105.4	F	LT	1.10	74.3	E
	R	0.52	23.6	C	R	0.86	36.4	D	R	1.12	97.2	F
3rd Avenue & East 43rd Street												
Westbound	TR	0.60	19.3	B	TR	0.87	21.8	C	TR	0.80	19.8	B
	R	0.66	21.0	C								
Northbound	LT	1.14	79.0	E	LT	1.09	62.7	E	LT	1.06	63.9	E

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
3rd Avenue & East 44th Street												
Eastbound	LT	0.35	27.6	C	LT	0.28	27.0	C	LT	0.31	27.3	C
Northbound	T	1.07	64.5	E	T	1.08	64.9	E	T	1.20	104.6	F
	R	2.88	865.5	F	R	2.06	498.6	F	R	5.24	1923.9	F
3rd Avenue & East 45th Street												
Westbound	T	1.13	98.3	F	T	0.58	17.4	B	T	0.73	16.3	B
	R	0.85	61.4	E	R	0.68	36.1	D	R	0.84	41.0	D
Northbound	LT	1.17	97.9	F	LT	1.20	112.8	F	LT	1.17	92.1	F
3rd Avenue & East 46th Street												
Eastbound	L	0.64	40.2	D	L	0.39	28.2	C	L	0.40	41.9	D
	T	0.38	11.7	B	T	0.52	10.0	B	T	0.76	31.5	C
Northbound	T	1.09	68.6	E	T	1.15	94.9	F	T	1.20	105.6	F
	R	0.68	21.7	C	R	1.31	165.1	F	R	0.96	25.4	C
3rd Avenue & East 47th Street												
Westbound	T	1.34	183.1	F	T	1.14	93.1	F	T	1.09	84.2	F
	R	0.58	18.8	B	R	0.72	23.0	C	R	0.71	29.3	C
Northbound	LT	1.24	131.8	F	LT	1.22	118.8	F	LT	1.21	120.7	F
3rd Avenue & East 48th Street												
Eastbound	L	0.29	19.7	B	L	0.27	21.5	C	L	0.30	22.3	C
	T	0.57	24.5	C	T	0.41	23.5	C	T	0.53	24.3	C
Northbound	T	1.06	66.7	E	T	1.18	105.9	F	T	1.18	106.7	F
	R	0.84	26.7	C	R	0.99	49.8	D	R	1.13	95.2	F
3rd Avenue & East 49th Street												
Westbound	T	1.08	86.1	F	T	0.49	17.3	B	T	0.63	23.7	C
	R	0.56	42.5	D	R	0.44	39.8	D	R	0.61	51.1	D
Northbound	LT	1.13	83.4	F	LT	1.20	117.7	F	LT	1.23	128.5	F
3rd Avenue & East 50th Street												
Eastbound	L	0.29	12.9	B	L	0.43	7.8	A	L	0.84	42.4	D
	T	0.50	13.9	B	T	0.51	8.5	A	T	0.83	36.1	D
Northbound	T	1.18	106.9	F	T	1.20	113.8	F	T	1.17	98.5	F
	R	1.10	81.9	F	R	1.09	82.5	F	R	0.66	22.4	C
3rd Avenue & East 51st Street												
Westbound	T	0.78	34.0	C	T	0.81	25.3	C	T	1.14	110.5	F
	R	0.39	20.4	C	R	0.40	17.5	B	R	0.71	31.7	C
Northbound	LT	1.23	128.1	F	LT	1.18	105.7	F	LT	1.18	108.6	F
3rd Avenue & East 52nd Street												
Eastbound	LT	0.78	25.8	C	LT	0.85	21.4	C	LT	0.96	52.9	D
Northbound	T	1.18	103.2	F	T	1.14	83.4	F	T	1.19	105.0	F
	R	1.17	105.4	F	R	1.18	113.0	F	R	1.17	116.0	F
3rd Avenue & East 53rd Street												
Westbound	T	1.16	111.8	F	T	0.62	11.5	B	T	1.07	70.4	E
	R	1.03	119.6	F	R	0.75	32.5	C	R	0.83	107.9	F
Northbound	LT	1.15	91.9	F	LT	1.12	84.7	F	LT	1.21	123.4	F
3rd Avenue & East 54th Street												
Eastbound	L	1.00	71.2	E	L	1.27	159.7	F	L	1.07	102.6	F
	T	0.58	19.7	B	T	0.69	20.5	C	T	0.76	40.1	D
Northbound	T	1.11	82.8	F	T	1.09	76.8	E	T	1.15	98.0	F
	R	0.79	35.2	D	R	0.73	32.3	C	R	0.87	38.6	D
3rd Avenue & East 55th Street												
Westbound	T	1.10	87.2	F	T	0.91	27.1	C	T	1.23	141.8	F
	R	1.01	79.3	E	R	1.09	73.0	E	R	1.15	126.4	F
Northbound	LT	1.26	141.5	F	LT	1.25	137.0	F	LT	1.30	154.8	F

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
3rd Avenue & East 56th Street												
Eastbound (West Side)	LT	0.87	51.7	D	LT	0.98	106.6	F	LT	1.16	111.0	F
Northbound (West Side)	T	1.22	121.4	F	T	1.18	103.6	F	T	1.36	185.4	F
Eastbound (East Side)	LT	0.98	43.4	D	LT	0.91	23.7	C	LT	0.67	4.1	A
Northbound (East Side)	TR	0.56	14.3	B	TR	1.08	74.2	E	TR	1.21	116.0	F
3rd Avenue & East 57th Street												
Eastbound (West Side)	LT	1.11	114.2	F	LT	1.09	108.9	F	LT	1.37	208.7	F
Westbound (West Side)	TR	0.97	27.4	C	TR	0.89	30.6	C	TR	0.83	23.8	C
Northbound (West Side)	LT	1.07	64.3	E	LT	1.24	128.2	F	LT	1.25	133.5	F
Eastbound (East Side)	T	0.67	12.5	B	T	1.25	133.1	F	T	1.17	95.7	F
Westbound (East Side)	T	0.93	64.2	E	T	0.77	33.6	C	T	0.86	55.6	E
	R	0.77	20.7	C	R	0.58	28.6	C	R	0.75	54.7	D
Northbound (East Side)	TR	0.83	42.1	D	TR	1.08	68.6	E	TR	1.17	98.4	F
	R	0.33	26.4	C	R	1.12	90.6	F	R	1.16	97.1	F
3rd Avenue & East 59th Street												
Eastbound	LT	0.98	53.5	D	LT	1.07	87.4	F	LT	0.77	29.7	C
Northbound	T	0.75	9.6	A	T	0.68	8.5	A	T	0.59	5.8	A
	R	1.18	121.0	F	R	1.05	74.3	E	R	1.56	282.3	F
Lexington Avenue & East 36th Street												
Eastbound	TR	0.68	55.9	E	TR	0.74	48.0	D	TR	1.32	193.1	F
Southbound	LT	1.12	72.7	E	LT	1.08	57.3	E	LT	1.14	83.3	F
Lexington Avenue & East 38th Street												
Eastbound	T	0.48	39.2	D	T	0.64	44.7	D	T	0.79	45.6	D
	R	1.01	120.0	F	R	1.14	154.0	F	R	1.60	322.8	F
Southbound	L	0.15	1.2	A	L	0.18	2.0	A	L	0.14	1.0	A
	T	1.13	68.3	E	T	0.91	18.8	B	T	0.57	1.7	A
Lexington Avenue & East 39th Street												
Westbound	L	1.20	130.8	F	L	1.11	99.1	F	L	0.84	39.1	D
	T	1.98	458.6	F	T	1.65	313.1	F	T	1.51	255.0	F
Southbound	T	1.13	77.2	E	T	1.08	63.8	E	TR	1.07	59.4	E
	R	0.97	40.9	D	R	0.89	24.5	C				
Lexington Avenue & East 40th Street												
Eastbound	T	1.09	72.4	E	T	0.77	21.7	C	T	0.85	32.2	C
	R	1.10	89.5	F	R	0.54	34.8	C	R	1.26	160.5	F
Southbound	LT	1.23	126.3	F	LT	1.16	92.4	F	LT	0.91	55.0	E
Lexington Avenue & East 42nd Street												
Eastbound	T	0.90	20.5	C	T	1.08	71.3	E	T	1.20	121.5	F
	R	0.29	10.5	B	R	0.91	43.3	D	R	0.28	24.3	C
Westbound	LT	1.03	42.5	D	LT	0.96	51.6	D	LT	1.66	327.2	F
Southbound	L	0.74	24.4	C	L	0.50	22.7	C	L	1.12	91.1	F
	T	1.21	119.1	F	T	0.93	72.4	E	T	1.05	71.4	E
	R	1.37	193.7	F	R	0.71	27.1	C	R	1.33	181.1	F
Lexington Avenue & East 44th Street												
Southbound	LT	1.22	118.0	F	LT	1.19	103.3	F	LT	1.23	124.6	F
Lexington Avenue & East 45th Street												
Westbound	L	0.70	28.4	C								
	T	0.86	30.8	C	LT	0.89	48.2	D	LT	1.11	93.7	F
Southbound	T	1.08	63.7	E	T	1.07	62.0	E	T	1.09	62.9	E
	R	0.89	26.0	C	R	0.17	7.9	A	R	0.42	11.4	B
Lexington Avenue & East 46th Street												
Eastbound	T	0.73	58.7	E	T	0.99	66.2	E	T	1.33	178.5	F
	R	0.69	60.5	E	R	0.15	45.6	D	R	0.30	28.0	C
Southbound	LT	1.15	82.4	F	LT	1.11	62.6	E	LT	1.17	90.9	F

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
Lexington Avenue & East 47th Street												
Westbound	L	0.85	39.7	D	L	1.20	131.9	F	L	1.18	127.7	F
	T	0.86	19.4	B	T	1.34	178.5	F	T	1.29	160.4	F
Southbound	T	1.08	66.4	E	T	1.07	66.6	E	T	1.18	101.0	F
	R	1.38	196.2	F	R	1.72	347.3	F	R	1.24	135.8	F
Lexington Avenue & East 48th Street												
Eastbound	T	0.79	38.5	D	T	1.13	110.6	F	T	1.09	92.7	F
	R	1.06	113.7	F	R	1.16	141.9	F	R	1.18	147.7	F
Southbound	LT	1.21	112.3	F	LT	1.02	59.3	E	LT	1.11	70.1	E
Lexington Avenue & East 49th Street												
Westbound	L	0.59	35.8	D								
	T	0.48	30.6	C	LT	0.57	30.1	C	LT	0.71	38.5	D
Southbound	T	1.08	62.2	E	T	1.12	72.1	E	T	1.04	65.7	E
	R	0.84	24.1	C	R	0.37	13.4	B	R	0.42	14.3	B
Lexington Avenue & East 50th Street												
Eastbound	TR	1.06	69.1	E	TR	0.44	27.5	C	TR	0.38	25.2	C
Southbound	LT	1.33	169.6	F	LT	1.13	77.2	E	LT	1.22	117.9	F
Lexington Avenue & East 51st Street												
Westbound	L	0.66	44.7	D	L	1.07	99.3	F	L	1.04	73.3	E
	T	0.53	21.6	C	T	0.93	49.7	D	T	1.01	51.4	D
Southbound	T	1.11	67.6	E	T	1.18	104.9	F	T	0.99	59.8	E
	R	0.65	14.6	B	R	1.20	140.7	F	R	0.59	14.2	B
Lexington Avenue & East 52nd Street												
Eastbound	T	0.59	20.1	C	T	0.99	54.5	D	T	0.65	26.3	C
	R	0.80	50.2	D	R	0.96	69.9	E	R	0.97	58.2	E
Southbound	LT	1.26	135.2	F	LT	0.97	62.8	E	LT	1.11	74.4	E
Lexington Avenue & East 53rd Street												
Westbound	L	0.56	16.0	B	L	0.07	21.2	C	L	0.19	16.6	B
	T	1.21	120.2	F	T	0.87	40.4	D	T	0.96	45.2	D
Southbound	T	1.31	162.6	F	T	1.10	62.9	E	T	0.85	30.5	C
	R	0.96	85.9	F	R	0.80	94.7	F	R	0.52	20.4	C
Lexington Avenue & East 54th Street												
Eastbound	T	1.04	55.6	E	TR	1.07	71.7	E	TR	0.93	32.9	C
	R	0.49	12.2	B								
Southbound	LT	1.13	78.0	E	LT	1.15	83.4	F	LT	1.11	69.1	E
Lexington Avenue & East 55th Street												
Westbound	L	0.81	37.1	D	L	1.05	72.8	E	L	0.97	48.3	D
	T	0.64	16.7	B	T	0.88	30.8	C	T	0.91	26.2	C
Southbound	T	1.23	123.8	F	T	1.09	64.1	E	T	0.93	59.9	E
	R	0.35	12.3	B	R	0.63	16.5	B	R	0.56	12.4	B
Lexington Avenue & East 56th Street												
Eastbound	T	0.56	16.0	B	T	0.66	17.4	B	T	0.83	19.1	B
	R	0.77	55.0	E	R	1.09	84.8	F	R	0.93	45.5	D
Southbound	LT	1.24	137.2	F	LT	1.07	77.1	E	LT	1.06	74.4	E
Lexington Avenue & East 57th Street												
Eastbound	T	0.93	28.7	C	T	0.86	24.9	C	T	1.43	223.1	F
	R	0.84	90.5	F	R	0.67	20.2	C	R	0.61	35.5	D
Westbound	LT	0.97	53.2	D	LT	0.96	51.2	D	LT	1.56dl	96.0	F
Southbound	LT	1.20	123.8	F	LT	1.01	88.6	F	LT	1.05	85.9	F
	R	0.23	16.6	B	R	0.38	21.7	C	R	0.37	20.6	C
Park Avenue & East 36th Street												
Eastbound (West Side)	TR	0.61	25.5	C	TR	0.64	26.4	C	TR	1.03	83.9	F
Southbound (West Side)	LT	0.79	13.5	B	LT	0.77	9.5	A	LT	0.81	11.7	B
Eastbound (East Side)	LT	0.56	9.8	A	LT	0.54	9.0	A	LT	0.70	29.9	C
Northbound (East Side)	TR	0.50	16.5	B	TR	0.65	19.7	B	TR	0.60	18.2	B

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
Park Avenue & East 38th Street												
Eastbound (West Side)	TR	0.64	26.0	C	TR	0.65	26.2	C	TR	1.05	78.8	E
Southbound (West Side)	LT	0.94	26.7	C	LT	0.73	10.3	B	LT	0.74	6.2	A
Eastbound (East Side)	L	0.35	9.1	A	L	0.25	8.3	A	L	0.23	8.1	A
	T	0.37	7.3	A	T	0.43	7.7	A	T	0.51	10.8	B
Northbound (East Side)	TR	0.74	12.3	B	TR	0.75	18.7	B	TR	0.93	59.2	E
Park Avenue & East 39th Street												
Westbound (East Side)	TR	1.70	337.7	F	TR	1.44	224.2	F	TR	1.41	212.3	F
Northbound (East Side)	LT	0.65	74.2	E	LT	0.57	41.2	D	LT	0.97	79.2	E
Westbound (West Side)	LT	1.53	265.5	F	LT	1.14	93.4	F	LT	1.23	126.3	F
Southbound (West Side)	T	0.71	68.9	E	T	0.63	58.1	E	T	0.87	67.4	E
	R	1.17	109.2	F	R	0.53	19.0	B	R	1.30	162.4	F
Park Avenue & East 40th Street												
Eastbound (West Side)	TR	1.28	173.7	F	TR	1.30	183.3	F	TR	1.47	255.4	F
Southbound (West Side)	T	1.17	109.5	F	T	1.18	117.8	F	T	1.27	153.4	F
Eastbound (Tunnel Exit)	LT	1.45	229.4	F	LT	1.43	215.8	F	LT	1.70	337.4	F
Northbound (Tunnel Exit)	T	0.83	16.2	B	T	0.72	17.1	B	T	0.87	20.7	C
Eastbound (East Side)	LT	1.45	226.9	F	LT	1.35	180.5	F	LT	1.60	287.5	F
Northbound (East Side)	TR	1.08	77.0	E	TR	0.83	31.8	C	TR	1.09	71.1	E
Park Avenue & East 46th Street												
Eastbound (West Side)	T	0.39	25.4	C	T	0.92	58.5	E	T	1.25	143.4	F
	R	0.30	27.8	C	R	0.33	29.8	C	R	0.40	24.1	C
Southbound (West Side)	L	0.47	27.7	C	L	0.32	16.3	B	L	0.77	76.8	E
	T	1.10	70.3	E	T	1.13	80.4	F	T	1.22	118.0	F
Eastbound (East Side)	L	0.56	23.7	C	L	0.93	48.7	D	L	0.95	23.1	C
	T	0.86	32.0	C	T	1.26	147.7	F	T	1.34	172.3	F
Northbound (East Side)	T	0.82	28.0	C	T	0.85	33.2	C	T	0.90	48.5	D
Park Avenue & East 47th Street												
Westbound (East Side)	T	1.00	38.7	D	T	1.49	245.4	F	T	1.10	68.8	E
	R	0.51	16.2	B	R	0.92	40.4	D	R	0.79	18.7	B
Northbound (East Side)	L	0.12	241.3	F	L	0.16	95.3	F	L	0.27	98.8	F
	T	0.91	33.1	C	T	1.01	62.4	E	T	1.07	65.8	E
Westbound (West Side)	LT	1.08	66.1	E	LT	1.53	257.6	F	LT	1.14	91.1	F
Southbound (West Side)	TR	1.02	60.9	E	TR	1.00	57.4	E	TR	1.12	78.6	E
Park Avenue & East 48th Street												
Eastbound (West Side)	T	0.61	22.4	C	T	0.59	20.8	C	T	0.63	35.8	D
	R	0.27	15.3	B	R	0.28	18.9	B	R	0.45	32.7	C
Southbound (West Side)	L	0.43	119.1	F	L	0.26	143.9	F	L	0.22	65.2	E
	T	1.20	105.3	F	T	1.15	88.8	F	T	1.05	62.2	E
Eastbound (East Side)	LT	0.87	36.6	D	LT	0.91	35.3	D	LT	0.96	44.3	D
Northbound (East Side)	TR	1.01	55.3	E	TR	0.95	38.5	D	TR	1.04	62.8	E
Park Avenue & East 49th Street												
Westbound (East Side)	T	1.08	85.8	F	T	0.85	27.6	C	T	0.99	70.9	E
	R	0.65	30.6	C	R	0.40	10.4	B	R	0.55	12.8	B
Northbound (East Side)	L	0.21	15.0	B	L	0.21	15.3	B	L	0.19	109.9	F
	T	1.00	52.6	D	T	1.03	50.0	D	T	1.10	60.1	E
Westbound (West Side)	LT	1.18	100.0	F	LT	0.92	26.6	C	LT	1.06	59.9	E
Southbound (West Side)	TR	1.01	68.1	E	TR	0.98	58.3	E	TR	0.98	65.0	E

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
Park Avenue & East 50th Street												
Eastbound (West Side)	T	0.73	19.4	B	T	0.84	19.8	B	T	0.91	42.6	D
	R	0.32	13.0	B	R	0.75	18.1	B	R	0.65	28.1	C
Southbound (West Side)	L	0.17	82.8	F	L	0.23	13.5	B	L	0.20	16.1	B
	T	0.98	63.0	E	T	1.09	61.7	E	T	1.10	67.6	E
Eastbound (East Side)	LT	0.96	41.4	D	LT	1.09	81.2	F	LT	1.20	127.1	F
Northbound (East Side)	TR	1.01	47.9	D	TR	0.89	31.6	C	TR	0.93	52.9	D
Park Avenue & East 51st Street												
Westbound (East Side)	T	0.70	25.4	C	T	1.16	113.9	F	T	0.72	28.8	C
	R	0.68	45.1	D	R	0.71	34.8	C	R	0.58	28.0	C
Northbound (East Side)	L	0.14	32.4	C	L	0.21	31.7	C	L	0.17	15.1	B
	T	0.95	37.1	D	T	1.05	66.6	E	T	1.10	65.0	E
Westbound (West Side)	LT	0.87	28.8	C	LT	1.09	69.3	E	LT	0.86	28.3	C
Southbound (West Side)	T	0.84	30.2	C	TR	1.07	61.3	E	TR	0.91	42.1	D
	R	1.32	169.3	F								
Park Avenue & East 52nd Street												
Eastbound (West Side)	TR	0.81	26.4	C	TR	1.01	61.5	E	TR	0.80	26.2	C
Southbound (West Side)	L	0.17	155.1	F	L	0.24	178.2	F	L	0.18	86.3	F
	T	1.18	98.0	F	T	1.02	66.5	E	T	1.06	65.2	E
Eastbound (East Side)	LT	0.86	25.6	C	LT	0.96	36.6	D	LT	1.10	82.3	F
Northbound (East Side)	TR	0.97	31.2	C	TR	1.01	47.7	D	TR	1.08	62.9	E
Park Avenue & East 53rd Street												
Westbound (East Side)	T	1.21	120.9	F	T	0.76	41.3	D	T	0.87	53.4	D
	R	1.09	80.9	F	R	0.64	39.2	D	R	0.53	33.1	C
Northbound (East Side)	L	0.18	16.3	B	L	0.20	17.8	B	L	0.16	18.6	B
	T	0.94	31.6	C	T	1.06	61.4	E	T	1.14	80.4	F
Westbound (West Side)	LT	1.14	78.1	E	LT	1.11	85.8	F	LT	1.05	59.5	E
Southbound (West Side)	TR	1.08	60.5	E	TR	0.96	39.7	D	TR	0.91	34.9	C
Park Avenue & East 54th Street												
Eastbound (West Side)	TR	0.94	35.4	D	TR	0.62	18.5	B	TR	0.84	25.0	C
Southbound (West Side)	L	0.31	13.5	B	L	0.22	10.8	B	L	0.15	12.1	B
	T	1.18	98.3	F	T	1.02	58.1	E	T	1.02	58.5	E
Eastbound (East Side)	L	0.33	10.2	B	L	0.34	10.5	B				
	T	1.02	50.0	D	T	0.65	16.2	B	LT	0.92	21.0	C
Northbound (East Side)	T	0.86	19.4	B	TR	0.99	53.3	D	TR	0.98	60.5	E
	R	0.65	16.8	B								
Park Avenue & East 55th Street												
Westbound (East Side)	TR	0.97	73.5	E	TR	1.12	110.4	F	TR	1.26	165.9	F
Northbound (East Side)	L	0.21	685.0	F	L	0.29	115.0	F	L	0.15	157.9	F
	T	1.07	68.4	E	T	1.12	74.1	E	T	1.14	83.1	F
Westbound (West Side)	LT	0.92	29.9	C	LT	1.06	71.5	E	LT	1.18	102.2	F
Southbound (West Side)	T	1.00	59.0	E	TR	1.08	61.4	E	TR	1.16	89.2	F
	R	0.55	14.0	B								
Park Avenue & East 56th Street												
Eastbound (West Side)	TR	0.72	29.2	C	TR	1.36	191.8	F	TR	1.34	175.9	F
Southbound (West Side)	L	0.14	155.4	F	L	0.18	145.9	F	L	0.17	16.9	B
	T	1.06	65.5	E	T	1.02	65.0	E	T	1.05	71.0	E
Eastbound (East Side)	LT	0.65	15.0	B	LT	1.16	92.8	F	LT	1.15	87.3	F
Northbound (East Side)	TR	1.02	51.9	D	TR	0.94	57.0	E	TR	1.08	62.4	E

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
Park Avenue & East 57th Street												
Eastbound (West Side)	T	0.75	33.5	C	T	1.20	127.3	F	T	1.38	201.0	F
	R	0.62	31.6	C	R	1.08	96.4	F	R	0.43	29.2	C
Westbound (West Side)	T	1.07	61.7	E	T	1.19	104.3	F	T	0.76	13.4	B
Southbound (West Side)	LTR	0.91	78.7	E	LTR	0.97	88.1	F	LTR	0.77	72.5	E
Eastbound (East Side)	LT	1.17	109.7	F	LT	1.22	117.4	F	LT	1.04	33.3	C
Westbound (East Side)	T	0.76	44.0	D	T	1.17	129.1	F	T	0.52	30.4	C
	R	0.61	40.9	D	R	1.03	97.7	F	R	0.25	26.1	C
Northbound (East Side)	L	0.18	686.1	F	L	0.29	686.1	F	L	0.17	10.1	B
	T	0.97	34.9	C	T	1.04	44.7	D	T	1.13	75.3	E
	R	0.26	11.8	B	R	0.69	21.2	C	R	0.40	9.9	A
Madison Avenue & East 39th Street												
Westbound	T	1.27	147.2	F	T	1.42	215.8	F	T	1.53	257.9	F
	R	1.23	143.5	F	R	1.44	234.0	F	R	1.23	135.7	F
Northbound	LT	1.11	89.2	F	LT	1.00	86.8	F	LT	1.02	85.3	F
Madison Avenue & East 40th Street												
Eastbound	L	0.97	58.0	E	L	0.72	40.2	D	L	1.19	120.5	F
	T	0.94	30.1	C	T	0.67	22.2	C	T	0.83	14.7	B
Northbound	TR	1.18	102.1	F	TR	1.11	66.9	E	TR	1.14	79.9	E
Madison Avenue & East 41st Street												
Eastbound	L	0.45	51.0	D	L	0.49	49.6	D	L	0.53	51.0	D
	T	0.29	29.4	C	T	0.32	28.4	C	T	0.22	27.5	C
Northbound	TR	1.21	111.4	F	TR	1.19	107.4	F	TR	1.20	111.4	F
Madison Avenue & East 42nd Street												
Eastbound	LT	1.58	288.4	F	LT	1.18	108.5	F	LT	1.21	119.4	F
Westbound	T	1.53	264.2	F	T	1.24	143.6	F	T	1.27	157.3	F
	R	0.31	23.1	C	R	0.23	25.2	C	R	0.18	28.8	C
Northbound	LT	1.24	125.5	F	LT	1.21	114.3	F	LT	1.23	123.7	F
	R	0.55	16.9	B	R	0.74	94.6	F	R	0.43	13.8	B
Madison Avenue & East 43rd Street												
Westbound	T	0.78	37.9	D	T	1.28	180.0	F	T	0.56	29.3	C
	R	0.97	126.3	F	R	1.54	296.9	F	R	0.67	44.5	D
Northbound	L	1.46	235.6	F	L	1.18	118.2	F	L	1.74	354.3	F
	T	1.07	62.1	E	T	1.13	78.8	E	T	1.22	118.8	F
Madison Avenue & East 46th Street												
Eastbound	LT	1.00	81.9	F	LT	0.92	50.4	D	LT	1.10	86.1	F
Northbound	T	1.01	63.4	E	T	1.16	94.6	F	T	1.12	73.6	E
	R	1.07	125.9	F	R	0.77	17.6	B	R	0.88	173.9	F
Madison Avenue & East 48th Street												
Eastbound	L	1.10	114.4	F	L	0.96	80.1	F	L	0.74	26.4	C
	T	0.75	27.1	C	T	0.69	23.6	C	T	0.87	14.5	B
Northbound	T	1.12	77.0	E	T	1.00	68.1	E	T	1.20	108.7	F
	R	0.60	20.7	C	R	0.72	28.9	C	R	0.78	32.1	C
Madison Avenue & East 49th Street												
Westbound	TR	0.61	9.5	A	TR	1.07	64.8	E	TR	1.14	93.4	F
Northbound	L	0.54	12.0	B	L	0.29	10.7	B	L	0.23	11.8	B
	T	1.09	59.6	E	T	1.04	64.3	E	T	1.09	61.1	E
Madison Avenue & East 53rd Street												
Westbound	TR	1.17	106.3	F	TR	0.85	41.6	D	TR	0.95	48.9	D
Northbound	L	0.53	11.8	B	L	0.18	9.8	A	L	0.58	13.0	B
	T	1.02	55.7	E	T	0.98	65.8	E	T	1.12	73.3	E

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
Madison Avenue & East 54th Street												
Eastbound	LT	0.59	31.0	C	LT	1.16	113.3	F	LT	0.74	31.7	C
Northbound	T	1.04	63.2	E	T	1.15	89.6	F	T	1.02	58.8	E
	R	1.08	70.1	E	R	0.93	42.6	D	R	0.73	18.2	B
5th Avenue & 38th Street												
Eastbound	T	0.44	18.2	B	T	0.58	22.7	C	T	0.52	19.3	B
	R	1.05	124.7	F	R	1.06	121.5	F	R	1.04	120.8	F
Southbound	LT	1.40	192.8	F	LT	1.37	182.8	F	LT	1.26	132.0	F
5th Avenue & 39th Street												
Westbound	L	1.15	118.9	F	L	0.93	60.8	E	L	0.89	60.5	E
	T	0.67	29.6	C	T	1.38	204.1	F	T	0.90	40.9	D
Southbound	T	1.31	170.3	F	T	1.14	92.5	F	T	1.28	146.9	F
	R	1.34	182.3	F	R	1.06	63.2	E	R	1.15	92.2	F
5th Avenue & 40th Street												
Eastbound	TR	1.60	306.9	F	TR	1.34	199.5	F	TR	1.28	170.0	F
Southbound	LT	1.53	260.7	F	LT	1.10	67.8	E	LT	1.52	253.8	F
5th Avenue & 42nd Street												
Eastbound	T	1.14	105.8	F	T	0.72	28.3	C	T	0.69	27.4	C
	R	0.21	23.8	C	R	0.17	21.9	C	R	0.15	21.5	C
Westbound	LT	1.47	232.0	F	LT	1.37	189.4	F	LT	1.04	57.8	E
Southbound	LT	1.50	245.6	F	LT	1.52	255.6	F	LT	1.50	243.4	F
	R	0.05	14.0	B	R	0.11	14.1	B	R	0.03	2.2	A
5th Avenue & 43rd Street												
Westbound	L	0.64	29.8	C	L	0.88	29.4	C	L	0.73	32.0	C
	T	0.67	25.2	C	T	0.68	12.9	B	T	0.60	27.7	C
Southbound	T	1.26	142.3	F	T	1.19	110.2	F	T	1.37	182.3	F
	R	2.19	557.1	F	R	1.88	418.8	F	R	2.12	526.1	F
5th Avenue & 44th Street												
Eastbound	T	0.42	24.1	C	T	0.42	23.4	C	T	0.46	23.4	C
	R	0.87	99.7	F	R	1.17	139.2	F	R	1.36	217.7	F
Southbound	LT	1.43	213.5	F	LT	1.43	212.4	F	LT	1.54	263.1	F
5th Avenue & 47th Street												
Westbound	L	1.02	105.1	F	L	0.99	70.8	E	L	1.14	108.9	F
	T	0.65	34.3	C	T	0.55	34.6	C	T	1.09	73.3	E
Southbound	T	1.44	219.1	F	T	1.47	235.1	F	T	1.39	192.3	F
	R	0.87	26.2	C	R	1.03	57.7	E	R	1.16	97.0	F
5th Avenue & 48th Street												
Eastbound	T	0.60	17.6	B	T	0.67	20.2	C	T	1.20	128.1	F
	R	1.06	89.3	F	R	0.99	92.5	F	R	1.24	156.7	F
Southbound	LT	1.44	220.3	F	LT	1.32	166.9	F	LT	1.33	164.6	F
5th Avenue & 49th Street												
Westbound	LT	0.57	27.7	C	LT	0.50	23.2	C	LT	1.10	91.4	F
Southbound	T	1.43	216.8	F	T	1.49	240.5	F	T	1.41	199.8	F
	R	0.63	16.9	B	R	0.37	11.7	B	R	0.72	9.8	A
5th Avenue & 54th Street												
Eastbound	TR	0.53	23.9	C	TR	1.08	97.0	F	TR	0.94	52.6	D
Southbound	LT	1.43	217.1	F	LT	1.41	206.4	F	LT	1.47	228.7	F
5th Avenue & 57th Street												
Eastbound	T	1.14	111.0	F	T	1.19	128.8	F	T	1.41	219.6	F
	R	0.85	143.2	F	R	1.07	126.8	F	R	0.78	47.6	D
Westbound	LT	1.17	124.2	F	LT	0.79	89.4	F	LT	1.66dl	159.1	F
Southbound	LT	1.51	259.4	F	LT	1.06	84.1	F	LT	1.52	263.7	F
	R	0.43	22.3	C	R	0.38	18.5	B	R	0.66	32.7	C

Intersection & Approach (Signalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
6th Avenue & West 48th Street												
Eastbound	L	0.33	22.5	C	L	0.33	22.7	C	L	0.58	29.9	C
	T	1.18	132.7	F	T	1.02	78.4	E	T	1.04	78.0	E
Northbound	TR	0.89dr	32.0	C	TR	0.76	35.9	D	T	0.72	20.8	C
									R	1.12	144.9	F
6th Avenue & West 49th Street												
Westbound	T	0.79	33.0	C	T	0.52	20.7	C	T	1.03	74.2	E
	R	0.70	32.0	C	R	0.62	29.8	C	R	0.92	55.6	E
Northbound	LT	1.06	49.0	D	LT	1.06	50.7	D	LT	0.89	13.2	B

Intersection & Approach (Unsignalized Intersections)	AM Peak Hour				Midday Peak Hour				PM Peak Hour			
	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS	Movt.	v/c Ratio	Delay (sec)	LOS
1st Avenue & East 48th Street												
Eastbound (West Side)	L	0.92	48.8	E	L	0.61	21.0	C	L	0.52	18.0	C
Northbound	T	0.34	0.0	A	T	0.32	0.0	A	T	0.32	0.0	A

Appendix F.6
Subway Station Assignments

AM Subway Station Assignment

NYC	Grand Central S 4 5 6 7					42 St-Bryant Park/5 Av B D F M 7				Rock Center B D F M		Lex/53 St E M 6				5 Av/53 St E M		Lex/59 St 4 5 6 N Q R			
IN	TS	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
Site #	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out
1	8%	26%	18%	6%	4%	9%	19%	4%	6%												
2	8%	26%	18%	6%	4%	9%	20%	4%	6%												
3	8%	26%	17%	7%	5%	10%	19%	5%	5%												
4	8%	26%	17%	7%	5%	9%		5%	4%	0%	19%										
5	8%	25%	17%	8%	7%	1%		4%	3%	9%	19%										
6	4%	23%	10%	18%	10%					10%	18%			1%	4%	2%					
7				2%						4%	12%			34%	21%	12%	14%				
8	3%	29%	23%	23%	15%	2%	4%														
9		20%	10%	28%	8%							7%	16%	3%	8%						
10			1%	9%							7%	22%	16%	26%	19%						
11				9%								28%	16%	27%	20%						
12												32%	14%	36%	18%						
13												33%	14%	35%	18%						
14												33%	13%	4%				30%	14%		6%
15		27%	21%	38%	15%																
16		27%	21%	38%	15%																

NYC	Grand Central S 4 5 6 7					42 St-Bryant Park/5 Av B D F M 7				Rock Center B D F M		Lex/53 St E M 6				5 Av/53 St E M		Lex/59 St 4 5 6 N Q R			
OUT	TS	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
Site #	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In	In
1	8%	18%	25%	4%	7%	20%	9%	6%	4%												
2	8%	18%	26%	4%	6%	20%	9%	6%	4%												
3	9%	16%	23%	4%	11%	18%	8%	4%	6%												
4	8%	17%	24%	5%	9%		9%	4%	5%	19%											
5	8%	17%	24%	7%	9%			3%	4%	19%	9%										
6	4%	10%	23%	10%	20%					18%	8%			4%			2%				
7					2%					9%	2%			23%	36%	16%	14%				
8	3%	23%	28%	15%	25%	4%	2%														
9		10%	20%	8%	28%							16%	6%	8%	3%						
10		1%			12%					-15%		25%	6%	31%	41%						
11					11%							23%	2%	28%	36%						
12												15%	30%	19%	36%						
13												15%	29%	19%	37%						
14												38%	-24%	4%				36%	29%	18%	
15		21%	26%	15%	37%																
16		21%	26%	15%	37%																

PM Subway Station Assignment

NYC	Grand Central S 4 5 6 7					42 St-Bryant Park/5 Av B D F M 7				Rock Center B D F M		Lex/53 St E M 6				5 Av/53 St E M		Lex/59 St 4 5 6 N Q R			
IN	TS	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
Site #	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out
1	8%	25%	18%	6%	4%	9%	20%	4%	6%												
2	8%	25%	18%	6%	4%	9%	20%	4%	6%												
3	8%	24%	17%	8%	5%	9%	19%	5%	5%												
4	7%	26%	18%	4%	6%	10%		4%	4%		20%										
5	8%	24%	17%	9%	7%			4%	3%	9%	19%										
6	4%	22%	10%	21%	10%					8%	18%				4%	3%					
7				2%						2%	9%			35%	22%	15%	15%				
8	3%	29%	24%	22%	16%	2%	4%														
9		21%	10%	27%	9%							6%	16%	3%	9%						
10			1%	12%							-16%	1%	27%	43%	32%						
11				11%								0%	23%	37%	29%						
12												33%	14%	34%	18%						
13												30%	15%	37%	18%						
14												38%	8%	13%				29%	8%		4%
15		27%	21%	37%	15%																
16		27%	22%	36%	16%																

NYC	Grand Central S 4 5 6 7					42 St-Bryant Park/5 Av B D F M 7				Rock Center B D F M		Lex/53 St E M 6				5 Av/53 St E M		Lex/59 St 4 5 6 N Q R			
OUT	TS	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB	NB	SB	EB	WB
Site #	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out	Out
1	8%	18%	26%	4%	6%	19%	9%	6%	4%												
2	8%	18%	26%	4%	6%	19%	9%	6%	4%												
3	8%	17%	26%	5%	7%	19%	10%	5%	4%												
4	8%	17%	26%	5%	7%		9%	4%	5%	19%	0%										
5	8%	17%	25%	7%	8%		1%	3%	4%	18%	9%										
6	4%	10%	23%	10%	18%					18%	9%			4%	1%		2%				
7					2%					12%	4%			21%	34%	14%	12%				
8	3%	23%	29%	15%	24%	4%	2%														
9		10%	20%	8%	28%							16%	7%	8%	4%						
10		1%			9%					7%		16%	22%	19%	26%						
11					9%							16%	28%	20%	27%						
12												14%	32%	18%	36%						
13												14%	32%	18%	35%						
14												13%	33%	1%				12%	34%	6%	
15		21%	27%	15%	38%																
16		21%	27%	15%	37%																

Appendix F.7
Subway Station Volumes

Subway Station Volume

No-Build Stairs, Escalators, Passageways	Existing Peak 15-min Volumes				RFTM Percent Change				Background Growth (RFTM) Peak 15-min Volumes				NB on Development Sites Peak 15-min Volumes				NB on Projected Sites Peak 15-min Volumes				Total NB Net Change Peak 15-min Volumes				Total No-Build Peak 15-min Volumes			
	AM		PM		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
	DOWN	UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN	UP
42nd Street Bryant Park - Fifth Avenue																												
SB11A/SB11B/MB20	35	588	993	98	35%	8%	8%	35%	12	47	79	34	10	0	92	13	1	-3	-3	0	23	44	168	48	58	633	1161	146
P13A/P13B	39	268	746	69	35%	8%	8%	35%	14	21	60	24	7	0	59	5	0	-2	0	0	21	19	119	29	60	288	864	98
P14A/P14B	34	658	415	97	35%	8%	8%	35%	12	53	33	34	4	0	33	8	0	-1	0	0	16	52	66	42	51	709	481	139
P4 (R501)	3	113	33	10	35%	8%	8%	35%	1	9	3	4	0	0	0	0	0	0	0	0	1	9	3	4	3	122	36	14
P3 (R501)	20	178	228	43	35%	8%	8%	35%	7	14	18	15	13	62	76	18	0	0	0	0	20	76	94	32	40	254	322	75
P2 (R501)	10	387	228	96	35%	8%	8%	35%	4	31	18	33	13	63	75	18	0	0	0	0	16	94	93	51	27	481	321	147
S2	10	120	99	53	35%	8%	8%	35%	4	10	8	19	0	0	0	0	0	0	0	0	4	10	8	19	14	130	107	72
S3	6	170	70	33	35%	8%	8%	35%	2	14	6	11	0	0	0	0	0	0	0	0	2	14	6	11	8	184	76	44
S1/M1/M2	44	865	602	154	35%	8%	8%	35%	16	69	48	54	25	124	150	35	0	-1	-1	0	41	193	197	89	85	1058	799	243
P5 (N504)	2	179	23	60	35%	8%	8%	35%	1	14	2	21	0	0	0	0	0	0	0	0	1	14	2	21	3	194	25	81
P6 (N504)	5	217	19	83	35%	8%	8%	35%	2	17	2	29	0	0	0	0	0	0	0	0	2	17	2	29	7	234	20	112
P3 (N504)	28	343	428	91	35%	8%	8%	35%	10	27	34	32	8	33	73	7	0	0	0	0	17	61	107	39	45	404	535	130
P1 (N504)	15	278	394	147	35%	8%	8%	35%	5	22	32	51	5	22	43	4	0	0	0	0	11	44	74	55	26	322	468	202
P4 (N504)	36	557	388	108	35%	8%	8%	35%	12	45	31	38	4	50	47	14	0	0	0	0	16	95	78	52	52	652	466	160
P2 (N504)	16	366	157	94	35%	8%	8%	35%	6	29	13	33	4	49	18	5	0	0	0	0	9	78	30	38	25	444	188	132
S6/M7/M8	20	343	298	69	35%	8%	8%	35%	7	27	24	24	0	0	0	0	0	0	0	0	7	27	24	24	27	371	322	93
S5/M6	26	407	362	91	35%	8%	8%	35%	9	33	29	32	10	4	7	14	0	0	0	0	19	37	36	46	45	444	398	137
47th-50th Streets - Rockefeller Center																												
O6A/O6B/O7A/O7B	33	246	208	65	16%	17%	17%	16%	5	42	35	10	8	2	4	8	0	0	0	0	13	44	39	18	46	290	247	83
P14	18	178	396	26	16%	17%	17%	16%	3	30	67	4	3	0	1	2	0	0	0	0	5	31	69	6	24	208	465	32
P9	45	401	907	66	16%	17%	17%	16%	7	68	154	11	2	0	1	1	0	0	0	0	9	69	155	12	54	470	1063	78
P12	24	346	201	41	16%	17%	17%	16%	4	59	34	7	2	1	1	3	0	0	0	0	5	59	35	9	29	406	236	50
P10	48	590	338	89	16%	17%	17%	16%	8	100	58	14	1	1	1	3	0	0	0	0	9	101	58	17	56	691	397	106
P15	27	262	123	40	16%	17%	17%	16%	4	45	21	6	0	0	0	0	0	0	0	0	4	45	21	6	32	307	144	47
P7	29	315	227	67	16%	17%	17%	16%	5	54	39	11	0	0	0	0	0	0	0	0	5	54	39	11	34	369	266	78
P16	67	325	87	23	16%	17%	17%	16%	11	55	15	4	0	0	0	0	0	0	0	0	11	55	15	4	77	380	102	26
P8	85	673	157	79	16%	17%	17%	16%	14	114	27	13	0	0	0	0	0	0	0	0	14	114	27	13	98	788	184	92
SB1A/SB1B/MB1A/MB1B	22	97	86	19	16%	17%	17%	16%	4	17	15	3	0	0	0	0	0	0	0	0	4	17	15	3	25	114	101	22
S5	17	214	217	42	16%	17%	17%	16%	3	36	37	7	0	0	0	0	0	0	0	0	3	36	37	7	20	250	254	49
P5	17	406	360	148	16%	17%	17%	16%	3	69	61	24	0	0	0	0	0	0	0	0	3	69	61	24	20	475	422	172
P6	128	524	375	80	16%	17%	17%	16%	20	89	64	13	0	0	0	0	0	0	0	0	20	89	64	13	148	614	438	93
P3A/P3B	18	503	453	123	16%	17%	17%	16%	3	85	77	20	0	0	0	0	0	0	0	0	3	85	77	20	21	588	531	142
P1	19	460	869	264	16%	17%	17%	16%	3	78	148	42	0	0	0	0	0	0	0	0	3	78	148	42	22	538	1016	306
P4A/P4B	92	470	592	56	16%	17%	17%	16%	15	80	101	9	0	0	0	0	0	0	0	0	15	80	101	9	107	550	692	65
P2	70	414	311	53	16%	17%	17%	16%	11	70	53	9	0	0	0	0	0	0	0	0	11	70	53	9	81	484	364	62
S6	9	250	221	25	16%	17%	17%	16%	1	43	38	4	0	0	0	0	0	0	0	0	1	43	38	4	11	293	259	29
S1	28	503	552	47	16%	17%	17%	16%	4	85	94	8	0	0	0	0	0	0	0	0	4	85	94	8	32	588	646	55
Lexington Avenue - 51st/53rd Streets																												
E243	0	678	0	468	11%	4%	4%	11%	0	27	0	51	0	4	0	33	0	0	0	0	0	31	0	85	0	709	0	553
E244	0	738	984	0	11%	4%	4%	11%	0	30	39	0	0	3	13	0	0	0	0	0	0	33	52	0	0	771	1036	0
P7	23	133	162	11	11%	4%	4%	11%	3	5	6	1	11	0	1	0	0	0	0	0	14	5	7	1	37	138	169	12
E269	500	0	887	0	11%	4%	4%	11%	55	0	35	0	23	0	3	0	1	0	0	0	79	0	39	0	579	0	925	0
E254X	0	0	0	0	11%	4%	4%	11%	0	0	0	0	0	0	0	0	0	-1	0	0	0	-1	0	0	0	-1	0	0
S4 (N306A)	20	88	104	14	11%	4%	4%	11%	2	4	4	2	0	0	0	0	1	-1	-1	1	3	3	3	2	23	91	107	16
S3 (N306A)	28	109	170	9	11%	4%	4%	11%	3	4	7	1	0	0	0	0	0	0	0	0	3	4	7	1	32	113	177	10
E245	0	809	0	1170	11%	4%	4%	11%	0	32	0	129	0	2	0	18	0	0	0	1	0	34	0	148	0	843	0	1318
P1	63	309	124	29	11%	4%	4%	11%	7	12	5	3	20	0	0	0	0	0	0	0	27	12	5	3	89	322	129	32
E246	0	787	830	0	11%	4%	4%	11%	0	31	33	0	0	2	8	0	0	0	-1	0	0	33	40	0	0	820	870	0
O7A/O7B/O8A/O8B	40	374	297	41	11%	4%	4%	11%	4	15	12	5	33	7	14	32	0	0	0	0	37	22	26	37	77	396	323	78
O5	42	479	555	72	11%	4%	4%	11%	5	19	22	8	0	0	0	0	0	0	0	0	5	19	22	8	46	498	577	79
E252	0	799	0	437	-3%	-3%	-3%	-3%	0	-24	0	-13	0	0	0	0	0	0	0	0	0	-24	0	-13	0	775	0	424
U1	463	9	568	8	-3%	-3%	-3%	-3%	-14	0	-17	0	0	0	0	0	0	0	0	0	-14	0	-17	0	449	9	550	8
S8 (R242)	63	209	113	43	11%	4%	4%	11%	7	8	5	5	4	3	5	8	0	0	0	0	11	11	9	12	73	221	122	55
S3 (R242)	16	182	284	44	11%	4%	4%	11%	2	7	11	5	3	0	4	0	0	0	0	0	5	7	15	5	21	189	300	49
S4	9	279	236	60	11%	4%	4%	11%	1	11	9	7	4	2	3	7	0	0	0	0	5	13	12	14	14	292	247	74
S6	6	147	46	43	11%	4%	4%	11%	1	6	2	5	0	0	0	0	0	0	0	0	1	6	2	5	7	153	48	48
S2	34	258	263	89	11%	4%	4%	11%	4	10	11	10	19	3	6	20	0	0	0	0	23	13	17	30	57	272	280	119
S5	10	18	23	25	11%	4%	4%	11%	1	1	1	3	0	0	0	0	0	0	0	0	1	1	1	3	11	19	24	28
O1/O2	54	434	147	56	11%	4%	4%	11%	6	17	6	6	24	3	8	16	0	0	0	0	30	20	14	22	84	454	160	77
PASSAGEWAY at 52nd Street	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
To/From Lex-53rd st	1177	1472	1037	868	-3%	-3%	-3%	-3%	-35	-44	-31	-26	0	0	0	0	0	0	0	0	-35	-44	-31	-26	1141	1427	1006	841
Fifth Avenue - 53rd Street																												
S1/M1	15	580	569	38	33%	10%	10%	33%	5	58	57	13	1	0	1	1	0		0	0	6	58	58	14	21	638	627	52
O3A/O3B	14	943	685	53	33%	10%	10%	33%	5	94	69	18	9	4	11	15	0	0	0	0	14	98	80	33	28	1041	765	86
E242	0	738	951	0	33%	10%	10%	33%	0	74	95	0	0	2	8	0	0	0	0	0	0	76	104	0	0	813	1055	0
P1	21	31	165	1	33%	10%	10%	33%	7	3	17	0	11	0	3	2	0	0	0	0	18	3	20	2	38	34	185	3
E241	0	734	0	92	33%	10%	10%	33%	0	73	0	30	0	2	0	14	0	0	0	0	0	76	0	45	0	809	0	137
PL1A/PL1B/PL2A/PL2B	5	1234	288	79	33%	10%	10%	33%	2	123	29	26	5	2	6	8	0	0	0	0	6	125	34	34	12	1359	322	113
Lexington Avenue - 59th Street																												
SB1A/SB1B/MB1A/MB1B	0	0	531	405	6%	13%	13%	6%	0	0	69	24	0	0	0	0	1	-1	-1	1	1	-1	68	25	1	-1	599	430
PL1	0	0	530	0	6%	13%	13%	6%	0	0	69	0	0	0	0	0	1	0	-1	0	1	0	68	0	1	0	598	0
PL2	0	0	515	0	6%	13%	13%	6%	0	0	67	0	0	0	0	0	0	-1	0	0	0	-1	67	0	0	-1	582	0
O10A/O10B/O9A/O9B/O8A/O8B	75	567	575	267	6%	13%	13%	6%	5	74	75	16	0	0	0	0	1	-1	-1	1	5	72	74	17	80	639	649	284
S1	155	238	316	67	6%	13%	13%	6%	9	31	41	4	0	0	0	0	0	0	0	0	9	31	41	4	165	269	357	71
S3	54	266	190	176	6%	13%	13%	6%	3	35	25	11	0	0	0	0	0	0	0	0	3	35	25	11	57	300	215	186
ML6	381	218	246	178	6%	13%	13%	6%	23	28	32	11	0	0	0	0	0	0	0	0	23	28	32	11	403	247	278	188
ML4	359	313	288	335	6%	13%	13%	6%	22	41	37	20	0	0	0	0	0	0	0	0	22	41	37	20	381	354	326	355
ML2	739	158	493	331	6%	13%	13%	6%	44	20	64	20	0	0	0	0	0	0	0	0	44	20	64	20	783	178	557	351
P12	0	0	73	4	6%	13%	13%	6%	0	0	9	0	0	0	0	0	0	0	0	0	0	0	9	0	0	0	82	4
ES249	0	0	803	0	6%	13%	13%	6%	0	0	104	0	0	0	0	0	0	0	0	0	0	0	104	0	0	0	907	0
S2/S4/M2	0	0	200	19	6%	13%	13%	6%	0	0	26	1	0	0	0	0	0	0	0	0	0	0	26	1	0	0	225	21
Grand Central Terminal - 47th St Crosspassage													LIRR ESA Ridership Growth 15-Min															
9 - Stair	4	10	1	9	12%	12%	16%	16%	0	1	0	1	0	431	144	0	0	0	0	0	0	432	144	1	4	442	145	10
9 - Escalator	0	181	140	0	12%	12%	16%	16%	0	21	23	0	0	800	576	0	0	0	0	0	0	820	599	0	0	1001	739	0
10 - Stair	8	146	78	13	12%	12%	16%	16%	1	17	12	2	0	234	472	0	0	0	0	0	1	251	484	2	9	397	561	15
10 - Escalator	0	510	447	0	12%	12%	16%	16%	0	59	72	0	0	546	679	0	0	0	0	0	0	605	750	0	0	1115	1197	0
11 - Stair	12	330	270	24	12%	12%	16%	16%	1	38	44	4	0	309	403	0	0	0	0	0	1	347	446	4	13	677	716	28
11 - Escalator	0	503	364	0	12%	12%	16%	16%	0	58	59	0	0	471	748	0	0	0	0	0	0	530	806	0	0	1033	1171	0
	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST
Passageway on 47th Street	185	1227	1299	70	12%	12%	16%	16%	21	142	209	11	1940	0	0	1980	0	0	0	0	1961	142	209	1991	2147	1369	1508	2061
	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH
Passageway between 10 and 11	12	833	635	24	12%	12%	16%	16%	1	97	102	4	0	780	1150	0	0	0	0	0	1	877	1252	4	13	1710	1887	28

Subway Station Volume

No-Build Fare Arrays	Existing Peak 15-min Volumes				RTFM Percent Change				Background Growth (RFTM Applied to Existing) Peak 15-min Volumes				NB on Development Sites Peak 15-min Volumes				NB on Projected Sites Peak 15-min Volumes				Total NB Net Change Peak 15-min Volumes				Total No-Build Peak 15-min Volumes			
	AM		PM		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM		AM		PM	
*IN/OUT OF STATION	IN*	OUT*	IN*	OUT*	IN*	OUT*	IN*	OUT*	IN*	OUT*	IN*	OUT*	IN*	OUT*	IN*	OUT*	IN*	OUT*	IN*	OUT*	IN*	OUT*	IN*	OUT*	IN*	OUT*	IN*	OUT*
42nd Street Bryant Park - Fifth Avenue																												
N502	74	926	1161	165	35%	8%	8%	35%	26	74	93	58	10	0	92	13	1	-3	-3	0	37	71	182	71	111	997	1342	237
R501	44	865	602	154	35%	8%	8%	35%	16	69	48	54	25	124	150	35	0	-1	-1	0	41	193	197	89	85	1058	799	243
N504	88	1593	1185	250	35%	8%	8%	35%	31	127	95	88	21	154	181	31	0	0	0	0	51	282	276	118	139	1875	1461	369
47th-50th Streets - Rockefeller Center													0	0	0	0												
N500	64	2321	1893	232	16%	17%	17%	16%	10	395	322	37	8	2	4	8	0	0	0	0	18	396	326	45	82	2717	2219	277
N500A	25	100	97	29	16%	17%	17%	16%	4	17	16	5	0	0	0	0	0	0	0	0	4	17	16	5	29	117	113	33
N501A	38	909	635	150	16%	17%	17%	16%	6	155	108	24	0	0	0	0	0	0	0	0	6	155	108	24	44	1064	743	174
N501	79	1622	1395	163	16%	17%	17%	16%	13	276	237	26	0	0	0	0	0	0	0	0	13	276	237	26	92	1897	1633	190
Lexington Avenue - 51st/53rd Streets																												
N305	74	1054	791	129	11%	4%	4%	11%	8	42	32	14	34	8	17	33	0	0	0	0	43	50	48	48	117	1103	839	177
N306A	119	169	258	39	11%	4%	4%	11%	13	7	10	4	0	0	0	0	1	-1	0	0	14	6	10	4	133	174	268	43
N306	78	636	761	223	11%	4%	4%	11%	9	25	30	25	20	3	8	18	0	0	-1	1	29	29	37	43	107	664	799	266
N305A	40	187	389	33	11%	4%	4%	11%	4	7	16	4	0	0	0	0	0	0	0	0	4	7	16	4	44	195	404	36
N305B	25	1490	201	67	11%	4%	4%	11%	3	60	8	7	0	0	0	0	0	0	0	0	3	60	8	7	27	1550	209	75
R242	86	392	394	92	11%	4%	4%	11%	9	16	16	10	4	3	5	8	0	0	0	0	13	19	20	18	99	410	414	110
R243	59	703	568	218	11%	4%	4%	11%	7	28	23	24	23	5	9	27	0	0	0	0	30	33	31	51	89	736	599	269
R242A	50	443	145	49	11%	4%	4%	11%	5	18	6	5	24	3	8	16	0	0	0	0	30	20	14	21	79	463	159	70
Fifth Avenue - 53rd Street																												
N304	15	580	569	38	33%	10%	10%	33%	5	58	57	13	1	0	1	1	0	0	0	0	6	58	58	14	21	638	627	52
N304A	14	943	685	53	33%	10%	10%	33%	5	94	69	18	9	4	11	15	0	0	0	0	14	98	80	33	28	1041	765	86
Lexington Avenue - 59th Street																												
R244A	0	0	730	219	6%	13%	13%	6%	0	0	95	13	0	0	0	0	1	-1	-1	1	1	-1	94	14	1	-1	824	232
R245A	0	0	1012	390	6%	13%	13%	6%	0	0	132	23	0	0	0	0	1	-1	-1	1	1	-1	131	24	1	-1	1143	414
A002	0	0	528	208	6%	13%	13%	6%	0	0	69	13	0	0	0	0	0	0	0	0	0	0	68	13	0	0	597	221

Subway Station Volume Table

RWCDS - Fare Arrays	Existing Peak 15-min Volumes				No-Action Peak 15-min Volumes				With-Action With-Improvements Peak 15-min Volumes			
	AM		PM		AM		PM		AM		PM	
*IN/OUT OF STATION	IN*	OUT*	IN*	OUT*	IN*	OUT*	IN*	OUT*	IN*	OUT*	IN*	OUT*
42nd Street Bryant Park - Fifth Avenue												
N502	74	926	1161	165	111	997	1342	237	111	1076	1433	238
R501	44	865	602	154	85	1058	799	243	87	1114	863	245
N504	88	1593	1185	250	139	1875	1461	369	143	1923	1517	373
47th-50th Streets - Rockefeller Center												
N500	64	2321	1893	232	82	2717	2219	277	82	2733	2237	278
N500A	25	100	97	29	29	117	113	33	29	127	125	34
N501A	38	909	635	150	44	1064	743	174	44	1076	758	175
N501	79	1622	1395	163	92	1897	1633	190	95	1987	1734	192
Lexington Avenue - 51st/53rd Streets												
N305	74	1054	791	129	117	1103	839	177	117	1232	989	176
N306A	119	169	258	39	133	174	268	43	135	234	368	46
N306	78	636	761	223	107	664	799	266	108	782	899	270
N305A	40	187	389	33	44	195	404	36	46	282	455	42
N305B	25	1490	201	67	27	1550	209	75	27	1707	392	74
R242	86	392	394	92	99	410	414	110	104	469	533	114
R243	59	703	568	218	89	736	599	269	44	472	390	132
R242A	50	443	145	49	79	463	159	70	75	605	364	65
Fifth Avenue - 53rd Street												
N304	15	580	569	38	21	638	627	52	13	399	506	39
N304A	14	943	685	53	28	1041	765	86	17	625	459	52
Lexington Avenue - 59th Street												
R244A	0	0	730	219	1	-1	824	232	0	17	872	232
R245A	0	0	1012	390	1	-1	1143	414	0	37	1161	414
A002	0	0	528	208	0	0	597	221	0	8	606	221

Subway Station Volume Table

RWCDS - Stairs, Escalators, Passageways	Existing Peak 15-min Volumes				No-Action Peak 15-min Volumes				With-Action With-Improvements Peak 15-min Volumes			
	AM		PM		AM		PM		AM		PM	
	DOWN	UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN	UP	DOWN	UP
42nd Street Bryant Park - Fifth Avenue												
SB11A/SB11B/MB20	35	588	993	98	58	633	1161	146	59	711	1252	148
P13A/P13B	39	268	746	69	60	288	864	98	60	346	887	99
P14A/P14B	34	658	415	97	51	709	481	139	51	730	545	140
P4 (R501)	3	113	33	10	3	122	36	14	3	122	36	14
P3 (R501)	20	178	228	43	40	254	322	75	40	282	354	77
P2 (R501)	10	387	228	96	27	481	321	147	27	509	353	148
S2	10	120	99	53	14	130	107	72	14	36	14	72
S3	6	170	70	33	8	184	76	44	2	121	13	38
S1/M1/M2	44	865	602	154	85	1058	799	243	87	1114	863	245
P5 (N504)	2	179	23	60	3	194	25	81	3	194	25	81
P6 (N504)	5	217	19	83	7	234	20	112	7	234	20	112
P3 (N504)	28	343	428	91	45	404	535	130	45	418	543	131
P1 (N504)	15	278	394	147	26	322	468	202	26	337	476	204
P4 (N504)	36	557	388	108	52	652	466	160	53	657	481	160
P2 (N504)	16	366	157	94	25	444	188	132	27	451	206	133
S6/M7/M8	20	343	298	69	27	371	322	93	30	393	347	96
S5/M6	26	407	362	91	45	444	398	137	46	470	429	139
47th-50th Streets - Rockefeller Center												
O6A/O6B/O7A/O7B	33	246	208	65	46	290	247	83	46	306	265	84
P14	18	178	396	26	24	208	465	32	24	210	465	32
P9	45	401	907	66	54	470	1063	78	54	485	1075	79
P12	24	346	201	41	29	406	236	50	30	407	249	50
P10	48	590	338	89	56	691	397	106	56	692	397	106
P15	27	262	123	40	32	307	144	47	32	322	158	48
P7	29	315	227	67	34	369	266	78	22	290	177	83
P16	67	325	87	23	77	380	102	26	77	380	102	26
P8	85	673	157	79	98	788	184	92	98	788	184	92
SB1A/SB1B/MB1A/MB1B	22	97	86	19	25	114	101	22	26	124	113	23
S5	17	214	217	42	20	250	254	49	20	263	269	50
P5	17	406	360	148	20	475	422	172	20	290	422	83
P6	128	524	375	80	148	614	438	93	99	392	292	53
P3A/P3B	18	503	453	123	21	588	531	142	21	612	531	143
P1	19	460	869	264	22	538	1016	306	22	562	1038	307
P4A/P4B	92	470	592	56	107	550	692	65	107	392	692	53
P2	70	414	311	53	81	484	364	62	83	490	444	62
S6	9	250	221	25	11	293	259	29	11	350	259	31
S1	28	503	552	47	32	588	646	55	32	620	646	55
Lexington Avenue - 51st/53rd Streets												
E243	0	678	0	468	0	709	0	553	0	823	0	552
E244	0	738	984	0	0	771	1036	0	0	889	1237	0
P7	23	133	162	11	37	138	169	12	37	138	169	12
E269	500	0	887	0	579	0	925	0	581	0	1159	0
E254X	0	0	0	0	0	-1	0	0	0	113	0	3
S4 (N306A)	20	88	104	14	23	91	107	16	22	153	174	17
S3 (N306A)	28	109	170	9	32	113	177	10	36	228	310	17
E245	0	809	0	1170	0	843	0	1318	0	902	0	1322
P1	63	309	124	29	89	322	129	32	91	322	129	32
E246	0	787	830	0	0	820	870	0	0	878	970	0
O7A/O7B/O8A/O8B	40	374	297	41	77	396	323	78	77	511	456	77
O5	42	479	555	72	46	498	577	79	48	757	828	84
E252	0	799	0	437	0	775	0	424	0	0	0	0
U1	463	9	568	8	449	9	550	8	449	784	550	432
S8 (R242)	63	209	113	43	73	221	122	55	75	250	181	57
S3 (R242)	16	182	284	44	21	189	300	49	23	219	359	50
S4	9	279	236	60	14	292	247	74	7	154	128	38
S6	6	147	46	43	7	153	48	48	3	84	28	25
S2	34	258	263	89	57	272	280	119	27	197	222	56
S5	10	18	23	25	11	19	24	28	6	10	12	14
O1/O2	54	434	147	56	84	454	160	77	81	595	366	72
PASSAGEWAY at 52nd Street	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB	NB	SB
To/From Lex-53rd st	1177	1472	1037	868	1141	1427	1006	841	1141	1427	1006	841
Fifth Avenue - 53rd Street												
S1/M1	15	580	569	38	21	638	627	52	13	399	506	39
O3A/O3B	14	943	685	53	28	1041	765	86	17	625	459	52
E242	0	738	951	0	0	813	1055	0	0	494	731	0
P1	21	31	165	1	38	34	185	3	24	20	144	2
E241	0	734	0	92	0	809	0	137	0	495	0	90
PL1A/PL1B/PL2A/PL2B	5	1234	288	79	12	1359	322	113	7	816	193	68
Lexington Avenue - 59th Street												
SB1A/SB1B/MB1A/MB1B	0	0	531	405	1	-1	599	430	0	17	648	430
PL1	0	0	530	0	1	0	598	0	0	8	622	0
PL2	0	0	515	0	0	-1	582	0	0	18	591	0
O10A/O10B/O9A/O9B/O8A/O8B	75	567	575	267	80	639	649	284	79	677	667	284
~~**S1**~~	~~155~~	~~238~~	~~316~~	~~67~~	~~165~~	~~269~~	~~357~~	~~71~~	165	269	357	71
~~**S3**~~	~~54~~	~~266~~	~~190~~	~~175~~	~~57~~	~~300~~	~~215~~	~~186~~	57	300	215	186
ML8									606	36	443	70
ML6	381	218	246	178	403	247	278	188	363	247	250	188
ML4	359	313	288	335	381	354	326	355	286	354	244	355
ML2	739	158	493	331	783	178	557	351	313	142	223	281
P12	0	0	73	4	0	0	82	4	0	0	82	4
ES249	0	0	803	0	0	0	907	0	0	8	916	0
S2/S4/M2	0	0	200	19	0	0	225	21	0	8	234	21
Grand Central Terminal - 47th St Crosspassage												
9 - Stair	4	10	1	9	4	442	145	10	6	453	152	13
9 - Escalator	0	181	140	0	0	1001	739	0	0	1027	774	0
10 - Stair	8	146	78	13	9	397	561	15	17	450	636	28
10 - Escalator	0	510	447	0	0	1115	1197	0	0	1264	1356	0
11 - Stair	12	330	270	24	13	677	716	28	22	757	805	41
11 - Escalator	0	503	364	0	0	1033	1171	0	0	1155	1315	0
	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST	EAST	WEST
Passageway on 47th Street	185	1227	1299	70	2147	1369	1508	2061	2385	1379	1524	2336
	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH	SOUTH	NORTH
Passageway between 10 and 11	12	833	635	24	13	1710	1887	28	22	1912	2120	41

Appendix F.8

The results of the Proposed Action without Subway Station Improvements (With-Action Without-Improvement)

With-Action Without-Improvements Subway Fare Array Analysis
at the Grand Central 42nd Street Subway Station

Peak Period	Fare Array	Control Element	Quantity	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
				In	Out				
AM	R241A	Two-way Turnstile	5	256	1499	0.9	0.9	0.71	C
	R240	Two-way Turnstile	11	1015	2255	0.9	0.9	0.64	B
	R240A	Two-way Turnstile	4	64	775	0.9	0.9	0.41	A
	R238	Two-way Turnstile	16	889	2181	0.9	0.9	0.41	A
	R238A	Two-way Turnstile	8	2392	289	0.9	0.9	0.86	C
	R238B	Two-way Turnstile	4	146	285	0.9	0.9	0.23	A
	R237	Two-way Turnstile	7	105	857	0.9	0.9	0.27	A
	R237A	High Exit Turnstile	1	0	175	0.9	0.9	0.39	A
	R237B	Two-way Turnstile	4	280	1177	0.9	0.9	0.75	C
	R236	Two-way Turnstile	12	1096	631	0.8	0.9	0.35	A
	R235	Two-way Turnstile	9	874	1150	0.9	0.9	0.50	B
	R233	High Entry/Exit Turnstile	2	26	246	0.8	0.9	0.27	A
		High Exit Turnstile	1						
PM	R241A	Two-way Turnstile	5	915	414	0.9	0.9	0.64	B
	R240	Two-way Turnstile	11	2295	414	0.9	0.9	0.71	C
	R240A	Two-way Turnstile	4	97	414	0.9	0.9	0.32	A
	R238	Two-way Turnstile	16	1911	414	0.9	0.9	0.62	B
	R238A	Two-way Turnstile	8	1753	414	0.9	0.9	0.63	B
	R238B	Two-way Turnstile	4	82	414	0.9	0.9	0.07	A
	R237	Two-way Turnstile	7	819	414	0.9	0.9	0.37	A
	R237A	High Exit Turnstile	1	0	414	0.9	0.9	0.07	A
	R237B	Two-way Turnstile	4	560	414	0.9	0.9	0.56	B
	R236	Two-way Turnstile	12	820	414	0.8	0.9	0.32	A
	R235	Two-way Turnstile	9	1340	414	0.9	0.9	0.58	B
	R233	High Entry/Exit Turnstile	2	174	19	0.8	0.9	0.40	A
		High Exit Turnstile	1						

Notes:

Methodology based on *CEQR Technical Manual* guidelines.

Surging factors only apply to exiting volumes. The surge factor for entry volumes is 1.0.

With-Action Without-Improvements Subway Stair Analysis
at the Grand Central 42nd Street Subway Station

Peak Period	Stairway	Effective Width (ft.)	15-Minute Pedestrian Volumes		Surging Factor Up	Surging Factor Down	Friction Factor	V/C Ratio	LOS
			Down	Up					
AM	P10	6.50	504	485	0.75	1.0	0.9	1.31	D
	P12	8.00	799	254	0.75	1.0	0.9	1.05	D
	P14	8.00	784	390	0.75	1.0	0.9	1.21	D
	P16	8.00	1036	345	0.75	1.0	0.9	1.39	E
	P18	6.50	663	358	0.75	1.0	0.9	1.30	D
	P20A	6.50	228	364	0.75	1.0	0.9	0.81	C
	P20	6.50	460	351	0.75	1.0	0.9	1.06	D
	P22	6.50	368	397	0.75	1.0	0.9	1.02	D
	P24	6.00	0	309	0.75	1.0	0.9	0.51	B
	P13	8.00	262	722	0.75	1.0	0.9	1.13	D
	P15	8.00	377	419	0.75	1.0	0.9	0.87	C
	P17	8.00	420	365	0.75	1.0	0.9	0.84	C
	P19	8.00	212	408	0.75	1.0	0.9	0.70	B
	P19A	6.50	272	459	0.75	1.0	0.9	1.01	D
	P21	6.50	257	412	0.75	1.0	0.9	0.92	C
	P23	6.50	279	361	0.75	1.0	0.9	0.87	C
	P25	5.00	64	466	0.75	1.0	0.9	1.02	D
	U1	5.00	319	206	0.90	0.8	0.9	0.97	C
	U5	5.00	332	382	0.90	0.8	0.9	1.28	D
	U6	5.00	533	186	0.90	0.8	0.9	1.36	E
	U2	5.00	559	101	0.90	0.8	0.9	1.27	D
	PL2	6.50	700	581	0.75	1.0	0.9	1.72	F
	PL3	6.50	946	263	0.75	1.0	0.9	1.53	E
	PL5	6.00	47	721	0.75	1.0	0.9	1.25	D
	PL6	6.00	52	873	0.75	1.0	0.9	1.50	E
	PL9A	10.75	256	1499	0.75	1.0	0.9	1.55	E
	ML1	5.00	256	0	0.75	1.0	0.9	0.38	A
	P10S	14.00	817	505	0.75	1.0	0.9	0.79	C
	P11	8.00	318	249	0.75	1.0	0.9	0.60	B
	P3	13.50	26	237	0.75	1.0	0.9	0.19	A
	M8	17.70	936	956	0.90	1.0	0.9	0.84	C
	M9	12.50	76	1525	0.90	1.0	0.9	1.05	D
	O27	10.75	67	549	0.90	1.0	0.9	0.47	B
	M7	8.75	1033	338	0.90	1.0	0.9	1.19	D
	KC	10.25	2216	182	0.95	1.0	1.0	1.57	E
	S1	3.75	6	62	0.80	1.0	0.9	0.16	A
	O3	7.75	19	185	0.80	1.0	0.9	0.24	A
PM	P10	6.50	399	161	0.75	1.0	0.9	0.70	B
	P12	8.00	634	84	0.75	1.0	0.9	0.69	B
	P14	8.00	622	129	0.75	1.0	0.9	0.74	C
	P16	8.00	822	114	0.75	1.0	0.9	0.90	C
	P18	6.50	526	123	0.75	1.0	0.9	0.79	C
	P20A	6.50	181	117	0.75	1.0	0.9	0.38	A
	P20	6.50	365	117	0.75	1.0	0.9	0.59	B
	P22	6.50	292	132	0.75	1.0	0.9	0.53	B
	P24	6.00	0	103	0.75	1.0	0.9	0.17	A
	P13	8.00	396	666	0.75	1.0	0.9	1.19	D
	P15	8.00	571	386	0.75	1.0	0.9	1.01	D
	P17	8.00	636	336	0.75	1.0	0.9	1.00	D
	P19	8.00	321	376	0.75	1.0	0.9	0.76	C
	P19A	6.50	412	423	0.75	1.0	0.9	1.11	D
	P21	6.50	389	380	0.75	1.0	0.9	1.02	D
	P23	6.50	422	333	0.75	1.0	0.9	0.99	C
	P25	5.00	97	430	0.75	1.0	0.9	0.99	C
	U1	5.00	410	73	0.90	0.8	0.9	0.93	C
	U5	5.00	344	89	0.90	0.8	0.9	0.83	C
	U6	5.00	653	119	0.90	0.8	0.9	1.49	E
	U2	5.00	498	98	0.90	0.8	0.9	1.15	D
	PL2	6.50	886	234	0.75	1.0	0.9	1.42	E
	PL3	6.50	708	114	0.75	1.0	0.9	1.02	D
	PL5	6.00	669	272	0.75	1.0	0.9	1.32	D
	PL6	6.00	830	419	0.75	1.0	0.9	1.77	F
	PL9A	10.75	915	414	0.75	1.0	0.9	1.04	D
	ML1	5.00	0	0	0.75	1.0	0.9	0.00	A
	P10S	14.00	531	522	0.75	1.0	0.9	0.65	B
	P11	8.00	184	257	0.75	1.0	0.9	0.49	B
	P3	13.50	189	175	0.75	1.0	0.9	0.23	A
	M8	17.70	0	0	0.00	0.0	0.0	0.00	A
	M9	12.50	0	0	0.00	0.0	0.0	0.00	A
	O27	10.75	0	15-Minute Vo	Surge Factor	0.0	Friction Facto	V/CRatio	F
	M7	8.75	Down	Up	Up	Down	0.0	0.00	A
	KC	10.25	767	870	0.90	1.0	0.9	0.73	C
	S1	3.75	1173	377	0.90	1.0	0.9	0.94	C
	O3	7.75	452	188	1.00	0.9	0.9	0.48	B

Notes:
Methodology based on *CEQR Technical Manual* guidelines.

With-Action Without-Improvements Escalator Analysis
at the Grand Central 42nd Street Subway Station

Peak Period	Escalator	Width (in.)	Treads Per Minute	Guideline Capacity	15-Minute Pedestrian Volumes	Surging Factor	V/C Ratio	LOS
AM	E203	32	90	750	750	0.80	1.25	D
	E204	32	90	750	750	0.80	1.25	D
	E205	40	90	945	845	0.80	1.12	D
	E206	40	90	945	845	0.80	1.12	D
	E208	40	90	945	954	0.75	1.35	E
	E210	40	90	945	954	0.75	1.35	E
	E255	40	90	945	1079	0.95	1.20	D
	E256	40	90	945	1080	0.95	1.20	D
PM	E203	32	90	750	414	0.80	0.69	B
	E204	32	90	750	915	1.00	1.22	D
	E205	40	90	945	661	0.80	0.87	C
	E206	40	90	945	1188	1.00	1.26	D
	E208	40	90	945	737	0.75	1.04	D
	E210	40	90	945	1335	1.00	1.41	E
	E255	40	90	945	1071	0.95	1.19	D
	E256	40	90	945	1104	1.00	1.17	D

Notes:
Methodology based on *CEQR Technical Manual* guidelines.

With-Action Without-Improvements Subway Passageway Analysis
at the Grand Central 42nd Street Subway Station

Passageway	Peak Period	Effective Width (ft.)	15-Minute Pedestrian Volumes		Surging Factor West	Surging Factor East	Friction Factor	V/C Ratio	LOS
			West	East					
Passageway between Mezzanine A and Shuttle	AM	15.0	1467	1171	0.95	0.95	0.9	0.91	C
	PM	15.0	539	1545	0.95	0.95	0.9	0.72	C

Notes:
Methodology based on *CEQR Technical Manual* guidelines.

With-Action Without-Improvements Subway Stair Analysis
at the 42nd Street Bryant Park Station

Peak Period	Fare Control Area	Stairway	Width (ft.)	Effective Width (ft.)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
					Down	Up				
AM	N502	MB20	10.00	8.75	59	711	0.9	0.9	0.72	C
		P13	10.00	8.75	60	346	0.75	0.9	0.44	A
		P14	10.00	8.75	51	730	0.75	0.9	0.87	C
	N504	S5	4.92	3.92	46	470	0.9	0.9	1.07	D
		S6	5.00	4.00	30	393	0.9	0.9	0.86	C
		P1	6.75	5.75	26	337	0.75	0.9	0.61	B
		P2	6.75	5.75	27	451	0.75	0.9	0.81	C
		P3	6.67	5.67	45	418	0.75	0.9	0.79	C
		P4	6.67	5.67	53	657	0.75	0.9	1.21	D
		P5	6.67	5.67	3	194	0.75	1.0	0.31	A
		P6	6.50	5.50	7	234	0.75	1.0	0.39	A
PM	N502	MB20	10.00	8.75	1252	148	0.9	0.9	1.20	D
		P13	10.00	8.75	887	99	0.75	0.9	0.86	C
		P14	10.00	8.75	545	140	0.75	0.9	0.62	B
	N504	S5	4.92	3.92	429	139	0.9	0.9	1.10	D
		S6	5.00	4.00	347	96	0.9	0.9	0.84	C
		P1	6.75	5.75	476	204	0.75	0.9	0.96	C
		P2	6.75	5.75	206	133	0.75	0.9	0.49	B
		P3	6.67	5.67	543	131	0.75	0.9	0.94	C
		P4	6.67	5.67	481	160	0.75	0.9	0.91	C
		P5	6.67	5.67	25	81	0.75	0.9	0.17	A
		P6	6.50	5.50	20	112	0.75	0.9	0.23	A

Notes:
Methodology based on *CEQR Technical Manual* guidelines.

With-Action Without-Improvements Subway Fare Array Analysis at the 42nd Street Bryant Park Station

Peak Period	Fare Array	Control Element	Quantity	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
				In	Out				
AM	N504	Two-way Turnstile	6	135	3407	0.9	1.0	0.73	C
		High Entry/Exit Turnstile	3						
	N502	Two-way Turnstile	5	111	1076	0.9	0.9	0.32	A
		High Entry/Exit Turnstile	1						
		High Exit Turnstile	2						
PM	N504	Two-way Turnstile	6	3521	718	0.9	0.9	1.35	E
		High Entry/Exit Turnstile	3						
	N502	Two-way Turnstile	5	1433	238	0.9	0.9	0.74	C
		High Entry/Exit Turnstile	1						
		High Exit Turnstile	2						

Notes:

Methodology based on *CEQR Technical Manual* guidelines.

Surging factors applied only to exiting volumes.

With-Action Without-Improvements Subway Stair Analysis
at the Fifth Avenue Station

Peak Period	Fare Control Area	Stairway	Width (ft.)	Effective Width (ft.)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
					Down	Up				
AM	R501	M1/M2	11.33	10.08	87	1114	0.8	0.9	1.09	D
		P2	8.25	7.00	27	509	0.75	0.9	0.75	C
		P3	8.00	6.75	40	282	0.75	0.9	0.46	B
		P4	8.00	6.75	3	122	0.75	1.0	0.16	A
	R500	S2	5.67	4.67	14	130	0.9	0.9	0.25	A
		S3	5.67	4.67	8	184	0.75	1.0	0.36	A
		M3	13.33	12.08	22	314	0.75	0.9	0.27	A
PM	R501	M1/M2	11.33	10.08	863	245	0.8	0.9	0.86	C
		P2	8.25	7.00	353	148	0.75	0.9	0.58	B
		P3	8.00	6.75	354	77	0.75	0.9	0.50	B
		P4	8.00	6.75	36	14	0.75	0.9	0.06	A
	R500	S2	5.67	4.67	107	72	0.9	0.9	0.30	A
		S3	5.67	4.67	76	44	0.75	0.9	0.21	A
		M3	13.33	12.08	183	116	0.75	0.9	0.21	A

Notes:
Methodology based on *CEQR Technical Manual* guidelines.

With-Action Without-Improvements Subway Fare Array Analysis
at the Fifth Avenue Station

Peak Period	Fare Array	Control Element	Quantity	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
				In	Out				
AM	R501	Two-way Turnstile	8	87	1114	0.8	0.9	0.33	A
	R500	High Entry/Exit Turnstile	2	22	314	0.9	0.9	0.28	A
		HighExit Turnstile	1						
PM	R501	Two-way Turnstile	8	863	245	0.8	0.9	0.35	A
	R500	High Entry/Exit Turnstile	2	183	116	0.9	0.9	0.49	B
		HighExit Turnstile	1						

Notes:
Methodology based on *CEQR Technical Manual* guidelines.
Surging factors applied only to exiting volumes.

With-Action Without-Improvements Subway Stair Analysis
at the 47-50th Street - Rockefeller Center (B,D,F,M) Station

Peak Period	Fare Control Area	Stairway	Width (ft.)	Effective Width (ft.)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
					Down	Up				
AM	N501	S1	5.00	4.00	32	620	0.9	1.0	1.20	D
		S6	5.00	4.00	11	350	0.9	1.0	0.67	B
		M1	12.00	10.75	42	970	0.9	1.0	0.70	B
		P1	6.08	5.08	22	562	0.75	1.0	1.01	D
		P2	6.17	5.17	83	490	0.75	0.9	1.06	D
		P3	8.58	7.33	21	612	0.75	1.0	0.76	C
		P4	8.50	7.25	107	556	0.75	0.9	0.87	C
	N501A	P5	6.33	5.33	20	498	0.75	1.0	0.86	C
		P6	5.75	4.75	148	620	0.75	0.9	1.52	E
		S5	4.25	3.25	20	263	0.9	0.9	0.71	C
	N500A	SB1/MB1	7.25	6.00	26	124	0.9	0.9	0.20	A
		P7	6.25	5.25	34	373	0.75	0.9	0.75	C
		P8	6.25	5.25	98	788	0.75	0.9	1.62	E
		P15	7.50	6.50	32	322	0.75	0.9	0.53	B
		P16	5.67	4.67	77	380	0.75	0.9	0.93	C
	N500	O6/O7	7.75	6.50	46	306	0.9	0.9	0.44	A
		P9	6.33	5.33	54	485	0.75	0.9	0.97	C
		P10	6.67	5.67	56	692	0.75	0.9	1.28	D
		P12	6.50	5.50	30	407	0.75	0.9	0.77	C
		P14	6.25	5.25	24	210	0.75	0.9	0.43	A
PM	N501	S1	5.00	4.00	646	55	0.9	0.9	1.31	D
		S6	5.00	4.00	259	31	0.9	0.9	0.54	B
		M1	12.00	10.75	905	86	0.9	0.9	0.69	B
		P1	6.08	5.08	1038	307	0.75	0.9	2.11	F
		P2	6.17	5.17	444	62	0.75	0.9	0.76	C
		P3	8.58	7.33	531	143	0.75	0.9	0.73	C
		P4	8.50	7.25	692	65	0.75	0.9	0.80	C
	N501A	P5	6.33	5.33	422	172	0.75	0.9	0.90	C
		P6	5.75	4.75	438	93	0.75	0.9	0.88	C
		S5	4.25	3.25	269	50	0.9	0.9	0.74	C
	N500A	SB1/MB1	7.25	6.00	113	23	0.9	0.9	0.17	A
		P7	6.25	5.25	266	78	0.75	0.9	0.52	B
		P8	6.25	5.25	184	92	0.75	0.9	0.43	A
		P15	7.50	6.50	158	48	0.75	0.9	0.25	A
		P16	5.67	4.67	102	26	0.75	0.9	0.22	A
	N500	O6/O7	7.75	6.50	265	84	0.9	0.9	0.41	A
		P9	6.33	5.33	1075	79	0.75	0.9	1.64	E
		P10	6.67	5.67	397	106	0.75	0.9	0.70	C
		P12	6.50	5.50	249	50	0.75	0.9	0.43	A
		P14	6.25	5.25	465	32	0.75	0.9	0.72	C

Notes:
Methodology based on *CEQR Technical Manual* guidelines.

With-Action Without-Improvements Subway Fare Array Analysis
at the 47-50th Street - Rockefeller Center (B,D,F,M) Station

Peak Period	Fare Array	Control Element	Quantity	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
				In	Out				
AM	N501	Two-way Turnstile	8	95	1987	0.9	1.0	0.32	A
		High Entry/Exit Turnstile	2						
		High Exit Turnstile	2						
	N501A	Two-way Turnstile	8	44	1076	0.9	1.0	0.15	A
		High Entry/Exit Turnstile	4						
		High Exit Turnstile	2						
	N500A	High Entry/Exit Turnstile	2	29	127	0.9	0.9	0.21	A
	N500	Two-way Turnstile	10	118	4111	0.9	1.0	0.74	C
PM	N501	Two-way Turnstile	8	1734	192	0.9	0.9	0.53	B
		High Entry/Exit Turnstile	2						
		High Exit Turnstile	2						
	N501A	Two-way Turnstile	8	758	175	0.9	0.9	0.22	A
		High Entry/Exit Turnstile	4						
		High Exit Turnstile	2						
	N500A	High Entry/Exit Turnstile	2	125	34	0.9	0.9	0.31	A
	N500	Two-way Turnstile	10	4036	1363	0.9	0.9	1.33	D

Notes:
Methodology based on *CEQR Technical Manual* guidelines.
Surging factors applied only to exiting volumes.

With-Action Without-Improvements Subway Stair Analysis
at the 51st Street Station

Peak Period	Fare Control Area	Stairway	Width (ft.)	Effective Width (ft.)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
					Down	Up				
AM	R243	S2	5.17	4.17	55	395	0.75	0.9	1.03	D
		S5	4.08	3.08	11	19	0.75	0.9	0.09	A
		S4	4.50	3.50	15	307	0.75	1.0	0.81	C
		S6	4.50	3.50	7	168	0.75	1.0	0.44	A
	R242	S3	4.50	3.50	23	219	0.75	0.9	0.67	B
		S8	4.50	3.50	75	250	0.75	0.9	0.87	C
	R242A	O1/O2	10.00	8.75	81	595	0.75	0.9	0.74	C
	N305A	U1	4.17	3.17	449	9	0.75	1.0	1.28	D
PM	R243	S2	5.17	4.17	444	112	0.75	0.9	1.06	D
		S5	4.08	3.08	24	28	0.75	0.9	0.15	A
		S4	4.50	3.50	256	75	0.75	0.9	0.76	C
		S6	4.50	3.50	57	49	0.75	0.9	0.26	A
	R242	S3	4.50	3.50	359	50	0.75	0.9	0.90	C
		S8	4.50	3.50	181	57	0.75	0.9	0.54	B
	R242A	O1/O2	10.00	8.75	366	72	0.75	0.9	0.39	A
	N305A	U1	4.17	3.17	550	8	0.75	1.0	1.56	E

Notes:
Methodology based on *CEQR Technical Manual* guidelines.

With-Action Without-Improvements Subway Escalator Analysis at the 51st Street Station

Peak Period	Escalator	Width (in.)	Treads Per Minute	Guideline Capacity	15-Minute Pedestrian Volumes	Surging Factor	V/C Ratio	LOS
AM	E252 (UP)	40	90	945	775	0.75	1.09	D
PM	E252 (UP)	40	90	945	424	0.75	0.60	B

Notes:

Methodology based on *CEQR Technical Manual* guidelines.

Surging factors applied only to exiting volumes.

With-Action Without-Improvements Subway Passageway Analysis
at the 51st Street Station

Passageway	Peak Period	Width (ft.)	Effective Width (ft.)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
				NB	SB				
To/From Lex Ave-53rd St	AM	15.25	13.3	1141	1427	0.75	0.9	1.10	D
	PM	15.25	13.3	1006	841	0.75	0.9	0.81	C

Notes:
Methodology based on *CEQR Technical Manual* guidelines.

With-Action Without-Improvements Subway Fare Array Analysis at the 51st Street Station

Peak Period	Fare Array	Control Element	Quantity	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
				In	Out				
AM	R242A	Two-way Turnstile	5	75	605	0.75	0.9	0.32	A
	R242	Two-way Turnstile	9	104	469	0.75	0.9	0.15	A
	R243	Two-way Turnstile	9	88	944	0.75	0.9	0.27	A
	N305A	Two-way Turnstile	3	46	282	0.8	0.9	0.24	A
PM	R242A	Two-way Turnstile	5	364	65	0.75	0.9	0.22	A
	R242	Two-way Turnstile	9	533	114	0.75	0.9	0.19	A
	R243	Two-way Turnstile	9	780	265	0.75	0.9	0.30	A
	N305A	Two-way Turnstile	3	455	42	0.8	0.9	0.43	A

Notes:

Methodology based on *CEQR Technical Manual* guidelines.

Surging factors applied only to exiting volumes.

With-Action Without-Improvements Subway Stair Analysis
at the Lexington Avenue/53rd Street Station

Peak Period	Fare Control Area	Stairway	Width (ft.)	Effective Width (ft.)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
					Down	Up				
AM	N305B	O5	10.00	8.75	48	757	0.75	0.9	0.70	B
	N305	O7/O8	12.00	10.75	77	511	0.8	0.9	0.49	B
		P7	3.70	2.70	37	138	0.75	0.9	0.61	B
	N306A	S4	5.00	4.00	22	153	0.8	0.9	0.39	A
		S3	5.00	4.00	36	228	0.8	0.9	0.60	B
	N306	P1	4.00	3.00	91	322	0.75	0.9	1.28	D
PM	N305B	O5	10.00	8.75	828	84	0.75	0.9	1.01	D
	N305	O7/O8	12.00	10.75	456	77	0.8	0.9	0.38	A
		P7	3.70	2.70	169	12	0.75	0.9	0.51	B
	N306A	S4	5.00	4.00	174	17	0.8	0.9	0.36	A
		S3	5.00	4.00	310	17	0.8	0.9	0.61	B
	N306	P1	4.00	3.00	129	32	0.75	0.9	0.42	A

Notes:
Methodology based on *CEQR Technical Manual* guidelines.

With-Action Without-Improvements Subway Escalator Analysis
at the Lexington Avenue/53rd Street Station

Peak Period	Escalator	Width (in.)	Treads Per Minute	Guideline Capacity	15-Minute Pedestrian Volumes	Surging Factor	V/C Ratio	LOS
AM	E243 (UP)	40	90	945	823	0.75	1.16	D
	E244 (UP)	40	90	945	889	0.75	1.25	D
	E269 (DOWN)	40	90	945	581	1.00	0.61	B
	E254X (UP)	24	90	480	414	0.75	1.15	D
	E245 (UP)	40	90	945	601	0.75	0.85	C
	E246 (UP)	40	90	945	878	0.75	1.24	D
PM	E243 (UP)	40	90	945	552	0.75	0.78	C
	E244 (DOWN)	40	90	945	1237	1.00	1.31	D
	E269 (DOWN)	40	90	945	1159	1.00	1.23	D
	E254X (UP)	24	90	480	443	0.75	1.23	D
	E245 (UP)	40	90	945	881	0.75	1.24	D
	E246 (DOWN)	40	90	945	970	1.00	1.03	D

Notes:
Methodology based on *CEQR Technical Manual* guidelines.
Surging factors applied only to exiting volumes.

With-Action Without-Improvements Subway Fare Array Analysis
at the Lexington Avenue/53rd Street Station

Peak Period	Fare Array	Control Element	Quantity	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
				In	Out				
AM	N305B	Two-way Turnstile	5	27	1707	0.8	1.0	0.67	B
	N305	Two-way Turnstile	11	117	1232	0.8	0.9	0.27	A
	N306A	High Entry/Exit Turnstile	2	135	234	0.8	0.9	0.60	B
	N306	Two-way Turnstile	8	108	782	0.8	0.9	0.25	A
PM	N305B	Two-way Turnstile	5	392	74	0.8	0.9	0.24	A
	N305	Two-way Turnstile	11	989	176	0.8	0.9	0.27	A
	N306A	High Entry/Exit Turnstile	2	368	46	0.8	0.9	0.86	C
	N306	Two-way Turnstile	8	899	270	0.8	0.9	0.37	A

Notes:
Methodology based on *CEQR Technical Manual* guidelines.
Surging factors applied only to exiting volumes.

With-Action Without-Improvements Subway Stair Analysis
at the Lexington Avenue - 59th Street Station

Peak Period	Fare Control Area	Stairway	Width (ft.)	Effective Width (ft.)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
					Down	Up				
AM	INTERMEDIATE MEZZANINE	ML2	6.00	5.00	783	178	0.8	0.9	1.71	F
		ML4	4.75	3.75	381	354	0.8	0.9	1.64	E
		ML6	6.00	5.00	403	247	0.8	0.9	1.11	D
PM	R244A	SB1/MB1	8.00	6.75	648	430	0.75	0.9	1.34	E
		PL1	4.00	3.00	622	0	0.75	1.0	1.38	E
	R245A	O10/O9/O8	10.00	8.75	667	284	0.75	0.9	0.88	C
		PL2	4.00	3.00	591	0	0.75	1.0	1.31	D
	INTERMEDIATE MEZZANINE	ML2	6.00	5.00	557	351	0.8	0.9	1.55	E
		ML4	4.75	3.75	326	355	0.8	0.9	1.51	E
		ML6	6.00	5.00	278	188	0.8	0.9	0.79	C
	A002	P12	2.83	1.83	82	4	0.75	1.0	0.41	A
		S2/S4/M2	4.25	3.25	234	21	0.8	0.9	0.59	B

Notes:
Methodology based on *CEQR Technical Manual* guidelines.

With-Action Without-Improvements Subway Fare Array Analysis
at the Lexington Avenue - 59th Street Station

Peak Period	Fare Array	Control Element	Quantity	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
				In	Out				
PM	R244A	Two-way Turnstile	5	872	232	0.9	0.9	0.44	A
		High Entry/Exit Turnstile	2						
	R245A	Two-way Turnstile	4	1161	414	0.9	0.9	0.73	C
		High Entry/Exit Turnstile	2						
	A002	Two-way Turnstile	10	606	221	0.9	0.9	0.19	A
		High Exit Turnstile	4						

Notes:
Methodology based on *CEQR Technical Manual* guidelines.
Surging factors applied only to exiting volumes.

With-Action Without-Improvements Subway Escalator Analysis
at the Lexington Avenue - 59th Street Station

Peak Period	Escalator	Width (in.)	Treads Per Minute	Guideline Capacity	15-Minute Pedestrian Volumes	Surging Factor	V/C Ratio	LOS
PM	ES249 (DOWN)	40	90	945	916	1.00	0.97	C

Notes:
Methodology based on *CEQR Technical Manual* guidelines.
Surging factors applied only to exiting volumes.

With-Action Without-Improvements Subway Stair Analysis
at the Fifth Avenue-53rd Street Station

Peak Period	Fare Control Area	Stairway	Width (ft.)	Effective Width (ft.)	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
					Down	Up				
AM	N304	O3	9.50	8.25	28	1041	0.8	1.0	1.07	D
		S1	8.00	7.00	22	665	0.8	1.0	0.81	C
		P1	4.00	3.00	39	34	0.75	0.9	0.21	A
		PL1/PL2	10.00	8.75	12	1359	0.75	1.0	1.39	E
PM	N304	O3	9.50	8.25	765	86	0.8	0.9	0.78	C
		S1	8.00	7.00	843	0	0.8	1.0	0.80	C
		P1	4.00	3.00	240	3	0.75	1.0	0.54	B
		PL1/PL2	10.00	8.75	322	113	0.75	0.9	0.40	A

Notes:
Methodology based on *CEQR Technical Manual* guidelines.

With-Action Without-Improvements Subway Escalator Analysis
at the Fifth Avenue-53rd Street Station

Peak Period	Escalator	Width (in.)	Treads Per Minute	Guideline Capacity	15-Minute Pedestrian Volumes	Surging Factor	V/C Ratio	LOS
AM	E241 (UP)	40	90	945	826	0.8	1.09	D
	E242 (UP)	40	90	945	824	0.8	1.09	D
PM	E241 (UP)	40	90	945	150	0.8	0.20	A
	E242 (DOWN)	40	90	945	1218	1.0	1.29	D

Notes:
Methodology based on *CEQR Technical Manual* guidelines.
Surging factors applied only to exiting volumes.

With-Action Without-Improvements Subway Fare Array Analysis
at the Fifth Avenue-53rd Street Station

Peak Period	Fare Array	Control Element	Quantity	15-Minute Pedestrian Volumes		Surging Factor	Friction Factor	V/C Ratio	LOS
				In	Out				
AM	N304	Two-way Turnstile	6	22	665	0.8	1.0	0.22	A
	N304A	Two-way Turnstile	3	28	1041	0.8	1.0	0.69	B
PM	N304	Two-way Turnstile	6	843	65	0.8	0.9	0.40	A
	N304A	Two-way Turnstile	3	765	86	0.8	0.9	0.74	C

Notes:
Methodology based on *CEQR Technical Manual* guidelines.
Surging factors applied only to exiting volumes.

Appendix F.9

Pedestrian Volumes (Sidewalks, Crosswalks and Corners)

Greater East Midtown Pedestrian Analysis Locations
Sidewalks - AM

Street	Cross Street 1	Cross Street 2	Side	Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
39th St	5th	Madison	N	EB	445	463	97	560
39th St	5th	Madison	N	WB	537	556	5	561
40th	5th	Madison	S	EB	677	715	118	833
40th	5th	Madison	S	WB	608	632	12	644
Madison Ave	40th	41st	W	NB	1077	1148	70	1218
Madison Ave	40th	41st	W	SB	1495	1553	91	1644
40th	5th	Madison	N	EB	1046	1086	94	1180
40th	5th	Madison	N	WB	669	692	14	706
41st	5th	Madison	S	EB	405	420	68	488
41st	5th	Madison	S	WB	537	553	14	567
43rd	5th	Madison	N	EB	703	862	277	1139
43rd	5th	Madison	N	WB	1131	1191	7	1198
44th	5th	Madison	S	EB	536	569	174	743
44th	5th	Madison	S	WB	678	708	0	708
Madison Ave	44th	45th	W	NB	850	897	96	993
Madison Ave	44th	45th	W	SB	475	520	122	642
44th	5th	Madison	N	EB	393	683	213	896
44th	5th	Madison	N	WB	645	730	-4	726
45th	5th	Madison	S	EB	625	797	221	1018
45th	5th	Madison	S	WB	722	752	-10	742
45th	5th	Madison	N	EB	522	548	124	672
45th	5th	Madison	N	WB	587	675	13	688
46th	5th	Madison	S	EB	913	943	127	1070
46th	5th	Madison	S	WB	817	928	15	943
53rd	5th	Madison	S	EB	574	588	14	602
53rd	5th	Madison	S	WB	330	339	253	592
53rd	5th	Madison	N	EB	353	362	10	372
53rd	5th	Madison	N	WB	260	268	418	686
Vanderbilt Ave	43rd	44th	E	NB	845	895	283	1178
Vanderbilt Ave	43rd	44th	E	SB	251	272	11	283
43rd	Madison	Vanderbilt	N	EB	224	314	10	324
43rd	Madison	Vanderbilt	N	WB	838	933	355	1288
Vanderbilt Ave	44th	45th	E	NB	1385	1429	198	1627
Vanderbilt Ave	44th	45th	E	SB	282	308	9	317
Park Ave	40th	41st	E	NB	658	736	44	780
Park Ave	40th	41st	E	SB	1198	1262	97	1359
Park Ave	40th	41st	W	NB	1141	1246	8	1254
Park Ave	40th	41st	W	SB	2109	2175	105	2280
Park Ave	46th	47th	W	NB	1170	1201	15	1216
Park Ave	46th	47th	W	SB	476	494	6	500
Park Ave	49th	50th	W	NB	1041	1071	2	1073
Park Ave	49th	50th	W	SB	935	966	53	1019
40th	Lexington	3rd	N	EB	590	612	14	626
40th	Lexington	3rd	N	WB	286	296	50	346
41st	Lexington	3rd	S	EB	1468	1568	-2	1566
41st	Lexington	3rd	S	WB	245	325	22	347
42nd	Lexington	3rd	N	EB	1603	1937	406	2343
42nd	Lexington	3rd	N	WB	693	855	50	905
Lexington Ave	42nd	43rd	W	NB	1578	1666	892	2558
Lexington Ave	42nd	43rd	W	SB	1116	1269	29	1298
Lexington Ave	43rd	44th	E	NB	2816	2901	148	3049
Lexington Ave	43rd	44th	E	SB	796	869	7	876
43rd	Lexington	3rd	N	EB	1016	1066	201	1267
43rd	Lexington	3rd	N	WB	338	384	13	397
43rd	Lexington	3rd	S	EB	1542	1611	295	1906
43rd	Lexington	3rd	S	WB	449	535	19	554
Lexington Ave	43rd	44th	W	NB	3774	3899	256	4155
Lexington Ave	43rd	44th	W	SB	860	953	10	963
Lexington Ave	44th	45th	E	NB	1766	1826	267	2093
Lexington Ave	44th	45th	E	SB	461	523	4	527
44th	Lexington	3rd	N	EB	1002	1033	38	1071
44th	Lexington	3rd	N	WB	258	273	16	289
44th	Lexington	3rd	S	EB	1369	1409	35	1444
44th	Lexington	3rd	S	WB	400	428	16	444
Lexington Ave	44th	45th	W	NB	1742	1796	369	2165
Lexington Ave	44th	45th	W	SB	660	750	1	751

Greater East Midtown Pedestrian Analysis Locations
Sidewalks - AM

Street	Cross Street 1	Cross Street 2	Side	Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
Lexington Ave	45th	46th	E	NB	1822	1881	265	2146
Lexington Ave	45th	46th	E	SB	568	632	6	638
Lexington Ave	45th	46th	W	NB	1188	1229	365	1594
Lexington Ave	45th	46th	W	SB	498	590	1	591
Lexington Ave	46th	47th	E	NB	1138	1179	174	1353
Lexington Ave	46th	47th	E	SB	508	574	73	647
46th	Lexington	3rd	N	EB	565	581	7	588
46th	Lexington	3rd	N	WB	237	242	96	338
Lexington Ave	46th	47th	W	NB	914	948	271	1219
Lexington Ave	46th	47th	W	SB	430	518	8	526
Lexington Ave	47th	48th	E	NB	655	684	101	785
Lexington Ave	47th	48th	E	SB	764	839	152	991
47th	Lexington	3rd	S	EB	285	294	5	299
47th	Lexington	3rd	S	WB	308	315	61	376
Lexington Ave	48th	49th	E	NB	639	667	208	875
Lexington Ave	48th	49th	E	SB	754	832	291	1123
Lexington Ave	48th	49th	W	NB	177	190	246	436
Lexington Ave	48th	49th	W	SB	129	214	357	571
48th	Park	Lexington	N	EB	416	429	747	1176
48th	Park	Lexington	N	WB	330	341	29	370
Lexington Ave	49th	50th	E	NB	772	815	68	883
Lexington Ave	49th	50th	E	SB	890	952	671	1623
49th	Lexington	3rd	N	EB	289	312	-21	291
49th	Lexington	3rd	N	WB	202	204	53	257
49th	Park	Lexington	S	EB	144	155	39	194
49th	Park	Lexington	S	WB	276	288	14	302
Lexington Ave	49th	50th	W	NB	170	187	57	244
Lexington Ave	49th	50th	W	SB	146	175	741	916
Lexington Ave	50th	51st	E	NB	812	987	-37	950
Lexington Ave	50th	51st	E	SB	1185	1303	-223	1080
50th	Lexington	3rd	N	EB	140	148	-1	147
50th	Lexington	3rd	N	WB	193	196	5	201
50th	Lexington	3rd	S	EB	228	318	274	592
50th	Lexington	3rd	S	WB	123	173	84	257
Lexington Ave	50th	51st	W	NB	1263	1417	11	1428
Lexington Ave	50th	51st	W	SB	1584	1629	-90	1539
Lexington Ave	51st	52nd	E	NB	1197	1274	350	1624
Lexington Ave	51st	52nd	E	SB	1344	1417	68	1485
51st	Lexington	3rd	N	EB	648	665	314	979
51st	Lexington	3rd	N	WB	327	336	44	380
Lexington Ave	51st	52nd	W	NB	730	838	146	984
Lexington Ave	51st	52nd	W	SB	851	898	47	945
3rd Ave	42nd	43rd	E	NB	1268	1324	403	1727
3rd Ave	42nd	43rd	E	SB	695	788	40	828
3rd Ave	43rd	44th	E	NB	1850	1931	741	2672
3rd Ave	43rd	44th	E	SB	616	745	55	800
3rd Ave	44th	45th	E	NB	2001	2097	92	2189
3rd Ave	44th	45th	E	SB	477	539	22	561
3rd Ave	51st	52nd	W	NB	938	984	417	1401
3rd Ave	51st	52nd	W	SB	1036	1094	56	1150
52nd	Lexington	3rd	S	EB	408	426	40	466
52nd	Lexington	3rd	S	WB	324	334	24	358
52nd	Lexington	3rd	N	EB	383	403	259	662
52nd	Lexington	3rd	N	WB	296	306	15	321
3rd Ave	52nd	53rd	E	NB	673	714	4	718
3rd Ave	52nd	53rd	E	SB	2439	2527	44	2571
3rd Ave	52nd	53rd	W	NB	610	645	128	773
3rd Ave	52nd	53rd	W	SB	912	966	41	1007
3rd Ave	53rd	54th	W	NB	996	1044	142	1186
3rd Ave	53rd	54th	W	SB	578	626	107	733
3rd Ave	55th	56th	W	NB	574	606	1	607
3rd Ave	55th	56th	W	SB	708	748	54	802
42nd	3rd	2nd	N	EB	1025	1418	780	2198
42nd	3rd	2nd	N	WB	555	605	58	663
2nd Ave	42nd	43rd	W	NB	762	789	10	799
2nd Ave	42nd	43rd	W	SB	413	465	3	468
43rd	3rd	2nd	S	EB	460	484	173	657
43rd	3rd	2nd	S	WB	228	239	19	258

Greater East Midtown Pedestrian Analysis Locations
Corners and Crosswalks - AM

Intersection	Type	Location	Crosswalk Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
5th & 42nd	Corner	NE		336	392	1	393
	Corner	SE		448	605	1	606
	Corner	SW		377	394	39	433
	Corner	NW		679	695	48	743
	Crosswalk	N	EB	916	1700	202	1902
	Crosswalk	N	WB	449	568	9	577
	Crosswalk	E	NB	314	467	84	551
	Crosswalk	E	SB	322	439	14	453
	Crosswalk	S	EB	1630	1988	142	2130
	Crosswalk	S	WB	679	760	5	765
	Crosswalk	W	NB	461	667	156	823
	Crosswalk	W	SB	92	154	22	176
5th & 43rd	Corner	NE		115	172	9	181
	Corner	SE		405	429	0	429
	Corner	SW		71	73	0	73
	Corner	NW		119	139	0	139
	Crosswalk	N	EB	414	571	147	718
	Crosswalk	N	WB	847	907	5	912
	Crosswalk	E	NB	1572	1712	264	1976
	Crosswalk	E	SB	499	614	16	630
	Crosswalk	S	EB	428	543	52	595
	Crosswalk	S	WB	452	504	3	507
	Crosswalk	W	NB	1797	1956	205	2161
	Crosswalk	W	SB	545	641	16	657
5th & 44th	Corner	NE		84	96	0	96
	Corner	SE		591	605	15	620
	Corner	SW		133	158	0	158
	Crosswalk	N	EB	413	630	153	783
	Crosswalk	N	WB	415	466	1	467
	Crosswalk	E	NB	1545	1680	138	1818
	Crosswalk	E	SB	497	541	42	583
	Crosswalk	S	EB	517	577	161	738
	Crosswalk	S	WB	296	326	2	328
	Crosswalk	W	NB	1269	1397	93	1490
	Crosswalk	W	SB	492	534	35	569
5th & 45th	Corner	SE		263	293	19	312
	Crosswalk	E	NB	1281	1325	37	1362
	Crosswalk	E	SB	487	535	110	645
	Crosswalk	S	EB	422	566	137	703
	Crosswalk	S	WB	581	603	4	607
Madison & 40th	Corner	SW		221	233	0	233
	Corner	NW		118	121	11	132
	Crosswalk	N	EB	684	718	37	755
	Crosswalk	N	WB	550	570	103	673
	Crosswalk	S	EB	834	867	17	884
	Crosswalk	S	WB	545	571	124	695
	Crosswalk	W	NB	910	974	90	1064
	Crosswalk	W	SB	1161	1213	114	1327
Madison & 41st	Corner	SW		143	147	0	147
	Corner	NW		405	419	0	419
	Crosswalk	N	EB	307	330	6	336
	Crosswalk	N	WB	773	800	24	824
	Crosswalk	S	EB	405	427	29	456
	Crosswalk	S	WB	537	556	90	646
	Crosswalk	W	NB	748	806	93	899
	Crosswalk	W	SB	1391	1447	149	1596

Greater East Midtown Pedestrian Analysis Locations
Corners and Crosswalks - AM

Intersection	Type	Location	Crosswalk Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
Madison & 42nd	Corner	NE		221	722	31	753
	Corner	SW		275	287	41	328
	Corner	NW		739	765	139	904
	Crosswalk	N	EB	876	1909	112	2021
	Crosswalk	N	WB	1422	1743	44	1787
	Crosswalk	E	NB	696	1119	106	1225
	Crosswalk	E	SB	1098	1397	37	1434
	Crosswalk	S	EB	790	1015	46	1061
	Crosswalk	S	WB	1332	1472	15	1487
	Crosswalk	W	NB	881	1000	146	1146
	Crosswalk	W	SB	757	842	38	880
Madison & 43rd	Corner	NE		156	240	0	240
	Corner	SW		15	30	0	30
	Corner	NW		119	122	0	122
	Crosswalk	N	EB	455	581	6	587
	Crosswalk	N	WB	1074	1251	384	1635
	Crosswalk	E	NB	697	985	84	1069
	Crosswalk	E	SB	428	757	5	762
	Crosswalk	S	EB	320	495	-3	492
	Crosswalk	S	WB	975	1074	36	1110
	Crosswalk	W	NB	974	1016	286	1302
	Crosswalk	W	SB	393	483	9	492
Madison & 44th	Corner	SW		486	497	39	536
	Corner	NW		236	255	82	337
	Crosswalk	N	EB	201	495	-9	486
	Crosswalk	N	WB	383	460	99	559
	Crosswalk	S	EB	409	448	-6	442
	Crosswalk	S	WB	696	712	196	908
	Crosswalk	W	NB	845	900	124	1024
	Crosswalk	W	SB	372	412	38	450
Madison & 45th	Corner	NE		336	344	11	355
	Corner	SE		173	991	1	992
	Corner	SW		226	232	26	258
	Corner	NW		97	107	4	111
	Crosswalk	N	EB	326	348	-3	345
	Crosswalk	N	WB	803	898	110	1008
	Crosswalk	E	NB	689	924	161	1085
	Crosswalk	E	SB	270	479	57	536
	Crosswalk	S	EB	398	631	-4	627
	Crosswalk	S	WB	762	798	580	1378
	Crosswalk	W	NB	711	742	191	933
	Crosswalk	W	SB	398	440	56	496
Madison & 46th	Corner	SW		299	311	66	377
	Crosswalk	S	EB	587	611	33	644
	Crosswalk	S	WB	568	674	96	770
	Crosswalk	W	NB	593	616	24	640
	Crosswalk	W	SB	534	578	68	646
Madison & 53rd	Corner	SW		242	248	258	506
	Corner	NW		276	283	470	753
	Crosswalk	N	EB	410	420	772	1192
	Crosswalk	N	WB	879	902	-292	610
	Crosswalk	S	EB	303	312	512	824
	Crosswalk	S	WB	424	439	-138	301
	Crosswalk	W	NB	630	650	-5	645
	Crosswalk	W	SB	354	363	38	401

Greater East Midtown Pedestrian Analysis Locations
Corners and Crosswalks - AM

Intersection	Type	Location	Crosswalk Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
Vanderbilt & 43rd	Corner	NW		13	13	0	13
	Crosswalk	N	EB	90	94	5	99
	Crosswalk	N	WB	550	553	263	816
	Crosswalk	W	NB	270	304	6	310
	Crosswalk	W	SB	81	84	1	85
Park Ave E & 41st	Corner	NE		217	228	0	228
	Corner	SE		162	166	0	166
	Crosswalk	N	EB	327	384	10	394
	Crosswalk	N	WB	504	606	105	711
	Crosswalk	E	NB	521	624	57	681
	Crosswalk	E	SB	1073	1159	163	1322
	Crosswalk	S	EB	302	343	24	367
	Crosswalk	S	WB	607	688	79	767
Park Ave W & 46th	Corner	SW		400	410	0	410
	Corner	NW		197	207	56	263
	Crosswalk	N	EB	400	411	38	449
	Crosswalk	N	WB	247	260	23	283
	Crosswalk	S	EB	207	213	14	227
	Crosswalk	S	WB	195	205	15	220
	Crosswalk	W	NB	1486	1525	283	1808
	Crosswalk	W	SB	350	364	21	385
Park Ave W & 47th	Corner	SW		356	365	89	454
	Crosswalk	S	EB	488	502	33	535
	Crosswalk	S	WB	343	359	36	395
	Crosswalk	W	NB	1468	1507	19	1526
	Crosswalk	W	SB	525	544	78	622
Park Ave W & 48th	Corner	NW		75	77	34	111
	Crosswalk	N	EB	285	295	134	429
	Crosswalk	N	WB	507	523	27	550
	Crosswalk	W	NB	1031	1059	21	1080
	Crosswalk	W	SB	830	854	57	911
Park Ave E & 48th	Corner	NE		1016	1089	20	1109
	Crosswalk	N	EB	334	345	134	479
	Crosswalk	N	WB	527	543	27	570
	Crosswalk	E	NB	814	840	12	852
	Crosswalk	E	SB	654	763	15	778
Park Ave W & 49th	Corner	SW		45	46	0	46
	Corner	NW		160	164	54	218
	Crosswalk	N	EB	532	552	47	599
	Crosswalk	N	WB	282	321	22	343
	Crosswalk	S	NB	483	502	103	605
	Crosswalk	S	SB	159	171	11	182
	Crosswalk	W	NB	668	689	81	770
	Crosswalk	W	SB	1614	1666	67	1733
Park Ave E & 49th	Corner	NE		146	154	1	155
	Corner	SE		25	26	0	26
	Crosswalk	N	EB	562	583	47	630
	Crosswalk	N	WB	294	333	22	355
	Crosswalk	E	NB	853	895	4	899
	Crosswalk	E	SB	985	1048	34	1082
	Crosswalk	S	EB	370	386	101	487
	Crosswalk	S	WB	124	135	13	148

Greater East Midtown Pedestrian Analysis Locations
Corners and Crosswalks - AM

Intersection	Type	Location	Crosswalk Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
Park Ave W & 50th	Corner	SW		119	130	45	175
	Corner	NW		245	259	0	259
	Crosswalk	N	EB	187	241	5	246
	Crosswalk	N	WB	670	714	90	804
	Crosswalk	S	EB	146	146	37	183
	Crosswalk	S	WB	669	736	102	838
	Crosswalk	W	NB	1201	1245	11	1256
	Crosswalk	W	SB	980	1008	262	1270
Lexington & 41st	Corner	SE		123	126	1	127
	Corner	SW		502	517	0	517
	Crosswalk	E	NB	722	794	61	855
	Crosswalk	E	SB	1320	1412	162	1574
	Crosswalk	S	EB	586	633	94	727
	Crosswalk	S	WB	285	339	8	347
	Crosswalk	W	NB	1148	1245	61	1306
	Crosswalk	W	SB	1257	1353	124	1477
Lexington & 42nd	Corner	NE		27	38	1	39
	Corner	SE		247	253	2	255
	Corner	SW		709	757	1	758
	Corner	NW		718	756	0	756
	Crosswalk	N	EB	1396	1738	593	2331
	Crosswalk	N	WB	307	410	45	455
	Crosswalk	E	NB	745	783	63	846
	Crosswalk	E	SB	939	1033	90	1123
	Crosswalk	S	EB	520	802	114	916
	Crosswalk	S	WB	1701	1840	18	1858
	Crosswalk	W	NB	581	664	83	747
	Crosswalk	W	SB	1001	1281	200	1481
Lexington & 43rd	Corner	NE		252	293	1	294
	Corner	SE		188	193	87	280
	Crosswalk	N	EB	1131	1185	232	1417
	Crosswalk	N	WB	402	447	9	456
	Crosswalk	E	NB	938	1009	269	1278
	Crosswalk	E	SB	456	529	8	537
	Crosswalk	S	EB	517	546	376	922
	Crosswalk	S	WB	219	244	17	261
Lexington & 44th	Corner	NE		26	31	8	39
	Corner	SE		185	196	2	198
	Crosswalk	N	EB	635	655	40	695
	Crosswalk	N	WB	184	193	2	195
	Crosswalk	E	NB	1794	1859	257	2116
	Crosswalk	E	WB	391	452	7	459
	Crosswalk	S	EB	687	709	35	744
	Crosswalk	S	WB	183	196	12	208
Lexington & 45th	Corner	NE		174	179	1	180
	Corner	SE		321	329	0	329
	Corner	SW		401	411	0	411
	Corner	NW		52	58	0	58
	Crosswalk	N	EB	326	337	11	348
	Crosswalk	N	WB	302	317	9	326
	Crosswalk	E	NB	1046	1084	267	1351
	Crosswalk	E	SB	327	384	4	388
	Crosswalk	S	EB	422	437	11	448
	Crosswalk	S	WB	260	274	16	290
	Crosswalk	W	NB	1232	1274	368	1642
	Crosswalk	W	SB	377	463	2	465

Greater East Midtown Pedestrian Analysis Locations
Corners and Crosswalks - AM

Intersection	Type	Location	Crosswalk Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
Lexington & 46th	Corner	NE		200	206	72	278
	Corner	SE		194	199	0	199
	Corner	SW		370	379	4	383
	Corner	NW		72	74	4	78
	Crosswalk	N	EB	399	410	139	549
	Crosswalk	N	WB	321	329	20	349
	Crosswalk	E	NB	1149	1191	274	1465
	Crosswalk	E	SB	458	521	10	531
	Crosswalk	S	EB	290	298	18	316
	Crosswalk	S	WB	328	336	19	355
	Crosswalk	W	NB	1049	1086	364	1450
	Crosswalk	W	SB	459	546	0	546
Lexington & 47th	Corner	NE		85	88	3	91
	Corner	SE		218	223	87	310
	Corner	SW		73	75	1	76
	Corner	NW		193	200	0	200
	Crosswalk	N	EB	230	237	5	242
	Crosswalk	N	WB	360	370	16	386
	Crosswalk	E	NB	469	494	98	592
	Crosswalk	E	SB	530	598	157	755
	Crosswalk	S	EB	226	233	240	473
	Crosswalk	S	WB	263	271	36	307
	Crosswalk	W	EB	942	977	195	1172
	Crosswalk	W	WB	640	735	24	759
Lexington & 48th	Corner	NE		62	65	0	65
	Corner	SE		133	136	0	136
	Corner	SW		153	157	0	157
	Corner	NW		126	128	453	581
	Crosswalk	N	EB	199	203	180	383
	Crosswalk	N	WB	220	226	244	470
	Crosswalk	E	NB	438	462	100	562
	Crosswalk	E	SB	598	670	158	828
	Crosswalk	S	EB	234	261	-12	249
	Crosswalk	S	WB	299	307	41	348
	Crosswalk	W	NB	395	450	235	685
	Crosswalk	W	SB	746	843	14	857
Lexington & 49th	Corner	NE		115	118	-9	109
	Corner	SE		36	37	0	37
	Corner	SW		18	18	58	76
	Corner	NW		117	123	0	123
	Crosswalk	N	EB	304	354	164	518
	Crosswalk	N	WB	248	247	23	270
	Crosswalk	E	NB	376	404	251	655
	Crosswalk	E	SB	565	648	422	1070
	Crosswalk	S	EB	140	160	40	200
	Crosswalk	S	WB	158	172	173	345
	Crosswalk	W	NB	341	357	123	480
	Crosswalk	W	SB	372	470	699	1169

Greater East Midtown Pedestrian Analysis Locations
Corners and Crosswalks - AM

Intersection	Type	Location	Crosswalk Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
Lexington & 50th	Corner	NE		61	63	0	63
	Corner	SE		110	172	267	439
	Corner	SW		52	53	0	
	Corner	NW		4	37	0	
	Crosswalk	N	EB	486	580	92	672
	Crosswalk	N	WB	732	777	-2	775
	Crosswalk	E	NB	722	886	-30	856
	Crosswalk	E	SB	896	1058	-115	943
	Crosswalk	S	EB	236	340	223	563
	Crosswalk	S	WB	199	248	531	779
	Crosswalk	W	NB	675	933	-16	917
	Crosswalk	W	SB	1053	1100	549	1649
Lexington & 51st	Corner	NE		319	362	236	598
	Corner	SE		707	826	-276	550
	Corner	SW		493	505	0	505
	Corner	NW		276	287	0	287
	Crosswalk	N	EB	537	557	188	745
	Crosswalk	N	WB	1155	1187	22	1209
	Crosswalk	E	NB	798	857	64	921
	Crosswalk	E	SB	708	742	68	810
	Crosswalk	S	EB	240	294	-38	256
	Crosswalk	S	WB	568	582	-277	305
	Crosswalk	W	NB	803	905	42	947
	Crosswalk	W	SB	747	777	42	819
Lexington & 52nd	Corner	NE		192	203	0	203
	Corner	SE		367	376	141	517
	Corner	SW		98	100	4	104
	Corner	NW		200	208	0	208
	Crosswalk	N	EB	302	324	125	449
	Crosswalk	N	WB	1031	1063	12	1075
	Crosswalk	E	NB	461	514	221	735
	Crosswalk	E	SB	994	1051	76	1127
	Crosswalk	S	EB	205	229	63	292
	Crosswalk	S	WB	563	586	9	595
	Crosswalk	W	NB	601	713	127	840
	Crosswalk	W	SB	732	790	47	837
Lexington & 53rd	Corner	SE		58	59	3	62
	Crosswalk	E	NB	712	769	70	839
	Crosswalk	E	SB	775	812	64	876
	Crosswalk	S	EB	242	308	38	346
	Crosswalk	S	WB	274	313	7	320
3rd & 42nd	Corner	NE		107	169	42	211
	Corner	SE		45	46	0	46
	Corner	SW		67	202	1	203
	Corner	NW		80	85	1	86
	Crosswalk	N	EB	246	566	736	1302
	Crosswalk	N	WB	176	218	61	279
	Crosswalk	E	NB	384	413	419	832
	Crosswalk	E	SB	276	338	27	365
	Crosswalk	S	EB	586	1824	408	2232
	Crosswalk	S	WB	285	455	37	492
	Crosswalk	W	NB	561	593	371	964
	Crosswalk	W	SB	132	211	12	223

Greater East Midtown Pedestrian Analysis Locations
Corners and Crosswalks - AM

Intersection	Type	Location	Crosswalk Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
3rd & 43rd	Corner	NE		31	34	1	35
	Corner	SE		241	247	8	255
	Corner	SW		66	68	0	68
	Corner	NW		500	557	0	557
	Crosswalk	N	EB	731	774	201	975
	Crosswalk	N	WB	225	252	13	265
	Crosswalk	E	NB	1620	1695	538	2233
	Crosswalk	E	SB	519	631	46	677
	Crosswalk	S	EB	1164	1213	299	1512
	Crosswalk	S	WB	456	500	19	519
	Crosswalk	W	NB	1379	1457	92	1549
	Crosswalk	W	SB	690	822	18	840
3rd & 44th	Corner	NE		204	251	4	255
	Corner	SE		893	926	0	926
	Crosswalk	N	EB	667	699	50	749
	Crosswalk	N	WB	264	287	23	310
	Crosswalk	E	NB	1631	1720	859	2579
	Crosswalk	E	SB	466	551	57	608
	Crosswalk	S	EB	770	823	40	863
	Crosswalk	S	WB	276	358	33	391
3rd & 45th	Corner	SE		767	793	18	811
	Corner	NE		287	294	0	294
	Crosswalk	N	EB	246	260	17	277
	Crosswalk	N	WB	176	185	6	191
	Crosswalk	E	NB	384	424	80	504
	Crosswalk	E	SB	276	327	70	397
	Crosswalk	S	EB	586	612	24	636
	Crosswalk	S	WB	285	301	15	316
3rd & 48th	Corner	NW		54	54	71	125
	Crosswalk	N	EB	253	262	-10	252
	Crosswalk	N	WB	168	171	73	244
	Crosswalk	W	NB	468	495	70	565
	Crosswalk	W	SB	559	612	35	647
3rd & 49th	Corner	SW		23	28	1	29
	Corner	NW		136	139	2	141
	Crosswalk	N	EB	160	175	-15	160
	Crosswalk	N	WB	172	174	66	240
	Crosswalk	S	EB	257	279	-10	269
	Crosswalk	S	WB	217	227	59	286
	Crosswalk	W	NB	481	515	141	656
	Crosswalk	W	SB	633	693	30	723
3rd & 51st	Corner	NW		679	692	319	1011
	Crosswalk	N	EB	274	287	1	288
	Crosswalk	N	WB	179	184	21	205
	Crosswalk	W	NB	626	667	108	775
	Crosswalk	W	SB	1074	1130	52	1182
3rd & 52nd	Corner	NE		105	108	0	108
	Corner	SW		334	346	0	346
	Corner	NW		126	129	273	402
	Crosswalk	N	EB	196	207	0	207
	Crosswalk	N	WB	267	275	21	296
	Crosswalk	E	NB	239	270	11	281
	Crosswalk	E	SB	1319	1380	52	1432
	Crosswalk	S	EB	141	152	1	153
	Crosswalk	S	WB	275	284	23	307
	Crosswalk	W	NB	295	322	465	787
	Crosswalk	W	SB	406	447	61	508

Greater East Midtown Pedestrian Analysis Locations
Corners and Crosswalks - AM

Intersection	Type	Location	Crosswalk Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
3rd & 53rd	Corner	SE		71	73	1	74
	Corner	SW		206	217	37	254
	Corner	NW		605	623	0	623
	Crosswalk	N	EB	272	289	1	290
	Crosswalk	N	WB	455	469	35	504
	Crosswalk	E	NB	843	889	15	904
	Crosswalk	E	SB	622	665	71	736
	Crosswalk	S	EB	331	348	3	351
	Crosswalk	S	WB	389	402	68	470
	Crosswalk	W	NB	486	520	142	662
	Crosswalk	W	SB	601	646	149	795
3rd & 54th	Corner	SW		116	119	15	134
	Corner	NW		207	215	0	215
	Crosswalk	N	EB	88	103	0	103
	Crosswalk	N	WB	67	69	14	83
	Crosswalk	S	EB	279	293	-2	291
	Crosswalk	S	WB	353	364	15	379
	Crosswalk	W	NB	347	379	142	521
	Crosswalk	W	SB	81	118	78	196
3rd & 55th	Corner	SW		151	155	3	158
	Corner	NW		95	97	116	213
	Crosswalk	N	EB	147	162	-4	158
	Crosswalk	N	WB	207	210	42	252
	Crosswalk	S	EB	168	176	-1	175
	Crosswalk	S	WB	247	255	13	268
	Crosswalk	W	NB	105	126	169	295
	Crosswalk	W	SB	70	107	52	159
3rd & 56th	Corner	SW		116	120	106	226
	Crosswalk	S	EB	229	236	-1	235
	Crosswalk	S	WB	211	216	11	227
	Crosswalk	W	NB	410	435	-7	428
	Crosswalk	W	SB	492	515	160	675
2nd & 42nd	Corner	NE		75	91	0	91
	Corner	SW		14	62	0	62
	Corner	NW		141	145	105	250
	Crosswalk	N	EB	168	493	5	498
	Crosswalk	N	WB	82	115	25	140
	Crosswalk	E	NB	287	302	15	317
	Crosswalk	E	SB	127	172	1	173
	Crosswalk	S	EB	158	1400	1	1401
	Crosswalk	S	WB	253	337	16	353
	Crosswalk	W	NB	648	672	203	875
	Crosswalk	W	SB	299	334	18	352
2nd & 43rd	Corner	SE		126	129	0	129
	Corner	SW		114	123	186	309
	Corner	NW		266	273	0	273
	Crosswalk	N	EB	170	180	0	180
	Crosswalk	N	WB	239	247	15	262
	Crosswalk	E	NB	682	703	4	707
	Crosswalk	E	SB	322	362	12	374
	Crosswalk	S	EB	403	423	3	426
	Crosswalk	S	WB	241	251	23	274
	Crosswalk	W	NB	595	617	16	633
	Crosswalk	W	SB	458	507	33	540

Greater East Midtown Pedestrian Analysis Locations
Sidewalks - Midday

Street	Cross Street 1	Cross Street 2	Side	Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
39th St	5th	Madison	N	EB	467	483	80	563
39th St	5th	Madison	N	WB	565	583	83	666
40th	5th	Madison	S	EB	1188	1222	97	1319
40th	5th	Madison	S	WB	1249	1284	99	1383
Madison Ave	40th	41st	W	NB	1694	1778	56	1834
Madison Ave	40th	41st	W	SB	2097	2194	50	2244
40th	5th	Madison	N	EB	882	915	78	993
40th	5th	Madison	N	WB	952	987	94	1081
41st	5th	Madison	S	EB	711	729	64	793
41st	5th	Madison	S	WB	793	814	79	893
43rd	5th	Madison	N	EB	579	681	133	814
43rd	5th	Madison	N	WB	630	734	136	870
44th	5th	Madison	S	EB	798	878	137	1015
44th	5th	Madison	S	WB	704	785	142	927
Madison Ave	44th	45th	W	NB	976	1171	81	1252
Madison Ave	44th	45th	W	SB	1223	1422	79	1501
44th	5th	Madison	N	EB	474	587	49	636
44th	5th	Madison	N	WB	520	648	63	711
45th	5th	Madison	S	EB	985	1086	35	1121
45th	5th	Madison	S	WB	1105	1214	56	1270
45th	5th	Madison	N	EB	608	687	106	793
45th	5th	Madison	N	WB	722	812	115	927
46th	5th	Madison	S	EB	1025	1069	112	1181
46th	5th	Madison	S	WB	921	962	118	1080
53rd	5th	Madison	S	EB	613	628	28	656
53rd	5th	Madison	S	WB	463	475	38	513
53rd	5th	Madison	N	EB	403	413	27	440
53rd	5th	Madison	N	WB	627	643	25	668
Vanderbilt Ave	43rd	44th	E	NB	555	638	27	665
Vanderbilt Ave	43rd	44th	E	SB	482	566	30	596
43rd	Madison	Vanderbilt	N	EB	533	646	44	690
43rd	Madison	Vanderbilt	N	WB	558	680	41	721
Vanderbilt Ave	44th	45th	E	NB	836	872	20	892
Vanderbilt Ave	44th	45th	E	SB	714	747	23	770
Park Ave	40th	41st	E	NB	583	632	22	654
Park Ave	40th	41st	E	SB	588	636	20	656
Park Ave	40th	41st	W	NB	1224	1287	11	1298
Park Ave	40th	41st	W	SB	1226	1289	9	1298
Park Ave	46th	47th	W	NB	818	841	1	842
Park Ave	46th	47th	W	SB	842	865	1	866
Park Ave	49th	50th	W	NB	894	902	69	971
Park Ave	49th	50th	W	SB	1016	1027	62	1089
40th	Lexington	3rd	N	EB	457	471	60	531
40th	Lexington	3rd	N	WB	512	528	51	579
41st	Lexington	3rd	S	EB	797	884	53	937
41st	Lexington	3rd	S	WB	707	792	45	837
42nd	Lexington	3rd	N	EB	1021	1199	83	1282
42nd	Lexington	3rd	N	WB	1074	1304	69	1373
Lexington Ave	42nd	43rd	W	NB	1807	1934	90	2024
Lexington Ave	42nd	43rd	W	SB	1071	1161	91	1252
Lexington Ave	43rd	44th	E	NB	1594	1690	29	1719
Lexington Ave	43rd	44th	E	SB	1643	1737	26	1763
43rd	Lexington	3rd	N	EB	672	789	52	841
43rd	Lexington	3rd	N	WB	642	756	53	809
43rd	Lexington	3rd	S	EB	668	834	75	909
43rd	Lexington	3rd	S	WB	752	924	75	999
Lexington Ave	43rd	44th	W	NB	1431	1553	34	1587
Lexington Ave	43rd	44th	W	SB	1601	1716	34	1750
Lexington Ave	44th	45th	E	NB	1516	1592	36	1628
Lexington Ave	44th	45th	E	SB	1250	1310	34	1344
44th	Lexington	3rd	N	EB	460	489	34	523
44th	Lexington	3rd	N	WB	555	605	31	636
44th	Lexington	3rd	S	EB	834	933	25	958
44th	Lexington	3rd	S	WB	797	896	26	922
Lexington Ave	44th	45th	W	NB	1284	1325	40	1365
Lexington Ave	44th	45th	W	SB	1308	1344	43	1387

Greater East Midtown Pedestrian Analysis Locations
Sidewalks - Midday

Street	Cross Street 1	Cross Street 2	Side	Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
Lexington Ave	45th	46th	E	NB	1472	1520	56	1576
Lexington Ave	45th	46th	E	SB	1319	1354	56	1410
Lexington Ave	45th	46th	W	NB	1030	1067	59	1126
Lexington Ave	45th	46th	W	SB	1167	1200	64	1264
Lexington Ave	46th	47th	E	NB	1078	1116	56	1172
Lexington Ave	46th	47th	E	SB	1141	1172	55	1227
46th	Lexington	3rd	N	EB	391	401	110	511
46th	Lexington	3rd	N	WB	361	370	108	478
Lexington Ave	46th	47th	W	NB	915	947	54	1001
Lexington Ave	46th	47th	W	SB	1122	1152	56	1208
Lexington Ave	47th	48th	E	NB	655	670	104	774
Lexington Ave	47th	48th	E	SB	764	785	110	895
47th	Lexington	3rd	S	EB	316	324	101	425
47th	Lexington	3rd	S	WB	330	338	97	435
Lexington Ave	48th	49th	E	NB	742	760	116	876
Lexington Ave	48th	49th	E	SB	656	677	120	797
Lexington Ave	48th	49th	W	NB	169	134	118	252
Lexington Ave	48th	49th	W	SB	93	102	125	227
48th	Park	Lexington	N	EB	344	348	196	544
48th	Park	Lexington	N	WB	330	330	218	548
Lexington Ave	49th	50th	E	NB	762	810	138	948
Lexington Ave	49th	50th	E	SB	731	765	124	889
49th	Lexington	3rd	N	EB	306	330	216	546
49th	Lexington	3rd	N	WB	273	269	185	454
49th	Park	Lexington	S	EB	335	350	103	453
49th	Park	Lexington	S	WB	255	267	111	378
Lexington Ave	49th	50th	W	NB	384	285	143	428
Lexington Ave	49th	50th	W	SB	331	193	129	322
Lexington Ave	50th	51st	E	NB	826	922	15	937
Lexington Ave	50th	51st	E	SB	877	985	-2	983
50th	Lexington	3rd	N	EB	410	449	36	485
50th	Lexington	3rd	N	WB	457	482	32	514
50th	Lexington	3rd	S	EB	139	264	276	540
50th	Lexington	3rd	S	WB	116	241	198	439
Lexington Ave	50th	51st	W	NB	1066	1103	47	1150
Lexington Ave	50th	51st	W	SB	1158	1135	38	1173
Lexington Ave	51st	52nd	E	NB	1455	1504	66	1570
Lexington Ave	51st	52nd	E	SB	1184	1212	65	1277
51st	Lexington	3rd	N	EB	526	537	99	636
51st	Lexington	3rd	N	WB	407	408	98	506
Lexington Ave	51st	52nd	W	NB	942	965	55	1020
Lexington Ave	51st	52nd	W	SB	883	891	57	948
3rd Ave	42nd	43rd	E	NB	1304	1478	105	1583
3rd Ave	42nd	43rd	E	SB	1100	1256	106	1362
3rd Ave	43rd	44th	E	NB	1257	1469	158	1627
3rd Ave	43rd	44th	E	SB	1127	1321	159	1480
3rd Ave	44th	45th	E	NB	1157	1213	50	1263
3rd Ave	44th	45th	E	SB	1223	1281	40	1321
3rd Ave	51st	52nd	W	NB	1202	1234	100	1334
3rd Ave	51st	52nd	W	SB	1189	1225	106	1331
52nd	Lexington	3rd	S	EB	897	921	115	1036
52nd	Lexington	3rd	S	WB	929	954	112	1066
52nd	Lexington	3rd	N	EB	599	618	105	723
52nd	Lexington	3rd	N	WB	577	595	109	704
3rd Ave	52nd	53rd	E	NB	868	894	103	997
3rd Ave	52nd	53rd	E	SB	864	892	102	994
3rd Ave	52nd	53rd	W	NB	1117	1147	41	1188
3rd Ave	52nd	53rd	W	SB	1040	1072	40	1112
3rd Ave	53rd	54th	W	NB	1087	1116	79	1195
3rd Ave	53rd	54th	W	SB	1060	1093	94	1187
3rd Ave	55th	56th	W	NB	574	592	21	613
3rd Ave	55th	56th	W	SB	708	731	20	751
42nd	3rd	2nd	N	EB	691	1022	248	1270
42nd	3rd	2nd	N	WB	759	1138	229	1367
2nd Ave	42nd	43rd	W	NB	762	996	1	997
2nd Ave	42nd	43rd	W	SB	413	623	0	623
43rd	3rd	2nd	S	EB	199	315	177	492
43rd	3rd	2nd	S	WB	358	487	180	667

Greater East Midtown Pedestrian Analysis Locations
Corners and Crosswalks - Midday

Intersection	Type	Location	Crosswalk Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
5th & 42nd	Corner	NE		607	719	0	719
	Corner	SE		547	610	0	610
	Corner	SW		623	646	6	652
	Corner	NW		392	402	8	410
	Crosswalk	N	EB	578	785	6	791
	Crosswalk	N	WB	459	670	-2	668
	Crosswalk	E	NB	242	333	3	336
	Crosswalk	E	SB	566	660	6	666
	Crosswalk	S	EB	831	919	5	924
	Crosswalk	S	WB	739	853	4	857
	Crosswalk	W	NB	474	573	9	582
	Crosswalk	W	SB	303	380	11	391
5th & 43rd	Corner	NE		383	412	32	444
	Corner	SE		258	270	0	270
	Corner	SW		294	301	0	301
	Corner	NW		211	372	0	372
	Crosswalk	N	EB	363	503	45	548
	Crosswalk	N	WB	498	644	44	688
	Crosswalk	E	NB	1466	1596	47	1643
	Crosswalk	E	SB	1363	1488	52	1540
	Crosswalk	S	EB	339	406	12	418
	Crosswalk	S	WB	340	409	13	422
	Crosswalk	W	NB	1624	1826	28	1854
	Crosswalk	W	SB	1439	1628	30	1658
5th & 44th	Corner	NE		43	48	4	52
	Corner	SE		615	626	43	669
	Corner	SW		63	221	0	221
	Crosswalk	N	EB	453	509	41	550
	Crosswalk	N	WB	486	558	35	593
	Crosswalk	E	NB	1392	1452	90	1542
	Crosswalk	E	SB	1468	1531	20	1551
	Crosswalk	S	EB	478	565	45	610
	Crosswalk	S	WB	458	544	43	587
	Crosswalk	W	NB	1751	1875	25	1900
	Crosswalk	W	SB	1347	1463	33	1496
5th & 45th	Corner	SE		231	247	15	262
	Crosswalk	E	NB	1376	1416	43	1459
	Crosswalk	E	SB	1240	1278	39	1317
	Crosswalk	S	EB	591	626	15	641
	Crosswalk	S	WB	660	694	19	713
Madison & 40th	Corner	SW		187	192	13	205
	Corner	NW		206	211	22	233
	Crosswalk	N	EB	690	718	73	791
	Crosswalk	N	WB	710	740	71	811
	Crosswalk	S	EB	836	871	77	948
	Crosswalk	S	WB	788	818	69	887
	Crosswalk	W	NB	1098	1176	122	1298
	Crosswalk	W	SB	1047	1125	119	1244
Madison & 41st	Corner	SW		370	379	12	391
	Corner	NW		634	650	0	650
	Crosswalk	N	EB	399	418	18	436
	Crosswalk	N	WB	554	577	17	594
	Crosswalk	S	EB	711	737	56	793
	Crosswalk	S	WB	793	822	52	874
	Crosswalk	W	NB	1381	1448	71	1519
	Crosswalk	W	SB	1052	1113	68	1181

Greater East Midtown Pedestrian Analysis Locations
Corners and Crosswalks - Midday

Intersection	Type	Location	Crosswalk Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
Madison & 42nd	Corner	NE		261	486	6	492
	Corner	SW		276	285	8	293
	Corner	NW		560	577	21	598
	Crosswalk	N	EB	867	1262	9	1271
	Crosswalk	N	WB	992	1396	8	1404
	Crosswalk	E	NB	788	1073	18	1091
	Crosswalk	E	SB	911	1236	20	1256
	Crosswalk	S	EB	643	722	10	732
	Crosswalk	S	WB	777	880	7	887
	Crosswalk	W	NB	1092	1155	24	1179
	Crosswalk	W	SB	1015	1078	27	1105
Madison & 43rd	Corner	NE		98	130	0	130
	Corner	SW		35	40	0	40
	Corner	NW		211	210	35	245
	Crosswalk	N	EB	528	634	94	728
	Crosswalk	N	WB	452	560	87	647
	Crosswalk	E	NB	621	814	50	864
	Crosswalk	E	SB	615	878	54	932
	Crosswalk	S	EB	508	604	38	642
	Crosswalk	S	WB	462	556	37	593
	Crosswalk	W	NB	792	839	132	971
	Crosswalk	W	SB	945	997	137	1134
Madison & 44th	Corner	SW		600	611	29	640
	Corner	NW		298	307	1	308
	Crosswalk	N	EB	220	403	51	454
	Crosswalk	N	WB	239	447	38	485
	Crosswalk	S	EB	745	805	102	907
	Crosswalk	S	WB	753	818	93	911
	Crosswalk	W	NB	678	803	131	934
	Crosswalk	W	SB	748	877	137	1014
Madison & 45th	Corner	NE		290	297	0	297
	Corner	SE		299	702	0	702
	Corner	SW		494	506	8	514
	Corner	NW		120	125	29	154
	Crosswalk	N	EB	409	484	75	559
	Crosswalk	N	WB	541	628	69	697
	Crosswalk	E	NB	699	957	56	1013
	Crosswalk	E	SB	669	925	54	979
	Crosswalk	S	EB	743	952	52	1004
	Crosswalk	S	WB	870	1093	35	1128
	Crosswalk	W	NB	600	676	124	800
	Crosswalk	W	SB	938	1020	120	1140
Madison & 46th	Corner	SW		281	290	32	322
	Crosswalk	S	EB	787	824	84	908
	Crosswalk	S	WB	628	661	77	738
	Crosswalk	W	NB	834	863	101	964
	Crosswalk	W	SB	881	911	92	1003
Madison & 53rd	Corner	SW		272	279	69	348
	Corner	NW		355	364	56	420
	Crosswalk	N	EB	571	585	22	607
	Crosswalk	N	WB	639	655	20	675
	Crosswalk	S	EB	494	506	54	560
	Crosswalk	S	WB	519	532	25	557
	Crosswalk	W	NB	765	784	11	795
	Crosswalk	W	SB	610	625	9	634

Greater East Midtown Pedestrian Analysis Locations
Corners and Crosswalks - Midday

Intersection	Type	Location	Crosswalk Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
Vanderbilt & 43rd	Corner	NW		13	13	0	13
	Crosswalk	N	EB	197	200	32	232
	Crosswalk	N	WB	187	191	20	211
	Crosswalk	W	NB	202	209	18	227
	Crosswalk	W	SB	226	235	19	254
Park Ave E & 41st	Corner	NE		270	279	0	279
	Corner	SE		164	168	0	168
	Crosswalk	N	EB	576	646	12	658
	Crosswalk	N	WB	585	658	12	670
	Crosswalk	E	NB	570	648	30	678
	Crosswalk	E	SB	510	586	30	616
	Crosswalk	S	EB	486	537	9	546
	Crosswalk	S	WB	428	480	16	496
Park Ave W & 46th	Corner	SW		190	195	0	195
	Corner	NW		262	273	140	413
	Crosswalk	N	EB	421	435	82	517
	Crosswalk	N	WB	455	469	70	539
	Crosswalk	S	EB	385	397	6	403
	Crosswalk	S	WB	473	487	4	491
	Crosswalk	W	NB	714	734	86	820
	Crosswalk	W	SB	656	674	92	766
Park Ave W & 47th	Corner	SW		200	205	153	358
	Crosswalk	S	EB	491	505	84	589
	Crosswalk	S	WB	557	573	70	643
	Crosswalk	W	NB	944	970	88	1058
	Crosswalk	W	SB	830	853	84	937
Park Ave W & 48th	Corner	NW		148	152	0	152
	Crosswalk	N	EB	332	316	64	380
	Crosswalk	N	WB	355	364	71	435
	Crosswalk	W	NB	1099	1115	46	1161
	Crosswalk	W	SB	1231	1262	50	1312
Park Ave E & 48th	Corner	NE		342	342	49	391
	Crosswalk	N	EB	358	343	64	407
	Crosswalk	N	WB	354	363	71	434
	Crosswalk	E	NB	894	904	70	974
	Crosswalk	E	SB	864	906	78	984
Park Ave W & 49th	Corner	SW		54	55	0	55
	Corner	NW		171	175	91	266
	Crosswalk	N	EB	363	306	78	384
	Crosswalk	N	WB	400	410	76	486
	Crosswalk	S	NB	300	309	76	385
	Crosswalk	S	SB	251	258	79	337
	Crosswalk	W	NB	811	802	94	896
	Crosswalk	W	SB	826	848	96	944
Park Ave E & 49th	Corner	NE		170	174	0	174
	Corner	SE		164	168	49	217
	Crosswalk	N	EB	366	309	78	387
	Crosswalk	N	WB	403	413	76	489
	Crosswalk	E	NB	923	871	98	969
	Crosswalk	E	SB	977	1002	93	1095
	Crosswalk	S	EB	293	301	76	377
	Crosswalk	S	WB	231	238	79	317

Greater East Midtown Pedestrian Analysis Locations
Corners and Crosswalks - Midday

Intersection	Type	Location	Crosswalk Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
Park Ave W & 50th	Corner	SW		175	181	122	303
	Corner	NW		331	341	0	341
	Crosswalk	N	EB	348	379	27	406
	Crosswalk	N	WB	396	427	27	454
	Crosswalk	S	EB	390	324	62	386
	Crosswalk	S	WB	365	372	61	433
	Crosswalk	W	NB	955	978	93	1071
	Crosswalk	W	SB	894	886	92	978
Lexington & 41st	Corner	SE		212	217	10	227
	Corner	SW		793	813	0	813
	Crosswalk	E	NB	1130	1214	59	1273
	Crosswalk	E	SB	1119	1201	53	1254
	Crosswalk	S	EB	587	638	29	667
	Crosswalk	S	WB	544	594	39	633
	Crosswalk	W	NB	775	857	45	902
	Crosswalk	W	SB	883	964	31	995
Lexington & 42nd	Corner	NE		19	27	0	27
	Corner	SE		286	293	3	296
	Corner	SW		704	756	4	760
	Corner	NW		678	758	0	758
	Crosswalk	N	EB	984	1153	62	1215
	Crosswalk	N	WB	690	845	47	892
	Crosswalk	E	NB	890	933	21	954
	Crosswalk	E	SB	922	981	20	1001
	Crosswalk	S	EB	784	906	15	921
	Crosswalk	S	WB	809	922	15	937
	Crosswalk	W	NB	632	698	43	741
	Crosswalk	W	SB	595	673	30	703
Lexington & 43rd	Corner	NE		607	741	0	741
	Corner	SE		119	122	22	144
	Crosswalk	N	EB	866	961	15	976
	Crosswalk	N	WB	870	961	15	976
	Crosswalk	E	NB	913	1004	54	1058
	Crosswalk	E	SB	802	868	32	900
	Crosswalk	S	EB	549	654	40	694
	Crosswalk	S	WB	503	607	40	647
Lexington & 44th	Corner	NE		186	191	0	191
	Corner	SE		416	426	2	428
	Crosswalk	N	EB	360	393	10	403
	Crosswalk	N	WB	347	381	6	387
	Crosswalk	E	NB	1111	1204	36	1240
	Crosswalk	E	WB	1034	1113	35	1148
	Crosswalk	S	EB	172	227	1	228
	Crosswalk	S	WB	243	302	1	303
Lexington & 45th	Corner	NE		664	681	0	681
	Corner	SE		343	352	0	352
	Corner	SW		360	369	0	369
	Corner	NW		224	234	0	234
	Crosswalk	N	EB	756	777	5	782
	Crosswalk	N	WB	759	780	5	785
	Crosswalk	E	NB	875	908	35	943
	Crosswalk	E	SB	957	983	33	1016
	Crosswalk	S	EB	592	609	14	623
	Crosswalk	S	WB	798	820	10	830
	Crosswalk	W	NB	747	776	39	815
	Crosswalk	W	SB	561	579	43	622

Greater East Midtown Pedestrian Analysis Locations
Corners and Crosswalks - Midday

Intersection	Type	Location	Crosswalk Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
Lexington & 46th	Corner	NE		263	270	39	309
	Corner	SE		326	334	0	334
	Corner	SW		385	395	1	396
	Corner	NW		75	77	2	79
	Crosswalk	N	EB	513	526	80	606
	Crosswalk	N	WB	529	542	70	612
	Crosswalk	E	NB	1041	1078	102	1180
	Crosswalk	E	SB	1020	1048	103	1151
	Crosswalk	S	EB	515	528	28	556
	Crosswalk	S	WB	562	576	26	602
	Crosswalk	W	NB	903	935	99	1034
	Crosswalk	W	SB	1006	1033	109	1142
Lexington & 47th	Corner	NE		174	178	0	178
	Corner	SE		321	329	34	363
	Corner	SW		245	251	0	251
	Corner	NW		176	180	0	180
	Crosswalk	N	EB	608	623	23	646
	Crosswalk	N	WB	561	575	25	600
	Crosswalk	E	NB	762	792	104	896
	Crosswalk	E	SB	808	830	100	930
	Crosswalk	S	EB	331	339	82	421
	Crosswalk	S	WB	417	427	71	498
	Crosswalk	W	EB	979	1013	51	1064
	Crosswalk	W	WB	1025	1053	52	1105
Lexington & 48th	Corner	NE		60	62	0	62
	Corner	SE		210	215	0	215
	Corner	SW		172	176	0	176
	Corner	NW		166	164	96	260
	Crosswalk	N	EB	233	239	148	387
	Crosswalk	N	WB	247	226	124	350
	Crosswalk	E	NB	527	539	83	622
	Crosswalk	E	SB	590	607	87	694
	Crosswalk	S	EB	274	286	58	344
	Crosswalk	S	WB	306	310	50	360
	Crosswalk	W	NB	552	548	172	720
	Crosswalk	W	SB	465	479	195	674
Lexington & 49th	Corner	NE		135	147	33	180
	Corner	SE		59	60	0	60
	Corner	SW		16	16	49	65
	Corner	NW		56	58	0	58
	Crosswalk	N	EB	203	219	69	288
	Crosswalk	N	WB	233	175	230	405
	Crosswalk	E	NB	490	492	194	686
	Crosswalk	E	SB	474	496	199	695
	Crosswalk	S	EB	222	230	185	415
	Crosswalk	S	WB	188	196	170	366
	Crosswalk	W	NB	380	335	249	584
	Crosswalk	W	SB	387	403	233	636

Greater East Midtown Pedestrian Analysis Locations
Corners and Crosswalks - Midday

Intersection	Type	Location	Crosswalk Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
Lexington & 50th	Corner	NE		73	75	0	75
	Corner	SE		112	211	134	345
	Corner	SW		42	43	0	43
	Corner	NW		27	58	0	58
	Crosswalk	N	EB	475	524	8	532
	Crosswalk	N	WB	538	578	13	591
	Crosswalk	E	NB	791	928	82	1010
	Crosswalk	E	SB	817	963	52	1015
	Crosswalk	S	EB	166	240	157	397
	Crosswalk	S	WB	151	128	180	308
	Crosswalk	W	NB	590	616	77	693
	Crosswalk	W	SB	709	656	64	720
Lexington & 51st	Corner	NE		426	463	58	521
	Corner	SE		461	564	-43	521
	Corner	SW		351	354	0	354
	Corner	NW		214	219	0	219
	Crosswalk	N	EB	540	553	65	618
	Crosswalk	N	WB	658	667	63	730
	Crosswalk	E	NB	618	629	67	696
	Crosswalk	E	SB	680	680	67	747
	Crosswalk	S	EB	441	459	-45	414
	Crosswalk	S	WB	603	595	-55	540
	Crosswalk	W	NB	1255	1276	31	1307
	Crosswalk	W	SB	1208	1199	31	1230
Lexington & 52nd	Corner	NE		464	476	40	516
	Corner	SE		834	855	34	889
	Corner	SW		150	154	-1	153
	Corner	NW		345	362	0	362
	Crosswalk	N	EB	690	714	21	735
	Crosswalk	N	WB	770	797	21	818
	Crosswalk	E	NB	597	618	107	725
	Crosswalk	E	SB	682	704	104	808
	Crosswalk	S	EB	572	594	77	671
	Crosswalk	S	WB	701	728	68	796
	Crosswalk	W	NB	886	918	52	970
	Crosswalk	W	SB	808	836	50	886
Lexington & 53rd	Corner	SE		105	108	92	200
	Crosswalk	E	NB	887	911	17	928
	Crosswalk	E	SB	1352	1389	15	1404
	Crosswalk	S	EB	400	449	24	473
	Crosswalk	S	WB	428	483	25	508
3rd & 42nd	Corner	NE		262	488	69	557
	Corner	SE		248	456	77	533
	Corner	SW		98	166	4	170
	Corner	NW		46	47	0	47
	Crosswalk	N	EB	365	565	173	738
	Crosswalk	N	WB	377	595	161	756
	Crosswalk	E	NB	233	253	107	360
	Crosswalk	E	SB	518	542	109	651
	Crosswalk	S	EB	652	879	80	959
	Crosswalk	S	WB	641	882	81	963
	Crosswalk	W	NB	643	673	87	760
	Crosswalk	W	SB	288	314	88	402

Greater East Midtown Pedestrian Analysis Locations
Corners and Crosswalks - Midday

Intersection	Type	Location	Crosswalk Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
3rd & 43rd	Corner	NE		28	135	0	135
	Corner	SE		170	174	34	208
	Corner	SW		360	401	0	401
	Corner	NW		761	887	0	887
	Crosswalk	N	EB	536	689	52	741
	Crosswalk	N	WB	480	642	53	695
	Crosswalk	E	NB	969	1144	82	1226
	Crosswalk	E	SB	888	1047	160	1207
	Crosswalk	S	EB	568	705	136	841
	Crosswalk	S	WB	609	755	139	894
	Crosswalk	W	NB	1383	1545	73	1618
	Crosswalk	W	SB	1359	1509	71	1580
3rd & 44th	Corner	NE		300	336	149	485
	Corner	SE		514	547	0	547
	Crosswalk	N	EB	467	507	88	595
	Crosswalk	N	WB	491	531	89	620
	Crosswalk	E	NB	695	776	182	958
	Crosswalk	E	SB	683	758	190	948
	Crosswalk	S	EB	585	663	29	692
	Crosswalk	S	WB	539	618	28	646
3rd & 45th	Corner	SE		761	785	178	963
	Corner	NE		518	531	0	531
	Crosswalk	N	EB	365	375	27	402
	Crosswalk	N	WB	377	387	28	415
	Crosswalk	E	NB	233	249	120	369
	Crosswalk	E	SB	518	539	119	658
	Crosswalk	S	EB	652	672	85	757
	Crosswalk	S	WB	641	660	86	746
3rd & 48th	Corner	NW		37	38	0	38
	Crosswalk	N	EB	231	237	6	243
	Crosswalk	N	WB	266	273	3	276
	Crosswalk	W	NB	640	662	31	693
	Crosswalk	W	SB	599	617	32	649
3rd & 49th	Corner	SW		24	25	0	25
	Corner	NW		133	153	29	182
	Crosswalk	N	EB	259	276	58	334
	Crosswalk	N	WB	223	244	43	287
	Crosswalk	S	EB	300	311	24	335
	Crosswalk	S	WB	317	329	18	347
	Crosswalk	W	NB	679	712	71	783
	Crosswalk	W	SB	522	547	80	627
3rd & 51st	Corner	NW		404	412	58	470
	Crosswalk	N	EB	301	309	25	334
	Crosswalk	N	WB	233	239	25	264
	Crosswalk	W	NB	915	942	54	996
	Crosswalk	W	SB	868	896	31	927
3rd & 52nd	Corner	NE		28	29	0	29
	Corner	SW		853	874	18	892
	Corner	NW		202	207	245	452
	Crosswalk	N	EB	314	322	120	442
	Crosswalk	N	WB	303	311	111	422
	Crosswalk	E	NB	497	513	65	578
	Crosswalk	E	SB	687	710	68	778
	Crosswalk	S	EB	349	358	56	414
	Crosswalk	S	WB	441	452	55	507
	Crosswalk	W	NB	624	642	181	823
	Crosswalk	W	SB	343	358	186	544

Greater East Midtown Pedestrian Analysis Locations
Corners and Crosswalks - Midday

Intersection	Type	Location	Crosswalk Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
3rd & 53rd	Corner	SE		80	82	0	82
	Corner	SW		412	422	207	629
	Corner	NW		416	426	0	426
	Crosswalk	N	EB	434	446	51	497
	Crosswalk	N	WB	468	481	41	522
	Crosswalk	E	NB	944	972	60	1032
	Crosswalk	E	SB	765	790	73	863
	Crosswalk	S	EB	509	523	139	662
	Crosswalk	S	WB	444	456	114	570
	Crosswalk	W	NB	829	852	156	1008
	Crosswalk	W	SB	885	913	158	1071
3rd & 54th	Corner	SW		131	134	7	141
	Corner	NW		378	387	0	387
	Crosswalk	N	EB	202	201	2	203
	Crosswalk	N	WB	147	143	2	145
	Crosswalk	S	EB	375	384	2	386
	Crosswalk	S	WB	436	447	2	449
	Crosswalk	W	NB	527	542	38	580
	Crosswalk	W	SB	220	232	57	289
3rd & 55th	Corner	SW		369	378	0	378
	Corner	NW		56	57	98	155
	Crosswalk	N	EB	333	338	70	408
	Crosswalk	N	WB	442	448	46	494
	Crosswalk	S	EB	283	290	17	307
	Crosswalk	S	WB	347	356	15	371
	Crosswalk	W	NB	242	252	76	328
	Crosswalk	W	SB	180	191	99	290
3rd & 56th	Corner	SW		275	286	113	399
	Crosswalk	S	EB	287	295	57	352
	Crosswalk	S	WB	234	241	42	283
	Crosswalk	W	NB	802	828	82	910
	Crosswalk	W	SB	702	726	63	789
2nd & 42nd	Corner	NE		104	419	0	419
	Corner	SW		25	48	0	48
	Corner	NW		239	245	21	266
	Crosswalk	N	EB	119	642	123	765
	Crosswalk	N	WB	117	715	127	842
	Crosswalk	E	NB	143	148	44	192
	Crosswalk	E	SB	191	197	43	240
	Crosswalk	S	EB	143	579	43	622
	Crosswalk	S	WB	196	673	44	717
	Crosswalk	W	NB	478	491	185	676
	Crosswalk	W	SB	386	397	153	550
2nd & 43rd	Corner	SE		145	149	0	149
	Corner	SW		140	306	357	663
	Corner	NW		247	257	0	257
	Crosswalk	N	EB	265	324	41	365
	Crosswalk	N	WB	171	231	40	271
	Crosswalk	E	NB	508	631	43	674
	Crosswalk	E	SB	508	623	42	665
	Crosswalk	S	EB	254	311	123	434
	Crosswalk	S	WB	306	369	120	489
	Crosswalk	W	NB	625	806	128	934
	Crosswalk	W	SB	666	836	123	959

Greater East Midtown Pedestrian Analysis Locations
Sidewalks - PM

Street	Cross Street 1	Cross Street 2	Side	Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
39th St	5th	Madison	N	EB	478	498	8	506
39th St	5th	Madison	N	WB	589	616	116	732
40th	5th	Madison	S	EB	690	722	19	741
40th	5th	Madison	S	WB	966	1022	141	1163
Madison Ave	40th	41st	W	NB	1086	1137	118	1255
Madison Ave	40th	41st	W	SB	1368	1444	94	1538
40th	5th	Madison	N	EB	644	668	18	686
40th	5th	Madison	N	WB	1087	1134	130	1264
41st	5th	Madison	S	EB	466	483	26	509
41st	5th	Madison	S	WB	774	802	91	893
43rd	5th	Madison	N	EB	1312	1511	17	1528
43rd	5th	Madison	N	WB	758	967	333	1300
44th	5th	Madison	S	EB	636	734	4	738
44th	5th	Madison	S	WB	635	692	210	902
Madison Ave	44th	45th	W	NB	726	765	161	926
Madison Ave	44th	45th	W	SB	1355	1419	115	1534
44th	5th	Madison	N	EB	718	947	-48	899
44th	5th	Madison	N	WB	633	950	217	1167
45th	5th	Madison	S	EB	858	1022	-95	927
45th	5th	Madison	S	WB	765	883	225	1108
45th	5th	Madison	N	EB	702	783	22	805
45th	5th	Madison	N	WB	1004	1056	159	1215
46th	5th	Madison	S	EB	597	620	35	655
46th	5th	Madison	S	WB	734	766	169	935
53rd	5th	Madison	S	EB	493	504	244	748
53rd	5th	Madison	S	WB	627	643	29	672
53rd	5th	Madison	N	EB	326	333	289	622
53rd	5th	Madison	N	WB	459	471	31	502
Vanderbilt Ave	43rd	44th	E	NB	402	420	25	445
Vanderbilt Ave	43rd	44th	E	SB	748	797	334	1131
43rd	Madison	Vanderbilt	N	EB	1072	1116	414	1530
43rd	Madison	Vanderbilt	N	WB	466	679	24	703
Vanderbilt Ave	44th	45th	E	NB	596	619	21	640
Vanderbilt Ave	44th	45th	E	SB	1833	1882	236	2118
Park Ave	40th	41st	E	NB	1286	1365	29	1394
Park Ave	40th	41st	E	SB	782	871	56	927
Park Ave	40th	41st	W	NB	1825	1931	33	1964
Park Ave	40th	41st	W	SB	1075	1182	13	1195
Park Ave	46th	47th	W	NB	353	370	7	377
Park Ave	46th	47th	W	SB	1140	1173	5	1178
Park Ave	49th	50th	W	NB	853	875	83	958
Park Ave	49th	50th	W	SB	958	993	23	1016
40th	Lexington	3rd	N	EB	291	302	59	361
40th	Lexington	3rd	N	WB	520	541	8	549
41st	Lexington	3rd	S	EB	342	353	25	378
41st	Lexington	3rd	S	WB	459	471	-2	469
42nd	Lexington	3rd	N	EB	808	979	48	1027
42nd	Lexington	3rd	N	WB	1673	2253	511	2764
Lexington Ave	42nd	43rd	W	NB	2474	2662	68	2730
Lexington Ave	42nd	43rd	W	SB	994	1068	1075	2143
Lexington Ave	43rd	44th	E	NB	916	983	31	1014
Lexington Ave	43rd	44th	E	SB	1926	1986	192	2178
43rd	Lexington	3rd	N	EB	381	456	22	478
43rd	Lexington	3rd	N	WB	690	763	238	1001
43rd	Lexington	3rd	S	EB	327	430	36	466
43rd	Lexington	3rd	S	WB	982	1055	352	1407
Lexington Ave	43rd	44th	W	NB	1616	1709	37	1746
Lexington Ave	43rd	44th	W	SB	4224	4343	323	4666
Lexington Ave	44th	45th	E	NB	938	1012	30	1042
Lexington Ave	44th	45th	E	SB	1226	1270	329	1599
44th	Lexington	3rd	N	EB	239	261	21	282
44th	Lexington	3rd	N	WB	681	708	47	755
44th	Lexington	3rd	S	EB	462	488	19	507
44th	Lexington	3rd	S	WB	1663	1722	44	1766
Lexington Ave	44th	45th	W	NB	936	1009	20	1029
Lexington Ave	44th	45th	W	SB	2143	2203	453	2656

Greater East Midtown Pedestrian Analysis Locations
Sidewalks - PM

Street	Cross Street 1	Cross Street 2	Side	Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
Lexington Ave	45th	46th	E	NB	700	765	34	799
Lexington Ave	45th	46th	E	SB	1492	1536	331	1867
Lexington Ave	45th	46th	W	NB	610	685	23	708
Lexington Ave	45th	46th	W	SB	1578	1628	453	2081
Lexington Ave	46th	47th	E	NB	772	838	114	952
Lexington Ave	46th	47th	E	SB	1195	1232	225	1457
46th	Lexington	3rd	N	EB	288	295	122	417
46th	Lexington	3rd	N	WB	511	524	24	548
Lexington Ave	46th	47th	W	NB	279	339	18	357
Lexington Ave	46th	47th	W	SB	619	643	342	985
Lexington Ave	47th	48th	E	NB	655	721	213	934
Lexington Ave	47th	48th	E	SB	764	792	147	939
47th	Lexington	3rd	S	EB	303	311	74	385
47th	Lexington	3rd	S	WB	303	311	151	462
Lexington Ave	48th	49th	E	NB	1031	1108	333	1441
Lexington Ave	48th	49th	E	SB	814	853	263	1116
Lexington Ave	48th	49th	W	NB	199	268	440	708
Lexington Ave	48th	49th	W	SB	124	148	304	452
48th	Park	Lexington	N	EB	313	331	47	378
48th	Park	Lexington	N	WB	484	541	882	1423
Lexington Ave	49th	50th	E	NB	1195	1288	705	1993
Lexington Ave	49th	50th	E	SB	897	948	94	1042
49th	Lexington	3rd	N	EB	300	306	146	452
49th	Lexington	3rd	N	WB	284	293	-5	288
49th	Park	Lexington	S	EB	356	376	21	397
49th	Park	Lexington	S	WB	177	186	53	239
Lexington Ave	49th	50th	W	NB	283	333	966	1299
Lexington Ave	49th	50th	W	SB	290	321	75	396
Lexington Ave	50th	51st	E	NB	1375	1487	-229	1258
Lexington Ave	50th	51st	E	SB	967	1167	-60	1107
50th	Lexington	3rd	N	EB	393	402	8	410
50th	Lexington	3rd	N	WB	523	537	1	538
50th	Lexington	3rd	S	EB	174	210	162	372
50th	Lexington	3rd	S	WB	275	415	197	612
Lexington Ave	50th	51st	W	NB	854	899	8	907
Lexington Ave	50th	51st	W	SB	1207	1312	32	1344
Lexington Ave	51st	52nd	E	NB	1509	1605	101	1706
Lexington Ave	51st	52nd	E	SB	1008	1088	251	1339
51st	Lexington	3rd	N	EB	478	492	57	549
51st	Lexington	3rd	N	WB	465	474	387	861
Lexington Ave	51st	52nd	W	NB	748	817	67	884
Lexington Ave	51st	52nd	W	SB	961	1049	328	1377
3rd Ave	42nd	43rd	E	NB	981	1101	81	1182
3rd Ave	42nd	43rd	E	SB	867	965	513	1478
3rd Ave	43rd	44th	E	NB	1013	1175	113	1288
3rd Ave	43rd	44th	E	SB	1067	1187	916	2103
3rd Ave	44th	45th	E	NB	895	985	48	1033
3rd Ave	44th	45th	E	SB	1241	1334	131	1465
3rd Ave	51st	52nd	W	NB	1090	1157	93	1250
3rd Ave	51st	52nd	W	SB	1013	1095	495	1590
52nd	Lexington	3rd	S	EB	305	317	46	363
52nd	Lexington	3rd	S	WB	377	395	62	457
52nd	Lexington	3rd	N	EB	350	364	26	390
52nd	Lexington	3rd	N	WB	368	389	318	707
3rd Ave	52nd	53rd	E	NB	2091	2173	70	2243
3rd Ave	52nd	53rd	E	SB	767	825	20	845
3rd Ave	52nd	53rd	W	NB	1273	1343	69	1412
3rd Ave	52nd	53rd	W	SB	729	805	158	963
3rd Ave	53rd	54th	W	NB	897	954	152	1106
3rd Ave	53rd	54th	W	SB	825	882	179	1061
3rd Ave	55th	56th	W	NB	574	609	81	690
3rd Ave	55th	56th	W	SB	708	756	18	774
42nd	3rd	2nd	N	EB	480	566	144	710
42nd	3rd	2nd	N	WB	994	1471	967	2438
2nd Ave	42nd	43rd	W	NB	762	831	8	839
2nd Ave	42nd	43rd	W	SB	413	443	10	453
43rd	3rd	2nd	S	EB	161	176	34	210
43rd	3rd	2nd	S	WB	688	724	211	935

Greater East Midtown Pedestrian Analysis Locations
Corners and Crosswalks - PM

Intersection	Type	Location	Crosswalk Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
5th & 42nd	Corner	NE		564	586	3	589
	Corner	SE		646	823	4	827
	Corner	SW		1112	1152	46	1198
	Corner	NW		904	926	56	982
	Crosswalk	N	EB	732	945	13	958
	Crosswalk	N	WB	722	1429	524	1953
	Crosswalk	E	NB	146	263	28	291
	Crosswalk	E	SB	562	713	100	813
	Crosswalk	S	EB	920	985	13	998
	Crosswalk	S	WB	1782	2254	167	2421
	Crosswalk	W	NB	534	651	38	689
	Crosswalk	W	SB	492	696	184	880
5th & 43rd	Corner	NE		246	299	13	312
	Corner	SE		446	457	0	457
	Corner	SW		60	62	0	62
	Corner	NW		187	233	-1	232
	Crosswalk	N	EB	857	1023	8	1031
	Crosswalk	N	WB	803	1021	178	1199
	Crosswalk	E	NB	1156	1251	15	1266
	Crosswalk	E	SB	2048	2193	303	2496
	Crosswalk	S	EB	514	582	1	583
	Crosswalk	S	WB	533	659	61	720
	Crosswalk	W	NB	1580	1759	16	1775
	Crosswalk	W	SB	2752	3007	235	3242
5th & 44th	Corner	NE		14	38	0	38
	Corner	SE		739	769	18	787
	Corner	SW		169	227	0	227
	Crosswalk	N	EB	543	695	-24	671
	Crosswalk	N	WB	822	1059	172	1231
	Crosswalk	E	NB	1387	1503	36	1539
	Crosswalk	E	SB	2028	2226	150	2376
	Crosswalk	S	EB	488	579	0	579
	Crosswalk	S	WB	514	614	188	802
	Crosswalk	W	NB	1264	1369	42	1411
	Crosswalk	W	SB	1750	1944	110	2054
5th & 45th	Corner	SE		240	288	19	307
	Crosswalk	E	NB	920	981	99	1080
	Crosswalk	E	SB	1812	1879	12	1891
	Crosswalk	S	EB	694	837	-34	803
	Crosswalk	S	WB	642	717	163	880
Madison & 40th	Corner	SW		134	147	0	147
	Corner	NW		196	201	13	214
	Crosswalk	N	EB	451	470	131	601
	Crosswalk	N	WB	826	868	51	919
	Crosswalk	S	EB	670	698	56	754
	Crosswalk	S	WB	708	746	25	771
	Crosswalk	W	NB	708	743	146	889
	Crosswalk	W	SB	872	933	125	1058
Madison & 41st	Corner	SW		157	161	0	161
	Corner	NW		507	527	0	527
	Crosswalk	N	EB	539	570	31	601
	Crosswalk	N	WB	643	681	10	691
	Crosswalk	S	EB	466	488	110	598
	Crosswalk	S	WB	774	808	39	847
	Crosswalk	W	NB	863	1012	202	1214
	Crosswalk	W	SB	1334	1409	127	1536

Greater East Midtown Pedestrian Analysis Locations
Corners and Crosswalks - PM

Intersection	Type	Location	Crosswalk Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
Madison & 42nd	Corner	NE		412	910	9	919
	Corner	SW		321	341	47	388
	Corner	NW		852	876	149	1025
	Crosswalk	N	EB	1535	1920	105	2025
	Crosswalk	N	WB	1287	2180	100	2280
	Crosswalk	E	NB	828	1011	91	1102
	Crosswalk	E	SB	794	1180	69	1249
	Crosswalk	S	EB	1028	1169	15	1184
	Crosswalk	S	WB	1248	1579	46	1625
	Crosswalk	W	NB	817	920	109	1029
	Crosswalk	W	SB	789	907	122	1029
Madison & 43rd	Corner	NE		289	406	0	406
	Corner	SW		35	72	0	72
	Corner	NW		187	192	0	192
	Crosswalk	N	EB	1336	1478	442	1920
	Crosswalk	N	WB	419	576	19	595
	Crosswalk	E	NB	585	834	0	834
	Crosswalk	E	SB	665	973	76	1049
	Crosswalk	S	EB	902	1000	31	1031
	Crosswalk	S	WB	497	677	-2	675
	Crosswalk	W	NB	593	681	17	698
	Crosswalk	W	SB	1488	1559	309	1868
Madison & 44th	Corner	SW		292	299	41	340
	Corner	NW		302	341	86	427
	Crosswalk	N	EB	400	615	93	708
	Crosswalk	N	WB	281	591	-28	563
	Crosswalk	S	EB	1009	1090	213	1303
	Crosswalk	S	WB	889	946	-13	933
	Crosswalk	W	NB	575	603	28	631
	Crosswalk	W	SB	1170	1230	105	1335
Madison & 45th	Corner	NE		349	358	6	364
	Corner	SE		285	1250	0	1250
	Corner	SW		244	250	25	275
	Corner	NW		118	139	3	142
	Crosswalk	N	EB	426	502	113	615
	Crosswalk	N	WB	611	655	-13	642
	Crosswalk	E	NB	877	1140	52	1192
	Crosswalk	E	SB	1032	1322	169	1491
	Crosswalk	S	EB	999	1173	596	1769
	Crosswalk	S	WB	895	1091	-27	1064
	Crosswalk	W	NB	450	504	44	548
	Crosswalk	W	SB	1321	1379	182	1561
Madison & 46th	Corner	SW		133	141	80	221
	Crosswalk	S	EB	524	615	121	736
	Crosswalk	S	WB	575	607	50	657
	Crosswalk	W	NB	493	543	77	620
	Crosswalk	W	SB	1064	1106	15	1121
Madison & 53rd	Corner	SW		332	340	256	596
	Corner	NW		299	307	353	660
	Crosswalk	N	EB	589	603	-166	437
	Crosswalk	N	WB	495	507	525	1032
	Crosswalk	S	EB	565	582	-147	435
	Crosswalk	S	WB	493	507	488	995
	Crosswalk	W	NB	663	677	39	716
	Crosswalk	W	SB	717	738	-10	728

Greater East Midtown Pedestrian Analysis Locations
Corners and Crosswalks - PM

Intersection	Type	Location	Crosswalk Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
Vanderbilt & 43rd	Corner	NW		6	7	0	7
	Crosswalk	N	EB	455	451	308	759
	Crosswalk	N	WB	159	164	13	177
	Crosswalk	W	NB	120	126	5	131
	Crosswalk	W	SB	373	414	10	424
Park Ave E & 41st	Corner	NE		261	275	0	275
	Corner	SE		200	205	0	205
	Crosswalk	N	EB	584	623	78	701
	Crosswalk	N	WB	369	418	14	432
	Crosswalk	E	NB	1123	1196	60	1256
	Crosswalk	E	SB	1179	1273	71	1344
	Crosswalk	S	EB	466	498	48	546
	Crosswalk	S	WB	369	410	30	440
Park Ave W & 46th	Corner	SW		329	337	0	337
	Corner	NW		130	141	89	230
	Crosswalk	N	EB	272	290	46	336
	Crosswalk	N	WB	459	476	63	539
	Crosswalk	S	EB	260	274	23	297
	Crosswalk	S	WB	366	378	27	405
	Crosswalk	W	NB	296	311	37	348
	Crosswalk	W	SB	1648	1693	333	2026
Park Ave W & 47th	Corner	SW		127	130	114	244
	Crosswalk	S	EB	380	399	61	460
	Crosswalk	S	WB	420	435	49	484
	Crosswalk	W	NB	435	452	117	569
	Crosswalk	W	SB	1670	1715	53	1768
Park Ave W & 48th	Corner	NW		125	128	39	167
	Crosswalk	N	EB	423	439	36	475
	Crosswalk	N	WB	358	368	161	529
	Crosswalk	W	NB	820	841	85	926
	Crosswalk	W	SB	1247	1283	49	1332
Park Ave E & 48th	Corner	NE		1129	1169	1	1170
	Crosswalk	N	EB	484	501	36	537
	Crosswalk	N	WB	338	347	161	508
	Crosswalk	E	NB	761	853	24	877
	Crosswalk	E	SB	856	893	27	920
Park Ave W & 49th	Corner	SW		76	78	0	78
	Corner	NW		116	119	46	165
	Crosswalk	N	EB	276	310	34	344
	Crosswalk	N	WB	393	411	64	475
	Crosswalk	S	NB	298	317	20	337
	Crosswalk	S	SB	438	453	128	581
	Crosswalk	W	NB	1360	1395	101	1496
	Crosswalk	W	SB	710	739	118	857
Park Ave E & 49th	Corner	NE		115	122	1	123
	Corner	SE		68	70	1	71
	Crosswalk	N	EB	273	307	34	341
	Crosswalk	N	WB	404	422	64	486
	Crosswalk	E	NB	1050	1086	57	1143
	Crosswalk	E	SB	822	849	18	867
	Crosswalk	S	EB	263	282	20	302
	Crosswalk	S	WB	401	415	127	542

Greater East Midtown Pedestrian Analysis Locations
Corners and Crosswalks - PM

Intersection	Type	Location	Crosswalk Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
Park Ave W & 50th	Corner	SW		199	212	60	272
	Corner	NW		194	207	0	207
	Crosswalk	N	EB	557	611	106	717
	Crosswalk	N	WB	446	497	13	510
	Crosswalk	S	EB	425	458	120	578
	Crosswalk	S	WB	285	291	48	339
	Crosswalk	W	NB	909	931	330	1261
	Crosswalk	W	SB	976	1008	42	1050
Lexington & 41st	Corner	SE		196	201	1	202
	Corner	SW		143	149	0	149
	Crosswalk	E	NB	723	764	195	959
	Crosswalk	E	SB	808	840	76	916
	Crosswalk	S	EB	294	307	10	317
	Crosswalk	S	WB	416	426	109	535
	Crosswalk	W	NB	874	924	156	1080
	Crosswalk	W	SB	953	997	81	1078
Lexington & 42nd	Corner	NE		12	25	3	28
	Corner	SE		323	331	4	335
	Corner	SW		577	607	-4	603
	Corner	NW		755	786	0	786
	Crosswalk	N	EB	841	942	73	1015
	Crosswalk	N	WB	1237	1659	701	2360
	Crosswalk	E	NB	881	936	117	1053
	Crosswalk	E	SB	717	812	91	903
	Crosswalk	S	EB	1453	1601	20	1621
	Crosswalk	S	WB	819	1298	133	1431
	Crosswalk	W	NB	765	1024	262	1286
	Crosswalk	W	SB	515	611	105	716
Lexington & 43rd	Corner	NE		65	123	0	123
	Corner	SE		125	130	108	238
	Crosswalk	N	EB	441	502	18	520
	Crosswalk	N	WB	1067	1155	270	1425
	Crosswalk	E	NB	678	785	72	857
	Crosswalk	E	SB	938	980	285	1265
	Crosswalk	S	EB	352	384	34	418
	Crosswalk	S	WB	918	952	444	1396
Lexington & 44th	Corner	NE		110	118	11	129
	Corner	SE		220	233	2	235
	Crosswalk	N	EB	202	216	4	220
	Crosswalk	N	WB	402	418	44	462
	Crosswalk	E	NB	633	702	28	730
	Crosswalk	E	WB	1035	1078	317	1395
	Crosswalk	S	EB	200	218	14	232
	Crosswalk	S	WB	639	663	41	704
Lexington & 45th	Corner	NE		243	249	2	251
	Corner	SE		490	502	0	502
	Corner	SW		224	230	-8	222
	Corner	NW		173	186	0	186
	Crosswalk	N	EB	234	249	3	252
	Crosswalk	N	WB	427	441	-3	438
	Crosswalk	E	NB	386	442	31	473
	Crosswalk	E	SB	768	791	331	1122
	Crosswalk	S	EB	253	268	2	270
	Crosswalk	S	WB	502	518	20	538
	Crosswalk	W	NB	487	553	30	583
	Crosswalk	W	SB	1073	1108	458	1566

Greater East Midtown Pedestrian Analysis Locations
Corners and Crosswalks - PM

Intersection	Type	Location	Crosswalk Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
Lexington & 46th	Corner	NE		187	192	98	290
	Corner	SE		366	375	0	375
	Corner	SW		263	270	9	279
	Corner	NW		75	78	8	86
	Crosswalk	N	EB	331	339	44	383
	Crosswalk	N	WB	533	546	169	715
	Crosswalk	E	NB	661	725	39	764
	Crosswalk	E	SB	905	935	344	1279
	Crosswalk	S	EB	342	351	32	383
	Crosswalk	S	WB	310	318	33	351
	Crosswalk	W	NB	493	557	20	577
	Crosswalk	W	SB	955	987	454	1441
Lexington & 47th	Corner	NE		132	135	3	138
	Corner	SE		255	261	105	366
	Corner	SW		161	165	2	167
	Corner	NW		79	83	4	87
	Crosswalk	N	EB	274	282	18	300
	Crosswalk	N	WB	200	206	16	222
	Crosswalk	E	NB	536	598	220	818
	Crosswalk	E	SB	477	497	143	640
	Crosswalk	S	EB	190	196	64	260
	Crosswalk	S	WB	286	294	280	574
	Crosswalk	W	EB	475	541	24	565
	Crosswalk	W	WB	791	820	256	1076
Lexington & 48th	Corner	NE		41	42	2	44
	Corner	SE		370	379	0	379
	Corner	SW		112	115	0	115
	Corner	NW		171	188	562	750
	Crosswalk	N	EB	192	199	262	461
	Crosswalk	N	WB	358	400	225	625
	Crosswalk	E	NB	686	753	219	972
	Crosswalk	E	SB	448	467	142	609
	Crosswalk	S	EB	228	234	55	289
	Crosswalk	S	WB	167	191	-5	186
	Crosswalk	W	NB	504	573	18	591
	Crosswalk	W	SB	509	547	309	856
Lexington & 49th	Corner	NE		92	94	244	338
	Corner	SE		96	98	0	98
	Corner	SW		31	32	67	99
	Corner	NW		182	188	0	188
	Crosswalk	N	EB	198	201	44	245
	Crosswalk	N	WB	197	206	237	443
	Crosswalk	E	NB	617	700	461	1161
	Crosswalk	E	SB	421	459	319	778
	Crosswalk	S	EB	201	222	182	404
	Crosswalk	S	WB	150	162	63	225
	Crosswalk	W	NB	374	440	890	1330
	Crosswalk	W	SB	594	630	161	791

Greater East Midtown Pedestrian Analysis Locations
Corners and Crosswalks - PM

Intersection	Type	Location	Crosswalk Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
Lexington & 50th	Corner	NE		42	43	0	43
	Corner	SE		52	129	778	907
	Corner	SW		36	37	0	37
	Corner	NW		8	50	0	50
	Crosswalk	N	EB	463	528	3	531
	Crosswalk	N	WB	514	569	175	744
	Crosswalk	E	NB	981	1117	-52	1065
	Crosswalk	E	SB	664	890	-60	830
	Crosswalk	S	EB	254	346	361	707
	Crosswalk	S	WB	211	262	317	579
	Crosswalk	W	NB	585	636	958	1594
	Crosswalk	W	SB	935	1060	15	1075
Lexington & 51st	Corner	NE		248	307	182	489
	Corner	SE		1048	1184	-356	828
	Corner	SW		276	283	0	283
	Corner	NW		281	292	0	292
	Crosswalk	N	EB	757	782	32	814
	Crosswalk	N	WB	609	623	435	1058
	Crosswalk	E	NB	705	747	103	850
	Crosswalk	E	SB	702	762	78	840
	Crosswalk	S	EB	367	385	-120	265
	Crosswalk	S	WB	325	353	-63	290
	Crosswalk	W	NB	498	536	67	603
	Crosswalk	W	SB	755	830	61	891
Lexington & 52nd	Corner	NE		255	272	0	272
	Corner	SE		395	405	140	545
	Corner	SW		195	200	5	205
	Corner	NW		181	189	0	189
	Crosswalk	N	EB	613	639	21	660
	Crosswalk	N	WB	403	425	244	669
	Crosswalk	E	NB	707	772	116	888
	Crosswalk	E	SB	642	707	140	847
	Crosswalk	S	EB	287	310	25	335
	Crosswalk	S	WB	216	241	107	348
	Crosswalk	W	NB	589	675	70	745
	Crosswalk	W	SB	732	825	278	1103
Lexington & 53rd	Corner	SE		104	107	21	128
	Crosswalk	E	NB	861	909	91	1000
	Crosswalk	E	SB	816	883	42	925
	Crosswalk	S	EB	365	424	8	432
	Crosswalk	S	WB	209	304	28	332
3rd & 42nd	Corner	NE		52	141	70	211
	Corner	SE		231	238	1	239
	Corner	SW		86	234	-4	230
	Corner	NW		0	6	1	7
	Crosswalk	N	EB	171	254	122	376
	Crosswalk	N	WB	299	682	891	1573
	Crosswalk	E	NB	101	183	71	254
	Crosswalk	E	SB	455	513	538	1051
	Crosswalk	S	EB	258	442	64	506
	Crosswalk	S	WB	545	2219	486	2705
	Crosswalk	W	NB	236	323	48	371
	Crosswalk	W	SB	315	370	449	819

Greater East Midtown Pedestrian Analysis Locations
Corners and Crosswalks - PM

Intersection	Type	Location	Crosswalk Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
3rd & 43rd	Corner	NE		24	27	4	31
	Corner	SE		287	294	10	304
	Corner	SW		240	246	0	246
	Corner	NW		563	641	0	641
	Crosswalk	N	EB	336	381	23	404
	Crosswalk	N	WB	677	755	238	993
	Crosswalk	E	NB	872	1015	94	1109
	Crosswalk	E	SB	909	1024	675	1699
	Crosswalk	S	EB	310	360	40	400
	Crosswalk	S	WB	817	871	356	1227
	Crosswalk	W	NB	741	909	52	961
	Crosswalk	W	SB	1794	1913	126	2039
3rd & 44th	Corner	NE		207	275	8	283
	Corner	SE		480	505	0	505
	Crosswalk	N	EB	309	338	33	371
	Crosswalk	N	WB	729	773	65	838
	Crosswalk	E	NB	628	756	122	878
	Crosswalk	E	SB	883	1008	1057	2065
	Crosswalk	S	EB	301	396	41	437
	Crosswalk	S	WB	721	801	51	852
3rd & 45th	Corner	SE		704	738	18	756
	Corner	NE		403	413	1	414
	Crosswalk	N	EB	171	185	6	191
	Crosswalk	N	WB	299	314	7	321
	Crosswalk	E	NB	101	160	97	257
	Crosswalk	E	SB	455	504	118	622
	Crosswalk	S	EB	258	281	7	288
	Crosswalk	S	WB	545	572	39	611
3rd & 48th	Corner	NW		66	91	83	174
	Crosswalk	N	EB	180	185	89	274
	Crosswalk	N	WB	211	217	-3	214
	Crosswalk	W	NB	627	690	63	753
	Crosswalk	W	SB	620	650	106	756
3rd & 49th	Corner	SW		18	17	1	18
	Corner	NW		180	185	2	187
	Crosswalk	N	EB	260	266	90	356
	Crosswalk	N	WB	158	165	-6	159
	Crosswalk	S	EB	288	298	78	376
	Crosswalk	S	WB	296	319	-6	313
	Crosswalk	W	NB	835	920	61	981
	Crosswalk	W	SB	466	517	172	689
3rd & 51st	Corner	NW		613	620	369	989
	Crosswalk	N	EB	201	209	31	240
	Crosswalk	N	WB	216	228	6	234
	Crosswalk	W	NB	862	920	91	1011
	Crosswalk	W	SB	781	865	129	994
3rd & 52nd	Corner	NE		67	69	0	69
	Corner	SW		271	283	0	283
	Corner	NW		139	142	340	482
	Crosswalk	N	EB	199	207	31	238
	Crosswalk	N	WB	192	203	8	211
	Crosswalk	E	NB	1192	1254	83	1337
	Crosswalk	E	SB	495	548	28	576
	Crosswalk	S	EB	305	316	34	350
	Crosswalk	S	WB	196	209	10	219
	Crosswalk	W	NB	534	585	112	697
	Crosswalk	W	SB	204	267	536	803

Greater East Midtown Pedestrian Analysis Locations
Corners and Crosswalks - PM

Intersection	Type	Location	Crosswalk Direction	Existing Volume	No Action Volume	Project Increment	With Action Volume
3rd & 53rd	Corner	SE		69	71	1	72
	Corner	SW		289	306	26	332
	Corner	NW		620	632	0	632
	Crosswalk	N	EB	385	400	37	437
	Crosswalk	N	WB	330	350	3	353
	Crosswalk	E	NB	946	998	97	1095
	Crosswalk	E	SB	548	604	50	654
	Crosswalk	S	EB	449	465	83	548
	Crosswalk	S	WB	265	283	8	291
	Crosswalk	W	NB	662	714	196	910
	Crosswalk	W	SB	580	657	181	838
3rd & 54th	Corner	SW		129	131	20	151
	Corner	NW		314	326	0	326
	Crosswalk	N	EB	111	116	19	135
	Crosswalk	N	WB	59	68	0	68
	Crosswalk	S	EB	379	392	21	413
	Crosswalk	S	WB	332	348	0	348
	Crosswalk	W	NB	328	371	118	489
	Crosswalk	W	SB	138	202	181	383
3rd & 55th	Corner	SW		186	192	5	197
	Corner	NW		39	30	148	178
	Crosswalk	N	EB	216	220	54	274
	Crosswalk	N	WB	148	157	-1	156
	Crosswalk	S	EB	198	205	17	222
	Crosswalk	S	WB	164	174	0	174
	Crosswalk	W	NB	104	145	87	232
	Crosswalk	W	SB	49	115	207	322
3rd & 56th	Corner	SW		127	124	123	247
	Crosswalk	S	EB	123	128	13	141
	Crosswalk	S	WB	182	189	0	189
	Crosswalk	W	NB	566	585	185	770
	Crosswalk	W	SB	430	459	23	482
2nd & 42nd	Corner	NE		80	101	0	101
	Corner	SW		18	73	-3	70
	Corner	NW		181	186	129	315
	Crosswalk	N	EB	75	128	36	164
	Crosswalk	N	WB	252	704	11	715
	Crosswalk	E	NB	137	202	6	208
	Crosswalk	E	SB	291	315	21	336
	Crosswalk	S	EB	120	266	22	288
	Crosswalk	S	WB	286	1923	6	1929
	Crosswalk	W	NB	233	286	50	336
	Crosswalk	W	SB	475	506	237	743
2nd & 43rd	Corner	SE		91	93	0	93
	Corner	SW		77	92	235	327
	Corner	NW		228	234	0	234
	Crosswalk	N	EB	358	373	23	396
	Crosswalk	N	WB	116	129	7	136
	Crosswalk	E	NB	299	341	22	363
	Crosswalk	E	SB	585	611	12	623
	Crosswalk	S	EB	162	175	37	212
	Crosswalk	S	WB	317	341	14	355
	Crosswalk	W	NB	350	404	60	464
	Crosswalk	W	SB	678	713	40	753