

Appendix 4 – Transportation



Memorandum

TO: Files

FROM: Erik Metzger

DATE: December 17, 2012

SUBJECT: East Midtown Rezoning and Related Actions EIS
Transportation Planning Factors

This memorandum summarizes the transportation planning factors to be used for the analyses of traffic, parking, transit and pedestrian conditions for the East Midtown Rezoning and Related Actions EIS, including trip generation rates, temporal distributions, modal splits, plus estimates of the projected travel demand of the proposed action for the weekday AM, midday and PM peak hours.

PROPOSED ACTION

The New York City Department of City Planning (NYCDCP) is proposing to undertake zoning map changes and zoning text amendments within the East Midtown neighborhood in an area generally bounded by East 57th Street to the north, East 39th Street to the south, Second Avenue to the east and Fifth Avenue to the west. The proposed rezoning would allow for the addition of modern and sustainable office space to ensure the area remains a key job center for the city and region, capitalizing on the area's existing and expanding transportation network.

NYCDCP has developed a Reasonable Worst-Case Development Scenario (RWCDs) identifying 19 projected sites likely to be developed by 2033, the analysis year for the proposed action, and 20 potential development sites which are considered less likely to be developed. The transportation chapter of the EIS will analyze only projected development sites. Figure 1 shows the boundaries of the proposed rezoning area and the locations of projected and potential development sites.

The proposed rezoning action would result in a change in permitted development floor areas for commercial land uses. If approved, the rezoning could result in a net increase of approximately 3.5 million gross square feet (gsf) of new development on projected sites. Although there would be a net increase of approximately 3.8 million gsf of office space, there would also be a net decrease of approximately 566,000 gsf of residential space between the Future With the Proposed Action and the Future Without the Proposed Action scenarios, mostly representing a conversion of existing office space to residential space that would not be expected to occur if the rezoning is approved. Table 1 summarizes the incremental net change of component sizes by land use for the RWCDs.

TRANSPORTATION PLANNING FACTORS

The transportation planning factors proposed to forecast weekday travel demand for the proposed land uses are summarized in Table 2 and discussed below. The trip generation rates, temporal distributions and mode splits for the office, residential, local retail, destination retail and hotel land uses were primarily based on accepted *CEQR Technical Manual* factors, rates that were developed for the *No. 7 Subway Extension—Hudson Yards Rezoning and Development Program FGEIS* and *Western Rail Yard FEIS*, 2000 US Census and 2006-2010 American Community Survey journey-to-work data for census tracts in the rezoning area and other standard professional references.



Figure 1 – Rezoning Area





Table 1 – Net Change of Land Uses on Projected Development Sites

| Land Use | Incremental Net Change |
|--------------------|------------------------------------|
| Office | +3,821,339 gsf |
| Residential | -565,675 gsf (-568 dwelling units) |
| Local Retail | +53,739 gsf |
| Destination Retail | +65,924 gsf |
| Hotel | +123,286 gsf (+190 rooms) |
| Total | +3,498,613 gsf |

Office

The forecast of weekday travel demand from projected office development will be based on the trip generation rates and temporal distributions cited in the *CEQR Technical Manual*. In/out splits were obtained from the *Western Rail Yard FEIS* and *Urban Space for Pedestrians* (Pushakrev & Zupan). Weekday AM and PM peak hour modal splits were adapted from 2000 US Census reverse journey-to-work data for workers arriving between 7:30 am and 9:30 am to census tracts in the study area by NYCDOT, New York City Department of Transportation (NYCDOT) and MTA New York City Transit (NYCT) to account for future changes in travel patterns due to the East Side Access project and other changes in travel patterns based on 2006-2010 American Community Survey reverse journey-to-work data. Weekday midday modal splits were obtained from the *Western Rail Yard FEIS*. Vehicle occupancies for autos were derived based on the 2000 US Census reverse journey-to-work data and vehicle occupancy rates for taxis were based on the factors cited in the *CEQR Technical Manual*. Trips made by taxi were assumed to be evenly distributed between yellow cabs and black cars. Truck trip generation assumptions were based on the rates cited in the *CEQR Technical Manual*.

Residential

The forecast of weekday travel demand from projected residential development will be based on the trip generation rates and temporal distributions cited in the *CEQR Technical Manual*. In/out splits were obtained from the *Western Rail Yard FEIS*. Modal splits were derived from 2006-2010 American Community Survey journey-to-work data for workers residing in census tracts in the study 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 is conservatively assumed for all periods. Vehicle occupancies for autos were derived based on the 2006-2010 American Community Survey data and vehicle occupancy rates for taxis were based on the factors cited in the *CEQR Technical Manual*. 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 will be based on the trip generation rates and temporal distributions cited in the *CEQR Technical Manual*. In/out splits and modal splits were obtained from the *Western Rail Yard FEIS*. Vehicle occupancy rates will be based on the factors in the *CEQR Technical Manual* and *Western Rail Yard FEIS*. Truck trip generation assumptions were based on the rates cited in the *CEQR Technical Manual*.



Table 2 – Transportation Planning Factors

| Land Use: | Office | | Residential | | Local Retail | | Destination Retail | | Hotel | |
|-------------------------------|----------------|------------|-------------------|------------|----------------|------------|--------------------|------------|----------------|------------|
| Trip Generation: | (1) | | (1) | | (1) | | (1) | | (1) | |
| | Weekday | | Weekday | | Weekday | | Weekday | | Weekday | |
| Daily Person Trips | 18.0 | | 8.075 | | 205 | | 78.2 | | 9.4 | |
| Net Daily Person Trips* | 18.0 | | 8.075 | | 154 | | 78.2 | | 9.4 | |
| | per 1,000 gsf | | per dwelling unit | | per 1,000 gsf | | per 1,000 gsf | | per room | |
| Temporal Distribution: | (1) | | (1) | | (1) | | (1) | | (1) | |
| AM | 12% | | 10% | | 3% | | 3% | | 8% | |
| MD | 15% | | 5% | | 19% | | 9% | | 14% | |
| PM | 14% | | 11% | | 10% | | 9% | | 13% | |
| In/Out Splits: | (2,3) | | (2) | | (2) | | (2) | | (2) | |
| | In | Out | In | Out | In | Out | In | Out | In | Out |
| AM | 96% | 4% | 15% | 85% | 50% | 50% | 61% | 39% | 39% | 61% |
| MD | 48% | 52% | 50% | 50% | 50% | 50% | 55% | 45% | 54% | 46% |
| PM | 5% | 95% | 70% | 30% | 50% | 50% | 47% | 53% | 65% | 35% |
| Modal Splits: | (4) (2) | | (5) | | (2) | | (2) (2) | | (2) (2) | |
| | AM/PM | MD | All | | All | | AM/PM | MD | AM/PM | MD |
| Auto | 6.0% | 2.0% | 7.0% | | 2% | | 9.0% | 9% | 9% | 8% |
| Taxi (Yellow Cab) | 1.5% | 1.5% | 5.4% | | 3% | | 4.0% | 4% | 18% | 15% |
| Taxi (Black Car) | 1.5% | 1.5% | - | | - | | - | - | - | - |
| Bus | 14.6% | 6.0% | 6.3% | | 6% | | 8.0% | 8% | 3% | 3% |
| Subway | 47.9% | 6.0% | 26.3% | | 6% | | 26.5% | 20% | 24% | 13% |
| Railroad | 19.0% | 0.0% | 3.3% | | 0% | | 2.0% | 0% | 0% | 0% |
| Walk | 8.4% | 83.0% | 50.6% | | 83% | | 50.5% | 59% | 46% | 61% |
| Other | 1.1% | 0.0% | 1.1% | | 0% | | 0.0% | 0% | 0% | 0% |
| | 100.0% | 100% | 100.0% | | 100% | | 100.0% | 100% | 100% | 100% |
| Vehicle Occupancy: | (1,2,4) | | (1,2,5) | | (1,2) | | (2) | | (2) | |
| Auto | 1.20 | | 1.23 | | 1.65 | | 2.00 | | 1.40 | |
| Taxi (Yellow Cab) | 1.40 | | 1.40 | | 1.40 | | 2.00 | | 1.80 | |
| Taxi (Black Car) | 1.40 | | - | | - | | - | | - | |
| Truck Trip Generation: | (1) | | (1) | | (1) | | (1,2) | | (2,6) | |
| | Weekday | | Weekday | | Weekday | | Weekday | | Weekday | |
| | 0.32 | | 0.06 | | 0.35 | | 0.35 | | 0.06 | |
| | per 1,000 gsf | | per dwelling unit | | per 1,000 gsf | | per 1,000 gsf | | per room | |
| | (1) | | (1) | | (1) | | (1,2) | | (2,6) | |
| AM | 10% | | 12% | | 8% | | 8% | | 12.0% | |
| MD | 11% | | 9% | | 11% | | 11% | | 9.0% | |
| PM | 2% | | 2% | | 2% | | 2% | | 1.0% | |
| | In | Out | In | Out | In | Out | In | Out | In | Out |
| AM/MD/PM | 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 (2012)
- 2 Western Rail Yard FEIS (2009)
- 3 Pushkarev & Zupan, Urban Space for Pedestrians (1975)
- 4 Adapted by MTA-NYCT, NYCDOP and NYCDOT from 2000 US Census Reverse Journey-to-Work Data for Tracts 80, 82, 88, 90, 92, 94, 100, 102, 112.02 and 112.03 for workers arriving between 7:30-9:30 am
- 5 2006-2010 American Community Survey Journey-to-Work Data for Tracts 80, 82, 88, 90, 92, 94, 100, 102, 112.02 and 112.03
- 6 Curbside Pickup and Delivery Operations and Arterial Traffic Impacts, FHWA (1981)



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 will be 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 *Western Rail Yard FEIS*. Truck trip generation rates were assumed to be the same as local retail.

Hotel

Travel demand forecasts for hotel land uses will be 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 *Western Rail Yard FEIS*. Truck trip generation assumptions were based on the rates cited in the *Western Rail Yard FEIS* and the Federal Highway Administration's *Curbside Pickup and Delivery Operations and Arterial Traffic Impacts*.

TRIP GENERATION

The incremental difference in person and vehicle trips expected to result from the proposed rezoning by the projected 2033 development completion study year were derived based on the 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 person trips (versus the No-Action condition) that would occur in 2033 with implementation of the proposed rezoning.¹

As shown in Table 3, the proposed rezoning would generate an increase of approximately 8,345 total person trips in the AM peak hour, 12,377 total person trips in the midday peak hour and 10,647 total person trips in the PM peak hour. Person trips by auto and taxi modes would increase by a net total of approximately 756, 685 and 967 during the AM, midday and PM peak hours, respectively. Peak hour bus trips would increase by a net total of approximately 1,208, 743 and 1,468 during the AM, midday and PM peak hours, respectively. Peak hour subway trips would increase by a net total of approximately 3,922, 779 and 4,708 during the AM, midday and PM peak hours, respectively. Peak hour railroad trips would increase by approximately 1,557 and 1,821 during the AM and PM peak hours, respectively, and would decrease by approximately 8 during the midday peak hour. Trips solely made by the walk mode would increase by approximately 812, 10,180 and 1,578 during the AM, midday and PM peak hours, respectively.

¹ The sum of the trip generation from all sites may differ slightly from the numbers shown in Table 3 due to rounding and the balancing of taxi trips on a site-by-site basis. Trip generation calculations for each projected development site are provided in Appendix A.



Table 3 – Travel Demand Forecast

| Project Components: | | Office | | Residential | | Local Retail | | Destination Retail | | Hotel | | | | |
|------------------------------|--------------|--------------|--------------|-------------|-------------|--------------|------------|--------------------|------------|------------|------------|-----------------------|--------------|---------------|
| Peak Hour Trips: | | | | | | | | | | | | | | |
| AM | | 8,260 | | -459 | | 246 | | 154 | | 144 | | | | |
| MD | | 10,318 | | -228 | | 1,574 | | 464 | | 249 | | | | |
| PM | | 9,633 | | -507 | | 826 | | 464 | | 231 | | | | |
| Person Trips By Mode: | | | | | | | | | | | | | | |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | Total | | Total |
| AM | Auto | 475 | 20 | -5 | -27 | 2 | 2 | 8 | 5 | 5 | 8 | 485 | 8 | 493 |
| | Taxi | 238 | 10 | -4 | -21 | 4 | 4 | 4 | 2 | 10 | 16 | 252 | 11 | 263 |
| | Bus | 1,157 | 48 | -4 | -25 | 7 | 7 | 8 | 5 | 2 | 3 | 1,170 | 38 | 1,208 |
| | Subway | 3,796 | 158 | -18 | -103 | 7 | 7 | 25 | 16 | 13 | 21 | 3,823 | 99 | 3,922 |
| | Railroad | 1,506 | 63 | -2 | -13 | 0 | 0 | 2 | 1 | 0 | 0 | 1,506 | 51 | 1,557 |
| | Walk | 666 | 28 | -35 | -197 | 103 | 103 | 48 | 30 | 26 | 40 | 808 | 4 | 812 |
| | Other | 91 | 4 | -1 | -4 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 0 | 90 |
| | Total | 7,929 | 331 | -69 | -390 | 123 | 123 | 95 | 59 | 56 | 88 | 8,134 | 211 | 8,345 |
| MD | Auto | 99 | 107 | -8 | -8 | 16 | 16 | 23 | 19 | 11 | 9 | 141 | 143 | 284 |
| | Taxi | 149 | 161 | -6 | -6 | 24 | 24 | 10 | 8 | 20 | 17 | 197 | 204 | 401 |
| | Bus | 297 | 322 | -7 | -7 | 47 | 47 | 20 | 17 | 4 | 3 | 361 | 382 | 743 |
| | Subway | 297 | 322 | -30 | -30 | 47 | 47 | 51 | 42 | 18 | 15 | 383 | 396 | 779 |
| | Railroad | 0 | 0 | -4 | -4 | 0 | 0 | 0 | 0 | 0 | 0 | -4 | -4 | -8 |
| | Walk | 4,111 | 4,453 | -58 | -58 | 653 | 653 | 151 | 123 | 82 | 70 | 4,939 | 5,241 | 10,180 |
| | Other | 0 | 0 | -1 | -1 | 0 | 0 | 0 | 0 | 0 | 0 | -1 | -1 | -2 |
| | Total | 4,953 | 5,365 | -114 | -114 | 787 | 787 | 255 | 209 | 135 | 114 | 6,016 | 6,361 | 12,377 |
| PM | Auto | 29 | 549 | -25 | -11 | 8 | 8 | 20 | 22 | 14 | 7 | 46 | 575 | 621 |
| | Taxi | 14 | 274 | -19 | -8 | 12 | 12 | 9 | 10 | 27 | 15 | 43 | 303 | 346 |
| | Bus | 70 | 1,336 | -22 | -10 | 25 | 25 | 17 | 20 | 5 | 2 | 95 | 1,373 | 1,468 |
| | Subway | 231 | 4,382 | -93 | -40 | 25 | 25 | 58 | 65 | 36 | 19 | 257 | 4,451 | 4,708 |
| | Railroad | 91 | 1,738 | -12 | -5 | 0 | 0 | 4 | 5 | 0 | 0 | 83 | 1,738 | 1,821 |
| | Walk | 40 | 768 | -179 | -77 | 343 | 343 | 110 | 124 | 69 | 37 | 383 | 1,195 | 1,578 |
| | Other | 6 | 105 | -4 | -2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 103 | 105 |
| | Total | 481 | 9,152 | -354 | -153 | 413 | 413 | 218 | 246 | 151 | 80 | 909 | 9,738 | 10,647 |
| Vehicle Trips: | | | | | | | | | | | | | | |
| | | In | Out | In | Out | In | Out | In | Out | In | Out | Total Balanced | | Total |
| AM | Auto | 396 | 17 | -4 | -22 | 2 | 2 | 4 | 3 | 4 | 6 | 402 | 6 | 408 |
| | Taxi | 170 | 8 | -3 | -15 | 3 | 3 | 2 | 1 | 6 | 9 | 203 | 203 | 406 |
| | Truck | 61 | 61 | -2 | -2 | 1 | 1 | 1 | 1 | 1 | 1 | 62 | 62 | 124 |
| | Total | 627 | 86 | -9 | -39 | 6 | 6 | 7 | 5 | 11 | 16 | 667 | 271 | 938 |
| MD | Auto | 83 | 89 | -7 | -7 | 10 | 10 | 11 | 9 | 8 | 7 | 105 | 108 | 213 |
| | Taxi | 106 | 114 | -4 | -4 | 17 | 17 | 5 | 4 | 11 | 10 | 178 | 178 | 356 |
| | Truck | 67 | 67 | -2 | -2 | 1 | 1 | 1 | 1 | 1 | 1 | 68 | 68 | 136 |
| | Total | 256 | 270 | -13 | -13 | 28 | 28 | 17 | 14 | 20 | 18 | 351 | 354 | 705 |
| PM | Auto | 24 | 457 | -20 | -9 | 5 | 5 | 10 | 11 | 10 | 5 | 29 | 469 | 498 |
| | Taxi | 10 | 196 | -14 | -6 | 9 | 9 | 4 | 5 | 15 | 8 | 225 | 225 | 450 |
| | Truck | 12 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 12 | 24 |
| | Total | 46 | 665 | -34 | -15 | 14 | 14 | 14 | 16 | 25 | 13 | 266 | 706 | 972 |



Table 3 also provides an estimate of the incremental net change in peak hour vehicle trips (auto, taxi and truck) that would occur in 2033 with implementation of the proposed action for each peak hour. 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 livery cabs, 90 percent of inbound full black cars were assumed to be available for outbound demand since these vehicles are dispatched and do not pick up passengers via street hails. As shown in Table 3, total vehicle trips generated by the proposed action would increase by approximately 938 in the AM peak hour, 705 in the midday peak hour and 972 in the PM peak hour.

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 rezoning 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 subway and bus transit 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 rezoning are highest and there is also the greatest potential for significant impacts. Therefore, quantitative analyses of subway and bus transit conditions will focus on the 8-9 AM and 5-6 PM peak hours.

As shown in Table 3, the proposed rezoning will generate a net increase of 8,345, 12,377 and 10,647 person trips in the AM, midday and PM peak hours, respectively, primarily reflecting commuter trips in the AM and PM commuter peak hours and trips to local eateries and other retail establishments in the midday peak hour. Many of these trips would represent additional pedestrian demand on the rezoning area's sidewalks and crosswalks.² For this reason, quantitative analyses of pedestrian conditions will focus on the 8-9 AM, 12-1 PM and 5-6 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.

Auto

For the projected office development, auto trip distributions were based upon 2000 US Census reverse journey-to-work data for commuters driving to workplaces in the study area. Similarly, auto trip distributions for the projected residential development were based on 2000 US Census journey-to-work

² It is important to note that 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.



data for commuters driving from residences in the study area. Trip origins and destinations were defined based on the area highway system and included six geographic areas of Manhattan, the other four New York City boroughs, Long Island, New York counties east of the Hudson River (e.g., Westchester and Putnam), New York counties west of the Hudson River (e.g., Rockland and Orange), Connecticut, Bergen County in New Jersey and all of the remaining counties in New Jersey. The distributions of auto trips that would be generated by retail and hotel land uses were adopted from the *Western Rail Yard 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 commercial land uses are expected to depart and approach the study area from the north since the Franklin D. Roosevelt (FDR) Drive and Henry Hudson Parkway (Route 9A) provide access to northern Manhattan, the Bronx, Lower Hudson Valley, Connecticut and Northern New Jersey (via the George Washington Bridge). A large percentage of auto trips would also depart and approach the study area from the east due to the projected amount of vehicles from Long Island and Queens.

Taxi

Table 5 summarizes the projected distribution of taxis traveling to and from the study area for office, residential, retail and hotel land uses. These distributions were based upon 2000 US Census reverse journey-to-work data for commuters taking taxis to workplaces in the study area, 2000 US Census journey-to-work data for commuters taking taxis from residences in the study area, the *Western Rail Yard FEIS* and the *2006 NYC Taxicab Fact Book*. The high amount of projected taxi trips to and from the north for office land uses is attributable to the high density of residential development in Manhattan's Upper East Side and Upper West Side.

Table 4 – Auto Trip Distribution

| Land Use | North | South | East | West | Total |
|--------------------------|-------|-------|------|------|-------|
| Office ¹ | 37% | 12% | 31% | 20% | 100% |
| Residential ¹ | 12% | 47% | 34% | 7% | 100% |
| Retail ² | 40% | 25% | 15% | 20% | 100% |
| Hotel ² | 40% | 20% | 15% | 25% | 100% |

Sources:

1. 2000 US Census Journey-to-Work Data for Tracts 80, 82, 88, 90, 92, 94, 100, 102, 112.02 and 112.03.

2. Adapted from *Western Rail Yard FEIS*.

Truck

The distribution of truck trips to and from the study area was developed based on the *2006 NYMTC Vehicle Classification and Occupancy Survey Report* and is summarized in Table 6 below.

Trip Assignment and Study Area

The *CEQR Technical Manual* suggests that intersections through which 50 or more project-generated vehicles may be expected to travel during peak periods should be analyzed as the basis for determining project impacts. To identify the scale of the traffic study area and proposed traffic analysis locations, project-generated vehicle trips were assigned to the Manhattan roadway network to determine the amount of incremental traffic that would travel through each intersection.



Table 5 – Taxi Trip Distribution

| Land Use | North | South | East | West | Total |
|----------------------------|-------|-------|------|------|-------|
| Office ^{1,2} | 55% | 24% | 7% | 14% | 100% |
| Residential ^{1,2} | 9% | 37% | 25% | 29% | 100% |
| Retail ² | 35% | 25% | 10% | 30% | 100% |
| Hotel ² | 40% | 10% | 25% | 25% | 100% |

Sources:

1. 2000 US Census Journey-to-Work Data for Tracts 80, 82, 88, 90, 92, 94, 100, 102, 112.02 and 112.03.
2. Adapted from *Western Rail Yard FEIS* and *2006 NYC Taxicab Fact Book*.

Table 6 – Truck Trip Distribution

| Direction | North | South | East | West | Total |
|-----------|-------|-------|------|------|-------|
| In/Out | 48% | 25% | 20% | 7% | 100% |

Source:

2006 NYMTC Vehicle Classification and Occupancy Survey Report.

To develop preliminary traffic assignments, the projected development sites shown in Figure 1 were grouped into the following five clusters based on their geographic areas and the locations of existing and proposed off-street parking facilities:

- Cluster #1 – Projected Sites #1, #2 and #3
- Cluster #2 – Projected Sites #4, #5, #6, #7, #8, #9, #10 and #11
- Cluster #3 – Projected Sites #13 and #18
- Cluster #4 – Projected Sites #12, #15, #16 and #17
- Cluster #5 – Projected Sites #14 and #19

Table 7 shows the total number of vehicle trips (auto, taxi and truck) that would be generated by each cluster during the AM, weekday midday and PM peak hours. As shown in Table 7, Cluster #2 would account for approximately 60 to 70 percent of the total vehicle trips generated by the proposed rezoning action during the weekday AM and PM peak hours due to its large amount of office space. Clusters #3 and #4 would generate the highest amount of vehicle trips during the midday peak hour.

Project-generated auto trips for each cluster 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 5. Truck trips were assigned between projected development sites and the trip origins and destinations shown in Table 6 based on the use of designated truck routes as per NYCDOT truck route regulations. Truck routes in the vicinity of the proposed rezoning area include First, Second, Third and Lexington avenues and East 34th, East 42nd, East 57th and East 59th streets.



Table 7 – Net Incremental Peak Hour Vehicle Trips by Cluster

| Cluster # | Weekday Peak Hour | | |
|-----------|-------------------|--------|-----|
| | AM | Midday | PM |
| 1 | 64 | 57 | 72 |
| 2 | 647 | 272 | 584 |
| 3 | 12 | 21 | 21 |
| 4 | 165 | 268 | 226 |
| 5 | 44 | 82 | 67 |
| Total | 932 | 700 | 970 |

Note:

Totals may differ slightly from the numbers shown in Table 3 due to rounding.

Through the coordination of NYCDP and NYCDOT, a traffic study area was selected to include the intersections most likely to be used by concentrations of project-generated vehicles traveling to and from the proposed development sites. A total of 90 intersections have been identified for analysis. As shown in Figure 2, this study area includes most of the intersections proximate the rezoning area, where incremental trips generated by the proposed rezoning would be most heavily concentrated. The study area also includes key intersections along corridors providing access to or from regional access routes such as the FDR Drive and Henry Hudson Parkway and river crossings such as the Ed Koch Queensboro Bridge, Lincoln Tunnel and Queens-Midtown Tunnel. Given the numerous north-south avenues and east-west cross streets providing access to the proposed rezoning area, project-generated traffic is expected to be widely dispersed to the north, south, east and west, and is expected to become rapidly less concentrated with increasing distance from the project site and traffic-related impacts would be unlikely to occur.

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 8 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 3,922 and 4,705 new subway trips during the AM and PM peak hours, respectively. Assignments of these trips to individual subway stations and station pedestrian elements (entrance stairs, fare arrays, etc.) were prepared by MTA-NYCT. Table 8 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.



Figure 2 – Traffic Study Area

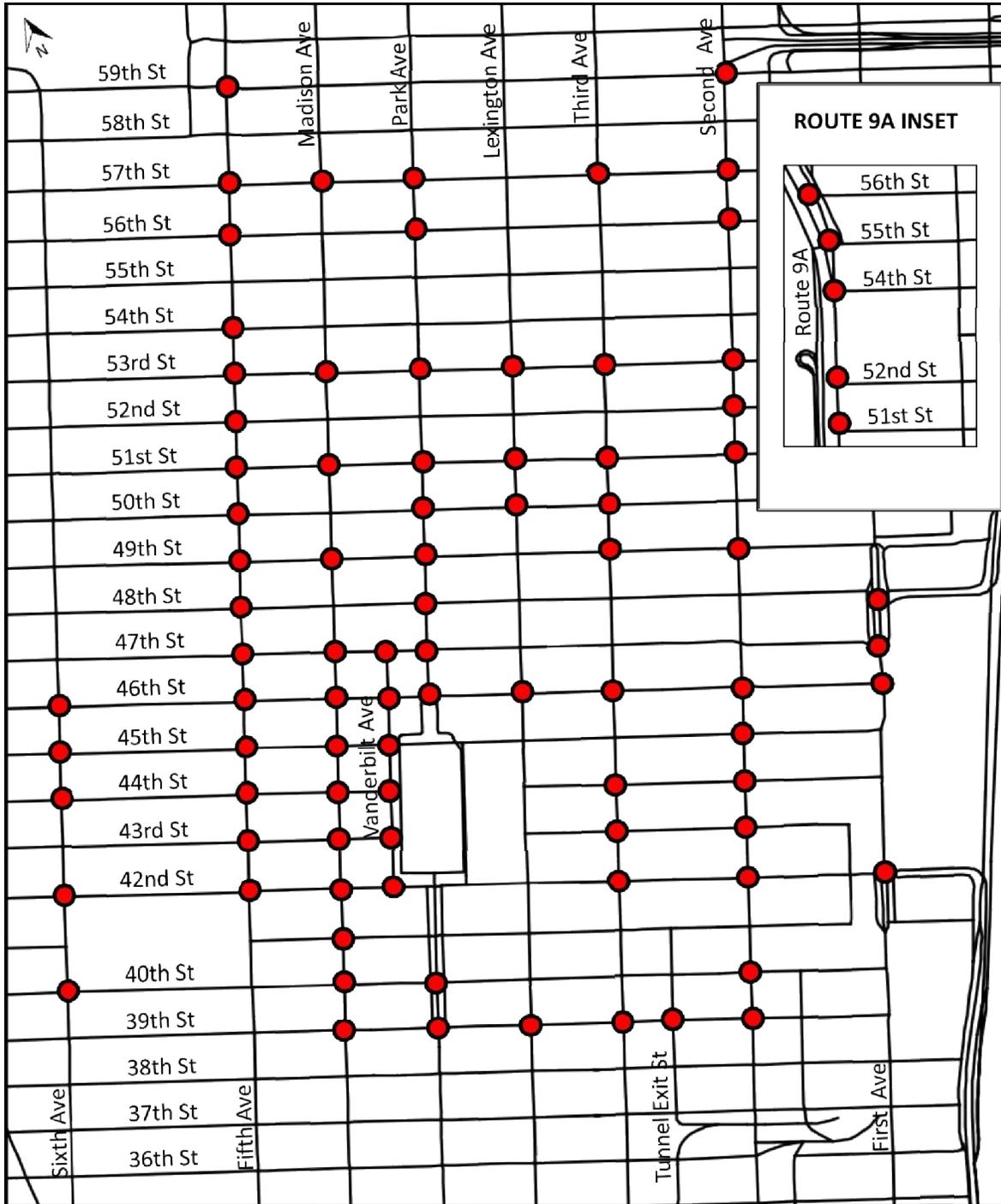




Table 8 – Net Incremental Peak Hour Subway Trips by Station/Station Complex

| Subway Station | Route(s) Served | Weekday Peak Hour | |
|--------------------------------|-----------------|-------------------|-------|
| | | AM | PM |
| 42nd St-Bryant Park/5th Ave | B/D/F/M/7 | 1,403 | 1,624 |
| 47-50th Sts-Rockefeller Center | B/D/F/M | 392 | 463 |
| 57th St | F | 1 | 2 |
| 5th Ave-53rd St | E/M | 61 | 53 |
| 5th Ave-59th St | N/Q/R | -2 | -2 |
| 42nd St-Grand Central | S/4/5/6/7 | 1,822 | 2,158 |
| Lexington Ave-53rd St/51st St | E/M/6 | 200 | 354 |
| Lexington Ave/59th St | N/Q/R/4/5/6 | 45 | 53 |
| Totals | | 3,922 | 4,705 |

Source: MTA-NYCT

Note: Totals may differ from the numbers shown in Table 3 due to the exclusion of PATH trips and rounding.

As shown in Table 8, the highest number of new peak hour subway trips would occur at the Grand Central-42nd Street station complex, which would experience approximately 1,822 new trips in the AM peak hour and 2,158 in the PM peak hour. The 42nd Street-Bryant Park/Fifth Avenue station complex would experience the second highest number of new peak hour subway trips with 1,403 and 1,624 in the AM and PM peak hours, respectively. By contrast, the Fifth Avenue-59th Street (N, Q, R) station would experience a net decrease of two subway trips in each peak hour subway due in part to the displacement of residential demand under the proposed action.

The analysis of subway station conditions will focus on the four 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 8, these include:

- 42nd St-Bryant Park/5th Avenue
- 47-50 Streets-Rockefeller Center
- 42nd Street-Grand Central
- Lexington Avenue-53rd Street/51st Street

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

Subway Line Haul

The proposed rezoning area is served by a total of 13 MTA-NYCT subway routes, including the:

- Nos. 4, 5 and 6 trains on the Lexington Avenue Line
- N, Q and R trains on the Broadway Line
- B, D, F and M trains on the Sixth Avenue Line
- E train on the Eighth Avenue Line
- No. 7 train on the Flushing Line
- Times Square Shuttle



As the proposed action may potentially generate 200 or more new subway trips in one direction on one or more of these routes, 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—the Q32—that connects midtown Manhattan to Jackson Heights, Queens via the Ed Koch Queensboro Bridge. In addition, a total of 54 MTA-NYCT, MTA Bus and Bee-Line Bus express routes connecting Manhattan to New York City's outer boroughs and Westchester County 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 1,208 and 1,468 new bus trips during the weekday AM and PM peak hours, respectively. Based on 2000 US Census reverse journey-to-work data for commuters using buses to travel to workplaces in the study area, it is estimated that approximately 58 percent of these bus trips would be intra-Manhattan and would therefore occur on local bus routes, and approximately 42 percent would be en route to or from the outer boroughs or Westchester County and are therefore expected to primarily utilize express bus routes. Overall, the numbers of new bus trips using the 15 MTA-NYCT local bus routes operating within Manhattan are expected to total approximately 701 in the AM peak hour and 851 during the PM peak hour (not including trips on the MTA-NYCT Q32 local bus route to/from Queens). Given this volume of new demand, one or more of these local bus routes may potentially experience 50 or more new peak hour trips in one direction, and the EIS will therefore include a quantitative analysis of local bus conditions. For the analysis, trips will be assigned to each route based on proximity to individual projected development sites and current ridership patterns.

By contrast, the numbers of new trips using express bus services are expected to be somewhat fewer—totaling 507 and 617 in the AM and PM peak hours, respectively—and these trips would be distributed among a total of 54 express routes operated by MTA-NYCT, MTA Bus and Bee-Line Bus. Table 9 shows the numbers of rezoning area express bus routes by borough/county served and the estimated distribution of new incremental demand based on 2000 US Census reverse journey-to-work data. For example, as shown in Table 9, in the AM peak hour there would be a total of approximately 109 new express bus trips using the 11 bus routes serving the Bronx, and 133 trips in the PM peak hour. There are 18 express bus routes available to serve the estimated 205 new AM peak hour trips and 250 PM peak hour trips that would be en route between the rezoning area and Queens; although it should be noted that some of these trips en route to/from Queens are likely to utilize the MTA-NYCT Q32 local bus route.

Although the proposed action would generate up to 617 peak hour express bus trips, these trips would be widely distributed among a total of 54 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.



Table 9 –Number of Rezoning Area Express Bus Routes and Estimated Distribution of Incremental Peak Hour Express Bus Trips

| Borough/County Served | No. of Express Bus Routes | Percent Distribution | Estimated Project Increment Trips | |
|-----------------------|---------------------------|----------------------|-----------------------------------|--------------|
| | | | AM Peak Hour | PM Peak Hour |
| Bronx | 11 | 21.5% | 109 | 133 |
| Brooklyn | 9 | 13.6% | 69 | 84 |
| Queens | 18 | 40.6% | 205 | 250 |
| Staten Island | 15 | 22.2% | 113 | 137 |
| Westchester | 1 | 2.1% | 11 | 13 |
| Total | 54 | 100% | 507 | 617 |

Source: 2000 US Census reverse journey-to-work data.

Note: Trip totals reflect inbound and outbound combined. Totals for Queens include some trips likely to occur on the MTA-NYCT Q32 local bus route.

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 812 walk-only trips in the weekday AM peak hour, 10,180 in the midday peak hour and 1,578 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 7,180 pedestrian trips to rezoning area sidewalks and crosswalks in the AM peak hour, 1,798 in the midday peak hour and 8,618 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 Madison and Fifth avenues from East 40th Street to East 47th Street, Park Avenue from East 46th Street to East 49th Street, Lexington Avenue at East 42nd Street and from East 45th to East 50th streets, Third Avenue at East 42nd, East 43rd, East 49th and East 50th streets, and Second Avenue at East 42nd and East 43rd streets. While substantial numbers of new pedestrian trips are also expected along the Vanderbilt Avenue corridor, it is important to note that the block of Vanderbilt Avenue between East 42nd and East 43rd streets is expected to be converted to a pedestrian plaza in the No-Action condition, and the blocks from East 44th Street to East 47th Street would be similarly pedestrianized under the proposed action. As a result, much of the existing vehicular traffic along this corridor would not be present in the future with the proposed action, and a substantial amount of new pedestrian space would be created. Significant adverse pedestrian impacts along this corridor would therefore be unlikely as many of the conflicting vehicular movements would be eliminated and there would be substantial increases in pedestrian space.



PARKING

Parking demand generated by the office, residential, retail and hotel land use components will be forecasted using the transportation planning factors summarized in Table 2 and the 24-hour temporal distributions and in/out splits provided in Appendix S-1 of the *No. 7 Subway Extension—Hudson Yards Rezoning and Development Program FGEIS*. Overnight parking demand generated by projected residential developments will be forecast assuming a rate of 0.21 spaces per dwelling unit based on 2006-2010 American Community Survey vehicle ownership data for census tracts in the rezoning area. Weekday midday parking demand for the residential development component will be forecast using the transportation planning factors discussed above and the 24 hour temporal distributions from Appendix S-1 of the *No. 7 Subway Extension—Hudson Yards Rezoning and Development Program FGEIS*.

Peak parking demand from the new office and retail development would occur during the weekday midday peak period and peak parking demand from the residential and hotel development would occur during the overnight period. Based on the development program defined in Table 1, the proposed project is expected to generate a net incremental parking demand of approximately 591 spaces during the weekday midday peak period and a net decrease in parking demand of approximately 107 spaces during the weekday overnight period.

To accommodate the projected parking demand, it is expected that approximately 700 spaces would be provided in parking garages on projected development sites. Table 10 provides a summary of the number of off-street parking spaces on projected development sites.

Table 10 – New Parking Spaces on Projected Development Sites

| Development Site | Number of Spaces |
|--------------------|------------------|
| Projected Site #1 | 100 |
| Projected Site #5 | 100 |
| Projected Site #6 | 100 |
| Projected Site #10 | 100 |
| Projected Site #17 | 201 |
| Projected Site #19 | 100 |
| Total | 701 |

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 ¼-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 ¼-mile radius of the rezoning area.

On-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 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.

Modification of HCS Adjustment Factors - 2012 Existing AM Peak Hour

| Intersection | Movement | Modification to HCS Adjustment Factor(s) | Notes |
|---|----------------|--|---|
| First Avenue @ East 42nd Street (West Side) | EB LT | EB approach was changed from 2 LT lanes, to 1 L and 2 T lanes. Saturation flow rate changed from 1900 vehicles per hour per lane to 1750 vehicles per hour per lane for the EB L lane group and from 1900 vehicles per hour per lane to 1700 vehicles per hour per lane for the EB T lane group. | These changes were made to reflect the United Nations Development Corporation (UNDC) analysis normalization procedures for this location. |
| First Avenue @ East 48th Street (West Side) | EB L | Base critical gap changed from 7.1 seconds to 6.2 seconds. Base follow-up time changed from 3.5 seconds to 3.3 seconds. | Left turning vehicles only need to wait for one direction of traffic to clear in order to proceed through the intersection, making this movement operate similarly to right turns at a two-way stop control intersection. |
| Second Avenue @ East 57th Street | EB R | Extension of effective green changed from 2 seconds to 25 seconds. | During multiple field visits, a traffic enforcement agent was observed at this intersection. During the AM peak hour, the traffic officer allows EB right turns to move during the WB lag phase phase. Therefore, the green time extension is increased in order to correctly model existing conditions at this intersection. |
| Third Avenue @ East 42nd Street | EB L | Extension of effective green changed from 2 seconds to 6.1 seconds. | During multiple field visits, vehicles were observed turning during the yellow and red indications of the EB left movement. |
| Park Avenue @ East 39th Street | WB LTR | Start-up lost time changed from 2 seconds to 1 second. Extension of effective green changed from 2 seconds to 3 seconds. | |
| Park Avenue @ East 40th Street | SB T (Viaduct) | Start-up lost time changed from 2 seconds to 1 second. Extension of effective green changed from 2 seconds to 3 seconds. Saturation flow rate changed from 1900 vehicles per hour per lane to 1950 vehicles per hour per lane. Heavy vehicle percentage changed from 2 to 0. | Trucks are not permitted on viaduct. |
| Fifth Avenue @ 43rd Street | SB R | Right turn adjustment factor (F_{RT}) changed from 0.850 to 1.000. Right turn adjustment factor for pedestrian and bicycle conflicts (F_{RPB}) changed from 0.227 to 0.305. | The right turn factors were increased due to the exclusive SB right turn lane. |
| Fifth Avenue @ 48th Street | EB R | Right turn adjustment factor (F_{RT}) changed from 0.850 to 0.880. | The right turn factor was increased due to the exclusive EB right turn lane. |
| Fifth Avenue @ 59th Street | EB R | Right turn adjustment factor (F_{RT}) changed from 0.850 to 0.869. | The right turn factor was increased due to the exclusive EB right turn lane. |
| Sixth Avenue @ West 42nd Street | WB R | Right turn adjustment factor (F_{RT}) changed from 0.850 to 1.000. Right turn adjustment factor for pedestrian and bicycle conflicts (F_{RPB}) changed from 0.460 to 0.475. | The right turn factors were increased due to the exclusive WB right turn lane |

Source: Parsons Brinckerhoff, Inc., 2013

Modification of HCS Adjustment Factors - 2012 Existing Midday Peak Hour

| Intersection | Movement | Modification to HCS Adjustment Factor(s) | Notes |
|---|----------------|--|--|
| First Avenue @ East 42nd Street (West Side) | EB LT | Saturation flow rate changed from 1900 vehicles per hour per lane to 2000 vehicles per hour per lane. | These changes were made to reflect the United Nations Development Corporation (UNDC) analysis normalization procedures for this location. |
| First Avenue @ East 48th Street (West Side) | EB L | Base critical gap changed from 7.1 seconds to 6.2 seconds. Base follow-up time changed from 3.5 seconds to 3.3 seconds. | Left turning vehicles only need to wait for one direction of traffic to clear in order to proceed through the intersection, making this movement operate similarly to right turns at a two-way stop control intersection. |
| Second Avenue @ East 46th Street | EB R | Saturation flow rate changed from 1900 vehicles per hour per lane to 2000 vehicles per hour per lane. Peak Hour Factor (PHF) changed from 0.95 to 0.98. Parking maneuvers (right side) changed from 10 to 2. | Changes made to reflect the UNDC Analysis normalization procedures for this location. |
| Second Avenue @ East 57th Street | EB T | Extension of effective green changed from 2 seconds to 17 seconds. | During multiple field visits, a traffic enforcement agent was observed at this intersection. During the Midday peak hour, the traffic officer allows EB vehicles to move during the WB lag phase. Therefore, the green time extension is increased, so as to correctly model existing conditions at this intersection. |
| Park Avenue @ East 40th Street | SB T (Viaduct) | Start-up lost time changed from 2 seconds to 1 second. Extension of effective green changed from 2 seconds to 3 seconds. Saturation flow rate changed from 1900 vehicles per hour per lane to 1950 vehicles per hour per lane. Heavy vehicle percentage changed from 1 to 0. | Trucks are not permitted on viaduct. |
| Fifth Avenue @ 43rd Street | SB R | Right turn adjustment factor (F_{RT}) changed from 0.850 to 0.98. | The right turn factor was increased in order to account for the exclusive SB right turn lane. During multiple field observations, rights turns were frequently made from both lanes on the right side of the roadway, (the bus lane and the adjacent lane). |
| Fifth Avenue @ 47th Street | SB R | Right turn adjustment factor (F_{RT}) changed from 0.850 to 1.000. Right turn adjustment factor for pedestrian and bicycle conflicts (F_{RPB}) changed from 0.113 to 0.185. | The right turn factors were increased in order to account for exclusive SB right turn lane. |
| Fifth Avenue @ 51st Street | SB R | Right turn adjustment factor (F_{RT}) changed from 0.850 to 0.98. | The right turn factor was increased in order to account for the exclusive SB right turn lane. |
| Sixth Avenue @ West 40th Street | EB LT | Left turn adjustment factor (F_{LT}) changed from 0.976 to 1.000. Left turn adjustment factor for pedestrian and bicycle conflicts (F_{LPB}) changed from 0.832 to 0.965. | During multiple field visits, it was observed that vehicles separate into two lanes at the face of the intersection during the green phase. Therefore, the left turn factors were increased to correctly model this behavior. |
| Route 9A @ West 52nd Street | SB L | Extension of effective green changed from 2 seconds to 2.5 seconds. | During multiple field visits, vehicles were observed turning during the yellow and red signal indications. |

Source: Parsons Brinckerhoff, Inc., 2013

Modification of HCS Adjustment Factors - 2012 Existing PM Peak Hour

| Intersection | Movement | Modification to HCS Adjustment Factor(s) | Notes |
|---|----------------|--|--|
| First Avenue @ East 42nd Street (West Side) | EB LT | Peak Hour Factor (PHF) changed from 0.95 to 0.97. Saturation flow rate changed from 1900 vehicles per hour per lane to 2100 vehicles per hour per lane. | These changes were made to reflect the United Nations Development Corporation (UNDC) analysis normalization procedures for this location. |
| First Avenue @ East 48th Street (West Side) | EB L | The base critical gap was changed from 7.1 seconds to 6.2 seconds. The base follow-up time was changed from 3.5 seconds to 3.3 seconds. | Left turning vehicles only need to wait for one direction of traffic to clear in order to proceed through the intersection, making this movement operate similarly to right turns at a two-way stop control intersection. |
| Second Avenue @ East 46th Street | EB R | Saturation flow rate changed from 1900 vehicles per hour per lane to 2075 vehicles per hour per lane. Peak Hour Factor (PHF) changed from 0.95 to 0.98. Extension of effective green changed from 2 seconds to 3 seconds. Parking maneuvers on right side turned off. | Changes made to reflect the UNDC Analysis normalization procedures for this location. UNDC Analysis SFR = 2050, PB SFR = 2075 (to account for a higher percentage of HV) |
| Second Avenue @ East 57th Street | EB T | Extension of effective green changed from 2 seconds to 17 seconds. | During multiple field visits, a traffic enforcement agent was observed at this intersection. During the PM peak hour, the traffic officer allows EB vehicles to move during the WB lag phase. Therefore, the green time extension is increased, so as to correctly model existing conditions at this intersection. |
| Park Avenue @ East 39th Street | WB LTR | Start-up lost time changed from 2 seconds to 1 second. Extension of effective green changed from 2 seconds to 3 seconds. | |
| Park Avenue @ East 40th Street | SB T (Viaduct) | Start-up lost time changed from 2 seconds to 1 second. Extension of effective green changed from 2 seconds to 3 seconds. Saturation flow rate changed from 1900 vehicles per hour per lane to 1950 vehicles per hour per lane. Heavy vehicle percentage changed from 1 to 0. | Trucks are not permitted on viaduct. |
| Park Avenue @ East 57th Street | NB TR | Start-up lost time changed from 2 seconds to 1 second. Extension of effective green changed from 2 seconds to 3 seconds. Saturation flow rate changed from 1900 vehicles per hour per lane to 1950 vehicles per hour per lane. | |
| Fifth Avenue @ 43rd Street | SB R | Right turn adjustment factor (F_{RT}) changed from 0.850 to 1.000. Right turn adjustment factor for pedestrians and bicycles (F_{RPB}) changed from 0.164 to 0.202. | The right turn factors were increased in order to account for the exclusive SB right turn lane. |
| Fifth Avenue @ 48th Street | EB R | Right turn adjustment factor (F_{RT}) changed from 0.850 to 0.863. | The right turn factor was increased in order to account for the exclusive EB right turn lane. |
| Fifth Avenue @ 51st Street | SB R | Right turn adjustment factor (F_{RT}) changed from 0.850 to 1.000. Right turn adjustment factor for pedestrians and bicycles (F_{RPB}) changed from 0.100 to 0.129. | The right turn factors were increased in order to account for the exclusive SB right turn lane. |
| Sixth Avenue @ West 40th Street | NB R | Right turn adjustment factor (F_{RT}) changed from 0.850 to 0.870. | The right turn factor was increased in order to account for the exclusive NB right turn lane. |
| Sixth Avenue @ West 44th Street | NB R | Right turn adjustment factor (F_{RT}) changed from 0.850 to 1.000. Right turn adjustment factor for pedestrians and bicycles (F_{RPB}) changed from 0.100 to 0.283. | The right turn factors were increased in order to account for the exclusive NB right turn lane. |
| Sixth Avenue @ West 46th Street | NB R | Right turn adjustment factor (F_{RT}) changed from 0.850 to 1.000. Right turn adjustment factor for pedestrians and bicycles (F_{RPB}) changed from 0.100 to 0.220. | The right turn factors were increased in order to account for the exclusive NB right turn lane. |

Source: Parsons Brinckerhoff, Inc., 2013

Changes in Intersection Configurations between Existing and No-Action Conditions

| Intersection | Reason | Approach | Existing Configuration | No-Action Configuration | Notes |
|-----------------------------------|---|----------|--|---|---|
| First Avenue @ 42nd Street (West) | United Nations Security Enhancements | EB | MD: 2 LT PM: 2 LT | MD: 1 L, 2 T PM: 1 L, 2 T | AM unchanged |
| Second Avenue @ 56th Street | Mitigation - 250 East 57th Street Redevelopment EIS | - | MD - SB: G= 49; EB: G=31 | MD - SB: G= 50; EB: G=30 | AM and PM unchanged |
| Second Avenue @ 59th Street | Construction - DDC Water Main | WB | 1 L | Westbound approach is removed | |
| | | SB | 4 T, 1 LT, 1 L | 5 LT | |
| Third Avenue @ 57th Street | Mitigation - 250 East 57th Street Redevelopment EIS | - | MD - Ped: G=7, EB/WB: G=24, EBTL: G=9, NB: G= 35. | MD - Ped: G=7, EB/WB: G=25, EBTL: G=9, NB: G= 34. | AM and PM unchanged |
| Lexington Avenue @ 45th Street | Construction - 451 Lexington Avenue | WB | Parking on left side with 0 maneuvers per hour | Parking on left side with 10 maneuvers per hour | |
| Vanderbilt Avenue @ 42nd Street | Vanderbilt Avenue Closure | WB | 2 TR | WB: 2 T | Vanderbilt Ave. closed to vehicular traffic between 42nd and 43rd Streets |
| Vanderbilt Avenue @ 43rd Street | Vanderbilt Avenue Closure | NB | 1 LT | Northbound approach removed | Vanderbilt Ave. closed to vehicular traffic between 42nd and 43rd Streets |
| Madison Avenue @ 41st Street | Reconstruction of Pershing Square West | - | AM - NB: G=44, EBL: G=13, EB L/T: G=23 | AM - NB: G=46, EBL: G=11, EB L/T: G=23 | MD and PM unchanged |
| Madison Avenue @ 43rd Street | Madison Avenue Bus Lanes - DOT | NB | AM: 4 LT, MD: 4 LT, PM: 1 L, 2 T | 1 L, 2 T (All time periods) | |
| | Construction - Unknown | WB | Parking on left side with 0 maneuvers per hour | Parking on left side with 10 maneuvers per hour | |
| Madison Avenue @ 44th Street | Madison Avenue Bus Lanes - DOT | NB | AM: 4 TR, MD: 4 TR, PM: 3 T, 1 R | 2 T, 1 R (All time periods) | |
| Madison Avenue @ 45th Street | Madison Avenue Bus Lanes - DOT | NB | AM: 4 LT, MD: 4 LT, PM: 1 L, 2 T | 1 L, 2 T (All time periods) | |
| Madison Avenue @ 46th Street | Madison Avenue Bus Lanes - DOT | NB | AM: 4 TR, MD: 4 TR, PM: 3 T, 1 R | 2 T, 1 R (All time periods) | |
| Madison Avenue @ 47th Street | Madison Avenue Bus Lanes - DOT | NB | AM: 4 LT, MD: 4 LT, PM: 1 L, 2 T | 1 L, 2 T (All time periods) | |
| | Construction - East Side Access | WB | Parking on left side with 0 maneuvers per hour | Parking on left side with 10 maneuvers per hour | |
| Madison Avenue @ 49th Street | Madison Avenue Bus Lanes - DOT | NB | AM: 4 LT, MD: 4 LT, PM: 1 L, 2 T | 1 L, 2 T (All time periods) | |
| | Construction - East Side Access | WB | Parking on left side with 0 maneuvers per hour 1 TR | Parking on left side with 10 maneuvers per hour 2 TR | |
| Madison Avenue @ 51st Street | Madison Avenue Bus Lanes - DOT | NB | AM: 4 LT, MD: 4 LT, PM: 1 L, 2 T | 1 L, 2 T (All time periods) | |
| Madison Avenue @ 53rd Street | Madison Avenue Bus Lanes - DOT | NB | AM: 4 LT, MD: 4 LT, PM: 1 L, 2 T | 1 L, 2 T (All time periods) | |
| Madison Avenue @ 57th Street | Madison Avenue Bus Lanes - DOT | NB | AM: 4 LTR, MD: 4 LTR, PM: 3 LT, 1 R | 1 L, 2 T, 1 R (All time periods) | |
| 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 | 4 T, 1 R | 3 T, 1 R | |
| Fifth Avenue @ 44th Street | Fifth Avenue Bus Lanes - DOT | SB | 4 LT | 3 LT | |
| 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 | |
| Fifth Avenue @ 47th Street | Fifth Avenue Bus Lanes - DOT | SB | 4 T, 1 R | 3 T, 1 R | |

| Intersection | Reason | Approach | 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 | |
| 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 @ 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 T, 1 R | |
| Fifth Avenue @ 59th Street | Fifth Avenue Bus Lanes - DOT | SB | 3 LT, 1 R | 2 LT | |
| Route 9A @ 54th Street | Mitigation - Riverside Center EIS | - | PM - NB/SB: G= 105, WBR/SBL: G=35 | PM - NB/SB: G= 106, WBR/SBL: G=34 | AM and MD unchanged |

Source: Parsons Brinckerhoff, Inc., 2013

Assignment of Auto Trips to Off-Street Parking Facilities

| Site Description | Projected Sites and Parking Facilities | | | | | | | | | | | | | | | | | | | | | | | | | | |
|--|--|--------|--------|--------|---------|--------------|-------------|--------------|--------------|--------------|----------------|------|------|------|----------|-----|----------|----------|---------------|----------|------|------|------|------|------|-------|------|
| | On-Site | Site 1 | Site 5 | Site 6 | Site 10 | Site 12, P31 | Site 14, P6 | Site 16, P12 | Site 18, P81 | Site 19, P63 | P25, P26, P108 | P28 | P29 | P30 | P34, P35 | P36 | P38, P39 | P67, P68 | P77, P79, P80 | P84, P85 | P102 | P110 | P131 | P133 | P135 | Other | |
| <i>No-Action Development Sites</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Site 2 | | | | | | | | | | | 100% | | | | | | | | | | | | | | | | |
| Site 4 | | | | | | | | | | | | | | | | | | | | | 90% | | | | 10% | | |
| Portion of Site 5: 10-14 E. 44th St. | | | | | | | | | | | | | | | | | | | | | 90% | | | | 10% | | |
| Portion of Site 7 | | | | | | | | | | | | | | | | | | | | | 90% | | | | 10% | | |
| Site 8 | | | | | | | | | | | | | | 100% | | | | | | | | | | | | | |
| Site 11 | | | | | | | | | | | | | | 100% | | | | | | | | | | | | | |
| Site 14 | | | | | | | 100% | | | | | | | | | | | | | | | | | | | | |
| Site 15 | | | | | | | 50% | 50% | | | | | | | | | | | | | | | | | | | |
| Portion of Site 17 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Site 18 | | | | | | | | | | | | | | | | | | 100% | | | 100% | | | | | | |
| 36 E. 51st St. | | | | | | | 100% | | | | | | | | | | | | | | | | | | | | |
| 7-11 E. 51st St./12-16 E. 52nd St. | | | | | | | 35% | | | | | | | | 65% | | | | | | | | | | | | |
| 19 E. 54th St./532-538 Madison Ave. | | | | | | | | | | | | | | | | | | 100% | | | | | | | | | |
| 434 Park Ave./40-50 E. 57th St. | 100% | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 686-700 Third Ave. | | | | | | | | | | | 100% | | | | | | | | | | | | | | | | |
| 451 Lexington Ave. | | | | | | | 50% | | | | 50% | | | | | | | | | | | | | | | | |
| 614 Lexington Ave. | | | | | | | | | | | | | | | | | | | | | | | | | | 100% | |
| Art & Design HS & PS 59: Second Ave. & E. 57th St. | | | | | | | | | | | | | | | | | | | | | | 100% | | | | | |
| MOMA Tower: 53 W. 53rd St. | | | | | | | | | | | | | | | | | 100% | | | | | | | | | | |
| 18-20 W. 53rd St. | | | | | | | | | | | | | | | | | 100% | | | | | | | | | | |
| Hyatt Place Hotel: 208-210 E. 52nd St. | | | | | | | | | | | | | | | | | | | | | 100% | | | | | | |
| 303 E. 51st St. & 968 Second Ave. | 100% | | | | | | | | | | | | | | | | | | | | | | | | | | |
| International Gem Tower: 50 W. 47th St. | | | | | | | | | | | | | 90% | 10% | | | | | | | | | | | | | |
| 227-235 E. 44th St. | | | | | | | | | | | 100% | | | | | | | | | | | | | | | | |
| 516-520 Fifth Ave. | | | | | | | | | | | | 100% | | | | | | | | | | | | | | | |
| 231 E. 43rd St. | | | | | | | | | | | | | 100% | | | | | | | | | | | | | | |
| UNDC Project/Robert Moses Playground | | | | | | | | | | | 30% | | | | | | | | 35% | 35% | | | | | | | |
| First Avenue Properties ¹ | | | | | | | | | | | | | | | | | | | | | | | | | | | 100% |
| 7 Bryant Park: 1070 Sixth Ave. ² | | | | | | | | | | | | | | | | | | | | | | | | | | | 100% |
| 14-20 W. 40th St. | 100% | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Refinery Hotel: 63 W. 38th St. | | | | | | | | | | | | | | | | | | | | | | | | | | | 100% |
| 45 W. 38th St. | | | | | | | | | | | | | | | | | | | | | | | | | | | 100% |
| Spring Hill Suites by Marriott: 25 W. 37th St. | | | | | | | | | | | | | | | | | | | | | | | | | | | 100% |
| Perlbinder Site: Second Ave. btw. E. 36th and E. 37th Sts. | 100% | | | | | | | | | | | | | | | | | | | | | | | | | | |
| <i>With-Action Development Sites</i> | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Site 1 | 100% | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Site 2 | | | | | | | | | | | | 100% | | | | | | | | | | | | | | | |
| Site 3 | | 100% | | | | | | | | | | | | | | | | | | | | | | | | | |
| Site 4 | | 75% | 25% | | | | | | | | | | | | | | | | | | | | | | | | |
| Site 5 | 100% | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Site 6 | 100% | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Site 7 | | | 4% | 28% | | | | | | | | | 28% | 3% | | | | | | | 9% | | | 28% | | | |
| Site 8 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Site 9 | | | | | | 27% | | | | | | 24% | | | | | | | | | | 27% | | | | | |
| Site 10 | 100% | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Site 11 | | | | | | | | | | | | | | | | | 100% | | | | | | | | | | |
| Site 12 | | | | | | | 100% | | | | | | | | | | | | | | | | | | | | |
| Site 13 ³ | | | | | | | | | | | | | | | | | | | | | | | | | | | 100% |
| Site 14 | | | | | | | | 100% | | | | | | | | | | | | | | | | | | | |
| Site 15 | | | | | | | | | | | 100% | | | | | | | | | | | | | | | | |
| Site 16 | | | | | | | | | | | 100% | | | | | | | | | | | | | | | | |
| Site 17 | 100% | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Site 18 | | | | | | | | | | | | 100% | | | | | | | | | | | | | | | |
| Site 19 | 100% | | | | | | | | | | | | | | | | | | | | | | | | | | |

Notes: 1. Used assignment from project EIS. 2. Assigned to parking facilities outside of parking study area. 3. Assigned to 434 Park Ave./40-50 E. 57th St. No-Action site. See Chapter 12, "Transportation" for locations of parking facilities.
Source: Parsons Brinckerhoff, Inc., 2013

Level of Service Table - 2012 Existing Conditions

| Signalized Intersection | Approach | AM | | | | Midday | | | | PM | | | |
|----------------------------------|---------------------------------|-----------|-----------|---------------|------|------------|-----------|---------------|------|------------|-----------|---------------|------|
| | | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS |
| First Avenue @ East 42nd Street | EB | L (east) | 0.63 | 47.3 | D | LT (east) | 0.76 | 33.9 | C | LT (east) | 0.96 | 58.8 | E |
| | | T (east) | 0.66 | 29.0 | C | | | | | | | | |
| | | L (west)* | 1.01 | 98.4 | F | LT (west)* | 1.03 | 70.6 | E | LT (west)* | 1.05 | 77.0 | E |
| | | T (west)* | 0.80 | 34.9 | C | | | | | | | | |
| | WB | TR (east) | 0.83 | 35.6 | D | TR (east) | 0.47 | 24.7 | C | TR (east) | 0.78 | 33.2 | C |
| | | R (east) | 0.80 | 43.0 | D | R (east) | 0.53 | 28.8 | C | R (east) | 0.81 | 47.5 | D |
| | | TR (west) | 0.49 | 25.0 | C | TR (west) | 0.36 | 23.0 | C | TR (west) | 0.44 | 24.2 | C |
| | NB | LT (east) | 0.51 | 17.7 | B | LT (east) | 0.43 | 16.3 | B | LT (east) | 0.86 | 30.7 | C |
| | | R (east) | 0.04 | 12.0 | B | R (east) | 0.04 | 12.1 | B | R (east) | 0.07 | 12.3 | B |
| | | L (west) | 0.34 | 15.2 | B | L (west) | 0.24 | 14.0 | B | L (west) | 0.26 | 14.3 | B |
| | | T (west) | 0.51 | 18.0 | B | T (west) | 0.33 | 15.1 | B | T (west) | 0.37 | 15.6 | B |
| | INTERSECTION | | | 32.5 | C | | | 34.8 | C | | | 42.6 | D |
| | First Avenue @ East 46th Street | EB | L | 0.61 | 27.1 | C | L | 0.89 | 46.9 | D | L | 0.84 | 39.3 |
| NB | | T | 0.81 | 18.1 | B | T | 0.57 | 13.3 | B | T | 0.85 | 19.7 | B |
| INTERSECTION | | | | 19.5 | B | | | 22.2 | C | | | 23.7 | C |
| First Avenue @ East 47th Street | WB | TR (east) | 0.00 | 16.8 | B | TR (east) | 0.00 | 16.8 | B | TR (east) | 0.00 | 16.8 | B |
| | | TR (west) | 0.00 | 16.8 | B | TR (west) | 0.00 | 16.8 | B | TR (west) | 0.00 | 16.8 | B |
| | NB | L (west) | 0.40 | 12.4 | B | L (west) | 0.41 | 13.1 | B | L (west) | 0.33 | 11.5 | B |
| | | T (west) | 0.64 | 16.7 | B | T (west) | 0.54 | 14.5 | B | T (west) | 0.68 | 17.8 | B |
| | | TR (east) | 0.86 | 22.4 | C | TR (east) | 0.69 | 15.8 | B | TR (east) | 1.00 | 39.5 | D |
| INTERSECTION | | | 19.6 | B | | | 15.1 | B | | | 31.3 | C | |
| First Avenue @ East 48th Street | NB | T | 0.57 | 14.7 | B | T | 0.46 | 12.9 | B | T | 0.74 | 19.0 | B |
| | | R | 0.98 | 44.7 | D | R | 0.78 | 22.3 | C | R | 1.04 | 62.1 | E |
| | INTERSECTION | | | 32.0 | C | | | 18.3 | B | | | 42.0 | D |
| Second Avenue @ East 39th Street | WB | LT | 0.41 | 23.9 | C | LT | 0.28 | 22.2 | C | LT | 0.31 | 22.6 | C |
| | SB | T | 0.41 | 8.7 | A | TR | 0.74 | 12.4 | B | T | 0.75 | 12.4 | B |
| | INTERSECTION | | | 10.6 | B | | | | | R | 0.40 | 10.5 | B |
| Second Avenue @ East 40th Street | EB | TR | 0.50 | 25.5 | C | TR | 0.37 | 23.3 | C | TR | 0.69 | 30.0 | C |
| | | LT | 0.57 | 10.1 | B | LT | 0.69 | 11.5 | B | LT | 0.76 | 12.5 | B |
| | INTERSECTION | | | 13.1 | B | | | 12.9 | B | | | 15.5 | B |
| Second Avenue @ East 42nd Street | EB | T | 0.45 | 23.8 | C | T | 0.35 | 22.3 | C | T | 0.38 | 22.6 | C |
| | | R | 0.70 | 38.0 | D | R | 0.98 | 76.2 | E | R | 0.92 | 61.2 | E |
| | WB | LT | 0.78 | 34.4 | C | LT | 0.66 | 28.8 | C | LT | 0.81 | 36.2 | D |
| | | L | 0.84 | 34.9 | C | L | 0.72 | 25.9 | C | L | 0.77 | 29.3 | C |
| | SB | T | 0.73 | 18.7 | B | TR | 0.89 | 24.9 | C | T | 0.86 | 22.4 | C |
| | | R | 0.68 | 24.5 | C | | | | | R | 0.33 | 14.9 | B |
| INTERSECTION | | | 25.1 | C | | | 29.6 | C | | | 27.5 | C | |
| Second Avenue @ East 43rd Street | WB | LT | 0.40 | 26.0 | C | LT | 0.26 | 23.1 | C | LT | 0.42 | 26.4 | C |
| | SB | T | 0.69 | 11.6 | B | TR | 0.75 | 12.5 | B | T | 0.71 | 11.8 | B |
| | INTERSECTION | | | 12.2 | B | | | | | R | 0.45 | 11.4 | B |
| Second Avenue @ East 44th Street | EB | TR | 0.88 | 59.8 | E | TR | 0.69 | 39.8 | D | TR | 1.04 | 93.1 | F |
| | | LT | 0.72 | 9.2 | A | LT | 0.72 | 9.2 | A | LT | 0.68 | 8.6 | A |
| | INTERSECTION | | | 13.8 | B | | | 11.5 | B | | | 17.4 | B |
| Second Avenue @ East 45th Street | WB | LT | 0.81 | 48.5 | D | LT | 0.64 | 38.3 | D | LT | 0.76 | 44.9 | D |
| | | T | 0.59 | 7.6 | A | TR | 0.76 | 9.8 | A | T | 0.68 | 8.6 | A |
| | INTERSECTION | | | 10.1 | B | | | | | R | 0.41 | 8.4 | A |
| Second Avenue @ East 46th Street | EB | T | 0.44 | 28.3 | C | T | 0.49 | 29.4 | C | T | 0.60 | 32.3 | C |
| | | R | 0.86 | 60.4 | E | R* | 1.03 | 94.4 | F | R* | 1.05 | 92.6 | F |
| | SB | LT | 0.79 | 10.5 | B | LT | 0.71 | 9.1 | A | LT | 0.71 | 9.0 | A |
| INTERSECTION | | | 14.9 | B | | | 18.1 | B | | | 20.0 | B | |
| Second Avenue @ East 49th Street | WB | L | 1.02 | 89.8 | F | LT | 0.92 | 52.6 | D | L | 1.05 | 92.7 | F |
| | | T | 0.47 | 28.9 | C | | | | | T | 0.37 | 27.5 | C |
| | SB | T | 0.77 | 13.6 | B | TR | 0.78 | 13.8 | B | T | 0.62 | 11.3 | B |
| | | R | 0.45 | 12.3 | B | | | | | R | 0.31 | 10.1 | B |
| INTERSECTION | | | 22.0 | C | | | 21.1 | C | | | 23.7 | C | |
| Second Avenue @ East 51st Street | WB | LT | 0.84 | 46.5 | D | LT | 0.70 | 35.3 | D | LT | 0.67 | 33.2 | C |
| | SB | T | 0.71 | 11.9 | B | TR | 0.78 | 13.1 | B | T | 0.59 | 10.2 | B |
| | INTERSECTION | | | 20.3 | C | | | | | R | 0.58 | 17.1 | B |
| Second Avenue @ East 52nd Street | EB | TR | 0.93 | 63.4 | E | TR | 0.85 | 49.5 | D | TR | 1.02 | 83.7 | F |
| | | LT | 0.74 | 12.2 | B | LT | 0.74 | 12.4 | B | LT | 0.61 | 10.5 | B |
| | INTERSECTION | | | 17.9 | B | | | 16.3 | B | | | 20.4 | C |
| Second Avenue @ East 53rd Street | WB | LT | 1.04 | 73.4 | E | LT | 0.76 | 35.3 | D | LT | 0.81 | 38.0 | D |
| | | T | 0.74 | 15.3 | B | TR | 0.77 | 16.0 | B | T | 0.58 | 12.9 | B |
| | INTERSECTION | | | 14.6 | B | | | | | R | 0.37 | 13.0 | B |
| Second Avenue @ East 56th Street | EB | T | 0.47 | 26.4 | C | T | 0.47 | 26.6 | C | T | 0.51 | 27.2 | C |
| | | R | 0.55 | 30.8 | C | R | 0.48 | 27.4 | C | R | 0.36 | 24.9 | C |
| | SB | LT | 0.65 | 11.0 | B | LT | 0.61 | 10.6 | B | LT | 0.53 | 9.7 | A |
| INTERSECTION | | | 13.6 | B | | | 13.3 | B | | | 12.4 | B | |

East Midtown Rezoning and Related Actions FEIS

| Signalized Intersection | Approach | AM | | | | Midday | | | | PM | | | |
|---------------------------------------|--------------|-------|-----------|---------------|-----|--------|-----------|---------------|-----|-------|-----------|---------------|-----|
| | | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS |
| Second Avenue @ East 57th Street | EB | T | 1.04 | 86.0 | F | T* | 0.73 | 27.1 | C | T* | 0.68 | 26.4 | C |
| | | R* | 0.55 | 24.7 | C | R | 0.50 | 39.5 | D | R | 0.24 | 31.9 | C |
| | WB | L | 0.99 | 72.5 | E | DefL | 0.24 | 31.5 | C | LT | 0.19 | 18.7 | B |
| | | LT | 0.85 | 30.3 | C | T | 0.37 | 20.9 | C | | | | |
| | SB | L | 0.17 | 20.2 | C | L | 0.23 | 16.7 | B | L | 0.42 | 19.2 | B |
| | | T | 0.62 | 23.8 | C | TR | 0.90 | 27.5 | C | T | 0.64 | 19.0 | B |
| | | R | 0.70 | 39.8 | D | | | | | R | 0.70 | 30.0 | C |
| | INTERSECTION | | | 41.3 | D | | | 27.1 | C | | | 21.7 | C |
| Second Avenue @ East 59th Street | EB | TR | 0.86 | 39.6 | D | TR | 0.68 | 28.4 | C | TR | 0.67 | 27.8 | C |
| | WB | L | 0.14 | 26.3 | C | L | 0.31 | 25.0 | C | L | 0.64 | 38.9 | D |
| | SB | L | 0.55 | 7.9 | A | L | 0.69 | 14.9 | B | L | 0.78 | 17.9 | B |
| | | LT | 0.55 | 6.2 | A | LT | 0.69 | 11.4 | B | LT | 0.78 | 12.8 | B |
| | INTERSECTION | | | 15.2 | B | | | 14.6 | B | | | 17.2 | B |
| Tunnel Exit Street @ East 39th Street | WB | TR | 0.62 | 27.6 | C | TR | 0.44 | 24.3 | C | TR | 0.47 | 25.0 | C |
| | NB | LT | 0.23 | 10.9 | B | LT | 0.19 | 10.6 | B | LT | 0.20 | 10.7 | B |
| | INTERSECTION | | | 20.1 | C | | | 17.8 | B | | | 17.6 | B |
| Third Avenue @ East 39th Street | WB | TR | 0.63 | 22.0 | C | TR | 0.38 | 17.6 | B | TR | 0.49 | 19.3 | B |
| | NB | LT | 0.57 | 16.6 | B | LT | 0.63 | 17.4 | B | LT | 0.55 | 16.3 | B |
| | INTERSECTION | | | 18.3 | B | | | 17.4 | B | | | 17.1 | B |
| Third Avenue @ East 42nd Street | EB | L* | 1.05 | 106.3 | F | L | 1.05 | 113.5 | F | L | 1.05 | 116.2 | F |
| | | T | 0.86 | 37.5 | D | T | 0.84 | 35.2 | D | T | 0.84 | 35.5 | D |
| | WB | T | 1.00 | 70.6 | E | T | 0.81 | 43.2 | D | T | 0.74 | 39.6 | D |
| | | R | 0.93 | 90.1 | F | R | 0.92 | 88.5 | F | R | 1.00 | 110.0 | F |
| | NB | LT | 0.81 | 25.5 | C | LT | 0.83 | 26.1 | C | LT | 0.92 | 30.7 | C |
| | | R | 0.45 | 23.5 | C | R | 0.44 | 23.1 | C | R | 0.33 | 20.1 | C |
| INTERSECTION | | | 43.8 | D | | | 38.1 | D | | | 40.1 | D | |
| Third Avenue @ East 43rd Street | WB | TR | 0.40 | 21.5 | C | TR | 0.34 | 20.6 | C | TR | 0.36 | 20.7 | C |
| | NB | LT | 0.69 | 14.5 | B | LT | 0.65 | 13.9 | B | LT | 0.75 | 15.5 | B |
| | INTERSECTION | | | 15.4 | B | | | 14.6 | B | | | 16.0 | B |
| Third Avenue @ East 44th Street | EB | LT | 0.32 | 21.3 | C | LT | 0.20 | 19.3 | B | LT | 0.36 | 21.6 | C |
| | NB | T | 0.64 | 13.7 | B | T | 0.61 | 13.3 | B | T | 0.55 | 12.4 | B |
| | | R | 0.67 | 28.5 | C | R | 0.71 | 33.6 | C | R | 0.58 | 23.9 | C |
| | INTERSECTION | | | 15.4 | B | | | 15.1 | B | | | 13.8 | B |
| Third Avenue @ East 46th Street | EB | L | 0.44 | 37.5 | D | L | 0.26 | 33.4 | C | L | 0.29 | 33.9 | C |
| | | T | 0.22 | 13.5 | B | T | 0.26 | 13.9 | B | T | 0.33 | 14.6 | B |
| | NB | TR | 0.84 | 25.6 | C | TR | 0.83 | 25.0 | C | TR | 0.72 | 21.8 | C |
| | INTERSECTION | | | 24.7 | C | | | 23.6 | C | | | 21.0 | C |
| Third Avenue @ East 49th Street | WB | T | 0.65 | 20.9 | C | T | 0.48 | 16.6 | B | T | 0.53 | 17.9 | B |
| | | R | 0.58 | 43.1 | D | R | 0.39 | 37.0 | D | R | 0.38 | 36.4 | D |
| | NB | LT | 0.80 | 25.9 | C | LT | 0.84 | 27.2 | C | LT | 0.63 | 22.0 | C |
| | INTERSECTION | | | 26.0 | C | | | 26.1 | C | | | 21.9 | C |
| Third Avenue @ East 50th Street | EB | L | 0.21 | 16.2 | B | L | 0.32 | 18.0 | B | L | 0.25 | 16.7 | B |
| | | T | 0.24 | 16.0 | B | T | 0.24 | 16.1 | B | T | 0.18 | 15.4 | B |
| | NB | T | 0.62 | 17.3 | B | T | 0.62 | 17.1 | B | T | 0.58 | 16.7 | B |
| | | R | 0.47 | 22.9 | C | R | 0.40 | 21.3 | C | R | 0.40 | 21.0 | C |
| INTERSECTION | | | 17.4 | B | | | 17.2 | B | | | 16.8 | B | |
| Third Avenue @ East 51st Street | WB | T | 0.43 | 17.0 | B | T | 0.34 | 15.5 | B | T | 0.40 | 16.4 | B |
| | | R | 0.41 | 37.3 | D | R | 0.38 | 36.6 | D | R | 0.47 | 38.6 | D |
| | NB | LT | 0.79 | 24.2 | C | LT | 0.79 | 23.9 | C | LT | 0.62 | 20.3 | C |
| | INTERSECTION | | | 23.9 | C | | | 23.6 | C | | | 20.8 | C |
| Third Avenue @ East 53rd Street | WB | T | 0.92 | 42.5 | D | T | 0.45 | 17.3 | B | T | 0.65 | 22.4 | C |
| | | R | 0.68 | 48.7 | D | R | 0.57 | 42.7 | D | R | 0.46 | 38.6 | D |
| | NB | LT | 0.77 | 23.4 | C | LT | 0.81 | 24.4 | C | LT | 0.63 | 20.4 | C |
| | INTERSECTION | | | 29.5 | C | | | 24.7 | C | | | 21.6 | C |
| Third Avenue @ East 57th Street | EB | LT | 0.85 | 34.4 | C | LT | 1.00 | 56.6 | E | LT | 0.73 | 27.0 | C |
| | | T | 0.82 | 41.3 | D | T | 0.57 | 32.0 | C | T | 0.40 | 28.9 | C |
| | WB | R | 0.88 | 68.2 | E | R | 0.45 | 34.1 | C | R | 0.29 | 29.4 | C |
| | | LTR | 0.78 | 24.6 | C | LTR | 0.75 | 23.9 | C | LTR | 0.63 | 21.3 | C |
| | NB | R | 0.40 | 24.2 | C | R | 0.73 | 44.3 | D | R | 0.62 | 35.2 | D |
| | | | | 31.9 | C | | | 35.1 | D | | | 24.0 | C |
| Lexington Avenue @ East 39th Street | WB | L | 0.57 | 47.6 | D | L | 0.46 | 42.4 | D | L | 0.42 | 41.0 | D |
| | | T | 0.83 | 38.5 | D | T | 0.66 | 28.6 | C | T | 0.80 | 35.7 | D |
| | SB | T | 0.77 | 18.1 | B | T | 0.61 | 14.7 | B | TR | 0.60 | 14.2 | B |
| | | R | 0.40 | 16.0 | B | R | 0.52 | 18.2 | B | | | | |
| INTERSECTION | | | 23.7 | C | | | 19.3 | B | | | 20.0 | C | |
| Lexington Avenue @ East 46th Street | EB | TR | 0.66 | 29.8 | C | TR | 0.47 | 24.9 | C | TR | 0.59 | 27.4 | C |
| | SB | LT | 0.74 | 13.4 | B | LT | 0.74 | 13.3 | B | LT | 0.54 | 9.9 | A |
| | INTERSECTION | | | 17.4 | B | | | 15.8 | B | | | 14.4 | B |
| Lexington Avenue @ East 50th Street | EB | TR | 0.34 | 20.1 | C | TR | 0.23 | 18.8 | B | TR | 0.22 | 18.7 | B |
| | SB | LT | 0.74 | 16.5 | B | LT | 0.75 | 16.6 | B | LT | 0.76 | 17.0 | B |
| | INTERSECTION | | | 17.5 | B | | | 17.1 | B | | | 17.3 | B |

East Midtown Rezoning and Related Actions FEIS

| Signalized Intersection | Approach | AM | | | | Midday | | | | PM | | | |
|-------------------------------------|--------------|-------------------|-----------|---------------|------|-------------------|-----------|---------------|------|-------------------|-----------|---------------|------|
| | | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS |
| Lexington Avenue @ East 51st Street | WB | L | 0.69 | 51.9 | D | L | 0.78 | 58.9 | E | L | 0.48 | 32.6 | C |
| | | T | 0.56 | 24.4 | C | T | 0.37 | 20.4 | C | T | 0.82 | 50.5 | D |
| | SB | T | 0.64 | 15.9 | B | T | 0.65 | 16.0 | B | T | 0.66 | 16.2 | B |
| | | R | 0.39 | 17.6 | B | R | 0.37 | 17.0 | B | R | 0.35 | 15.9 | B |
| INTERSECTION | | | 20.9 | C | | | 21.3 | C | | | 23.4 | C | |
| Lexington Avenue @ East 53rd Street | WB | LT | 0.72 | 27.5 | C | LT | 0.39 | 20.8 | C | LT | 0.53 | 23.0 | C |
| | | T | 0.63 | 14.2 | B | T | 0.66 | 14.8 | B | T | 0.66 | 14.7 | B |
| | SB | R | 0.32 | 12.3 | B | R | 0.16 | 10.3 | B | R | 0.16 | 10.2 | B |
| | | INTERSECTION | | | 19.0 | B | | | 16.1 | B | | | 17.1 |
| Park Avenue @ West 39th Street | WB | LTR* | 1.03 | 74.0 | E | LTR | 1.05 | 81.1 | F | LTR* | 1.04 | 75.0 | E |
| | | Lt† | 0.00 | 41.2 | D | Lt† | 0.00 | 39.6 | D | Lt† | 0.00 | 40.3 | D |
| | NB | LT | 0.55 | 17.1 | B | LT | 0.45 | 15.5 | B | LT | 0.50 | 16.3 | B |
| | | TR | 0.95 | 36.1 | D | TR | 0.90 | 30.5 | C | TR | 0.88 | 28.7 | C |
| INTERSECTION | | | 37.8 | D | | | 37.2 | D | | | 35.5 | D | |
| Park Avenue @ West 40th Street | EB | LT | 0.64 | 30.9 | C | LT | 0.58 | 28.8 | C | LT | 0.65 | 30.9 | C |
| | | R | 0.33 | 24.5 | C | R | 0.28 | 23.5 | C | R | 0.28 | 23.2 | C |
| | NB | (Tunnel Exit) | 0.78 | 23.9 | C | (Tunnel Exit) | 0.81 | 26.0 | C | T (Tunnel Exit) | 0.90 | 34.0 | C |
| | | R onto Viad | 0.56 | 16.7 | B | R onto Viad | 0.47 | 14.8 | B | R onto Viad | 0.50 | 15.4 | B |
| | SB | TR | 0.59 | 18.1 | B | TR | 0.48 | 15.7 | B | TR | 0.64 | 19.7 | B |
| | | T | 0.31 | 12.8 | B | T | 0.23 | 11.8 | B | T | 0.17 | 11.2 | B |
| | INTERSECTION | T (Viaduct Exit)* | 1.05 | 63.6 | E | T (Viaduct Exit)* | 1.03 | 56.7 | E | T (Viaduct Exit)* | 1.04 | 59.9 | E |
| | | | | | 34.1 | C | | | 32.3 | C | | | 35.6 |
| Park Avenue @ West 46th Street | EB | LT | 0.41 | 18.7 | B | LT | 0.42 | 18.8 | B | LT | 0.48 | 19.8 | B |
| | | R | 0.07 | 15.2 | B | R | 0.16 | 16.5 | B | R | 0.22 | 17.6 | B |
| | NB | TR | 0.74 | 24.2 | C | TR | 0.71 | 23.3 | C | TR | 0.78 | 25.4 | C |
| | | Lt† | 0.00 | 41.5 | D | Lt† | 0.00 | 38.8 | D | Lt† | 0.00 | 40.0 | D |
| SB | T | 0.72 | 23.9 | C | T | 0.68 | 22.7 | C | T | 0.68 | 22.7 | C | |
| | INTERSECTION | | | 24.2 | C | | | 22.7 | C | | | 24.0 | C |
| Park Avenue @ West 47th Street | WB | LT | 0.60 | 25.0 | C | LT | 0.46 | 21.6 | C | LT | 0.57 | 23.9 | C |
| | | R | 0.49 | 24.7 | C | R | 0.35 | 20.9 | C | R | 0.47 | 23.7 | C |
| | NB | Lt† | 0.00 | 37.4 | D | Lt† | 0.00 | 38.2 | D | Lt† | 0.00 | 37.6 | D |
| | | T | 0.91 | 33.8 | C | T | 0.87 | 29.9 | C | T | 0.96 | 40.0 | D |
| SB | TR | 0.77 | 23.8 | C | TR | 0.69 | 21.7 | C | TR | 0.74 | 23.1 | C | |
| | INTERSECTION | | | 28.2 | C | | | 25.5 | C | | | 30.5 | C |
| Park Avenue @ West 48th Street | EB | LT | 0.61 | 26.5 | C | LT | 0.73 | 31.2 | C | LT | 0.61 | 25.7 | C |
| | | R | 0.19 | 18.3 | B | R | 0.13 | 17.5 | B | R | 0.25 | 19.5 | B |
| | NB | TR | 0.73 | 21.9 | C | TR | 0.67 | 20.6 | C | TR | 0.76 | 22.7 | C |
| | | Lt† | 0.00 | 40.2 | D | Lt† | 0.00 | 39.7 | D | Lt† | 0.00 | 41.1 | D |
| SB | T | 0.94 | 36.1 | D | T | 0.86 | 28.7 | C | T | 0.88 | 30.1 | C | |
| | INTERSECTION | | | 28.9 | C | | | 25.9 | C | | | 26.7 | C |
| Park Avenue @ West 49th Street | WB | LT | 0.79 | 37.2 | D | LT | 0.87 | 45.5 | D | LT | 0.83 | 40.5 | D |
| | | R | 0.30 | 20.7 | C | R | 0.36 | 21.8 | C | R | 0.44 | 23.6 | C |
| | NB | Lt† | 0.00 | 37.5 | D | Lt† | 0.00 | 37.7 | D | Lt† | 0.00 | 37.5 | D |
| | | T | 0.89 | 30.2 | C | T | 0.84 | 27.0 | C | T | 0.92 | 32.8 | C |
| SB | TR | 0.75 | 21.7 | C | TR | 0.66 | 19.7 | B | TR | 0.70 | 20.5 | C | |
| | INTERSECTION | | | 27.0 | C | | | 26.3 | C | | | 28.1 | C |
| Park Avenue @ West 50th Street | EB | LTR | 0.41 | 21.4 | C | LTR | 0.46 | 22.4 | C | LTR | 0.48 | 22.8 | C |
| | | TR | 0.66 | 19.2 | B | TR | 0.64 | 18.6 | B | TR | 0.71 | 20.1 | C |
| | SB | Lt† | 0.00 | 40.5 | D | Lt† | 0.00 | 38.3 | D | Lt† | 0.00 | 38.1 | D |
| | | T | 0.97 | 40.3 | D | T | 0.81 | 24.5 | C | T | 0.87 | 28.1 | C |
| INTERSECTION | | | 29.5 | C | | | 22.0 | C | | | 24.1 | C | |
| Park Avenue @ West 51st Street | WB | LT | 0.62 | 28.8 | C | LT | 0.42 | 23.3 | C | LT | 0.51 | 25.3 | C |
| | | R | 0.36 | 24.5 | C | R | 0.27 | 22.2 | C | R | 0.48 | 28.2 | C |
| | NB | Lt† | 0.00 | 38.4 | D | Lt† | 0.00 | 38.1 | D | Lt† | 0.00 | 38.6 | D |
| | | T | 0.85 | 25.9 | C | T | 0.85 | 26.0 | C | T | 0.93 | 33.7 | C |
| SB | TR | 0.82 | 23.1 | C | TR | 0.69 | 19.1 | B | TR | 0.71 | 19.7 | B | |
| | INTERSECTION | | | 25.1 | C | | | 22.8 | C | | | 26.9 | C |
| Park Avenue @ West 53rd Street | WB | LTR | 0.89 | 41.1 | D | LTR | 0.60 | 27.0 | C | LTR | 0.78 | 33.7 | C |
| | | Lt† | 0.00 | 39.2 | D | Lt† | 0.00 | 37.7 | D | Lt† | 0.00 | 38.2 | D |
| | NB | T | 0.89 | 27.3 | C | T | 0.82 | 23.2 | C | T | 0.99 | 42.1 | D |
| | | TR | 0.70 | 18.2 | B | TR | 0.58 | 15.9 | B | TR | 0.63 | 16.7 | B |
| INTERSECTION | | | 26.8 | C | | | 21.2 | C | | | 30.7 | C | |
| Park Avenue @ West 56th Street | EB | LT | 0.71 | 35.1 | D | LT | 0.74 | 36.6 | D | LT | 0.69 | 33.8 | C |
| | | R | 0.24 | 23.3 | C | R | 0.33 | 25.2 | C | R | 0.33 | 25.0 | C |
| | NB | TR | 0.72 | 18.2 | B | TR | 0.70 | 17.7 | B | TR | 0.84 | 21.9 | C |
| | | Lt† | 0.00 | 39.6 | D | Lt† | 0.00 | 40.0 | D | Lt† | 0.00 | 38.8 | D |
| SB | T | 0.98 | 39.1 | D | T | 0.75 | 19.7 | B | T | 0.82 | 22.4 | C | |
| | INTERSECTION | | | 29.4 | C | | | 21.5 | C | | | 23.6 | C |

| Signalized Intersection | Approach | AM | | | | Midday | | | | PM | | | |
|--------------------------------------|--------------|-------|-----------|---------------|-----|--------|-----------|---------------|-----|-------|-----------|---------------|-----|
| | | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS |
| Park Avenue @ West 57th Street | EB | LT | 0.77 | 31.5 | C | LT | 0.73 | 29.0 | C | LT | 0.67 | 27.2 | C |
| | | R | 0.49 | 26.1 | C | R | 0.58 | 31.1 | C | R | 0.27 | 21.4 | C |
| | WB | LT | 0.61 | 25.5 | C | LT | 0.51 | 23.6 | C | LT | 0.39 | 21.6 | C |
| | | R | 0.51 | 27.1 | C | R | 0.48 | 26.7 | C | R | 0.30 | 22.2 | C |
| | NB | Lt† | 0.00 | 38.5 | D | Lt† | 0.00 | 39.5 | D | Lt† | 0.00 | 39.3 | D |
| | | TR | 0.95 | 36.1 | D | TR | 0.84 | 25.2 | C | TR* | 1.04 | 54.5 | D |
| | SB | Lt† | 0.00 | 35.7 | D | Lt† | 0.00 | 36.8 | D | Lt† | 0.00 | 36.3 | D |
| | | TR | 0.75 | 20.1 | C | TR | 0.94 | 34.1 | C | TR | 0.69 | 18.6 | B |
| INTERSECTION | | | 28.1 | C | | | 29.2 | C | | | 33.7 | C | |
| Vanderbilt Avenue @ East 42nd Street | EB | T | 0.56 | 20.4 | C | T | 0.55 | 14.8 | B | T | 0.41 | 17.9 | B |
| | WB | TR | 0.79 | 27.2 | C | TR | 0.59 | 15.7 | B | TR | 0.62 | 22.0 | C |
| | INTERSECTION | | | 24.2 | C | | | 15.2 | B | | | 20.2 | C |
| Vanderbilt Avenue @ East 45th Street | WB | LTR | 0.48 | 19.2 | B | LTR | 0.43 | 18.5 | B | LTR | 0.40 | 18.1 | B |
| | NB | LT | 0.24 | 17.0 | B | LT | 0.22 | 16.3 | B | LT | 0.20 | 16.0 | B |
| | SB | TR | 0.44 | 19.8 | B | TR | 0.28 | 17.1 | B | TR | 0.44 | 20.1 | C |
| | INTERSECTION | | | 19.1 | B | | | 17.8 | B | | | 18.3 | B |
| Vanderbilt Avenue @ East 46th Street | EB | LTR | 0.43 | 18.4 | B | LTR | 0.37 | 17.6 | B | LTR | 0.41 | 18.1 | B |
| | NB | TR | 0.21 | 16.4 | B | TR | 0.34 | 18.4 | B | TR | 0.39 | 19.5 | B |
| | SB | LT | 0.33 | 17.8 | B | LT | 0.30 | 17.3 | B | LT | 0.41 | 19.2 | B |
| | INTERSECTION | | | 18.0 | B | | | 17.7 | B | | | 18.6 | B |
| Madison Avenue @ East 39th Street | WB | T | 0.83 | 37.8 | D | T | 0.75 | 31.7 | C | T | 0.79 | 34.0 | C |
| | R | 0.72 | 60.4 | E | R | 0.95 | 95.7 | F | R | 0.73 | 59.4 | E | |
| | NB | LT | 0.78 | 18.5 | B | LT | 0.74 | 17.4 | B | LT | 0.51 | 13.0 | B |
| | INTERSECTION | | | 25.6 | C | | | 27.2 | C | | | 21.7 | C |
| Madison Avenue @ East 40th Street | EB | L | 0.52 | 46.7 | D | L | 0.46 | 42.8 | D | L | 0.33 | 38.9 | D |
| | T | 0.58 | 26.0 | C | T | 0.50 | 23.7 | C | T | 0.52 | 23.9 | C | |
| | NB | TR | 0.78 | 18.5 | B | TR | 0.73 | 16.8 | B | TR | 0.54 | 13.4 | B |
| | INTERSECTION | | | 21.2 | C | | | 19.2 | B | | | 16.4 | B |
| Madison Avenue @ East 41st Street | EB | L | 0.28 | 37.4 | D | L | 0.33 | 38.5 | D | L | 0.40 | 40.1 | D |
| | T | 0.27 | 19.3 | B | T | 0.25 | 19.2 | B | T | 0.19 | 18.3 | B | |
| | NB | TR | 0.79 | 18.7 | B | TR | 0.76 | 17.7 | B | TR | 0.48 | 12.7 | B |
| | INTERSECTION | | | 19.6 | B | | | 18.8 | B | | | 14.9 | B |
| Madison Avenue @ East 42nd Street | EB | LT | 0.70 | 27.8 | C | LT | 0.76 | 29.6 | C | LT | 0.44 | 21.7 | C |
| | WB | T | 0.79 | 30.3 | C | T | 0.67 | 26.2 | C | T | 0.60 | 24.6 | C |
| | | R | 0.12 | 18.8 | B | R | 0.07 | 17.8 | B | R | 0.15 | 19.3 | B |
| | NB | LT | 1.05 | 58.4 | E | LT | 0.98 | 36.6 | D | LT | 0.57 | 13.3 | B |
| | | R | 0.15 | 10.1 | B | R | 0.19 | 10.6 | B | R | 0.21 | 10.9 | B |
| INTERSECTION | | | 42.1 | D | | | 31.4 | C | | | 18.0 | B | |
| Madison Avenue @ East 43rd Street | WB | T | 0.40 | 22.2 | C | T | 0.47 | 23.7 | C | T | 0.34 | 21.0 | C |
| | R | 0.61 | 32.6 | C | R | 0.63 | 31.5 | C | R | 0.23 | 20.0 | C | |
| | NB | LT | 0.58 | 13.3 | B | LT | 0.52 | 12.4 | B | LT | 0.64 | 14.6 | B |
| | INTERSECTION | | | 16.3 | B | | | 16.3 | B | | | 15.7 | B |
| Madison Avenue @ East 44th Street | EB | LT | 0.72 | 34.4 | C | LT | 0.71 | 32.9 | C | LT | 0.82 | 43.6 | D |
| | NB | TR | 0.59 | 13.4 | B | TR | 0.57 | 13.1 | B | T | 0.50 | 12.5 | B |
| | | | | | | 0 | 0.00 | 0.0 | A | R | 0.26 | 11.7 | B |
| | INTERSECTION | | | 16.9 | B | | | 16.5 | B | | | 19.0 | B |
| Madison Avenue @ East 45th Street | WB | TR | 0.62 | 25.4 | C | TR | 0.48 | 22.6 | C | TR | 0.42 | 21.5 | C |
| | NB | LT | 0.57 | 13.1 | B | LT | 0.52 | 12.4 | B | LT | 0.60 | 13.8 | B |
| | INTERSECTION | | | 16.6 | B | | | 14.9 | B | | | 15.8 | B |
| Madison Avenue @ East 46th Street | EB | LT | 0.94 | 56.3 | E | LT | 0.78 | 35.5 | D | LT | 0.76 | 33.7 | C |
| | NB | TR | 0.61 | 13.6 | B | TR | 0.54 | 12.7 | B | T | 0.54 | 12.9 | B |
| | | | | | | | | | | R | 0.14 | 9.7 | A |
| | INTERSECTION | | | 23.7 | C | | | 17.8 | B | | | 18.2 | B |
| Madison Avenue @ East 47th Street | WB | T | 0.66 | 27.5 | C | T | 0.75 | 31.9 | C | T | 0.63 | 26.5 | C |
| | R | 0.44 | 41.4 | D | R | 0.20 | 35.4 | D | R | 0.54 | 44.8 | D | |
| | NB | LT | 0.62 | 15.3 | B | LT | 0.56 | 14.3 | B | LT | 0.61 | 15.5 | B |
| | INTERSECTION | | | 19.0 | B | | | 18.8 | B | | | 20.2 | C |
| Madison Avenue @ East 49th Street | WB | TR | 0.81 | 37.4 | D | TR | 0.81 | 36.5 | D | TR | 0.76 | 33.1 | C |
| | NB | LT | 0.58 | 13.2 | B | LT | 0.52 | 12.4 | B | LT | 0.60 | 13.8 | B |
| | INTERSECTION | | | 19.0 | B | | | 18.8 | B | | | 19.3 | B |
| Madison Avenue @ East 51st Street | WB | T | 0.69 | 28.9 | C | T | 0.50 | 23.0 | C | T | 0.66 | 27.6 | C |
| | R | 0.60 | 49.4 | D | R | 0.62 | 50.0 | D | R | 0.33 | 38.5 | D | |
| | NB | LT | 0.67 | 16.1 | B | LT | 0.61 | 15.0 | B | LT | 0.70 | 17.2 | B |
| | INTERSECTION | | | 20.3 | C | | | 18.4 | B | | | 20.4 | C |
| Madison Avenue @ East 53rd Street | WB | TR | 0.75 | 29.2 | C | TR | 0.46 | 22.0 | C | TR | 0.42 | 21.4 | C |
| | NB | LT | 0.63 | 13.9 | B | LT | 0.51 | 12.3 | B | LT | 0.62 | 14.0 | B |
| | INTERSECTION | | | 18.7 | B | | | 14.8 | B | | | 16.0 | B |
| Madison Avenue @ East 57th Street | EB | LT | 0.75 | 29.3 | C | LT | 0.73 | 28.0 | C | LT | 0.75 | 29.5 | C |
| | WB | T | 0.64 | 25.5 | C | T | 0.57 | 23.9 | C | T | 0.46 | 22.0 | C |
| | | R | 0.66 | 32.5 | C | R | 0.56 | 28.4 | C | R | 0.58 | 30.6 | C |
| | NB | LTR | 0.65 | 14.3 | B | LTR | 0.57 | 13.0 | B | LT | 0.55 | 13.1 | B |
| | | | | | | | | | | R | 0.15 | 10.4 | B |
| | INTERSECTION | | | 21.4 | C | | | 20.0 | B | | | 20.5 | C |

East Midtown Rezoning and Related Actions FEIS

| Signalized Intersection | Approach | AM | | | | Midday | | | | PM | | | |
|---------------------------------|--------------|-------|-----------|---------------|------|--------|-----------|---------------|------|-------|-----------|---------------|------|
| | | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS |
| Fifth Avenue @ 42nd Street | EB | T | 0.61 | 24.9 | C | T | 0.64 | 25.4 | C | T | 0.40 | 21.1 | C |
| | | R | 0.16 | 20.3 | C | R | 0.23 | 22.1 | C | R | 0.15 | 20.3 | C |
| | WB | LT | 0.86 | 34.8 | C | LT | 0.80 | 31.5 | C | LT | 0.67 | 26.5 | C |
| | | SB | LT | 0.78 | 16.5 | B | LT | 0.66 | 14.1 | B | LT | 0.66 | 14.1 |
| | R | 0.05 | 9.2 | A | R | 0.05 | 9.1 | A | R | 0.03 | 9.0 | A | |
| INTERSECTION | | | 22.3 | C | | | 20.4 | C | | | 18.0 | B | |
| Fifth Avenue @ 43rd Street | WB | L | 0.54 | 27.8 | C | L | 0.57 | 28.2 | C | L | 0.53 | 27.4 | C |
| | | T | 0.32 | 20.9 | C | T | 0.27 | 20.0 | C | T | 0.28 | 20.1 | C |
| | SB | T | 0.72 | 15.2 | B | T | 0.59 | 13.1 | B | T | 0.60 | 13.3 | B |
| | | R* | 1.05 | 94.6 | F | R* | 1.05 | 99.7 | F | R* | 1.05 | 106.2 | F |
| INTERSECTION | | | 24.7 | C | | | 23.3 | C | | | 22.9 | C | |
| Fifth Avenue @ 44th Street | EB | T | 0.30 | 20.6 | C | T | 0.35 | 21.3 | C | T | 0.31 | 20.7 | C |
| | | R | 0.57 | 29.0 | C | R | 0.80 | 43.9 | D | R | 0.87 | 55.0 | E |
| | SB | LT | 0.84 | 18.6 | B | LT | 0.67 | 14.3 | B | LT | 0.68 | 14.6 | B |
| INTERSECTION | | | 19.5 | B | | | 18.3 | B | | | 19.8 | B | |
| Fifth Avenue @ 45th Street | WB | LT | 0.57 | 24.2 | C | LT | 0.40 | 21.0 | C | LT | 0.41 | 21.2 | C |
| | | SB | T | 0.73 | 15.3 | B | T | 0.60 | 13.3 | B | T | 0.60 | 13.3 |
| | R | 0.40 | 13.6 | B | R | 0.27 | 11.7 | B | R | 0.34 | 13.2 | B | |
| INTERSECTION | | | 16.9 | B | | | 14.7 | B | | | 14.9 | B | |
| Fifth Avenue @ 46th Street | EB | TR | 0.99 | 71.0 | E | TR | 0.73 | 33.2 | C | TR | 0.82 | 39.6 | D |
| | | SB | LT | 0.84 | 18.4 | B | LT | 0.68 | 14.5 | B | LT | 0.66 | 14.3 |
| INTERSECTION | | | 26.5 | C | | | 17.5 | B | | | 18.9 | B | |
| Fifth Avenue @ 47th Street | WB | L | 0.66 | 48.4 | D | L | 0.82 | 61.2 | E | L | 0.68 | 49.7 | D |
| | | T | 0.55 | 23.1 | C | T | 0.52 | 22.4 | C | T | 0.47 | 21.0 | C |
| | SB | T | 0.80 | 20.4 | C | T | 0.64 | 16.9 | B | T | 0.63 | 16.8 | B |
| | | R | 0.68 | 35.3 | D | R* | 1.05 | 116.5 | F | R | 0.83 | 63.4 | E |
| INTERSECTION | | | 23.3 | C | | | 27.2 | C | | | 22.5 | C | |
| Fifth Avenue @ 48th Street | EB | T | 0.55 | 23.0 | C | T | 0.51 | 21.8 | C | T | 0.59 | 23.8 | C |
| | | R* | 1.05 | 115.6 | F | R | 0.85 | 69.5 | E | R* | 1.05 | 113.0 | F |
| | SB | LT | 0.84 | 21.8 | C | LT | 0.68 | 17.7 | B | LT | 0.66 | 17.4 | B |
| INTERSECTION | | | 29.4 | C | | | 22.5 | C | | | 28.8 | C | |
| Fifth Avenue @ 49th Street | WB | LT | 0.40 | 21.1 | C | LT | 0.40 | 20.9 | C | LT | 0.36 | 20.4 | C |
| | | SB | T | 0.71 | 14.9 | B | T | 0.58 | 13.0 | B | T | 0.55 | 12.8 |
| | R | 0.35 | 13.1 | B | R | 0.19 | 11.2 | B | R | 0.40 | 15.7 | B | |
| INTERSECTION | | | 15.9 | B | | | 14.7 | B | | | 14.5 | B | |
| Fifth Avenue @ 50th Street | EB | TR | 0.40 | 21.3 | C | TR | 0.41 | 21.3 | C | TR | 0.43 | 21.6 | C |
| | | SB | LT | 0.76 | 16.0 | B | LT | 0.62 | 13.6 | B | LT | 0.59 | 13.3 |
| | INTERSECTION | | | 16.8 | B | | | 15.1 | B | | | 14.9 | B |
| Fifth Avenue @ 51st Street | WB | L | 0.60 | 45.8 | D | L | 0.60 | 45.3 | D | L | 0.63 | 46.5 | D |
| | | T | 0.57 | 23.5 | C | T | 0.44 | 20.4 | C | T | 0.56 | 23.0 | C |
| | SB | T | 0.77 | 19.5 | B | T | 0.62 | 16.6 | B | T | 0.58 | 16.1 | B |
| | | R | 0.82 | 49.4 | D | R* | 1.03 | 117.2 | F | R* | 1.05 | 127.6 | F |
| INTERSECTION | | | 23.6 | C | | | 25.0 | C | | | 25.2 | C | |
| Fifth Avenue @ 52nd Street | EB | T | 0.51 | 21.6 | C | T | 0.45 | 20.3 | C | T | 0.63 | 24.7 | C |
| | | R | 0.71 | 52.4 | D | R | 0.79 | 59.3 | E | R | 0.79 | 59.3 | E |
| | SB | LT | 0.89 | 24.1 | C | LT | 0.71 | 18.2 | B | LT | 0.63 | 16.9 | B |
| INTERSECTION | | | 25.7 | C | | | 22.1 | C | | | 22.4 | C | |
| Fifth Avenue @ 53rd Street | WB | LT | 0.66 | 26.3 | C | LT | 0.47 | 22.1 | C | LT | 0.44 | 21.6 | C |
| | | SB | T | 0.68 | 14.5 | B | T | 0.58 | 13.1 | B | T | 0.52 | 12.4 |
| | R | 0.29 | 11.7 | B | R | 0.29 | 12.4 | B | R | 0.25 | 11.8 | B | |
| INTERSECTION | | | 17.2 | B | | | 15.1 | B | | | 14.6 | B | |
| Fifth Avenue @ 54th Street | EB | TR | 0.47 | 22.3 | C | TR | 0.40 | 21.1 | C | TR | 0.43 | 21.4 | C |
| | | SB | LT | 0.75 | 15.8 | B | LT | 0.64 | 13.9 | B | LT | 0.60 | 13.3 |
| INTERSECTION | | | 17.0 | B | | | 15.2 | B | | | 15.2 | B | |
| Fifth Avenue @ 56th Street | EB | T | 0.53 | 25.6 | C | T | 0.56 | 26.1 | C | T | 0.64 | 28.7 | C |
| | | R | 0.46 | 24.8 | C | R | 0.66 | 33.1 | C | R | 0.60 | 29.6 | C |
| | SB | LT | 0.83 | 17.9 | B | LT | 0.63 | 13.8 | B | LT | 0.60 | 13.4 | B |
| INTERSECTION | | | 19.1 | B | | | 17.2 | B | | | 17.5 | B | |
| Fifth Avenue @ 57th Street | EB | T | 0.67 | 26.3 | C | T | 0.66 | 25.9 | C | T | 0.66 | 26.0 | C |
| | | R | 0.90 | 55.9 | E | R | 0.84 | 49.5 | D | R | 0.57 | 30.6 | C |
| | WB | LT | 0.85 | 35.2 | D | LT | 0.55 | 23.0 | C | LT | 0.66 | 26.7 | C |
| | | SB | LT | 0.70 | 14.9 | B | LT | 0.55 | 12.7 | B | LT | 0.49 | 12.1 |
| | R | 0.25 | 11.4 | B | R | 0.44 | 15.3 | B | R | 0.48 | 16.6 | B | |
| INTERSECTION | | | 24.5 | C | | | 20.7 | C | | | 19.5 | B | |
| Fifth Avenue @ 59th Street | EB | T | 0.43 | 19.5 | B | T | 0.32 | 18.1 | B | T | 0.38 | 18.8 | B |
| | | R* | 1.05 | 109.6 | F | R | 0.81 | 60.3 | E | R | 0.74 | 53.9 | D |
| | SB | LT | 0.97 | 34.2 | C | LT | 0.80 | 20.4 | C | LT | 0.78 | 20.2 | C |
| | | R | 0.22 | 16.5 | B | R | 0.11 | 14.3 | B | R | 0.00 | 12.8 | B |
| INTERSECTION | | | 38.8 | D | | | 23.6 | C | | | 22.9 | C | |
| Sixth Avenue @ West 40th Street | EB | L | 0.73 | 36.5 | D | LT* | 1.05 | 83.2 | F | L | 0.61 | 31.6 | C |
| | | T | 0.50 | 24.3 | C | | | | | T | 0.34 | 21.1 | C |
| | NB | | | | | | | | | T | 0.79 | 22.6 | C |
| | | TR | 1.00 | 42.9 | D | TR | 0.85 | 25.0 | C | R* | 1.05 | 116.7 | F |
| INTERSECTION | | | 40.3 | D | | | 38.0 | D | | | 28.8 | C | |

| Signalized Intersection | Approach | AM | | | | Midday | | | | PM | | | |
|--|--------------|-------|-----------|---------------|--------|--------|-----------|---------------|--------|-------|-----------|---------------|-----|
| | | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS |
| Sixth Avenue @ West 42nd Street | EB | LT | 0.66 | 29.2 | C | LT | 0.72 | 31.2 | C | LT | 0.44 | 24.6 | C |
| | WB | T | 0.68 | 29.5 | C | T | 0.58 | 26.8 | C | T | 0.51 | 25.8 | C |
| | | R* | 1.05 | 101.6 | F | R | 0.93 | 71.4 | E | R | 0.92 | 70.7 | E |
| | NB | | | | | | | | | LT | 0.59 | 10.4 | B |
| | | LTR | 0.58 | 10.2 | B | LTR | 0.51 | 9.5 | A | R | 0.22 | 8.8 | A |
| INTERSECTION | | | 23.9 | C | | | 20.8 | C | | | 19.2 | B | |
| Sixth Avenue @ West 44th Street | EB | L | 0.36 | 27.0 | C | L | 0.35 | 25.1 | C | L | 0.39 | 27.2 | C |
| | | T | 0.41 | 25.3 | C | T | 0.52 | 27.7 | C | T | 0.30 | 23.3 | C |
| | NB | TR | 0.57 | 10.1 | B | TR | 0.54 | 9.8 | A | T | 0.62 | 10.7 | B |
| | | | | | | | | | | R* | 1.05 | 85.4 | F |
| | INTERSECTION | | | 11.9 | B | | | 12.4 | B | | | 20.6 | C |
| Sixth Avenue @ West 45th Street | WB | T | 0.70 | 31.2 | C | T | 0.45 | 23.3 | C | T | 0.63 | 28.0 | C |
| | | R | 0.53 | 27.4 | C | R | 0.76 | 41.3 | D | R | 0.39 | 23.5 | C |
| | NB | LT | 0.64 | 13.8 | B | LT | 0.56 | 12.7 | B | LT | 0.78 | 16.6 | B |
| | | | | | | | | | | | | | |
| INTERSECTION | | | 17.2 | B | | | 16.7 | B | | | 18.5 | B | |
| Sixth Avenue @ West 46th Street | EB | L | 0.39 | 37.0 | D | L | 0.41 | 38.0 | D | L | 0.31 | 35.2 | D |
| | | T | 0.33 | 17.3 | B | T | 0.27 | 16.3 | B | T | 0.34 | 17.2 | B |
| | NB | TR | 0.71 | 19.6 | B | TR | 0.70 | 19.3 | B | T | 0.73 | 20.1 | C |
| | | | | | | | | | | R* | 0.59 | 28.2 | C |
| | INTERSECTION | | | 20.2 | C | | | 19.9 | B | | | 21.0 | C |
| Route 9A @ West 51st Street | WB | L | 0.38 | 58.7 | E | L | 0.58 | 47.6 | D | L | 0.46 | 61.1 | E |
| | | R | 0.42 | 59.7 | E | R | 0.39 | 41.5 | D | R | 0.72 | 73.2 | E |
| | NB | T | 0.67 | 14.5 | B | T | 0.62 | 16.7 | B | T | 0.69 | 14.9 | B |
| | | | | | | | | | | | | | |
| | SB | T | 0.83 | 14.5 | B | T | 0.66 | 12.8 | B | T | 0.76 | 12.3 | B |
| INTERSECTION | | | 15.8 | B | | | 16.5 | B | | | 16.0 | B | |
| Route 9A @ West 52nd Street | EB | LTR | 0.00 | 49.6 | D | LTR | 0.00 | 33.8 | C | LTR | 0.00 | 49.6 | D |
| | NB | TR | 0.87 | 30.0 | C | TR | 0.76 | 23.2 | C | TR | 0.86 | 27.0 | C |
| | | | | | | | | | | | | | |
| | SB | L | 0.51 | 70.2 | E | L* | 1.05 | 151.4 | F | L | 0.88 | 114.6 | F |
| | | T | 0.87 | 16.2 | B | T | 0.69 | 13.5 | B | T | 0.79 | 13.3 | B |
| INTERSECTION | | | 22.8 | C | | | 21.3 | C | | | 21.5 | C | |
| Route 9A @ West 54th Street | WB | R | 0.16 | 46.8 | D | R | 0.11 | 31.6 | C | R | 0.25 | 48.3 | D |
| | NB | TR | 0.69 | 14.1 | B | TR | 0.64 | 14.9 | B | TR | 0.73 | 15.0 | B |
| | | | | | | | | | | | | | |
| | SB | L | 0.54 | 53.7 | D | L | 0.23 | 33.5 | C | L | 0.30 | 49.6 | D |
| | | T | 0.59 | 13.4 | B | T | 0.55 | 13.3 | B | T | 0.62 | 12.5 | B |
| | T - SR | 0.41 | 10.6 | B | T - SR | 0.33 | 11.5 | B | T - SR | 0.31 | 9.3 | A | |
| INTERSECTION | | | 14.8 | B | | | 14.5 | B | | | 14.6 | B | |
| Route 9A @ West 55th Street | WB | LT | 0.61 | 65.3 | E | LT | 0.82 | 62.1 | E | LT | 0.79 | 77.8 | E |
| | | R | 0.28 | 53.1 | D | R | 0.29 | 38.3 | D | R | 0.62 | 61.3 | E |
| | NB | L | 0.07 | 69.4 | E | L | 0.17 | 54.0 | D | L | 0.11 | 68.0 | E |
| | | T | 0.55 | 9.9 | A | T | 0.50 | 10.9 | B | T | 0.55 | 9.9 | A |
| | SB | TR | 0.91 | 27.4 | C | TR | 0.73 | 23.0 | C | TR | 0.84 | 24.6 | C |
| | | | | | | | | | | | | | |
| INTERSECTION | | | 22.4 | C | | | 21.2 | C | | | 22.6 | C | |
| Route 9A @ West 55th Street - Service Rd | NB | T | 0.30 | 7.9 | A | T | 0.26 | 9.1 | A | T | 0.49 | 10.1 | B |
| | SB | T | 0.21 | 11.4 | B | T | 0.18 | 14.7 | B | T | 0.16 | 11.8 | B |
| | INTERSECTION | | | 9.9 | A | | | 12.0 | B | | | 10.7 | B |
| Route 9A @ West 56th Street | NB | T | 0.93 | 46.0 | D | T | 0.50 | 8.7 | A | T | 0.65 | 14.6 | B |
| | | | | | | | | | | | | | |
| | SB | L | 0.31 | 26.1 | C | L | 0.33 | 43.5 | D | L | 0.31 | 48.6 | D |
| | | T | 0.61 | 1.0 | A | T | 0.41 | 0.7 | A | T | 0.55 | 0.8 | A |
| INTERSECTION | | | 20.2 | C | | | 6.1 | A | | | 8.7 | A | |
| Route 9A @ West 56th Street - Service Rd | EB | L | 0.00 | 21.9 | C | L | 0.00 | 39.2 | D | L | 0.00 | 44.1 | D |
| | | T | 0.57 | 32.8 | C | T | 0.62 | 53.4 | D | T | 0.57 | 56.8 | E |
| | NB | TR | 0.32 | 26.9 | C | TR | 0.19 | 6.4 | A | TR | 0.37 | 10.8 | B |
| | | | | | | | | | | | | | |
| INTERSECTION | | | 30.1 | C | | | 23.3 | C | | | 22.2 | C | |

| Unsignalized Intersection | Approach | AM Existing | | | | MD Existing | | | | PM Existing | | | |
|--------------------------------------|--------------|-------------|-----------|---------------|-----|-------------|-----------|---------------|-----|-------------|-----------|---------------|-----|
| | | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS |
| First Avenue @ East 48th Street | EB | L* | 0.80 | 44.3 | E | L* | 0.92 | 77.5 | F | L* | 0.42 | 18.2 | C |
| | INTERSECTION | | | 44.3 | E | | | 77.5 | F | | | 18.2 | C |
| Vanderbilt Avenue @ East 43rd Street | NB | T | 0.00 | 0.0 | A | T | 0.08 | 9.4 | A | T | 0.01 | 10.0 | A |
| | SB | R | 0.34 | 10.0 | B | R | 0.41 | 10.6 | B | R | 0.23 | 9.3 | A |
| | | | | | | | | | | | | | |
| INTERSECTION | | | 10.0 | B | | | 10.4 | B | | | 9.3 | A | |
| Vanderbilt Avenue @ East 44th Street | EB | LR | 0.00 | 8.9 | A | LR | 0.00 | 9.4 | A | LR | 0.00 | 8.4 | A |
| | NB | T | 0.00 | 7.8 | A | T | 0.00 | 8.4 | A | T | 0.00 | 7.6 | A |
| | | | | | | | | | | | | | |
| | SB | T | 0.00 | 9.0 | A | T | 0.00 | 9.1 | A | T | 0.00 | 8.5 | A |
| INTERSECTION | | | 8.9 | A | | | 9.2 | A | | | 8.4 | A | |
| Vanderbilt Avenue @ East 47th Street | WB | L | 0.00 | 8.4 | A | L | 0.00 | 8.6 | A | L | 0.00 | 8.8 | A |
| | | T | 0.00 | 10.8 | B | T | 0.00 | 10.4 | B | T | 0.00 | 10.7 | B |
| | NB | L | 0.00 | 9.0 | A | L | 0.00 | 8.9 | A | L | 0.00 | 8.6 | A |
| | | | | | | | | | | | | | |
| INTERSECTION | | | 10.0 | B | | | 9.7 | A | | | 10.0 | B | |

Notes:

* Movement requiring modification(s) to HCS default factors

††To mimic actual conditions for NB/SB left turning vehicles on Park Avenue, the sum of two delays were accounted for: (1) delay from making the left turn; and (2) delay from waiting at the red light after the left turn

Source: Parsons Brinckerhoff, Inc. 2013

Level of Service Table - 2033 No Action Conditions

| Signalized Intersection | Approach | AM | | | | Midday | | | | PM | | | |
|----------------------------------|----------------------------------|-----------|-----------|---------------|-------|-----------|-----------|---------------|------|-----------|-----------|---------------|------|
| | | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS |
| First Avenue @ East 42nd Street | EB | L (east) | 0.61 | 47.2 | D | LT (east) | 0.96 | 54.8 | D | LT (east) | 1.29 | 172.5 | F |
| | | T (east) | 1.08 | 85.4 | F | | | | | | | | |
| | | L (west) | 0.99 | 95.5 | F | L (west) | 0.93 | 72.7 | E | L (west) | 1.08 | 120.9 | F |
| | WB | T (west) | 1.24 | 149.9 | F | T (west) | 0.64 | 28.0 | C | T (west) | 0.67 | 28.5 | C |
| | | TR (east) | 0.85 | 37.3 | D | TR (east) | 0.52 | 25.5 | C | TR (east) | 0.86 | 38.7 | D |
| | | R (east) | 0.80 | 43.2 | D | R (east) | 0.58 | 30.5 | C | R (east) | 0.90 | 59.7 | E |
| | NB | TR (west) | 0.52 | 25.5 | C | TR (west) | 0.40 | 23.5 | C | TR (west) | 0.49 | 25.0 | C |
| | | LT (east) | 0.59 | 19.4 | B | LT (east) | 0.51 | 17.6 | B | LT (east) | 1.04 | 63.2 | E |
| | | R (east) | 0.91 | 41.6 | D | R (east) | 0.29 | 14.7 | B | R (east) | 0.34 | 15.5 | B |
| | INTERSECTION | L (west) | 0.53 | 18.6 | B | L (west) | 0.37 | 15.6 | B | L (west) | 0.48 | 17.5 | B |
| | | T (west) | 0.61 | 20.1 | C | T (west) | 0.40 | 16.2 | B | T (west) | 0.55 | 18.6 | B |
| | | | | 63.9 | E | | | 31.0 | C | | | 60.5 | E |
| | | | 25.7 | C | L | 1.00 | 67.4 | E | L | 0.95 | 55.1 | E | |
| First Avenue @ East 46th Street | NB | T | 0.84 | 19.3 | B | T | 0.64 | 14.3 | B | T | 1.00 | 35.9 | D |
| | | | | 20.2 | C | | | 28.4 | C | | | 39.7 | D |
| | INTERSECTION | | | | | | | | | | | | |
| First Avenue @ East 47th Street | WB | TR (east) | 0.00 | 16.8 | B | TR (east) | 0.00 | 16.8 | B | TR (east) | 0.00 | 16.8 | B |
| | | TR (west) | 0.00 | 16.8 | B | TR (west) | 0.00 | 16.8 | B | TR (west) | 0.00 | 16.8 | B |
| | NB | L (west) | 0.44 | 12.9 | B | L (west) | 0.45 | 13.8 | B | L (west) | 0.36 | 11.9 | B |
| | | T (west) | 0.70 | 18.5 | B | T (west) | 0.59 | 15.7 | B | T (west) | 0.74 | 20.0 | B |
| | INTERSECTION | TR (east) | 0.84 | 21.1 | C | TR (east) | 0.78 | 18.3 | B | TR (east) | 1.19 | 109.5 | F |
| | | | | 19.1 | B | | | 19.0 | B | | | 79.5 | E |
| First Avenue @ East 48th Street | NB | T | 0.62 | 15.7 | B | T | 0.51 | 13.6 | B | T | 0.82 | 23.0 | C |
| | | R | 0.87 | 28.5 | C | R | 0.89 | 31.5 | C | R | 1.32 | 171.5 | F |
| | INTERSECTION | | | 22.5 | C | | | 24.0 | C | | | 107.1 | F |
| Second Avenue @ East 39th Street | WB | LT | 0.55 | 26.2 | C | LT | 0.36 | 23.2 | C | LT | 0.39 | 23.7 | C |
| | | SB | T | 0.52 | 9.6 | A | TR | 0.82 | 14.1 | B | T | 0.85 | 14.8 |
| | INTERSECTION | R | 0.47 | 11.4 | B | | | | | R | 0.45 | 11.3 | B |
| | | | | 13.3 | B | | | 15.0 | B | | | 15.4 | B |
| Second Avenue @ East 40th Street | EB | TR | 0.56 | 26.7 | C | TR | 0.41 | 24.0 | C | TR | 0.79 | 34.2 | C |
| | | SB | LT | 0.70 | 11.8 | B | LT | 0.78 | 13.1 | B | LT | 0.88 | 15.9 |
| | INTERSECTION | | | 14.5 | B | | | 14.4 | B | | | 19.0 | B |
| Second Avenue @ East 42nd Street | EB | T | 0.58 | 26.2 | C | T | 0.41 | 23.1 | C | T | 0.44 | 23.6 | C |
| | | R | 1.84 | 425.3 | F | R | 1.22 | 155.5 | F | R | 1.95 | 472.5 | F |
| | WB | LT | 1.14 | 111.3 | F | LT | 0.88 | 42.3 | D | LT | 1.13 | 105.7 | F |
| | | SB | L | 1.36 | 195.6 | F | L | 0.90 | 41.6 | D | L | 1.04 | 73.3 |
| | INTERSECTION | T | 0.84 | 21.9 | C | TR | 1.01 | 41.2 | D | T | 0.97 | 31.6 | C |
| | | R | 0.77 | 30.4 | C | | | | | R | 0.42 | 16.7 | B |
| | | | 93.0 | F | | | 49.1 | D | | | 85.6 | F | |
| | Second Avenue @ East 43rd Street | WB | LT | 0.43 | 26.8 | C | LT | 0.28 | 23.5 | C | LT | 0.46 | 27.3 |
| SB | | | T | 0.84 | 14.8 | B | TR | 0.87 | 15.8 | B | T | 0.82 | 13.8 |
| INTERSECTION | | R | 0.58 | 14.4 | B | | | | | R | 0.60 | 14.9 | B |
| Second Avenue @ East 44th Street | EB | TR | 1.07 | 105.0 | F | TR | 0.95 | 72.1 | E | TR | 1.33 | 200.1 | F |
| | | SB | LT | 0.86 | 12.1 | B | LT | 0.82 | 11.0 | B | LT | 0.82 | 10.9 |
| | INTERSECTION | | | 20.5 | C | | | 16.1 | B | | | 31.6 | C |
| Second Avenue @ East 45th Street | WB | LT | 1.10 | 113.8 | F | LT | 0.74 | 44.6 | D | LT | 0.91 | 62.8 | E |
| | | SB | T | 0.80 | 10.5 | B | TR | 0.85 | 12.0 | B | T | 0.78 | 10.1 |
| | INTERSECTION | R | 0.62 | 12.7 | B | | | | | R | 0.44 | 8.9 | A |
| | | | | 19.6 | B | | | 14.1 | B | | | 14.2 | B |
| Second Avenue @ East 46th Street | EB | T | 0.43 | 28.2 | C | T | 0.57 | 31.6 | C | T | 0.71 | 36.8 | D |
| | | R | 1.16 | 138.6 | F | R | 1.17 | 141.4 | F | R | 1.23 | 157.7 | F |
| | SB | LT | 0.91 | 14.5 | B | LT | 0.80 | 10.5 | B | LT | 0.80 | 10.5 | B |
| Second Avenue @ East 49th Street | WB | LT | 1.14 | 126.4 | F | LT | 1.03 | 77.0 | E | L | 1.18 | 135.9 | F |
| | | SB | T | 0.53 | 30.0 | C | | | | | T | 0.41 | 28.0 |
| | INTERSECTION | T | 0.89 | 17.5 | B | TR | 0.87 | 16.7 | B | T | 0.71 | 12.5 | B |
| | | R | 0.50 | 13.3 | B | | | | | R | 0.35 | 10.8 | B |
| Second Avenue @ East 51st Street | WB | LT | 0.92 | 57.7 | E | LT | 0.80 | 42.1 | D | LT | 0.78 | 39.9 | D |
| | | SB | T | 0.83 | 14.3 | B | TR | 0.89 | 16.6 | B | T | 0.67 | 11.2 |
| | INTERSECTION | R | 0.74 | 26.1 | C | | | | | R | 0.72 | 24.6 | C |
| Second Avenue @ East 52nd Street | EB | TR | 1.07 | 98.7 | F | TR | 1.00 | 77.1 | E | TR | 1.17 | 134.5 | F |
| | | SB | LT | 0.86 | 15.1 | B | LT | 0.84 | 14.5 | B | LT | 0.70 | 11.6 |
| | INTERSECTION | | | 24.2 | C | | | 21.3 | C | | | 28.4 | C |
| Second Avenue @ East 53rd Street | WB | LT | 1.13 | 105.5 | F | LT | 0.85 | 41.1 | D | LT | 0.91 | 47.3 | D |
| | | SB | T | 0.86 | 18.6 | B | TR | 0.87 | 19.0 | B | T | 0.67 | 14.0 |
| | INTERSECTION | R | 0.50 | 15.9 | B | | | | | R | 0.41 | 13.6 | B |
| | | | | 38.7 | D | | | 23.2 | C | | | 21.3 | C |
| Second Avenue @ East 56th Street | EB | T | 0.51 | 27.4 | C | T | 0.53 | 28.8 | C | T | 0.55 | 28.3 | C |
| | | R | 0.60 | 32.9 | C | R | 0.55 | 30.2 | C | R | 0.39 | 25.7 | C |
| | SB | LT | 0.77 | 12.8 | B | LT | 0.69 | 10.8 | B | LT | 0.61 | 10.5 | B |
| INTERSECTION | | | 15.2 | B | | | 13.7 | B | | | 13.1 | B | |

| Signalized Intersection | Approach | AM | | | | Midday | | | | PM | | | |
|---------------------------------------|--------------|------------|-----------|---------------|-----|------------|-----------|---------------|-----|------------|-----------|---------------|-----|
| | | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS |
| Second Avenue @ East 57th Street | EB | T | 1.11 | 109.7 | F | T | 0.79 | 29.6 | C | T | 0.75 | 28.7 | C |
| | | R | 0.60 | 26.6 | C | R | 0.54 | 41.5 | D | R | 0.26 | 32.5 | C |
| | WB | L | 0.82 | 34.9 | C | DefL | 0.27 | 32.0 | C | LT | 0.21 | 19.0 | B |
| | | LT | 0.94 | 46.3 | D | T | 0.40 | 21.3 | C | | | | |
| | SB | L | 0.18 | 20.4 | C | L | 0.24 | 16.9 | B | L | 0.45 | 19.9 | B |
| | | T | 0.76 | 26.5 | C | TR | 1.01 | 44.8 | D | T | 0.73 | 20.6 | C |
| | INTERSECTION | | | 44.1 | D | | | 38.9 | D | | | 23.4 | C |
| Second Avenue @ East 59th Street | EB | TR (local) | 0.18 | 25.8 | C | TR (local) | 0.46 | 26.8 | C | TR (local) | 0.42 | 25.5 | C |
| | SB | L (bridge) | 1.13 | 80.3 | F | L (bridge) | 1.08 | 68.2 | E | L (bridge) | 1.24 | 130.5 | F |
| | | LT (local) | 0.52 | 6.0 | A | LT (local) | 0.69 | 11.5 | B | LT (local) | 0.77 | 12.6 | B |
| | INTERSECTION | | | 67.1 | E | | | 27.7 | C | | | 45.1 | D |
| Tunnel Exit Street @ East 39th Street | WB | TR | 0.71 | 29.9 | C | TR | 0.52 | 25.6 | C | TR | 0.54 | 26.1 | C |
| | NB | LT | 0.25 | 11.1 | B | LT | 0.20 | 10.7 | B | LT | 0.22 | 10.8 | B |
| | INTERSECTION | | | 21.7 | C | | | 18.8 | B | | | 18.5 | B |
| Third Avenue @ East 39th Street | WB | TR | 0.71 | 24.3 | C | TR | 0.42 | 18.2 | B | TR | 0.56 | 20.4 | C |
| | NB | LT | 0.63 | 17.4 | B | LT | 0.69 | 18.4 | B | LT | 0.61 | 17.1 | B |
| | INTERSECTION | | | 19.5 | B | | | 18.4 | B | | | 18.0 | B |
| Third Avenue @ East 42nd Street | EB | L | 1.14 | 137.5 | F | L | 1.19 | 158.7 | F | L | 1.20 | 163.9 | F |
| | | T | 1.19 | 127.9 | F | T | 0.87 | 38.7 | D | T | 1.00 | 60.9 | E |
| | WB | T | 1.21 | 145.2 | F | T | 0.95 | 59.8 | E | T | 0.95 | 60.1 | E |
| | | R | 1.10 | 138.2 | F | R | 1.08 | 130.1 | F | R | 1.05 | 119.1 | F |
| | NB | LT | 0.89 | 29.1 | C | LT | 0.92 | 31.4 | C | LT | 1.02 | 47.7 | D |
| | | R | 1.39 | 237.3 | F | R | 0.73 | 36.0 | D | R | 0.98 | 82.4 | F |
| | INTERSECTION | | | 90.0 | F | | | 49.5 | D | | | 62.3 | E |
| Third Avenue @ East 43rd Street | WB | TR | 0.47 | 22.6 | C | TR | 0.43 | 22.0 | C | TR | 0.43 | 21.9 | C |
| | NB | LT | 0.76 | 15.8 | B | LT | 0.72 | 15.0 | B | LT | 0.83 | 17.4 | B |
| | INTERSECTION | | | 16.8 | B | | | 15.8 | B | | | 17.9 | B |
| Third Avenue @ East 44th Street | EB | LT | 0.42 | 23.5 | C | LT | 0.32 | 21.3 | C | LT | 0.48 | 24.0 | C |
| | NB | T | 0.71 | 14.8 | B | T | 0.68 | 14.2 | B | T | 0.61 | 13.1 | B |
| | | R | 0.79 | 37.3 | D | R | 0.92 | 62.7 | E | R | 0.75 | 33.6 | C |
| | INTERSECTION | | | 17.4 | B | | | 18.8 | B | | | 15.5 | B |
| Third Avenue @ East 46th Street | EB | L | 0.51 | 39.7 | D | L | 0.31 | 34.4 | C | L | 0.34 | 34.9 | C |
| | | T | 0.26 | 13.9 | B | T | 0.30 | 14.3 | B | T | 0.39 | 15.3 | B |
| | NB | TR | 0.94 | 32.1 | C | TR | 0.93 | 31.0 | C | TR | 0.81 | 23.8 | C |
| | INTERSECTION | | | 30.1 | C | | | 28.5 | C | | | 22.7 | C |
| Third Avenue @ East 49th Street | WB | T | 0.75 | 24.6 | C | T | 0.54 | 17.8 | B | T | 0.60 | 19.5 | B |
| | | R | 0.61 | 44.7 | D | R | 0.42 | 37.7 | D | R | 0.40 | 37.0 | D |
| | NB | LT | 0.90 | 30.5 | C | LT | 0.94 | 34.0 | C | LT | 0.72 | 23.5 | C |
| | INTERSECTION | | | 30.1 | C | | | 31.9 | C | | | 23.4 | C |
| Third Avenue @ East 50th Street | EB | L | 0.26 | 16.8 | B | L | 0.46 | 20.7 | C | L | 0.35 | 18.4 | B |
| | | T | 0.27 | 16.3 | B | T | 0.27 | 16.3 | B | T | 0.21 | 15.7 | B |
| | NB | T | 0.70 | 18.5 | B | T | 0.69 | 18.3 | B | T | 0.66 | 17.8 | B |
| | | R | 0.54 | 25.5 | C | R | 0.44 | 22.9 | C | R | 0.44 | 22.4 | C |
| INTERSECTION | | | 18.5 | B | | | 18.5 | B | | | 17.8 | B | |
| Third Avenue @ East 51st Street | WB | T | 0.48 | 17.9 | B | T | 0.42 | 16.8 | B | T | 0.49 | 18.1 | B |
| | | R | 0.47 | 38.8 | D | R | 0.46 | 38.9 | D | R | 0.55 | 41.4 | D |
| | NB | LT | 0.90 | 28.6 | C | LT | 0.93 | 31.0 | C | LT | 0.72 | 22.0 | C |
| | INTERSECTION | | | 27.7 | C | | | 29.8 | C | | | 22.5 | C |
| Third Avenue @ East 53rd Street | WB | T | 1.02 | 64.7 | E | T | 0.51 | 18.7 | B | T | 0.74 | 25.7 | C |
| | | R | 0.72 | 51.8 | D | R | 0.61 | 44.4 | D | R | 0.49 | 39.6 | D |
| | NB | LT | 0.86 | 26.7 | C | LT | 0.91 | 29.1 | C | LT | 0.71 | 21.7 | C |
| | INTERSECTION | | | 37.0 | D | | | 28.7 | C | | | 23.2 | C |
| Third Avenue @ East 57th Street | EB | LT | 0.93 | 43.0 | D | LT | 1.06 | 71.4 | E | LT | 0.80 | 30.2 | C |
| | WB | T | 0.88 | 46.6 | D | T | 0.59 | 31.6 | C | T | 0.43 | 29.3 | C |
| | | R | 0.97 | 86.6 | F | R | 0.47 | 33.8 | C | R | 0.33 | 30.2 | C |
| | NB | LTR | 0.88 | 28.2 | C | LTR | 0.87 | 29.1 | C | LTR | 0.71 | 22.6 | C |
| | | R | 0.43 | 25.6 | C | R | 0.89 | 70.1 | E | R | 0.71 | 42.6 | D |
| | INTERSECTION | | | 37.5 | D | | | 42.5 | D | | | 25.9 | C |
| Lexington Avenue @ East 39th Street | WB | L | 0.64 | 51.7 | D | L | 0.51 | 44.2 | D | L | 0.48 | 43.1 | D |
| | | T | 0.96 | 57.7 | E | T | 0.76 | 33.0 | C | T | 0.91 | 48.5 | D |
| | SB | T | 0.85 | 21.0 | C | T | 0.74 | 17.2 | B | TR | 0.67 | 15.2 | B |
| | | R | 0.46 | 17.8 | B | R | 0.74 | 29.3 | C | | | | |
| INTERSECTION | | | 30.3 | C | | | 22.9 | C | | | 23.9 | C | |
| Lexington Avenue @ East 46th Street | EB | TR | 0.76 | 33.5 | C | TR | 0.54 | 26.2 | C | TR | 0.71 | 30.6 | C |
| | SB | LT | 0.83 | 16.1 | B | LT | 0.83 | 16.1 | B | LT | 0.62 | 10.8 | B |
| | INTERSECTION | | | 20.3 | C | | | 18.3 | B | | | 16.0 | B |
| Lexington Avenue @ East 50th Street | EB | TR | 0.37 | 20.5 | C | TR | 0.26 | 19.1 | B | TR | 0.24 | 18.9 | B |
| | SB | LT | 0.84 | 19.9 | B | LT | 0.85 | 20.4 | C | LT | 0.87 | 21.4 | C |
| | INTERSECTION | | | 20.0 | C | | | 20.1 | C | | | 21.0 | C |

| Signalized Intersection | Approach | AM | | | | Midday | | | | PM | | | |
|-------------------------------------|--------------|------------------|-----------|---------------|------|------------------|-----------|---------------|------|------------------|-----------|---------------|------|
| | | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS |
| Lexington Avenue @ East 51st Street | WB | L | 0.77 | 58.5 | E | L | 0.94 | 83.0 | F | L | 0.56 | 34.8 | C |
| | | T | 0.64 | 26.9 | C | T | 0.49 | 22.8 | C | T | 1.02 | 87.5 | F |
| | SB | T | 0.73 | 17.6 | B | T | 0.73 | 17.7 | B | T | 0.75 | 18.0 | B |
| | | R | 0.48 | 20.8 | C | R | 0.46 | 19.8 | B | R | 0.42 | 17.9 | B |
| INTERSECTION | | | 23.2 | C | | | 25.9 | C | | | 31.8 | C | |
| Lexington Avenue @ East 53rd Street | WB | LT | 0.79 | 30.4 | C | LT | 0.44 | 21.5 | C | LT | 0.60 | 24.2 | C |
| | | T | 0.71 | 15.8 | B | T | 0.75 | 16.5 | B | T | 0.75 | 16.5 | B |
| | SB | R | 0.38 | 13.3 | B | R | 0.22 | 10.9 | B | R | 0.22 | 10.9 | B |
| | | INTERSECTION | | | 20.9 | C | | | 17.5 | B | | | 18.7 |
| Park Avenue @ West 39th Street | WB | LTR | 1.18 | 127.1 | F | LTR | 1.30 | 177.5 | F | LTR | 1.18 | 124.6 | F |
| | | Lt† | 0.00 | 41.0 | D | Lt† | 0.00 | 39.6 | D | Lt† | 0.00 | 40.0 | D |
| | NB | LT | 0.54 | 16.9 | B | LT | 0.44 | 15.4 | B | LT | 0.47 | 15.9 | B |
| | | TR | 0.96 | 37.8 | D | TR | 0.88 | 28.4 | C | TR | 0.93 | 33.9 | C |
| INTERSECTION | | | 51.6 | D | | | 62.9 | E | | | 51.5 | D | |
| Park Avenue @ West 40th Street | EB | LT | 0.74 | 35.8 | D | LT | 0.68 | 32.4 | C | LT | 0.81 | 39.8 | D |
| | | R | 0.74 | 42.0 | D | R | 0.31 | 24.1 | C | R | 0.53 | 29.9 | C |
| | NB | (Tunnel Exit) | 0.84 | 27.6 | C | (Tunnel Exit) | 0.88 | 31.8 | C | T (Tunnel Exit) | 0.98 | 46.7 | D |
| | | R onto Viad | 0.60 | 17.6 | B | R onto Viad | 0.50 | 15.4 | B | R onto Viad | 0.53 | 16.1 | B |
| | SB | TR | 0.52 | 16.7 | B | TR | 0.44 | 15.0 | B | TR | 0.55 | 17.5 | B |
| | | T | 0.08 | 10.5 | B | T | 0.08 | 10.4 | B | T | 0.06 | 10.3 | B |
| | INTERSECTION | T (Viaduct Exit) | 1.14 | 95.5 | F | T (Viaduct Exit) | 1.13 | 90.8 | F | T (Viaduct Exit) | 1.14 | 96.3 | F |
| | | | | | 48.4 | D | | | 47.7 | D | | | 52.9 |
| Park Avenue @ West 46th Street | EB | LT | 0.46 | 19.5 | B | LT | 0.48 | 19.8 | B | LT | 0.58 | 21.5 | C |
| | | R | 0.09 | 15.4 | B | R | 0.19 | 16.9 | B | R | 0.26 | 18.4 | B |
| | NB | TR | 0.80 | 26.1 | C | TR | 0.77 | 25.0 | C | TR | 0.85 | 28.3 | C |
| | | Lt† | 0.00 | 42.5 | D | Lt† | 0.00 | 39.2 | D | Lt† | 0.00 | 40.9 | D |
| | SB | T | 0.78 | 25.9 | C | T | 0.74 | 24.5 | C | T | 0.74 | 24.5 | C |
| | | INTERSECTION | | | 25.9 | C | | | 24.2 | C | | | 26.1 |
| Park Avenue @ West 47th Street | WB | LT | 0.67 | 27.7 | C | LT | 0.52 | 23.0 | C | LT | 0.64 | 26.2 | C |
| | | R | 0.54 | 26.2 | C | R | 0.38 | 21.6 | C | R | 0.52 | 25.0 | C |
| | NB | Lt† | 0.00 | 37.7 | D | Lt† | 0.00 | 38.8 | D | Lt† | 0.00 | 38.0 | D |
| | | T | 0.98 | 44.1 | D | T | 0.93 | 36.7 | D | T | 1.04 | 59.7 | E |
| | SB | TR | 0.84 | 26.6 | C | TR | 0.75 | 23.4 | C | TR | 0.82 | 25.7 | C |
| | | INTERSECTION | | | 33.7 | C | | | 29.2 | C | | | 39.9 |
| Park Avenue @ West 48th Street | EB | LT | 0.67 | 28.6 | C | LT | 0.80 | 36.2 | D | LT | 0.69 | 28.6 | C |
| | | R | 0.20 | 18.5 | B | R | 0.14 | 17.6 | B | R | 0.27 | 19.8 | B |
| | NB | TR | 0.78 | 23.5 | C | TR | 0.72 | 21.8 | C | TR | 0.82 | 24.9 | C |
| | | Lt† | 0.00 | 40.6 | D | Lt† | 0.00 | 40.3 | D | Lt† | 0.00 | 41.7 | D |
| | SB | T | 1.03 | 55.1 | E | T | 0.94 | 37.0 | D | T | 0.97 | 41.5 | D |
| | | INTERSECTION | | | 37.6 | D | | | 30.4 | C | | | 32.3 |
| Park Avenue @ West 49th Street | WB | LT | 0.90 | 50.0 | D | LT | 0.96 | 59.5 | E | LT | 0.92 | 51.4 | D |
| | | R | 0.34 | 21.5 | C | R | 0.42 | 23.2 | C | R | 0.50 | 25.3 | C |
| | NB | Lt† | 0.00 | 37.5 | D | Lt† | 0.00 | 37.9 | D | Lt† | 0.00 | 37.7 | D |
| | | T | 0.96 | 39.2 | D | T | 0.91 | 32.5 | C | T | 1.00 | 47.9 | D |
| | SB | TR | 0.81 | 24.0 | C | TR | 0.73 | 21.2 | C | TR | 0.77 | 22.3 | C |
| | | INTERSECTION | | | 33.0 | C | | | 30.9 | C | | | 36.2 |
| Park Avenue @ West 50th Street | EB | LTR | 0.45 | 22.1 | C | LTR | 0.51 | 23.2 | C | LTR | 0.53 | 23.8 | C |
| | | TR | 0.72 | 20.4 | C | TR | 0.69 | 19.8 | B | TR | 0.78 | 22.0 | C |
| | SB | Lt† | 0.00 | 40.8 | D | Lt† | 0.00 | 38.5 | D | Lt† | 0.00 | 38.4 | D |
| | | T | 1.06 | 64.4 | E | T | 0.89 | 29.4 | C | T | 0.96 | 38.3 | D |
| INTERSECTION | | | 40.4 | D | | | 24.6 | C | | | 29.1 | C | |
| Park Avenue @ West 51st Street | WB | LT | 0.71 | 32.6 | C | LT | 0.54 | 26.0 | C | LT | 0.63 | 28.9 | C |
| | | R | 0.42 | 26.3 | C | R | 0.35 | 24.1 | C | R | 0.56 | 31.7 | C |
| | NB | Lt† | 0.00 | 38.6 | D | Lt† | 0.00 | 38.3 | D | Lt† | 0.00 | 39.0 | D |
| | | T | 0.92 | 31.9 | C | T | 0.92 | 32.4 | C | T | 1.02 | 52.4 | D |
| | SB | TR | 0.89 | 27.2 | C | TR | 0.76 | 21.0 | C | TR | 0.79 | 21.9 | C |
| | | INTERSECTION | | | 29.7 | C | | | 26.6 | C | | | 36.0 |
| Park Avenue @ West 53rd Street | WB | LTR | 0.99 | 58.5 | E | LTR | 0.71 | 30.2 | C | LTR | 0.90 | 42.6 | D |
| | | Lt† | 0.00 | 39.4 | D | Lt† | 0.00 | 37.9 | D | Lt† | 0.00 | 38.3 | D |
| | SB | T | 0.96 | 36.8 | D | T | 0.90 | 28.0 | C | T | 1.08 | 69.5 | E |
| | | TR | 0.77 | 19.9 | B | TR | 0.65 | 17.0 | B | TR | 0.70 | 18.0 | B |
| INTERSECTION | | | 34.6 | C | | | 24.1 | C | | | 44.1 | D | |
| Park Avenue @ West 56th Street | EB | LT | 0.79 | 40.9 | D | LT | 0.87 | 47.7 | D | LT | 0.81 | 41.6 | D |
| | | R | 0.27 | 24.0 | C | R | 0.38 | 26.6 | C | R | 0.37 | 25.9 | C |
| | NB | TR | 0.79 | 20.0 | B | TR | 0.77 | 19.6 | B | TR | 0.92 | 27.3 | C |
| | | Lt† | 0.00 | 39.8 | D | Lt† | 0.00 | 40.3 | D | Lt† | 0.00 | 39.0 | D |
| SB | T | 1.07 | 63.9 | E | T | 0.82 | 22.6 | C | T | 0.91 | 28.1 | C | |
| | INTERSECTION | | | 41.2 | D | | | 24.7 | C | | | 29.2 | C |

| Signalized Intersection | Approach | AM | | | | Midday | | | | PM | | | |
|--------------------------------------|--------------|-------|-----------|---------------|-----|--------|-----------|---------------|-----|-------|-----------|---------------|-----|
| | | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS |
| Park Avenue @ West 57th Street | EB | LT | 0.83 | 34.7 | C | LT | 0.78 | 30.9 | C | LT | 0.72 | 28.6 | C |
| | | R | 0.52 | 27.1 | C | R | 0.62 | 32.8 | C | R | 0.29 | 21.8 | C |
| | WB | LT | 0.66 | 27.7 | C | LT | 0.55 | 24.3 | C | LT | 0.42 | 22.0 | C |
| | | R | 0.54 | 28.3 | C | R | 0.51 | 27.8 | C | R | 0.32 | 22.6 | C |
| | NB | Lt† | 0.00 | 38.8 | D | Lt† | 0.00 | 40.2 | D | Lt† | 0.00 | 39.9 | D |
| | | TR | 1.04 | 57.1 | E | TR | 0.94 | 33.9 | C | TR | 1.14 | 94.5 | F |
| | SB | Lt† | 0.00 | 35.8 | D | Lt† | 0.00 | 36.8 | D | Lt† | 0.00 | 36.4 | D |
| | | TR | 0.82 | 22.3 | C | TR | 1.03 | 53.3 | D | TR | 1.14 | 95.1 | F |
| INTERSECTION | | | 35.8 | D | | | 38.3 | D | | | 73.7 | E | |
| Vanderbilt Avenue @ East 42nd Street | EB | T | 0.67 | 22.9 | C | T | 0.67 | 17.3 | B | T | 0.52 | 19.6 | B |
| | WB | T | 0.92 | 37.6 | D | T | 0.66 | 17.2 | B | T | 0.76 | 26.0 | C |
| | INTERSECTION | | | 31.1 | C | | | 17.2 | B | | | 23.1 | C |
| Vanderbilt Avenue @ East 45th Street | WB | LTR | 0.52 | 20.0 | B | LTR | 0.47 | 19.1 | B | LTR | 0.43 | 18.6 | B |
| | NB | LT | 0.27 | 17.4 | B | LT | 0.24 | 16.5 | B | LT | 0.22 | 16.2 | B |
| | SB | TR | 0.47 | 20.4 | C | TR | 0.30 | 17.3 | B | TR | 0.47 | 20.7 | C |
| | INTERSECTION | | | 19.8 | B | | | 18.3 | B | | | 18.8 | B |
| Vanderbilt Avenue @ East 46th Street | EB | LTR | 0.49 | 19.3 | B | LTR | 0.44 | 18.5 | B | LTR | 0.50 | 19.4 | B |
| | NB | TR | 0.23 | 16.6 | B | TR | 0.36 | 18.8 | B | TR | 0.42 | 20.2 | C |
| | SB | LT | 0.35 | 18.1 | B | LT | 0.32 | 17.7 | B | LT | 0.43 | 19.7 | B |
| | INTERSECTION | | | 18.7 | B | | | 18.4 | B | | | 19.6 | B |
| Madison Avenue @ East 39th Street | WB | T | 0.98 | 60.4 | E | T | 0.85 | 39.7 | D | T | 0.91 | 46.0 | D |
| | R | 0.81 | 71.9 | E | R | 1.05 | 121.9 | F | R | 0.81 | 68.0 | E | |
| | NB | LT | 0.90 | 24.5 | C | LT | 0.86 | 21.6 | C | LT | 0.60 | 14.1 | B |
| | INTERSECTION | | | 36.0 | D | | | 33.8 | C | | | 25.7 | C |
| Madison Avenue @ East 40th Street | EB | L | 0.62 | 52.2 | D | L | 0.55 | 46.7 | D | L | 0.45 | 42.2 | D |
| | T | 0.87 | 43.7 | D | T | 0.59 | 26.2 | C | T | 0.78 | 34.4 | C | |
| | NB | TR | 0.90 | 24.5 | C | TR | 0.84 | 20.2 | C | TR | 0.63 | 14.6 | B |
| | INTERSECTION | | | 29.9 | C | | | 22.6 | C | | | 20.2 | C |
| Madison Avenue @ East 41st Street | EB | L | 0.46 | 44.4 | D | L | 0.43 | 41.1 | D | L | 0.49 | 43.0 | D |
| | T | 0.30 | 21.2 | C | T | 0.27 | 19.4 | B | T | 0.20 | 18.5 | B | |
| | NB | TR | 0.87 | 20.6 | C | TR | 0.88 | 22.4 | C | TR | 0.57 | 13.8 | B |
| | INTERSECTION | | | 21.8 | C | | | 23.2 | C | | | 16.1 | B |
| Madison Avenue @ East 42nd Street | EB | LT | 0.75 | 29.9 | C | LT | 0.85 | 35.0 | C | LT | 0.48 | 22.3 | C |
| | WB | T | 0.93 | 41.5 | D | T | 0.84 | 33.2 | C | T | 0.75 | 28.8 | C |
| | | R | 0.14 | 19.3 | B | R | 0.08 | 18.0 | B | R | 0.16 | 19.5 | B |
| | NB | LT | 1.17 | 104.4 | F | LT | 1.10 | 74.5 | E | LT | 0.92 | 27.7 | C |
| | | R | 0.41 | 14.0 | B | R | 0.41 | 13.9 | B | R | 0.53 | 17.5 | B |
| | INTERSECTION | | | 65.5 | E | | | 50.7 | D | | | 26.3 | C |
| Madison Avenue @ East 43rd Street | WB | T | 0.46 | 23.4 | C | T | 0.54 | 25.4 | C | T | 0.37 | 21.7 | C |
| | R | 0.62 | 32.3 | C | R | 0.72 | 37.6 | D | R | 0.27 | 21.2 | C | |
| | NB | L | 0.49 | 17.7 | B | L | 0.43 | 17.0 | B | L | 0.61 | 23.7 | C |
| | INTERSECTION | | | 41.6 | D | | | 32.8 | C | | | 22.4 | C |
| Madison Avenue @ East 44th Street | EB | LT | 0.80 | 40.9 | D | LT | 0.97 | 64.5 | E | LT | 1.11 | 110.0 | F |
| | NB | T | 1.15 | 93.8 | F | T | 1.08 | 65.5 | E | T | 0.84 | 21.5 | C |
| | | R | 1.02 | 107.6 | F | R | 0.83 | 51.9 | D | R | 1.53 | 320.7 | F |
| | INTERSECTION | | | 85.8 | F | | | 64.3 | E | | | 62.0 | E |
| Madison Avenue @ East 45th Street | WB | TR | 0.68 | 27.1 | C | TR | 0.53 | 23.4 | C | TR | 0.46 | 22.1 | C |
| | NB | L | 0.22 | 10.8 | B | L | 0.18 | 10.4 | B | L | 0.20 | 10.6 | B |
| | | T | 1.05 | 57.8 | E | T | 1.02 | 47.0 | D | T | 0.92 | 27.4 | C |
| | INTERSECTION | | | 46.7 | D | | | 39.8 | D | | | 25.2 | C |
| Madison Avenue @ East 46th Street | EB | LT | 1.09 | 96.6 | F | LT | 0.91 | 48.8 | D | LT | 0.88 | 44.0 | D |
| | NB | T | 1.17 | 103.4 | F | T | 1.14 | 90.5 | F | T | 0.89 | 25.2 | C |
| | | R | 0.41 | 14.3 | B | R | 0.20 | 10.9 | B | R | 0.80 | 46.6 | D |
| | INTERSECTION | | | 95.3 | F | | | 77.9 | E | | | 31.8 | C |
| Madison Avenue @ East 47th Street | WB | T | 0.80 | 35.7 | D | T | 0.92 | 48.7 | D | T | 0.78 | 34.3 | C |
| | NB | R | 0.46 | 42.3 | D | R | 0.22 | 35.8 | D | R | 0.58 | 46.8 | D |
| | | L | 0.53 | 22.2 | C | L | 0.52 | 24.9 | C | L | 0.51 | 22.9 | C |
| | INTERSECTION | | | 76.0 | E | | | 56.9 | E | | | 29.7 | C |
| Madison Avenue @ East 49th Street | WB | TR | 0.54 | 23.5 | C | TR | 0.51 | 22.9 | C | TR | 0.49 | 22.5 | C |
| | NB | L | 0.23 | 11.0 | B | L | 0.22 | 11.0 | B | L | 0.16 | 10.3 | B |
| | | T | 1.08 | 66.7 | E | T | 0.96 | 33.0 | C | T | 0.90 | 26.2 | C |
| | INTERSECTION | | | 53.2 | D | | | 29.4 | C | | | 24.6 | C |
| Madison Avenue @ East 51st Street | WB | T | 0.78 | 34.2 | C | T | 0.61 | 26.1 | C | T | 0.77 | 33.0 | C |
| | NB | R | 0.65 | 52.7 | D | R | 0.74 | 59.5 | E | R | 0.48 | 43.1 | D |
| | | L | 0.52 | 21.9 | C | L | 0.71 | 34.1 | C | L | 0.76 | 42.7 | D |
| | INTERSECTION | | | 124 | F | | | 66.5 | E | | | 41.1 | D |
| Madison Avenue @ East 53rd Street | WB | TR | 0.83 | 33.7 | C | TR | 0.52 | 22.9 | C | TR | 0.47 | 22.2 | C |
| | NB | L | 0.23 | 10.7 | B | L | 0.20 | 10.5 | B | L | 0.27 | 11.4 | B |
| | | T | 1.20 | 113.9 | F | T | 1.00 | 41.0 | D | T | 0.93 | 29.2 | C |
| | INTERSECTION | | | 82.6 | F | | | 34.7 | C | | | 26.1 | C |

East Midtown Rezoning and Related Actions FEIS

| Signalized Intersection | Approach | AM | | | | Midday | | | | PM | | | | |
|-----------------------------------|----------------------------|--------------|-----------|---------------|-------|--------|-----------|---------------|-------|-------|-----------|---------------|-------|---|
| | | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS | |
| Madison Avenue @ East 57th Street | EB | LT | 0.80 | 31.5 | C | LT | 0.78 | 29.9 | C | LT | 0.81 | 32.1 | C | |
| | | T | 0.69 | 26.8 | C | T | 0.62 | 24.9 | C | T | 0.50 | 22.6 | C | |
| | WB | R | 0.73 | 36.8 | D | R | 0.61 | 30.6 | C | R | 0.64 | 33.3 | C | |
| | | L | 0.41 | 14.2 | B | L | 0.26 | 11.5 | B | L | 0.15 | 10.0 | B | |
| | NB | T | 1.01 | 43.9 | D | T | 0.93 | 28.3 | C | T | 0.86 | 22.2 | C | |
| | | R | 0.38 | 14.0 | B | R | 0.34 | 12.6 | B | R | 0.17 | 10.7 | B | |
| INTERSECTION | | | 34.5 | C | | | 26.9 | C | | | 25.2 | C | | |
| Fifth Avenue @ 42nd Street | EB | T | 0.64 | 25.5 | C | T | 0.73 | 27.8 | C | T | 0.43 | 21.5 | C | |
| | | R | 0.17 | 20.6 | C | R | 0.24 | 22.6 | C | R | 0.16 | 20.5 | C | |
| | WB | LT | 1.01 | 58.6 | E | LT | 1.00 | 57.5 | E | LT | 0.84 | 33.5 | C | |
| | | LT | 1.16 | 96.3 | F | LT | 0.98 | 32.4 | C | LT | 0.99 | 34.7 | C | |
| | SB | R | 0.05 | 9.3 | A | R | 0.06 | 9.2 | A | R | 0.03 | 9.1 | A | |
| | | INTERSECTION | | | 74.9 | E | | | 37.4 | D | | | 32.4 | C |
| Fifth Avenue @ 43rd Street | WB | L | 0.60 | 30.5 | C | L | 0.62 | 30.4 | C | L | 0.59 | 30.0 | C | |
| | | T | 0.35 | 21.3 | C | T | 0.29 | 20.3 | C | T | 0.29 | 20.3 | C | |
| | SB | T | 1.08 | 61.3 | E | T | 0.88 | 21.4 | C | T | 0.91 | 23.6 | C | |
| | | R | 1.36 | 204.7 | F | R | 1.33 | 199.2 | F | R | 1.33 | 200.7 | F | |
| | INTERSECTION | | | 73.1 | E | | | 39.8 | D | | | 40.1 | D | |
| | Fifth Avenue @ 44th Street | EB | T | 0.33 | 21.1 | C | T | 0.55 | 25.5 | C | T | 0.44 | 23.0 | C |
| R | | | 0.63 | 31.3 | C | R | 0.90 | 56.3 | E | R | 1.10 | 109.8 | F | |
| SB | | LT | 1.27 | 143.4 | F | LT | 1.00 | 37.0 | D | LT | 1.01 | 40.6 | D | |
| | | INTERSECTION | | | 128.3 | F | | | 37.9 | D | | | 47.7 | D |
| Fifth Avenue @ 45th Street | | WB | LT | 0.62 | 25.3 | C | LT | 0.44 | 21.6 | C | LT | 0.46 | 21.9 | C |
| | | | T | 1.11 | 74.4 | E | T | 0.91 | 23.5 | C | T | 0.90 | 22.8 | C |
| | SB | R | 0.46 | 14.9 | B | R | 0.32 | 12.6 | B | R | 0.38 | 14.1 | B | |
| | | INTERSECTION | | | 61.3 | E | | | 22.6 | C | | | 22.2 | C |
| | Fifth Avenue @ 46th Street | EB | TR | 1.21 | 144.0 | F | TR | 0.86 | 43.4 | D | TR | 1.00 | 68.8 | E |
| | | | LT | 1.27 | 140.9 | F | LT | 1.04 | 49.7 | D | LT | 1.00 | 37.0 | D |
| INTERSECTION | | | | 141.4 | F | | | 48.7 | D | | | 43.3 | D | |
| WB | | L | 0.73 | 52.9 | D | L | 0.93 | 79.0 | E | L | 0.76 | 56.0 | E | |
| | | T | 0.65 | 26.3 | C | T | 0.61 | 24.8 | C | T | 0.57 | 23.4 | C | |
| SB | | T | 1.23 | 128.4 | F | T | 0.98 | 36.6 | D | T | 0.96 | 33.7 | C | |
| | R | 0.78 | 41.7 | D | R | 1.16 | 152.5 | F | R | 1.05 | 115.6 | F | | |
| INTERSECTION | | | 106.6 | F | | | 45.6 | D | | | 38.6 | D | | |
| Fifth Avenue @ 48th Street | EB | T | 0.61 | 24.9 | C | T | 0.57 | 23.5 | C | T | 0.67 | 26.5 | C | |
| | | R | 1.13 | 142.2 | F | R | 0.91 | 80.3 | F | R | 1.11 | 130.8 | F | |
| | SB | LT | 1.28 | 151.2 | F | LT | 1.04 | 51.9 | D | LT | 1.00 | 42.5 | D | |
| | | INTERSECTION | | | 135.7 | F | | | 50.4 | D | | | 49.1 | D |
| | Fifth Avenue @ 49th Street | WB | LT | 0.46 | 21.9 | C | LT | 0.43 | 21.4 | C | LT | 0.40 | 20.9 | C |
| | | | T | 1.07 | 59.7 | E | T | 0.88 | 21.4 | C | T | 0.84 | 19.5 | B |
| SB | | R | 0.37 | 13.5 | B | R | 0.20 | 11.3 | B | R | 0.42 | 16.1 | B | |
| | | INTERSECTION | | | 50.8 | D | | | 21.2 | C | | | 19.7 | B |
| Fifth Avenue @ 50th Street | | EB | TR | 0.44 | 21.8 | C | TR | 0.46 | 22.0 | C | TR | 0.47 | 22.3 | C |
| | | | LT | 1.15 | 89.5 | F | LT | 0.94 | 26.4 | C | LT | 0.90 | 22.9 | C |
| | INTERSECTION | | | 79.3 | E | | | 25.6 | C | | | 22.8 | C | |
| | WB | L | 0.67 | 49.5 | D | L | 0.69 | 50.1 | D | L | 0.71 | 51.7 | D | |
| | | T | 0.65 | 26.0 | C | T | 0.53 | 22.4 | C | T | 0.65 | 25.6 | C | |
| | SB | T | 1.15 | 94.6 | F | T | 0.93 | 28.8 | C | T | 0.87 | 24.7 | C | |
| R | | 0.94 | 67.5 | E | R | 1.28 | 201.6 | F | R | 1.19 | 174.6 | F | | |
| INTERSECTION | | | 81.3 | F | | | 30.0 | C | | | 34.2 | C | | |
| Fifth Avenue @ 52nd Street | EB | T | 0.57 | 23.1 | C | T | 0.52 | 21.8 | C | T | 0.71 | 27.8 | C | |
| | | R | 0.78 | 58.4 | E | R | 0.86 | 67.2 | E | R | 0.86 | 67.2 | E | |
| | SB | LT | 1.35 | 179.8 | F | LT | 1.09 | 70.1 | E | LT | 0.98 | 36.9 | D | |
| | | INTERSECTION | | | 152.4 | F | | | 63.3 | E | | | 37.9 | D |
| | Fifth Avenue @ 53rd Street | WB | LT | 0.74 | 28.8 | C | LT | 0.55 | 23.4 | C | LT | 0.52 | 22.9 | C |
| | | | T | 1.04 | 48.6 | D | T | 0.89 | 22.1 | C | T | 0.80 | 17.8 | B |
| SB | | R | 0.32 | 12.2 | B | R | 0.34 | 13.3 | B | R | 0.31 | 12.8 | B | |
| | | INTERSECTION | | | 42.0 | D | | | 22.0 | C | | | 18.8 | B |
| Fifth Avenue @ 54th Street | | EB | TR | 0.54 | 23.6 | C | TR | 0.46 | 22.0 | C | TR | 0.49 | 22.4 | C |
| | | | LT | 1.15 | 92.4 | F | LT | 0.99 | 35.3 | D | LT | 0.93 | 25.4 | C |
| | INTERSECTION | | | 80.1 | F | | | 32.8 | C | | | 24.7 | C | |
| | WB | T | 0.60 | 27.7 | C | T | 0.65 | 29.2 | C | T | 0.74 | 33.0 | C | |
| | | R | 0.51 | 26.2 | C | R | 0.73 | 37.4 | D | R | 0.67 | 32.6 | C | |
| | SB | LT | 1.22 | 122.4 | F | LT | 0.97 | 31.5 | C | LT | 0.90 | 23.5 | C | |
| INTERSECTION | | | | 107.1 | F | | | 31.7 | C | | | 25.9 | C | |
| Fifth Avenue @ 57th Street | EB | T | 0.72 | 27.7 | C | T | 0.70 | 27.1 | C | T | 0.71 | 27.3 | C | |
| | | R | 0.96 | 68.0 | E | R | 0.91 | 59.5 | E | R | 0.62 | 32.9 | C | |
| | WB | LT | 0.92 | 42.4 | D | LT | 0.59 | 23.9 | C | LT | 0.74 | 29.7 | C | |
| | | LT | 1.02 | 41.3 | D | LT | 0.80 | 17.9 | B | LT | 0.72 | 15.7 | B | |
| | SB | R | 0.28 | 11.9 | B | R | 0.50 | 17.1 | B | R | 0.53 | 18.5 | B | |
| | | INTERSECTION | | | 40.4 | D | | | 24.2 | C | | | 22.1 | C |
| Fifth Avenue @ 59th Street | EB | T | 0.45 | 19.9 | B | T | 0.34 | 18.3 | B | T | 0.40 | 19.1 | B | |
| | | R | 1.12 | 131.9 | F | R | 0.86 | 66.5 | E | R | 0.79 | 58.5 | E | |
| | SB | LT | 1.61 | 301.4 | F | LT | 1.34 | 178.8 | F | LT | 1.31 | 166.9 | F | |
| | | INTERSECTION | | | 229.0 | F | | | 139.8 | F | | | 124.2 | F |

East Midtown Rezoning and Related Actions FEIS

| Signalized Intersection | Approach | AM | | | | Midday | | | | PM | | | |
|--|--------------|--------------|-----------|---------------|------|--------|-----------|---------------|------|-------|-----------|---------------|------|
| | | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS |
| Sixth Avenue @ West 40th Street | EB | L | 0.80 | 42.4 | D | LT | 1.20 | 136.7 | F | L | 0.69 | 36.4 | D |
| | | T | 0.77 | 34.8 | C | | | | | T | 0.57 | 25.7 | C |
| | NB | TR | 1.11 | 79.7 | E | TR | 0.95 | 32.1 | C | R | 1.37 | 232.0 | F |
| | | INTERSECTION | | | 70.0 | E | | | 56.2 | E | | | 39.2 |
| Sixth Avenue @ West 42nd Street | EB | LT | 0.68 | 30.0 | C | LT | 0.82 | 36.2 | D | LT | 0.48 | 25.2 | C |
| | | T | 0.80 | 34.2 | C | T | 0.66 | 28.8 | C | T | 0.63 | 28.3 | C |
| | WB | R | 1.26 | 174.0 | F | R | 1.44 | 249.0 | F | R | 1.22 | 162.6 | F |
| | | LTR | 0.64 | 10.8 | B | LTR | 0.56 | 9.9 | A | R | 0.24 | 9.1 | A |
| | INTERSECTION | | | 32.0 | C | | | 40.2 | D | | | 28.8 | C |
| Sixth Avenue @ West 44th Street | EB | L | 0.39 | 27.7 | C | L | 0.37 | 25.7 | C | L | 0.43 | 28.4 | C |
| | | T | 0.49 | 27.3 | C | T | 0.57 | 29.2 | C | T | 0.33 | 23.8 | C |
| | NB | TR | 0.65 | 11.0 | B | TR | 0.67 | 11.3 | B | T | 0.68 | 11.6 | B |
| | | INTERSECTION | | | 12.9 | B | | | 13.8 | B | | | 25.9 |
| Sixth Avenue @ West 45th Street | WB | T | 0.76 | 34.8 | C | T | 0.51 | 24.5 | C | T | 0.70 | 30.9 | C |
| | | R | 0.59 | 29.7 | C | R | 0.86 | 51.8 | D | R | 0.45 | 25.0 | C |
| | NB | LT | 0.71 | 14.8 | B | LT | 0.62 | 13.4 | B | LT | 0.86 | 19.4 | B |
| | | INTERSECTION | | | 18.6 | B | | | 18.4 | B | | | 21.3 |
| Sixth Avenue @ West 46th Street | EB | L | 0.41 | 37.6 | D | L | 0.44 | 38.8 | D | L | 0.33 | 35.6 | D |
| | | T | 0.40 | 18.5 | B | T | 0.32 | 17.0 | B | T | 0.44 | 19.1 | B |
| | NB | TR | 0.79 | 21.3 | C | TR | 0.77 | 20.9 | C | T | 0.81 | 22.2 | C |
| | | INTERSECTION | | | 21.8 | C | | | 21.4 | C | | | 23.1 |
| Route 9A @ West 51st Street | WB | L | 0.43 | 60.4 | E | L | 0.64 | 50.3 | D | L | 0.53 | 63.8 | E |
| | | R | 0.58 | 65.8 | E | R | 0.52 | 44.9 | D | R | 0.90 | 94.4 | F |
| | NB | T | 0.75 | 16.6 | B | T | 0.71 | 18.4 | B | T | 0.78 | 17.4 | B |
| | | INTERSECTION | | | 15.2 | B | | | 13.6 | B | | | 13.2 |
| Route 9A @ West 52nd Street | EB | LTR | 1.32 | 219.4 | F | LTR | 0.55 | 42.0 | D | LTR | 0.98 | 93.7 | F |
| | | TR | 0.98 | 43.0 | D | TR | 0.87 | 27.5 | C | TR | 0.99 | 40.8 | D |
| | SB | L | 0.05 | 58.0 | E | L | 0.76 | 89.6 | F | L | 0.45 | 74.3 | E |
| | | INTERSECTION | | | 17.5 | B | | | 18.0 | B | | | 18.7 |
| Route 9A @ West 54th Street | WB | R | 0.22 | 47.7 | D | R | 0.14 | 32.1 | C | R | 0.32 | 50.6 | D |
| | | TR | 0.85 | 19.3 | B | TR | 0.78 | 18.3 | B | TR | 0.89 | 20.5 | C |
| | NB | L | 0.53 | 55.9 | E | L | 0.27 | 34.1 | C | L | 0.35 | 51.5 | D |
| | | T | 0.72 | 14.6 | B | T | 0.60 | 14.0 | B | T | 0.84 | 18.1 | B |
| | INTERSECTION | | | 6.9 | A | | | 9.7 | A | | | 7.0 | A |
| Route 9A @ West 55th Street | WB | LT | 0.83 | 83.2 | F | LT | 0.94 | 78.9 | E | LT | 0.94 | 100.7 | F |
| | | R | 0.32 | 53.7 | D | R | 0.32 | 38.8 | D | R | 0.68 | 63.7 | E |
| | NB | L | 0.31 | 79.7 | E | L | 0.25 | 56.2 | E | L | 0.21 | 71.0 | E |
| | | T | 0.65 | 11.4 | B | T | 0.60 | 12.3 | B | T | 0.67 | 11.7 | B |
| INTERSECTION | | | 38.1 | D | | | 25.3 | C | | | 29.6 | C | |
| Route 9A @ West 55th Street - Service Rd | NB | T | 0.43 | 9.3 | A | T | 0.35 | 10.0 | B | T | 0.61 | 12.2 | B |
| | | SB | T | 0.05 | 10.1 | B | T | 0.11 | 14.0 | B | T | 0.28 | 13.1 |
| | INTERSECTION | | | 9.4 | A | | | 11.4 | B | | | 12.6 | B |
| Route 9A @ West 56th Street | NB | T | 1.09 | 88.6 | F | T | 0.59 | 9.9 | A | T | 0.77 | 17.7 | B |
| | | L | 0.37 | 27.1 | C | L | 0.50 | 46.6 | D | L | 0.47 | 51.6 | D |
| | INTERSECTION | | | 1.2 | A | | | 0.7 | A | | | 1.0 | A |
| Route 9A @ West 56th Street - Service Rd | EB | L | 0.09 | 23.0 | C | L | 0.22 | 42.7 | D | L | 0.22 | 47.9 | D |
| | | T | 0.60 | 33.7 | C | T | 0.71 | 58.6 | E | T | 0.65 | 60.4 | E |
| | INTERSECTION | | | 29.3 | C | | | 6.8 | A | | | 11.9 | B |

| Unsignalized Intersection | Approach | AM Existing | | | | MD Existing | | | | PM Existing | | | |
|--------------------------------------|--------------|--------------|-----------|---------------|------|-------------|-----------|---------------|-------|-------------|-----------|---------------|------|
| | | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS |
| First Avenue @ East 48th Street | EB | L | 0.92 | 65.3 | F | L | 1.08 | 123.7 | F | L | 0.47 | 20.4 | C |
| | | INTERSECTION | | | 65.3 | F | | | 123.7 | F | | | 20.4 |
| Vanderbilt Avenue @ East 43rd Street | SB | R | 0.37 | 10.2 | B | R | 0.44 | 10.9 | B | R | 0.25 | 9.4 | A |
| | | INTERSECTION | | | 10.2 | B | | | 10.9 | B | | | 9.4 |
| Vanderbilt Avenue @ East 44th Street | EB | LR | 0.00 | 9.2 | A | LR | 0.00 | 10.8 | B | LR | 0.00 | 8.6 | A |
| | | T | 0.00 | 9.2 | A | T | 0.00 | 9.4 | A | T | 0.00 | 8.6 | A |
| | INTERSECTION | | | 9.2 | A | | | 10.4 | B | | | 8.6 | A |
| Vanderbilt Avenue @ East 47th Street | WB | L | 0.00 | 8.5 | A | L | 0.00 | 8.7 | A | L | 0.00 | 8.9 | A |
| | | T | 0.00 | 11.8 | B | T | 0.00 | 11.5 | B | T | 0.00 | 12.1 | B |
| | INTERSECTION | | | 9.1 | A | | | 9.1 | A | | | 8.8 | A |

Note:
 1) To mimic actual conditions for NB/SB left turning vehicles on Park Avenue, the sum of two delays were accounted for: (1) delay from making the left turn; and (2) delay from waiting at the red light after the left turn.
 Source: Parsons Brinckerhoff, Inc. 2013

Level of Service Table - 2033 With-Action Conditions

| Signalized Intersection | Approach | AM | | | | Midday | | | | PM | | | |
|----------------------------------|---------------------------------|--------------|-----------|---------------|------|-----------|-----------|---------------|------|-----------|-----------|---------------|-------|
| | | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS |
| First Avenue @ East 42nd Street | EB | L (east) | 0.65 | 51.8 | D | LT (east) | 0.97 | 58.0 | E | LT (east) | 1.34 | 196.3 | F |
| | | T (east) | 1.08 | 84.5 | F | | | | | | | | |
| | | L (west) | 1.02 | 104.7 | F | L (west) | 0.93 | 73.8 | E | L (west) | 1.08 | 120.9 | F |
| | | T (west) | 1.24 | 148.9 | F | T (west) | 0.65 | 28.2 | C | T (west) | 0.70 | 29.5 | C |
| | WB | TR (east) | 0.87 | 39.2 | D | TR (east) | 0.52 | 25.6 | C | TR (east) | 0.86 | 38.8 | D |
| | | R (east) | 0.82 | 44.7 | D | R (east) | 0.59 | 30.8 | C | R (east) | 0.91 | 60.9 | E |
| | | TR (west) | 0.53 | 25.8 | C | TR (west) | 0.40 | 23.6 | C | TR (west) | 0.49 | 25.0 | C |
| | | | | | | | | | | | | | |
| | NB | LT (east) | 0.59 | 19.4 | B | LT (east) | 0.51 | 17.6 | B | LT (east) | 1.04 | 62.9 | E |
| | | R (east) | 0.91 | 41.6 | D | R (east) | 0.29 | 14.7 | B | R (east) | 0.34 | 15.5 | B |
| | | L (west) | 0.53 | 18.6 | B | L (west) | 0.37 | 15.6 | B | L (west) | 0.48 | 17.5 | B |
| | | T (west) | 0.61 | 20.2 | C | T (west) | 0.41 | 16.2 | B | T (west) | 0.54 | 18.6 | B |
| | INTERSECTION | | 64.0 | E | | | 31.7 | C | | | 64.9 | E | |
| | First Avenue @ East 46th Street | EB | L | 0.61 | 27.2 | C | L | 1.08 | 93.3 | F | L | 1.15 | 116.2 |
| NB | | T | 0.85 | 19.5 | B | T | 0.65 | 14.3 | B | T | 1.00 | 36.5 | D |
| INTERSECTION | | | 20.7 | C | | | 36.5 | D | | | 54.9 | D | |
| First Avenue @ East 47th Street | WB | TR (east) | 0.00 | 16.8 | B | TR (east) | 0.00 | 16.8 | B | TR (east) | 0.00 | 16.8 | B |
| | | TR (west) | 0.00 | 16.8 | B | TR (west) | 0.00 | 16.8 | B | TR (west) | 0.00 | 16.8 | B |
| | NB | L (west) | 0.45 | 13.1 | B | L (west) | 0.46 | 14.0 | B | L (west) | 0.37 | 11.9 | B |
| | | T (west) | 0.70 | 18.7 | B | T (west) | 0.60 | 15.9 | B | T (west) | 0.74 | 20.2 | C |
| | | TR (east) | 0.86 | 22.0 | C | TR (east) | 0.80 | 19.3 | B | TR (east) | 1.26 | 141.2 | F |
| INTERSECTION | | 19.7 | B | | | 17.7 | B | | | 102.4 | F | | |
| First Avenue @ East 48th Street | NB | T | 0.63 | 15.8 | B | T | 0.52 | 13.7 | B | T | 0.83 | 23.2 | C |
| | | R | 0.89 | 31.2 | C | R | 0.94 | 38.0 | D | R | 1.46 | 233.4 | F |
| | INTERSECTION | | 24.0 | C | | | 28.0 | C | | | 147.1 | F | |
| Second Avenue @ East 39th Street | WB | LT | 0.61 | 27.4 | C | LT | 0.36 | 23.3 | C | LT | 0.39 | 23.7 | C |
| | | T | 0.52 | 9.6 | A | TR | 0.83 | 14.5 | B | T | 0.87 | 15.6 | B |
| | SB | R | 0.48 | 11.7 | B | | | | | R | 0.46 | 11.5 | B |
| | | INTERSECTION | | 13.9 | B | | | 15.4 | B | | | 16.1 | B |
| Second Avenue @ East 40th Street | EB | TR | 0.57 | 26.8 | C | TR | 0.43 | 24.3 | C | TR | 0.87 | 40.1 | D |
| | SB | LT | 0.71 | 11.9 | B | LT | 0.79 | 13.3 | B | LT | 0.89 | 16.5 | B |
| | INTERSECTION | | 14.6 | B | | | 14.6 | B | | | 20.8 | C | |
| Second Avenue @ East 42nd Street | EB | T | 0.58 | 26.2 | C | T | 0.41 | 23.1 | C | T | 0.44 | 23.6 | C |
| | | R | 1.86 | 434.1 | F | R | 1.28 | 180.0 | F | R | 2.00 | 493.1 | F |
| | WB | LT | 1.19 | 130.0 | F | LT | 0.89 | 43.1 | D | LT | 1.12 | 104.0 | F |
| | | L | 1.36 | 196.3 | F | L | 0.93 | 47.8 | D | L | 1.14 | 106.1 | F |
| | SB | T | 0.84 | 22.0 | C | TR | 1.03 | 46.7 | D | T | 0.98 | 34.1 | C |
| | | R | 0.80 | 32.6 | C | | | | | R | 0.47 | 18.1 | B |
| | | INTERSECTION | | 97.1 | F | | | 55.2 | E | | | 92.0 | F |
| Second Avenue @ East 43rd Street | WB | LT | 0.44 | 26.8 | C | LT | 0.28 | 23.6 | C | LT | 0.46 | 27.5 | C |
| | | T | 0.85 | 14.9 | B | TR | 0.89 | 16.8 | B | T | 0.84 | 14.5 | B |
| | SB | R | 0.63 | 15.9 | B | | | | | R | 0.62 | 15.7 | B |
| | | INTERSECTION | | 15.5 | B | | | 17.0 | B | | | 15.2 | B |
| Second Avenue @ East 44th Street | EB | TR | 1.13 | 124.5 | F | TR | 1.00 | 84.0 | F | TR | 1.37 | 216.8 | F |
| | SB | LT | 0.86 | 12.3 | B | LT | 0.83 | 11.3 | B | LT | 0.84 | 11.4 | B |
| | INTERSECTION | | 22.8 | C | | | 17.6 | B | | | 33.8 | C | |
| Second Avenue @ East 45th Street | WB | LT | 1.12 | 120.8 | F | LT | 0.74 | 44.6 | D | LT | 0.91 | 62.2 | E |
| | | T | 0.80 | 10.6 | B | TR | 0.87 | 12.5 | B | T | 0.80 | 10.5 | B |
| | SB | R | 0.66 | 14.1 | B | | | | | R | 0.45 | 9.0 | A |
| | | INTERSECTION | | 20.5 | C | | | 14.5 | B | | | 14.4 | B |
| Second Avenue @ East 46th Street | EB | T | 0.48 | 29.2 | C | T | 0.65 | 33.9 | C | T | 0.92 | 55.6 | E |
| | | R | 1.16 | 140.2 | F | R | 1.25 | 173.0 | F | R | 1.40 | 227.0 | F |
| | SB | LT | 0.92 | 15.4 | B | LT | 0.81 | 10.7 | B | LT | 0.81 | 10.8 | B |
| | | INTERSECTION | | 25.5 | C | | | 27.8 | C | | | 41.3 | D |
| Second Avenue @ East 49th Street | WB | L | 1.18 | 142.4 | F | LT | 1.07 | 89.7 | F | L | 1.21 | 148.0 | F |
| | | T | 0.60 | 31.5 | C | | | | | T | 0.42 | 28.2 | C |
| | SB | T | 0.91 | 18.3 | B | TR | 0.89 | 17.6 | B | T | 0.72 | 12.6 | B |
| | | R | 0.52 | 13.9 | B | | | | | R | 0.40 | 11.5 | B |
| INTERSECTION | | 30.3 | C | | | 31.3 | C | | | 32.0 | C | | |
| Second Avenue @ East 51st Street | WB | LT | 0.92 | 58.2 | E | LT | 0.80 | 42.1 | D | LT | 0.79 | 40.0 | D |
| | | T | 0.85 | 14.8 | B | TR | 0.90 | 17.4 | B | T | 0.69 | 11.4 | B |
| | SB | R | 0.75 | 26.9 | C | | | | | R | 0.72 | 24.4 | C |
| | | INTERSECTION | | 20.0 | B | | | 19.8 | B | | | 15.5 | B |
| Second Avenue @ East 52nd Street | EB | TR | 1.07 | 98.7 | F | TR | 1.00 | 77.1 | E | TR | 1.17 | 134.5 | F |
| | SB | LT | 0.87 | 15.6 | B | LT | 0.85 | 14.9 | B | LT | 0.71 | 11.8 | B |
| | INTERSECTION | | 24.6 | C | | | 21.6 | C | | | 28.3 | C | |
| Second Avenue @ East 53rd Street | WB | LT | 1.13 | 106.5 | F | LT | 0.85 | 41.3 | D | LT | 0.91 | 47.3 | D |
| | | T | 0.88 | 19.4 | B | TR | 0.89 | 19.7 | B | T | 0.68 | 14.2 | B |
| | SB | R | 0.51 | 16.0 | B | | | | | R | 0.41 | 13.6 | B |
| | | INTERSECTION | | 39.2 | D | | | 23.7 | C | | | 21.4 | C |
| Second Avenue @ East 56th Street | EB | T | 0.51 | 27.4 | C | T | 0.53 | 28.8 | C | T | 0.55 | 28.3 | C |
| | | R | 0.60 | 32.9 | C | R | 0.55 | 30.2 | C | R | 0.39 | 25.7 | C |
| | SB | LT | 0.79 | 13.2 | B | LT | 0.70 | 11.0 | B | LT | 0.63 | 10.6 | B |
| | | INTERSECTION | | 15.4 | B | | | 13.8 | B | | | 13.2 | B |

| Signalized Intersection | Approach | AM | | | | Midday | | | | PM | | | | |
|---------------------------------------|----------------------------------|------------|------------|---------------|------|------------|------------|---------------|------|------------|------------|---------------|-------|---|
| | | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS | |
| Second Avenue @ East 57th Street | EB | T | 1.11 | 110.4 | F | T | 0.81 | 30.4 | C | T | 0.80 | 30.6 | C | |
| | | R | 0.60 | 26.6 | C | R | 0.54 | 41.5 | D | R | 0.26 | 32.5 | C | |
| | WB | L | 0.84 | 36.1 | D | DefL | 0.27 | 32.0 | C | LT | 0.21 | 19.0 | B | |
| | | LT | 0.94 | 46.3 | D | T | 0.40 | 21.3 | C | | | | | |
| | SB | L | 0.18 | 20.4 | C | L | 0.24 | 16.9 | B | L | 0.45 | 19.9 | B | |
| | | T | 0.78 | 27.1 | C | TR | 1.03 | 49.9 | D | T | 0.75 | 20.9 | C | |
| | | R | 0.79 | 48.0 | D | | | | | R | 0.75 | 33.8 | C | |
| | INTERSECTION | | | 44.4 | D | | | 42.4 | D | | | 24.0 | C | |
| | Second Avenue @ East 59th Street | EB | TR (local) | 0.18 | 25.8 | C | TR (local) | 0.46 | 26.8 | C | TR (local) | 0.42 | 25.5 | C |
| | | SB | L (bridge) | 1.13 | 80.3 | F | L (bridge) | 1.08 | 68.2 | E | L (bridge) | 1.24 | 130.5 | F |
| | | LT (local) | 0.53 | 6.0 | A | LT (local) | 0.71 | 11.7 | B | LT (local) | 0.78 | 12.9 | B | |
| INTERSECTION | | | | 68.2 | E | | | 27.7 | C | | | 45.1 | D | |
| Tunnel Exit Street @ East 39th Street | WB | TR | 0.77 | 32.5 | C | TR | 0.53 | 25.8 | C | TR | 0.54 | 26.2 | C | |
| | NB | LT | 0.26 | 11.2 | B | LT | 0.21 | 10.8 | B | LT | 0.22 | 10.8 | B | |
| | INTERSECTION | | | 23.5 | C | | | 19.0 | B | | | 18.6 | B | |
| Third Avenue @ East 39th Street | WB | TR | 0.78 | 26.7 | C | TR | 0.44 | 18.5 | B | TR | 0.56 | 20.5 | C | |
| | NB | LT | 0.65 | 17.6 | B | LT | 0.71 | 18.7 | B | LT | 0.62 | 17.2 | B | |
| | INTERSECTION | | | 20.6 | C | | | 18.6 | B | | | 18.1 | B | |
| Third Avenue @ East 42nd Street | EB | L | 1.15 | 138.9 | F | L | 1.19 | 160.4 | F | L | 1.20 | 163.9 | F | |
| | | T | 1.20 | 129.2 | F | T | 0.88 | 40.0 | D | T | 1.01 | 63.2 | E | |
| | WB | T | 1.23 | 151.8 | F | T | 0.96 | 61.3 | E | T | 0.96 | 61.3 | E | |
| | | R | 1.14 | 149.4 | F | R | 1.15 | 154.0 | F | R | 1.10 | 132.1 | F | |
| | NB | LT | 0.91 | 30.5 | C | LT | 0.94 | 33.3 | C | LT | 1.03 | 51.8 | D | |
| | | R | 1.41 | 245.5 | F | R | 0.75 | 37.9 | D | R | 1.00 | 88.7 | F | |
| | INTERSECTION | | | 92.7 | F | | | 52.3 | D | | | 66.0 | E | |
| | Third Avenue @ East 43rd Street | WB | TR | 0.48 | 22.8 | C | TR | 0.46 | 22.5 | C | TR | 0.47 | 22.6 | C |
| NB | | LT | 0.78 | 16.2 | B | LT | 0.74 | 15.3 | B | LT | 0.84 | 17.8 | B | |
| INTERSECTION | | | | 17.1 | B | | | 16.2 | B | | | 18.4 | B | |
| Third Avenue @ East 44th Street | EB | LT | 0.42 | 23.5 | C | LT | 0.32 | 21.3 | C | LT | 0.48 | 24.0 | C | |
| | NB | T | 0.73 | 15.1 | B | T | 0.70 | 14.5 | B | T | 0.62 | 13.2 | B | |
| | | R | 0.82 | 41.4 | D | R | 0.96 | 71.4 | E | R | 0.78 | 36.5 | D | |
| | INTERSECTION | | | 18.0 | B | | | 19.8 | B | | | 15.8 | B | |
| Third Avenue @ East 46th Street | EB | L | 0.63 | 44.4 | D | L | 0.39 | 36.2 | D | L | 0.44 | 37.0 | D | |
| | | T | 0.27 | 14.0 | B | T | 0.34 | 14.7 | B | T | 0.50 | 16.7 | B | |
| | NB | TR | 0.95 | 34.0 | C | TR | 0.95 | 33.7 | C | TR | 0.83 | 24.3 | C | |
| | INTERSECTION | | | 31.9 | C | | | 30.7 | C | | | 23.2 | C | |
| Third Avenue @ East 49th Street | WB | T | 0.85 | 31.3 | C | T | 0.59 | 19.1 | B | T | 0.64 | 20.8 | C | |
| | | R | 0.61 | 44.7 | D | R | 0.42 | 37.7 | D | R | 0.40 | 37.0 | D | |
| | NB | LT | 0.93 | 32.6 | C | LT | 0.97 | 38.1 | D | LT | 0.74 | 23.9 | C | |
| | INTERSECTION | | | 33.0 | C | | | 35.3 | D | | | 23.9 | C | |
| Third Avenue @ East 50th Street | EB | L | 0.28 | 17.2 | B | L | 0.51 | 22.2 | C | L | 0.39 | 19.4 | B | |
| | | T | 0.27 | 16.3 | B | T | 0.28 | 16.4 | B | T | 0.21 | 15.7 | B | |
| | NB | T | 0.72 | 18.8 | B | T | 0.71 | 18.7 | B | T | 0.68 | 18.1 | B | |
| | | R | 0.54 | 25.6 | C | R | 0.45 | 23.3 | C | R | 0.44 | 22.6 | C | |
| INTERSECTION | | | 18.8 | B | | | 18.9 | B | | | 18.1 | B | | |
| Third Avenue @ East 51st Street | WB | T | 0.49 | 18.0 | B | T | 0.43 | 16.9 | B | T | 0.49 | 18.1 | B | |
| | | R | 0.47 | 38.8 | D | R | 0.46 | 38.9 | D | R | 0.55 | 41.4 | D | |
| | NB | LT | 0.92 | 30.3 | C | LT | 0.96 | 34.8 | C | LT | 0.75 | 22.4 | C | |
| | INTERSECTION | | | 29.2 | C | | | 33.0 | C | | | 22.9 | C | |
| Third Avenue @ East 53rd Street | WB | T | 1.03 | 66.5 | E | T | 0.52 | 18.7 | B | T | 0.74 | 25.9 | C | |
| | | R | 0.73 | 52.1 | D | R | 0.61 | 44.4 | D | R | 0.49 | 39.6 | D | |
| | NB | LT | 0.88 | 27.8 | C | LT | 0.93 | 31.0 | C | LT | 0.73 | 22.0 | C | |
| | INTERSECTION | | | 38.1 | D | | | 30.3 | C | | | 23.4 | C | |
| Third Avenue @ East 57th Street | EB | LT | 0.94 | 44.2 | D | LT | 1.07 | 75.0 | E | LT | 0.83 | 32.1 | C | |
| | | R | 0.88 | 46.6 | D | T | 0.59 | 31.6 | C | T | 0.43 | 29.3 | C | |
| | WB | R | 0.97 | 87.9 | F | R | 0.47 | 33.8 | C | R | 0.33 | 30.3 | C | |
| | | LTR | 0.90 | 29.4 | C | LTR | 0.90 | 30.5 | C | LTR | 0.73 | 23.1 | C | |
| | NB | R | 0.44 | 25.8 | C | R | 0.92 | 76.3 | E | R | 0.74 | 46.0 | D | |
| | INTERSECTION | | | 38.4 | D | | | 44.5 | D | | | 26.7 | C | |
| Lexington Avenue @ East 39th Street | WB | L | 0.64 | 51.7 | D | L | 0.51 | 44.2 | D | L | 0.48 | 43.1 | D | |
| | | T | 1.12 | 105.4 | F | T | 0.79 | 35.2 | D | T | 0.93 | 50.3 | D | |
| | SB | T | 0.86 | 21.5 | C | T | 0.75 | 17.5 | B | TR | 0.69 | 15.5 | B | |
| | | R | 0.48 | 18.5 | B | R | 0.77 | 31.4 | C | | | | | |
| INTERSECTION | | | 42.8 | D | | | 23.8 | C | | | 24.4 | C | | |
| Lexington Avenue @ East 46th Street | EB | TR | 0.82 | 37.4 | D | TR | 0.61 | 27.8 | C | TR | 0.89 | 41.6 | D | |
| | SB | LT | 0.86 | 17.1 | B | LT | 0.85 | 17.1 | B | LT | 0.63 | 10.9 | B | |
| | INTERSECTION | | | 22.3 | C | | | 19.6 | B | | | 20.5 | C | |
| Lexington Avenue @ East 50th Street | EB | TR | 0.38 | 20.6 | C | TR | 0.27 | 19.2 | B | TR | 0.25 | 19.0 | B | |
| | SB | LT | 0.87 | 21.4 | C | LT | 0.89 | 22.2 | C | LT | 0.91 | 23.8 | C | |
| | INTERSECTION | | | 21.2 | C | | | 21.6 | C | | | 22.9 | C | |

East Midtown Rezoning and Related Actions FEIS

| Signalized Intersection | Approach | AM | | | | Midday | | | | PM | | | | |
|-------------------------------------|--------------------------------|------------------|-----------|---------------|------|------------------|-----------|---------------|------|------------------|-----------|---------------|------|---|
| | | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS | |
| Lexington Avenue @ East 51st Street | WB | L | 0.78 | 58.9 | E | L | 0.97 | 88.8 | F | L | 0.58 | 35.3 | D | |
| | | T | 0.65 | 27.3 | C | T | 0.50 | 23.0 | C | T | 1.03 | 89.9 | F | |
| | SB | T | 0.75 | 18.3 | B | T | 0.75 | 18.3 | B | T | 0.77 | 18.8 | B | |
| | | R | 0.48 | 20.8 | C | R | 0.46 | 19.8 | B | R | 0.42 | 17.9 | B | |
| | INTERSECTION | | | 23.7 | C | | | 27.0 | C | | | 32.6 | C | |
| Lexington Avenue @ East 53rd Street | WB | LT | 0.80 | 30.5 | C | LT | 0.44 | 21.5 | C | LT | 0.60 | 24.3 | C | |
| | SB | T | 0.74 | 16.4 | B | T | 0.77 | 17.1 | B | T | 0.77 | 17.1 | B | |
| | | R | 0.38 | 13.3 | B | R | 0.22 | 10.9 | B | R | 0.22 | 10.9 | B | |
| | INTERSECTION | | | 21.2 | C | | | 17.9 | B | | | 19.1 | B | |
| Park Avenue @ West 39th Street | WB | LTR | 1.34 | 193.4 | F | LTR | 1.35 | 197.9 | F | LTR | 1.21 | 137.6 | F | |
| | NB | Lt† | 0.00 | 41.1 | D | Lt† | 0.00 | 39.6 | D | Lt† | 0.00 | 39.9 | D | |
| | | LT | 0.55 | 17.0 | B | LT | 0.44 | 15.4 | B | LT | 0.47 | 15.8 | B | |
| | SB | TR | 0.96 | 38.5 | D | TR | 0.90 | 30.1 | C | TR | 1.00 | 47.1 | D | |
| | INTERSECTION | | | 70.5 | E | | | 69.7 | E | | | 61.1 | E | |
| Park Avenue @ West 40th Street | EB | LT | 0.79 | 39.4 | D | LT | 0.73 | 35.3 | D | LT | 0.96 | 59.1 | E | |
| | | R | 0.76 | 43.6 | D | R | 0.37 | 25.4 | C | R | 0.71 | 38.8 | D | |
| | NB | (Tunnel Exit) | 0.84 | 27.7 | C | (Tunnel Exit) | 0.88 | 31.8 | C | T (Tunnel Exit) | 0.98 | 46.7 | D | |
| | | R onto Viad | 0.62 | 17.9 | B | R onto Viad | 0.50 | 15.4 | B | R onto Viad | 0.53 | 16.0 | B | |
| | | TR | 0.52 | 16.7 | B | TR | 0.44 | 15.0 | B | TR | 0.56 | 17.5 | B | |
| | SB | T | 0.08 | 10.4 | B | T | 0.08 | 10.4 | B | T | 0.06 | 10.3 | B | |
| | | T (Viaduct Exit) | 1.14 | 95.5 | F | T (Viaduct Exit) | 1.14 | 95.9 | F | T (Viaduct Exit) | 1.18 | 112.6 | F | |
| | INTERSECTION | | | 48.8 | D | | | 49.7 | D | | | 61.0 | E | |
| | Park Avenue @ West 46th Street | EB | LT | 0.52 | 20.4 | C | LT | 0.57 | 21.5 | C | LT | 0.79 | 27.8 | C |
| | | | R | 0.09 | 15.5 | B | R | 0.20 | 17.2 | B | R | 0.30 | 19.2 | B |
| NB | | TR | 0.80 | 26.1 | C | TR | 0.77 | 25.1 | C | TR | 0.86 | 29.1 | C | |
| SB | | Lt† | 0.00 | 42.5 | D | Lt† | 0.00 | 39.6 | D | Lt† | 0.00 | 41.1 | D | |
| | | T | 0.79 | 26.4 | C | T | 0.75 | 24.7 | C | T | 0.74 | 24.5 | C | |
| INTERSECTION | | | 26.0 | C | | | 24.6 | C | | | 27.8 | C | | |
| Park Avenue @ West 47th Street | WB | LT | 0.75 | 31.4 | C | LT | 0.61 | 25.5 | C | LT | 0.73 | 29.8 | C | |
| | | R | 0.60 | 28.6 | C | R | 0.50 | 25.1 | C | R | 0.61 | 28.7 | C | |
| | NB | Lt† | 0.00 | 37.8 | D | Lt† | 0.00 | 39.2 | D | Lt† | 0.00 | 39.0 | D | |
| | | T | 0.99 | 45.8 | D | T | 0.95 | 39.5 | D | T | 1.09 | 76.5 | E | |
| | SB | TR | 0.84 | 26.9 | C | TR | 0.76 | 23.6 | C | TR | 0.82 | 25.9 | C | |
| | INTERSECTION | | | 34.9 | C | | | 30.8 | C | | | 47.4 | D | |
| Park Avenue @ West 48th Street | EB | LT | 0.70 | 29.9 | C | LT | 0.84 | 39.8 | D | LT | 0.71 | 29.9 | C | |
| | | R | 0.20 | 18.5 | B | R | 0.15 | 17.8 | B | R | 0.28 | 20.0 | B | |
| | NB | TR | 0.80 | 24.1 | C | TR | 0.76 | 22.9 | C | TR | 0.88 | 28.1 | C | |
| | SB | Lt† | 0.00 | 40.8 | D | Lt† | 0.00 | 41.3 | D | Lt† | 0.00 | 42.7 | D | |
| | | T | 1.04 | 58.3 | E | T | 0.95 | 38.3 | D | T | 0.97 | 42.3 | D | |
| INTERSECTION | | | 39.3 | D | | | 31.9 | C | | | 34.1 | C | | |
| Park Avenue @ West 49th Street | WB | LT | 1.06 | 86.2 | F | LT | 1.04 | 79.6 | E | LT | 0.97 | 61.4 | E | |
| | | R | 0.38 | 22.5 | C | R | 0.48 | 24.8 | C | R | 0.55 | 26.8 | C | |
| | NB | Lt† | 0.00 | 37.5 | D | Lt† | 0.00 | 37.9 | D | Lt† | 0.00 | 37.9 | D | |
| | | T | 0.98 | 42.1 | D | T | 0.94 | 36.3 | D | T | 1.05 | 61.3 | E | |
| | SB | TR | 0.82 | 24.4 | C | TR | 0.74 | 21.5 | C | TR | 0.77 | 22.5 | C | |
| INTERSECTION | | | 39.3 | D | | | 35.4 | D | | | 43.1 | D | | |
| Park Avenue @ West 50th Street | EB | LTR | 0.47 | 22.4 | C | LTR | 0.54 | 23.7 | C | LTR | 0.56 | 24.4 | C | |
| | NB | TR | 0.74 | 20.9 | C | TR | 0.72 | 20.5 | C | TR | 0.82 | 23.4 | C | |
| | SB | Lt† | 0.00 | 40.8 | D | Lt† | 0.00 | 38.5 | D | Lt† | 0.00 | 38.4 | D | |
| | | T | 1.07 | 66.6 | E | T | 0.89 | 29.7 | C | T | 0.96 | 38.4 | D | |
| | INTERSECTION | | | 41.4 | D | | | 25.0 | C | | | 29.7 | C | |
| Park Avenue @ West 51st Street | WB | LT | 0.72 | 33.0 | C | LT | 0.55 | 26.3 | C | LT | 0.63 | 29.0 | C | |
| | | R | 0.43 | 26.4 | C | R | 0.35 | 24.1 | C | R | 0.56 | 31.7 | C | |
| | NB | Lt† | 0.00 | 38.6 | D | Lt† | 0.00 | 38.3 | D | Lt† | 0.00 | 39.3 | D | |
| | | T | 0.95 | 35.1 | D | T | 0.96 | 38.6 | D | T | 1.08 | 70.2 | E | |
| | SB | TR | 0.90 | 27.5 | C | TR | 0.76 | 21.0 | C | TR | 0.79 | 21.9 | C | |
| INTERSECTION | | | 31.1 | C | | | 29.3 | C | | | 43.9 | D | | |
| Park Avenue @ West 53rd Street | WB | LTR | 1.00 | 59.4 | E | LTR | 0.71 | 30.3 | C | LTR | 0.90 | 42.9 | D | |
| | NB | Lt† | 0.00 | 39.5 | D | Lt† | 0.00 | 37.9 | D | Lt† | 0.00 | 38.3 | D | |
| | | T | 0.99 | 41.6 | D | T | 0.93 | 32.1 | C | T | 1.13 | 90.2 | F | |
| | SB | TR | 0.77 | 20.0 | B | TR | 0.65 | 17.1 | B | TR | 0.70 | 18.1 | B | |
| INTERSECTION | | | 36.6 | D | | | 25.9 | C | | | 53.4 | D | | |
| Park Avenue @ West 56th Street | EB | LT | 0.80 | 41.7 | D | LT | 0.87 | 48.6 | D | LT | 0.82 | 42.8 | D | |
| | | R | 0.27 | 24.0 | C | R | 0.38 | 26.6 | C | R | 0.37 | 25.9 | C | |
| | NB | TR | 0.80 | 20.5 | C | TR | 0.80 | 20.4 | C | TR | 0.95 | 31.5 | C | |
| | SB | Lt† | 0.00 | 39.8 | D | Lt† | 0.00 | 40.3 | D | Lt† | 0.00 | 39.0 | D | |
| | | T | 1.07 | 65.3 | E | T | 0.83 | 22.8 | C | T | 0.91 | 28.2 | C | |
| INTERSECTION | | | 42.0 | D | | | 25.2 | C | | | 31.4 | C | | |

East Midtown Rezoning and Related Actions FEIS

| Signalized Intersection | Approach | AM | | | | Midday | | | | PM | | | |
|--------------------------------------|--------------------------------------|-------|-----------|---------------|------|--------|-----------|---------------|------|-------|-----------|---------------|------|
| | | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS |
| Park Avenue @ West 57th Street | EB | LT | 0.83 | 34.8 | C | LT | 0.78 | 31.0 | C | LT | 0.72 | 28.6 | C |
| | | R | 0.52 | 27.1 | C | R | 0.62 | 32.8 | C | R | 0.29 | 21.8 | C |
| | WB | LT | 0.66 | 26.7 | C | LT | 0.55 | 24.3 | C | LT | 0.42 | 22.0 | C |
| | | R | 0.54 | 28.3 | C | R | 0.51 | 27.8 | C | R | 0.32 | 22.6 | C |
| | NB | LTT | 0.00 | 38.9 | D | LTT | 0.00 | 40.3 | D | LTT | 0.00 | 38.8 | D |
| | | TR | 1.06 | 64.5 | E | TR | 0.98 | 40.7 | D | TR | 1.20 | 119.4 | F |
| | SB | LTT | 0.00 | 35.8 | D | LTT | 0.00 | 36.8 | D | LTT | 0.00 | 36.4 | D |
| | | TR | 0.82 | 22.4 | C | TR | 1.03 | 54.4 | D | TR | 1.14 | 95.7 | F |
| | INTERSECTION | | | 38.1 | D | | | 40.7 | D | | | 83.2 | F |
| | Vanderbilt Avenue @ East 42nd Street | EB | T | 0.67 | 22.9 | C | T | 0.67 | 17.3 | B | T | 0.52 | 19.6 |
| WB | | T | 0.93 | 39.4 | D | T | 0.67 | 17.3 | B | T | 0.76 | 26.3 | C |
| INTERSECTION | | | | 32.2 | C | | | 17.3 | B | | | 23.3 | C |
| Vanderbilt Avenue @ East 45th Street | WB | T | 0.52 | 19.8 | B | T | 0.42 | 18.2 | B | T | 0.35 | 17.3 | B |
| | INTERSECTION | | | 19.8 | B | | | 18.2 | B | | | 17.3 | B |
| Vanderbilt Avenue @ East 46th Street | EB | T | 0.54 | 20.1 | C | T | 0.58 | 20.8 | C | T | 0.81 | 27.6 | C |
| | INTERSECTION | | | 20.1 | C | | | 20.8 | C | | | 27.6 | C |
| Madison Avenue @ East 39th Street | WB | T | 1.03 | 73.8 | E | T | 0.88 | 42.8 | D | T | 0.96 | 55.1 | E |
| | | R | 1.19 | 167.7 | F | R | 1.16 | 156.2 | F | R | 0.86 | 76.0 | E |
| | NB | LT | 0.93 | 27.5 | C | LT | 0.87 | 22.4 | C | LT | 0.61 | 14.3 | B |
| INTERSECTION | | | 50.1 | D | | | 38.7 | D | | | 29.0 | C | |
| Madison Avenue @ East 40th Street | EB | L | 0.74 | 61.3 | E | L | 0.60 | 49.0 | D | L | 0.51 | 44.2 | D |
| | | T | 0.92 | 49.6 | D | T | 0.67 | 28.8 | C | T | 1.01 | 68.5 | E |
| | NB | TR | 0.95 | 30.0 | C | TR | 0.86 | 21.2 | C | TR | 0.65 | 14.9 | B |
| INTERSECTION | | | 35.7 | D | | | 24.0 | C | | | 30.0 | C | |
| Madison Avenue @ East 41st Street | EB | L | 0.55 | 48.1 | D | L | 0.46 | 42.0 | D | L | 0.52 | 43.8 | D |
| | | T | 0.30 | 21.2 | C | T | 0.27 | 19.4 | B | T | 0.20 | 18.5 | B |
| | NB | TR | 0.94 | 26.6 | C | TR | 0.90 | 24.2 | C | TR | 0.59 | 14.0 | B |
| INTERSECTION | | | 27.4 | C | | | 24.8 | C | | | 16.4 | B | |
| Madison Avenue @ East 42nd Street | EB | LT | 0.76 | 30.3 | C | LT | 0.86 | 35.2 | D | LT | 0.48 | 22.3 | C |
| | | T | 0.94 | 43.3 | D | T | 0.85 | 33.6 | C | T | 0.76 | 29.1 | C |
| | WB | R | 0.14 | 19.3 | B | R | 0.08 | 18.0 | B | R | 0.16 | 19.5 | B |
| | | LT | 1.29 | 156.2 | F | LT | 1.14 | 90.8 | F | LT | 0.96 | 33.4 | C |
| | NB | R | 0.42 | 14.2 | B | R | 0.43 | 14.4 | B | R | 0.54 | 17.9 | B |
| INTERSECTION | | | 91.7 | F | | | 58.5 | E | | | 29.1 | C | |
| Madison Avenue @ East 43rd Street | WB | T | 0.23 | 19.6 | B | T | 0.52 | 24.9 | C | T | 0.46 | 23.4 | C |
| | | R | 0.65 | 33.8 | C | R | 0.79 | 44.2 | D | R | 0.23 | 20.4 | C |
| | NB | L | 0.89 | 50.4 | D | L | 0.65 | 29.5 | C | L | 0.73 | 33.6 | C |
| | | T | 1.07 | 64.1 | E | T | 0.99 | 40.3 | D | T | 0.89 | 25.1 | C |
| INTERSECTION | | | 56.9 | E | | | 37.9 | D | | | 25.4 | C | |
| Madison Avenue @ East 44th Street | EB | LT | 1.26 | 170.1 | F | LT | 1.60 | 309.0 | F | LT | 1.87 | 433.0 | F |
| | | T | 1.16 | 100.7 | F | T | 1.12 | 83.4 | F | T | 0.86 | 22.7 | C |
| | NB | R | 1.72 | 388.6 | F | R | 1.02 | 105.9 | F | R | 1.66 | 376.8 | F |
| INTERSECTION | | | 138.9 | F | | | 147.2 | F | | | 174.8 | F | |
| Madison Avenue @ East 45th Street | WB | TR | 0.72 | 28.6 | C | TR | 0.57 | 24.2 | C | TR | 0.46 | 22.1 | C |
| | | L | 0.27 | 11.4 | B | L | 0.20 | 10.7 | B | L | 0.23 | 11.0 | B |
| | NB | T | 1.15 | 93.0 | F | T | 1.17 | 100.4 | F | T | 1.04 | 53.8 | D |
| INTERSECTION | | | 70.9 | E | | | 79.5 | E | | | 44.2 | D | |
| Madison Avenue @ East 46th Street | EB | LT | 1.25 | 158.5 | F | LT | 1.06 | 84.6 | F | LT | 1.27 | 164.6 | F |
| | | T | 1.26 | 141.7 | F | T | 1.22 | 122.7 | F | T | 0.89 | 24.8 | C |
| | NB | R | 0.53 | 17.4 | B | R | 0.28 | 11.1 | B | R | 1.82 | 414.9 | F |
| INTERSECTION | | | 135.8 | F | | | 105.0 | F | | | 125.7 | F | |
| Madison Avenue @ East 47th Street | WB | T | 1.26 | 159.6 | F | T | 1.20 | 136.0 | F | T | 1.19 | 131.8 | F |
| | | R | 0.35 | 38.8 | D | R | 0.24 | 36.4 | D | R | 0.88 | 74.7 | E |
| | NB | L | 0.71 | 33.8 | C | L | 1.61 | 334.6 | F | L | 0.70 | 36.0 | D |
| | | T | 1.22 | 124.7 | F | T | 1.06 | 62.9 | E | T | 0.86 | 24.6 | C |
| INTERSECTION | | | 126.3 | F | | | 103.6 | F | | | 63.7 | E | |
| Madison Avenue @ East 49th Street | WB | TR | 0.59 | 24.6 | C | TR | 0.52 | 23.1 | C | TR | 0.46 | 22.8 | C |
| | | L | 0.23 | 11.0 | B | L | 0.22 | 11.0 | B | L | 0.16 | 10.3 | B |
| | NB | T | 1.12 | 83.8 | F | T | 0.98 | 37.1 | D | T | 0.96 | 33.0 | C |
| INTERSECTION | | | 64.9 | E | | | 32.3 | C | | | 29.3 | C | |
| Madison Avenue @ East 51st Street | WB | T | 0.79 | 34.9 | C | T | 0.62 | 26.5 | C | T | 0.78 | 33.4 | C |
| | | R | 0.65 | 52.7 | D | R | 0.74 | 59.5 | E | R | 0.48 | 43.1 | D |
| | NB | L | 0.53 | 22.3 | C | L | 0.71 | 34.1 | C | L | 0.76 | 42.7 | D |
| | | T | 1.29 | 155.5 | F | T | 1.10 | 75.1 | E | T | 1.04 | 55.6 | E |
| INTERSECTION | | | 120.4 | F | | | 63.5 | E | | | 49.3 | D | |
| Madison Avenue @ East 53rd Street | WB | TR | 0.84 | 33.8 | C | TR | 0.52 | 22.9 | C | TR | 0.47 | 22.2 | C |
| | | L | 0.23 | 10.7 | B | L | 0.20 | 10.5 | B | L | 0.27 | 11.4 | B |
| | NB | T | 1.24 | 134.1 | F | T | 1.02 | 46.6 | D | T | 0.98 | 38.1 | D |
| INTERSECTION | | | 96.2 | F | | | 38.7 | D | | | 32.2 | C | |

East Midtown Rezoning and Related Actions FEIS

| Signalized Intersection | Approach | AM | | | | Midday | | | | PM | | | |
|-----------------------------------|----------------------------|--------------|-----------|---------------|-------|--------|-----------|---------------|-------|-------|-----------|---------------|-------|
| | | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS |
| Madison Avenue @ East 57th Street | EB | LT | 0.80 | 31.6 | C | LT | 0.78 | 29.9 | C | LT | 0.81 | 32.1 | C |
| | WB | T | 0.69 | 26.9 | C | T | 0.62 | 25.0 | C | T | 0.50 | 22.6 | C |
| | | R | 0.73 | 36.8 | D | R | 0.61 | 30.6 | C | R | 0.64 | 33.3 | C |
| | NB | L | 0.41 | 14.3 | B | L | 0.27 | 11.5 | B | L | 0.15 | 10.1 | B |
| | | T | 1.05 | 56.5 | E | T | 0.95 | 31.1 | C | T | 0.90 | 25.6 | C |
| | | R | 0.38 | 14.0 | B | R | 0.34 | 12.6 | B | R | 0.17 | 10.7 | B |
| INTERSECTION | | | 40.0 | D | | | 28.0 | C | | | 26.7 | C | |
| Fifth Avenue @ 42nd Street | EB | T | 0.64 | 25.6 | C | T | 0.73 | 27.9 | C | T | 0.44 | 21.6 | C |
| | | R | 0.17 | 20.6 | C | R | 0.24 | 22.6 | C | R | 0.16 | 20.5 | C |
| | WB | LT | 1.02 | 62.4 | E | LT | 1.01 | 59.2 | E | LT | 0.84 | 34.0 | C |
| | | SB | LT | 1.20 | 110.4 | F | LT | 1.00 | 36.5 | D | LT | 1.03 | 46.4 |
| | R | 0.05 | 9.3 | A | R | 0.06 | 9.2 | A | R | 0.03 | 9.1 | A | |
| | | INTERSECTION | | | 84.4 | F | | | 40.0 | D | | | 39.8 |
| Fifth Avenue @ 43rd Street | WB | L | 0.41 | 24.0 | C | L | 0.60 | 29.6 | C | L | 0.77 | 41.2 | D |
| | | T | 0.27 | 20.1 | C | T | 0.33 | 21.0 | C | T | 0.44 | 23.0 | C |
| | SB | T | 1.14 | 87.4 | F | T | 0.91 | 23.1 | C | T | 0.93 | 25.4 | C |
| | | R | 1.71 | 358.8 | F | R | 1.57 | 304.7 | F | R | 1.31 | 195.7 | F |
| | INTERSECTION | | | 118.9 | F | | | 51.0 | D | | | 41.1 | D |
| | Fifth Avenue @ 44th Street | EB | T | 0.46 | 23.7 | C | T | 0.59 | 26.7 | C | T | 0.50 | 24.3 |
| R | | | 0.66 | 33.4 | C | R | 0.94 | 65.5 | E | R | 1.17 | 135.6 | F |
| SB | | LT | 1.47 | 233.1 | F | LT | 1.20 | 114.4 | F | LT | 1.13 | 82.0 | F |
| | | INTERSECTION | | | 205.1 | F | | | 99.6 | F | | | 82.7 |
| WB | | LT | 0.71 | 28.3 | C | LT | 0.47 | 22.1 | C | LT | 0.46 | 22.0 | C |
| | | SB | T | 1.20 | 114.1 | F | T | 1.02 | 43.1 | D | T | 0.96 | 30.2 |
| INTERSECTION | | | 90.8 | F | | | 37.8 | D | | | 28.5 | C | |
| Fifth Avenue @ 46th Street | EB | TR | 1.29 | 177.3 | F | TR | 0.96 | 59.1 | E | TR | 1.18 | 128.7 | F |
| | | LT | 1.50 | 248.5 | F | LT | 1.20 | 112.5 | F | LT | 1.16 | 96.9 | F |
| | INTERSECTION | | | 237.6 | F | | | 103.9 | F | | | 103.3 | F |
| Fifth Avenue @ 47th Street | WB | L | 1.76 | 395.3 | F | L | 1.82 | 422.3 | F | L | 1.59 | 322.6 | F |
| | | T | 0.70 | 28.3 | C | T | 0.65 | 26.3 | C | T | 0.64 | 25.5 | C |
| | SB | T | 1.31 | 162.7 | F | T | 1.02 | 46.1 | D | T | 1.01 | 44.1 | D |
| | | R | 0.78 | 41.7 | D | R | 1.16 | 152.5 | F | R | 1.06 | 118.5 | F |
| | INTERSECTION | | | 171.1 | F | | | 108.8 | F | | | 85.4 | F |
| | Fifth Avenue @ 48th Street | EB | T | 0.63 | 25.4 | C | T | 0.64 | 25.6 | C | T | 0.76 | 30.7 |
| R | | | 1.13 | 142.2 | F | R | 1.05 | 115.2 | F | R | 1.34 | 219.0 | F |
| SB | | LT | 1.36 | 186.6 | F | LT | 1.07 | 63.1 | E | LT | 1.03 | 50.4 | D |
| | | INTERSECTION | | | 165.1 | F | | | 62.3 | E | | | 67.1 |
| Fifth Avenue @ 49th Street | WB | LT | 0.51 | 22.8 | C | LT | 0.44 | 21.5 | C | LT | 0.41 | 21.1 | C |
| | | T | 1.12 | 79.2 | E | T | 0.91 | 23.3 | C | T | 0.86 | 20.6 | C |
| | R | 0.37 | 13.5 | B | R | 0.20 | 11.3 | B | R | 0.42 | 16.1 | B | |
| | | INTERSECTION | | | 65.8 | E | | | 22.7 | C | | | 20.5 |
| Fifth Avenue @ 50th Street | EB | TR | 0.45 | 22.0 | C | TR | 0.47 | 22.2 | C | TR | 0.49 | 22.7 | C |
| | | LT | 1.20 | 111.0 | F | LT | 0.97 | 30.5 | C | LT | 0.92 | 24.8 | C |
| | INTERSECTION | | | 97.8 | F | | | 28.9 | C | | | 24.4 | C |
| Fifth Avenue @ 51st Street | WB | L | 0.69 | 50.3 | D | L | 0.70 | 50.9 | D | L | 0.71 | 51.5 | D |
| | | T | 0.66 | 26.2 | C | T | 0.54 | 22.6 | C | T | 0.65 | 25.9 | C |
| | SB | T | 1.20 | 117.4 | F | T | 0.96 | 32.6 | C | T | 0.90 | 26.4 | C |
| | | R | 0.94 | 67.5 | E | R | 1.28 | 201.6 | F | R | 1.19 | 174.6 | F |
| | INTERSECTION | | | 98.9 | F | | | 41.8 | D | | | 35.3 | D |
| | Fifth Avenue @ 52nd Street | EB | T | 0.58 | 23.2 | C | T | 0.52 | 21.9 | C | T | 0.71 | 27.7 |
| R | | | 0.78 | 58.4 | E | R | 0.86 | 67.2 | E | R | 0.86 | 67.2 | E |
| SB | | LT | 1.40 | 203.4 | F | LT | 1.12 | 81.6 | F | LT | 1.00 | 42.8 | D |
| | | INTERSECTION | | | 172.5 | F | | | 72.4 | E | | | 42.1 |
| Fifth Avenue @ 53rd Street | WB | LT | 0.74 | 28.9 | C | LT | 0.55 | 23.4 | C | LT | 0.52 | 22.9 | C |
| | | T | 1.09 | 65.7 | E | T | 0.92 | 24.2 | C | T | 0.82 | 18.5 | B |
| | R | 0.32 | 12.2 | B | R | 0.34 | 13.3 | B | R | 0.31 | 12.8 | B | |
| | | INTERSECTION | | | 54.6 | D | | | 23.6 | C | | | 19.4 |
| Fifth Avenue @ 54th Street | EB | TR | 0.54 | 23.6 | C | TR | 0.46 | 22.0 | C | TR | 0.49 | 22.5 | C |
| | | LT | 1.20 | 112.9 | F | LT | 1.02 | 41.8 | D | LT | 0.95 | 28.2 | C |
| | INTERSECTION | | | 97.4 | F | | | 38.3 | D | | | 26.9 | C |
| Fifth Avenue @ 56th Street | EB | T | 0.61 | 27.9 | C | T | 0.65 | 29.4 | C | T | 0.74 | 33.1 | C |
| | | R | 0.51 | 26.2 | C | R | 0.73 | 37.4 | D | R | 0.67 | 32.6 | C |
| | SB | LT | 1.27 | 142.2 | F | LT | 1.00 | 37.8 | D | LT | 0.93 | 25.7 | C |
| | | INTERSECTION | | | 124.2 | F | | | 36.7 | D | | | 27.6 |
| Fifth Avenue @ 57th Street | EB | T | 0.72 | 27.7 | C | T | 0.71 | 27.1 | C | T | 0.71 | 27.3 | C |
| | | R | 0.97 | 69.4 | E | R | 0.91 | 59.5 | E | R | 0.62 | 32.9 | C |
| | WB | LT | 0.93 | 42.9 | D | LT | 0.60 | 24.0 | C | LT | 0.74 | 29.9 | C |
| | | SB | LT | 1.06 | 55.0 | E | LT | 0.83 | 18.9 | B | LT | 0.74 | 16.2 |
| | R | 0.28 | 11.9 | B | R | 0.50 | 17.1 | B | R | 0.53 | 18.5 | B | |
| | | INTERSECTION | | | 47.8 | D | | | 24.5 | C | | | 22.3 |
| Fifth Avenue @ 59th Street | EB | T | 0.45 | 19.9 | B | T | 0.34 | 18.3 | B | T | 0.40 | 19.1 | B |
| | | R | 1.12 | 131.9 | F | R | 0.86 | 66.5 | E | R | 0.79 | 58.5 | E |
| | SB | LT | 1.69 | 336.5 | F | LT | 1.39 | 198.1 | F | LT | 1.35 | 183.5 | F |
| | | INTERSECTION | | | 256.3 | F | | | 154.9 | F | | | 136.5 |

| Signalized Intersection | Approach | AM | | | | Midday | | | | PM | | | |
|--|--------------|--------------|-----------|---------------|------|--------|-----------|---------------|------|-------|-----------|---------------|-------|
| | | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS |
| Sixth Avenue @ West 40th Street | EB | L | 0.85 | 47.2 | D | LT | 1.26 | 159.7 | F | L | 0.71 | 37.6 | D |
| | | T | 0.87 | 42.9 | D | | | | | T | 0.59 | 26.3 | C |
| | NB | TR | 1.15 | 96.3 | F | TR | 0.96 | 33.8 | C | R | 1.40 | 245.2 | F |
| | | INTERSECTION | | | 83.6 | F | | | 63.6 | E | | | 40.5 |
| Sixth Avenue @ West 42nd Street | EB | LT | 0.68 | 30.0 | C | LT | 0.83 | 36.4 | D | LT | 0.48 | 25.2 | C |
| | | T | 0.80 | 34.3 | C | T | 0.66 | 28.8 | C | T | 0.63 | 28.4 | C |
| | WB | R | 1.31 | 195.2 | F | R | 1.45 | 254.7 | F | R | 1.25 | 173.2 | F |
| | | LT | 0.64 | 10.9 | B | LTR | 0.56 | 10.0 | A | R | 0.24 | 9.1 | A |
| INTERSECTION | | | 34.3 | C | | | 40.8 | D | | | 29.9 | C | |
| Sixth Avenue @ West 44th Street | EB | L | 0.39 | 27.7 | C | L | 0.37 | 25.7 | C | L | 0.43 | 28.4 | C |
| | | T | 0.64 | 31.8 | C | T | 0.60 | 30.3 | C | T | 0.35 | 24.2 | C |
| | NB | TR | 0.66 | 11.2 | B | TR | 0.68 | 11.5 | B | T | 0.71 | 12.0 | B |
| | | INTERSECTION | | | 13.8 | B | | | 14.1 | B | R | 1.22 | 142.2 |
| Sixth Avenue @ West 45th Street | WB | T | 0.77 | 35.5 | D | T | 0.52 | 24.8 | C | T | 0.75 | 33.3 | C |
| | | R | 0.64 | 32.0 | C | R | 1.08 | 102.7 | F | R | 0.77 | 40.1 | D |
| | NB | LT | 0.71 | 14.9 | B | LT | 0.62 | 13.5 | B | LT | 0.89 | 20.7 | C |
| | | INTERSECTION | | | 19.1 | B | | | 25.5 | C | | | 24.0 |
| Sixth Avenue @ West 46th Street | EB | L | 0.41 | 37.6 | D | L | 0.44 | 38.8 | D | L | 0.33 | 35.6 | D |
| | | T | 0.47 | 19.9 | B | T | 0.35 | 17.5 | B | T | 0.45 | 19.3 | B |
| | NB | TR | 0.81 | 21.9 | C | TR | 0.81 | 22.0 | C | T | 0.85 | 23.9 | C |
| | | INTERSECTION | | | 22.4 | C | | | 22.3 | C | R | 0.91 | 54.7 |
| Route 9A @ West 51st Street | WB | L | 0.43 | 60.4 | E | L | 0.64 | 50.3 | D | L | 0.53 | 63.8 | E |
| | | R | 0.58 | 65.8 | E | R | 0.53 | 45.1 | D | R | 0.91 | 95.8 | F |
| | NB | T | 0.76 | 16.7 | B | T | 0.71 | 18.5 | B | T | 0.80 | 17.9 | B |
| | | SB | T | 0.86 | 15.7 | B | T | 0.71 | 13.8 | B | T | 0.80 | 13.5 |
| INTERSECTION | | | 17.8 | B | | | 18.2 | B | | | 19.1 | B | |
| Route 9A @ West 52nd Street | EB | LTR | 1.32 | 219.4 | F | LTR | 0.55 | 42.0 | D | LTR | 0.98 | 93.7 | F |
| | | TR | 0.99 | 44.7 | D | TR | 0.88 | 27.9 | C | TR | 1.00 | 45.1 | D |
| | SB | L | 0.07 | 58.3 | E | L | 0.76 | 89.6 | F | L | 0.44 | 74.0 | E |
| | | T | 0.87 | 16.2 | B | T | 0.73 | 14.2 | B | T | 0.82 | 14.2 | B |
| INTERSECTION | | | 46.5 | D | | | 23.4 | C | | | 34.7 | C | |
| Route 9A @ West 54th Street | WB | R | 0.22 | 47.7 | D | R | 0.14 | 32.1 | C | R | 0.32 | 50.6 | D |
| | | TR | 0.86 | 19.5 | B | TR | 0.79 | 18.5 | B | TR | 0.90 | 21.5 | C |
| | SB | L | 0.53 | 55.9 | E | L | 0.27 | 34.1 | C | L | 0.35 | 51.5 | D |
| | | T | 0.73 | 14.9 | B | T | 0.60 | 14.1 | B | T | 0.85 | 18.4 | B |
| INTERSECTION | | | 6.9 | A | T-SR | 0.16 | 9.7 | A | T-SR | 0.08 | 7.0 | A | |
| Route 9A @ West 55th Street | WB | LT | 0.83 | 83.2 | F | LT | 0.94 | 78.9 | E | LT | 0.94 | 100.7 | F |
| | | R | 0.33 | 53.9 | D | R | 0.33 | 39.0 | D | R | 0.69 | 64.2 | E |
| | NB | L | 0.31 | 79.7 | E | L | 0.25 | 56.2 | E | L | 0.21 | 71.0 | E |
| | | T | 0.65 | 11.5 | B | T | 0.61 | 12.4 | B | T | 0.68 | 12.0 | B |
| SB | TR | 1.00 | 42.2 | D | TR | 0.82 | 25.6 | C | TR | 0.93 | 30.5 | C | |
| INTERSECTION | | | 31.8 | C | | | 23.9 | C | | | 27.1 | C | |
| Route 9A @ West 55th Street - Service Rd | NB | T | 0.43 | 9.3 | A | T | 0.35 | 10.0 | B | T | 0.61 | 12.2 | B |
| | | SB | T | 0.05 | 10.1 | B | T | 0.11 | 14.0 | B | T | 0.28 | 13.1 |
| | INTERSECTION | | | 9.4 | A | | | 11.4 | B | | | 12.6 | B |
| Route 9A @ West 56th Street | NB | T | 1.10 | 93.1 | F | T | 0.60 | 10.0 | A | T | 0.79 | 18.3 | B |
| | | L | 0.37 | 27.1 | C | L | 0.51 | 46.6 | D | L | 0.47 | 51.6 | D |
| | INTERSECTION | | | 1.3 | A | T | 0.46 | 0.7 | A | T | 0.61 | 1.0 | A |
| Route 9A @ West 56th Street - Service Rd | EB | L | 0.09 | 23.0 | C | L | 0.22 | 42.7 | D | L | 0.22 | 47.9 | D |
| | | T | 0.60 | 33.7 | C | T | 0.72 | 58.9 | E | T | 0.65 | 60.4 | E |
| | INTERSECTION | | | 29.3 | C | TR | 0.24 | 6.8 | A | TR | 0.45 | 11.9 | B |

| Unsignalized Intersection | Approach | AM Existing | | | | MD Existing | | | | PM Existing | | | |
|--------------------------------------|--------------|-------------|-----------|---------------|-----|-------------|-----------|---------------|-----|-------------|-----------|---------------|-----|
| | | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS | Movt. | V/C Ratio | Delay Sec/Veh | LOS |
| First Avenue @ East 48th Street | EB | L | 0.92 | 66.6 | F | L | 1.09 | 126.6 | F | L | 0.48 | 21.0 | C |
| | INTERSECTION | | | 66.6 | F | | | 126.6 | F | | | 21.0 | C |
| Vanderbilt Avenue @ East 43rd Street | SB | R | 0.27 | 9.5 | A | R | 0.44 | 10.9 | B | R | 0.27 | 9.6 | A |
| | INTERSECTION | | | 9.5 | A | | | 10.9 | B | | | 9.6 | A |
| Vanderbilt Avenue @ East 44th Street | EB | R | 0.00 | 7.6 | A | R | 0.00 | 8.8 | A | R | 0.00 | 7.5 | A |
| | INTERSECTION | | | 7.6 | A | | | 8.8 | A | | | 7.5 | A |
| Vanderbilt Avenue @ East 47th Street | WB | T | 0.00 | 19.8 | C | T | 0.00 | 17.3 | C | T | 0.00 | 27.2 | D |
| | INTERSECTION | | | 19.8 | C | | | 17.3 | C | | | 27.2 | D |

Note:
 †† To mimic actual conditions for NB/SB left turning vehicles on Park Avenue, the sum of two delays were accounted for: (1) delay from making the left turn; and (2) delay from waiting at the red light after the left turn
 Source: Parsons Brinckerhoff, Inc. 2013

Weekday Hourly Net Parking Accumulation for Proposed Action

| Time Period | Land Use | | | | Total |
|---------------------|----------|-------------|--------------------|-------|-------|
| | Office | Residential | Destination Retail | Hotel | |
| 12:00 AM - 1:00 AM | 0 | -119 | 0 | 12 | -107 |
| 1:00 AM - 2:00 AM | 0 | -119 | 0 | 12 | -107 |
| 2:00 AM - 3:00 AM | 0 | -119 | 0 | 12 | -107 |
| 3:00 AM - 4:00 AM | 0 | -119 | 0 | 12 | -107 |
| 4:00 AM - 5:00 AM | 0 | -119 | 0 | 12 | -107 |
| 5:00 AM - 6:00 AM | 0 | -119 | 0 | 12 | -107 |
| 6:00 AM - 7:00 AM | 0 | -118 | 0 | 11 | -107 |
| 7:00 AM - 8:00 AM | 30 | -111 | 0 | 8 | -73 |
| 8:00 AM - 9:00 AM | 404 | -94 | 0 | 6 | 316 |
| 9:00 AM - 10:00 AM | 693 | -85 | 0 | 5 | 613 |
| 10:00 AM - 11:00 AM | 666 | -82 | 5 | 4 | 593 |
| 11:00 AM - 12:00 PM | 651 | -82 | 9 | 4 | 582 |
| 12:00 PM - 1:00 PM | 645 | -82 | 11 | 5 | 579 |
| 1:00 PM - 2:00 PM | 668 | -82 | 12 | 5 | 603 |
| 2:00 PM - 3:00 PM | 721 | -82 | 12 | 4 | 655 |
| 3:00 PM - 4:00 PM | 716 | -85 | 11 | 3 | 645 |
| 4:00 PM - 5:00 PM | 506 | -93 | 11 | 4 | 428 |
| 5:00 PM - 6:00 PM | 82 | -104 | 10 | 9 | -3 |
| 6:00 PM - 7:00 PM | 21 | -114 | 10 | 10 | -73 |
| 7:00 PM - 8:00 PM | 2 | -120 | 12 | 11 | -95 |
| 8:00 PM - 9:00 PM | 0 | -123 | 9 | 12 | -102 |
| 9:00 PM - 10:00 PM | 0 | -119 | 0 | 12 | -107 |
| 10:00 PM - 11:00 PM | 0 | -119 | 0 | 12 | -107 |
| 11:00 PM - 12:00 AM | 0 | -119 | 0 | 12 | -107 |

Note: Midday peak period is noon to 2:00 p.m.

Source: Parsons Brinckerhoff, Inc., 2012

Subway Station Volume Table

| No-Build Fare Array Summary | Existing Peak 15-min Volumes | | | | RTFM Percent Change | | | | Background Growth (RTFM Applied to Existing) Peak 15-min Volumes | | | | NB on Projected Development Sites Peak 15-min Volumes | | | | NB on Soft 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 | 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* |
| Fifth Avenue Station R501 | 22 | 805 | 626 | 108 | 68% | -5% | -5% | 68% | 15 | -38 | -29 | 74 | 7 | -6 | -6 | 6 | 4 | 12 | 14 | 6 | 26 | -32 | -21 | 86 | 48 | 773 | 605 | 194 |
| Bryant Park - 42nd Street N504 | 36 | 2222 | 1721 | 127 | 21% | 16% | 16% | 21% | 8 | 350 | 271 | 27 | 2 | -3 | -2 | 2 | 20 | 12 | 17 | 32 | 29 | 359 | 286 | 60 | 65 | 2581 | 2007 | 187 |
| N502 | 46 | 1129 | 824 | 156 | 21% | 16% | 16% | 21% | 10 | 178 | 130 | 33 | 0 | 0 | 0 | 0 | 1 | 21 | 24 | 1 | 10 | 198 | 153 | 34 | 56 | 1327 | 977 | 190 |
| 47th-50th St (Rockefeller Center) N501 | 38 | 2071 | 1341 | 106 | 17% | 22% | 22% | 17% | 6 | 460 | 298 | 18 | 6 | -7 | -5 | 5 | 3 | 60 | 69 | 4 | 15 | 513 | 362 | 26 | 53 | 2584 | 1703 | 132 |
| 51st Street R242AK | 59 | 732 | 214 | 66 | 14% | 5% | 5% | 14% | 8 | 40 | 12 | 9 | 3 | 2 | 3 | 9 | 1 | 3 | 2 | 1 | 12 | 45 | 17 | 19 | 71 | 777 | 231 | 85 |
| R243 | 22 | 867 | 604 | 319 | 14% | 5% | 5% | 14% | 3 | 47 | 33 | 44 | 6 | 2 | 4 | 6 | 7 | 6 | 13 | 3 | 16 | 55 | 50 | 53 | 38 | 922 | 654 | 372 |
| Lexington Avenue - 53rd Street N305 | 59 | 1227 | 572 | 93 | 14% | 5% | 5% | 14% | 8 | 67 | 31 | 13 | 7 | 4 | 7 | 13 | 9 | 12 | 12 | 8 | 24 | 83 | 50 | 33 | 83 | 1310 | 622 | 126 |

Subway Station Volume Table

| RWCDs - Stairs, Escalators, and Passageway Summary | Existing Peak 15-min Volumes | | | | No-Build Peak 15-min Volumes | | | | Project Increment Peak 15-min Volumes | | | | Build Peak 15-min Volumes | | | |
|--|------------------------------|------|------|-----|------------------------------|------|------|-----|---------------------------------------|-----|------|----|---------------------------|------|------|-----|
| | AM | | PM | | AM | | PM | | AM | | PM | | AM | | PM | |
| | DOWN | UP | DOWN | UP | DOWN | UP | DOWN | UP | DOWN | UP | DOWN | UP | DOWN | UP | DOWN | UP |
| Fifth Avenue Station | | | | | | | | | | | | | | | | |
| S1 | 22 | 805 | 626 | 108 | 48 | 773 | 605 | 194 | 0 | 305 | 351 | 5 | 48 | 1078 | 956 | 199 |
| P1/P2 | 7 | 180 | 154 | 70 | 16 | 171 | 147 | 122 | 0 | 57 | 64 | 2 | 16 | 228 | 211 | 124 |
| P3 | 11 | 172 | 182 | 46 | 22 | 164 | 174 | 82 | 0 | 55 | 65 | 2 | 22 | 219 | 239 | 84 |
| Bryant Park - 42nd Street | | | | | | | | | | | | | | | | |
| S5 | 24 | 705 | 673 | 59 | 51 | 825 | 794 | 105 | 1 | 23 | 27 | 2 | 52 | 848 | 821 | 107 |
| S6 | 13 | 358 | 209 | 56 | 16 | 414 | 242 | 68 | 0 | 0 | 0 | 0 | 16 | 414 | 242 | 68 |
| P1 | 9 | 280 | 215 | 127 | 17 | 337 | 274 | 158 | 0 | 4 | 7 | 0 | 17 | 341 | 281 | 158 |
| P2 | 12 | 478 | 126 | 31 | 19 | 582 | 157 | 43 | 0 | 7 | 3 | 0 | 19 | 589 | 160 | 43 |
| P3 | 10 | 425 | 474 | 111 | 21 | 512 | 592 | 142 | 1 | 5 | 11 | 1 | 22 | 517 | 603 | 143 |
| P4 | 29 | 474 | 370 | 46 | 39 | 578 | 457 | 71 | 0 | 8 | 7 | 1 | 39 | 586 | 464 | 72 |
| SB11 | 17 | 593 | 494 | 57 | 21 | 707 | 595 | 70 | 0 | 21 | 22 | -1 | 21 | 728 | 617 | 69 |
| P13 | 22 | 328 | 568 | 54 | 27 | 387 | 672 | 66 | 0 | 8 | 14 | -1 | 27 | 395 | 686 | 66 |
| P14 | 20 | 728 | 288 | 91 | 24 | 856 | 342 | 111 | 0 | 13 | 9 | -1 | 24 | 869 | 351 | 110 |
| 47th-50th Street (Rockerfeller Center) | | | | | | | | | | | | | | | | |
| S1 | 20 | 465 | 520 | 26 | 24 | 568 | 635 | 31 | -1 | 36 | 41 | -2 | 23 | 604 | 676 | 30 |
| S6 | 12 | 259 | 241 | 16 | 21 | 371 | 363 | 23 | 1 | 61 | 71 | 1 | 22 | 432 | 434 | 24 |
| M1 | 32 | 724 | 762 | 42 | 45 | 939 | 999 | 54 | -1 | 97 | 112 | 0 | 45 | 1036 | 1111 | 54 |
| S3 | 14 | 486 | 427 | 37 | 18 | 593 | 518 | 46 | 0 | 2 | 2 | 3 | 18 | 595 | 520 | 49 |
| P1 | 10 | 1254 | 700 | 78 | 14 | 1483 | 841 | 90 | 1 | 39 | 15 | -1 | 15 | 1522 | 856 | 90 |
| P2 | 243 | 777 | 827 | 78 | 303 | 994 | 1046 | 98 | -1 | 13 | 25 | 3 | 302 | 1007 | 1071 | 101 |
| P3 | 10 | 1064 | 707 | 135 | 13 | 1258 | 851 | 155 | 1 | 33 | 16 | -1 | 14 | 1291 | 867 | 154 |
| P4 | 361 | 615 | 356 | 116 | 449 | 789 | 463 | 147 | -1 | 13 | 58 | 1 | 448 | 802 | 521 | 148 |
| 51st Street | | | | | | | | | | | | | | | | |
| S2 | 22 | 266 | 257 | 100 | 32 | 286 | 284 | 121 | 6 | 6 | 15 | 9 | 38 | 292 | 299 | 130 |
| S5 | 15 | 192 | 106 | 74 | 17 | 202 | 112 | 84 | 0 | 0 | 0 | 0 | 17 | 202 | 112 | 84 |
| M2 | 37 | 458 | 362 | 174 | 49 | 489 | 394 | 205 | 6 | 6 | 15 | 9 | 55 | 495 | 409 | 214 |
| O1 | 61 | 744 | 218 | 70 | 73 | 790 | 235 | 90 | 4 | 10 | 8 | 13 | 77 | 800 | 243 | 103 |
| M7 | 59 | 732 | 214 | 66 | 71 | 777 | 231 | 85 | 4 | 10 | 8 | 13 | 75 | 787 | 239 | 98 |
| P3 | 59 | 732 | 214 | 66 | 71 | 777 | 231 | 85 | 4 | 10 | 8 | 13 | 75 | 787 | 239 | 98 |
| U1/U2 | 1005 | 47 | 789 | 4 | 910 | 45 | 759 | 4 | 0 | 0 | 0 | 0 | 910 | 45 | 759 | 4 |
| E252 | - | 1329 | - | 487 | - | 1278 | - | 441 | 0 | 0 | 0 | 0 | - | 1278 | - | 441 |
| O3/O4 | 1376 | 252 | 491 | 177 | 1246 | 242 | 472 | 160 | 0 | 0 | 0 | 0 | 1246 | 242 | 472 | 160 |
| E233 | - | 754 | - | 612 | - | 725 | - | 554 | 0 | 0 | 0 | 0 | - | 725 | - | 554 |
| Lexington Avenue - 53rd Street | | | | | | | | | | | | | | | | |
| O7 | 76 | 608 | 684 | 192 | 87 | 641 | 721 | 219 | 0 | 2 | 3 | 0 | 87 | 643 | 724 | 219 |
| P7 | 23 | 46 | 89 | 17 | 30 | 49 | 98 | 20 | 3 | 0 | 6 | 1 | 33 | 49 | 104 | 21 |
| E243 | - | 984 | - | 542 | - | 1043 | - | 642 | 0 | 6 | 0 | 20 | - | 1049 | - | 662 |
| E244 | - | 959 | 1130 | - | - | 1016 | 1196 | - | 0 | 6 | 6 | 0 | - | 1022 | 1202 | - |
| E269 | 792 | - | 1263 | - | 910 | - | 1336 | - | 8 | 0 | 6 | 0 | 918 | - | 1342 | - |
| E254x | - | 487 | 186 | - | - | 516 | 197 | - | 0 | 3 | 2 | 0 | - | 519 | 199 | - |
| PASSAGEWAY at 52nd Street | | | | | | | | | | | | | | | | |
| To/From Lex-53rd st | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB | NB | SB |
| | 560 | 504 | 685 | 550 | 507 | 485 | 659 | 498 | 0 | 0 | 0 | 0 | 507 | 485 | 659 | 498 |

Subway Station Volume Table

| *IN/OUT OF STATION | Existing Peak 15-min Volumes | | | | No-Build Peak 15-min Volumes | | | | Project Increment Peak 15-min Volumes | | | | Build Peak 15-min Volumes | | | |
|--|---------------------------------|------|------|------|---------------------------------|------|------|------|--|------|-----|------|------------------------------|------|------|------|
| | IN* | OUT* | IN* | OUT* | IN* | OUT* | IN* | OUT* | *IN | *OUT | *IN | *OUT | IN* | OUT* | IN* | OUT* |
| RWCDS - Fare Array Summary | | | | | | | | | | | | | | | | |
| Fifth Avenue Station R501 | 22 | 805 | 626 | 108 | 48 | 773 | 605 | 194 | 0 | 305 | 351 | 5 | 48 | 1078 | 956 | 199 |
| Bryant Park - 42nd Street N504 | 36 | 2222 | 1721 | 127 | 65 | 2581 | 2007 | 187 | 1 | 23 | 27 | 2 | 66 | 2604 | 2034 | 189 |
| N502 | 46 | 1129 | 824 | 156 | 56 | 1327 | 977 | 190 | 0 | 21 | 22 | -1 | 56 | 1348 | 999 | 189 |
| 47th-50th Street (Rockerfeller Center) N501 | 38 | 2071 | 1341 | 106 | 53 | 2584 | 1703 | 132 | -1 | 99 | 113 | 3 | 52 | 2683 | 1816 | 135 |
| 51st Street R242AK | 59 | 732 | 214 | 66 | 71 | 777 | 231 | 85 | 4 | 10 | 8 | 13 | 75 | 787 | 239 | 98 |
| R243 | 22 | 867 | 604 | 319 | 38 | 922 | 654 | 372 | 6 | 6 | 15 | 9 | 44 | 928 | 669 | 381 |
| Lexington Avenue - 53rd Street N305 | 59 | 1227 | 572 | 93 | 83 | 1310 | 622 | 126 | 11 | 14 | 20 | 20 | 94 | 1324 | 642 | 146 |

| NYC AM OUT Site # | Lex/63rd St F | | Lex/59 St - 4 5 6 NQR | | | | 5 Av/59 St - NQR | | 57 St F | | 5 Av/53 St E M | | Lex/53 St E M 6 | | | | Rock Center B D F M | | 42 St-Bryant Park/5 Av B D F M 7 | | | | Grand Central S 4 5 6 7 | | | | | Total Percent OUT |
|-------------------------|------------------|-----------|-----------------------|-----------|-----------|-----------|---------------------|-----------|-----------|-----------|-------------------|-----------|-----------------|-----------|-----------|-----------|---------------------------|-----------|-------------------------------------|-----------|-----------|-----------|-------------------------|--|------|--|--|-------------------------|
| | NB Out | SB Out | NB Out | SB Out | NB Out | SB Out | NB Out | SB Out | NB Out | SB Out | NB Out | SB Out | NB Out | SB Out | NB Out | SB Out | NB Out | SB Out | TS Out | NB Out | SB Out | NB Out | SB Out | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 6 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 7 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 8 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 9 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 10 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 11 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 12 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 13 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 14 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 15 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 16 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 17 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 18 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 19 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 20 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| NYC PM IN Site # | Lex/63rd St F | | Lex/59 St - 4 5 6 NQR | | | | 5 Av/59 St - NQR | | 57 St F | | 5 Av/53 St E M | | Lex/53 St E M 6 | | | | Rock Center B D F M | | 42 St-Bryant Park/5 Av B D F M 7 | | | | Grand Central S 4 5 6 7 | | | | | Total Percent OUT |
| | NB In | SB In | NB In | SB In | NB In | SB In | NB In | SB In | NB In | SB In | NB In | SB In | NB In | SB In | NB In | SB In | NB In | SB In | TS In | NB In | SB In | NB In | SB In | | | | | |
| | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 2 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 3 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 6 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 7 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 8 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 9 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 10 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 11 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 12 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 13 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 14 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 15 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 16 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 17 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 18 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 19 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |
| 20 | | | | | | | | | | | | | | | | | | | | | | | | | 100% | | | |

SIDEWALK VOLUME SUMMARY

| Location | | | Existing Volumes | | | No-Action Volumes | | | Project Increment | | | With-Action Volumes | | |
|--------------------------------|-------|----|------------------|------|------|-------------------|------|------|-------------------|-----|------|---------------------|------|------|
| | | | AM | MD | PM | AM | MD | PM | AM | MD | PM | AM | MD | PM |
| 43 St btwn | South | EB | 659 | 367 | 183 | 693 | 437 | 209 | 29 | 187 | 107 | 722 | 624 | 316 |
| Second Ave and Third Ave | | WB | 205 | 318 | 676 | 221 | 434 | 725 | 38 | 184 | 96 | 259 | 618 | 821 |
| 42 St btwn | North | EB | 579 | 517 | 455 | 895 | 589 | 504 | 290 | 269 | 94 | 1185 | 858 | 598 |
| Second Ave and Third Ave | | WB | 616 | 726 | 940 | 648 | 837 | 1217 | 36 | 274 | 373 | 684 | 1111 | 1590 |
| 50 St btwn | South | EB | 393 | 255 | 206 | 449 | 511 | 363 | 59 | 143 | 116 | 508 | 654 | 479 |
| Third Ave and Lexington Ave | | WB | 205 | 254 | 329 | 275 | 497 | 520 | 71 | 143 | 148 | 346 | 640 | 668 |
| 49 St btwn | North | EB | 312 | 328 | 205 | 401 | 539 | 373 | 49 | 108 | 92 | 450 | 647 | 465 |
| Third Ave and Lexington Ave | | WB | 235 | 289 | 261 | 307 | 491 | 461 | 40 | 106 | 114 | 347 | 597 | 575 |
| 42 St btwn | North | EB | 1999 | 934 | 1066 | 2817 | 1004 | 1204 | 168 | 163 | 41 | 2985 | 1167 | 1245 |
| Third Ave and Lexington Ave | | WB | 911 | 1015 | 2077 | 978 | 1106 | 2753 | 43 | 163 | 185 | 1021 | 1269 | 2938 |
| Lexington Avenue btwn | West | NB | 1102 | 661 | 714 | 1141 | 690 | 740 | 97 | 149 | 129 | 1238 | 839 | 869 |
| 49th and 50th St | | SB | 1167 | 589 | 1256 | 1204 | 615 | 1299 | 71 | 165 | 200 | 1275 | 780 | 1499 |
| 49 St btwn | South | EB | 626 | 228 | 305 | 651 | 281 | 323 | 108 | 283 | 196 | 759 | 564 | 519 |
| Lexington Ave and Park Ave | | WB | 390 | 147 | 534 | 405 | 196 | 560 | 87 | 280 | 251 | 492 | 476 | 811 |
| 48 St btwn | North | EB | 529 | 203 | 299 | 563 | 234 | 312 | 88 | 231 | 178 | 651 | 465 | 490 |
| Lexington Ave and Park Ave | | WB | 294 | 295 | 531 | 305 | 329 | 568 | 76 | 220 | 215 | 381 | 549 | 783 |
| 47 St btwn | South | EB | 927 | 568 | 302 | 1121 | 904 | 1467 | 7 | 61 | 222 | 1128 | 965 | 1689 |
| Vanderbilt Ave and Madison Ave | | WB | 312 | 528 | 810 | 1654 | 817 | 1383 | 191 | 59 | 21 | 1845 | 876 | 1404 |
| 45 St btwn | North | EB | 389 | 617 | 460 | 409 | 632 | 480 | -19 | 348 | 851 | 390 | 980 | 1331 |
| Vanderbilt Ave and Madison Ave | | WB | 422 | 570 | 315 | 436 | 583 | 335 | 734 | 398 | -30 | 1170 | 981 | 305 |
| 44 St btwn | North | EB | 573 | 479 | 704 | 594 | 513 | 761 | -42 | 173 | 280 | 552 | 686 | 1041 |
| Vanderbilt Ave and Madison Ave | | WB | 517 | 572 | 1081 | 566 | 611 | 1116 | 279 | 177 | -92 | 845 | 788 | 1024 |
| 43 St btwn | North | EB | 228 | 427 | 1295 | 361 | 710 | 2432 | 0 | 53 | 413 | 361 | 763 | 2845 |
| Vanderbilt and Madison Ave | | WB | 1652 | 370 | 433 | 2856 | 670 | 571 | 358 | 49 | 10 | 3214 | 719 | 581 |
| 42 St btwn | North | EB | 1120 | 1387 | 2722 | 1430 | 1479 | 2856 | 233 | 77 | 47 | 1663 | 1556 | 2903 |
| Vanderbilt and Madison Ave | | WB | 2995 | 1927 | 2437 | 3134 | 2057 | 2734 | 57 | 84 | 237 | 3191 | 2141 | 2971 |
| Madison Avenue btwn | East | NB | 686 | 701 | 681 | 1412 | 890 | 743 | -67 | 394 | 321 | 1345 | 1284 | 1064 |
| 45th and 46th St | | SB | 243 | 542 | 886 | 328 | 726 | 1326 | 282 | 339 | -116 | 610 | 1065 | 1210 |
| Madison Avenue btwn | West | NB | 1598 | 868 | 471 | 1641 | 892 | 489 | 199 | 68 | -19 | 1840 | 960 | 470 |
| 42nd and 43rd St | | SB | 409 | 857 | 1474 | 428 | 879 | 1513 | -10 | 78 | 203 | 418 | 957 | 1716 |
| 47 St btwn | South | EB | 697 | 457 | 555 | 783 | 653 | 1277 | 126 | 119 | 178 | 909 | 772 | 1455 |
| Madison Ave and 5th Ave | | WB | 706 | 521 | 573 | 1397 | 712 | 671 | 168 | 134 | 146 | 1565 | 846 | 817 |
| 46 St btwn | North | EB | 295 | 296 | 363 | 314 | 374 | 656 | 252 | 187 | -5 | 566 | 561 | 651 |
| Madison Ave and Site 10 | | WB | 367 | 312 | 403 | 637 | 368 | 431 | -3 | 190 | 273 | 634 | 558 | 704 |
| 44 St btwn | North | EB | 216 | 291 | 497 | 234 | 342 | 661 | 70 | 80 | 369 | 304 | 422 | 1030 |
| Madison Ave and 5th Ave | | WB | 415 | 321 | 371 | 593 | 374 | 394 | 383 | 70 | -8 | 976 | 444 | 386 |
| 43 St btwn | North | EB | 596 | 591 | 1111 | 632 | 698 | 1610 | -10 | 254 | 544 | 622 | 952 | 2154 |
| Madison Ave and 5th Ave | | WB | 753 | 496 | 767 | 1274 | 603 | 795 | 462 | 240 | -2 | 1736 | 843 | 793 |
| 42 St btwn | North | EB | 963 | 770 | 1722 | 1018 | 832 | 2042 | 328 | 53 | -10 | 1346 | 885 | 2032 |
| Madison Ave and 5th Ave | | WB | 1401 | 881 | 1401 | 1728 | 966 | 1470 | 0 | 61 | 361 | 1728 | 1027 | 1831 |
| 40 St btwn | South | EB | 1040 | 572 | 376 | 1086 | 660 | 472 | 11 | 140 | 230 | 1097 | 800 | 702 |
| Madison Ave and 5th Ave | | WB | 378 | 646 | 1224 | 437 | 734 | 1288 | 198 | 130 | 20 | 635 | 864 | 1308 |
| 47 St btwn | South | EB | 842 | 763 | 361 | 1118 | 1078 | 863 | 324 | 51 | -43 | 1442 | 1129 | 820 |
| 5th Ave and 6th Ave | | WB | 209 | 667 | 1085 | 680 | 962 | 1412 | -30 | 63 | 377 | 650 | 1025 | 1789 |
| Fifth Avenue btwn | West | NB | 1385 | 1335 | 1282 | 1505 | 1453 | 1341 | 213 | 62 | -21 | 1718 | 1515 | 1320 |
| 43rd and 44th St | | SB | 481 | 1200 | 2153 | 512 | 1315 | 2312 | -10 | 73 | 232 | 502 | 1388 | 2544 |
| Fifth Avenue btwn | East | NB | 343 | 1217 | 1545 | 387 | 1263 | 1672 | 343 | 61 | -38 | 730 | 1324 | 1634 |
| 43rd and 44th St | | SB | 1449 | 1207 | 886 | 1571 | 1252 | 942 | -10 | 76 | 363 | 1561 | 1328 | 1305 |
| Fifth Avenue btwn | West | NB | 1733 | 1198 | 727 | 1817 | 1244 | 762 | 306 | 58 | -9 | 2123 | 1302 | 753 |
| 42nd and 43rd St | | SB | 414 | 622 | 1417 | 440 | 650 | 1498 | -7 | 66 | 344 | 433 | 716 | 1842 |
| Fifth Avenue btwn | East | NB | 1062 | 1470 | 768 | 1093 | 1526 | 825 | 619 | 79 | -11 | 1712 | 1605 | 814 |
| 42nd and 43rd St | | SB | 290 | 922 | 1274 | 341 | 959 | 1304 | -7 | 92 | 697 | 334 | 1051 | 2001 |
| 42 St btwn | South | EB | 1417 | 891 | 938 | 1503 | 920 | 971 | 2 | 31 | -2 | 1505 | 951 | 969 |
| 5th Ave and 6th Ave | | WB | 496 | 882 | 2540 | 513 | 911 | 2668 | -1 | 34 | 2 | 512 | 945 | 2670 |

CROSSWALK VOLUME SUMMARY

| Intersection | Existing Volumes | | | No-Action Volumes | | | Project Increment | | | With-Action Volumes | | |
|--|------------------|------|------|-------------------|------|------|-------------------|-----|-----|---------------------|------|------|
| | AM | MD | PM | AM | MD | PM | AM | MD | PM | AM | MD | PM |
| Second Ave (N-S) @ 43 St (E-W) | | | | | | | | | | | | |
| West: NB | 393 | 345 | 187 | 424 | 393 | 294 | 14 | 94 | 53 | 438 | 487 | 347 |
| West: SB | 251 | 389 | 530 | 352 | 433 | 583 | 19 | 92 | 48 | 371 | 525 | 631 |
| South: EB | 283 | 204 | 148 | 344 | 227 | 177 | 14 | 94 | 53 | 358 | 321 | 230 |
| South: WB | 175 | 247 | 347 | 194 | 275 | 418 | 19 | 92 | 48 | 213 | 367 | 466 |
| Second Ave (N-S) @ 42 St (E-W) | | | | | | | | | | | | |
| West: NB | 514 | 311 | 259 | 542 | 349 | 375 | 27 | 92 | 68 | 569 | 441 | 443 |
| West: SB | 196 | 270 | 447 | 301 | 303 | 491 | 20 | 94 | 75 | 321 | 397 | 566 |
| North: EB | 590 | 235 | 194 | 842 | 370 | 267 | 22 | 101 | 86 | 864 | 471 | 353 |
| North: WB | 289 | 328 | 592 | 330 | 532 | 858 | 36 | 99 | 71 | 366 | 631 | 929 |
| Third Ave (N-S) @ 50 St (E-W) | | | | | | | | | | | | |
| East: NB | 329 | 619 | 1574 | 357 | 682 | 1680 | 8 | 32 | 15 | 365 | 714 | 1695 |
| East: SB | 1623 | 724 | 476 | 1705 | 792 | 536 | 6 | 34 | 19 | 1711 | 826 | 555 |
| West: NB | 444 | 746 | 822 | 495 | 854 | 943 | 15 | 46 | 27 | 510 | 900 | 970 |
| West: SB | 1044 | 746 | 597 | 1124 | 858 | 707 | 12 | 48 | 35 | 1136 | 906 | 742 |
| South: EB | 216 | 222 | 254 | 266 | 318 | 340 | 57 | 95 | 98 | 323 | 413 | 438 |
| South: WB | 165 | 200 | 195 | 201 | 299 | 298 | 51 | 103 | 128 | 252 | 402 | 426 |
| Third Ave (N-S) @ 49 St (E-W) | | | | | | | | | | | | |
| West: NB | 778 | 581 | 485 | 848 | 695 | 602 | 14 | 62 | 43 | 862 | 757 | 645 |
| West: SB | 483 | 738 | 651 | 539 | 853 | 765 | 22 | 64 | 43 | 561 | 917 | 808 |
| North: EB | 148 | 257 | 148 | 217 | 362 | 241 | 35 | 73 | 69 | 252 | 435 | 310 |
| North: WB | 140 | 249 | 179 | 180 | 357 | 310 | 30 | 77 | 87 | 210 | 434 | 397 |
| Third Ave (N-S) @ 42 St (E-W) | | | | | | | | | | | | |
| East: NB | 473 | 745 | 807 | 513 | 814 | 1067 | 53 | 59 | 33 | 566 | 873 | 1100 |
| East: SB | 1259 | 752 | 659 | 1540 | 813 | 743 | 11 | 60 | 81 | 1551 | 873 | 824 |
| West: NB | 1195 | 683 | 801 | 1280 | 784 | 1121 | 53 | 59 | 33 | 1333 | 843 | 1154 |
| West: SB | 479 | 570 | 1286 | 790 | 662 | 1421 | 11 | 60 | 81 | 801 | 722 | 1502 |
| North: EB | 1402 | 394 | 290 | 2032 | 459 | 419 | 225 | 109 | 88 | 2257 | 568 | 507 |
| North: WB | 482 | 529 | 1367 | 556 | 611 | 1943 | 47 | 111 | 293 | 603 | 722 | 2236 |
| Lexington Ave (N-S) @ 50 St (E-W) | | | | | | | | | | | | |
| East: NB | 858 | 813 | 1333 | 944 | 987 | 1442 | 48 | 105 | 77 | 992 | 1092 | 1519 |
| East: SB | 1140 | 569 | 983 | 1211 | 739 | 1115 | 40 | 105 | 88 | 1251 | 844 | 1203 |
| West: NB | 755 | 439 | 576 | 788 | 505 | 607 | 36 | 73 | 69 | 824 | 578 | 676 |
| West: SB | 1250 | 537 | 980 | 1298 | 613 | 1037 | 47 | 89 | 96 | 1345 | 702 | 1133 |
| North: EB | 500 | 268 | 423 | 533 | 337 | 460 | 31 | 54 | 73 | 564 | 391 | 533 |
| North: WB | 722 | 329 | 429 | 754 | 392 | 462 | 32 | 48 | 61 | 786 | 440 | 523 |
| South: EB | 662 | 400 | 454 | 692 | 509 | 498 | 44 | 99 | 91 | 736 | 608 | 589 |
| South: WB | 191 | 183 | 296 | 209 | 277 | 323 | 56 | 100 | 82 | 265 | 377 | 405 |
| Lexington Ave (N-S) @ 49 St (E-W) | | | | | | | | | | | | |
| East: NB | 404 | 592 | 874 | 428 | 703 | 916 | 27 | 83 | 55 | 455 | 786 | 971 |
| East: SB | 574 | 330 | 461 | 597 | 427 | 492 | 23 | 83 | 65 | 620 | 510 | 557 |
| West: NB | 460 | 319 | 449 | 479 | 381 | 470 | 124 | 214 | 177 | 603 | 595 | 647 |
| West: SB | 816 | 493 | 782 | 845 | 560 | 817 | 91 | 232 | 260 | 936 | 792 | 1077 |
| North: EB | 350 | 311 | 240 | 369 | 431 | 279 | 30 | 90 | 59 | 399 | 521 | 338 |
| North: WB | 246 | 194 | 165 | 265 | 306 | 195 | 24 | 88 | 66 | 289 | 394 | 261 |
| South: EB | 347 | 191 | 240 | 360 | 236 | 253 | 47 | 107 | 90 | 407 | 343 | 343 |
| South: WB | 231 | 153 | 218 | 240 | 195 | 229 | 37 | 109 | 108 | 277 | 304 | 337 |
| Lexington Ave (N-S) @ 48 St (E-W) | | | | | | | | | | | | |
| East: NB | 295 | 448 | 585 | 315 | 519 | 614 | 16 | 74 | 54 | 331 | 593 | 668 |
| East: SB | 536 | 470 | 391 | 557 | 540 | 417 | 24 | 73 | 46 | 581 | 613 | 463 |
| West: NB | 236 | 324 | 418 | 246 | 359 | 437 | 33 | 104 | 102 | 279 | 463 | 539 |
| West: SB | 601 | 363 | 374 | 622 | 400 | 392 | 43 | 101 | 83 | 665 | 501 | 475 |
| North: EB | 402 | 165 | 244 | 429 | 179 | 256 | 47 | 113 | 93 | 476 | 292 | 349 |
| North: WB | 232 | 184 | 412 | 242 | 198 | 441 | 38 | 116 | 112 | 280 | 314 | 553 |
| South: EB | 168 | 202 | 206 | 246 | 248 | 215 | 22 | 59 | 45 | 268 | 307 | 260 |
| South: WB | 235 | 199 | 164 | 243 | 248 | 230 | 19 | 59 | 53 | 262 | 307 | 283 |
| Lexington Ave (N-S) @ 42 St (E-W) | | | | | | | | | | | | |
| East: NB | 476 | 741 | 738 | 503 | 791 | 950 | 0 | 0 | 0 | 503 | 791 | 950 |
| East: SB | 849 | 603 | 508 | 1098 | 674 | 619 | 0 | 0 | 0 | 1098 | 674 | 619 |
| North: EB | 1673 | 773 | 753 | 2738 | 875 | 924 | 76 | 72 | 47 | 2814 | 947 | 971 |
| North: WB | 562 | 724 | 1415 | 666 | 840 | 2442 | 43 | 67 | 84 | 709 | 907 | 2526 |
| Park Ave (N-S) @ 49 St (E-W) | | | | | | | | | | | | |
| East: NB | 1564 | 559 | 614 | 1616 | 583 | 635 | 33 | 98 | 16 | 1649 | 681 | 651 |
| East: SB | 481 | 534 | 1307 | 497 | 557 | 1351 | 7 | 104 | 48 | 504 | 661 | 1399 |
| South: EB | 210 | 256 | 281 | 223 | 289 | 294 | 5 | 112 | 19 | 228 | 401 | 313 |
| South: WB | 365 | 203 | 157 | 378 | 234 | 169 | 10 | 108 | 16 | 388 | 342 | 185 |
| Madison Ave (N-S) @ 47 St (E-W) | | | | | | | | | | | | |
| East: NB | 683 | 657 | 621 | 1006 | 779 | 933 | 0 | 83 | 45 | 1006 | 862 | 978 |
| East: SB | 347 | 654 | 723 | 691 | 830 | 1004 | 27 | 76 | 3 | 718 | 906 | 1007 |
| West: NB | 582 | 765 | 585 | 601 | 797 | 636 | 10 | 171 | 75 | 611 | 968 | 711 |
| West: SB | 357 | 815 | 942 | 396 | 848 | 985 | 41 | 155 | 16 | 437 | 1003 | 1001 |
| South: EB | 448 | 458 | 526 | 481 | 600 | 1073 | 123 | 96 | 171 | 604 | 696 | 1244 |
| South: WB | 796 | 539 | 521 | 1366 | 682 | 564 | 160 | 106 | 151 | 1526 | 788 | 715 |
| Madison Ave (N-S) @ 46 St (E-W) | | | | | | | | | | | | |
| East: NB | 569 | 478 | 475 | 1021 | 631 | 716 | -36 | 202 | 289 | 985 | 833 | 1005 |
| East: SB | 257 | 481 | 839 | 495 | 639 | 1307 | 245 | 171 | -61 | 740 | 810 | 1246 |
| West: NB | 894 | 862 | 485 | 995 | 894 | 507 | 23 | 160 | -1 | 1018 | 1054 | 506 |
| West: SB | 283 | 804 | 938 | 291 | 834 | 1055 | 14 | 149 | 10 | 305 | 983 | 1065 |
| North: EB | 339 | 346 | 311 | 482 | 417 | 414 | 100 | 183 | 20 | 582 | 600 | 434 |
| North: WB | 297 | 263 | 324 | 384 | 313 | 488 | 33 | 200 | 113 | 417 | 513 | 601 |
| South: EB | 351 | 496 | 412 | 555 | 567 | 633 | 108 | 96 | 10 | 663 | 663 | 643 |
| South: WB | 414 | 469 | 398 | 704 | 536 | 632 | 11 | 107 | 136 | 715 | 643 | 768 |
| Madison Ave (N-S) @ 45 St (E-W) | | | | | | | | | | | | |
| East: NB | 1192 | 828 | 788 | 1946 | 969 | 852 | 127 | 252 | 78 | 2073 | 1221 | 930 |
| East: SB | 364 | 1037 | 1283 | 396 | 1228 | 1906 | 80 | 260 | 134 | 476 | 1488 | 2040 |
| West: NB | 741 | 678 | 473 | 740 | 702 | 504 | 67 | 206 | -39 | 807 | 908 | 465 |
| West: SB | 155 | 606 | 863 | 177 | 626 | 866 | -4 | 195 | 30 | 173 | 821 | 896 |
| North: EB | 483 | 678 | 569 | 509 | 737 | 757 | 228 | 174 | 95 | 737 | 911 | 852 |
| North: WB | 720 | 471 | 427 | 959 | 528 | 454 | 110 | 192 | 230 | 1069 | 720 | 684 |

CROSSWALK VOLUME SUMMARY

| Intersection | Existing Volumes | | | No-Action Volumes | | | Project Increment | | | With-Action Volumes | | |
|--|------------------|------|------|-------------------|------|------|-------------------|-----|-----|---------------------|------|------|
| | AM | MD | PM | AM | MD | PM | AM | MD | PM | AM | MD | PM |
| Madison Ave (N-S) @ 44 St (E-W) | | | | | | | | | | | | |
| East: NB | 761 | 576 | 533 | 1247 | 769 | 956 | 142 | 209 | -8 | 1389 | 978 | 948 |
| East: SB | 180 | 546 | 871 | 668 | 680 | 1321 | 0 | 218 | 159 | 668 | 898 | 1480 |
| West: NB | 788 | 689 | 398 | 854 | 699 | 412 | 120 | 160 | -19 | 974 | 859 | 393 |
| West: SB | 242 | 529 | 873 | 253 | 535 | 944 | 12 | 165 | 102 | 265 | 700 | 1046 |
| North: EB | 118 | 246 | 363 | 140 | 289 | 549 | 106 | 98 | 259 | 246 | 387 | 808 |
| North: WB | 285 | 198 | 216 | 485 | 242 | 237 | 243 | 93 | 63 | 728 | 335 | 300 |
| Madison Ave (N-S) @ 43 St (E-W) | | | | | | | | | | | | |
| East: NB | 656 | 553 | 294 | 717 | 725 | 803 | 118 | 52 | -22 | 835 | 777 | 781 |
| East: SB | 420 | 509 | 418 | 1003 | 684 | 477 | -6 | 56 | 120 | 997 | 740 | 597 |
| West: NB | 914 | 753 | 557 | 933 | 759 | 577 | 213 | 146 | -30 | 1146 | 905 | 547 |
| West: SB | 272 | 732 | 980 | 291 | 736 | 998 | -19 | 163 | 218 | 272 | 899 | 1216 |
| North: EB | 189 | 510 | 996 | 204 | 641 | 1489 | -6 | 95 | 168 | 198 | 736 | 1657 |
| North: WB | 1182 | 375 | 497 | 1762 | 504 | 517 | 148 | 92 | -6 | 1910 | 596 | 511 |
| South: EB | 365 | 344 | 842 | 381 | 409 | 1075 | -4 | 101 | 4 | 377 | 510 | 1079 |
| South: WB | 1070 | 359 | 437 | 1325 | 405 | 450 | 10 | 101 | -11 | 1335 | 506 | 439 |
| Madison Ave (N-S) @ 42 St (E-W) | | | | | | | | | | | | |
| East: NB | 1025 | 914 | 1485 | 1089 | 973 | 1826 | 84 | 88 | -19 | 1173 | 1061 | 1807 |
| East: SB | 1172 | 785 | 650 | 1521 | 858 | 714 | -11 | 97 | 90 | 1510 | 955 | 804 |
| West: NB | 892 | 862 | 1095 | 927 | 886 | 1233 | 74 | 34 | 60 | 1001 | 920 | 1293 |
| West: SB | 558 | 710 | 377 | 666 | 730 | 398 | 52 | 38 | 86 | 718 | 768 | 484 |
| North: EB | 1623 | 1353 | 2312 | 1874 | 1437 | 2590 | 238 | 51 | 71 | 2112 | 1488 | 2661 |
| North: WB | 1881 | 1514 | 2417 | 2155 | 1624 | 2723 | 61 | 55 | 269 | 2216 | 1679 | 2992 |
| South: EB | 851 | 918 | 1305 | 1060 | 950 | 1357 | 70 | 20 | -7 | 1130 | 970 | 1350 |
| South: WB | 1390 | 1115 | 1154 | 1441 | 1154 | 1401 | -2 | 23 | 77 | 1439 | 1177 | 1478 |
| Madison Ave (N-S) @ 40 St (E-W) | | | | | | | | | | | | |
| West: NB | 318 | 595 | 378 | 333 | 620 | 391 | 10 | 90 | 222 | 343 | 710 | 613 |
| West: SB | 732 | 1044 | 771 | 752 | 1083 | 801 | 186 | 84 | 18 | 938 | 1167 | 819 |
| North: EB | 336 | 397 | 255 | 356 | 421 | 273 | 3 | 78 | 66 | 359 | 499 | 339 |
| North: WB | 282 | 588 | 610 | 296 | 618 | 643 | 52 | 73 | 8 | 348 | 691 | 651 |
| South: EB | 370 | 490 | 360 | 387 | 516 | 381 | 8 | 57 | 176 | 395 | 573 | 557 |
| South: WB | 466 | 600 | 567 | 488 | 629 | 597 | 150 | 53 | 13 | 638 | 682 | 610 |
| Fifth Ave (N-S) @ 47 St (E-W) | | | | | | | | | | | | |
| East: NB | 482 | 832 | 673 | 587 | 936 | 717 | 1 | 96 | 18 | 588 | 1032 | 735 |
| East: SB | 442 | 960 | 940 | 476 | 1061 | 1061 | 7 | 86 | 2 | 483 | 1147 | 1063 |
| West: NB | 506 | 1127 | 911 | 523 | 1277 | 984 | -2 | 74 | 12 | 521 | 1351 | 996 |
| West: SB | 519 | 1304 | 1629 | 570 | 1450 | 1685 | 7 | 67 | -3 | 577 | 1517 | 1682 |
| South: EB | 754 | 259 | 299 | 789 | 445 | 793 | 288 | 71 | -43 | 1077 | 516 | 750 |
| South: WB | 220 | 274 | 630 | 675 | 451 | 669 | -28 | 86 | 334 | 647 | 537 | 1003 |
| Fifth Ave (N-S) @ 46 St (E-W) | | | | | | | | | | | | |
| East: NB | 776 | 946 | 773 | 974 | 1026 | 837 | 77 | 75 | 100 | 1051 | 1101 | 937 |
| East: SB | 362 | 1032 | 1264 | 405 | 1118 | 1483 | 86 | 71 | 88 | 491 | 1189 | 1571 |
| West: NB | 538 | 883 | 720 | 644 | 1057 | 754 | 86 | 86 | 97 | 730 | 1143 | 851 |
| West: SB | 439 | 969 | 1205 | 461 | 1158 | 1348 | 104 | 77 | 67 | 565 | 1235 | 1415 |
| North: EB | 384 | 240 | 270 | 405 | 334 | 605 | 190 | 98 | -6 | 595 | 432 | 599 |
| North: WB | 180 | 197 | 450 | 474 | 266 | 480 | -3 | 109 | 205 | 471 | 375 | 685 |
| South: EB | 465 | 551 | 493 | 465 | 660 | 703 | 118 | 112 | -3 | 583 | 772 | 700 |
| South: WB | 282 | 459 | 317 | 524 | 556 | 316 | -9 | 122 | 138 | 515 | 678 | 454 |
| Fifth Ave (N-S) @ 45 St (E-W) | | | | | | | | | | | | |
| East: NB | 1026 | 960 | 545 | 1043 | 1008 | 656 | 83 | 71 | 62 | 1126 | 1079 | 718 |
| East: SB | 247 | 1060 | 1324 | 371 | 1120 | 1351 | 62 | 57 | 74 | 433 | 1177 | 1425 |
| North: EB | 369 | 548 | 378 | 375 | 585 | 491 | 140 | 134 | -10 | 515 | 719 | 481 |
| North: WB | 560 | 645 | 600 | 686 | 691 | 615 | -10 | 150 | 143 | 676 | 841 | 758 |
| South: EB | 454 | 650 | 649 | 470 | 675 | 673 | 106 | 69 | -38 | 576 | 744 | 635 |
| South: WB | 421 | 403 | 544 | 437 | 420 | 564 | -13 | 86 | 85 | 424 | 506 | 649 |
| Fifth Ave (N-S) @ 44 St (E-W) | | | | | | | | | | | | |
| East: NB | 1459 | 1388 | 871 | 1492 | 1448 | 969 | 372 | 89 | -34 | 1864 | 1537 | 935 |
| East: SB | 445 | 1490 | 1922 | 527 | 1554 | 1970 | -6 | 103 | 395 | 521 | 1657 | 2365 |
| West: NB | 1054 | 1209 | 800 | 1073 | 1260 | 835 | 172 | 81 | -21 | 1245 | 1341 | 814 |
| West: SB | 402 | 1327 | 2130 | 425 | 1381 | 2183 | -8 | 91 | 183 | 417 | 1472 | 2366 |
| North: EB | 401 | 477 | 572 | 422 | 512 | 648 | 104 | 81 | -35 | 526 | 593 | 613 |
| North: WB | 372 | 442 | 593 | 470 | 480 | 619 | -11 | 100 | 78 | 459 | 580 | 697 |
| South: EB | 700 | 892 | 1922 | 720 | 917 | 1985 | 111 | 92 | -5 | 831 | 1009 | 1980 |
| South: WB | 318 | 339 | 702 | 332 | 347 | 723 | -4 | 102 | 111 | 328 | 449 | 834 |
| Fifth Ave (N-S) @ 43 St (E-W) | | | | | | | | | | | | |
| East: NB | 359 | 388 | 807 | 434 | 449 | 1040 | 692 | 48 | -17 | 1126 | 497 | 1023 |
| East: SB | 279 | 1144 | 1385 | 477 | 1235 | 1483 | -5 | 60 | 775 | 472 | 1295 | 2258 |
| West: NB | 1221 | 853 | 664 | 1252 | 888 | 693 | 268 | 83 | -11 | 1520 | 971 | 682 |
| West: SB | 285 | 1164 | 2378 | 305 | 1210 | 2445 | -6 | 91 | 298 | 299 | 1301 | 2743 |
| North: EB | 1374 | 1126 | 788 | 1416 | 1217 | 1008 | 54 | 76 | -9 | 1470 | 1293 | 999 |
| North: WB | 484 | 174 | 576 | 792 | 231 | 591 | -6 | 85 | 59 | 786 | 316 | 650 |
| South: EB | 692 | 423 | 912 | 710 | 466 | 1039 | 76 | 39 | -16 | 786 | 505 | 1023 |
| South: WB | 642 | 289 | 538 | 767 | 318 | 550 | -5 | 47 | 77 | 762 | 365 | 627 |
| Fifth Ave (N-S) @ 42 St (E-W) | | | | | | | | | | | | |
| East: NB | 1144 | 1128 | 1948 | 1173 | 1179 | 2200 | 480 | 81 | -3 | 1653 | 1260 | 2197 |
| East: SB | 583 | 1145 | 995 | 789 | 1196 | 1021 | -2 | 88 | 545 | 787 | 1284 | 1566 |
| West: NB | 1119 | 707 | 826 | 1176 | 738 | 869 | 665 | 61 | 6 | 1841 | 799 | 875 |
| West: SB | 330 | 945 | 1272 | 359 | 985 | 1340 | -1 | 68 | 760 | 358 | 1053 | 2100 |
| North: EB | 1026 | 1149 | 1265 | 1062 | 1205 | 1390 | 390 | 66 | 2 | 1452 | 1271 | 1392 |
| North: WB | 707 | 520 | 855 | 833 | 563 | 885 | 2 | 71 | 437 | 835 | 634 | 1322 |
| South: EB | 1654 | 741 | 793 | 1704 | 763 | 826 | 626 | 40 | 0 | 2330 | 803 | 826 |
| South: WB | 743 | 687 | 1415 | 777 | 707 | 1458 | -1 | 47 | 717 | 776 | 754 | 2175 |
| Fifth Ave (N-S) @ 40 St (E-W) | | | | | | | | | | | | |
| East: NB | 492 | 1002 | 1066 | 524 | 1051 | 1313 | 3 | 37 | 56 | 527 | 1088 | 1369 |
| East: SB | 567 | 1064 | 759 | 767 | 1117 | 808 | 48 | 35 | 4 | 815 | 1152 | 812 |
| South: EB | 746 | 763 | 568 | 806 | 913 | 950 | 99 | 44 | 10 | 905 | 957 | 960 |
| South: WB | 472 | 897 | 989 | 754 | 1046 | 1078 | 7 | 44 | 116 | 761 | 1090 | 1194 |

CORNER VOLUME SUMMARY

| Intersection | Existing Volumes | | | No-Action Volumes | | | Project Increment | | | With-Action Volumes | | |
|--|--------------------------|--------------------------|--------------------------|---------------------------|--------------------------|--------------------------|---------------------|----------------------|-----------------------|---------------------------|--------------------------|--------------------------|
| | AM | MD | PM | AM | MD | PM | AM | MD | PM | AM | MD | PM |
| Second Ave (N-S) @ 43 St (E-W) Southwest: Total | 73 | 92 | 61 | 75 | 95 | 63 | 0 | 0 | 0 | 75 | 95 | 63 |
| Second Ave (N-S) @ 42 St (E-W) Northwest: Total | 189 | 247 | 219 | 195 | 255 | 226 | 0 | 0 | 0 | 195 | 255 | 226 |
| Third Ave (N-S) @ 50 St (E-W) Southeast: Total Southwest: Total | 86 170 | 71 129 | 80 157 | 89 175 | 73 133 | 83 162 | 0 0 | 0 0 | 0 0 | 89 175 | 73 133 | 83 162 |
| Third Ave (N-S) @ 49 St (E-W) Northwest: Total | 174 | 151 | 154 | 180 | 156 | 159 | 5 | 46 | 11 | 185 | 202 | 170 |
| Third Ave (N-S) @ 42 St (E-W) Northeast: Total Northwest: Total | 310 221 | 426 96 | 150 116 | 320 228 | 440 99 | 155 120 | 0 0 | 0 0 | 0 0 | 320 228 | 440 99 | 155 120 |
| Lexington Ave (N-S) @ 50 St (E-W) Northeast: Total Northwest: Total Southeast: Total Southwest: Total | 75 5 150 64 | 39 13 91 38 | 50 8 78 41 | 88 5 155 66 | 45 13 94 39 | 69 8 80 42 | 0 5 34 0 | 0 1 46 0 | 0 6 83 0 | 88 10 189 66 | 45 14 140 39 | 69 14 163 42 |
| Lexington Ave (N-S) @ 49 St (E-W) Northeast: Total Northwest: Total Southeast: Total Southwest: Total | 109 192 44 26 | 127 59 51 11 | 103 188 110 33 | 112 198 45 27 | 131 194 53 17 | 106 61 113 34 | 0 0 0 0 | 0 0 0 11 | 0 0 0 0 | 112 198 45 27 | 131 61 53 28 | 106 194 113 34 |
| Lexington Ave (N-S) @ 48 St (E-W) Northeast: Total Northwest: Total Southeast: Total Southwest: Total | 54 115 104 110 | 41 92 149 120 | 35 124 147 38 | 56 119 107 113 | 42 134 154 124 | 36 130 152 39 | 0 0 0 0 | 0 12 0 0 | 0 0 0 0 | 56 119 107 113 | 42 146 154 124 | 36 130 152 39 |
| Lexington Ave (N-S) @ 42 St (E-W) Northeast: Total | 26 | 17 | 11 | 27 | 18 | 11 | 0 | 0 | 0 | 27 | 18 | 11 |
| Park Ave (N-S) @ 49 St (E-W) Southeast: Total | 14 | 97 | 64 | 18 | 141 | 75 | 2 | 12 | 3 | 20 | 153 | 78 |
| Madison Ave (N-S) @ 47 St (E-W) Southeast: Total Southwest: Total | 22 218 | 34 224 | 14 148 | 180 225 | 103 231 | 358 153 | 1 0 | 4 67 | 3 1 | 181 225 | 107 298 | 361 154 |
| Madison Ave (N-S) @ 46 St (E-W) Northeast: Total Northwest: Total Southeast: Total Southwest: Total | 214 248 140 244 | 101 314 53 230 | 145 320 124 112 | 221 260 144 235 | 104 330 55 243 | 150 335 128 98 | 0 9 -7 4 | 0 26 1 52 | 0 21 -38 15 | 221 269 137 239 | 104 356 56 295 | 150 356 90 113 |
| Madison Ave (N-S) @ 45 St (E-W) Northeast: Total Northwest: Total | 252 112 | 165 134 | 188 87 | 260 116 | 170 138 | 194 90 | 159 0 | 570 0 | 182 0 | 419 116 | 740 138 | 376 90 |
| Madison Ave (N-S) @ 44 St (E-W) Northeast: Total Northwest: Total | 26 181 | 32 205 | 5 181 | 32 187 | 50 212 | 11 187 | 34 0 | 102 72 | 35 1 | 66 187 | 152 284 | 46 188 |
| Madison Ave (N-S) @ 43 St (E-W) Northeast: Total Northwest: Total Southeast: Total Southwest: Total | 247 106 250 14 | 88 194 77 29 | 190 148 62 27 | 385 109 336 14 | 135 204 79 30 | 265 153 120 28 | 0 0 0 0 | 0 24 0 0 | 0 0 0 0 | 385 109 336 14 | 135 228 79 30 | 265 153 120 28 |
| Madison Ave (N-S) @ 42 St (E-W) Northeast: Total Northwest: Total Southeast: Total Southwest: Total | 53 429 1076 396 | 228 202 289 179 | 100 742 769 150 | 236 441 1110 409 | 308 202 298 185 | 297 762 793 155 | 1 52 59 54 | 94 34 59 10 | -20 58 69 65 | 237 493 1169 463 | 402 236 298 195 | 277 820 862 220 |
| Madison Ave (N-S) @ 40 St (E-W) Northwest: Total Southwest: Total | 52 128 | 148 136 | 136 94 | 54 136 | 153 158 | 140 106 | 0 2 | 2 20 | 0 6 | 54 138 | 155 178 | 140 112 |
| Fifth Ave (N-S) @ 47 St (E-W) Southeast: Total Southwest: Total | 247 111 | 227 264 | 138 107 | 281 111 | 247 272 | 162 106 | 0 35 | 0 4 | 0 39 | 281 146 | 247 276 | 162 145 |
| Fifth Ave (N-S) @ 46 St (E-W) Northeast: Total Northwest: Total Southeast: Total Southwest: Total | 73 210 344 187 | 147 560 525 176 | 64 391 348 341 | 85 220 388 193 | 152 581 550 182 | 77 409 389 352 | 105 1 6 -5 | 77 13 44 1 | 122 3 18 -22 | 190 221 394 188 | 229 594 594 183 | 199 412 407 330 |
| Fifth Ave (N-S) @ 45 St (E-W) Northeast: Total Southeast: Total | 79 209 | 74 187 | 81 180 | 102 216 | 89 193 | 104 186 | -1 0 | 26 67 | -2 1 | 101 216 | 115 260 | 102 187 |
| Fifth Ave (N-S) @ 44 St (E-W) Northeast: Total Northwest: Total Southeast: Total Southwest: Total | 114 222 368 93 | 50 115 470 48 | 12 86 619 154 | 131 231 380 96 | 57 118 485 50 | 22 93 639 159 | 0 1 0 0 | 0 9 0 0 | 0 3 0 0 | 131 232 380 96 | 57 127 485 50 | 22 96 639 159 |
| Fifth Ave (N-S) @ 43 St (E-W) Northeast: Total Northwest: Total Southeast: Total Southwest: Total | 97 180 304 64 | 275 64 176 228 | 181 30 380 50 | 145 187 337 66 | 307 83 175 235 | 226 32 411 52 | 0 -3 2 0 | 24 0 98 0 | -4 -15 1 0 | 145 184 339 66 | 331 83 273 235 | 222 17 412 52 |
| Fifth Ave (N-S) @ 42 St (E-W) Northeast: Total Northwest: Total Southeast: Total Southwest: Total | 157 458 242 651 | 204 381 174 486 | 164 296 132 498 | 188 473 250 679 | 220 393 180 512 | 190 305 136 525 | 0 0 0 19 | 0 0 0 31 | 0 0 0 24 | 188 473 250 698 | 220 393 180 543 | 190 305 136 549 |
| Fifth Ave (N-S) @ 40 St (E-W) Southeast: Total | 72 | 95 | 80 | 74 | 98 | 83 | 0 | 0 | 0 | 74 | 98 | 83 |

Note: Volumes shown are around-corner volumes.