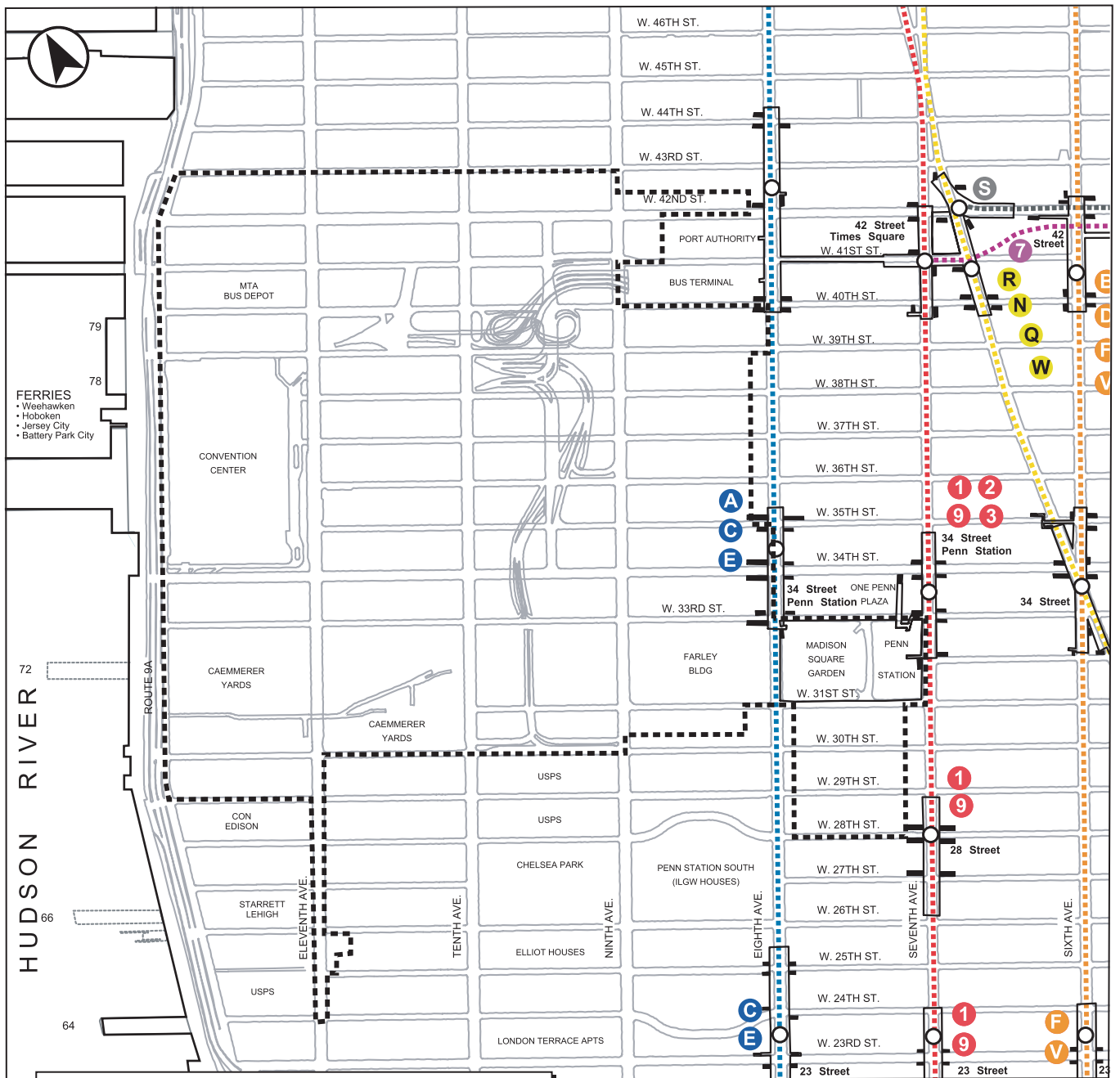


**Legend**

- Project Area Boundary
- ..... Subway Line
- ① Subway Route
- Subway Station
- └ Bus Route and Terminus
- 20 Bus Route Number
- Amtrak/LIRR/NJ Transit/PATH Route and Terminus

**Transit Facilities Serving the Area of Proposed Action**

Figure 20-1

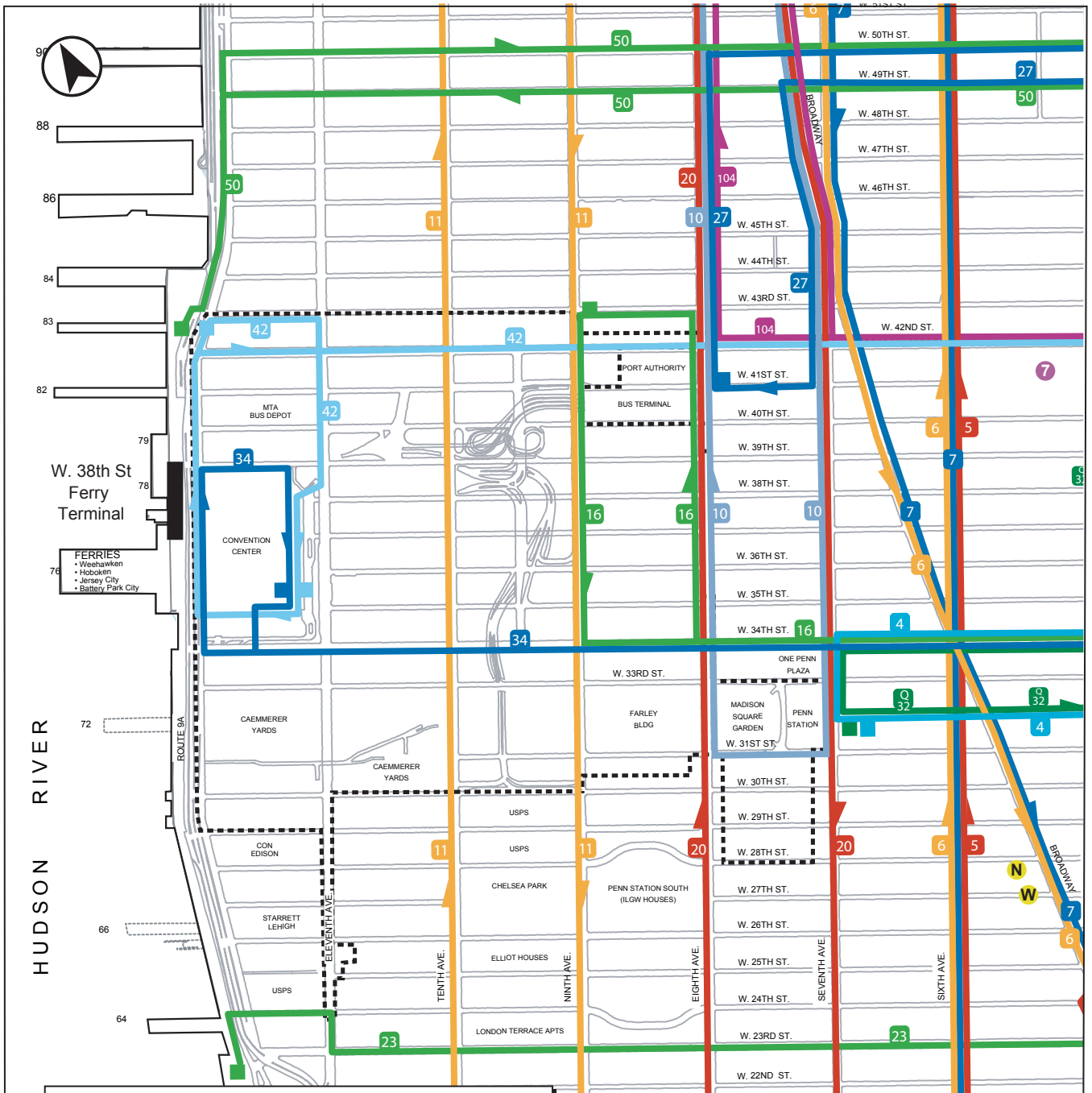


**Legend**

- Project Area Boundary
- ..... Subway Line
- ① Subway Route
- Subway Station
- Station Surface Elements



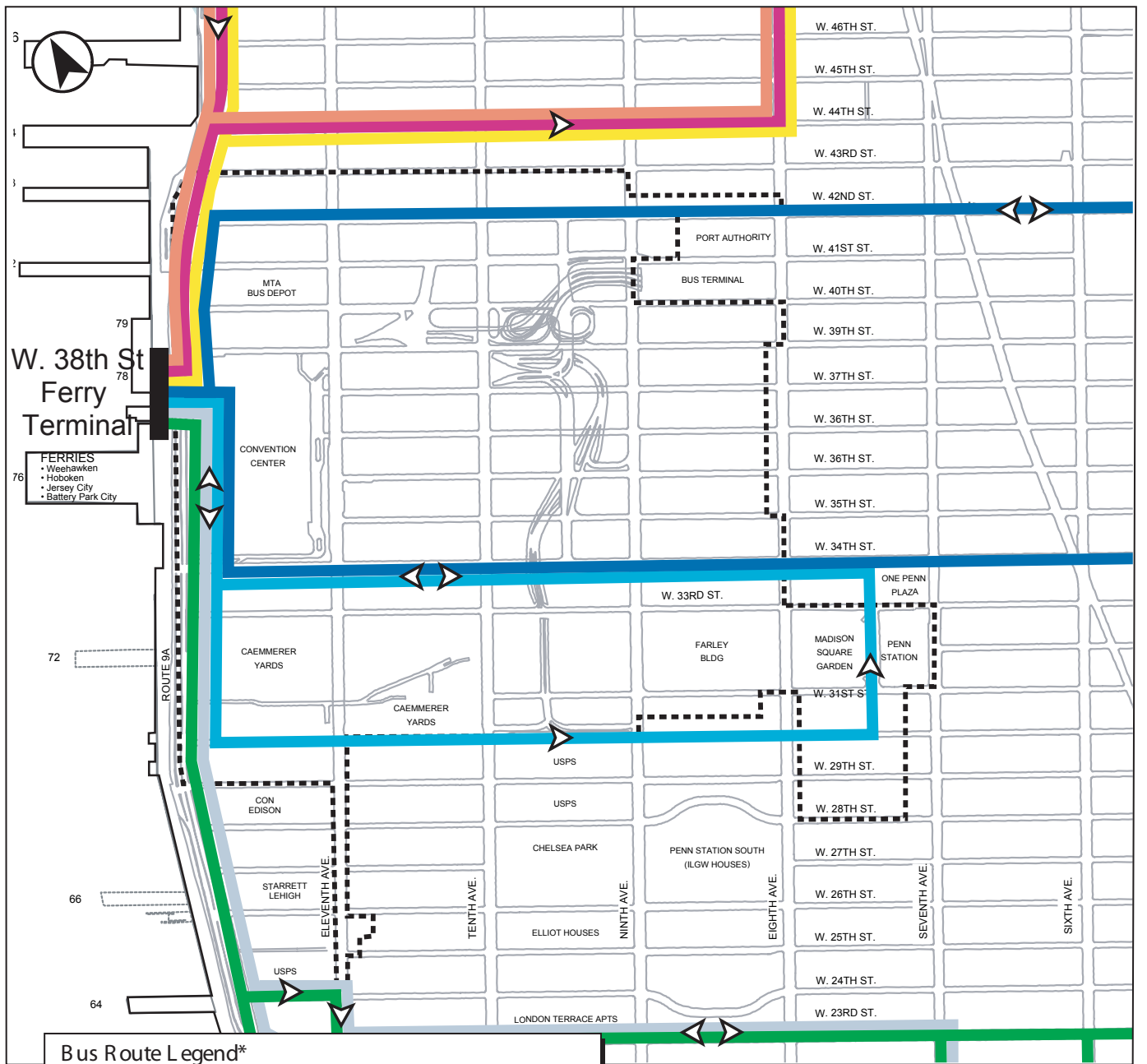
**Existing Subway Lines and Station Surface Elements**  
 Figure 20-2



**Legend**

- Project Area Boundary
- Bus Route and Terminus
- 20 Bus Route Number

**Existing Bus Routes**  
Figure 20-3



**Bus Route Legend\***

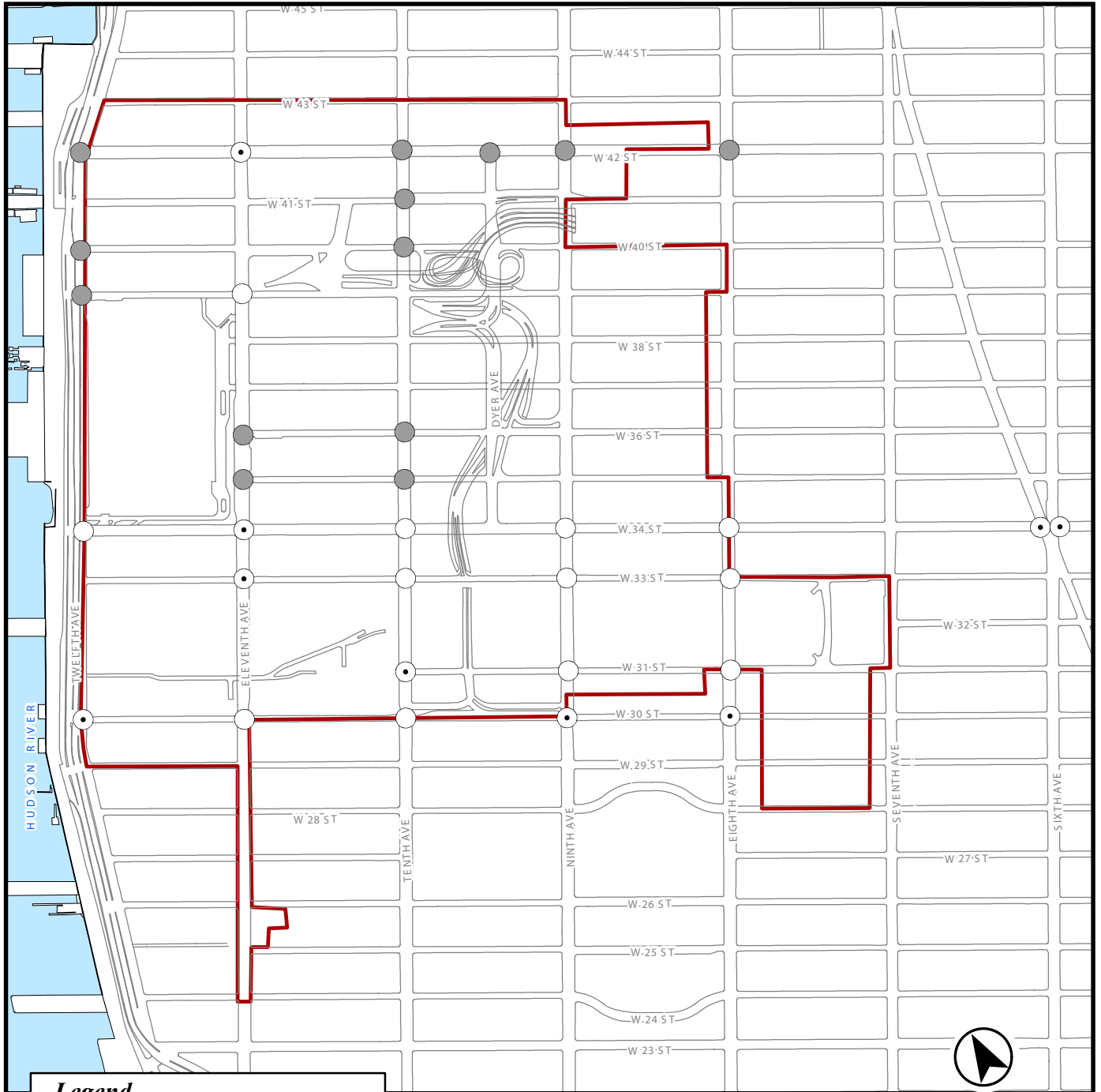
- 57th Street-Weekday Rush Hour/Weekday Off Peak/Theatre District Saturday/Theatre District Sunday
- 50th Street-Weekday Rush Hour/Weekday Off Peak/Weekday Off Peak Wednesday
- 34th Street-Weekday Rush Hour/Weekday Off Peak/Saturday and Sundays
- Theater District-Weekday Off Peak/Weekends
- Madison Square Garden-Weekday Off Peak/Saturdays
- Downtown Local-Weekday AM/PM/Off Peak
- Downtown Express-Weekday Rush/Off Peak/Weekends
- Route and Street Direction
- Project Area Boundary

\* Service for each particular bus route has been combined for ease of display.




**Ferry Terminal and Ferry Bus Routes**




Figure 20-4



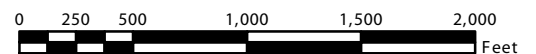
**Legend**

 Area of Proposed Action

**Pedestrian Count Locations:**

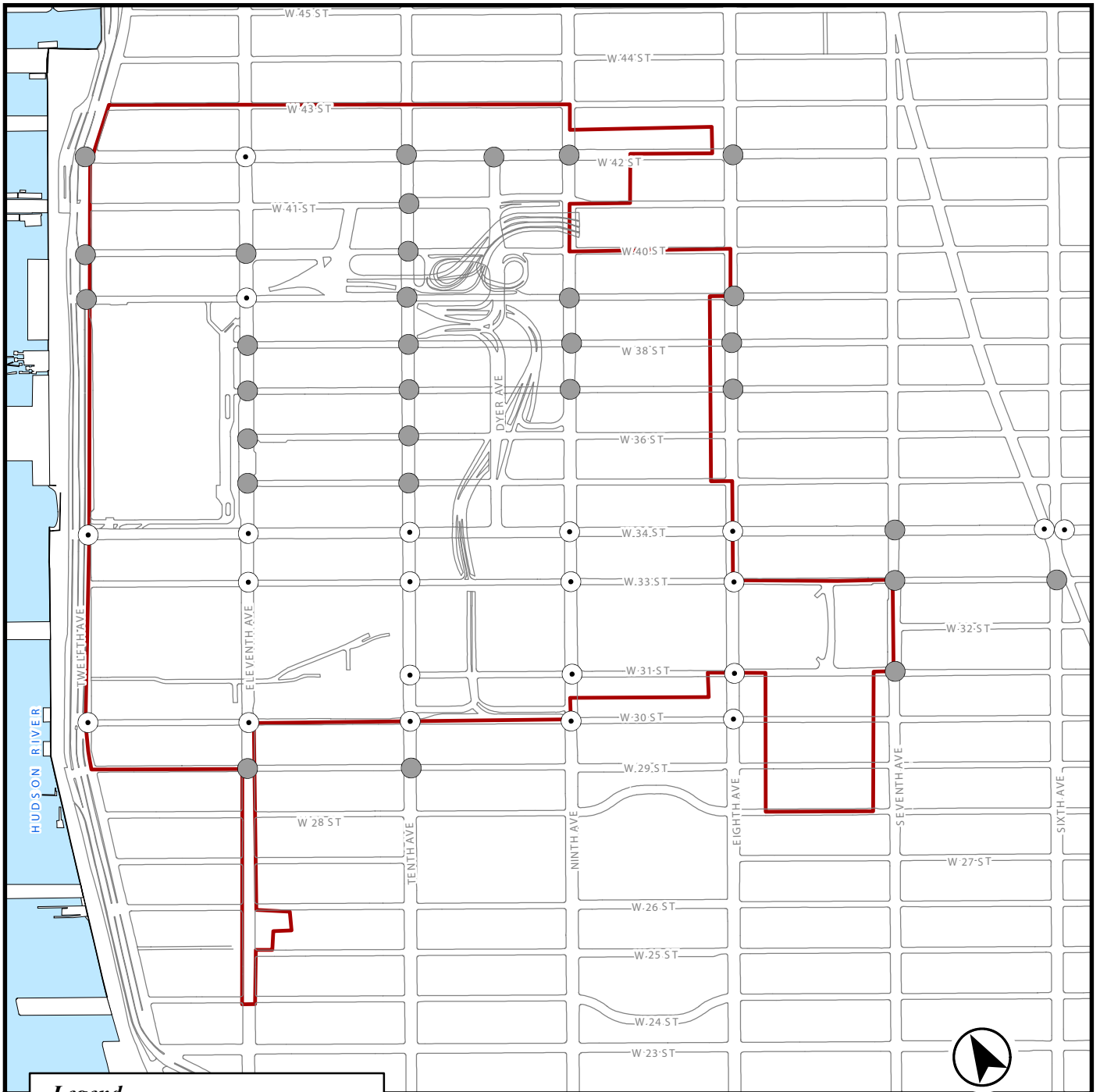
-  Weekday AM, Midday, and PM Peak Hours
-  Special Event Peak Hours (Weekday Late Evening and Sunday Afternoon)
-  Both

Source: NYC Landbase, NYCDOT, 2002




**Pedestrian Count Locations**



Figure 20-5



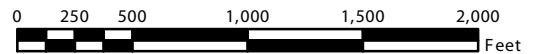
**Legend**

 Area of Proposed Action

**Pedestrian Analysis Locations:**

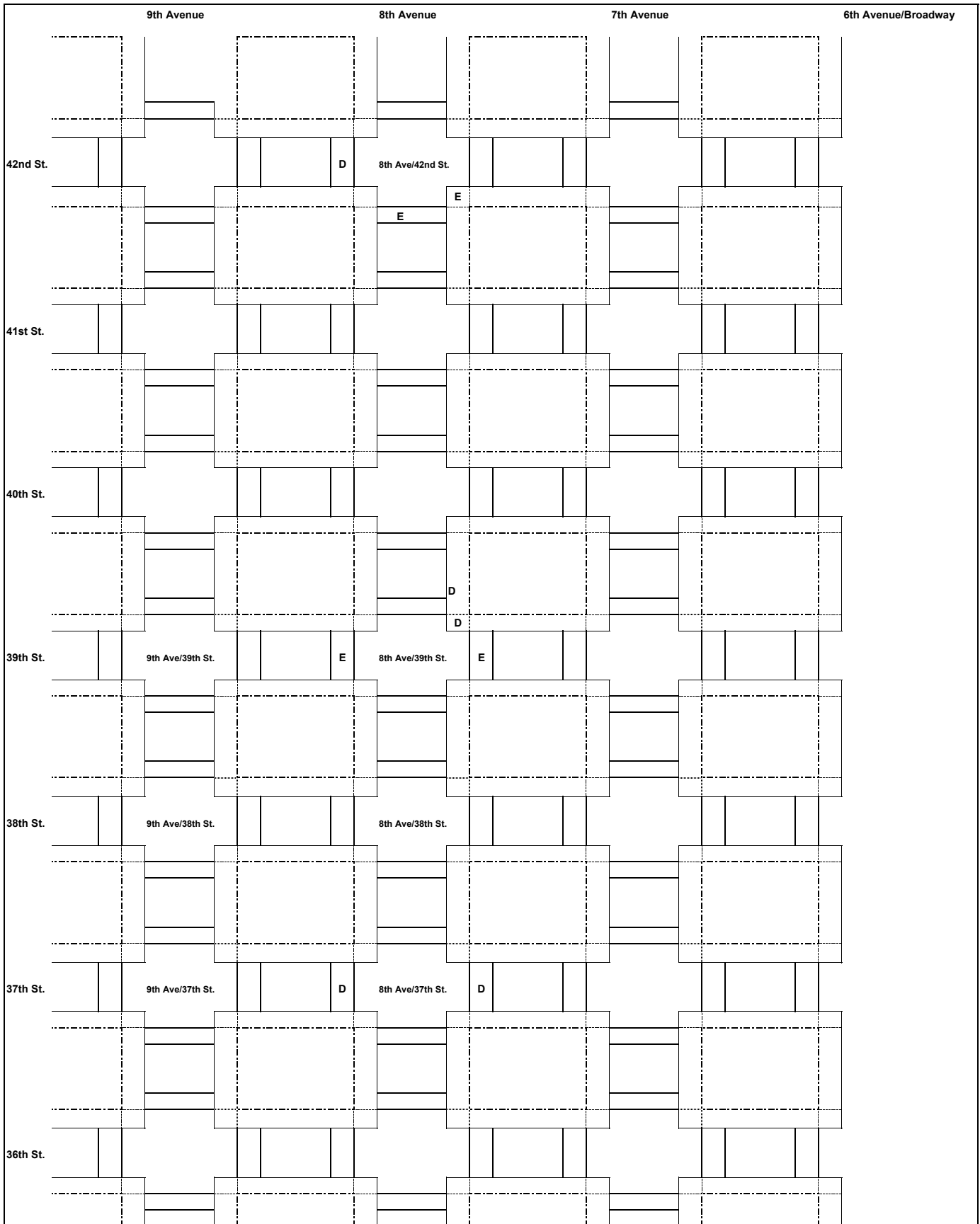
-  Weekday AM, Midday, and PM Peak Hours
-  Weekday AM, Midday, and PM Peak Hours, and Special Event Peak Hours (Weekday Late Evening and Sunday Afternoon)

Source: NYC Landbase, NYCDotIT, 2002

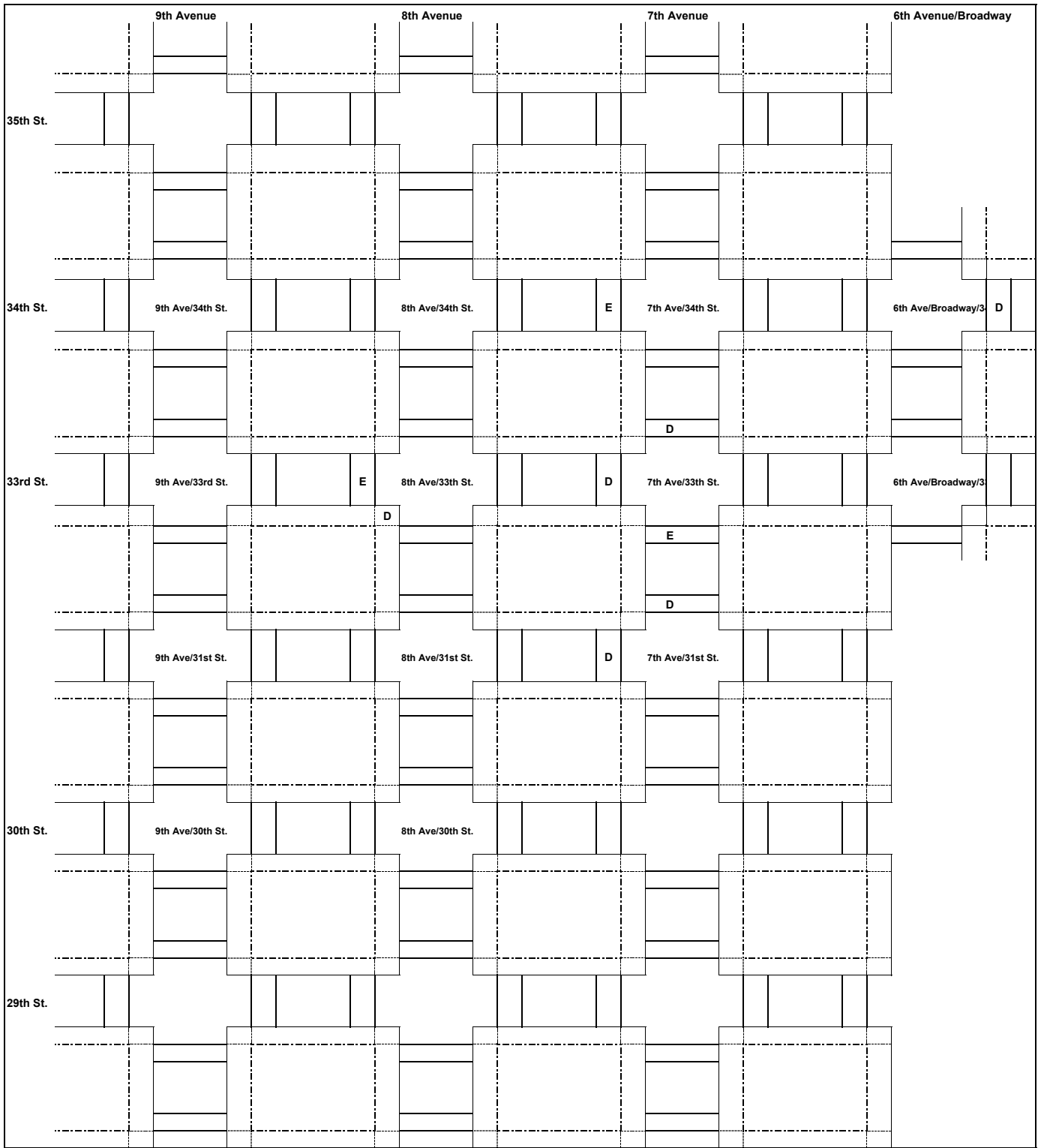


### Pedestrian Analysis Locations

Figure 20-6

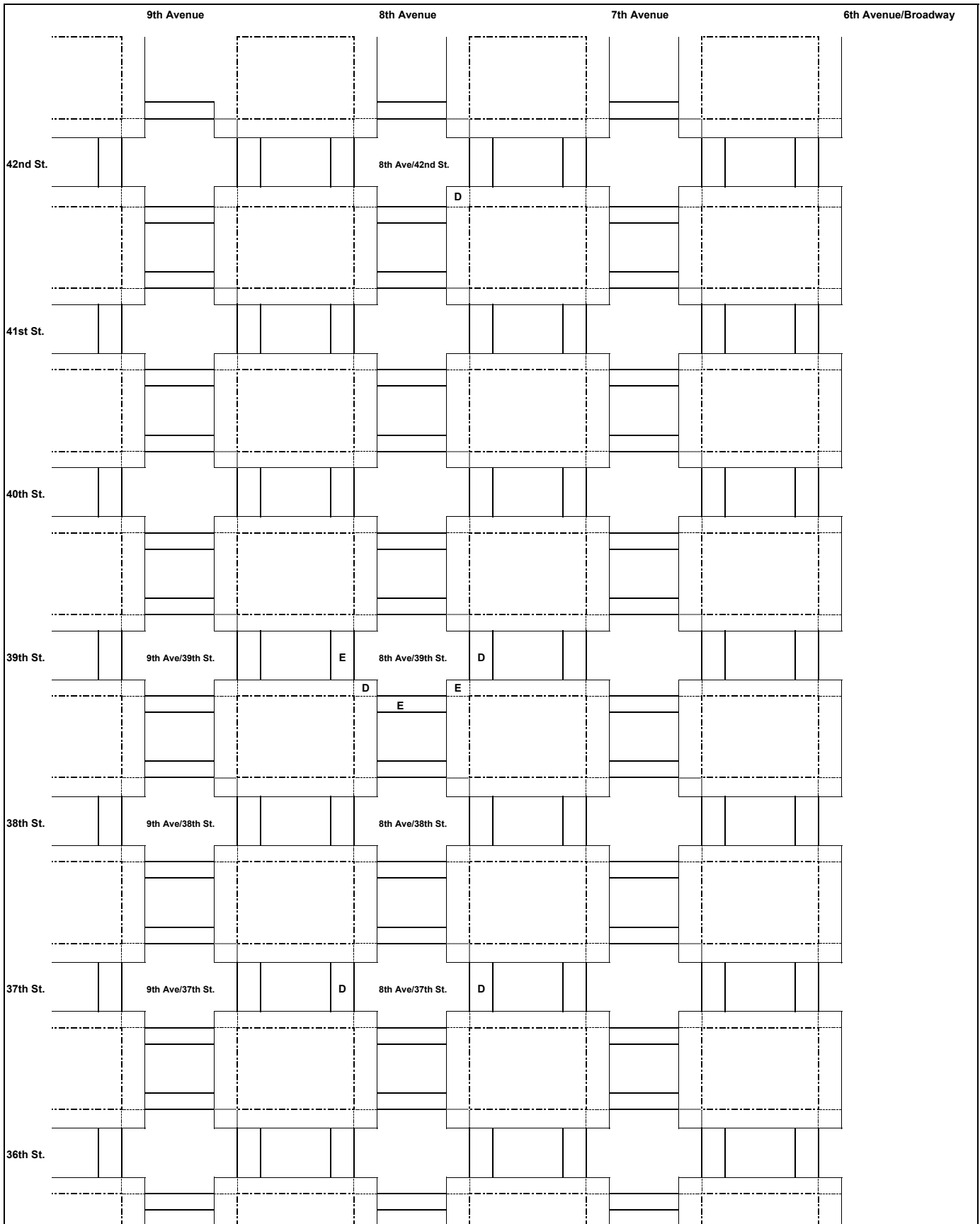


**2003 EXISTING CONDITION - AM PEAK**  
**PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE**  
 Figure 20-7.1

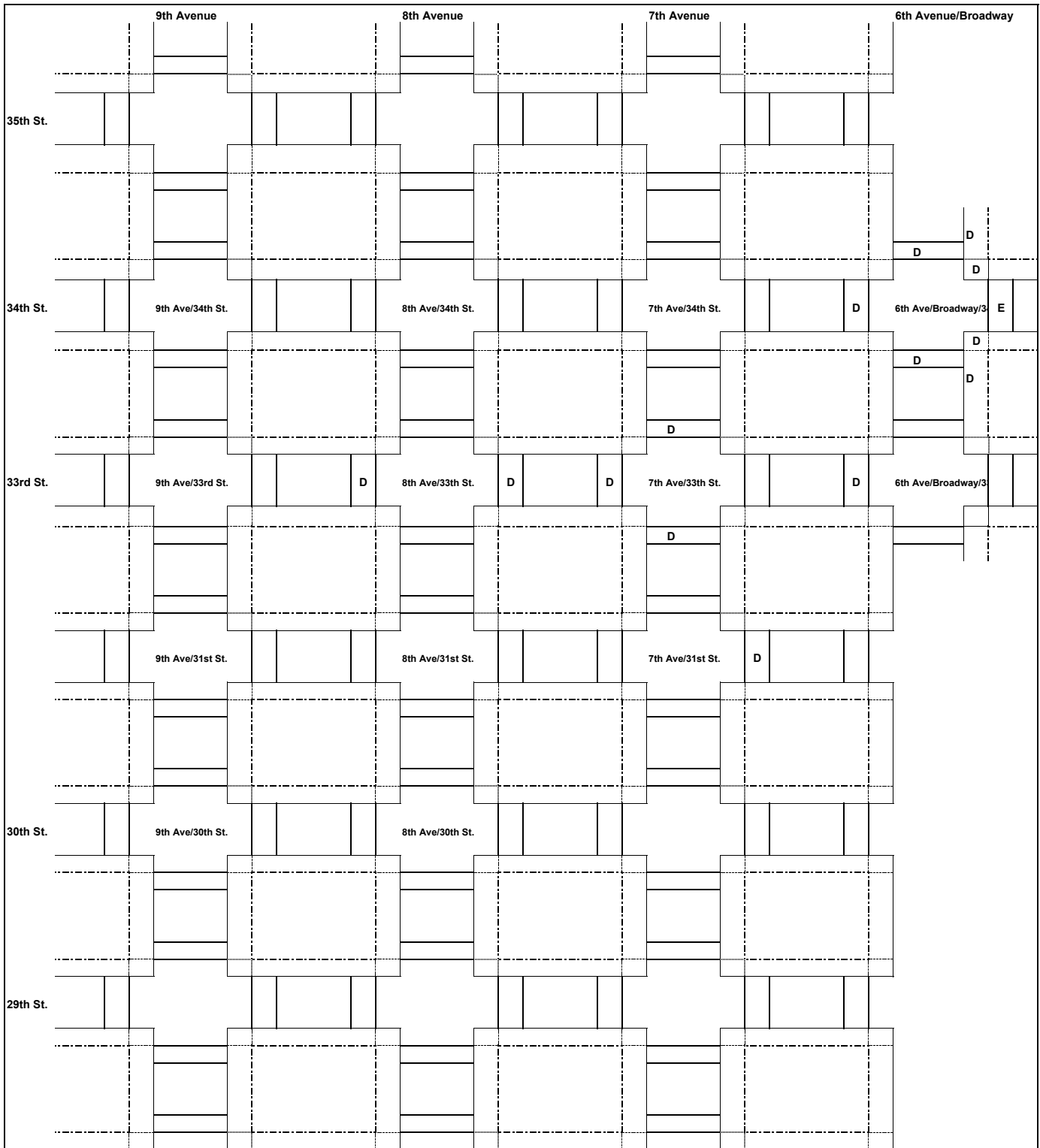


**2003 EXISTING CONDITION - AM PEAK**  
**PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE**  
**Figure 20-7.2**

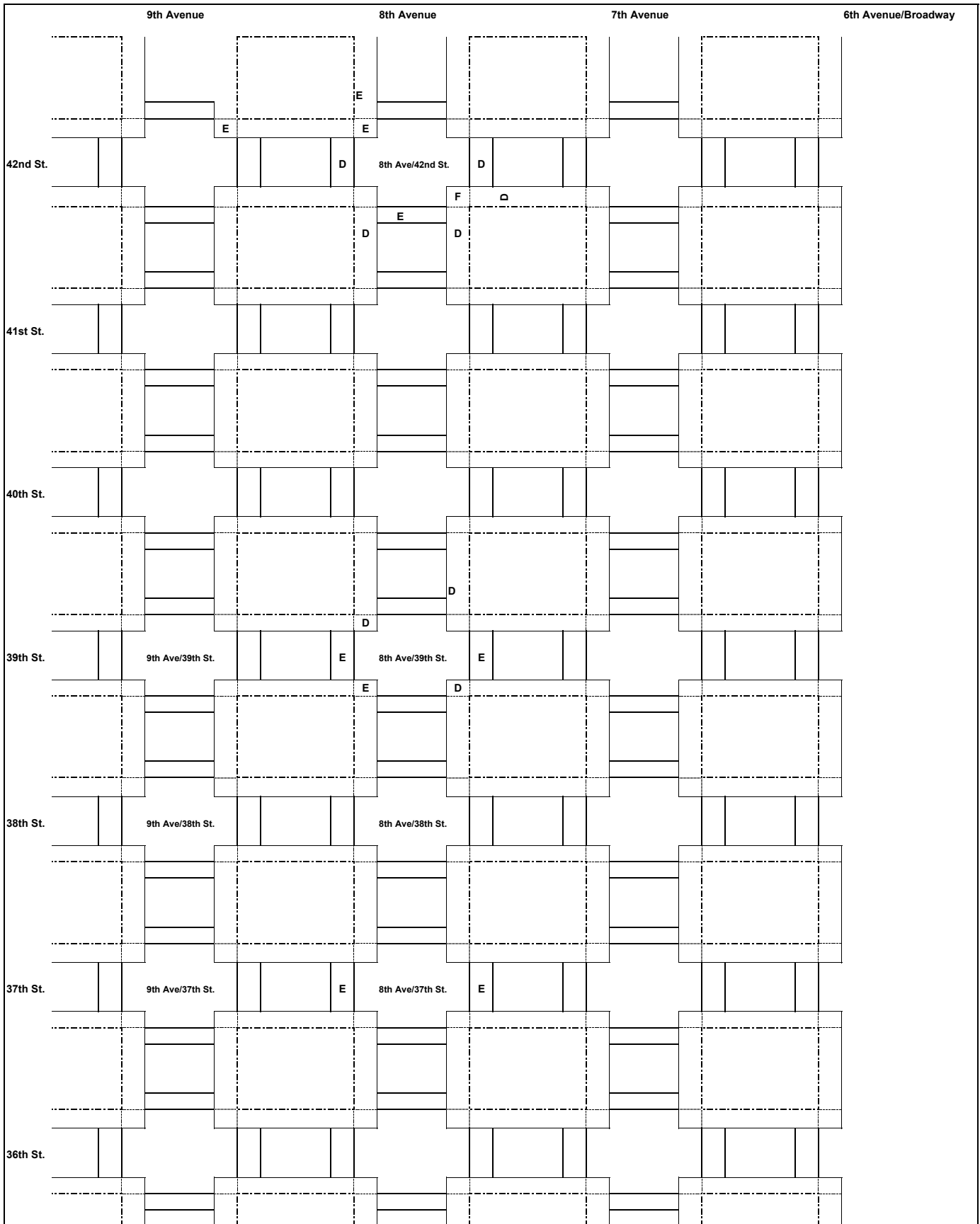




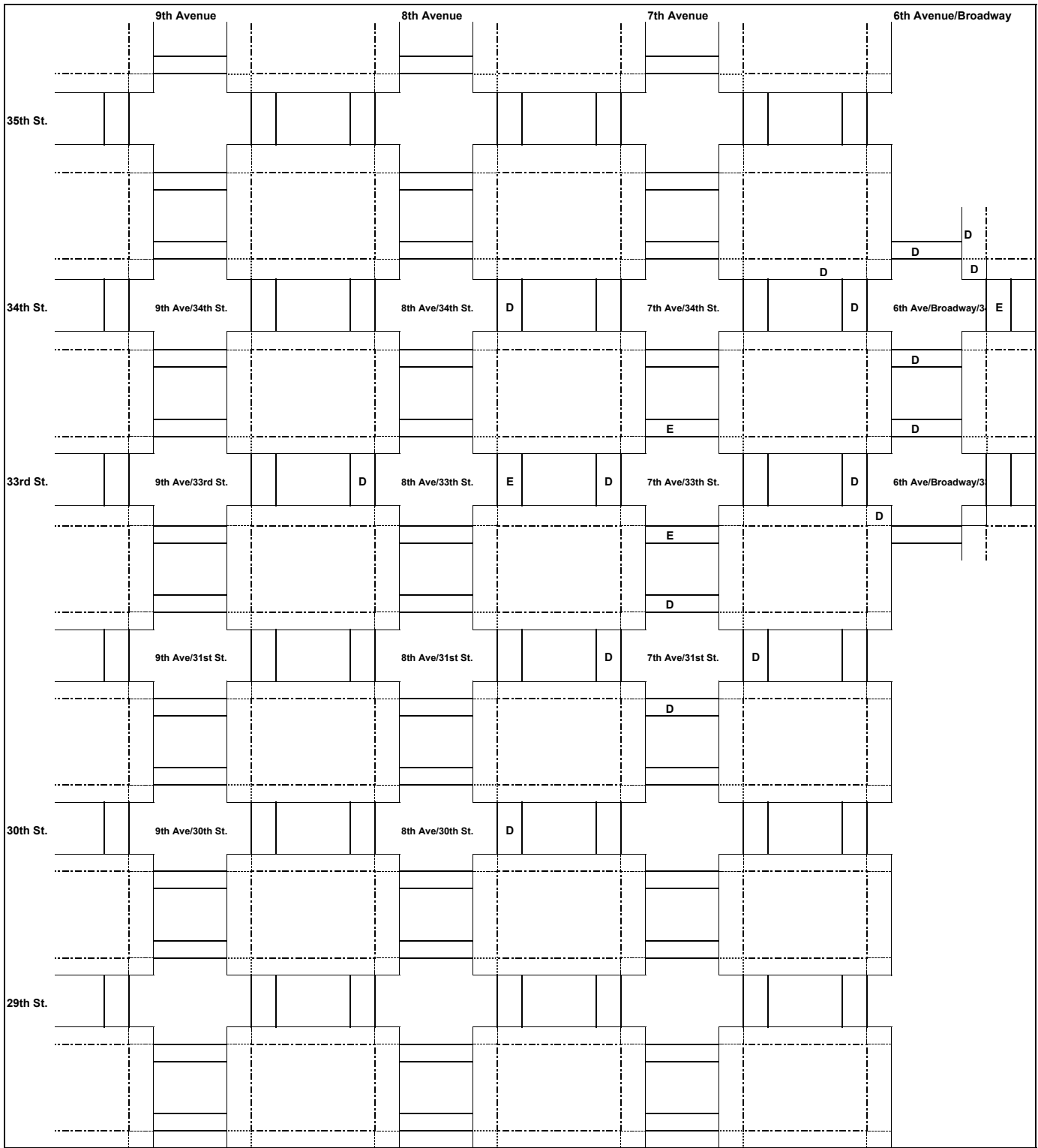
**2003 EXISTING CONDITION - MD PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-7.3**



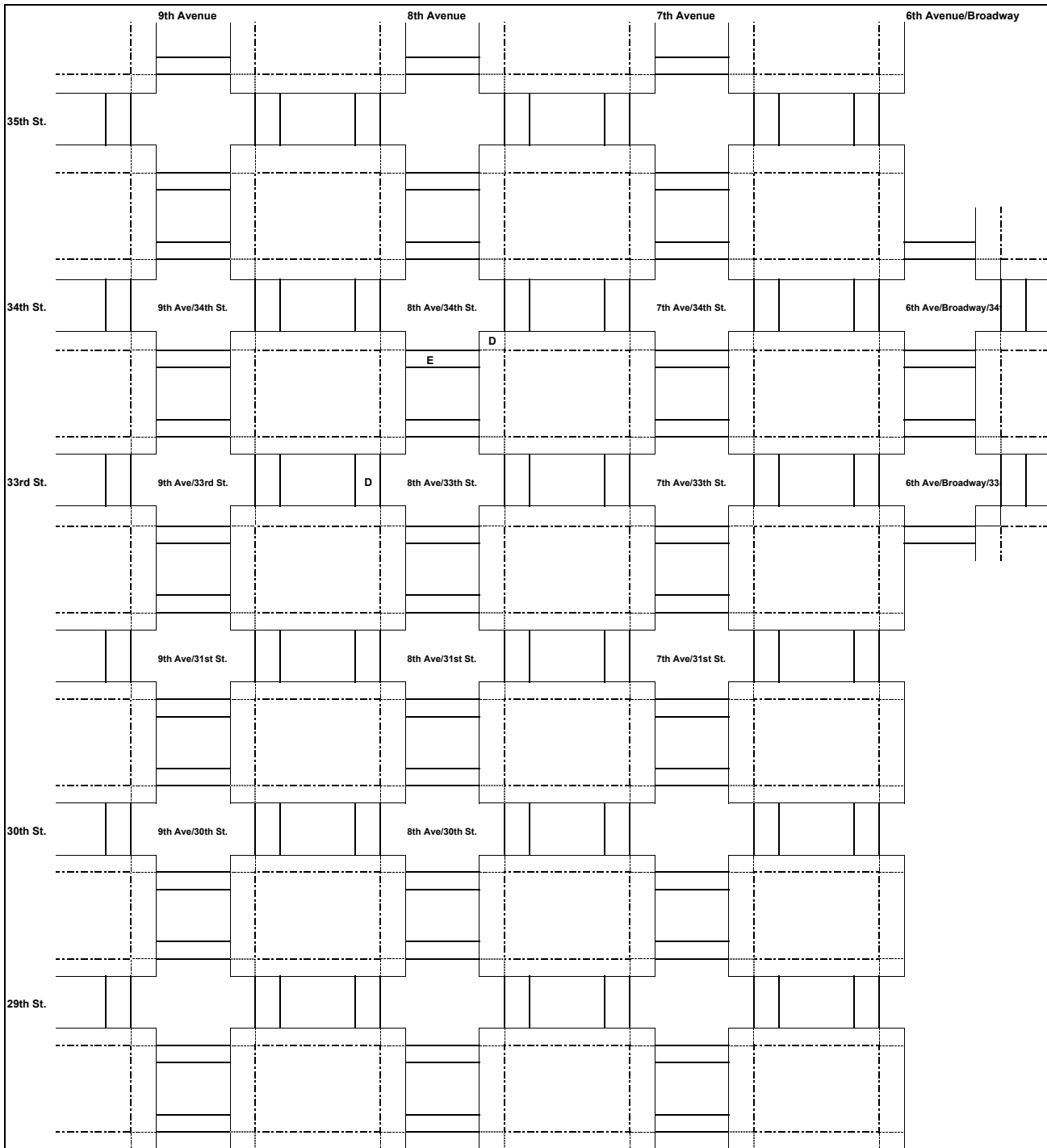
**2003 EXISTING CONDITION - MD PEAK**  
**PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE**  
**Figure 20-7.4**



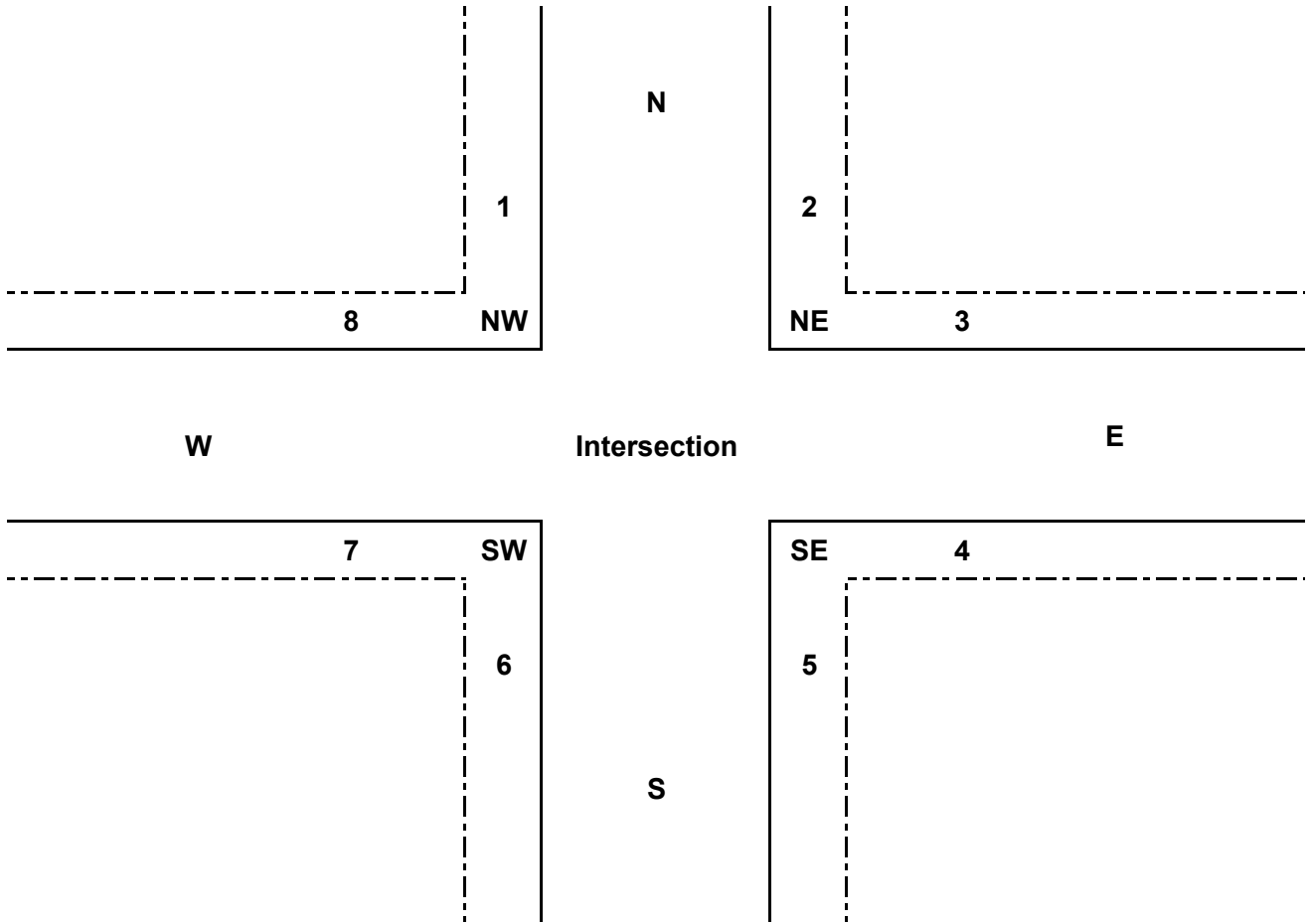
**2003 EXISTING CONDITION - PM PEAK**  
**PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE**  
**Figure 20-7.5**



**2003 EXISTING CONDITION - PM PEAK**  
**PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE**  
**Figure 20-7.6**



**2003 EXISTING CONDITION - EVENING PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-7.7**

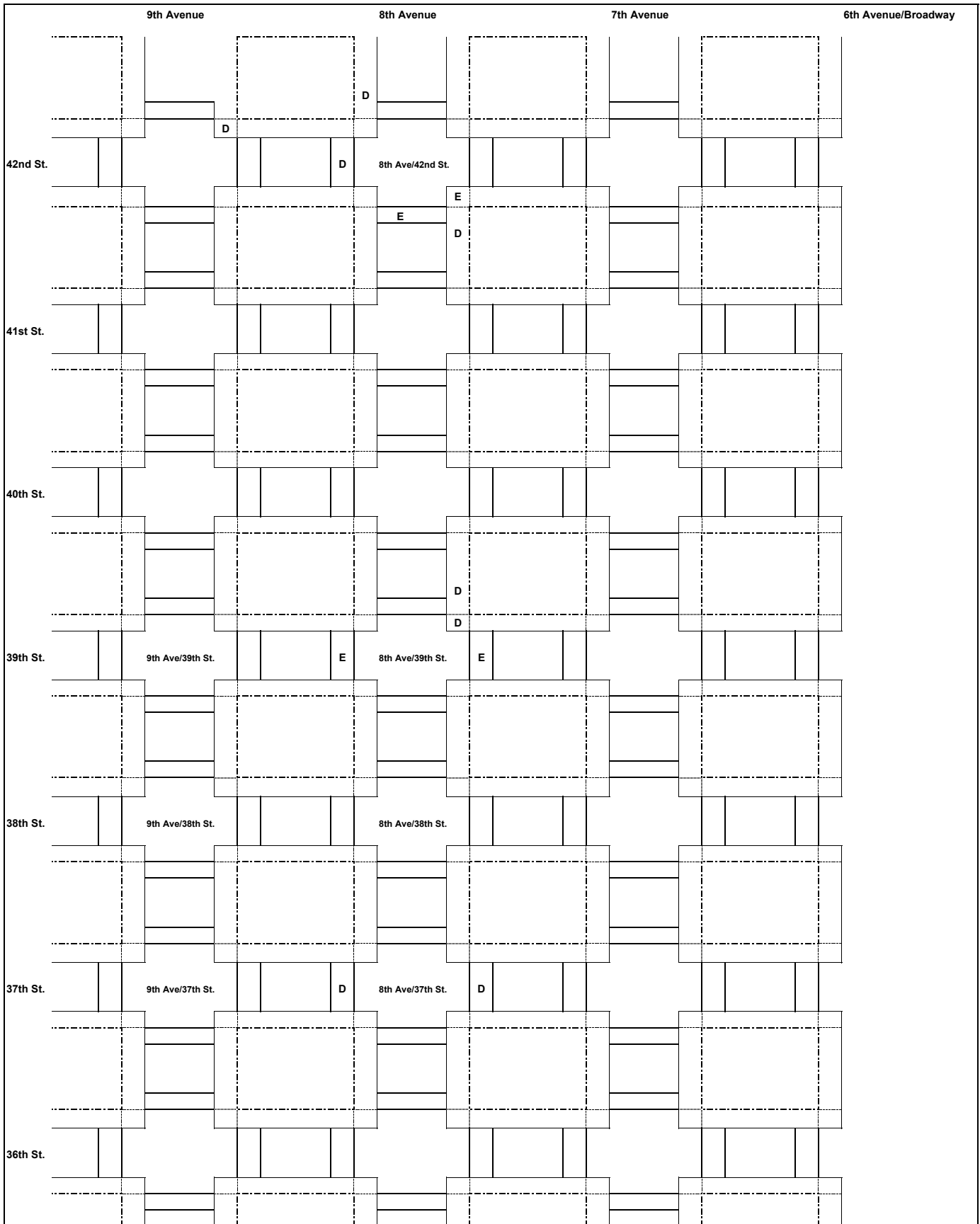


**Sidewalks:** 1, 2, 3, 4, 5, 6, 7, 8

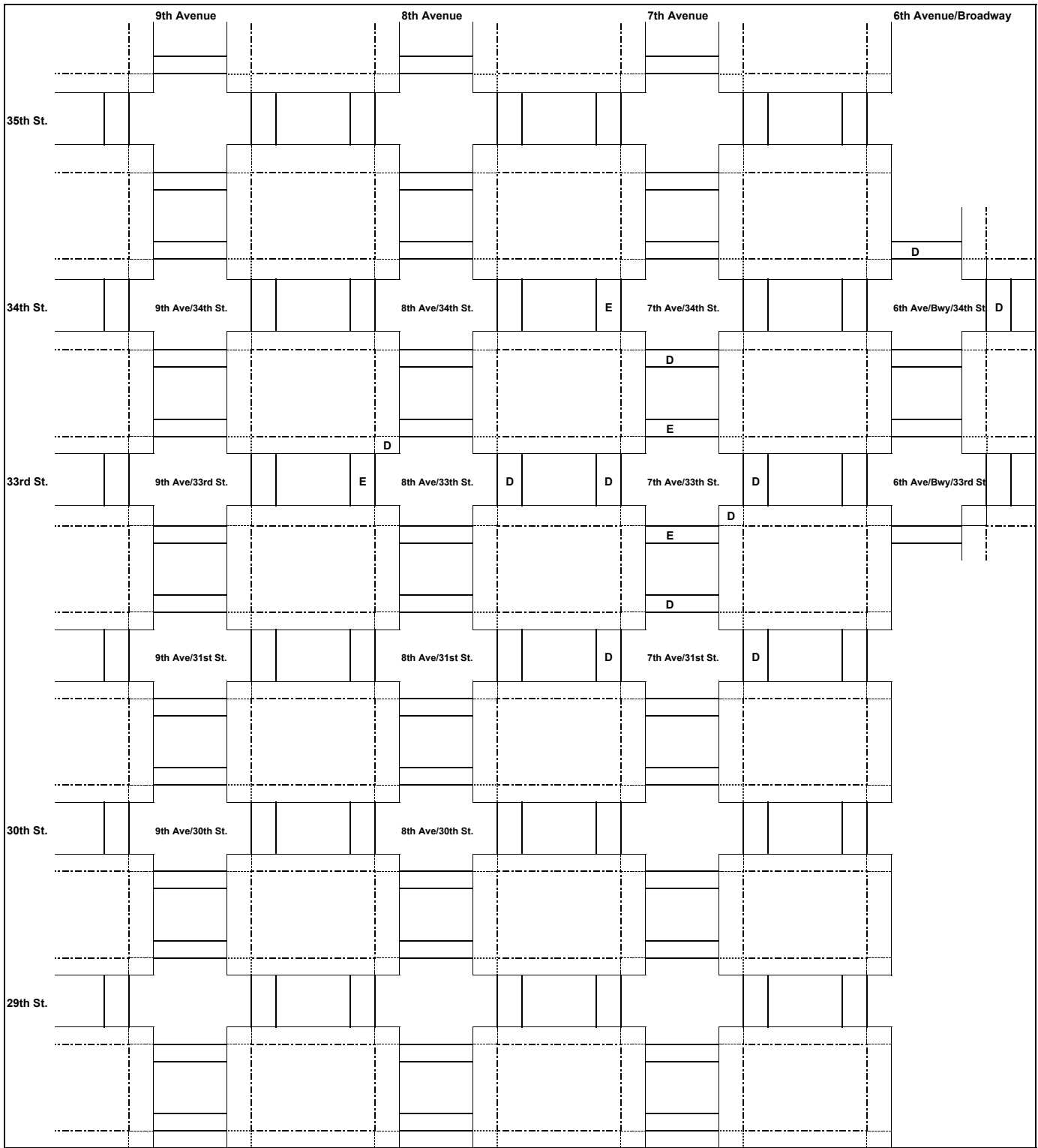
**Corners:** NE - Northeast, SE - Southeast, SW - Southwest, NW - Northwest

**Crosswalks:** N - North, E - East, S - South, W - West

**SIDEWALK, CORNER, AND CROSSWALK LOCATION KEY**  
**Figure 20-8**

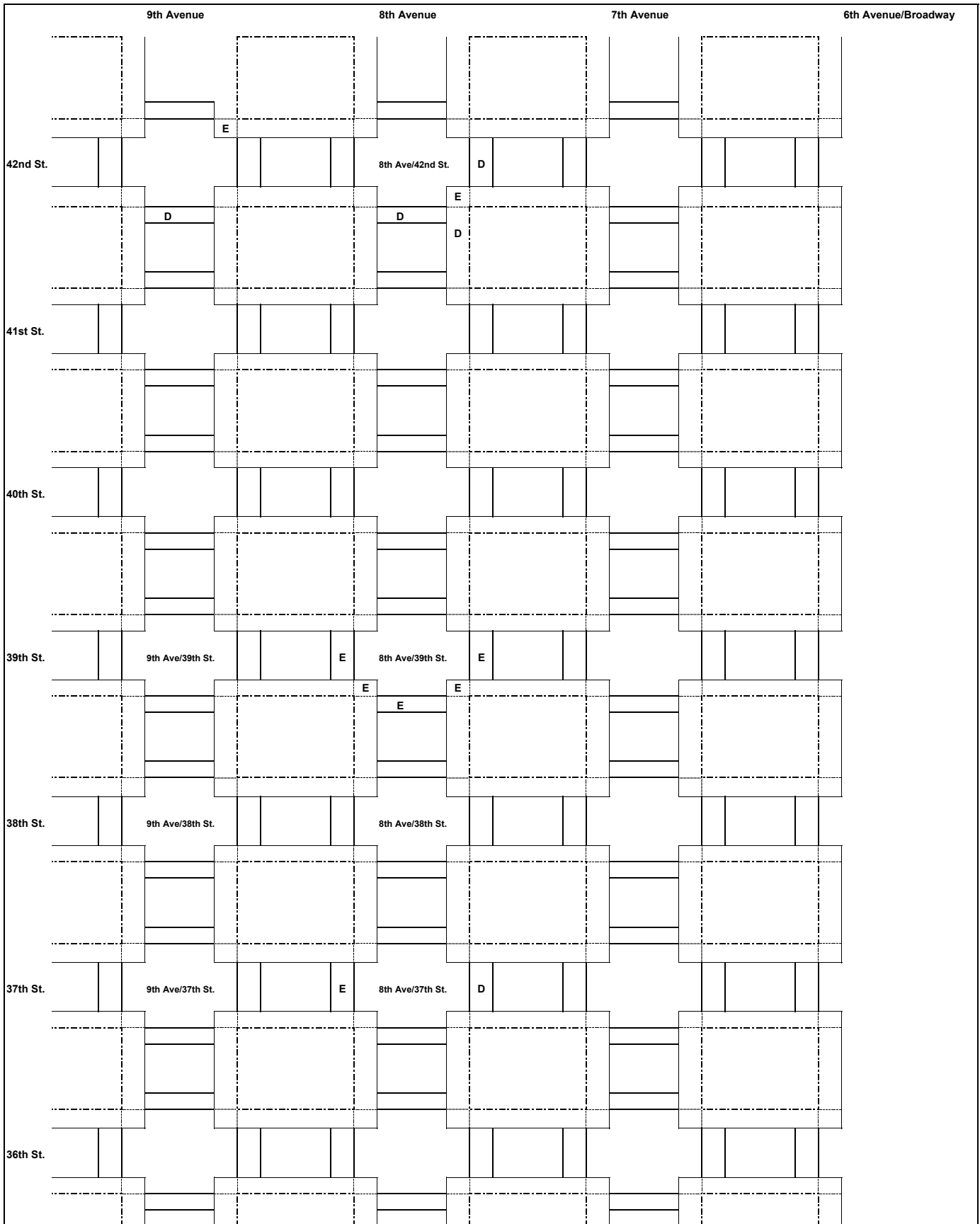


**2010 FUTURE WITHOUT THE PROPOSED ACTION CONDITION - AM PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-9.1**

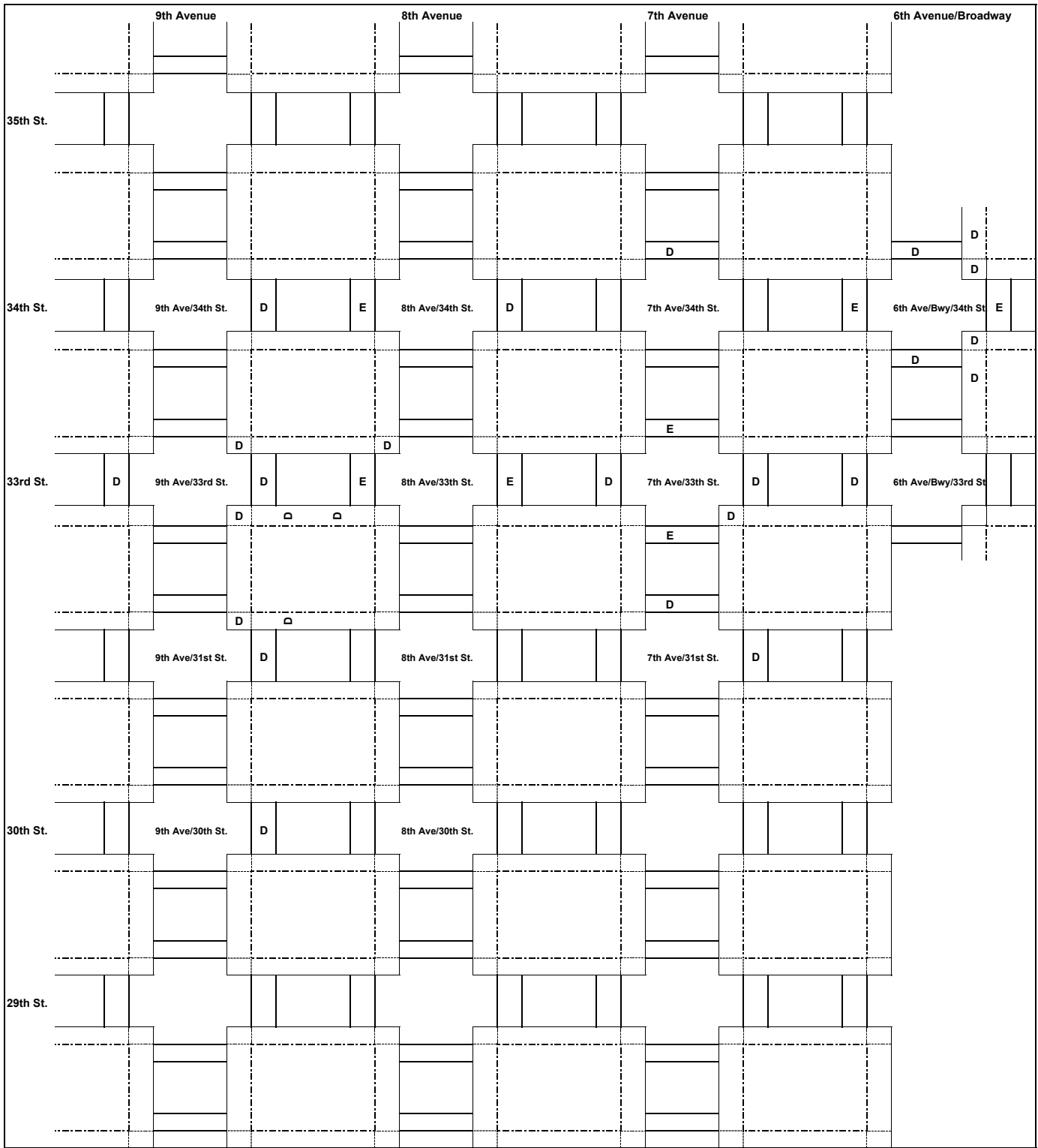


**2010 FUTURE WITHOUT THE PROPOSED ACTION CONDITION - AM PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-9.2**

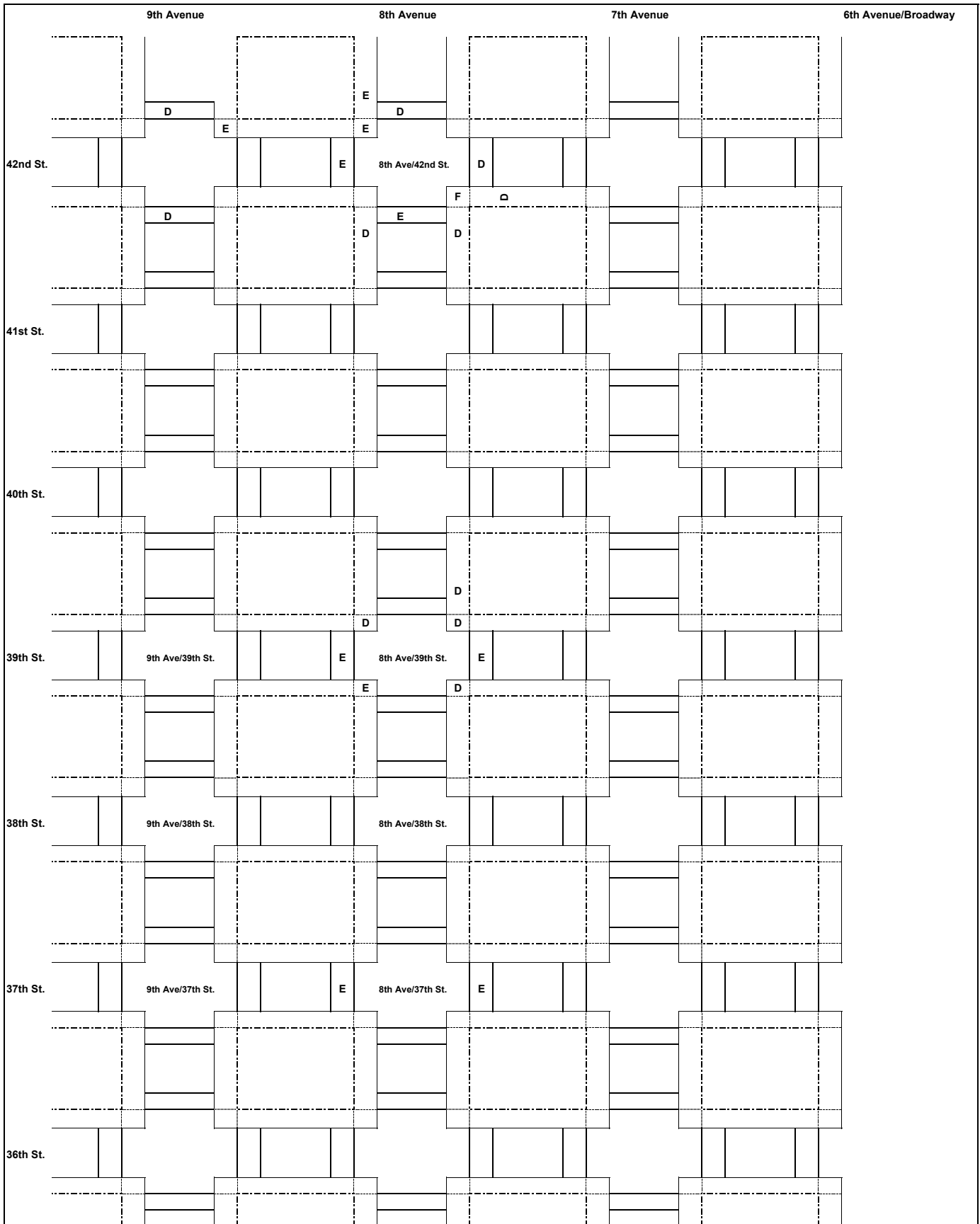




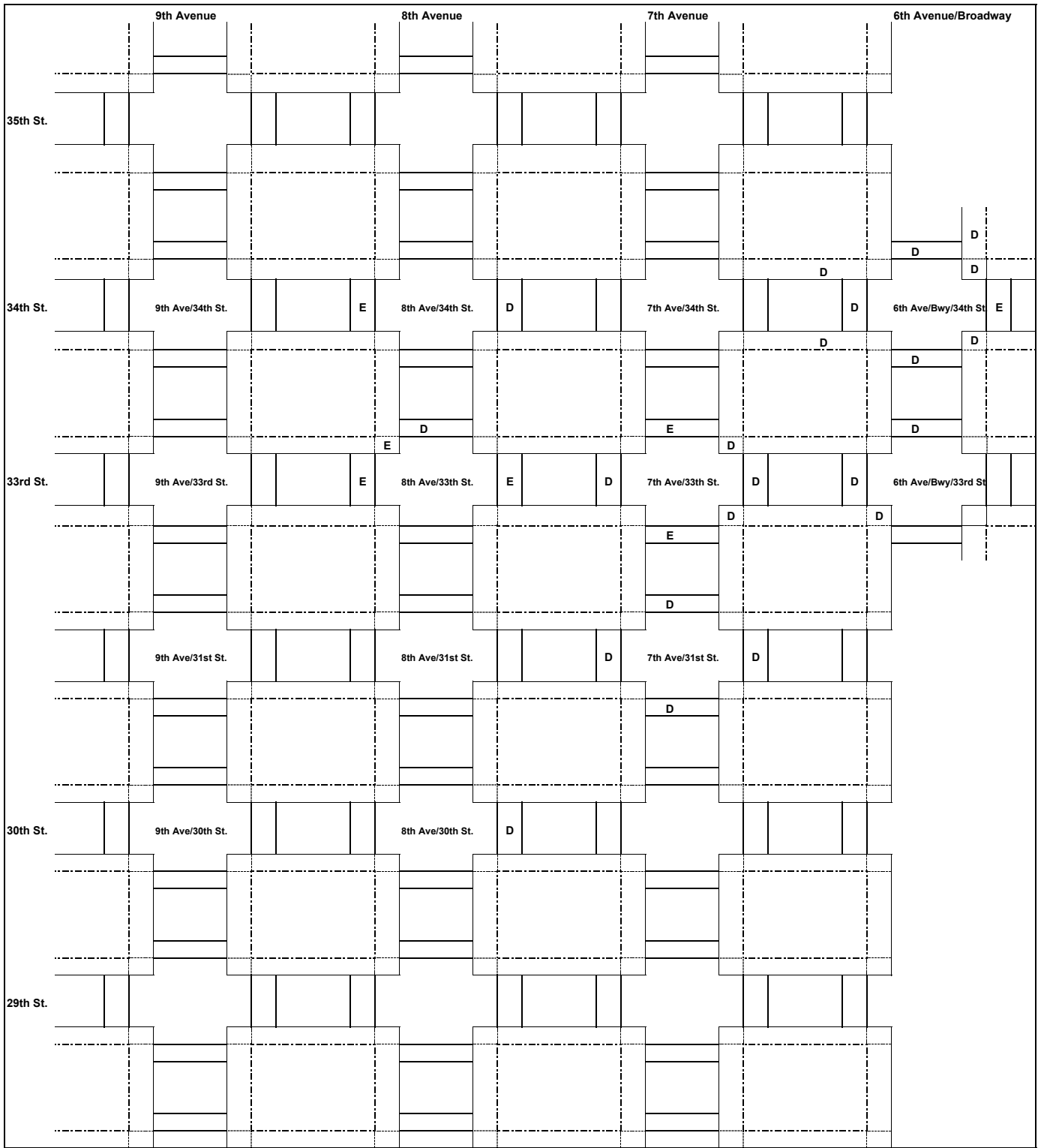
**2010 FUTURE WITHOUT THE PROPOSED ACTION - MD PEAK  
PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE**  
Figure 20-9.3



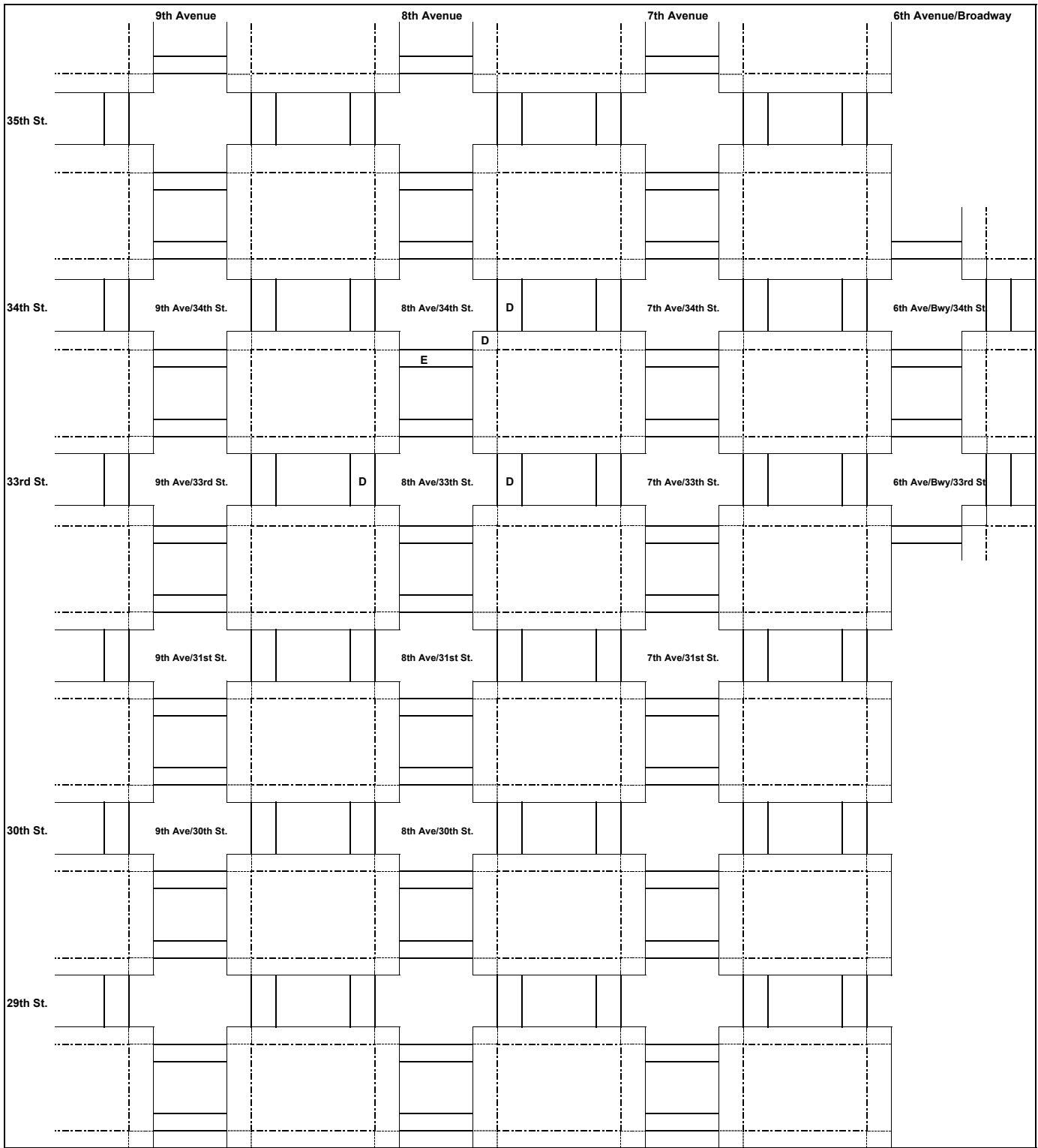
**2010 FUTURE WITHOUT THE PROPOSED ACTION - MD PEAK PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE**  
**Figure 20-9.4**



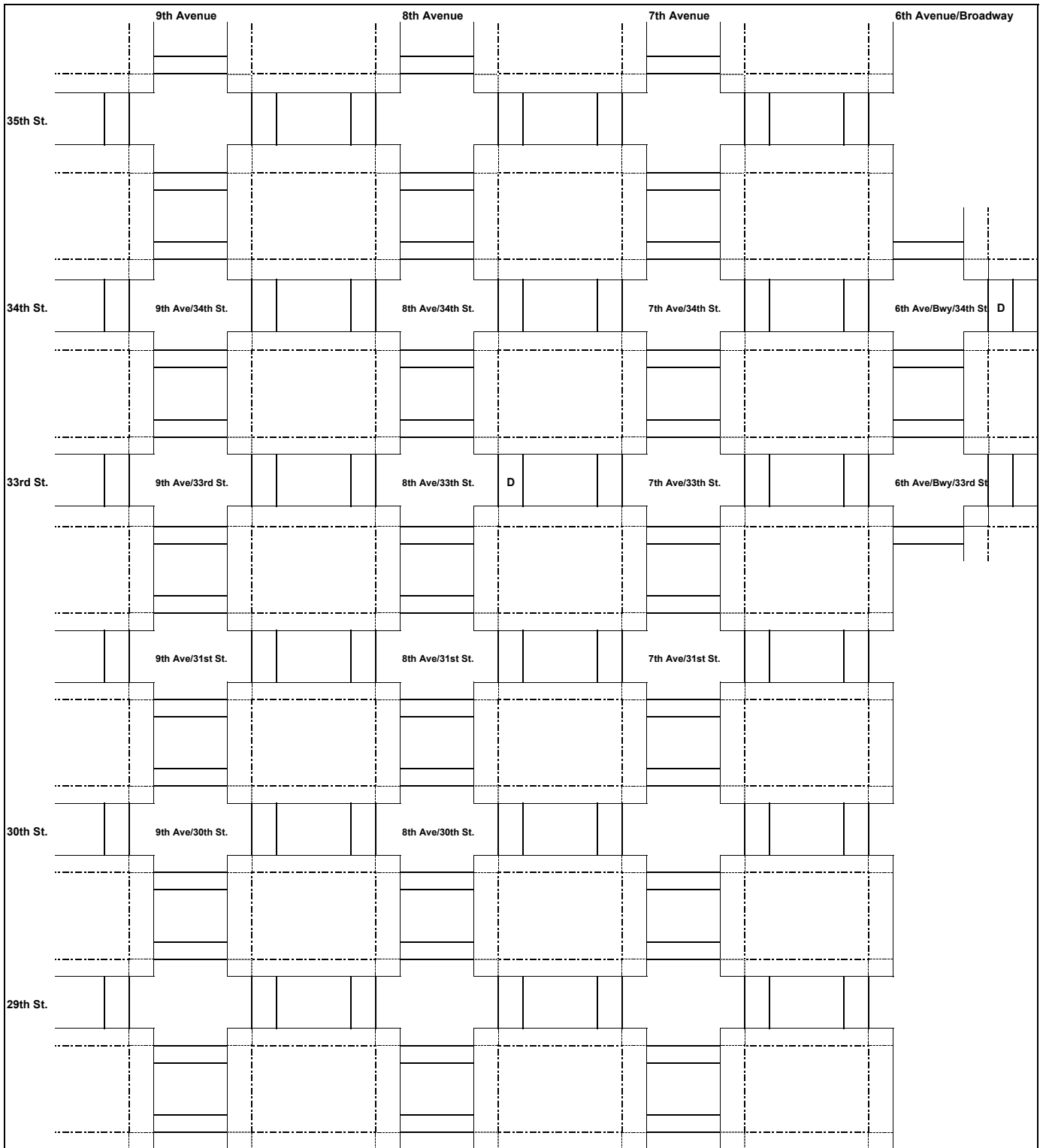
**2010 FUTURE WITHOUT THE PROPOSED ACTION - PM PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-9.5**



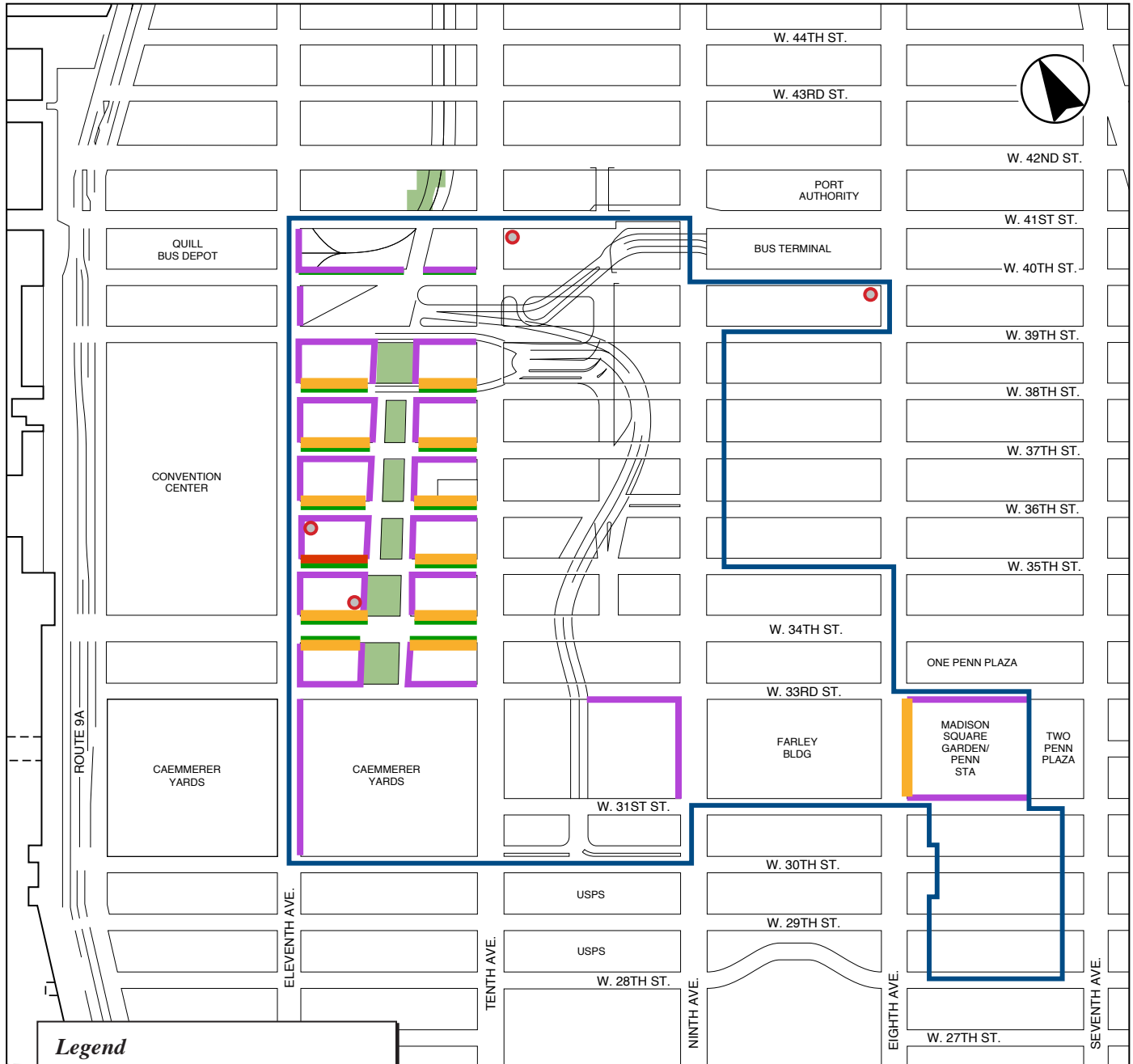
**2010 FUTURE WITHOUT THE PROPOSED ACTION - PM PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-9.6**



**2010 FUTURE WITHOUT THE PROPOSED ACTION - EVENING PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-9.7**



**2010 FUTURE WITHOUT THE PROPOSED ACTION - SUNDAY PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-9.8**



**Legend**

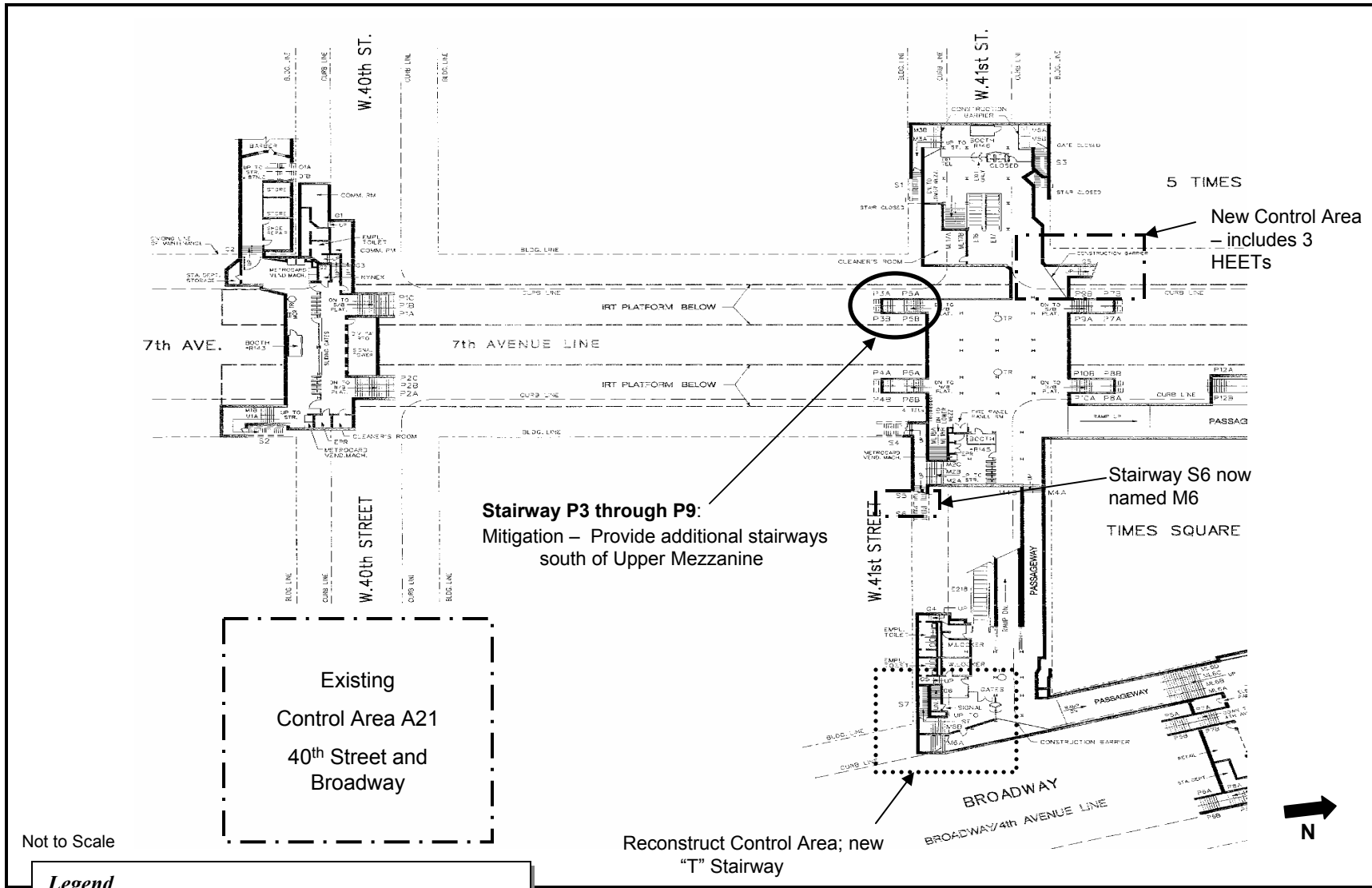
- Proposed Special Hudson Yards District Boundary
- Sidewalk Widening 5 feet
- Sidewalk Widening 10 feet
- Tree Planting
- Subway Entrance



**Special Hudson Yards District - Mandatory Sidewalk Widenings**

Figure 20-10

Source: New York City Department of City Planning



Not to Scale

**Legend**

- - - Existing Station Changes
- ..... Future Station Changes Planned by NYCT
- Impact Location
- Unmitigatable Impact Location

**Stairway P3 through P9:**  
Mitigation – Provide additional stairways south of Upper Mezzanine

5 TIMES  
New Control Area – includes 3 HEETs

Stairway S6 now named M6  
TIMES SQUARE

Reconstruct Control Area; new “T” Stairway

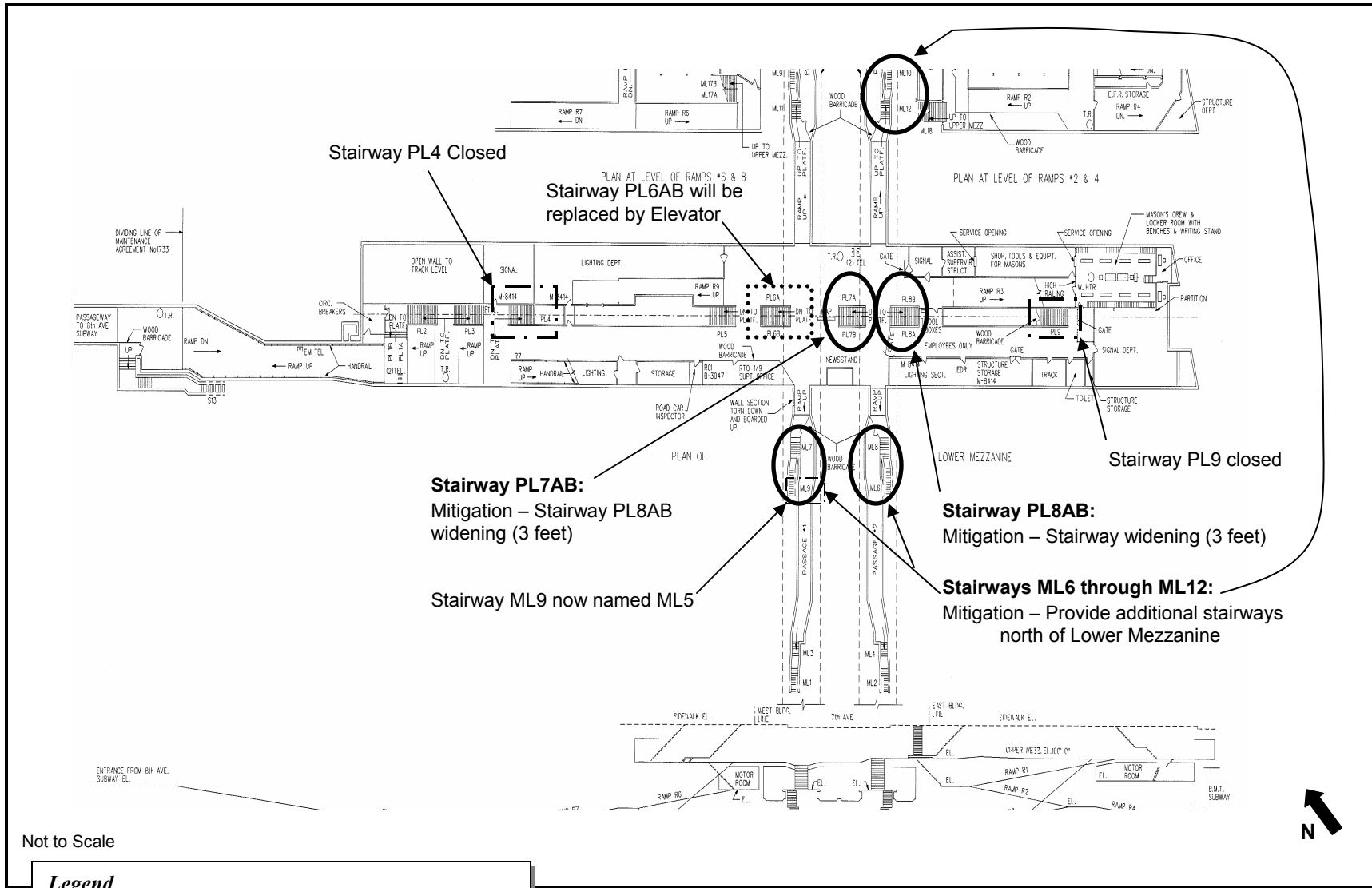
42nd ST.-Times Square/Shuttle Connection: Mezzanine Level & Shuttle Platform  
Broadway/7th Avenue Line – IRT Division

**2010 Future with the Proposed Action:  
Subway Station Elements with Impacts**

Figure 20-11.1

Source: MTA New York City Transit – Department of Subways





Not to Scale

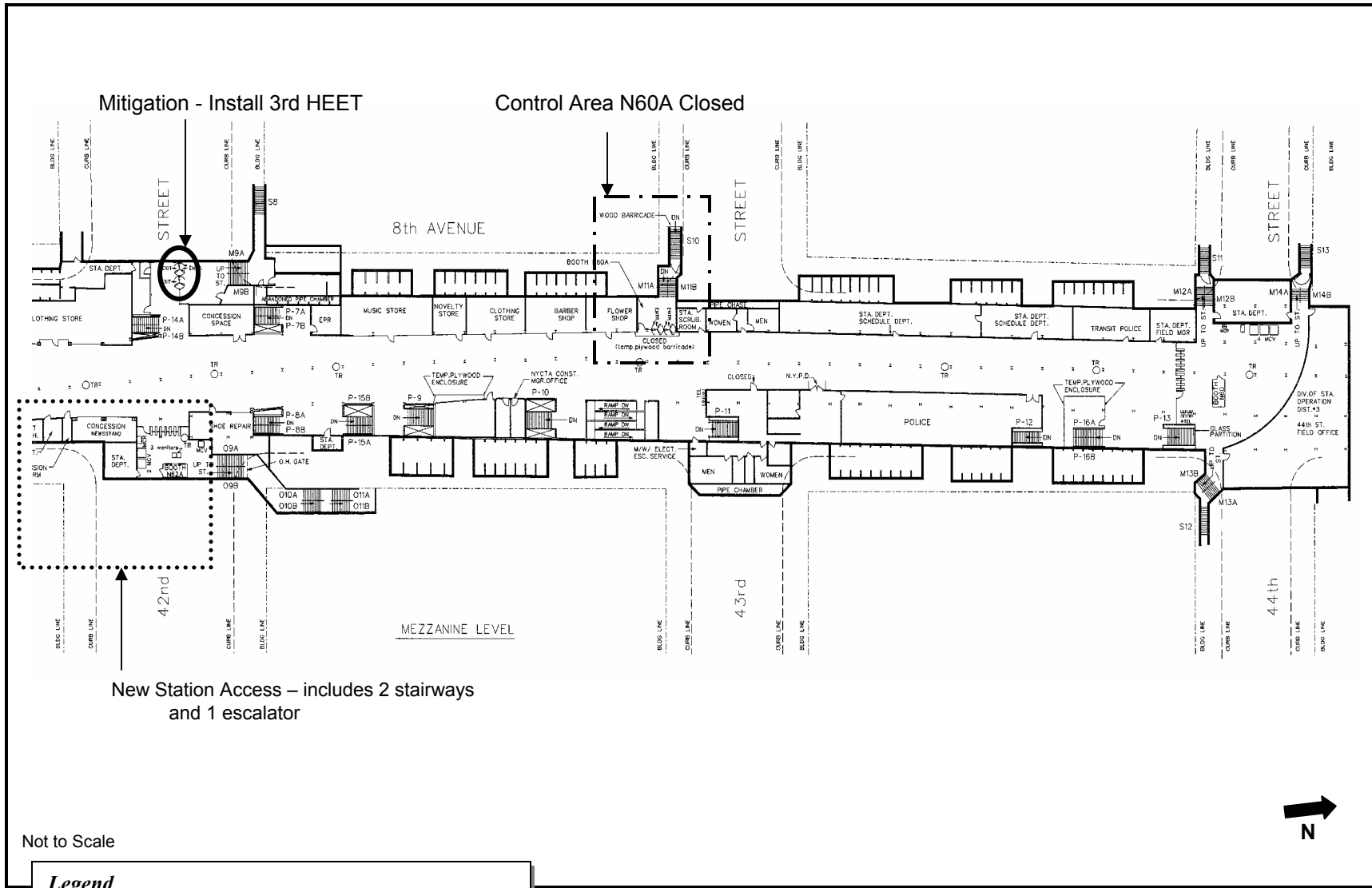
Legend	
--- · ---	Existing Station Changes
.....	Future Station Changes Planned by NYCT
○	Impact Location
○	Unmitigatable Impact Location

42<sup>nd</sup> ST. - Times Square Station Plan  
Flushing Line – IRT Division

**2010 Future with the Proposed Action:  
Subway Station Elements with Impacts**

Figure 20-11.2

Source: MTA New York City Transit – Department of Subways



Not to Scale

**Legend**

- · — · Existing Station Changes
- Future Station Changes Planned by NYCT
- Impact Location
- (dashed) Unmitigatable Impact Location

42nd Street Station Station Plan  
8th Avenue Line – IND Division

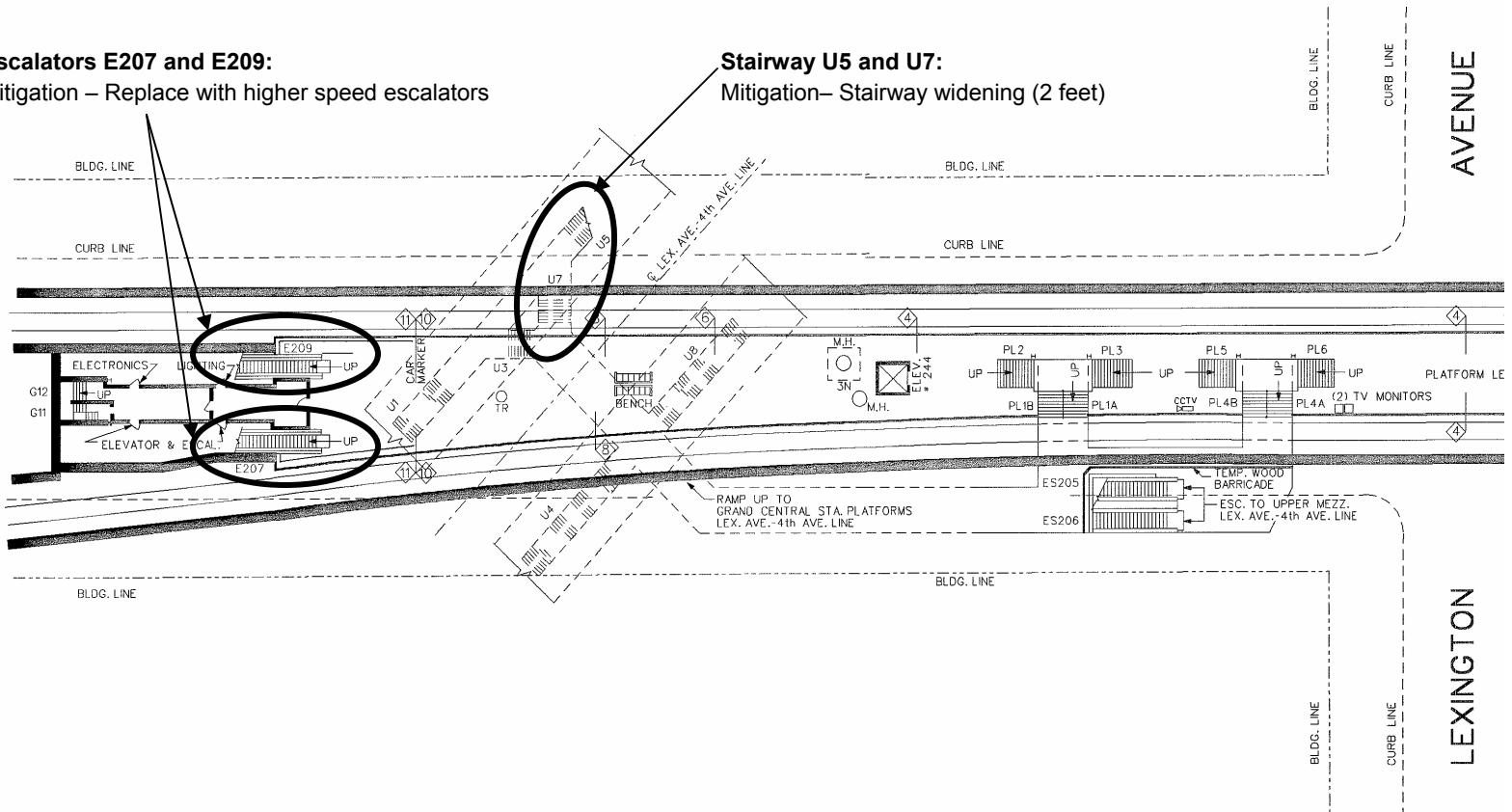
**2010 Future with the Proposed Action:  
Subway Station Elements with Impacts**

Figure 20-11.3

Source: MTA New York City Transit – Department of Subways

**Escalators E207 and E209:**  
Mitigation – Replace with higher speed escalators

**Stairway U5 and U7:**  
Mitigation– Stairway widening (2 feet)



Not to Scale

**Legend**

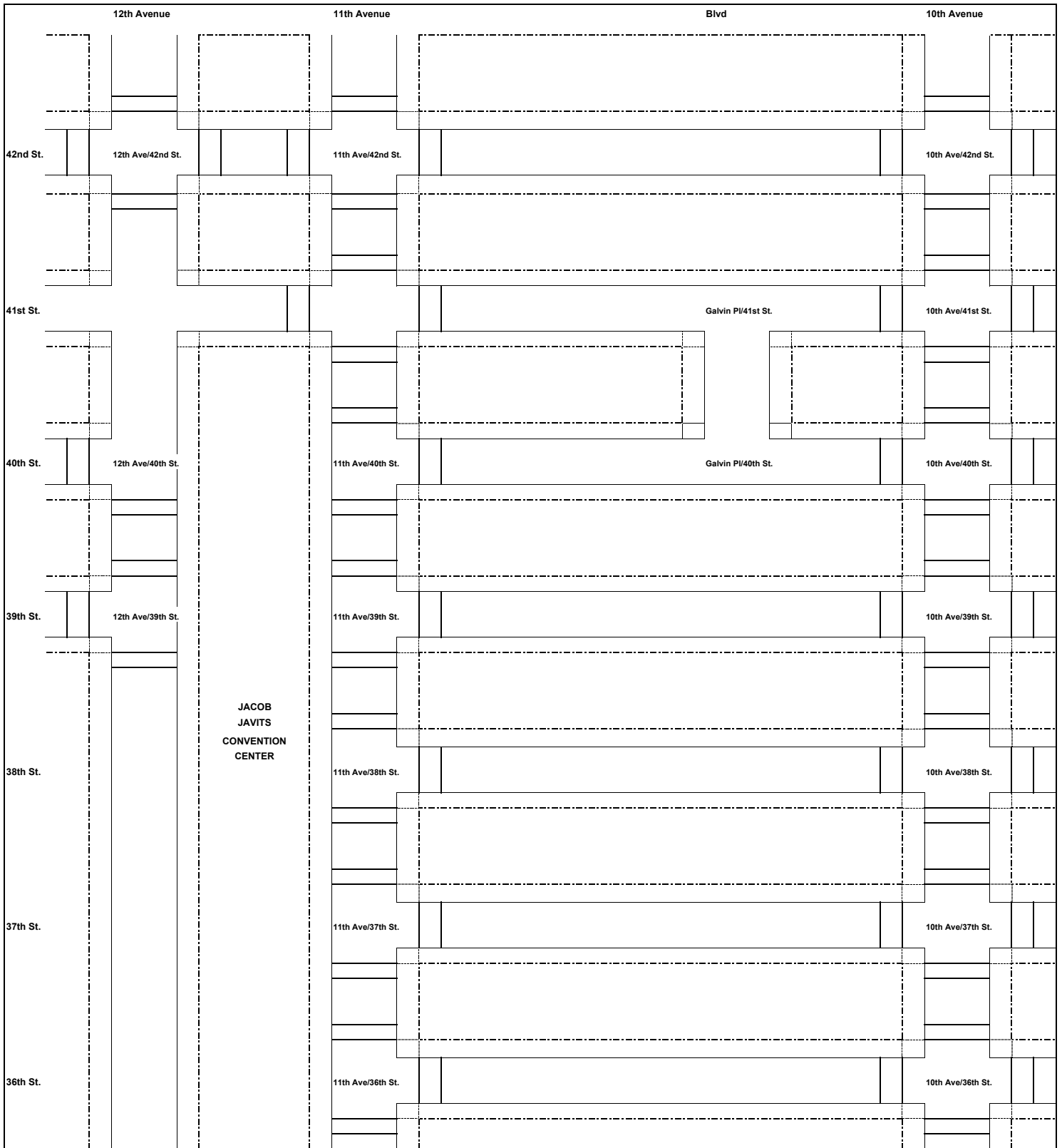
- · — · — Existing Station Changes
- Future Station Changes Planned by NYCT
- Impact Location
- ⊖ Unmitigatable Impact Location

42<sup>nd</sup> Street – Grand Central Station Plan  
Flushing Line – IRT Division

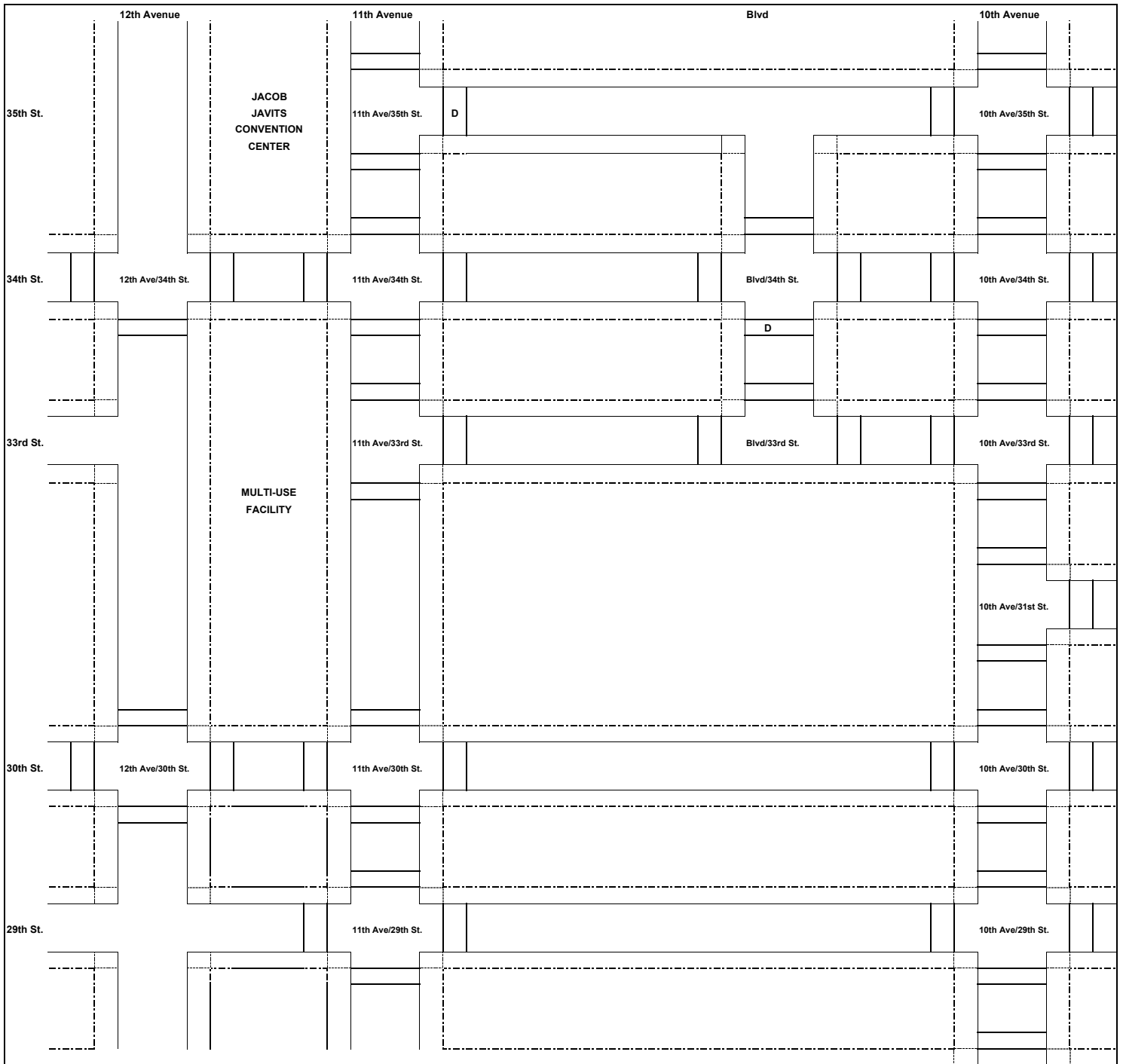
**2010 Future with the Proposed Action:  
Subway Station Elements with Impacts**

Figure 20-11.4

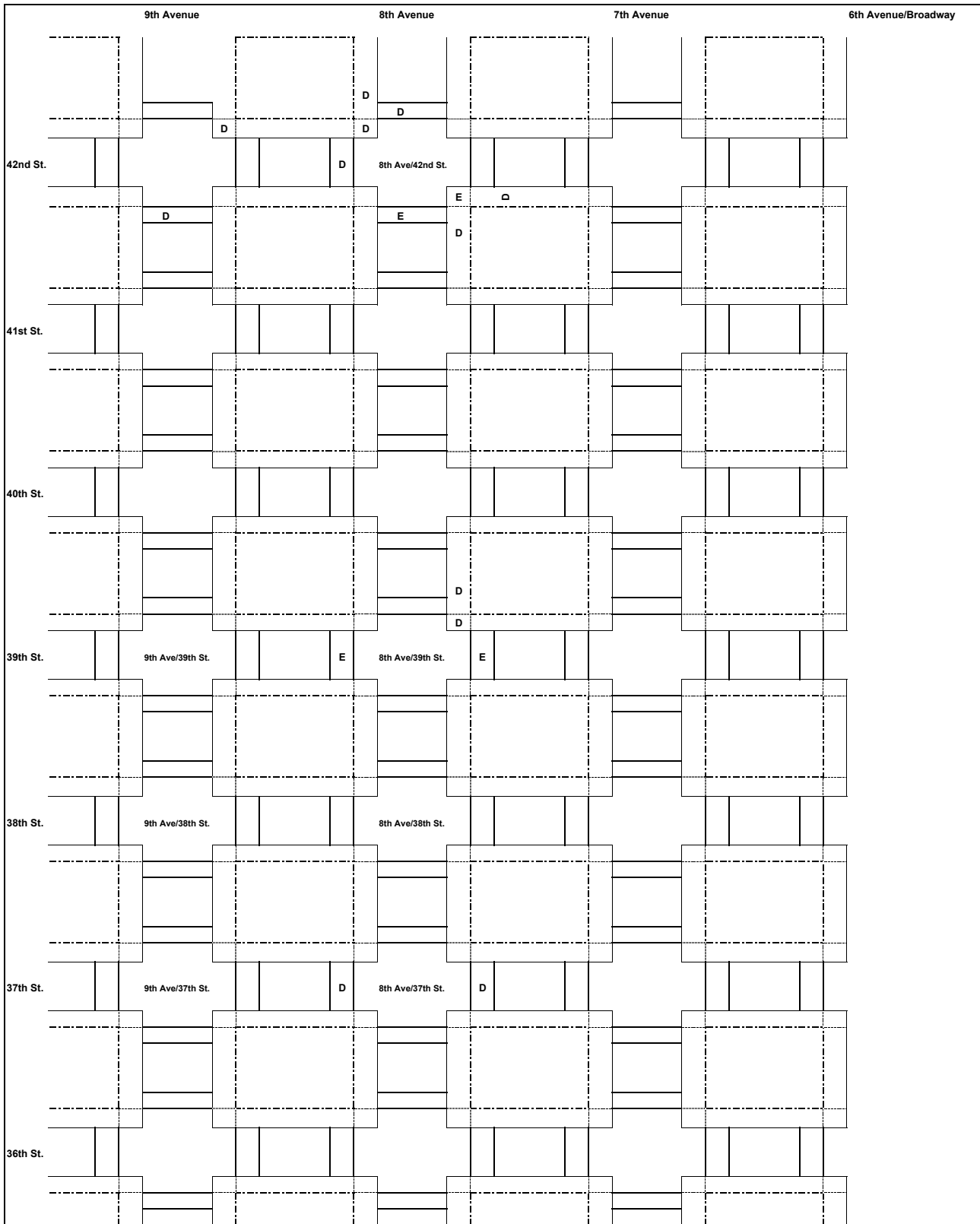
Source: MTA New York City Transit – Department of Subways



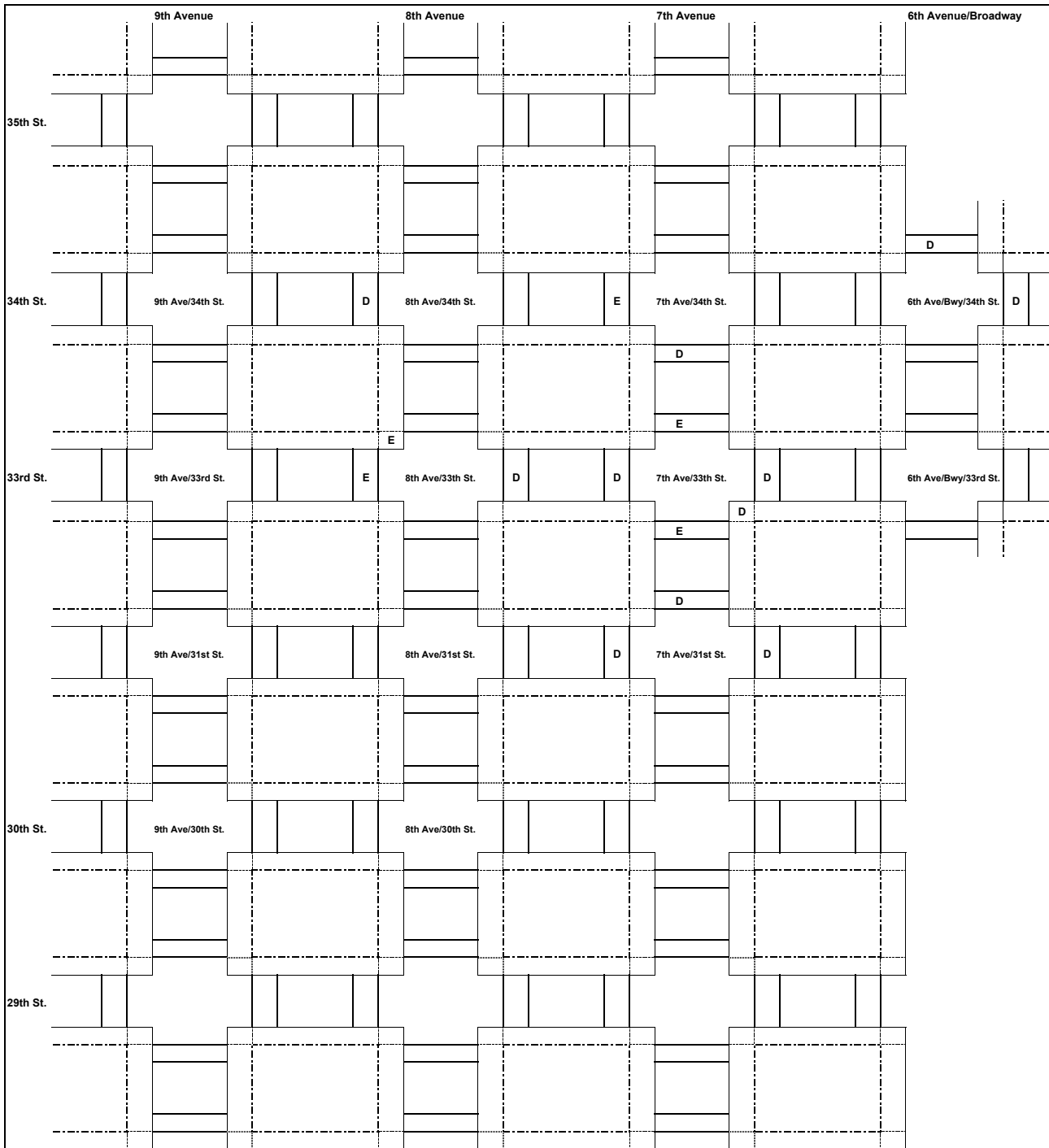
**2010 FUTURE WITH THE PROPOSED ACTION CONDITION - AM PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-12.1**



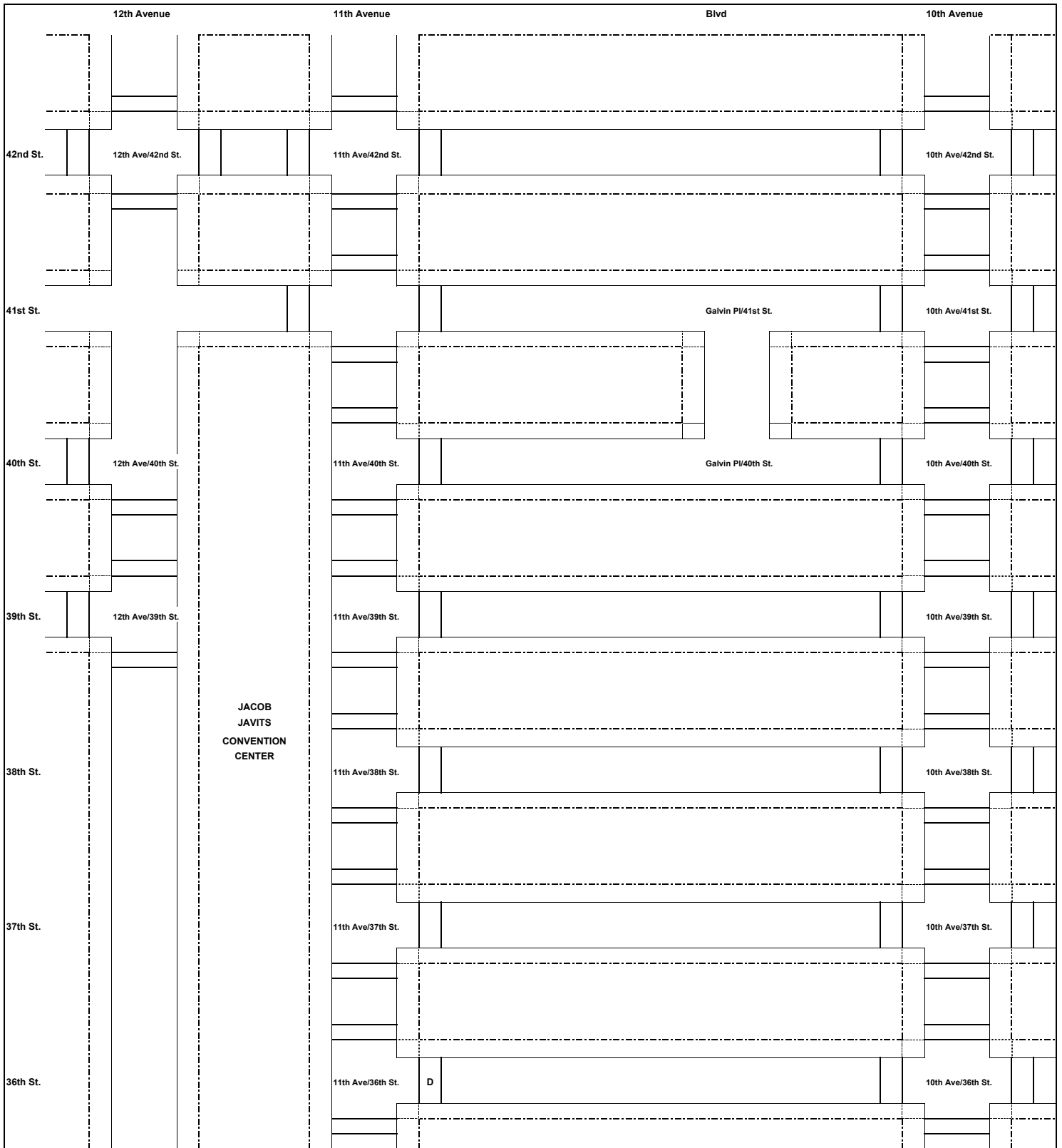
**2010 FUTURE WITH THE PROPOSED ACTION CONDITION - AM PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-12.2**



**2010 FUTURE WITH THE PROPOSED ACTION CONDITION - AM PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-12.3**

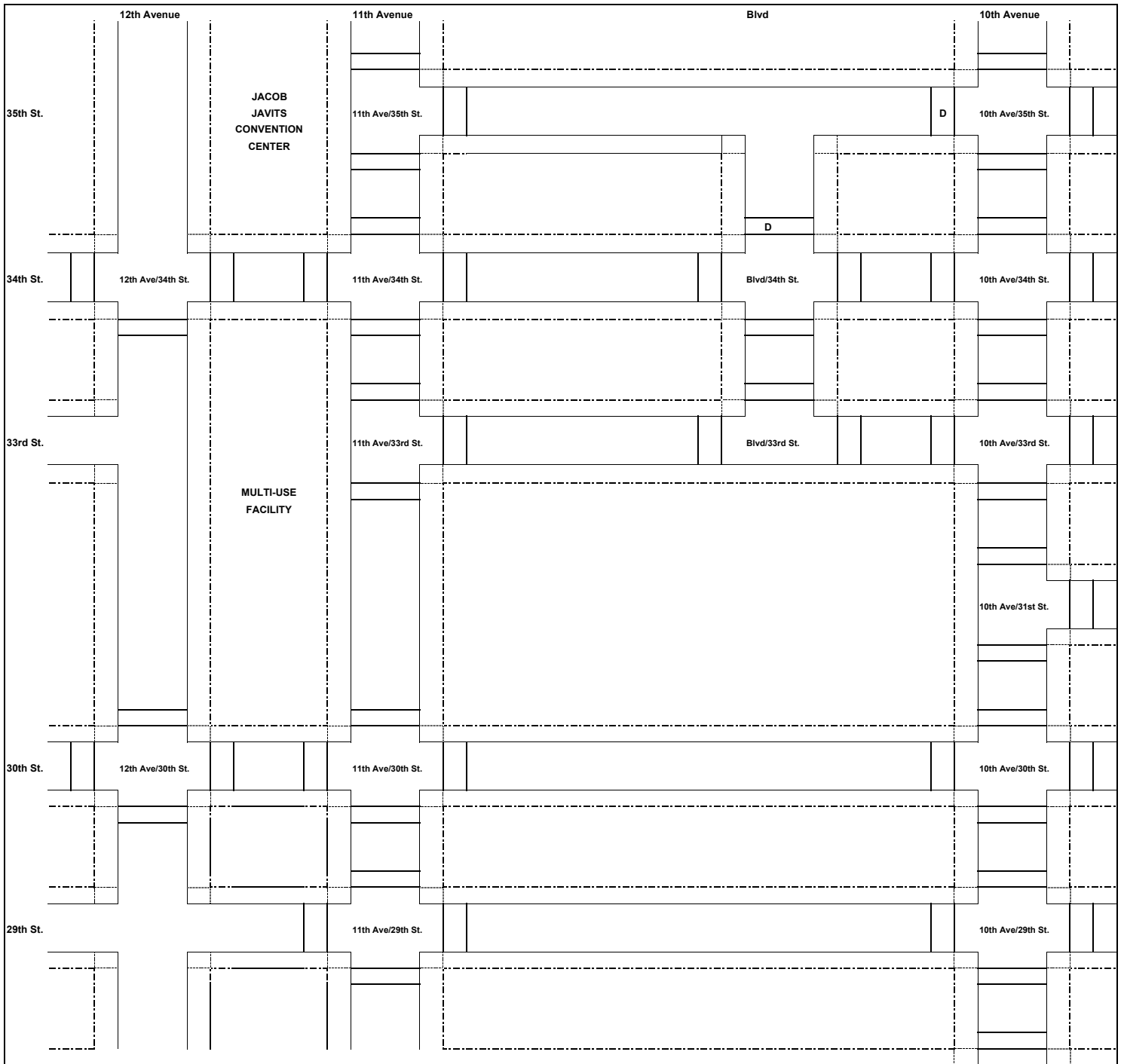


**2010 FUTURE WITH THE PROPOSED ACTION CONDITION - AM PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-12.4**

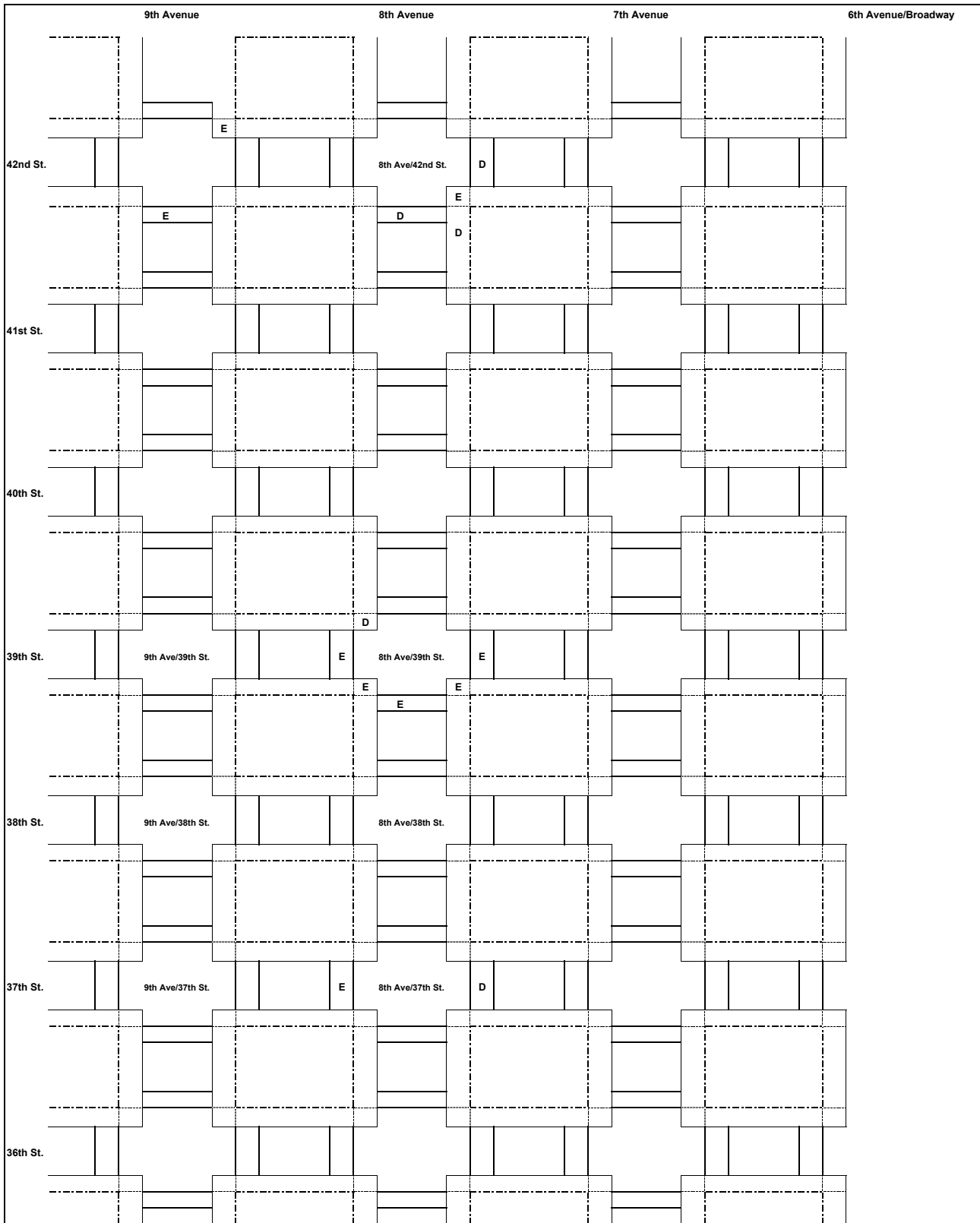


**2010 FUTURE WITH THE PROPOSED ACTION - MD PEAK  
PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
Figure 20-12.5**

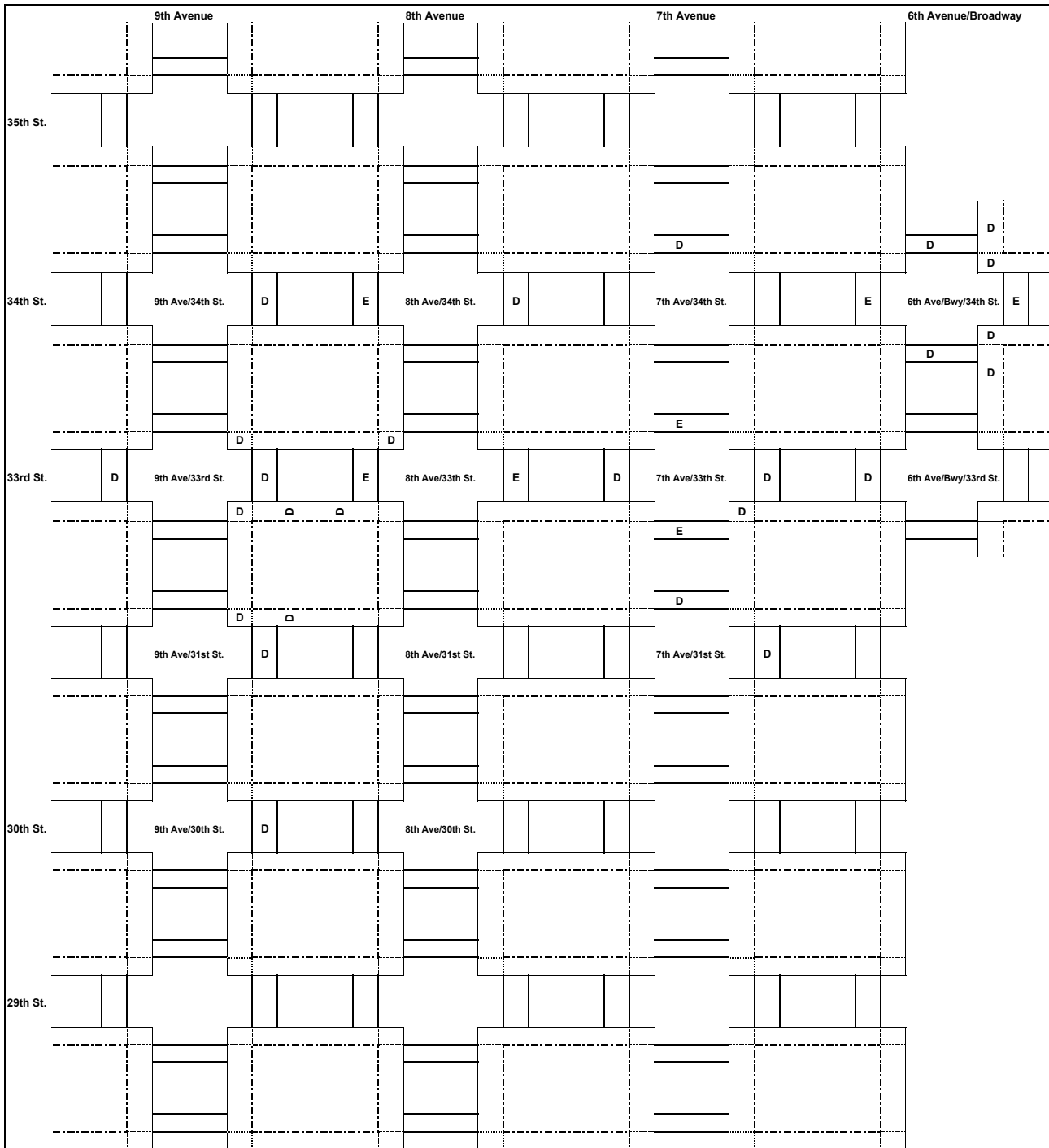




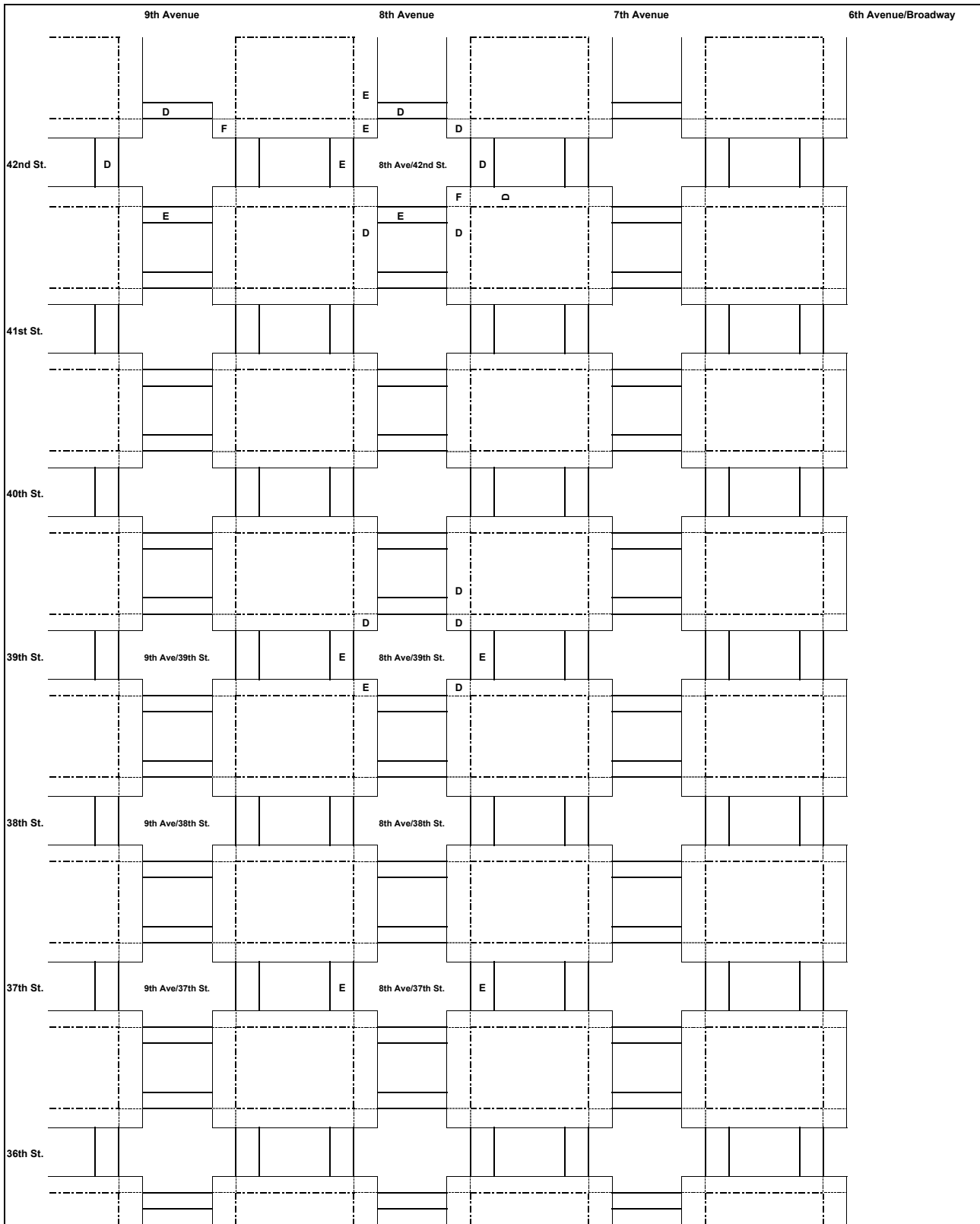
**2010 FUTURE WITH THE PROPOSED ACTION - MD PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-12.6**



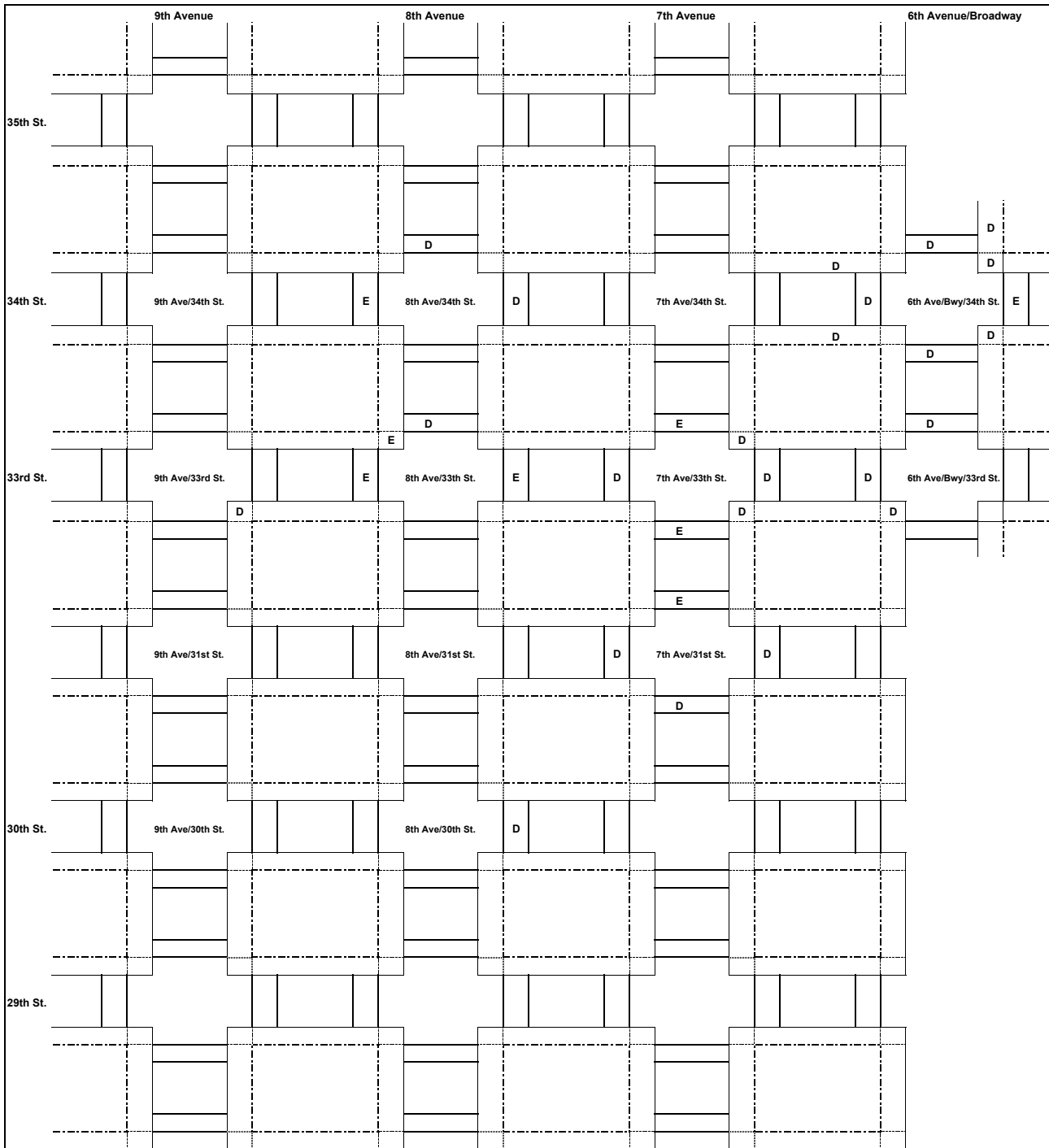
**2010 FUTURE WITH THE PROPOSED ACTION - MD PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-12.7**



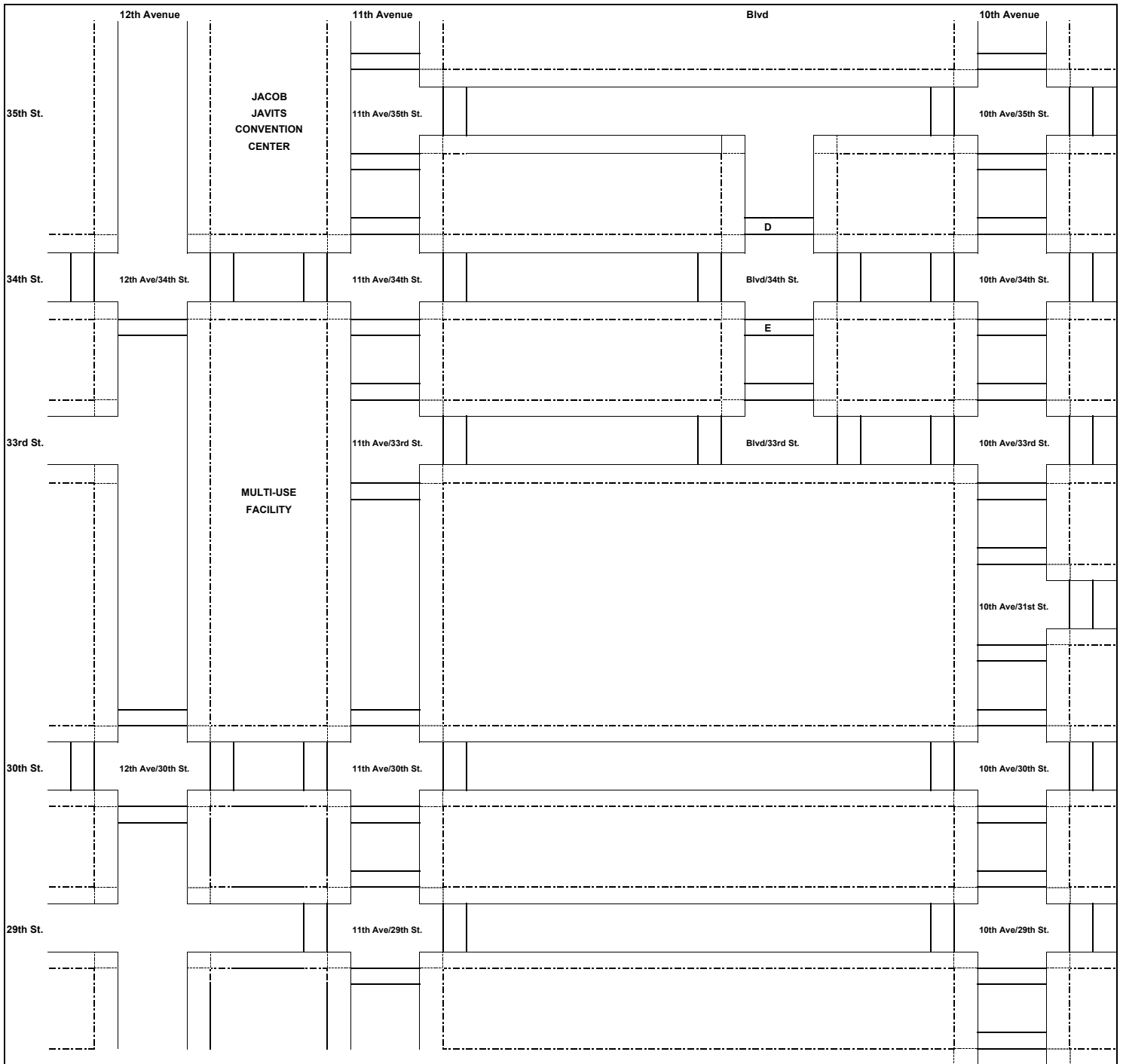
**2010 FUTURE WITH THE PROPOSED ACTION - MD PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-12.8**



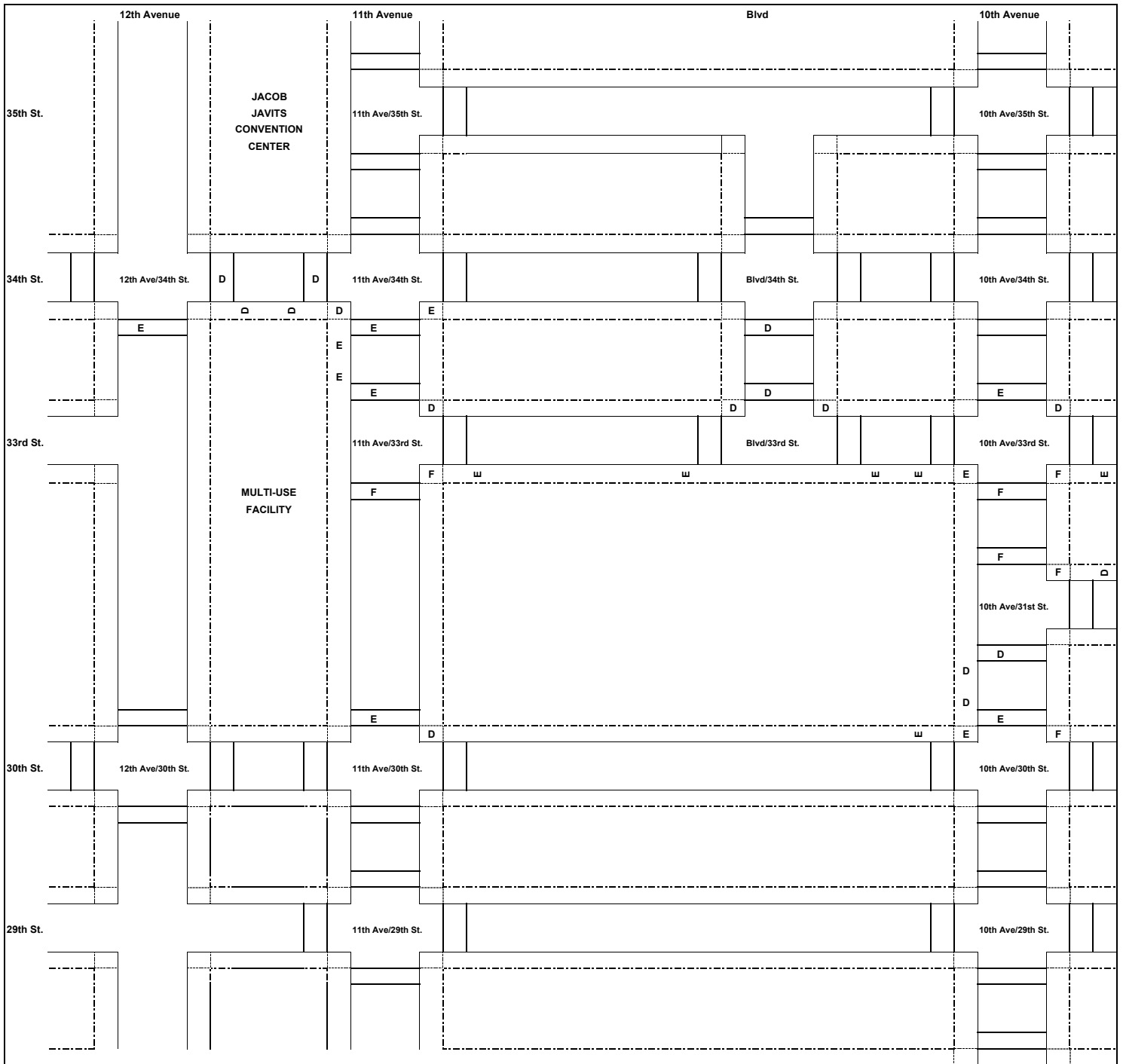
**2010 FUTURE WITH THE PROPOSED ACTION - PM PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-12.9**



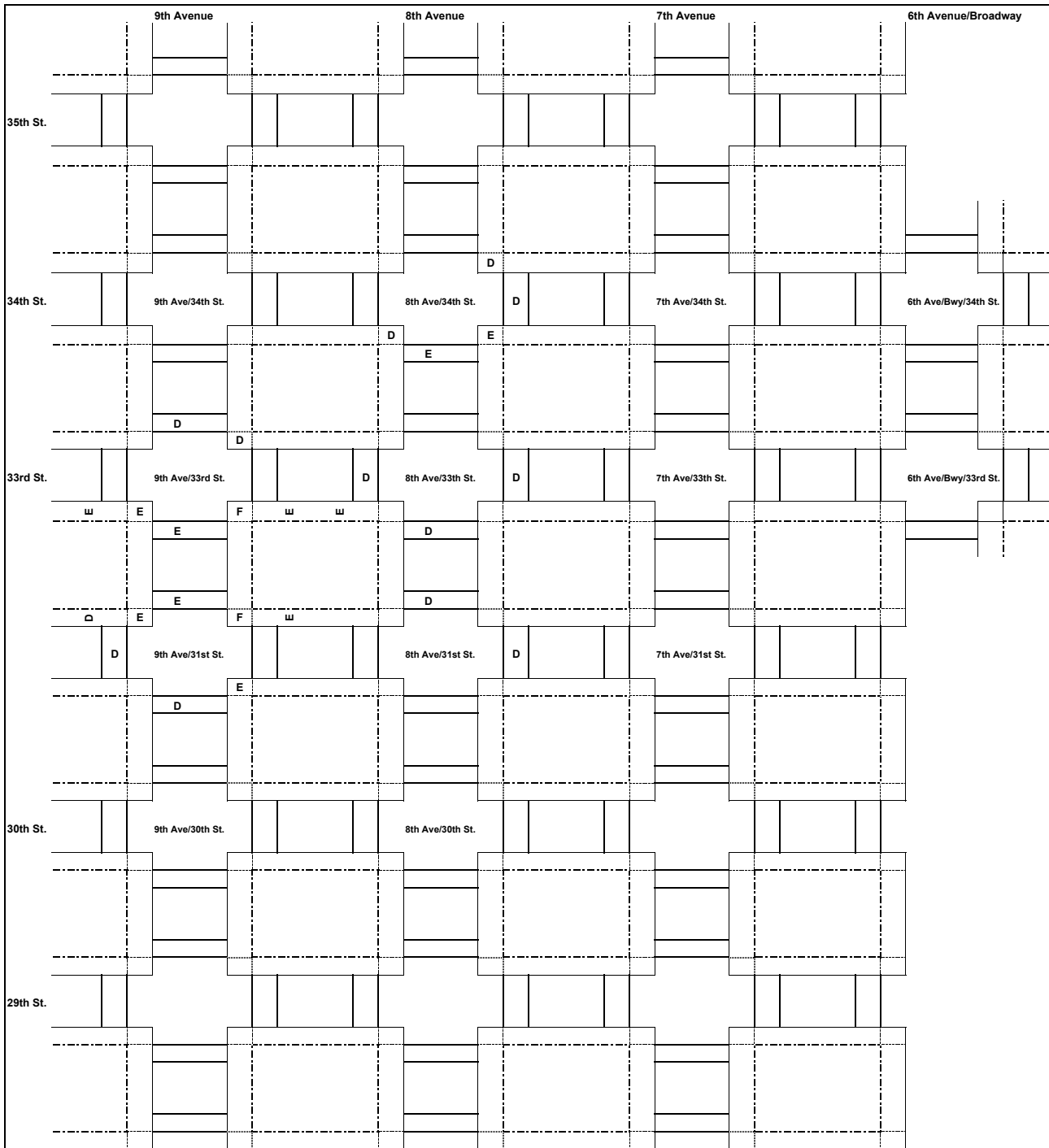
**2010 FUTURE WITH THE PROPOSED ACTION - PM PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-12.10**



**2010 FUTURE WITH THE PROPOSED ACTION - PM PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-12.11**

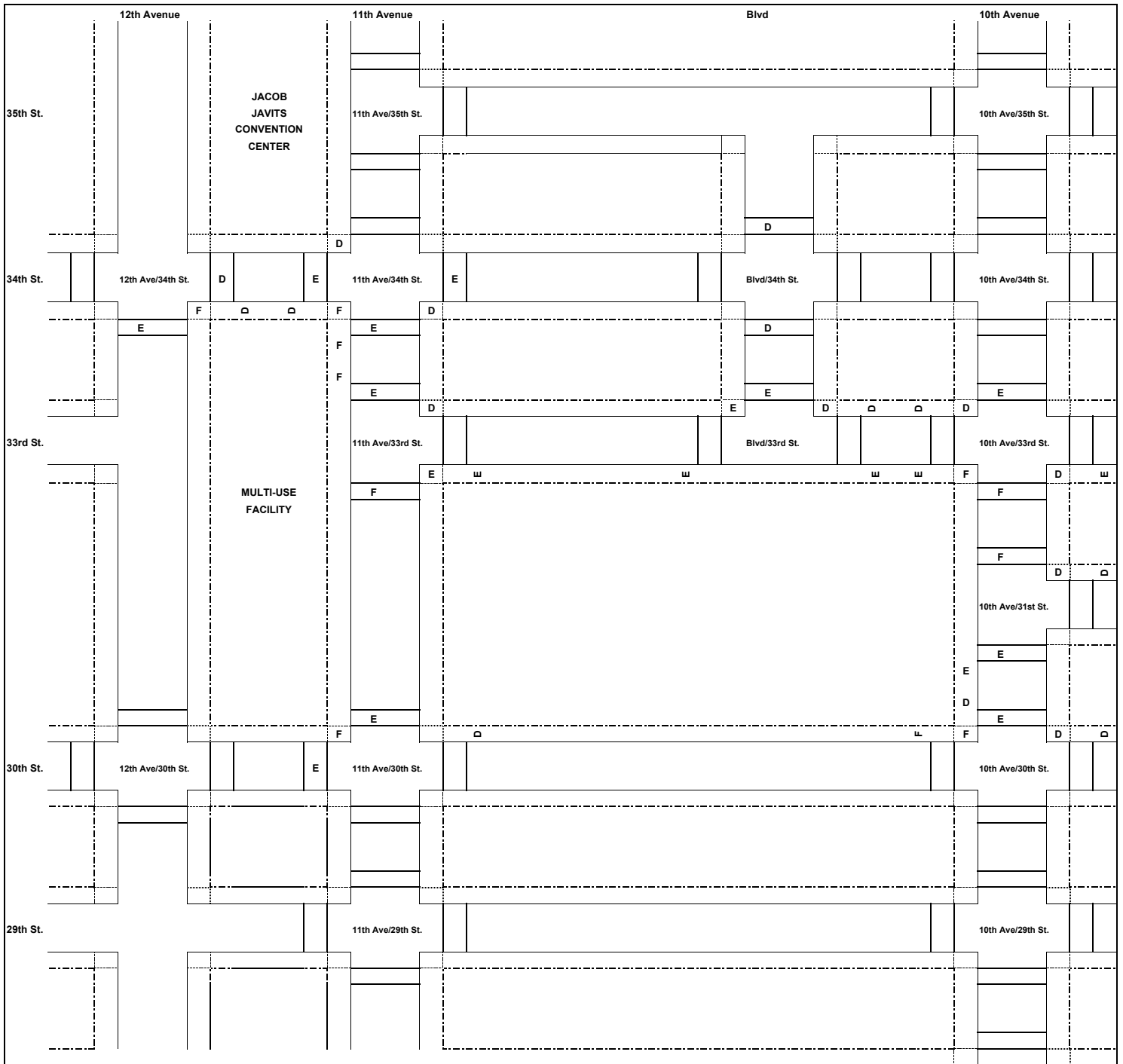


**2010 FUTURE WITH THE PROPOSED ACTION - EVENING PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-12.12**

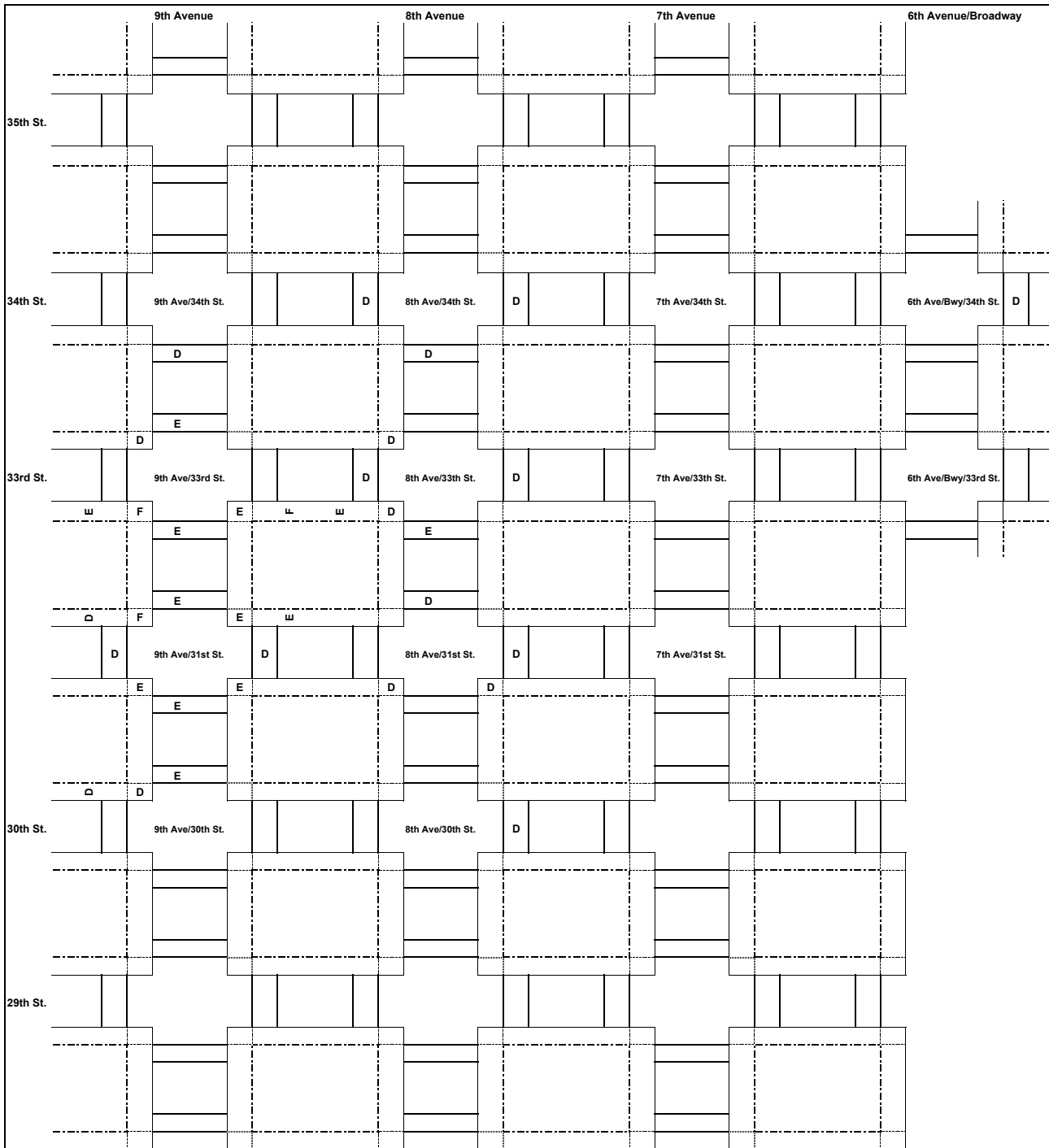


**2010 FUTURE WITH THE PROPOSED ACTION - EVENING PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-12.13**





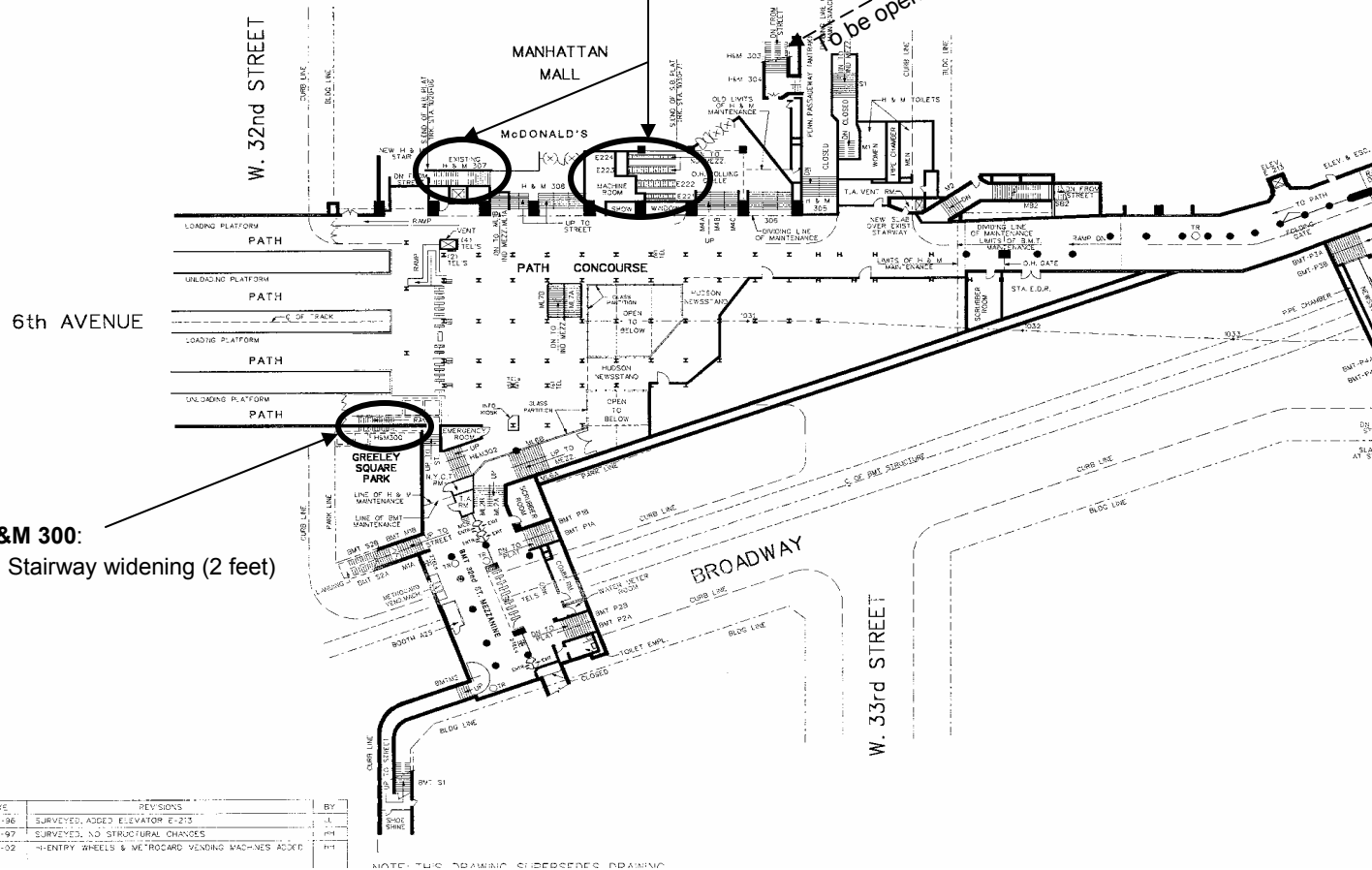
**2010 FUTURE WITH THE PROPOSED ACTION - SUNDAY PEAK  
PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
Figure 20-12.14**



2010 FUTURE WITH THE PROPOSED ACTION - SUNDAY PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-12.15

**Stairway H&M 307 and Escalators E221 through E224:  
Mitigation – Re-open existing closed stairways (H&M 303/304/305)**

**NOTE**  
SEE AGREEMENT  
NO. 371 A2



**Stairway H&M 300:**  
Mitigation – Stairway widening (2 feet)

NO.	REVISIONS	BY
1-06	SURVEYED, ADDED ELEVATOR E-213	JA
1-97	SURVEYED, NO STRUCTURAL CHANGES	PH
1-02	ENTRY WHEELS & METROCARD VENDING MACHINES ADDED	PH

Not to Scale

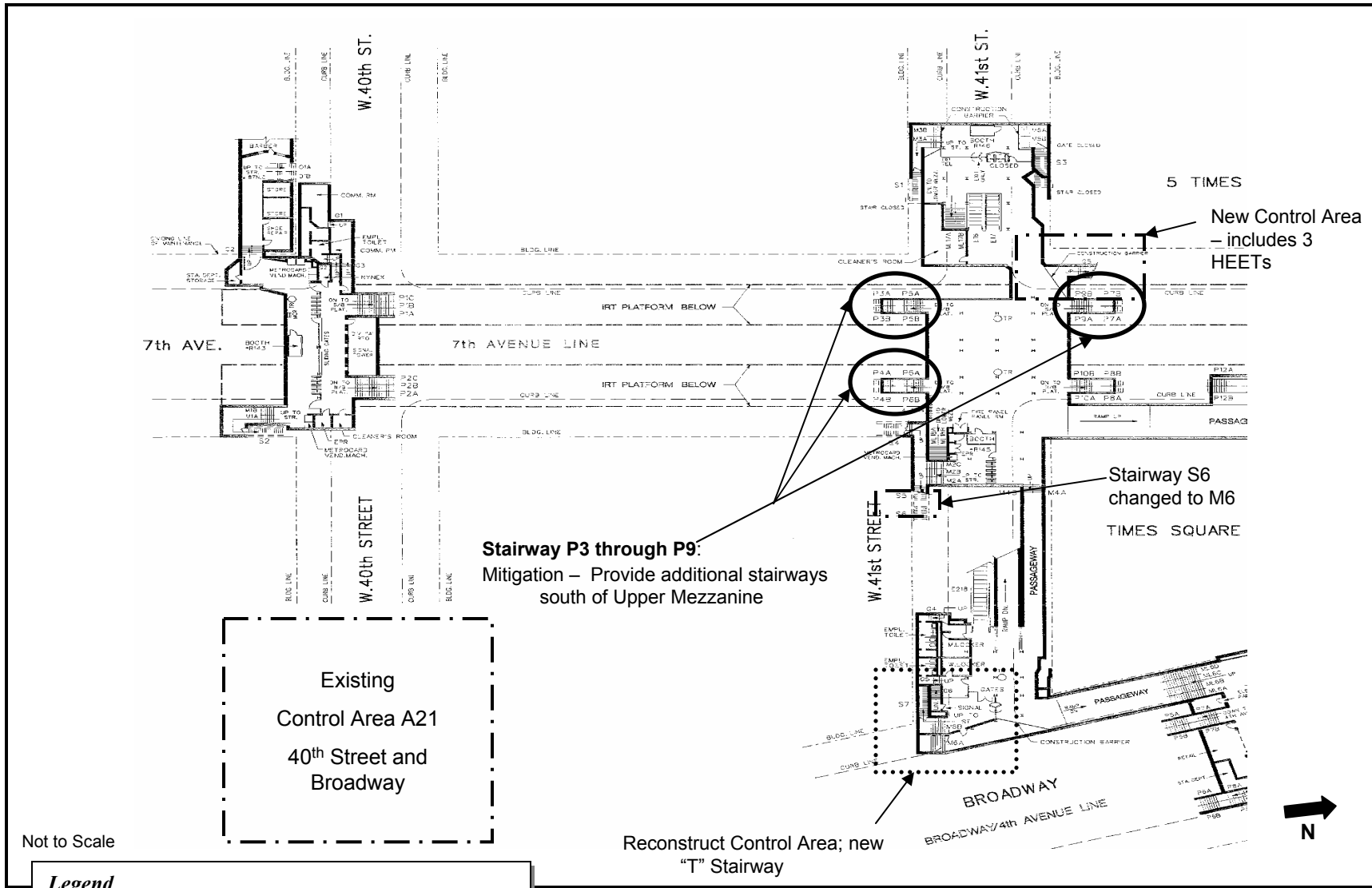
**Legend**

- · — · Existing Station Changes
- Future Station Changes Planned by NYCT
- Impact Location
- Unmitigatable Impact Location

34th Street Station: Upper Mezzanine  
6th Avenue Line – IND DIVISION

**2025 Future with the Proposed Action:  
Subway Station Elements with Impacts**

Figure 20-13.1



Not to Scale

**Legend**

- · - · - Existing Station Changes
- ..... Future Station Changes Planned by NYCT
- Impact Location
- (dashed) Unmitigatable Impact Location

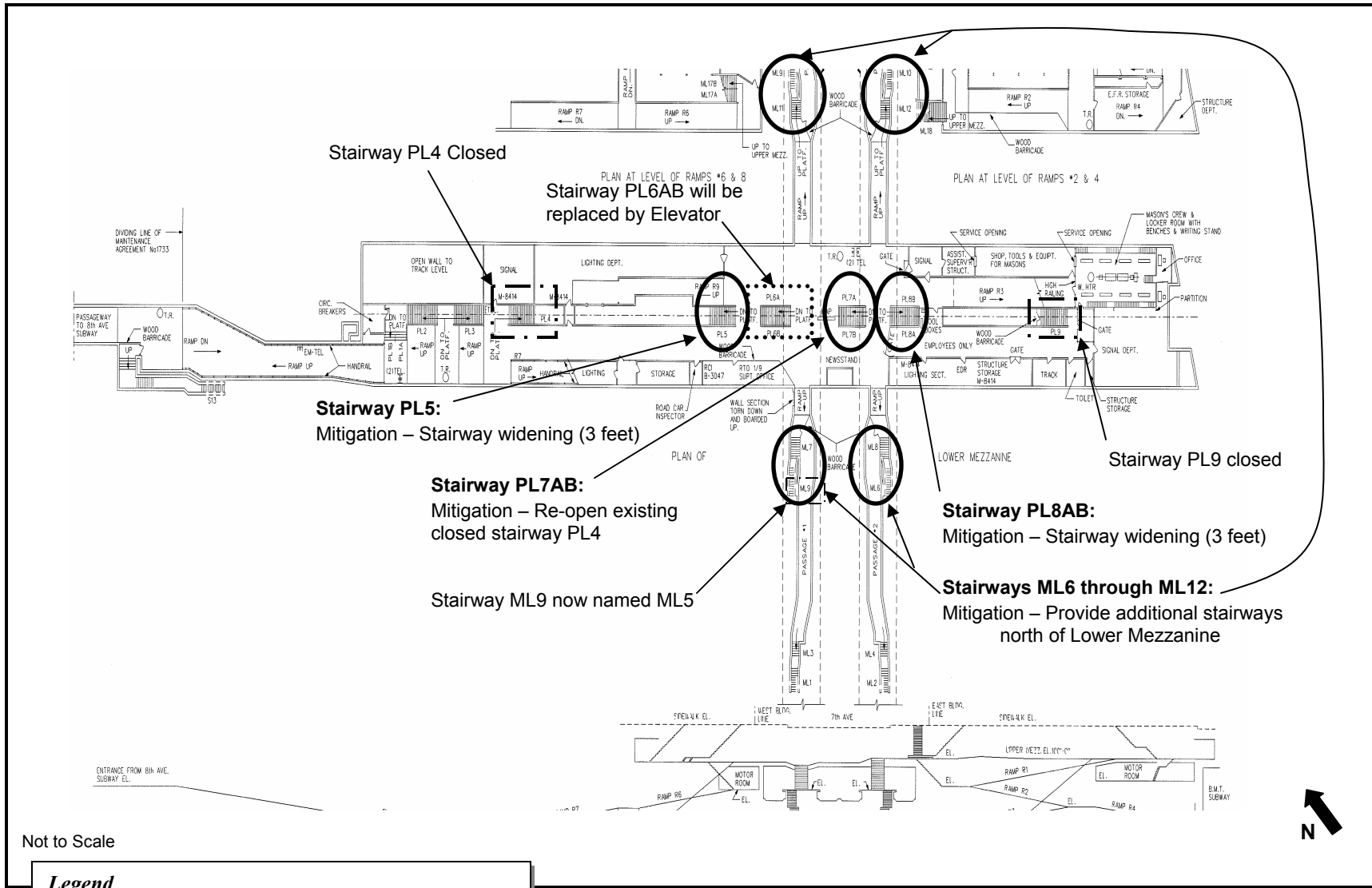
Reconstruct Control Area; new "T" Stairway

42nd ST.-Times Square/Shuttle Connection: Mezzanine Level & Shuttle Platform  
 Broadway/7th Avenue Line – IRT Division

**2025 Future with the Proposed Action:  
 Subway Station Elements with Impacts**

Figure 20-13.2

Source: MTA New York City Transit – Department of Subways



Not to Scale

**Legend**

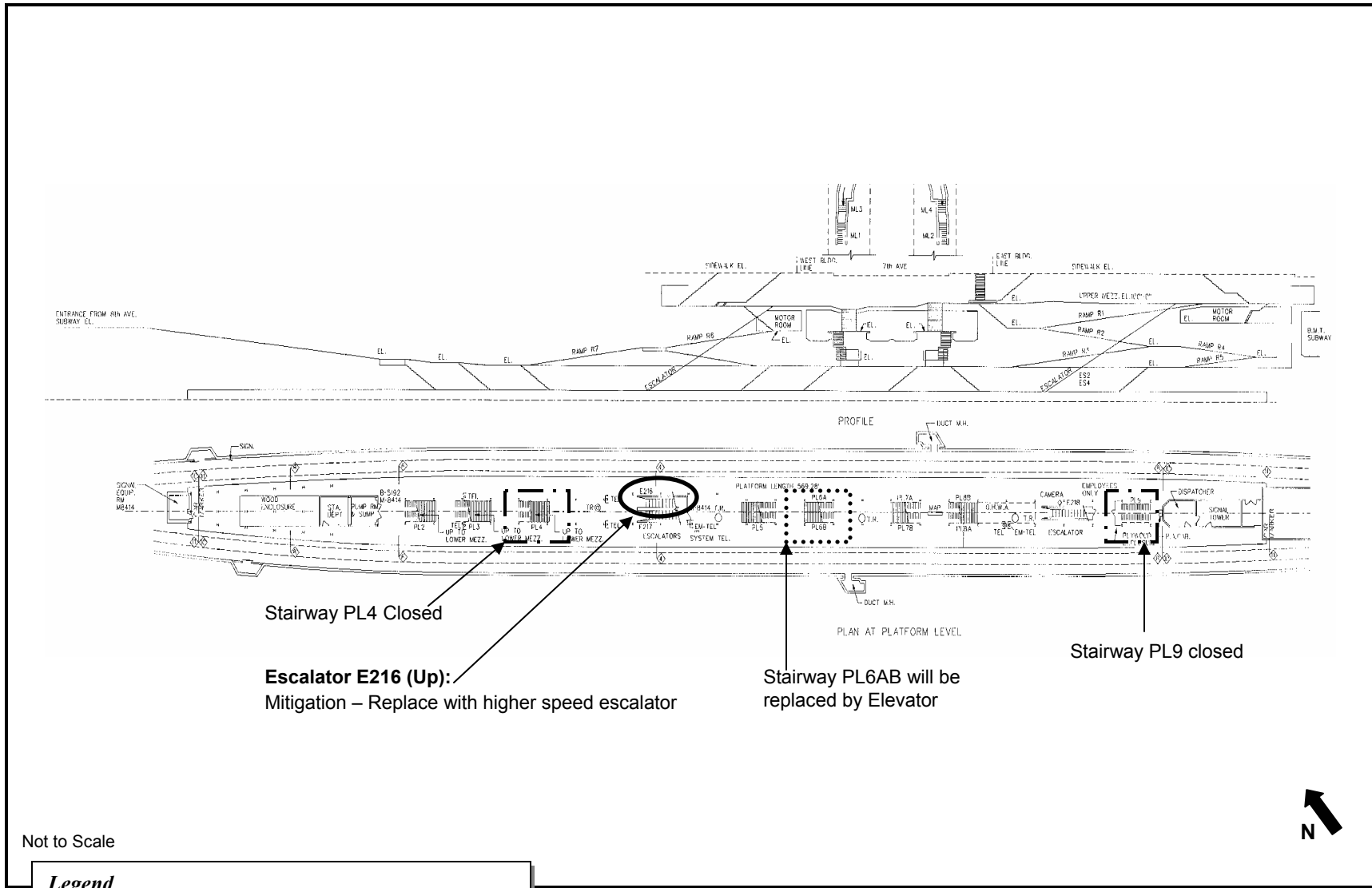
- · — · Existing Station Changes
- Future Station Changes Planned by NYCT
- Impact Location
- Unmitigatable Impact Location

42<sup>nd</sup> ST. - Times Square Station Plan  
Flushing Line – IRT Division

**2025 Future with the Proposed Action:  
Subway Station Elements with Impacts**

Figure 20-13.3

Source: MTA New York City Transit – Department of Subways



Not to Scale

**Legend**

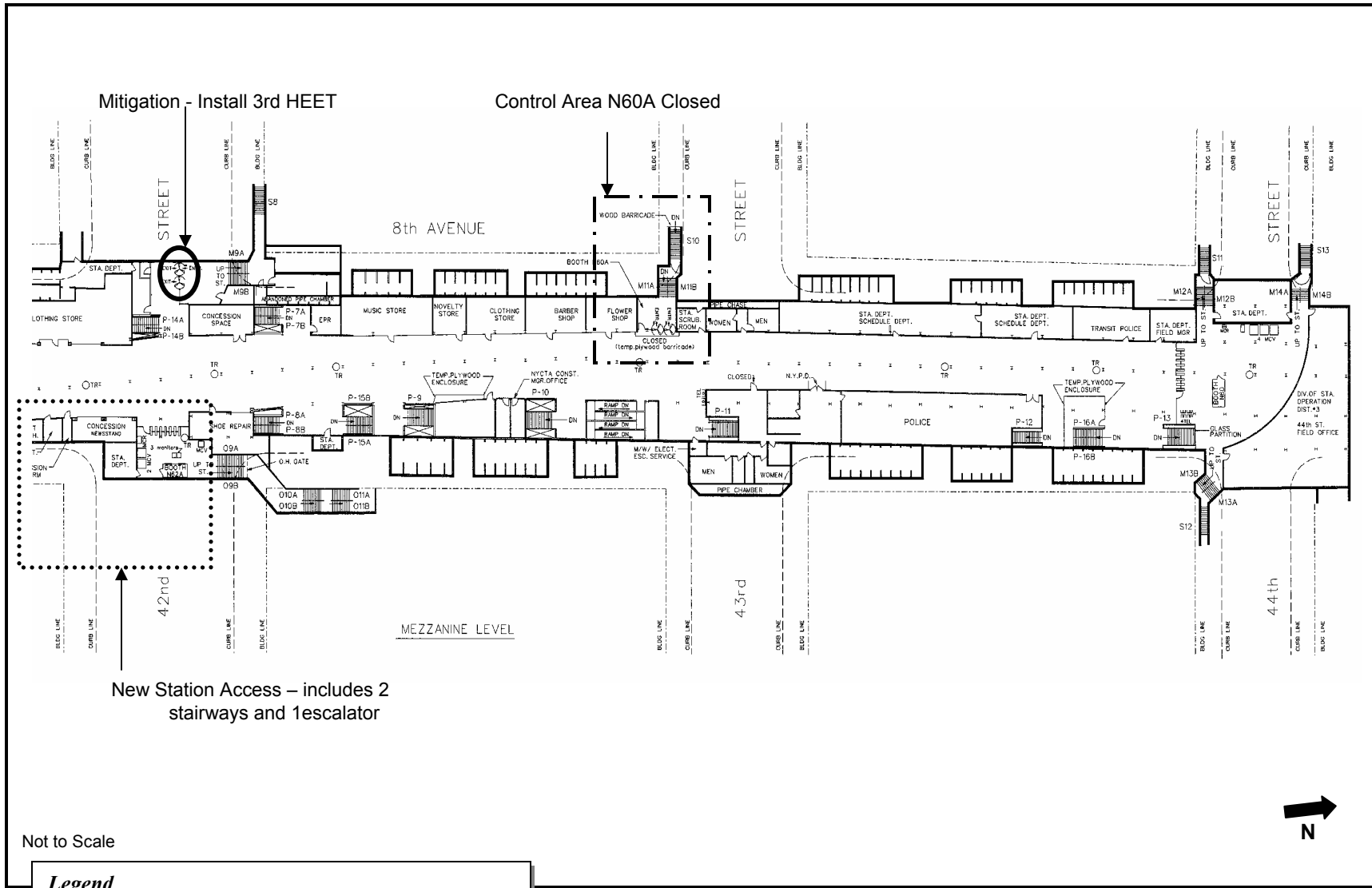
- · — · Existing Station Changes
- ..... Future Station Changes Planned by NYCT
- Impact Location
- Unmitigatable Impact Location

42<sup>nd</sup> ST. - Times Square Station Plan  
Flushing Line – IRT Division

**2025 Future with the Proposed Action:  
Subway Station Elements with Impacts**

Figure 20-13.4

Source: MTA New York City Transit – Department of Subways



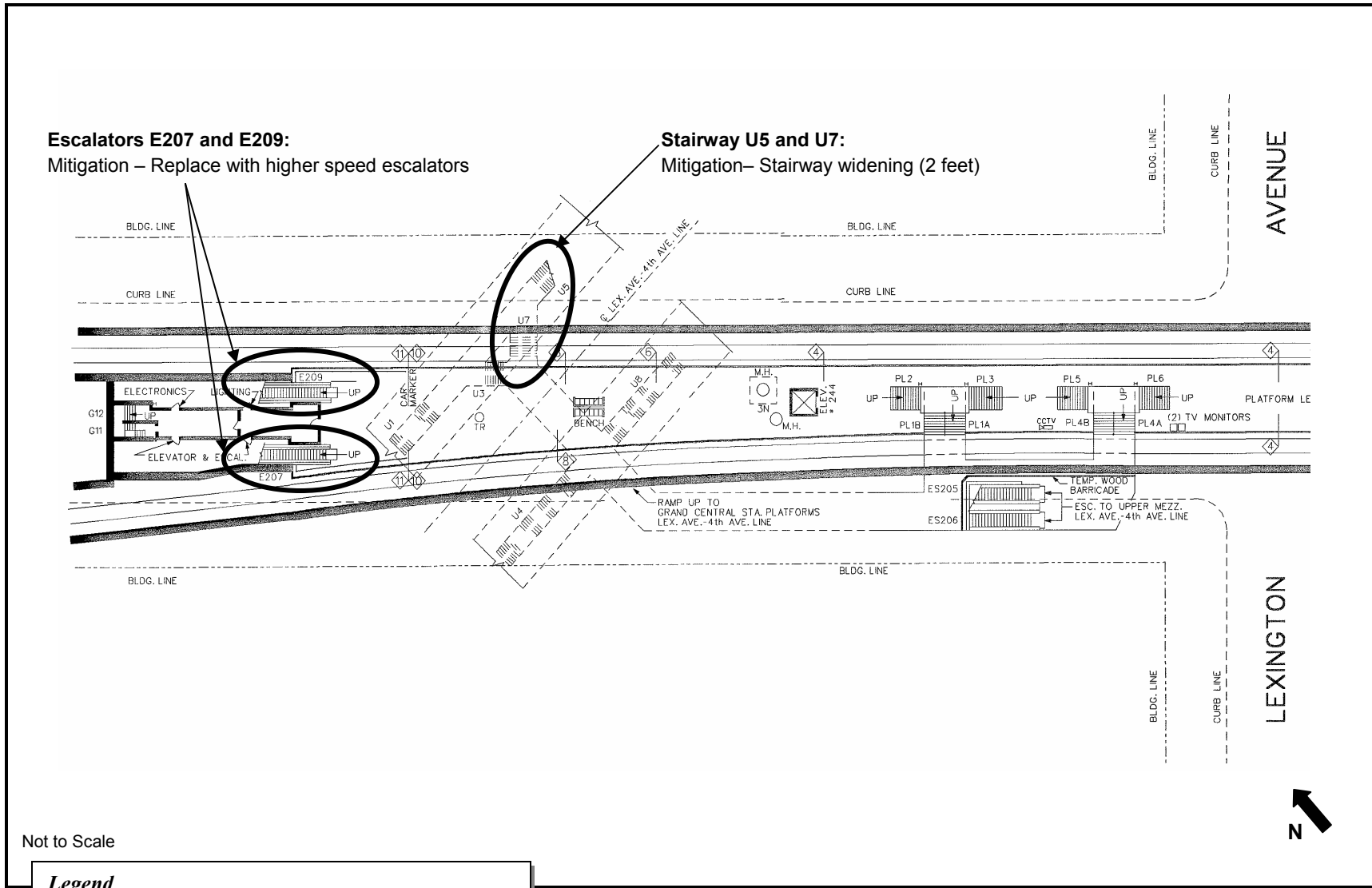
- Not to Scale
- Legend**
- · — · — Existing Station Changes
  - Future Station Changes Planned by NYCT
  - Impact Location
  - Unmitigatable Impact Location

42nd Street Station Station Plan  
8th Avenue Line – IND Division

**2025 Future with the Proposed Action:  
Subway Station Elements with Impacts**

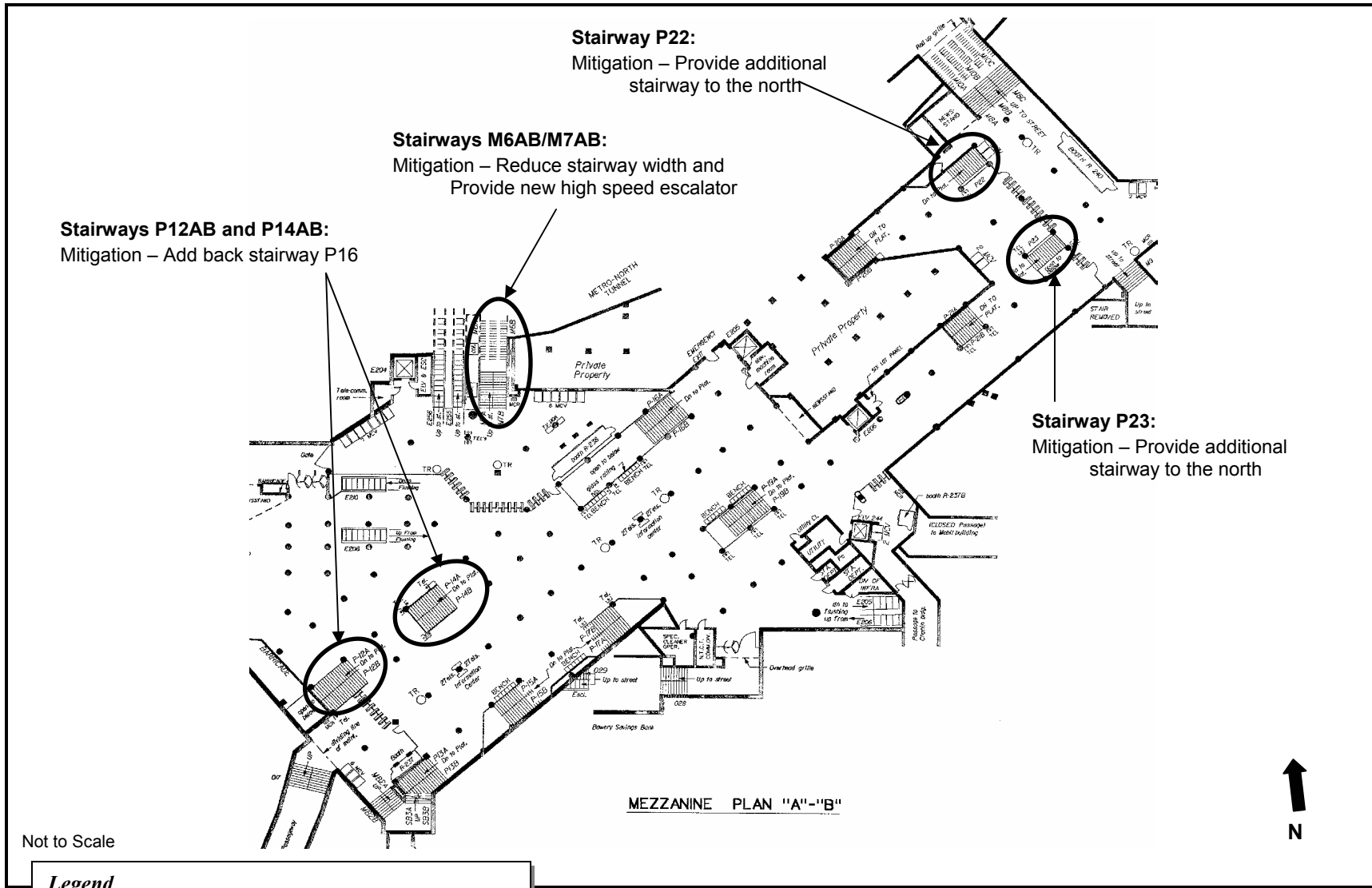
Figure 20-13.5

Source: MTA New York City Transit – Department of Subways



Source: MTA New York City Transit – Department of Subways



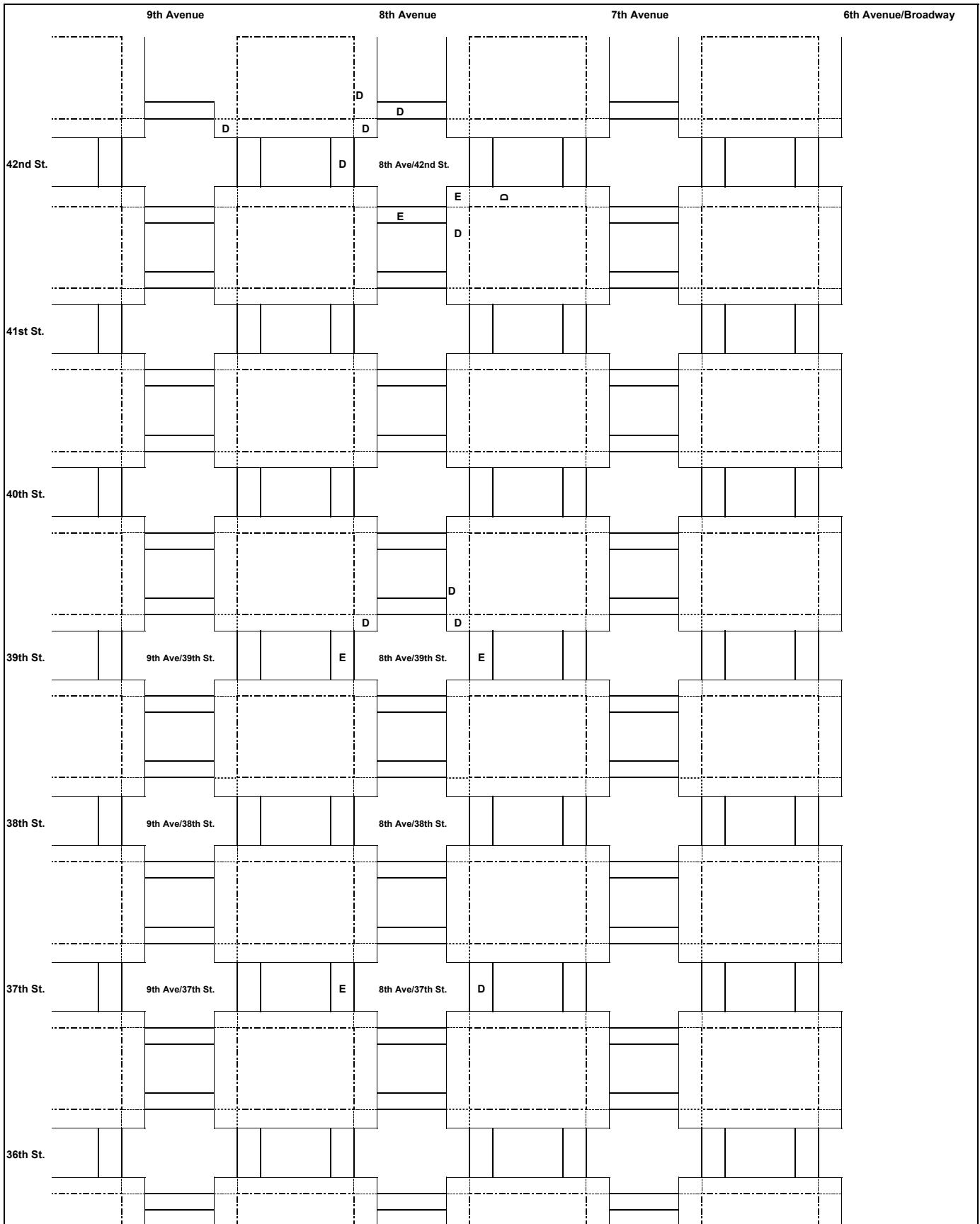


42<sup>nd</sup> Street – Grand Central Station Plan  
Lexington Avenue Line – IRT Division

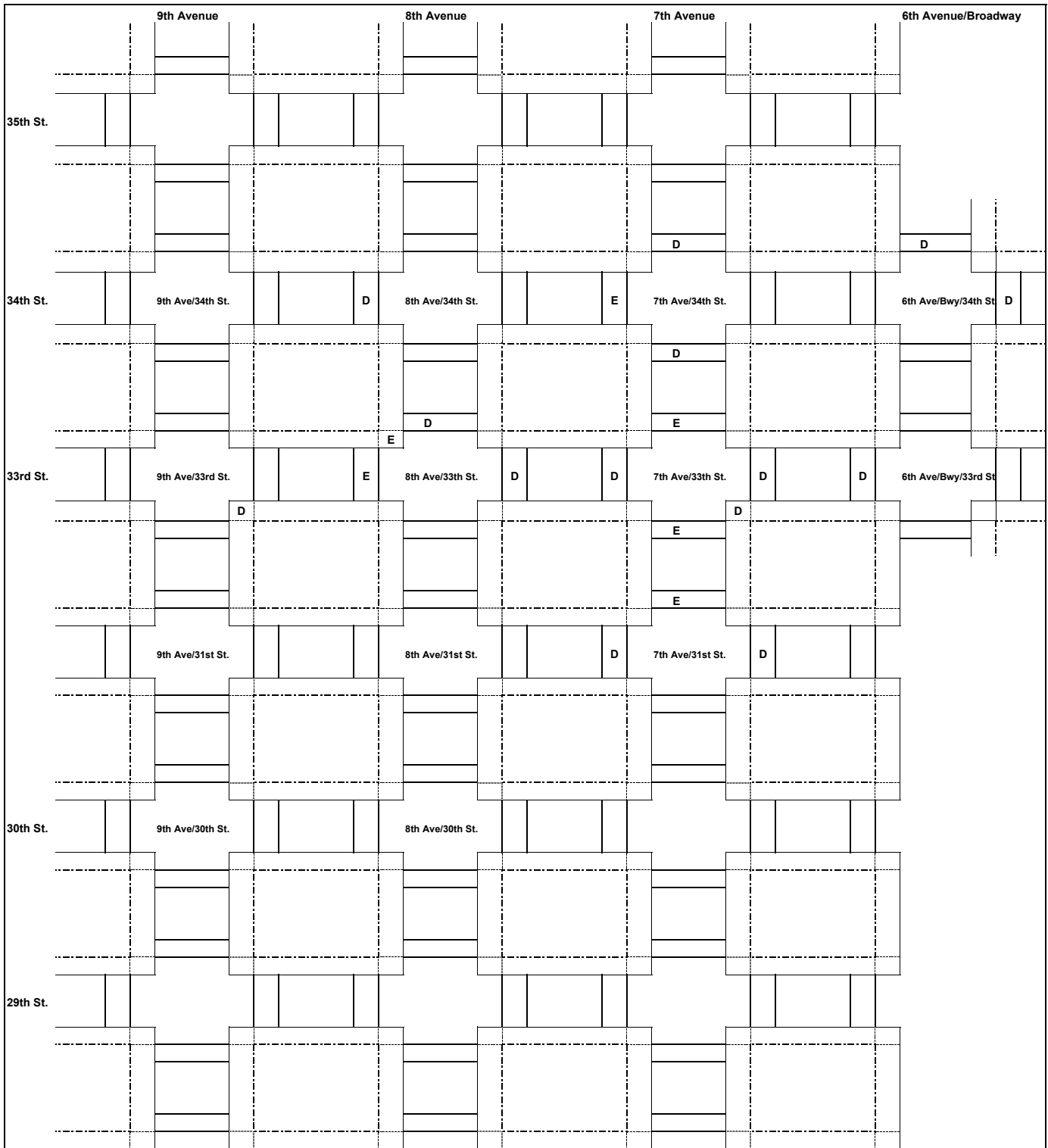
**2025 Future with the Proposed Action:  
Subway Station Elements with Impacts**

Figure 20-13.7

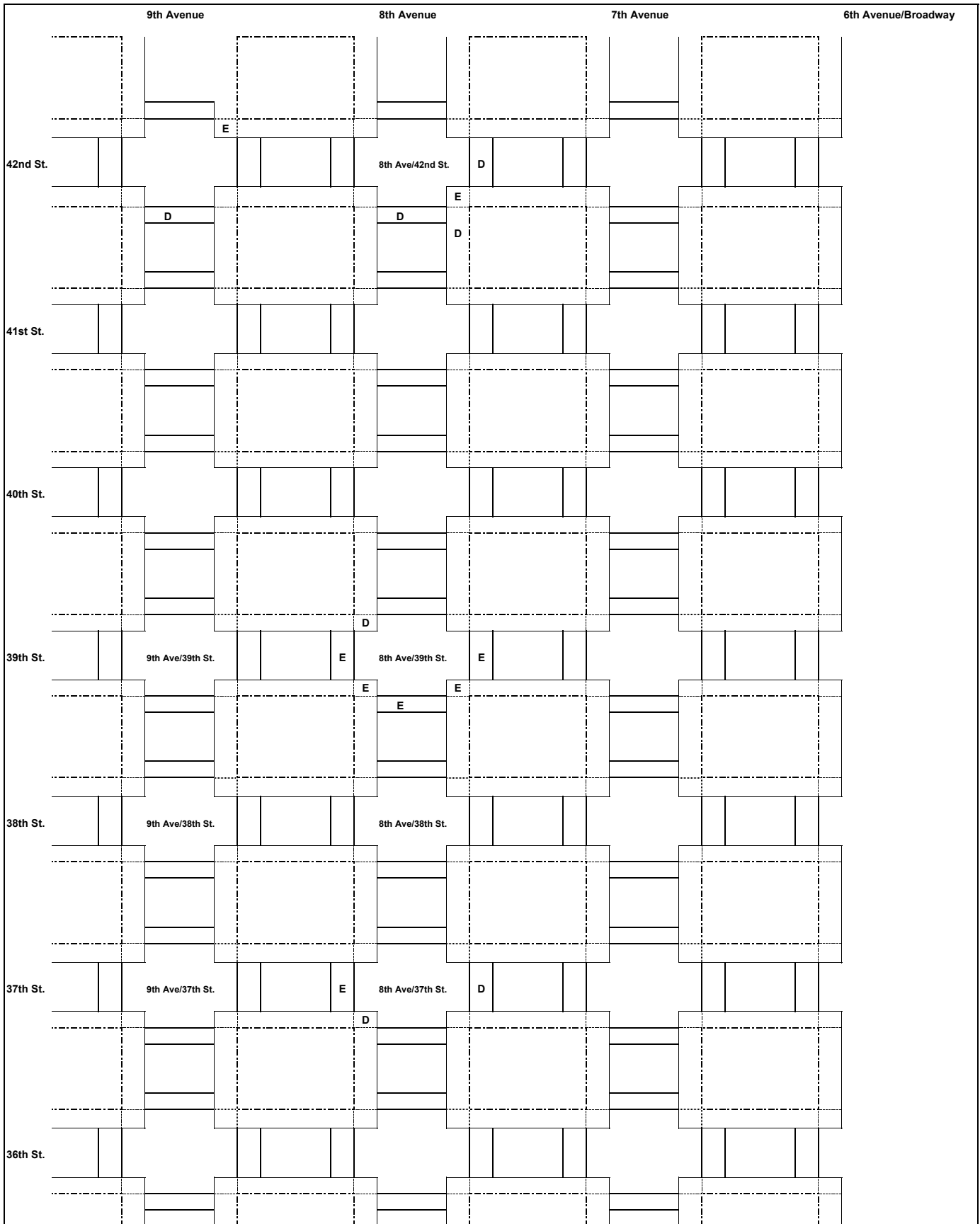
Source: MTA New York City Transit – Department of Subways



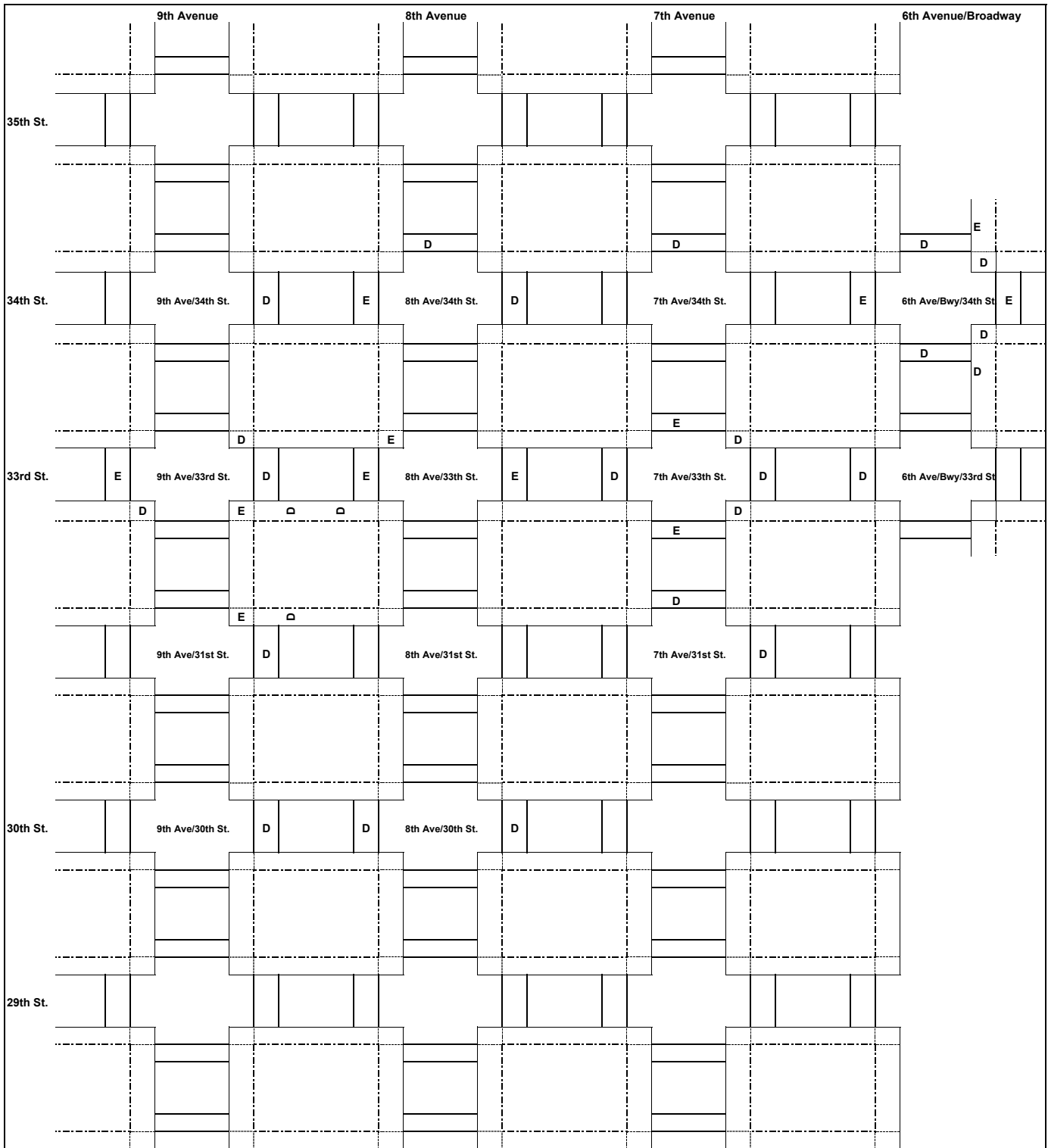
**2025 FUTURE WITHOUT THE PROPOSED ACTION CONDITION - AM PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-14.1**



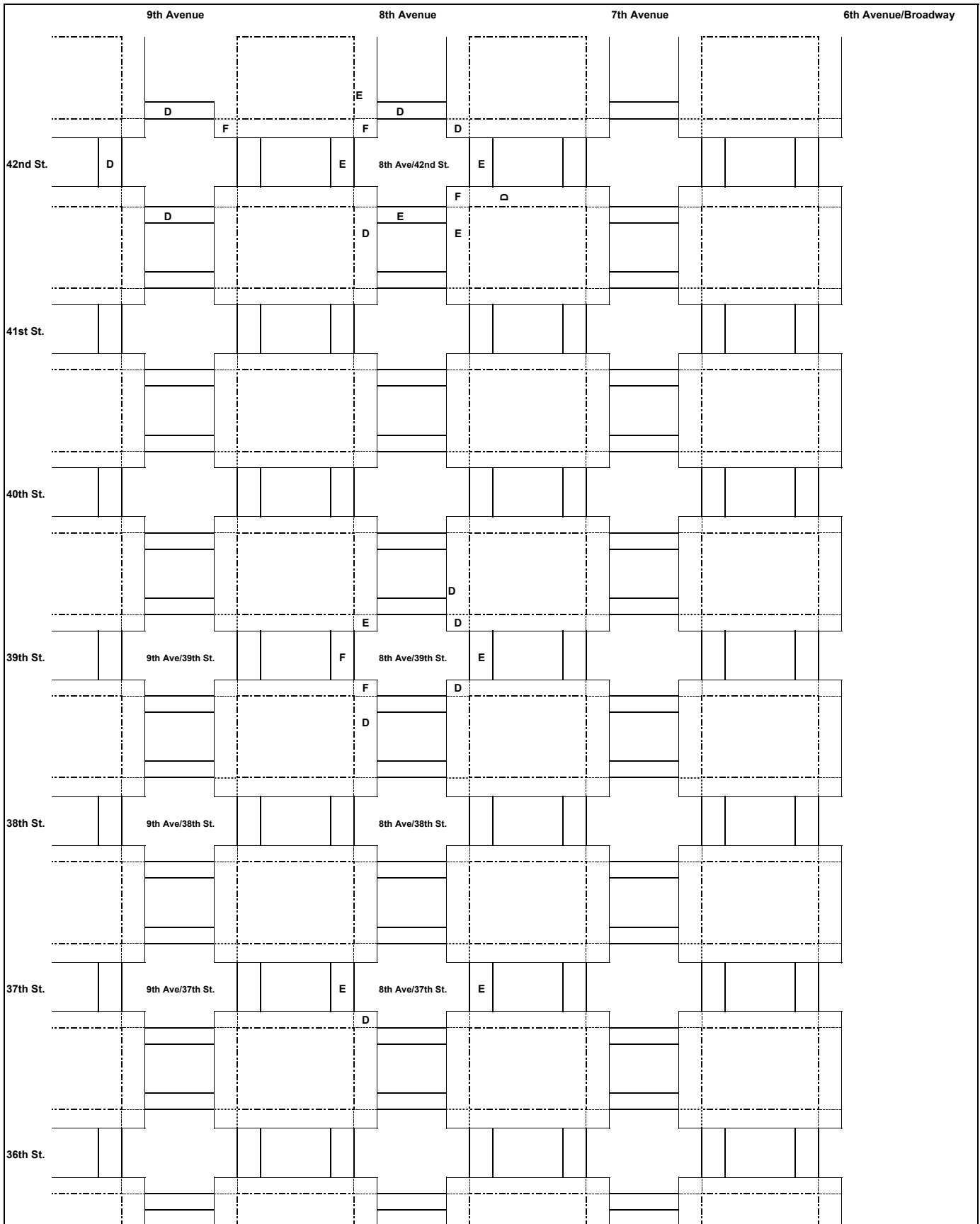
**2025 FUTURE WITHOUT THE PROPOSED ACTION CONDITION - AM PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-14.2**



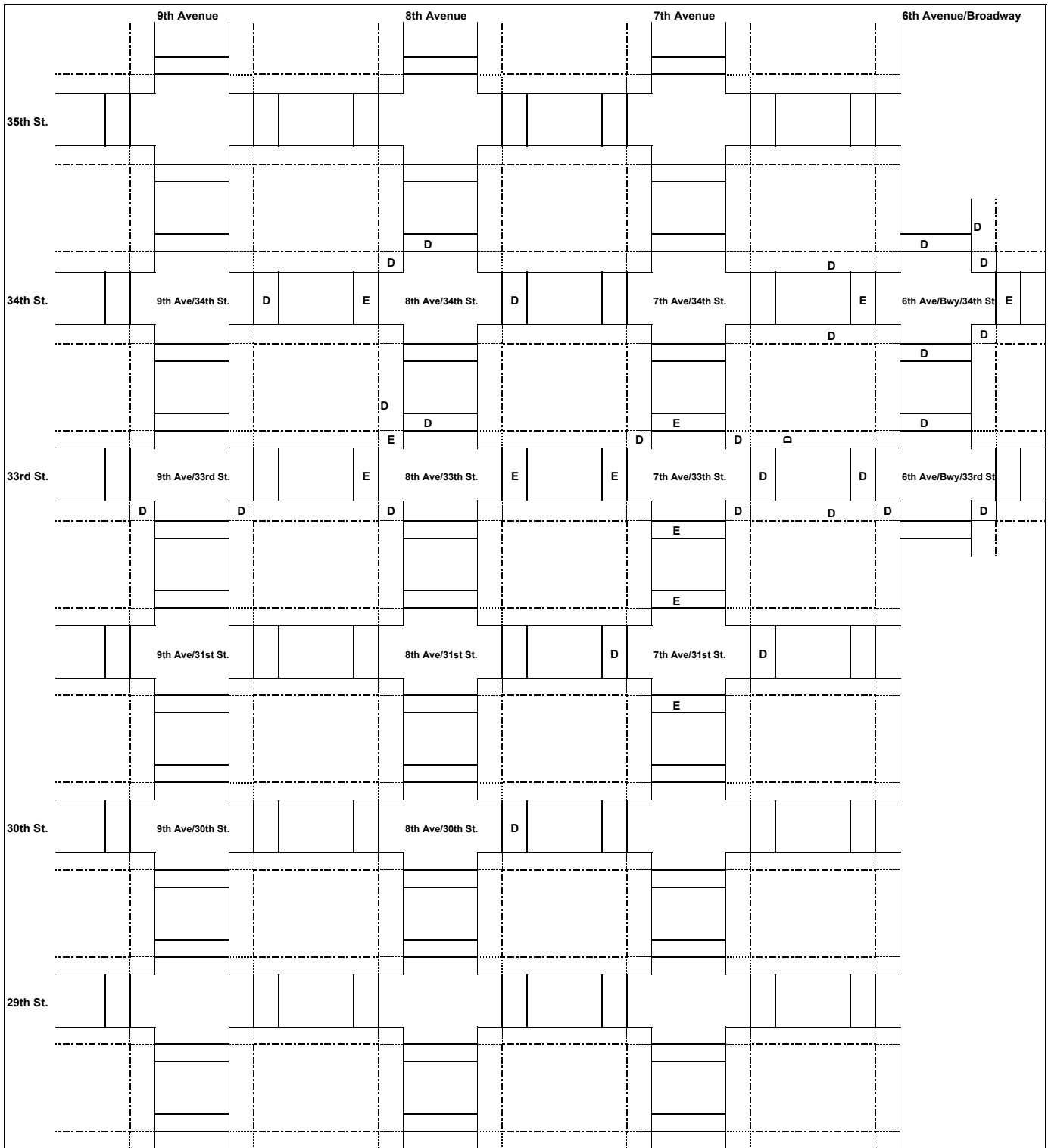
**2025 FUTURE WITHOUT THE PROPOSED ACTION - MD PEAK PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE**  
 Figure 20-14.3



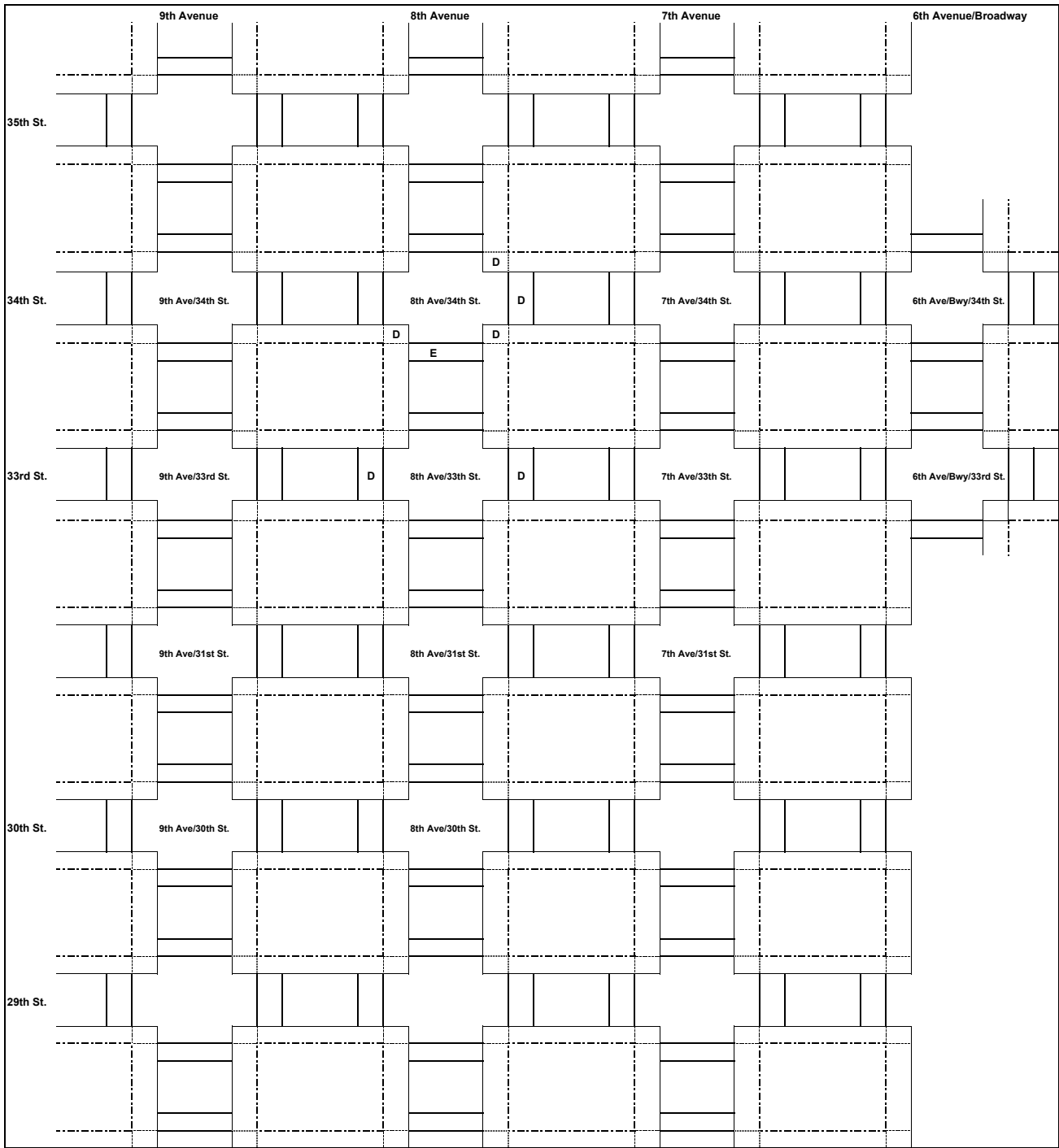
**2025 FUTURE WITHOUT THE PROPOSED ACTION - MD PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-14.4**



**2025 FUTURE WITHOUT THE PROPOSED ACTION - PM PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-14.5**

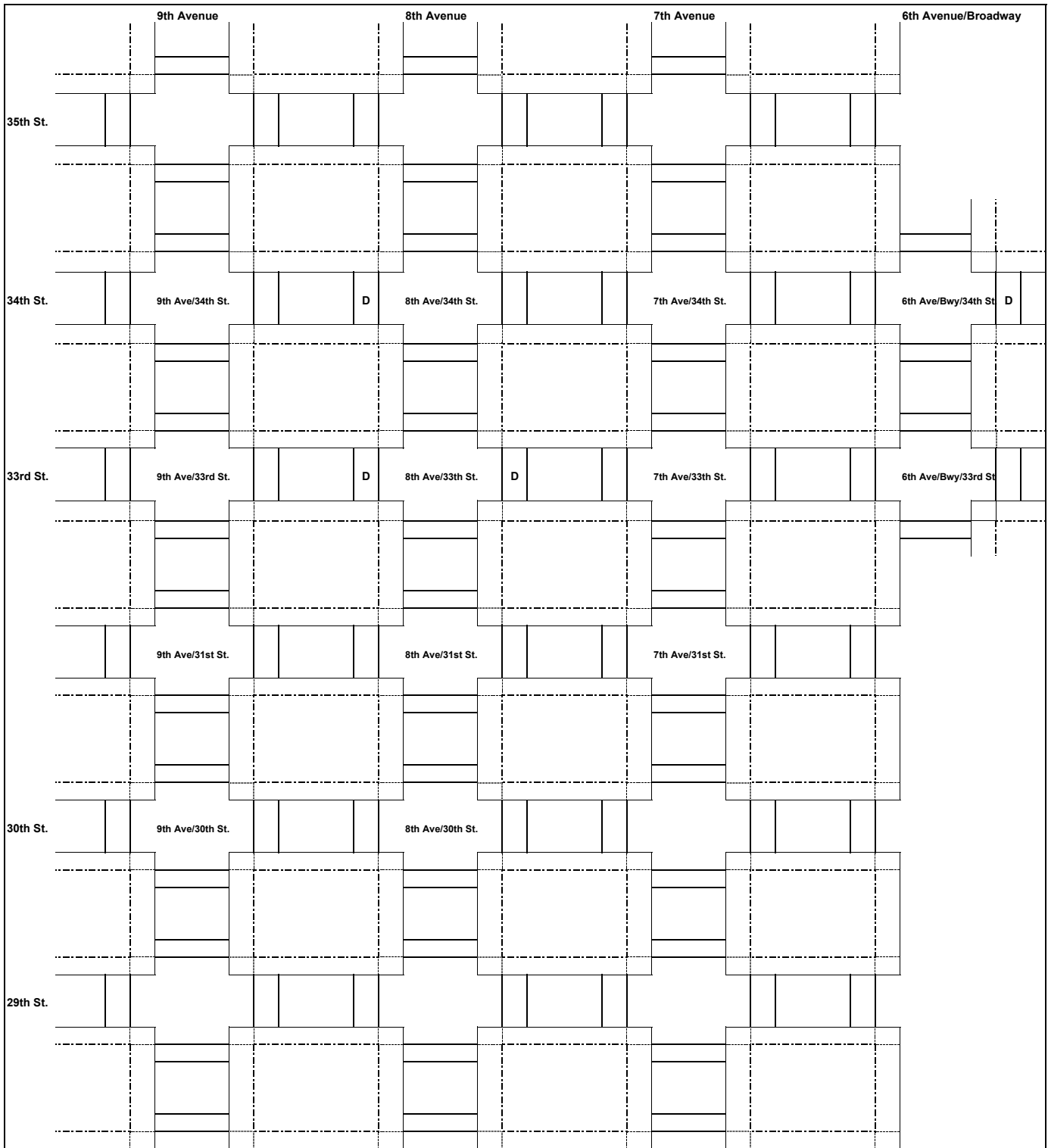


**2025 FUTURE WITHOUT THE PROPOSED ACTION - PM PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-14.6**

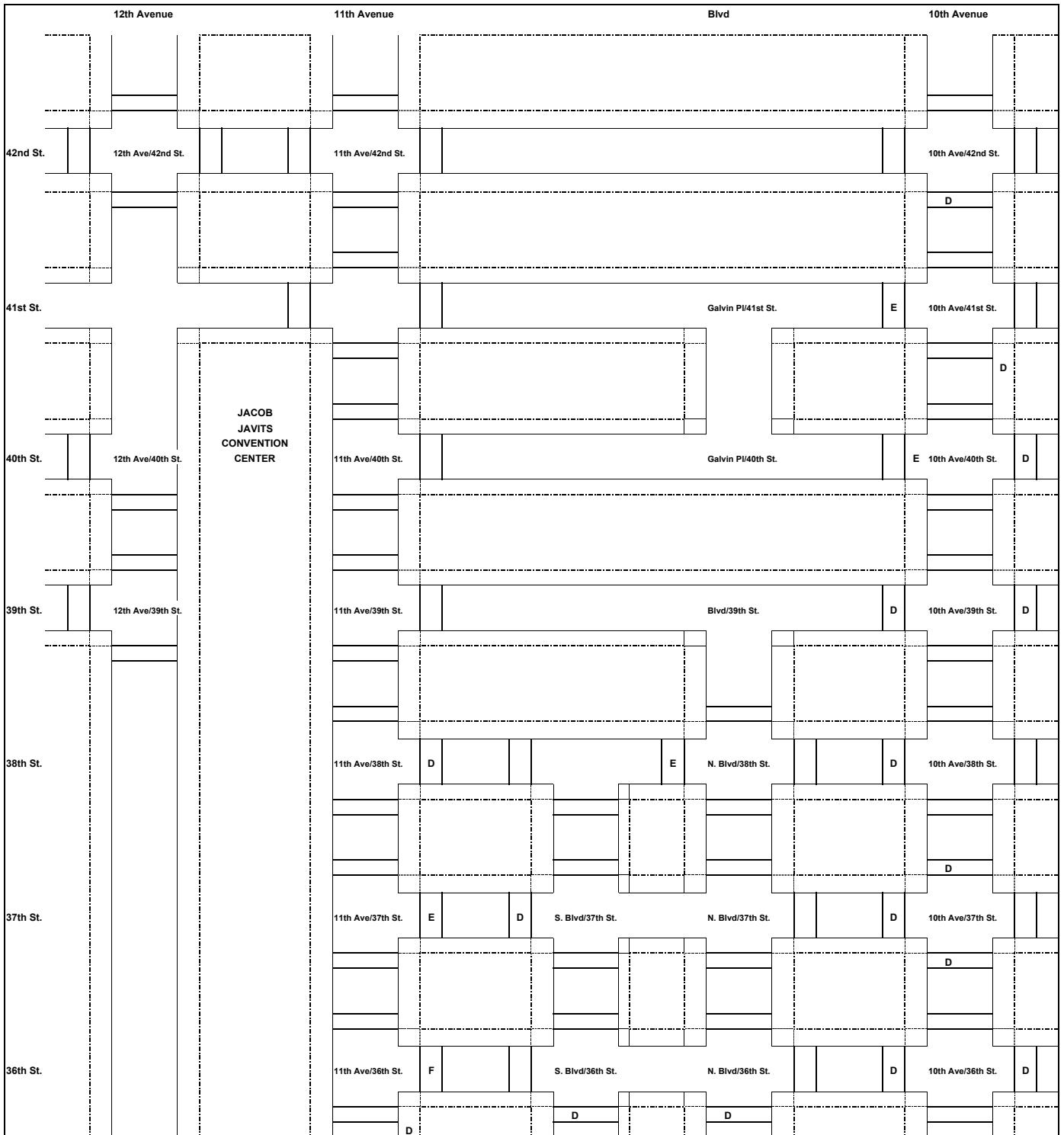


**2025 FUTURE WITHOUT THE PROPOSED ACTION - EVENING PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-14.7**

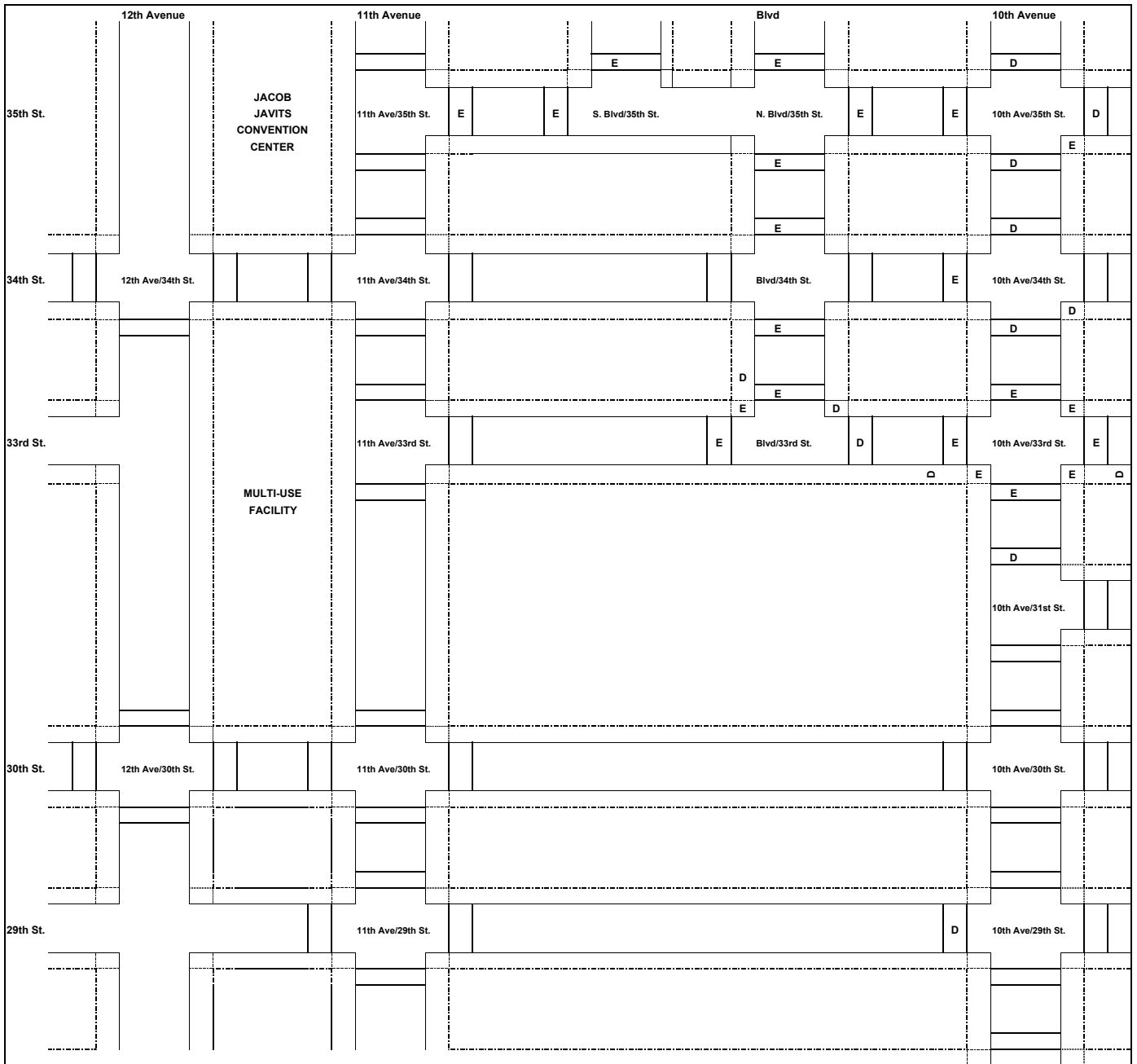




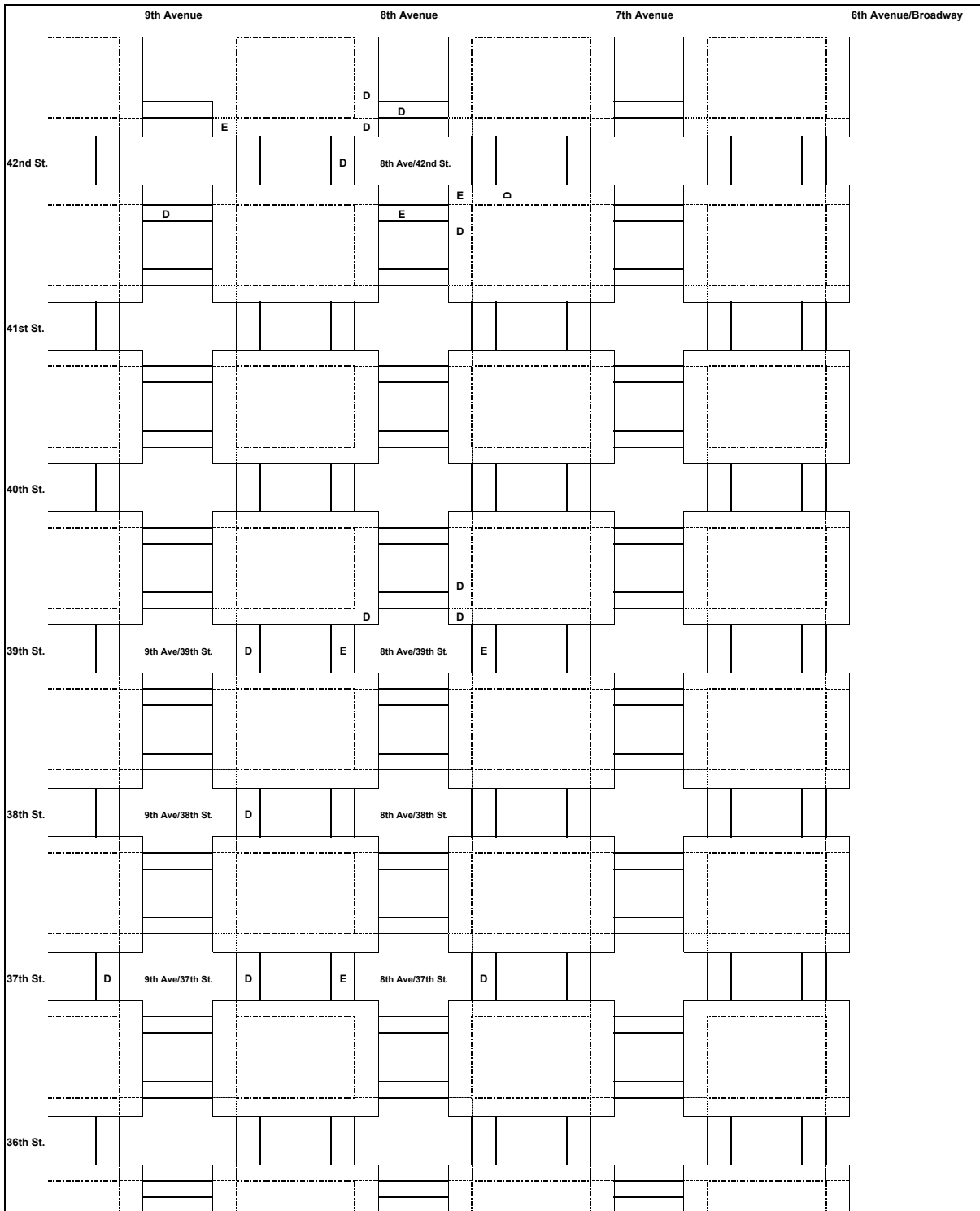
**2025 FUTURE WITHOUT THE PROPOSED ACTION - SUNDAY PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-14.8**



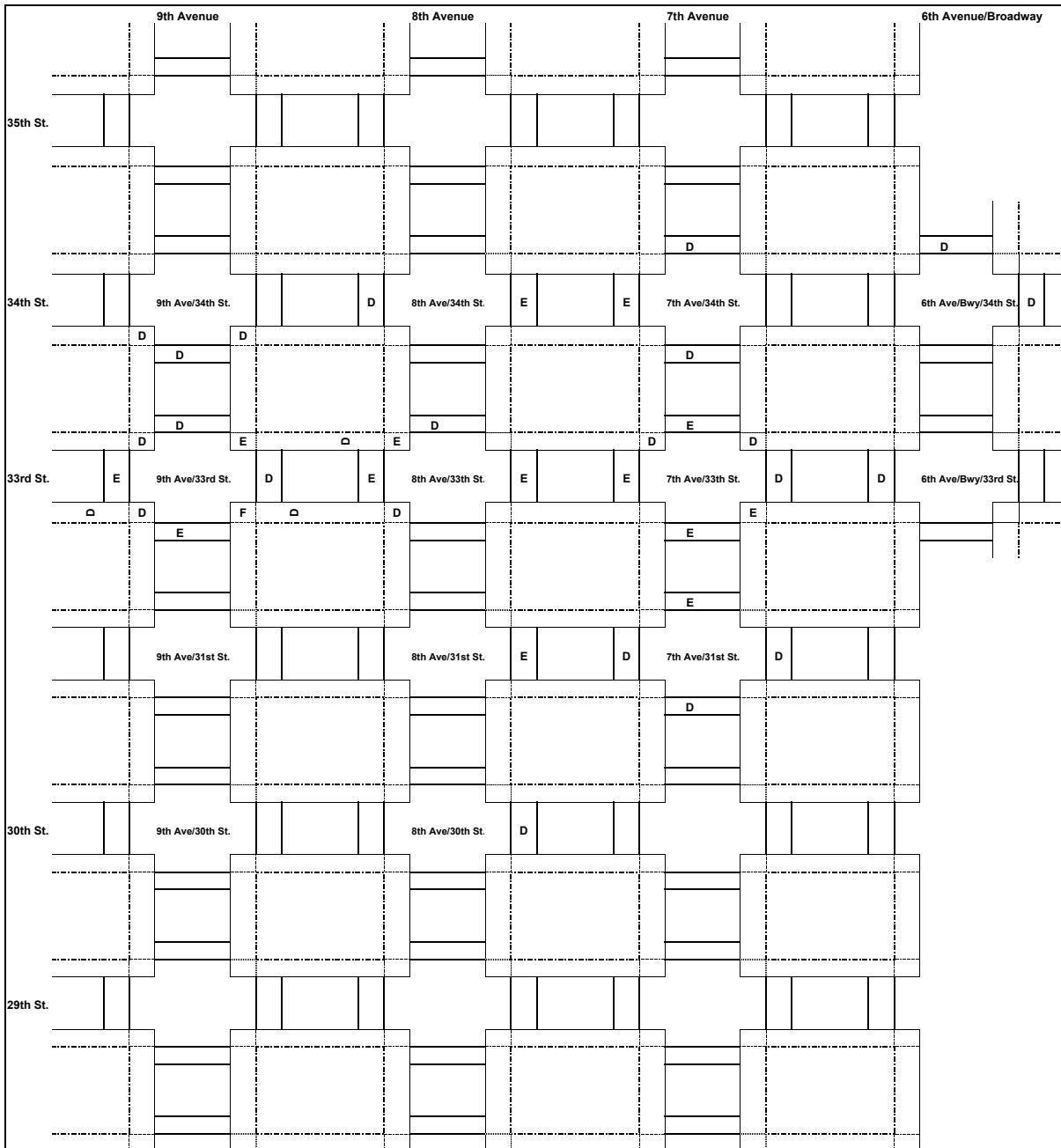
**2025 FUTURE WITH THE PROPOSED ACTION CONDITION - AM PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-15.1**



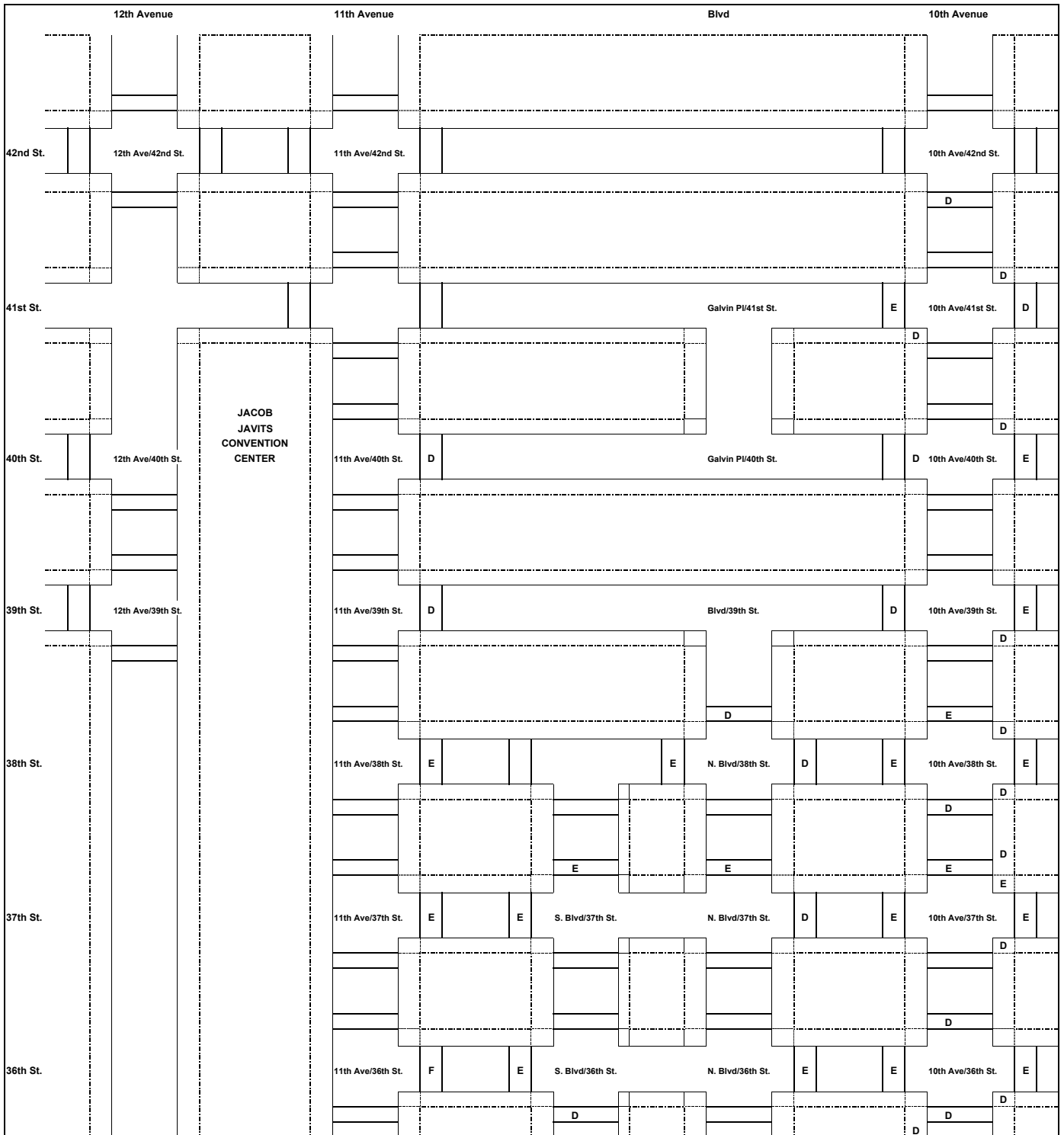
**2025 FUTURE WITH THE PROPOSED ACTION CONDITION - AM PEAK**  
**PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE**  
 Figure 20-15.2



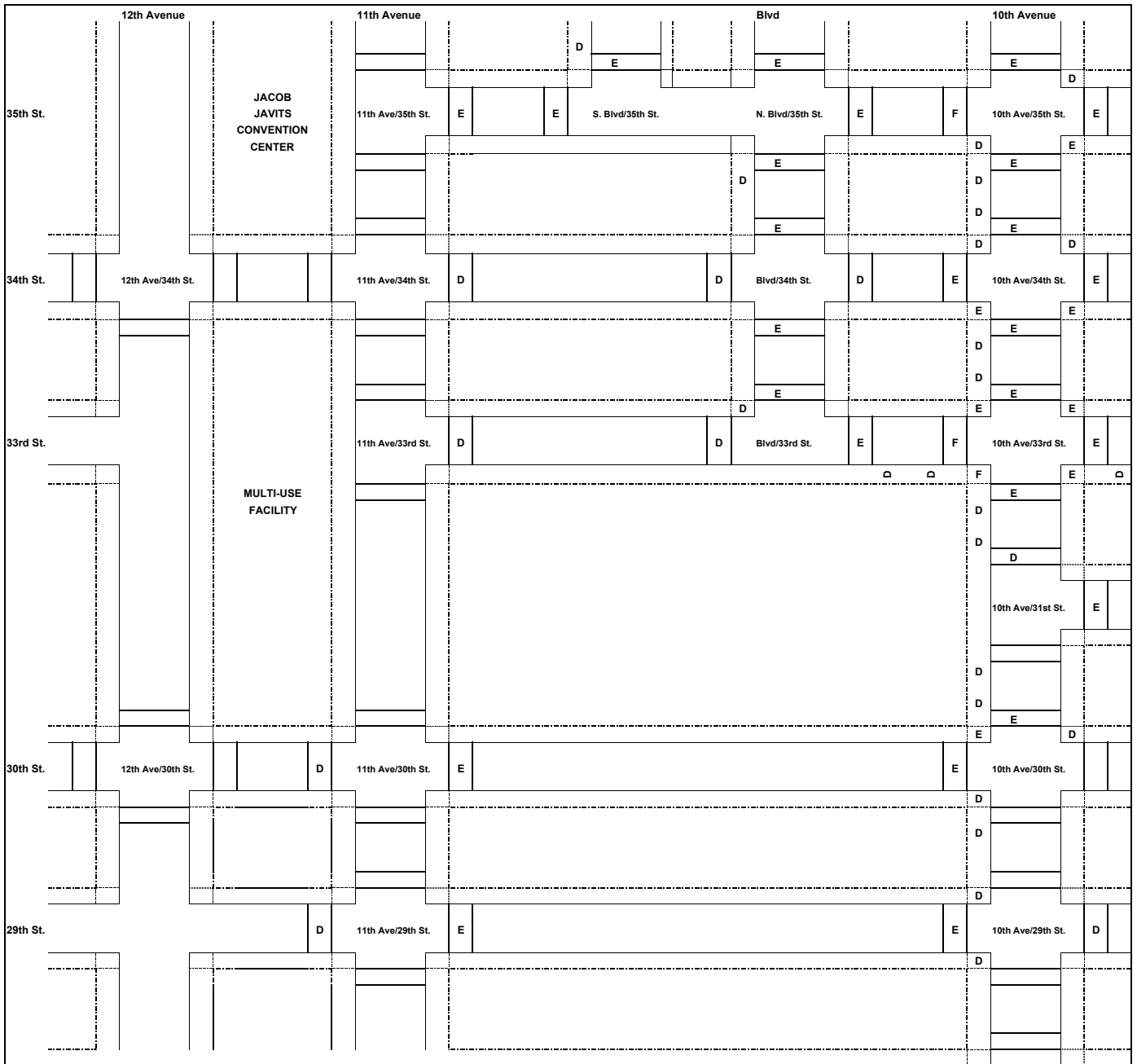
2025 FUTURE WITH THE PROPOSED ACTION CONDITION - AM PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-15.3



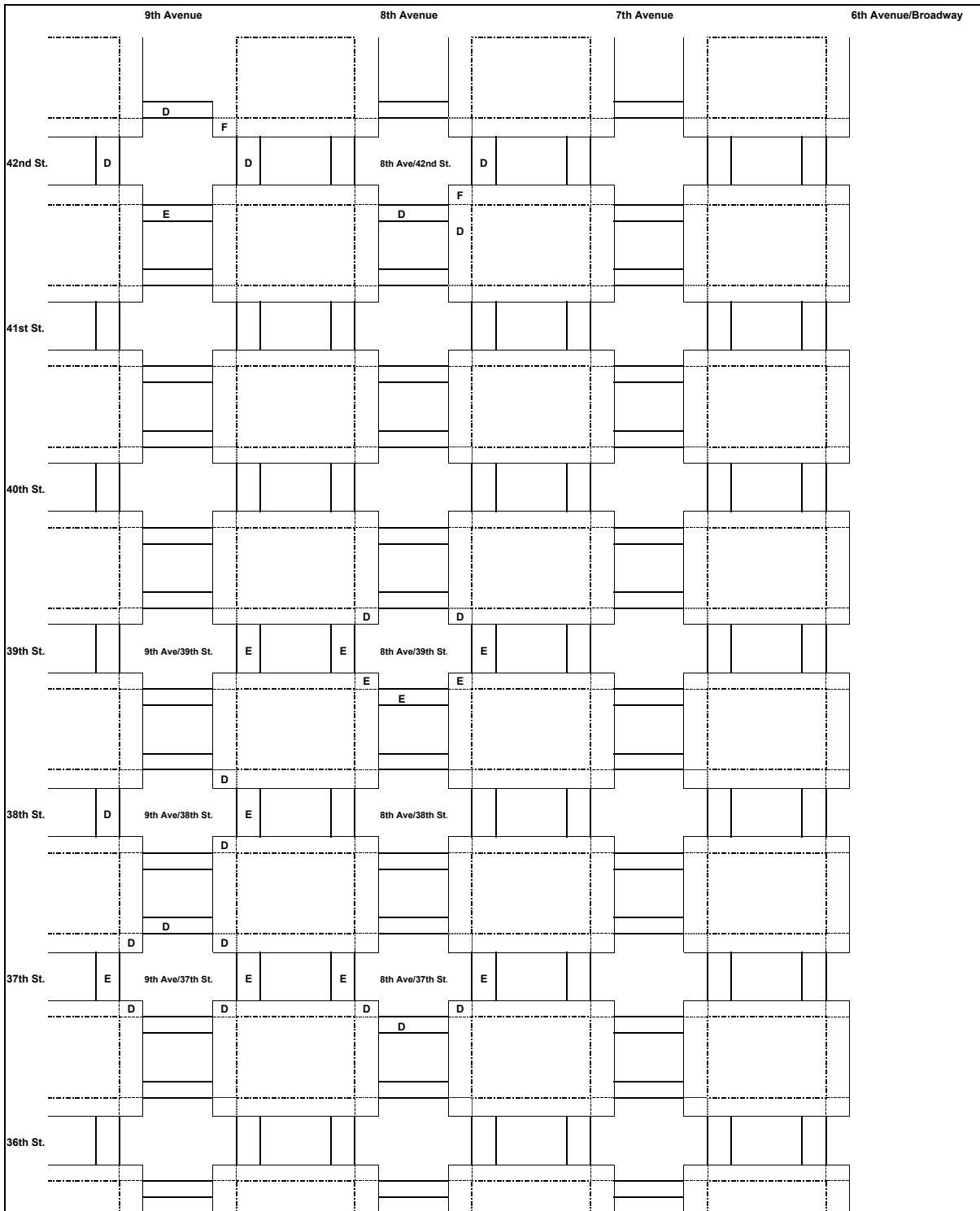
**2025 FUTURE WITH THE PROPOSED ACTION CONDITION - AM PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-15.4**



**2025 FUTURE WITH THE PROPOSED ACTION CONDITION - MD PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-15.5**

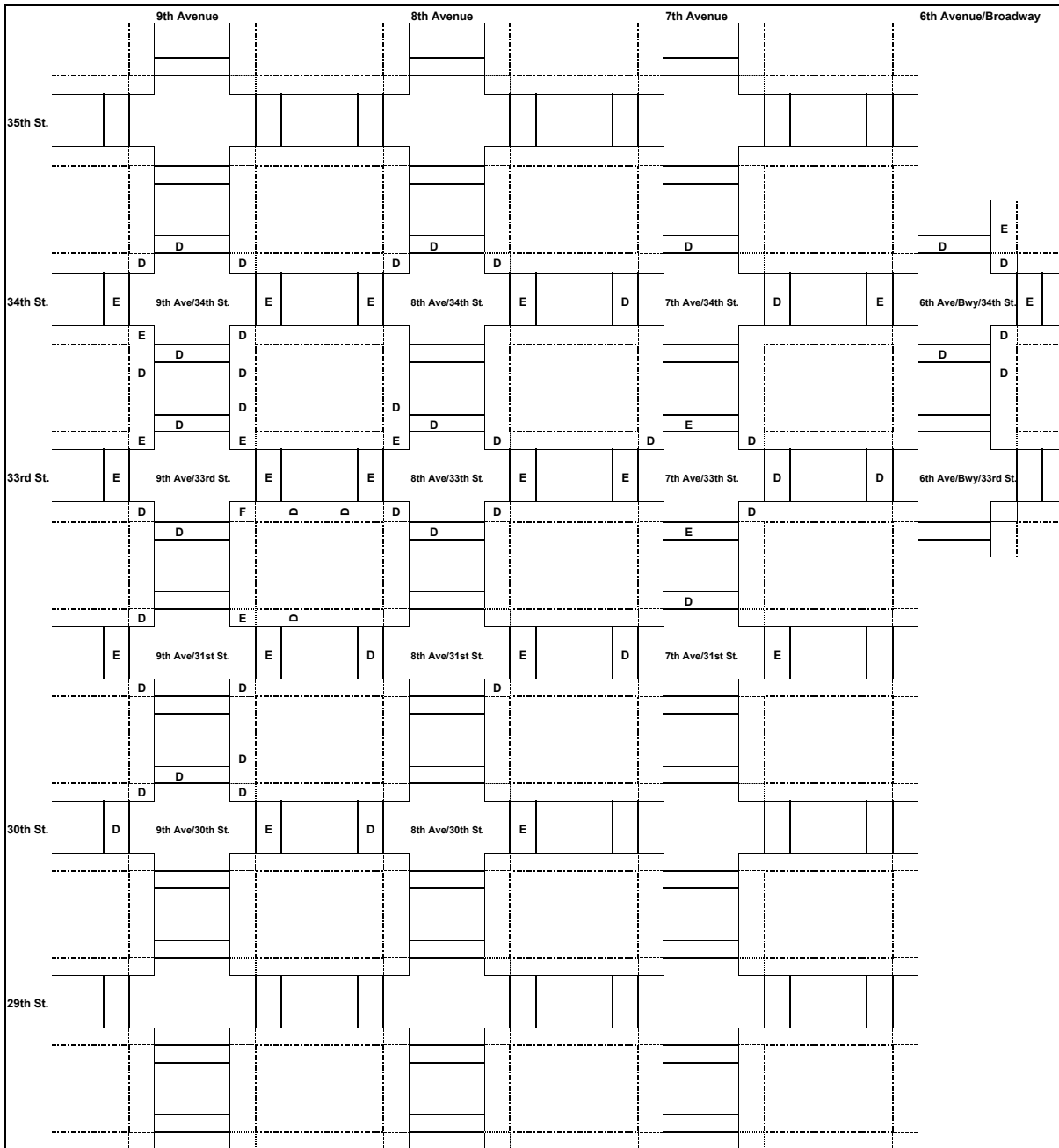


**2025 FUTURE WITH THE PROPOSED ACTION CONDITION - MD PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-15.6**

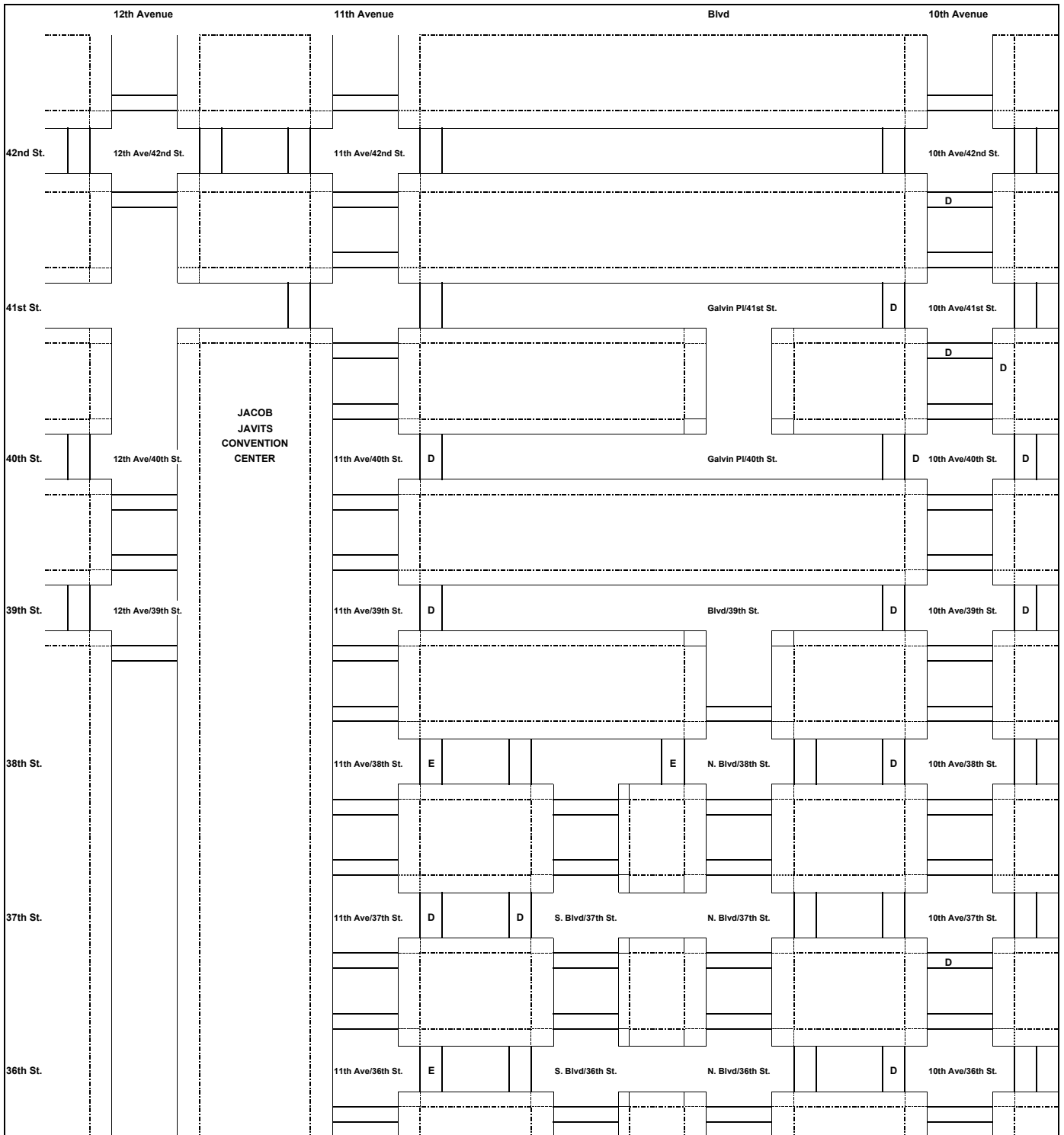


**2025 FUTURE WITH THE PROPOSED ACTION CONDITION - MD PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-15.7**

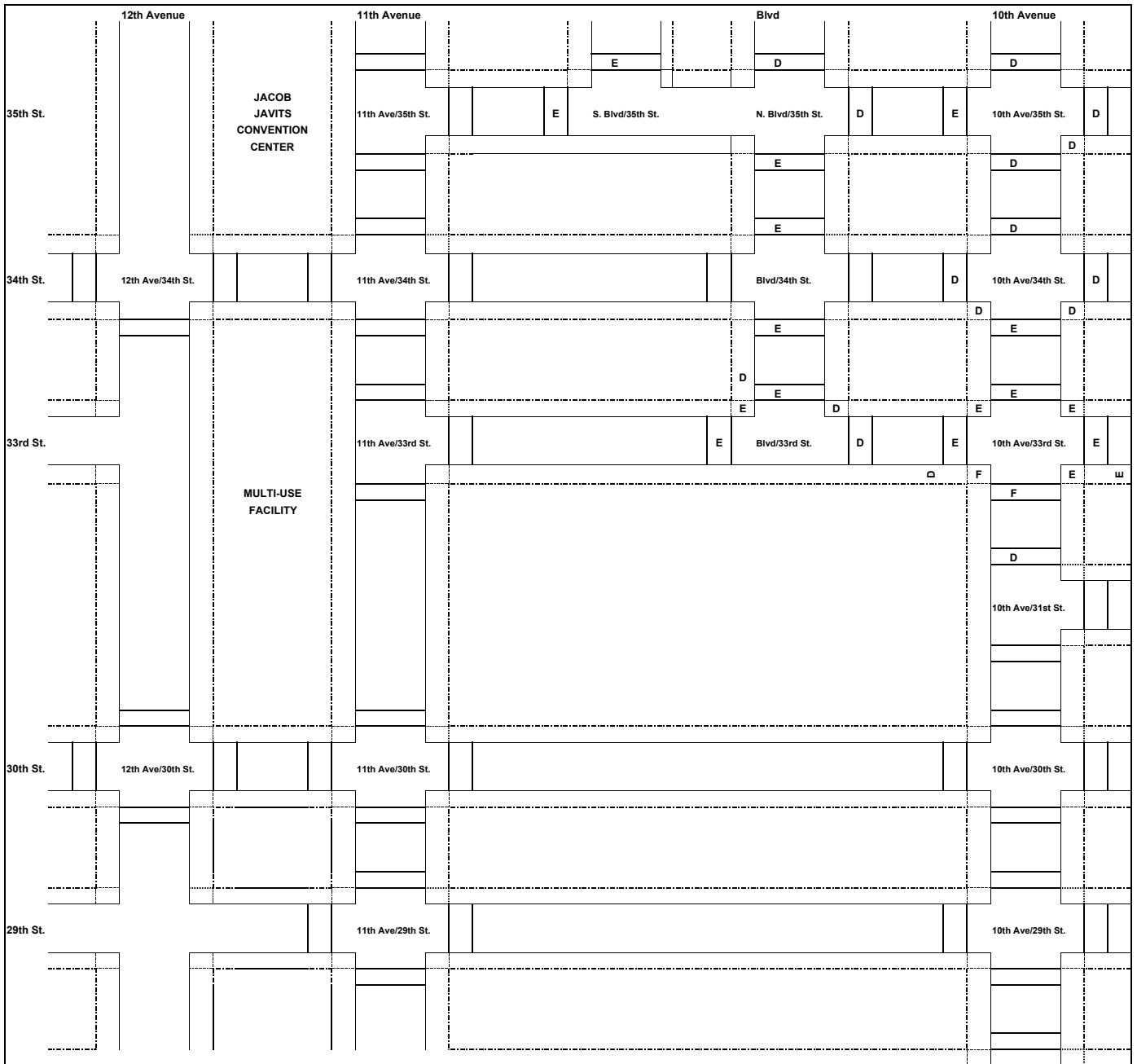




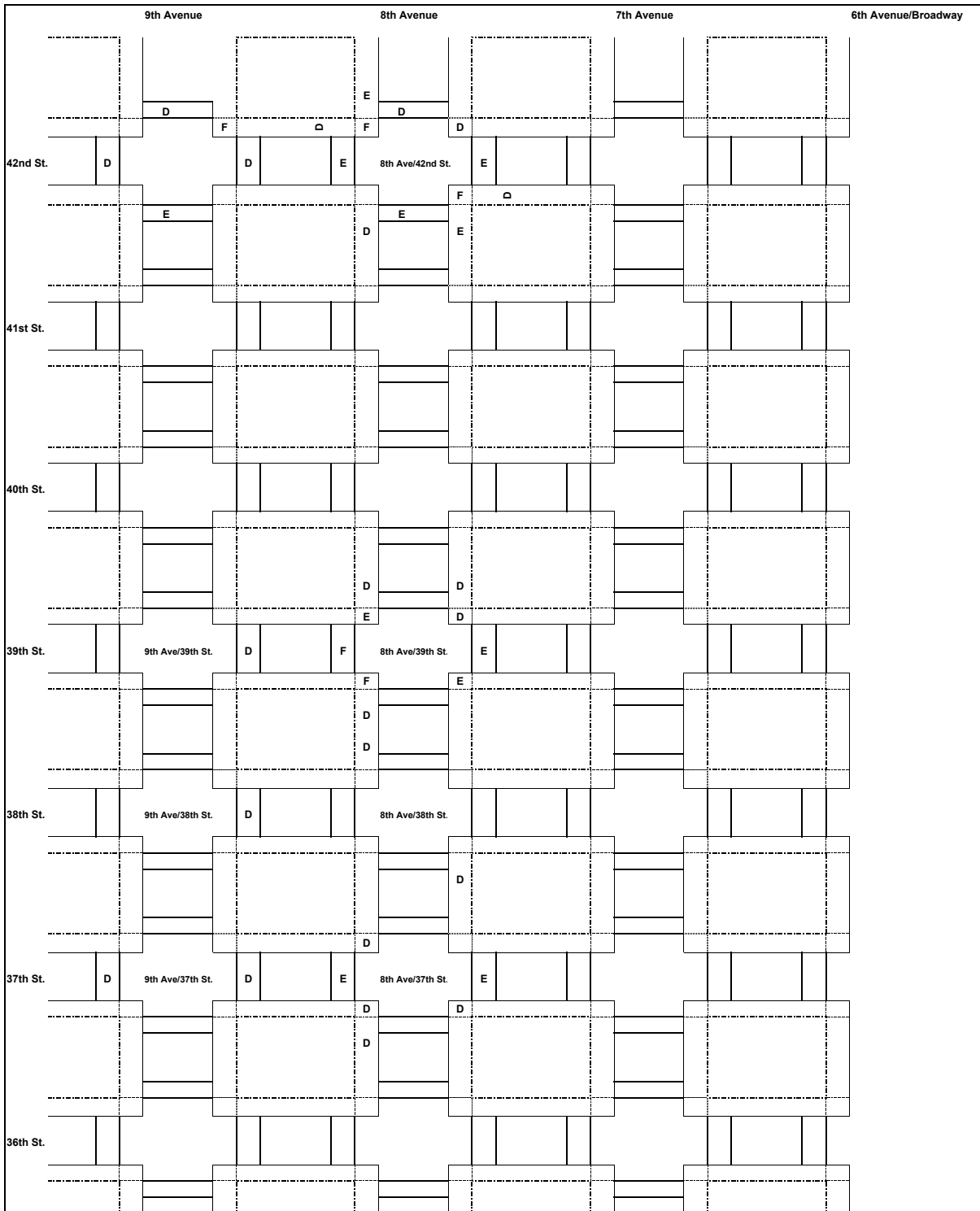
**2025 FUTURE WITH THE PROPOSED ACTION CONDITION - MD PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-15.8**



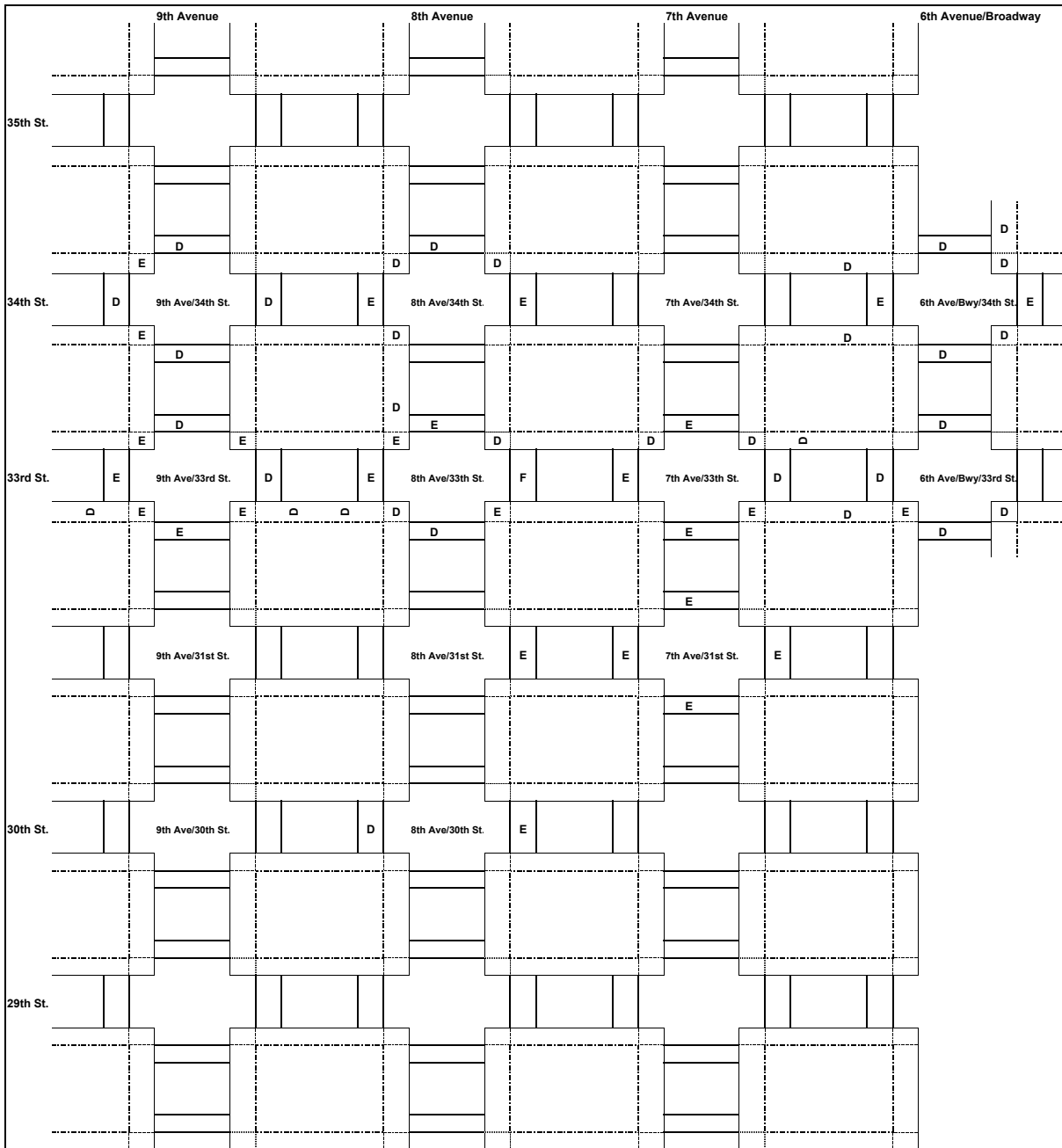
**2025 FUTURE WITH THE PROPOSED ACTION CONDITION - PM PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-15.9**



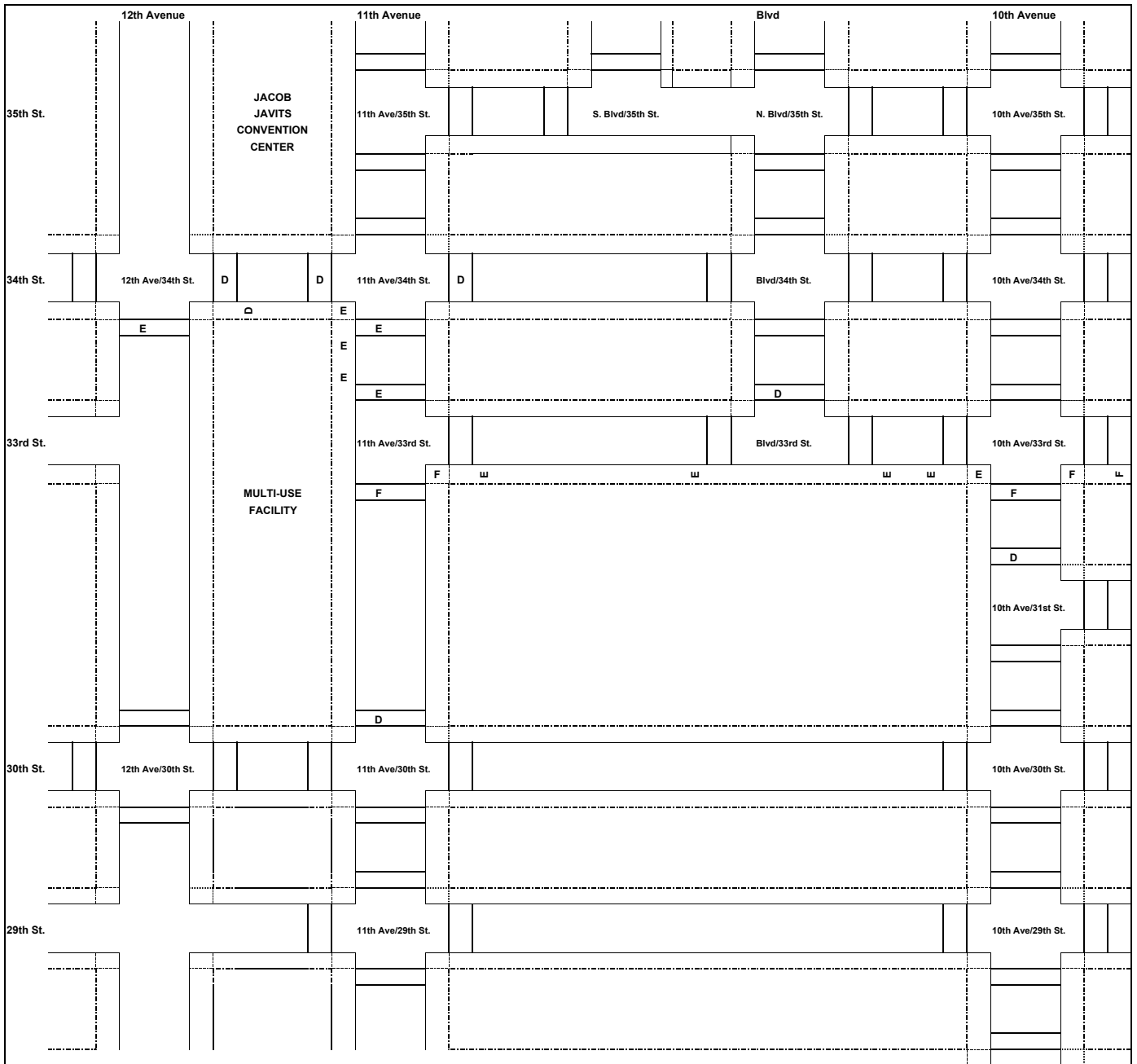
**2025 FUTURE WITH THE PROPOSED ACTION CONDITION - PM PEAK**  
**PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE**  
 Figure 20-15.10



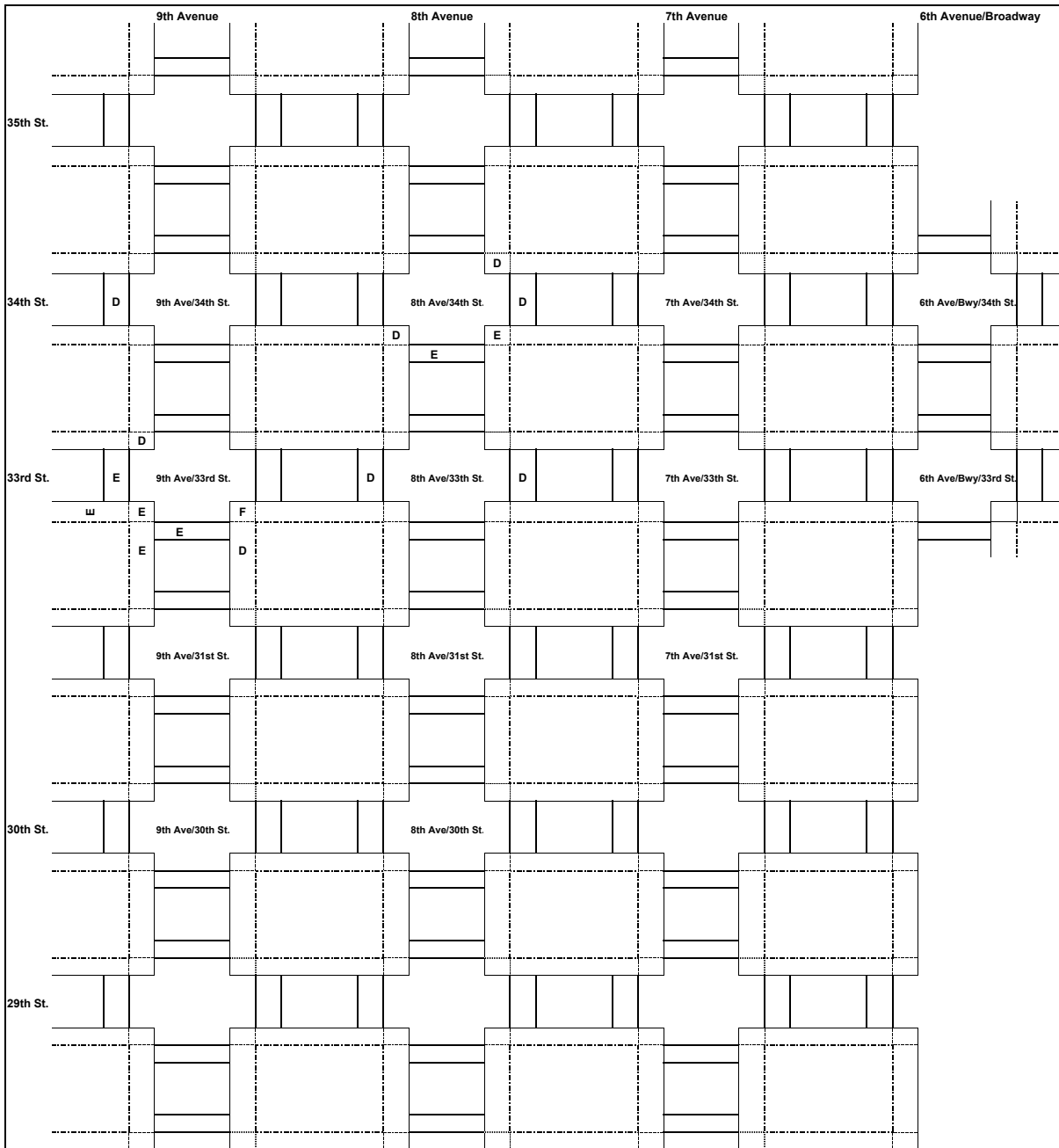
**2025 FUTURE WITH THE PROPOSED ACTION CONDITION - PM PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-15.11**



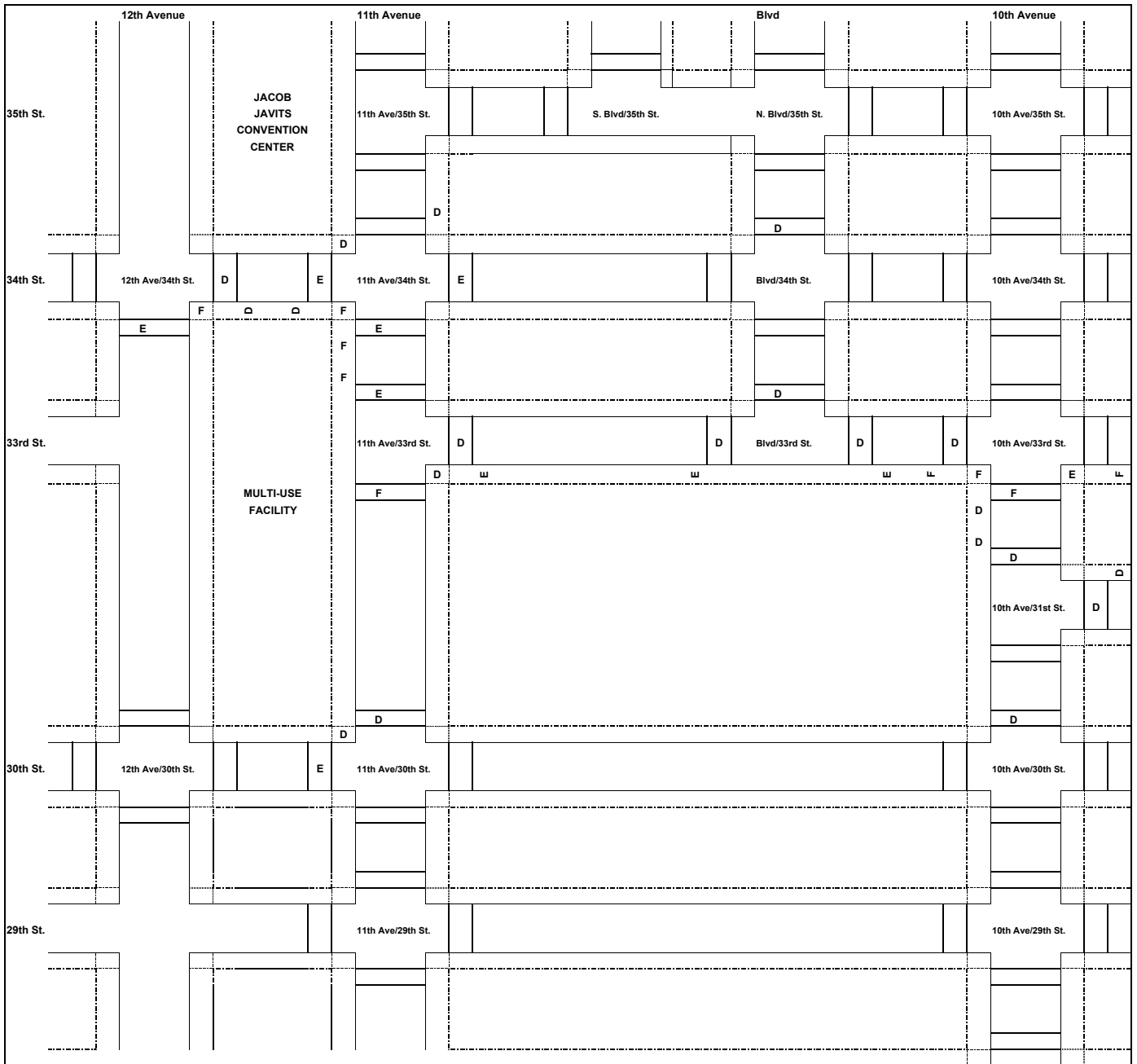
**2025 FUTURE WITH THE PROPOSED ACTION CONDITION - PM PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-15.12**



**2025 FUTURE WITH THE PROPOSED ACTION CONDITION - EVE PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-15.13**

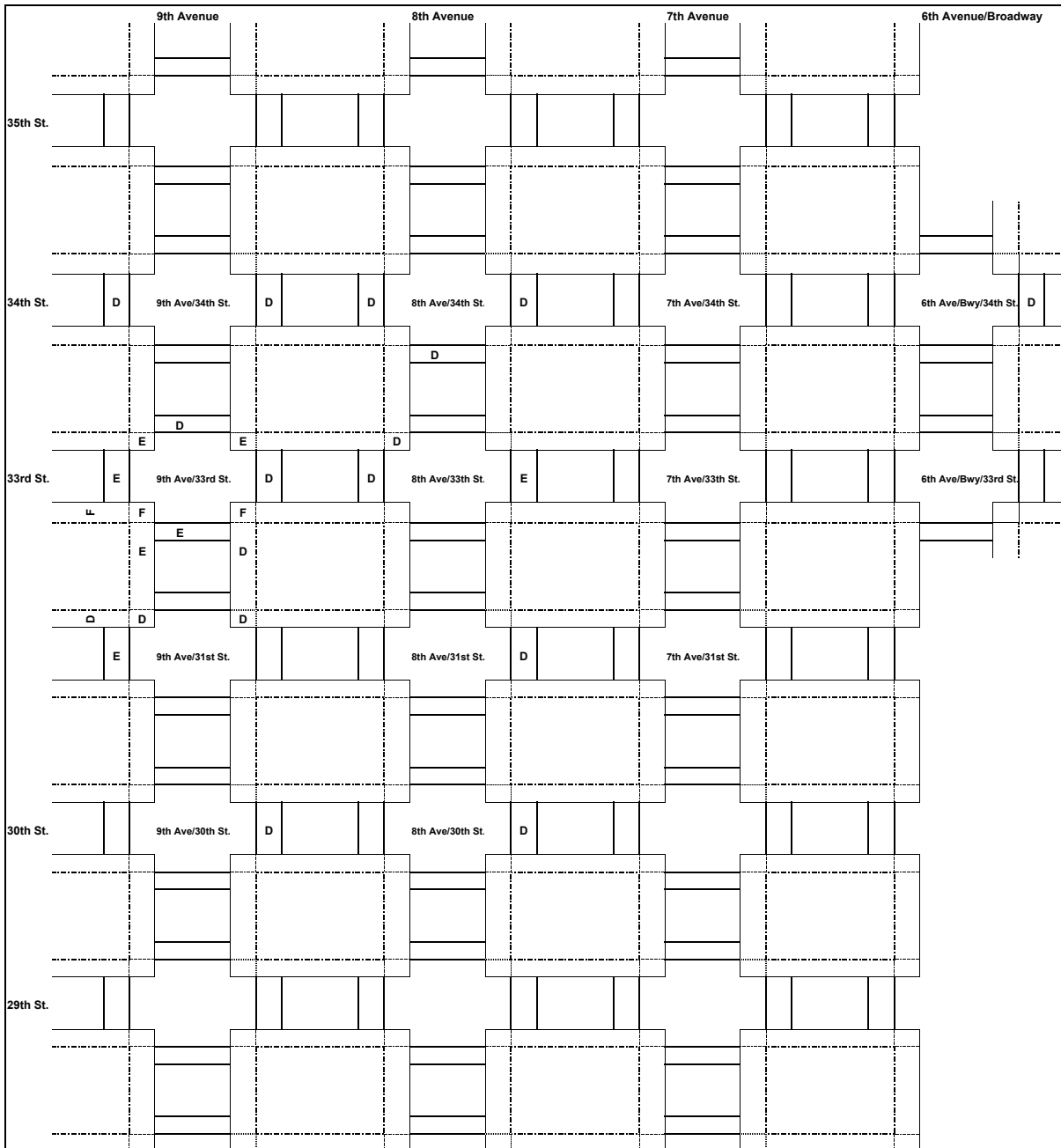


**2025 FUTURE WITH THE PROPOSED ACTION CONDITION - EVE PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-15.14**



**2025 FUTURE WITH THE PROPOSED ACTION CONDITION - SUN PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE**  
 Figure 20-15.15





**2025 FUTURE WITH THE PROPOSED ACTION CONDITION - SUN PEAK  
 PEDESTRIAN LOCATIONS OPERATING AT LOS D OR WORSE  
 Figure 20-15.16**