Lexington Ave – 42nd to 51st Street
Pedestrian Congestion Mitigation
CB 5 – August 23rd, 2021
Project Background
Background

Project Area

Lexington Avenue:
• High pedestrian volume corridor connecting Grand Central Terminal with surrounding commercial district and tourist destinations with area hotels
• Existing sidewalks are narrow
• Top of the T curb extensions installed in 2015
• Temporary sidewalk expansion installed in 2020 from 42-48th
## Background

## Safety Data

Lexington Ave is a Vision Zero Priority Corridor and within a Priority Area

### Lexington Avenue – 42nd St to 51st St

Injury Summary, 2014-2018 (5 years)

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>51</td>
<td>3</td>
<td>0</td>
<td>3</td>
</tr>
<tr>
<td>Bicyclists</td>
<td>16</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>71</td>
<td>4</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Total</td>
<td>138</td>
<td>9</td>
<td>0</td>
<td>9</td>
</tr>
</tbody>
</table>

**Fatalities – 2014 to 2021 : 0**

Fatalities – 2014 to 2021 : 0
Existing Conditions
Existing Conditions

Typical Block Configuration

- 3 vehicular travel lanes
- Commercial loading, hotel loading, taxi stands on east
- Curbside bus lane and bus stops on west
Existing Conditions

Volume and Space Comparison

Lexington Ave Mode Share

- Volume Data from Fall 2019
- Pedestrians make up 76% of volume with just 32% of right-of-way

Lexington Avenue Roadshare

- Pedestrians: 5,112 (76%)
- Cars: 1,121 (17%)
- Buses: 460* (7%)

*Data limited to local routes only
Interim Treatment
Installed as COVID-19 Recovery Project

- Temporary project was installed following the repaving of Lexington Ave
- Compliance with new roadway geometry is intermittent, additional treatments are needed to create a fully functioning project
Upcoming Capital Project

- Funded capital project to added curb extensions on east side of Lexington Ave
- Part of East Midtown Rezoning
- Construction year: 2024 (estimated)
- In-house project will implement geometry in temporary materials
Proposed Conditions
Proposed Conditions

Typical Block Configuration

- Convert one travel lane to a painted sidewalk
- Paint bus lane red to improve compliance
Proposed Conditions

Volume and Space Comparison

Road share better reflects usage of the corridor

Lexington Ave Mode Share

<table>
<thead>
<tr>
<th>Mode</th>
<th>Volume</th>
<th>Percentage</th>
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</thead>
<tbody>
<tr>
<td>Pedestrians</td>
<td>5,112</td>
<td>76%</td>
</tr>
<tr>
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<td>7%</td>
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*Data limited to local routes only

Existing Road share
- Pedestrians: 40% - 53%
- Bicycles: 11% - 15%
- Buses: 24% - 32%

Proposed Road share
- Pedestrians: 34% - 45%
- Bicycles: 11% - 15%
- Buses: 30% - 40%
Proposed Conditions

Typical Block Configuration

Similar to treatment on 7th Avenue between 34th and 42nd
**41st to 43rd St**

- **Far side bus stop**
- **Top of the T curb extensions**
- **Dedicated split phase turns**

**Existing**

- **Ban left turn (75 vehicles, or 3 per signal cycle)**
- **Remove taxi stand**
- **Painted sidewalk and bus lane**

**Proposed**
43rd to 45th St

Top of the T curb extensions

M101-102-103 local stop

Bus lane ends at 44th Street

Painted sidewalk and bus lane

Consolidate bus stop

Curb extensions on east side

Lengthen left turn pockets throughout

Existing

Proposed
45th to 47th St

**Existing**

- Commercial loading on east side
- SIM Express and M101-102-103 local stop

**Proposed**

- Add curb extensions on east side
- Consolidated bus stops
47th to 49th St

Add curb extensions on east side

M101-102-103 local stop and tour bus stop

Consolidate M101-102-103 local stop

Existing

Proposed
49th to 51st St

Express, M101-102-103, and tour bus stops

Curbside bus stop

Existing

Proposed
51st to 53rd St

- Narrow sidewalk at 6 train entrance
- Relocated tour bus stop
- Start red bus lane
- Curb extension at station entrance
- M101-102-103 local and express bus stops

Existing

Proposed
NYC Transit is supportive of bus stop consolidations.
Project Summary

Typical Block Configuration

- Widen sidewalk on west side and paint bus lane red
- Maintain two travel lanes
- Add curb extensions on east side
- Consolidate bus stops
Thank You!

Questions?