16

Mitigation

In accordance with the *2020 City Environmental Quality Review (CEQR) Technical Manual,* where significant adverse impacts are identified, mitigation measures to reduce or eliminate the impacts to the fullest extent practicable are to be developed and evaluated.

Introduction

As detailed in the preceding chapters, upon completion, the Proposed Project has the potential to result in significant adverse traffic, transit, and pedestrian impacts at certain locations. Mitigation measures have been identified to address those impacts where feasible and/or practical. As discussed below in more detail, partial mitigation is proposed for some of the significant adverse impacts of the Proposed Project. ~~Measures to further mitigate adverse impacts will be considered and evaluated between the Draft EIS and Final EIS.~~ If no mitigation has been identified, an unavoidable significant adverse impact may result.

Principal Conclusions

Traffic

The Proposed Project would result in significant adverse traffic impacts at two of the four intersections analyzed, including one intersection (at two traffic movements) during the AM and midday peak hours, and two intersections (at three traffic movements) during the PM peak hour. At the intersection of Madison Avenue and East 44th Street, impacts to the northbound right turn movement could not be mitigated during the AM and PM peak hours;

these impacts could only be partially mitigated during the AM and PM peak hours and could be fully mitigated during the midday peak hour. The other intersections with significant adverse impacts could be fully mitigated.

Mitigation measures identified later in the chapter, such as signal timing modifications, parking regulation changes to add additional travel lanes, and lane restriping, are standard traffic capacity improvements that are typically implemented by the New York City Department of Transportation (~~NYCDOT~~NYC DOT).

Transit

Analyses conducted for the 42nd Street – Grand Central subway station elements (stairways, escalators, fare control areas, and passageways) during the AM and PM commuter peak hours identified one significant transit impact for the ES208 escalator (at the west end of the Flushing platform) during the PM peak hour. Although the Proposed Project would include increased circulation capacity on the Flushing line platform through the widening of the U2/U4, U6/U8, and PL9 stairways and construction of two new stairs, impacts to the ES208 escalator would remain unmitigated. This impact could potentially be mitigated by increasing the escalator operating speed from 90 feet per minute to 100 feet per minute~~; the practicability of implementing this measure would be explored between the Draft EIS and Final EIS. Other transit improvements projects are being proposed by the MTA and once approved and implemented, those improvements could alleviate this impact in the future. Even if this impact were to remain unmitigated, the overall transit improvements of the Proposed Action could significantly outweigh this impact.~~. Replacement of the ES208 escalator as part of MTA's Capital Program is expected to be completed by 2025 and would allow for the increase of the escalator operating speed to 100 feet per minute. However, if in future it is determined that there is crowding in the immediate switchback landing as passengers transfer between escalators, then NYCT would have to potentially lower the escalator operating speed back to 90 feet per minute, in which case, the impact would remain unmitigated.

Pedestrians

The Proposed Project would result in significant adverse pedestrian impacts at four pedestrian elements (two crosswalks and two corners) during the AM and midday peak hours, and two pedestrian elements during the PM peak hour (two crosswalks), out of the ten pedestrian elements analyzed. There would be no significant impacts to any sidewalks analyzed in any analysis period. Potential mitigation measures have been identified for the impacted elements during all three peak hours. Potential mitigation measures identified were widening of the east crosswalks at the intersection of Madison Avenue at East 44th and at East 45th Streets, and corner curb extensions at the two impacted corners. Implementation of the pedestrian mitigation measures are within the jurisdiction of ~~NYCDOT~~NYC DOT.

Transportation

As discussed in **Chapter 9, Transportation**, the Proposed Project would result in significant adverse impacts at three of the four locations in the study area during at least one of the

peak hours analyzed. This section describes the mitigation measures that could reduce or eliminate significant impacts and indicates where impacts would remain unmitigated.

Traffic

Of the four intersections analyzed, the Proposed Project would result in significant adverse traffic impacts at one intersection (at two traffic movements) during the AM and midday peak hours, and two intersections (at three traffic movements) during the PM peak hour. **Table 16-1** summarizes the significant traffic impacts and whether they could be fully mitigated or partially mitigated, and **Table 16-2** summarizes the significantly impacted traffic movements. Details of the intersection capacity analyses and all traffic mitigation measures are summarized in **Table 16-3** through **Table 16-5**.

Table 16-1 Traffic Impact Mitigation Summary

Intersections	AM Peak Hour	Midday Peak Hour	PM Peak Hour
No significant impact	3	3	2
Fully mitigated impact	0	1	1
Partially mitigated impact	1	0	1
Unmitigated impact	0	0	0

Table 16-2 Summary of Impacted Traffic Movements

Intersection	AM Peak Hour	Midday Peak Hour	PM Peak Hour
Madison Avenue and East 44th Street	EB-LT NB-R	NB-T NB-R	EB-LT NB-R
Madison Avenue and East 45th Street	-	-	NB-T
Number of unmitigated traffic movements	1	0	1

Notes: EB=Eastbound; WB=Westbound; NB=Northbound; SB=Southbound; L=Left turn; T=Through; R=Right turn

As shown in **Table 16-1**, one of the four intersections analyzed, Madison Avenue and East 44th Street, could be fully mitigated during the midday peak hour, and partially mitigated during the AM and PM peak hours. This is due to impacts to the northbound right turn movement. Even though the increase from project-generated traffic would only be six vehicles in the AM peak hour and one vehicle in the PM peak hour, due to prevailing background traffic conditions and high volumes of pedestrian traffic, this would be sufficient to preclude full vehicular traffic mitigation. The three other intersections analyzed could either be fully mitigated or would not be impacted. Mitigation measures identified, such as signal timing modifications, parking regulation changes to add additional travel lanes, and lane restriping, are standard traffic capacity improvements that are typically implemented by ~~the New York City Department of Transportation (NYCDOT).~~NYC DOT.

Table 16-3 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – AM Peak Hour

		2026 No-Action				2026 With-Action				2026 Mitigation				
Intersection & Approach		**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mitigation Measures**
UNSIGNALIZED INTERSECTIONS														
Vanderbilt Avenue and East 44th Street														
East 44th Street	EB	LR	-	10.4	B	LR	-	10.7	B	LR	-	10.7	B	-Mitigation not required.
	NB	T	-	8.3	A	T	-	8.3	A	T	-	8.3	A	
Vanderbilt Avenue	SB	T	-	9.2	A	T	-	9.3	A	T	-	9.3	A	
Overall Intersection[2]		**-**	**-**	**10.0**	**A**	**-**	**-**	**10.2**	**B**	**-**	**-**	**10.2**	**B**	
SIGNALIZED INTERSECTIONS														
Vanderbilt Avenue and East 45th Street														
East 45th Street	WB	LTR	0.44	19.0	B	LTR	0.45	19.2	B	LTR	0.45	19.2	B	-Mitigation not required.
Vanderbilt Avenue	NB	LT	0.28	17.7	B	LT	0.29	17.9	B	LT	0.29	17.9	B	
	SB	TR	0.61	26.5	C	TR	0.63	27.5	C	TR	0.63	27.5	C	
Overall Intersection[2]		**-**	**-**	**21.2**	**C**	**-**	**-**	**21.6**	**C**	**-**	**-**	**21.6**	**C**	

Table 16-3 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – AM Peak Hour

		2026 No-Action				2026 With-Action				2026 Mitigation				
Intersection & Approach		**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mitigation Measures**
Madison Avenue and East 44th Street														
East 44th Street	EB	LT	1.03	83.0	F	LT	1.06	92.2	F	L	0.46	27.9	C	-**Partially Mitigated.**
			-	-	-		-	-	-	T	0.63	30.8	C	-Install "No Standing Anytime" regulations along the north side of the eastbound approach for 150 feet to provide an additional travel lane.
Madison Avenue	NB	T	0.94	86.1	F	T	0.95	87.0	F	T	0.95	87.0	F	
		R	0.88	84.3	F	R	1.20	184.9	F	R	1.20	184.9	F	-Restripe the eastbound approach from one 9-foot wide parking lane, one 5-foot wide bike lane, one 11-foot wide travel lane and one 9-foot wide parking lane to one 11-foot wide left turn lane, one 5-foot wide bike lane, one 10-foot wide through lane, and one 8-foot wide parking lane for 150 feet.
Overall Intersection[2]		-	-	**85.1**	**F**	-	-	**95.5**	**F**	-	-	**78.2**	**E**	
Madison Avenue and East 45th Street														
East 45th Street	WB	TR	0.72	30.1	C	TR	0.73	30.5	C	TR	0.73	30.5	C	-Mitigation not required.
Madison Avenue	NB	L	0.43	6.2	A	L	0.43	6.2	A	L	0.43	7.4	A	-Delays changed due to geometry changes identified at Madison Avenue and East 44th Street.
		T	1.05	66.4	E	T	1.07	66.1	E	T	1.07	69.4	E	
Overall Intersection[2]		-	-	**48.6**	**D**	-	-	**48.6**	**D**	-	-	**50.6**	**D**	

[1] Control delay is measured in seconds per vehicle

[2] Overall intersection v/c ratio is the critical lane groups' v/c ratio

Denotes a significantly impacted movement

Table 16-4 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – Midday Peak Hour

		2026 No-Action				2026 With-Action				2026 Mitigation				
Intersection & Approach		**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mitigation Measures**
UNSIGNALIZED INTERSECTIONS														
Vanderbilt Avenue and East 44th Street														
East 44th Street	EB	LR	-	11.1	B	LR	-	11.4	B	LR	-	11.4	B	-Mitigation not required.
	NB	T	-	9.0	A	T	-	9.1	A	T	-	9.1	A	
Vanderbilt Avenue	SB	T	-	9.8	A	T	-	9.9	A	T	-	9.9	A	
Overall Intersection[2]		-	-	**10.5**	**B**	**-**	-	**10.7**	**B**	**-**	-	**10.7**	**B**	
SIGNALIZED INTERSECTIONS														
Vanderbilt Avenue and East 45th Street														
East 45th Street	WB	LTR	0.92	53.5	D	LTR	0.93	56.3	E	LTR	0.93	56.3	E	-Mitigation not required.
Vanderbilt Avenue	NB	LT	0.24	16.9	B	LT	0.25	17.1	B	LT	0.25	17.1	B	
	SB	TR	0.56	24.5	C	TR	0.57	25.1	C	TR	0.57	25.1	C	
Overall Intersection[2]		-	-	**38.0**	**D**	**-**	-	**39.3**	**D**	**-**	-	**39.3**	**D**	

Table 16-4 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – Midday Peak Hour

Intersection & Approach		2026 No-Action				2026 With-Action				2026 Mitigation				Mitigation Measures
		Mvt	V/C	Ctrl Delay[1]	LOS	Mvt	V/C	Ctrl Delay[1]	LOS	Mvt	V/C	Ctrl Delay[1]	LOS	
Madison Avenue and East 44th Street														
East 44th Street	EB	LT	0.80	41.4	D	LT	0.81	43.0	D	L	0.28	26.3	C	-Install "No Standing Anytime" regulations along the north side of the eastbound approach for 150 feet to provide an additional travel lane. -Restripe the eastbound approach from one 9-foot wide parking lane, one 5-foot wide bike lane, one 11-foot wide travel lane and one 9-foot wide parking lane to one 11-foot wide left turn lane, one 5-foot wide bike lane, one 10-foot wide through lane, and one 8-foot wide parking lane for 150 feet. - Modify signal timing: Shift 4 sec of green time from EB phase to NB Phase [EB green time shifts from 33 sec to 29 sec, NB green time shifts from 40 sec to 44 sec. Pedestrian phase remains unchanged.]
			-	-	-		-	-	-	T	0.65	34.6	C	
Madison Avenue	NB	T	0.89	55.5	E	T	0.90	61.5	E	T	0.81	33.6	C	
		R	1.32	225.6	F	R	1.97	500.0+	F	R	1.27	203.4	F	
Overall Intersection[2]		**-**	-	**67.5**	**E**	**-**	-	**97.8**	**F**	**-**	-	**48.9**	**F**	

Table 16-4 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – Midday Peak Hour

		2026 No-Action				2026 With-Action				2026 Mitigation				
Intersection & Approach		**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mitigation Measures**
Madison Avenue and East 45th Street														
East 45th Street	WB	TR	0.61	35.2	D	T	0.61	35.0	C	T	0.63	36.2	D	-Modify signal timing: Shift 1 sec of green time from WB phase to NB phase. [WB green time shifts from 35sec to 34 sec. NB green time shifts from 38 sec to 39 sec. Pedestrian phase remains unchanged.] -Signal timing modification required due to geometry changes proposed for Madison Avenue and East 44th Street.
Madison Avenue	NB	L	0.47	12.3	B	L	0.48	12.5	B	L	0.46	14.3	B	
		T	1.01	44.3	D	T	1.02	48.1	D	T	0.99	43.2	D	
Overall Intersection[2]		-	-	**39.6**	**D**	-	-	**42.0**	**D**	-	-	**39.3**	**D**	

[1] Control delay is measured in seconds per vehicle
[2] Overall intersection v/c ratio is the critical lane groups' v/c ratio
Denotes a significantly impacted movement

Table 16-5 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – PM Peak Hour

		2026 No-Action				2026 With-Action				2026 Mitigation				
Intersection & Approach		**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mitigation Measures**
UNSIGNALIZED INTERSECTIONS														
Vanderbilt Avenue and East 44th Street														
East 44th Street	EB	LR	-	9.1	A	LR	-	9.2	A	LR	-	9.2	A	-Mitigation not required.
	NB	T	-	7.9	A	T	-	7.9	A	T	-	7.9	A	
Vanderbilt Avenue	SB	T	-	9.8	A	T	-	9.9	A	T	-	9.9	A	
Overall Intersection[2]		**-**	**-**	**9.5**	**A**	**-**	**-**	**9.6**	**A**	**-**	**-**	**9.6**	**A**	
SIGNALIZED INTERSECTIONS														
Vanderbilt Avenue and East 45th Street														
East 45th Street	WB	LTR	0.94	57.0	E	LTR	0.94	57.0	E	LTR	0.94	57.0	E	-Mitigation not required.
Vanderbilt Avenue	NB	LT	0.15	15.8	B	LT	0.16	15.8	B	LT	0.16	15.8	B	
	SB	TR	0.52	22.5	C	TR	0.53	22.7	C	TR	0.53	22.7	C	
Overall Intersection[2]		**-**	**-**	**40.0**	**D**	**-**	**-**	**39.9**	**D**	**-**	**-**	**39.9**	**D**	

Table 16-5 No-Action vs With-Action vs Mitigation Traffic Levels of Service Comparison – PM Peak Hour

		2026 No-Action				2026 With-Action				2026 Mitigation				
Intersection & Approach		**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mvt**	**V/C**	**Ctrl Delay[1]**	**LOS**	**Mitigation Measures**
Madison Avenue and East 44th Street														
East 44th Street	EB	LT	1.05	90.8	F	LT	1.08	98.2	F	L	0.86	55.7	E	**-Partially Mitigated.**
			-	-	-		-	-	-	T	0.31	22.4	C	-Install "No Standing Anytime" regulations along the north side of the eastbound approach for 150 feet to provide an additional travel lane.
Madison Avenue	NB	T	0.92	84.4	F	T	0.93	85.1	F	T	0.93	85.0	F	
		R	0.98	142.0	F	R	1.08	175.7	F	R	1.08	175.7	F	-Restripe the eastbound approach from one 9-foot wide parking lane, one 5-foot wide bike lane, one 11-foot wide travel lane and one 9-foot wide parking lane to one 11-foot wide left turn lane, one 5-foot wide bike lane, one 10-foot wide through lane, and one 8-foot wide parking lane for 150 feet.
Overall Intersection[2]		**-**	**-**	**88.5**	**F**	**-**	**-**	**92.4**	**F**	**-**	**-**	**77.3**	**F**	
Madison Avenue and East 45th Street														
East 45th Street	WB	TR	0.49	36.8	D	TR	0.49	36.8	D	TR	0.51	37.8	D	-Modify signal timing: Shift 1 sec of green time from WB phase to NB phase. [WB green time shifts from 35 sec to 34 sec. NB green time shifts from 38 sec to 39 sec.]
Madison Avenue	NB	L	0.47	11.7	B	L	0.48	11.8	B	L	0.46	11.1	B	
		T	1.10	66.5	E	T	1.11	71.1	E	T	1.08	66.1	E	
Overall Intersection[2]		**-**	**-**	**54.6**	**D**	**-**	**-**	**57.7**	**E**	**-**	**-**	**54.6**	**D**	

[1] Control delay is measured in seconds per vehicle
[2] Overall intersection v/c ratio is the critical lane groups' v/c ratio
Denotes a significantly impacted movement

Madison Avenue and East 44th Street

Significant impacts at this intersection would occur during the AM, midday, and PM peak hours. Impacts during the AM and PM peak hours for the eastbound East 44th Street approach could be mitigated by the following measures:

- Install "No Standing Anytime" regulations along the north side of the eastbound East 44th Street approach for 150 feet (a loss of approximately seven parking spaces) to provide an additional travel lane.
- Install "No Standing Anytime" regulations along the north side of the eastbound East 44th Street receiving side (i.e., east side of Madison Avenue) for 20 feet (a loss of approximately one parking space) to accommodate truck turns due to mitigation measure identified for pedestrian impacts at this intersection.
- Restripe the eastbound East 44th Street approach from one 9-foot wide parking lane, one 5-foot wide bike lane, one 11-foot wide travel lane and one 9-foot wide parking lane to one 11-foot wide left turn lane, one 5-foot wide bike lane, one 10-foot wide through lane, and one 8-foot wide parking lane for 150 feet.

The northbound right turn movement would be significantly impacted during all peak hours analyzed and could not be mitigated in the AM and PM peak hours. As noted above, this is due primarily to prevailing background vehicular traffic conditions and high volumes of pedestrians rather than to the very low volume of project-generated right turn traffic. Because AM and PM peak hour impacts could be mitigated along the eastbound East 44th Street approach, the overall intersection is considered partially mitigated. Significant impacts at this intersection could be fully mitigated during the midday peak hour with the above measures and signal timing modifications.

Madison Avenue and East 45th Street

This intersection would be significantly impacted during the PM peak hour and could be mitigated by modifying the signal timing. Signal timing modification would be needed during the midday peak hour due to geometry changes proposed at the intersection of Madison Avenue and East 44th Street.

Implementation

Implementation of these measures would be performed by the Applicant, subject to review and approval by ~~NYCDOT~~NYC DOT, with the exception of signal timing modifications which would be implemented by ~~NYCDOT~~NYC DOT. The implementation of parking regulation modifications would result in the loss of approximately eight parking or "standing" spaces on the north side of East 44th Street, between Vanderbilt Avenue and Fifth Avenue; these spaces are designated for commercial vehicle use between 7 AM and 6 PM on weekdays. If it is determined that on-street parking should be retained at locations where such mitigation was assumed, additional unmitigated traffic impacts could result.

As described below, measures to mitigate pedestrian impacts could include the extension of the southeast corner curb at Madison Avenue and East 44th Street into East 44th Street, and the northeast corner curb at Madison Avenue and East 45th Street into East 45th Street. However, because the corner curbs would extend into the parking lanes they would not affect traffic operations.

Transit

Analyses conducted for the 42nd Street – Grand Central subway station elements (stairways, escalators, fare control areas, and passageways) during the AM and PM commuter peak hours identified one significant transit impact for the ES208 escalator (at the west end of the Flushing platform) during the PM peak hour. Although the Proposed Project would include increased circulation capacity on the Flushing line platform through the widening of the U2/U4, U6/U8, and PL8AB/PL9AB stairways and construction of two new stairs, impacts to the ES208 escalator would remain unmitigated. This impact could potentially be mitigated by increasing the escalator operating speed from 90 feet per minute to 100 feet per minute~~;~~. Replacement of the ~~practicability of implementing this measure~~ ES208 escalator as part of MTA's Capital Program is expected to be completed by 2025, and would ~~be explored~~allow for the increase of the escalator operating speed to 100 feet per minute. However, if in future it is determined that there is crowding in the immediate switchback landing as passengers transfer between ~~the Draft EIS and Final EIS.~~escalators, then NYCT would have to potentially lower the escalator operating speed back to 90 feet per minute, in which case, the impact would remain unmitigated. Other transit improvements projects are being proposed by the MTA and once approved and implemented, those improvements could alleviate this impact in the future. ~~Even if this impact were to remain unmitigated, the overall transit improvements of the Proposed Action could significantly outweigh this impact.~~

Pedestrians

As discussed in **Chapter 9, Transportation,** the Proposed Project would result in significant impacts at four pedestrian elements during the AM and midday peak hours (two crosswalks and two corners), and two pedestrian elements during the PM peak hour (two crosswalks). A total of ten pedestrian elements were analyzed. Pedestrian related improvements would fully mitigate these impacts during all peak hours analyzed. There would be no significant impacts to any sidewalk areas analyzed in any of the peak hours analysis periods.

Table 16-6 summarizes the significantly impacted pedestrian elements and whether they could be mitigated. Detailed pedestrian levels of service and mitigation measures are summarized in **Table 16-7** and **Table 16-8**.

Table 16-6 Summary of Elements with Significant Adverse Pedestrian Impacts

Peak Hour	Elements Analyzed	Elements with No Significant Impacts	Elements with Significant Impacts	Unmitigated Elements
Crosswalks				
AM	2	0	2	0
Midday	2	0	2	0
PM	2	0	2	0
Corner Areas				
AM	4	2	2	0
Midday	4	2	2	0
PM	4	4	0	0

Note: Four sidewalk elements were also analyzed and are not expected to be impacted during any of the peak hours analyzed

Table 16-7 Crosswalk Impact Mitigation Summary

		No-Action		With-Action		Mitigation		
Intersection	Crosswalk	Avg Ped Space, SF/P	LOS	Avg Ped Space, SF/P	LOS	Avg Ped Space, SF/P	LOS	Potential Mitigation Measures
AM Peak Hour								
Madison Avenue and East 44th Street	East	16.9	D	14.5	E	15.4	D	- Widen Crosswalk by 1.9 feet, from 13.1 feet to 15 feet.
Madison Avenue and East 45th Street	East	19.3	D	16.9	D	19.9	D	- Widen Crosswalk by 2.7 feet, from 12.3 feet to 15 feet.
Midday Peak Hour								
Madison Avenue and East 44th Street	East	15.8	D	13.9	E	17.0	E	- Widen Crosswalk by 1.9 feet, from 13.1 feet to 15 feet. - Modify signal timing: shift 4 sec of walk time from the north/south crosswalks to the east/west crosswalks. This measure is needed for mitigation of traffic impacts at this intersection. - Widen Crosswalk by 2.7 feet, from 12.3 feet to 15 feet.
Madison Avenue and East 45th Street	East	10.0	E	7.9	F	9.7	E	- Modify signal timing: shift 1 sec of walk time from the north/south crosswalks to the east/west crosswalks. This measure is needed for mitigation of traffic impacts at this intersection.
PM Peak Hour								
Madison Avenue and East 44th Street	East	13.1	E	11.7	E	12.4	E	- Widen Crosswalk by 1.9 feet, from 13.1 feet to 15 feet. - Widen Crosswalk by 2.7 feet, from 12.3 feet to 15 feet.
Madison Avenue and East 45th Street	East	11.5	E	10.1	E	12.4	E	- Modify signal timing: shift 1 sec of walk time from the north/south crosswalks to the east/west crosswalks. This measure is needed for mitigation of traffic impacts at this intersection.

Denotes significantly impacted pedestrian element

Crosswalks

Significant adverse pedestrian impacts were identified at the east crosswalk of Madison Avenue and East 44th Street, and the east crosswalk of Madison Avenue and East 45th Street

during the three peak hours analyzed. The following potential mitigation measures were identified for these intersections:

- Restripe the east crosswalk at Madison Avenue and East 44th Street from its existing width of 13.1 feet to 15 feet. Impacts to the east crosswalk would be fully mitigated during the AM, midday, and PM peak hours.
- Restripe the east crosswalk at Madison Avenue and East 45th Street from its existing width of 12.3 feet to 15 feet. Four seconds and one second shifts of walk time from the north and south crosswalk to the east and west crosswalk were identified during the midday and PM periods respectively as part of the mitigation for traffic impacts at this intersection. Impacts to the east crosswalk would be fully mitigated during the AM, midday, and PM peak hours.

Table 16-8 Corner Impact Mitigation Summary

		No-Action		With-Action		Mitigation		
Intersection	Corner	Avg Ped Space, SF/P	LOS	Avg Ped Space, SF/P	LOS	Avg Ped Space, SF/P	LOS	Potential Mitigation Measures
AM Peak Hour								
Madison Avenue and East 44th Street	Southeast	11.4	E	9.3	E	28.7	C	- Extend corner curb by 6 feet into East 44th Street
Madison Avenue and East 45th Street	Northeast	11.6	E	10.3	E	28.3	C	- Extend corner curb by 6 feet into East 45th Street
Midday Peak Hour								
Madison Avenue and East 44th Street	Southeast	10.8	E	9.0	E	24.8	C	- Extend corner curb by 6 feet into East 44th Street
Madison Avenue and East 45th Street	Northeast	6.3	F	4.7	F	17.7	D	- Extend corner curb by 6 feet into East 45th Street
PM Peak Hour								
Madison Avenue and East 44th Street	Southeast	7.7	F	7.3	F	20.4	D	- Extend corner curb by 6 feet into East 44th Street
Madison Avenue and East 45th Street	Northeast	5.9	F	5.6	F	20.3	D	- Extend corner curb by 6 feet into East 45th Street - Measures reflect geometric improvements needed for the AM and midday peak hours.

Denotes significantly impacted pedestrian element

Corners

Significant adverse pedestrian impacts were identified at the southeast corner at the intersection of Madison Avenue and East 44th Street and the northeast corner at the intersection of Madison Avenue and East 45th Street during the AM and midday peak hours. The following potential mitigation measures were identified for these intersections:

- For the southeast corner of Madison Avenue and East 44th Street, extend the corner curb by 6 feet into East 44th Street. Impacts to the southeast corner would be fully mitigated during the AM and midday peak hours.
- For the northeast corner of Madison Avenue and East 45th Street, extend the corner curb by 6 feet into East 45th Street. Impacts to the northeast corner would be fully mitigated during the AM and midday peak hours.

Implementation

Implementation of these measures would be performed by the Applicant, subject to review and approval by ~~NYCDOT~~NYC DOT. If, prior to implementation, ~~NYCDOT~~NYC DOT determines that an identified mitigation measure is infeasible, the impact would remain unmitigated. As described above, traffic mitigation measures such as signal timing modifications and lane restriping were identified at the intersections of Madison Avenue with East 44th and East 45th Streets. A review of the effect of these measures on the pedestrian analysis showed that these measures would not result in changes to the pedestrian mitigation findings.