



**STATEMENT OF FINDINGS
TAXI MEDALLION INCREASE**

David Yassky
Commissioner

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1. Introduction

This Findings Statement has been prepared in accordance with Article 8 of the New York State Environmental Conservation Law, the State Environmental Quality Review Act (SEQRA), its implementing regulations as set forth in 6 NYCRR Part 617, and the Rules of Procedure for City Environmental Quality Review (CEQR) as set forth in Chapter 5 of Title 62 of the Rules of the City of New York and Executive Order 91 of 1977, as amended.

Issuance Date: November 4, 2013

CEQR Number: 12TLC026Y

SEQR Classification: Type I

Lead Agency: New York City Taxi and Limousine Commission
33 Beaver Street, 22nd Floor
New York, New York 10004

2. Description and Location of Proposed Action

As allowed under New York State Legislation (Chapter 602 of the Laws of 2011 of the State of New York and Chapter 9 of the Laws of 2012 of the State of New York), the New York City Taxi & Limousine Commission (TLC) proposes to issue by public sale up to 2,000 fully-transferable taxicab licenses (medallions) in addition to those already in existence, provided that all of these new licenses will be required to be used with taxicab vehicles that are accessible to individuals who use wheelchairs. Sale of the additional medallions would be at the discretion of the Mayor of New York City through TLC, an action subject to review under the requirements of SEQRA found in Article 8 of the New York State Environmental Conservation Law and the Rules of Procedure for CEQR published as Chapter 5 of Title 62 of the Rules of the City of New York. The sale of the additional taxicab licenses to vehicles that are accessible to individuals in wheelchairs would increase the number of yellow taxi licenses from the existing number of 13,237 licenses to a total of 15,237 licenses, an increase of approximately 15.1%. The legislation prescribes that the City of New York may, acting by the Major alone, administratively authorize the TLC or its successor agency to issue up to 2,000 additional taxicabs medallion licenses for use by taxicab vehicles anywhere in New York City, provided that such licenses be restricted to vehicles capable of transporting persons in wheelchairs or that contain a physical device or alteration designed to permit access to and enable the

transportation of persons in wheelchairs in accordance with the American Disabilities Act (ADA), and provided further that:

- Such additional medallion licenses are issued by public sale;
- The additional medallion licenses are fully transferable;
- No more than 400 of the taxicab medallion licenses authorized pursuant to the legislation may be issued by TLC until a Disabled Accessibility Plan (DAP) is approved by the New York State Department of Transportation (NYSDOT).

TLC anticipates that the public sale of the initial 400 taxicab licenses would be completed by June 2014, and that the remaining 1,600 additional taxicab licenses would be issued by public sale through 2017, subject to approval of the DAP by NYSDOT.

3. Certification of Completion of the Environmental Review Process

This Finding Statement for the proposed increase in the number of taxicab licenses from the current number of 13,237 licenses to 15,237 licenses (Proposed Action) is based on the Final Environmental Impact Statement (FEIS) approved by the TLC, which includes public comments received during the environmental review process. This Finding Statement certifies that TLC as Lead Agency has met all applicable requirements of 6 NYCRR Part 617 in the review of the Proposed Action, including but not limited to completion of the following milestones:

- Assumed lead agency status for review of the Proposed Action, issued an Environmental Assessment Statement (EAS) and Positive Declaration to prepare a Draft Environmental Impact Statement (DEIS) on March 19, 2012. Copies of the notice assuming lead agency status, EAS and Positive Declaration were sent concurrently to the New York State Department of Environmental Conservation (NYSDEC), the Borough Presidents of the Bronx, Manhattan, Brooklyn, Staten Island, and Queens, the New York City Economic Development Corporation (NYCEDC), the New York City Department of Environmental Protection (NYCDEP) and each of the New York City community boards.
- In accordance with CEQR requirements, TLC issued public notices of the availability of the Draft Scope of Work for the DEIS for public review and comment and a DEIS scoping meeting on March 12, 2012. The Draft Scope of Work and other documents were also posted on the TLC website (www.nyc.gov/TLC) on March 19, 2012, and notices of their availability were emailed to the offices of the borough presidents and affected community boards.
- TLC held a public meeting to receive public and agency comments on the Draft Scope of Work at the offices of the TLC on April 19, 2012.
- After considering comments received on the Draft Scope of Work for the DEIS, TLC issued a Final Scope of Work for the DEIS in the *Environmental Notice Bulletin* on May 22, 2012.
- TLC published a Notice of Completion (NOC) of the DEIS and its availability for public review in the *Environmental Notice Bulletin* on September 13, 2013. In accordance with CEQR

requirements, the NOC indicated that comments received prior to the close of business of October 15, 2013 would be considered by TLC in the preparation of a Final Environmental Impact Statement (FEIS), and that a public hearing would be held at the offices of the TLC on October 3, 2013 to receive public and agency comments on the DEIS. The DEIS was also posted for public review on the TLC website at www.nyc.gov/TLC.

- The TLC held a public hearing on October 3, 2013. No public or agency comments were received on the DEIS at the public hearing or during the comment period.
- The TLC prepared a FEIS, which presented findings and additional analyses performed to address air quality impacts previously presented in the DEIS. TLC issued a NOC of the FEIS in the Environmental Notice Bulletin on October 24, 2013.
- After considering the FEIS for no less than 10 days after issuance of the NOC as required by CEQR, the TLC has adopted this Statement of Findings.

4. Purpose and Need

Fifty-four percent of New York City households do not own a car and rely heavily on public transportation, yellow taxis and other for-hire vehicles to make their daily trips. Yellow taxis are particularly essential to the 1.6 million residents of Manhattan, where only 24% of households own a car. Taxis are also used commonly by the 2.3 million people who work in Manhattan each day and the 48 million people who visit the City each year. New York City taxis provide approximately 500,000 trips each day. The projected increase in the population of the City to approximately 9.1 million residents by 2030, and the projected increase in the population to over 1.8 million residents in Manhattan in the same period, will increase the need for yellow taxicabs.

Additional yellow taxicabs will also be needed to serve the projected increase in employment in the City. Long-term occupational projections developed by the New York State Department of Labor indicate that employment in New York City will increase by 3.8% during the ten-year period between 2008 and 2018, a gain of over 150,000 new jobs.

Increases in the number of visitors to the City will also heighten the need for additional taxicab service. As documented by NYC & Company, visitation to the City has dramatically increased during the last twenty years from a total of 29.1 million visitors in 1991 to 35.2 million visitors in 2001 to 50.2 million in 2011. It is anticipated that the number of visitors to the City will continue to increase, as suggested by the increase in number of hotel rooms in the City. HVS Global Hospitality Services ("HVS" 2011 Manhattan Hotel Market Overview, June 2011) indicates that a total of 62 new hotels opened in Manhattan between March 2008 and February 2011, adding 11,285 rooms to the market (a 17.0% increase over the February 2008 level). By 2013, HVS projects an additional 8% increase in the number of hotel rooms over 2011 levels.

As compared to other cities that rely heavily on public transportation and taxi service, New York's taxi supply is relatively low. New York City's 8.4 million residents share 13,237 taxis, or one taxi for every 630 residents. In contrast, London has 22,000 black cabs that serve its 7.5 million residents, or one taxi

for every 340 residents. Similarly, in Chicago, where the 71% household car ownership rate is significantly higher than New York City's 46% household car ownership rate, there is approximately one taxi for every 385 residents. Of course car services supplement the City's taxis in transporting the public; however, they cater to the prearranged rather than on-demand yellow taxi hail market.

The demand for taxis is reflected in the long hours of operation of the current taxi fleet. Approximately 75% of taxis in New York City currently operate two 12-hour shifts nearly every day, while the remaining 25% operate for one 12-hour shift nearly every day.

The demand for taxis is also reflected in the observed time that it takes to locate an unoccupied taxi. Passengers frequently report difficulty locating an unoccupied taxi when they need one. In particular, passengers report shortages in the late afternoon, weekend evenings and instances of bad weather. This observation is supported by global positioning system (GPS) data on taxi utilization. Since 2009 (when TLC began collecting GPS data for the existing taxi fleet), the number of trips per cab per day increased from approximately 36.9 trips per cab per day in the first quarter (Q1) of 2009 to 38.5 trips per cab per day in Q1 of 2010 and 39.0 trips per cab per day in Q1 of 2011. The average number of hours each day a cab was occupied also increased during the same period. In Q1 of 2009, each taxi was hired (i.e., was unavailable to receive a street hail) approximately 6.8 hours each day. By Q1 of 2011, the number of hours each day when a cab was hired increased 13% to 7.7 hours each day.

To address the observed shortage in the number of taxis, the Proposed Action would authorize the issuance of up to 2,000 new medallions, an increase of approximately 15.1% above the existing number of medallions, all of which would be required to be used with taxicab vehicles that are accessible to individuals who use wheelchairs. This would increase the supply of wheelchair-accessible vehicles from 231 wheelchair-accessible vehicles to 2,231 wheelchair-accessible vehicles. The increase in the number of medallions restricted for use with vehicles accessible to persons in wheelchairs would foster increased access, mobility and independence of persons in wheelchairs, a major goal of the City's transportation system.

5. Potential for Significant Adverse Impacts

As documented in the FEIS, the Proposed Action would not result in significant adverse impacts on most impact categories required for assessment under CEQR since it does not involve any land clearing, construction or development activities. Consequently, screening level assessments were completed in the FEIS regarding the potential impact of the Proposed Action on:

- Land use, zoning and public policy
- Community facilities and services
- Open space
- Shadows
- Historic and cultural resources
- Urban design and visual resources
- Natural resources
- Hazardous materials

- Water and sewer infrastructure
- Solid waste and sanitation services
- Energy
- Noise

Detailed assessments of the impact of the Proposed Action in the FEIS were limited to the potential impact of the Proposed Action on socioeconomic conditions, transportation, air quality, greenhouse gas emissions, public health, and neighborhood character.

Socioeconomic Conditions. The assessment of the impact of the Proposed Action on Socioeconomic Conditions included assessments of the impact of the Proposed Action on the:

- Value of a yellow taxicab medallion, including separate assessments of the impact of the Proposed Action on the values of Independent and Corporate Medallions,
- Income of taxicab drivers,
- Livery car industry, and
- Overall New York City economy.

These assessments indicate that the Proposed Action would result in:

- An approximate 0.5% to 3.6% reduction in the value of an Independent Medallion and a 0.4% to 2.7% reduction in the value of a Corporate Medallion,
- An approximate 0.5% to 3.7% decline in driver net income assuming lease rates stay at the current maximum lease caps set by TLC,
- An increase in the supply of yellow taxis could result in increased competition from yellow cabs for passengers now served by livery cars. However, because of the degree to which the two industries serve geographically distinct markets, and also provide different types of service (street hails vs. pre-arranged pick-ups), the effects of an increase in the supply of yellow taxis on the livery industry are likely to be limited – and in particular, limited to the relatively small number of neighborhoods that are served by both industries, and
- Additional city-wide earnings for taxicab drivers of approximately \$226 million per year, an increase in employment for an additional 5,077 taxicab drivers and a city-wide increase in employment of approximately 6,200 additional jobs per year.

None of these effects would be considered to be an overall city-wide significant adverse impact on socioeconomic conditions.

Transportation. Regarding the impact of the Proposed Action on transportation, the Proposed Action would result in:

- Significant adverse traffic impacts: in 2014, 21 of the 54 study intersections would have significant adverse traffic impacts in the AM peak hour; in 2015, 29 of the 54 study intersections

would have significant adverse traffic impacts in the AM peak hour; in 2016, 35 of the 54 study intersections would have significant adverse traffic impacts in the AM peak hour; and in 2017, 37 of the 54 study intersections would have significant adverse traffic impacts in the AM peak hour. The number of significant adverse traffic impacts also varies by peak hour. For example, in 2014, 15 of the 54 study intersections would have significant adverse traffic impacts in the midday peak hour and 12 of the 54 study intersections would have significant adverse traffic impacts in the PM peak hour.

- Measures to mitigate these identified significant adverse traffic impacts were evaluated for each intersection at which a significant adverse impact was projected to occur. The goal of the mitigation measures is to reduce the impacts to a non-significant level, while not causing new impacts at other locations. Mitigation measures were developed for each individual year and peak period. The analysis took into consideration the affect that a proposed mitigation measure would have on nearby intersections. For example, timing changes at one location can affect downstream operations at subsequent locations. For this study, only signal timing changes (without phasing changes) were considered for the project mitigation measures. A total of 36 intersections have approaches or overall intersection that could not be mitigated with reasonable mitigation measures. If full mitigation could not be achieved, improvements were proposed to decrease impacts to the extent possible.
- No significant adverse impacts on parking, since taxis would spend the vast majority of their time cruising for fares on the city roadways and any parking or standing would be staggered and dispersed throughout the street network.
- No significant adverse impacts on pedestrians or bicycles, since it would not generate a sufficient number of new pedestrian or bicycle trips at any location.
- No significant adverse impacts on transit facilities, since it would not result in a significant number of new bus or subway trips.
- An increase in the volume of traffic at 25 intersections in the study area that experienced five or more pedestrian and/or bicycle-related accidents during any one year in the most recent 3-year period. The FEIS identifies a range of ongoing and planned improvements to address high accident locations within the study area.

Air Quality and Greenhouse Gas Emissions. Regarding air quality and greenhouse gas emissions, the Proposed Action:

- Would not result in the violation of any ambient air quality standard or any significant adverse impact on air quality as defined in the *2012 CEQR Technical Manual*.
- Would result in an approximately 1% increase in Greenhouse Gas Emissions generated from on-road vehicles and an approximately 0.2% increase in total Greenhouse Gas Emissions generated in the city. This increase would not constitute a significant adverse impact.

Public Health and Neighborhood Character. Since the Proposed Action would not result in any significant adverse impact on air quality, water quality, hazardous materials, or noise, it would not result in any significant adverse impact on public health. Similarly, since the Proposed Action would not result in any of the elements identified in the *2012 CEQR Technical Manual* that, together, define the character of an area, the Proposed Action would not result in any significant adverse impact on neighborhood character.

6. Alternatives to the Proposed Action

As mandated by SEQRA and CEQR, an evaluation was included of a No Action Alternative that identified conditions in the future that would exist in the absence of the Proposed Action. In addition, an assessment of an alternative in which a lesser number of medallions (400 additional new medallions compared to 2,000 additional new medallions with the Proposed Action) would be offered at auction was also prepared. This would result in a 3.0% increase in the number of medallions from 13,237 to 13,637 medallions. Consistent with the requirements of the *2012 CEQR Technical Manual*, the impacts of this lesser additional medallions alternative were compared to the impacts of the Proposed Action.

The Proposed Action would not result in any significant impacts on land use, zoning and public policy, socioeconomic conditions, community facilities and services, open space, shadows, historic and cultural resources, urban design and visual resources, natural resources, hazardous materials, water and sewer infrastructure, solid waste and sanitation services, energy, air quality, greenhouse gas emissions, noise, public health or neighborhood character, nor would the Proposed Action result in any significant construction period impacts. As a consequence, the assessment of impacts of the Proposed Action on these assessment areas was limited to a qualitative assessment of the alternative to those of the Proposed Action. However, the Proposed Action would result in traffic impacts requiring some level of mitigation at a number of intersections in the traffic study area. As a consequence, a quantitative analysis of the traffic-related impacts of the alternative in which a lesser number of medallions (400 additional new medallions compared to 2,000 additional new medallions with the Proposed Action) would be offered at auction was conducted.

Based on traffic impact criteria included in the *2012 CEQR Technical Manual*, the addition of 400 taxis to the Study Area roadway network would result in one or more impacts at a total of 48 Study Area intersections. This would be a decrease of 63 Study Area intersections with impacts from the projected one or more impacts at 111 Study Area intersections with 2,000 additional medallions. When considering all lane groups, the addition of 400 taxis would result in a decrease of 123 Study Area intersections at which there would be impacts from 181 intersections with 2,000 additional medallions to 58 intersections with 400 additional medallions.

As with the Proposed Action, measures would be required to mitigate these identified impacts. The number of intersections at which impacts cannot be fully mitigated or are considered to be unmitigatable would decrease with the lesser medallion alternative. In summary, the total number of intersections at which impacts could not be mitigated would decrease from 23 intersections to 8 intersections during the AM peak period, 25 to 7 intersections during the Midday peak period, and 21 to 7 intersections during the PM peak period.

7. Findings

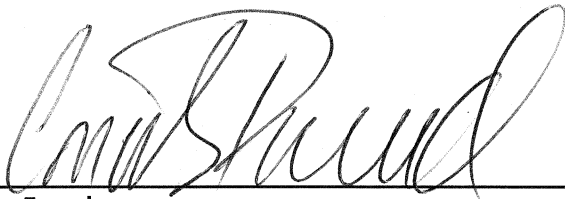
The relevant environmental impacts, facts and conclusions disclosed in the FEIS and the rationale for these findings and subsequent agency decisions are set forth in Sections 1 through 6 of this Statement of Findings, and include the TLC's review as Lead Agency of the purpose and need of the Proposed Action, its environmental impacts, its ability to satisfy the stated purpose and need compared to that of other alternatives. Since no public comments were received on the DEIS, they could not otherwise be considered in reaching the findings set forth herein.

Based on the reasons and conclusions set forth below, the TLC finds that the Proposed Action, as summarized in this Statement of Findings, meets the purpose and need for issuance of the additional taxicab licenses (medallions) included in the Proposed Action.

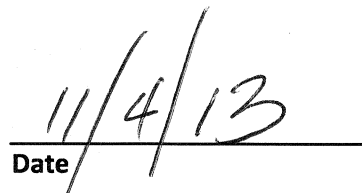
Implementation of the Proposed Action would result in a number of significant adverse impacts to traffic, some of which cannot be fully mitigated with the implementation of signal timing changes considered in the FEIS. Measures to mitigate identified significant adverse impacts were evaluated for each intersection at which a significant adverse impact was projected to occur. If full mitigation could not be achieved, improvements were proposed to decrease impact to the extent possible. A full list of proposed mitigation measures is provided in Appendix A to this Statement of Findings.

Having considered the relevant environmental impacts, facts and conclusions disclosed in the FEIS, as outlined in these findings, having weighed and balanced the relevant environmental impacts with social, economic and other considerations, and having provided a rationale for the TLC's decision, as required by 6 NYCRR 617.11 and CEQR 6-12, the TLC certifies that:

1. The requirements of SEQRA and CEQR have been met;
2. Consistent with social, economic and other essential considerations, from among the other reasonable alternatives available, the Proposed Action is one that avoids or minimizes significant adverse environmental impacts to the maximum extent practicable, including the impacts disclosed in the FEIS; and
3. Consistent with social, economic, and other essential considerations, the adverse environmental impacts revealed in the FEIS will be minimized or avoided to the maximum extent practicable by incorporating as conditions to the Proposed Action, those mitigative measures that were identified as feasible and practicable.



Conan Freud
Chief Operating Officer



Date

Appendix A

Proposed Mitigation Measures

Table 1: 2014 AM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
1	3rd Avenue and 54th Street	Signal Timing Changes	NB: Split=41s EBT: Split=27 EBTL: Split=22s	Reduce 1s green time from NB and allocate 1s green time to EBTL. NB: Split=40s EBT: Split=27 EBTL: Split=23s
2	3rd Avenue and 55th Street	No Mitigation Needed		
3	3rd Avenue and 56th Street	No Mitigation Needed		
4	3rd Avenue and 57th Street	No Mitigation Needed		
5	3rd Avenue and 58th Street	No Mitigation Needed		
6	3rd Avenue and 59th Street	Signal Timing Changes	NBTR w/o PED: Split=28s EBTL: Split=45s NBT: Split=17s	Reduce 1s green time from EBTL and allocate 1s green time to NBT w/o PED. NBTR w/o PED: Split=29s EBTL: Split=44s NBT: Split=17s
7	3rd Avenue and 60th Street	Unmitigatable		
8	2nd Avenue and 57th Street	No Mitigation Needed		
9	Lexington Avenue and 57th Street	No Mitigation Needed		
10	7th Avenue and 31st Street	No Mitigation Needed		
11	7th Avenue and 32nd Street	No Mitigation Needed		
12	7th Avenue and 33rd Street	Unmitigatable		
13	7th Avenue and 34th Street	Unmitigatable		
14	7th Avenue and 35th Street	Unmitigatable		
15	7th Avenue and 36th Street	No Mitigation Needed		
16	7th Avenue and 37th Street	No Mitigation Needed		
17	6th Avenue and 34th Street	No Mitigation Needed		
18	8th Avenue and 34th Street	No Mitigation Needed		
19	Madison Avenue and 39th Street	No Mitigation Needed		
20	Madison Avenue and 40th Street	No Mitigation Needed		

Table 1: 2014 AM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
21	Madison Avenue and 41st Street	Signal Timing Changes	NB: Split =49s EB: Split =23s EBTL: Split =18s	Reduce 1s green time from EB and allocate 1s green time to NB. NB: Split =50s EB: Split =23s EBTL: Split =17s
22	Madison Avenue and 42nd Street	Unmitigatable		
23	Madison Avenue and 43rd Street	No Mitigation Needed		
24	Madison Avenue and 44th Street	No Mitigation Needed		
25	Madison Avenue and 45th Street	Signal Timing Changes	NB: Split=50s WB: Split=40s	Reduce 1s green time from WB and allocate 1s green time to NB. NB: Split=51s WB: Split=39s
26	5th Avenue and 42nd Street	No Mitigation Needed		
27	Vanderbilt Avenue and 42nd Street	Signal Timing Changes	EB-WB: Split=45s HOLD: Split=45s	Reduce 1s green time from HOLD phase and allocate 1s green time to EB-WB. EB-WB: Split=46s PED: Split=44s
28	Park Avenue and 42nd Street	No Mitigation Needed		
29	8th Avenue and 33rd Street	No Mitigation Needed		
30	8th Avenue and 31st Street	No Mitigation Needed		
31	8th Avenue and 41st Street	Signal Timing Changes	NBT: Split =38s WBT: Split =52s	Reduce 1s green time from NBT and allocate 1s green time to WBT. NBT: Split =37s WBT: Split =53s
32	8th Avenue and 42nd Street	Signal Timing Changes	NB: Split =38s EBTL: Split =18s EB-WB: Split =34s	Reduce 1s green time from EBTL and allocate 1s green time to NB. NB: Split =39s EBTL: Split =17s EB-WB: Split =34s
33	8th Avenue and 58th Street	No Mitigation Needed		
34	9th Avenue and 58th Street	No Mitigation Needed		

Table 1: 2014 AM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
35	7th Avenue and 57th Street	Signal Timing Changes	SBTL: Split = 50s EB-WB: Split = 40s	Reduce 1s green time from SBTL and allocate 1s green time to EB-WB. SBTL: Split=49s EB-WB: Split=41s
36	7th Avenue and Central Park South	Impacts Cannot Be Fully Mitigated	SBTL: Split = 26s EB-WB: Split = 27s WBTL+EBR: Split = 29s EBR: Split = 8s	Reduce 2s green time from EBR and allocate 1s green time to EB-WB and 1s green time to WBTL+EBR. SBTL: Split = 26s EB-WB: Split = 28s WBTL+EBR: Split = 30s EBR: Split = 6s
37	6th Avenue and 23rd Street	Signal Timing Changes	NBTL: Split = 43s PED(NB): Split = 7s EB-WB: Split = 33s PED(EB-WB): Split = 7s	Reduce 1s green time from EB-WB and allocate 1s green time to NBTL. NBTL: Split = 44s PED(NB): Split = 7s EB-WB: Split = 32s PED(EB-WB): Split = 7s
38	6th Avenue and 31st Street	No Mitigation Needed		
39	6th Avenue and 42nd Street	Signal Timing Changes	NB: Split=54s EB-WB: Split=36s	Reduce 1s green time from NB and allocate 1s green time to EB-WB. NB: Split=53s EB-WB: Split=37s
40	6th Avenue and 57th Street	Signal Timing Changes	NBTL: Split =48s EB-WB: Split =35s PED: Split =7s	Reduce 1s green time from NBTL and allocate 1s green time to EB-WB. NBTL: Split =47s EB-WB: Split =36s PED: Split =7s
41	6th Avenue and Central Park South	Signal Timing Changes	NBTL: Split =40s EB-WB: Split =38s PED: Split =12s	Reduce 1s green time from EB-WB and allocate 1s green time to NBTL. NBTL: Split =41s EB-WB: Split =37s PED: Split =12s
42	5th Avenue and 23rd Street	No Mitigation Needed		
43	5th Avenue and 57th Street	Unmitigatable		
44	5th Avenue and Central Park South	Unmitigatable		

Table 1: 2014 AM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
45	Madison Avenue and 57th Street	Signal Timing Changes	NBT: Split =50s EB-WB: Split =40s	Reduce 1s green time from NBT and allocate 1s green time to EB-WB. NBT: Split =49s EB-WB: Split =41s
46	1st Avenue and 33rd Street	No Mitigation Needed		
47	2nd Avenue and 36th Street	No Mitigation Needed		
48	3rd Avenue and 37th Street	No Mitigation Needed		
49	Queens Plaza S and Northern Boulevard	No Mitigation Needed		
50	Tillary Street and Adams Street	No Mitigation Needed		
51	Tillary Street and Jay Street	No Mitigation Needed		
52	Tillary Street and Flatbush Avenue	No Mitigation Needed		
53	Queens Plaza N and Northern Boulevard	No Mitigation Needed		
54	41st Avenue and Northern Boulevard	No Mitigation Needed		

Table 2: 2014 Midday Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
1	3rd Avenue and 54th Street	No Mitigation Needed		
2	3rd Avenue and 55th Street	No Mitigation Needed		
3	3rd Avenue and 56th Street	Impacts Cannot Be Fully Mitigated	NB: Split=50s EBTL: Split=40s	Reduce 1s green time from NB and allocate 1s green time to EBTL. NB: Split=49s EBTL: Split=41s
4	3rd Avenue and 57th Street	No Mitigation Needed		
5	3rd Avenue and 58th Street	No Mitigation Needed		
6	3rd Avenue and 59th Street	No Mitigation Needed		
7	3rd Avenue and 60th Street	Unmitigatable		
8	2nd Avenue and 57th Street	Unmitigatable		

Table 2: 2014 Midday Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
9	Lexington Avenue and 57th Street	No Mitigation Needed		
10	7th Avenue and 31st Street	No Mitigation Needed		
11	7th Avenue and 32nd Street	No Mitigation Needed		
12	7th Avenue and 33rd Street	No Mitigation Needed		
13	7th Avenue and 34th Street	Signal Timing Changes	SBTL: Split = 44s EB-WB: Split = 35s WBTL: Split = 11s	Reduce 1s green time from WBTL and allocate 1s green to SBTL. SBTL: Split = 45s EB-WB: Split = 35s WBTL: Split = 10s
14	7th Avenue and 35th Street	Unmitigatable		
15	7th Avenue and 36th Street	Signal Timing Changes	SBTL: Split = 54s EBT: Split = 36s	Reduce 1s green time from EBT and allocate 1s green time to SBTL. SBTL: Split = 55s EBT: Split = 35s
16	7th Avenue and 37th Street	No Mitigation Needed		
17	6th Avenue and 34th Street	No Mitigation Needed		
18	8th Avenue and 34th Street	No Mitigation Needed		
19	Madison Avenue and 39th Street	No Mitigation Needed		
20	Madison Avenue and 40th Street	No Mitigation Needed		
21	Madison Avenue and 41st Street	Signal Timing Changes	NBT: Split = 49s EBT: Split = 23s EBTL: Split = 18s	Reduce 1s green time from EBTL and allocate 1s green to NBT. NBT: Split = 50s EBT: Split = 23s EBTL: Split = 17s
22	Madison Avenue and 42nd Street	Unmitigatable		
23	Madison Avenue and 43rd Street	Signal Timing Changes	NB: Split = 50s WB: Split = 40s	Reduce 1s from WB and allocate 1s green time to NB. NB: Split = 51s WB: Split = 39s
24	Madison Avenue and 44th Street	Unmitigatable		
25	Madison Avenue and 45th Street	Unmitigatable		
26	5th Avenue and 42nd Street	No Mitigation Needed		

Table 2: 2014 Midday Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
27	Vanderbilt Avenue and 42nd Street	No Mitigation Needed		
28	Park Avenue and 42nd Street	No Mitigation Needed		
29	8th Avenue and 33rd Street	No Mitigation Needed		
30	8th Avenue and 31st Street	No Mitigation Needed		
31	8th Avenue and 41st Street	No Mitigation Needed		
32	8th Avenue and 42nd Street	No Mitigation Needed		
33	8th Avenue and 58th Street	No Mitigation Needed		
34	9th Avenue and 58th Street	No Mitigation Needed		
35	7th Avenue and 57th Street	No Mitigation Needed		
36	7th Avenue and Central Park South	No Mitigation Needed		
37	6th Avenue and 23rd Street	Signal Timing Changes	NBTL: Split =43s LPI: Split =7s EB-WB: Split =33s LPI: Split =7s	Reduce 1s green time from EB-WB and allocate 1s green time to NBTL. NBTL: Split =44s LPI: Split =7s EB-WB: Split =32s LPI: Split =7s
38	6th Avenue and 31st Street	No Mitigation Needed		
39	6th Avenue and 42nd Street	Signal Timing Changes	NB: Split=54sEB-WB: Split=36s	Reduce 1s green time from NB and allocate 1s green time to EB-WB.NB: Split=53sEB-WB: Split=37s
40	6th Avenue and 57th Street	No Mitigation Needed		
41	6th Avenue and Central Park South	No Mitigation Needed		
42	5th Avenue and 23rd Street	No Mitigation Needed		
43	5th Avenue and 57th Street	No Mitigation Needed		

Table 2: 2014 Midday Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
44	5th Avenue and Central Park South	Signal Timing Changes	SB: Split=47s EBT: Split=23s EBTR w/o PED: Split=20s	Reduce 1s green time from SB and allocate 1s green time to EBT w/o PED. SB: Split=46s EBT: Split=23s EBTR w/o PED: Split=21s
45	Madison Avenue and 57th Street	No Mitigation Needed		
46	1st Avenue and 33rd Street	No Mitigation Needed		
47	2nd Avenue and 36th Street	No Mitigation Needed		
48	3rd Avenue and 37th Street	No Mitigation Needed		
49	Queens Plaza S and Northern Boulevard	No Mitigation Needed		
50	Tillary Street and Adams Street	No Mitigation Needed		
51	Tillary Street and Jay Street	No Mitigation Needed		
52	Tillary Street and Flatbush Avenue	No Mitigation Needed		
53	Queens Plaza N and Northern Boulevard	No Mitigation Needed		
54	41st Avenue and Northern Boulevard	No Mitigation Needed		

Table 3: 2014 PM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
1	3rd Avenue and 54th Street	No Mitigation Needed		
2	3rd Avenue and 55th Street	No Mitigation Needed		
3	3rd Avenue and 56th Street	Impacts Cannot Be Fully Mitigated	NB: Split=50s EBTL: Split=40s	Reduce 1s green time from EBTL and allocate 1s green time to NB. NB: Split=51s EBTL: Split=39s
4	3rd Avenue and 57th Street	No Mitigation Needed		
5	3rd Avenue and 58th Street	No Mitigation Needed		

Table 3: 2014 PM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
6	3rd Avenue and 59th Street	No Mitigation Needed		
7	3rd Avenue and 60th Street	No Mitigation Needed		
8	2nd Avenue and 57th Street	No Mitigation Needed		
9	Lexington Avenue and 57th Street	No Mitigation Needed		
10	7th Avenue and 31st Street	No Mitigation Needed		
11	7th Avenue and 32nd Street	No Mitigation Needed		
12	7th Avenue and 33rd Street	No Mitigation Needed		
13	7th Avenue and 34th Street	Signal Timing Changes	SBTL: Split = 44s EB-WB: Split = 35s WBTL: Split = 11s	Reduce 1s green time from WBTL and allocate 1s green to SBTL. SBTL: Split = 45s EB-WB: Split = 35s WBTL: Split = 10s
14	7th Avenue and 35th Street	No Mitigation Needed		
15	7th Avenue and 36th Street	No Mitigation Needed		
16	7th Avenue and 37th Street	No Mitigation Needed		
17	6th Avenue and 34th Street	Unmitigatable		
18	8th Avenue and 34th Street	No Mitigation Needed		
19	Madison Avenue and 39th Street	No Mitigation Needed		
20	Madison Avenue and 40th Street	No Mitigation Needed		
21	Madison Avenue and 41st Street	No Mitigation Needed		
22	Madison Avenue and 42nd Street	No Mitigation Needed		
23	Madison Avenue and 43rd Street	No Mitigation Needed		
24	Madison Avenue and 44th Street	No Mitigation Needed		

Table 3: 2014 PM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
25	Madison Avenue and 45th Street	No Mitigation Needed		
26	5th Avenue and 42nd Street	Unmitigatable		
27	Vanderbilt Avenue and 42nd Street	No Mitigation Needed		
28	Park Avenue and 42nd Street	No Mitigation Needed		
29	8th Avenue and 33rd Street	No Mitigation Needed		
30	8th Avenue and 31st Street	No Mitigation Needed		
31	8th Avenue and 41st Street	Unmitigatable		
32	8th Avenue and 42nd Street	Signal Timing Changes	NB: Split =38s EBTL: Split =18s EB-WB: Split =34s	Reduce 1s green time from EBLT and allocate 1s green time to NB. NB: Split =39s EBTL: Split =18s EB-WB: Split =33s
33	8th Avenue and 58th Street	No Mitigation Needed		
34	9th Avenue and 58th Street	No Mitigation Needed		
35	7th Avenue and 57th Street	No Mitigation Needed		
36	7th Avenue and Central Park South	Unmitigatable		
37	6th Avenue and 23rd Street	No Mitigation Needed		
38	6th Avenue and 31st Street	No Mitigation Needed		
39	6th Avenue and 42nd Street	Unmitigatable		
40	6th Avenue and 57th Street	Signal Timing Changes	NBTL: Split =48s EB-WB: Split =35s PED: Split =7s	Reduce 1s green time from NBTL and allocate 1s green time to EB-WB. NBTL: Split =47s EB-WB: Split =36s PED: Split =7s
41	6th Avenue and Central Park South	Unmitigatable		
42	5th Avenue and 23rd Street	No Mitigation Needed		

Table 3: 2014 PM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
43	5th Avenue and 57th Street	Signal Timing Changes	SBTL: Split =50s EB-WB: Split =40s	Reduce 1s green time from SBTL and allocate 1s green time to EB-WB. SBTL: Split =49s EB-WB: Split =41s
44	5th Avenue and Central Park South	No Mitigation Needed		
45	Madison Avenue and 57th Street	No Mitigation Needed		
46	1st Avenue and 33rd Street	No Mitigation Needed		
47	2nd Avenue and 36th Street	No Mitigation Needed		
48	3rd Avenue and 37th Street	No Mitigation Needed		
49	Queens Plaza S and Northern Boulevard	No Mitigation Needed		
50	Tillary Street and Adams Street	No Mitigation Needed		
51	Tillary Street and Jay Street	No Mitigation Needed		
52	Tillary Street and Flatbush Avenue	No Mitigation Needed		
53	Queens Plaza N and Northern Boulevard	Signal Timing Changes	EB-WB: Split = 55s SBL+WBR: Split = 50s EBTL: Split = 15s	Reduce 1s green time from EB-WB and allocate 1s green time to SBL+WBR. EB-WB: Split = 54s SBL+WBR: Split = 51s EBTL: Split = 15s
54	41st Avenue and Northern Boulevard	Signal Timing Changes	EB-WB: Split = 55s SBL+WBR: Split = 50s EBTL: Split = 15s	Reduce 1s green time from EB-WB and allocate 1s green time to SBL+WBR. EB-WB: Split = 54s SBL+WBR: Split = 51s EBTL: Split = 15s

Table 4: 2015 AM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
1	3rd Avenue and 54th Street	Signal Timing Changes	NB: Split=41s EBT: Split=27 EBTL: Split=22s	Reduce 1s green time from NB and allocate 1s green time to EBTL. NB: Split=40s EBT: Split=27 EBTL: Split=23s
2	3rd Avenue and 55th Street	No Mitigation Needed		
3	3rd Avenue and 56th Street	No Mitigation Needed		
4	3rd Avenue and 57th Street	Signal Timing Changes	NBTL: Split = 40s PED: Split = 7s EB-WB: Split = 29s EBTL: Split = 14s	Reduce 1s green time from NBTL and allocate 1s green time to EB-WB. NBTL: Split = 39s PED: Split = 7s EB-WB: Split = 30s EBTL: Split = 14s
5	3rd Avenue and 58th Street	Signal Timing Changes	NBT: Split =45s EBTL: Split =45s	Reduce 1s green time from EBTL and allocate 1s green time to NBT. NBT: Split =46s EBTL: Split =44s
6	3rd Avenue and 59th Street	Signal Timing Changes	NBT w/o PED: Split=28s EBTL: Split=45s NBT: Split=17s	Reduce 2s green time from EBTL and allocate 2s green time to NBT w/o PED. NBT w/o PED: Split=28s EBTL: Split=43s NBT: Split=19s
7	3rd Avenue and 60th Street	Unmitigatable		
8	2nd Avenue and 57th Street	Unmitigatable		
9	Lexington Avenue and 57th Street	No Mitigation Needed		
10	7th Avenue and 31st Street	No Mitigation Needed		
11	7th Avenue and 32nd Street	No Mitigation Needed		
12	7th Avenue and 33rd Street	Unmitigatable		
13	7th Avenue and 34th Street	Unmitigatable		
14	7th Avenue and 35th Street	Unmitigatable		
15	7th Avenue and 36th Street	No Mitigation Needed		

Table 4: 2015 AM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
16	7th Avenue and 37th Street	No Mitigation Needed		
17	6th Avenue and 34th Street	No Mitigation Needed		
18	8th Avenue and 34th Street	No Mitigation Needed		
19	Madison Avenue and 39th Street	No Mitigation Needed		
20	Madison Avenue and 40th Street	Unmitigatable		
21	Madison Avenue and 41st Street	Signal Timing Changes	NB: Split =49s EB: Split =23s EBTL: Split =18s	Reduce 1s green time from EB and allocate 1s green time to NB. NB: Split =50s EB: Split =23s EBTL: Split =17s
22	Madison Avenue and 42nd Street	Unmitigatable		
23	Madison Avenue and 43rd Street	Impacts Cannot Be Fully Mitigated	NB: Split=50s WB: Split=40s	Reduce 1s green time from WB and allocate 1s green time to NB. NB: Split=51s WB: Split=39s
24	Madison Avenue and 44th Street	Signal Timing Changes	NB: Split=50s EB: Split=40s	Reduce 2s green time from EB and allocate 2s green time to NB. NB: Split=52s EB: Split=38s
25	Madison Avenue and 45th Street	Impacts Cannot Be Fully Mitigated	NB: Split =50s WB: Split =40s	Reduce 1s green time from WB and allocate 1s green time to NB. NB: Split=51s WB: Split=39s
26	5th Avenue and 42nd Street	No Mitigation Needed		
27	Vanderbilt Avenue and 42nd Street	Signal Timing Changes	EB-WB: Split=45s HOLD: Split=45s	Reduce 2s green time from HOLD phase and allocate 2s green time to EB-WB. EB-WB: Split=47s PED: Split=43s
28	Park Avenue and 42nd Street	No Mitigation Needed		

Table 4: 2015 AM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
29	8th Avenue and 33rd Street	Signal Timing Changes	NB: Split=38s WB: Split=52s	Reduce 1s green time from WB and allocate 1s green time to NB. NB: Split=39s WB: Split=51s
30	8th Avenue and 31st Street	No Mitigation Needed		
31	8th Avenue and 41st Street	Signal Timing Changes	NBT: Split =38s WBT: Split =52s	Reduce 2s green time from NBT and allocate 2s green time to WBT. NBT: Split =36s WBT: Split =54s
32	8th Avenue and 42nd Street	Unmitigatable		
33	8th Avenue and 58th Street	No Mitigation Needed		
34	9th Avenue and 58th Street	No Mitigation Needed		
35	7th Avenue and 57th Street	Signal Timing Changes	SBTL: Split = 50s EB-WB: Split = 40s	Reduce 1s green time from SBTL and allocate 1s green time to EB-WB. SBTL: Split=49s EB-WB: Split=41s
36	7th Avenue and Central Park South	Impacts Cannot Be Fully Mitigated	SBTL: Split = 26s EB-WB: Split = 27s WBTL+EBR: Split = 29s EBR: Split = 8s	Reduce 2s green time from EBR and allocate 1s green time to EB-WB and 1s green time to WBTL+EBR.SBTL: Split = 26sEB-WB: Split = 28sWBTL+EBR: Split = 30sEBR: Split = 6s
37	6th Avenue and 23rd Street	Impacts Cannot Be Fully Mitigated	NBTL: Split = 43s PED(NB): Split = 7s EB-WB: Split =33s PED(EB-WB): Split = 7s	Reduce 1s green time from EB-WB and allocate 1s green time to NBTL. NBTL: Split = 44s PED(NB): Split = 7s EB-WB: Split = 32s PED(EB-WB): Split = 7s
38	6th Avenue and 31st Street	No Mitigation Needed		
39	6th Avenue and 42nd Street	Signal Timing Changes	NB: Split=54s EB-WB: Split=36s	Reduce 1s green time from NB and allocate 1s green time to EB-WB. NB: Split=53s EB-WB: Split=37s

Table 4: 2015 AM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
40	6th Avenue and 57th Street	Signal Timing Changes	NBTL: Split =48s EB-WB: Split =35s PED: Split =7s	Reduce 1s green time from NBTL and allocate 1s green time to EB-WB. NBTL: Split =47s EB-WB: Split =36s PED: Split =7s
41	6th Avenue and Central Park South	Signal Timing Changes	NBTL: Split =40s EB-WB: Split =38s PED: Split =12s	Reduce 2s green time from EB-WB and allocate 2s green time to NBTL. NBTL: Split =42s EB-WB: Split =36s PED: Split =12s
42	5th Avenue and 23rd Street	No Mitigation Needed		
43	5th Avenue and 57th Street	Unmitigatable		
44	5th Avenue and Central Park South	Unmitigatable		
45	Madison Avenue and 57th Street	Signal Timing Changes	NBT: Split =50s EB-WB: Split =40s	Reduce 2s green time from NBT and allocate 2s green time to EB-WB. NBT: Split =48s EB-WB: Split =42s
46	1st Avenue and 33rd Street	No Mitigation Needed		
47	2nd Avenue and 36th Street	Signal Timing Changes	SB: Split=33s EB: Split=32s WBL: Split=25s	Reduce 1s green time from WBL and allocate 1s green time to SB. SB: Split=34s EB: Split=32s WBL: Split=24s
48	3rd Avenue and 37th Street	No Mitigation Needed		
49	Queens Plaza S and Northern Boulevard	No Mitigation Needed		
50	Tillary Street and Adams Street	No Mitigation Needed		
51	Tillary Street and Jay Street	No Mitigation Needed		
52	Tillary Street and Flatbush Avenue	No Mitigation Needed		
53	Queens Plaza N and Northern Boulevard	No Mitigation Needed		

Table 4: 2015 AM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
54	41st Avenue and Northern Boulevard	No Mitigation Needed		

Table 5: 2015 Midday Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
1	3rd Avenue and 54th Street	Unmitigatable		
2	3rd Avenue and 55th Street	No Mitigation Needed		
3	3rd Avenue and 56th Street	Impacts Cannot Be Fully Mitigated	NB: Split=50s EBTL: Split=40s	Reduce 1s green time from NB and allocate 1s green time to EBTL. NB: Split=49s EBTL: Split=41s
4	3rd Avenue and 57th Street	Unmitigatable		
5	3rd Avenue and 58th Street	Unmitigatable		
6	3rd Avenue and 59th Street	Unmitigatable		
7	3rd Avenue and 60th Street	Unmitigatable		
8	2nd Avenue and 57th Street	Unmitigatable		
9	Lexington Avenue and 57th Street	Unmitigatable		
10	7th Avenue and 31st Street	No Mitigation Needed		
11	7th Avenue and 32nd Street	No Mitigation Needed		
12	7th Avenue and 33rd Street	No Mitigation Needed		
13	7th Avenue and 34th Street	Impacts Cannot Be Fully Mitigated	SBTL: Split = 44s EB-WB: Split = 35s WBTL: Split = 11s	Reduce 1s green time from WBTL and allocate 1s green to SBTL. SBTL: Split = 45s EB-WB: Split = 35s WBTL: Split = 10s
14	7th Avenue and 35th Street	Unmitigatable		

Table 5: 2015 Midday Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
15	7th Avenue and 36th Street	Signal Timing Changes	SBTL: Split =54s EBT: Split =36s	Reduce 2s green time from EBT and allocate 2s green time to SBTL. SBTL: Split=56s EBT: Split=34s
16	7th Avenue and 37th Street	No Mitigation Needed		
17	6th Avenue and 34th Street	Unmitigatable		
18	8th Avenue and 34th Street	No Mitigation Needed		
19	Madison Avenue and 39th Street	No Mitigation Needed		
20	Madison Avenue and 40th Street	No Mitigation Needed		
21	Madison Avenue and 41st Street	Signal Timing Changes	NBT: Split = 49s EBT: Split = 23s EBTL: Split = 18s	Reduce 1s green time from EBTL and allocate 1s green to NBT. NBT: Split = 50s EBT: Split = 23s EBTL: Split = 17s
22	Madison Avenue and 42nd Street	Unmitigatable		
23	Madison Avenue and 43rd Street	Impacts Cannot Be Fully Mitigated	NB: Split=50s WB: Split=40s	Reduce 2s from WB and allocate 2s green time to NB. NB: Split=52s WB: Split=38s
24	Madison Avenue and 44th Street	Unmitigatable		
25	Madison Avenue and 45th Street	Unmitigatable		
26	5th Avenue and 42nd Street	No Mitigation Needed		
27	Vanderbilt Avenue and 42nd Street	No Mitigation Needed		
28	Park Avenue and 42nd Street	No Mitigation Needed		
29	8th Avenue and 33rd Street	No Mitigation Needed		
30	8th Avenue and 31st Street	No Mitigation Needed		
31	8th Avenue and 41st Street	No Mitigation Needed		

Table 5: 2015 Midday Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
32	8th Avenue and 42nd Street	No Mitigation Needed		
33	8th Avenue and 58th Street	No Mitigation Needed		
34	9th Avenue and 58th Street	No Mitigation Needed		
35	7th Avenue and 57th Street	No Mitigation Needed		
36	7th Avenue and Central Park South	Unmitigatable		
37	6th Avenue and 23rd Street	Signal Timing Changes	NBTL: Split =43s LPI: Split =7s EB-WB: Split =33s LPI: Split =7s	Reduce 2s green time from EB-WB and allocate 2s green time to NBTL. NBTL: Split =45s LPI: Split =7s EB-WB: Split =31s LPI: Split =7s
38	6th Avenue and 31st Street	No Mitigation Needed		
39	6th Avenue and 42nd Street	Signal Timing Changes	NB: Split=54s EB-WB: Split=36s	Reduce 1s green time from NB and allocate 1s green time to EB-WB. NB: Split=53s EB-WB: Split=37s
40	6th Avenue and 57th Street	Signal Timing Changes	NBTL: Split =48s EB-WB: Split =35s PED: Split =7s	Reduce 1s green time from NBTL and allocate 1s green time to EB-WB. NBTL: Split =47s EB-WB: Split =36s PED: Split =7s
41	6th Avenue and Central Park South	Signal Timing Changes	NBTL: Split =40s EB-WB: Split =38s PED: Split =12s	Reduce 1s green time from EB-WB and allocate 1s green time to NBTL. NBTL: Split =41s EB-WB: Split =37s PED: Split =12s
42	5th Avenue and 23rd Street	No Mitigation Needed		
43	5th Avenue and 57th Street	Signal Timing Changes	SBT: Split =50s EB-WB: Split =40s	Reduce 1s green time from SBT and allocate 1s green time to EB-WB. SBT: Split =49s EB-WB: Split =41s
44	5th Avenue and Central Park South	Signal Timing Changes	SB: Split=47s EBT: Split=23s EBTR w/o PED: Split=20s	Reduce 1s green time from SB and allocate 1s green time to EBT w/o PED. SB: Split=46s EBT: Split=23s EBTR w/o PED: Split=21s

Table 5: 2015 Midday Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
45	Madison Avenue and 57th Street	No Mitigation Needed		
46	1st Avenue and 33rd Street	No Mitigation Needed		
47	2nd Avenue and 36th Street	No Mitigation Needed		
48	3rd Avenue and 37th Street	No Mitigation Needed		
49	Queens Plaza S and Northern Boulevard	No Mitigation Needed		
50	Tillary Street and Adams Street	No Mitigation Needed		
51	Tillary Street and Jay Street	No Mitigation Needed		
52	Tillary Street and Flatbush Avenue	No Mitigation Needed		
53	Queens Plaza N and Northern Boulevard	No Mitigation Needed		
54	41st Avenue and Northern Boulevard	No Mitigation Needed		

Table 6: 2015 PM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
1	3rd Avenue and 54th Street	No Mitigation Needed		
2	3rd Avenue and 55th Street	No Mitigation Needed		
3	3rd Avenue and 56th Street	Impacts Cannot Be Fully Mitigated	NB: Split=50s EBTL: Split=40s	Reduce 2s green time from EBTL and allocate 2s green time to NB. NB: Split=52s EBTL: Split=38s
4	3rd Avenue and 57th Street	Signal Timing Changes	NBTL: Split = 40s PED: Split = 7s EB-WB: Split = 29s EBTL: Split = 14s	Reduce 1s green time from EB-WB and allocate 1s green time to NBTL. NBTL: Split = 41s PED: Split = 7s EB-WB: Split = 28s EBTL: Split = 14s

Table 6: 2015 PM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
5	3rd Avenue and 58th Street	Signal Timing Changes	NBT: Split =45s EBTL: Split =45s	Reduce 1s green time from EBTL and allocate 1s green time to NBT. NBT: Split =46s EBTL: Split =44s
6	3rd Avenue and 59th Street	No Mitigation Needed		
7	3rd Avenue and 60th Street	No Mitigation Needed		
8	2nd Avenue and 57th Street	Unmitigatable		
9	Lexington Avenue and 57th Street	No Mitigation Needed		
10	7th Avenue and 31st Street	No Mitigation Needed		
11	7th Avenue and 32nd Street	No Mitigation Needed		
12	7th Avenue and 33rd Street	Unmitigatable		
13	7th Avenue and 34th Street	Impacts Cannot Be Fully Mitigated	SBTL: Split = 44s EB-WB: Split = 35s WBTL: Split = 11s	Reduce 1s green time from WBTL and allocate 1s green to SBTL.SBTL: Split = 45s EB-WB: Split = 35s WBTL: Split = 10s
14	7th Avenue and 35th Street	No Mitigation Needed		
15	7th Avenue and 36th Street	No Mitigation Needed		
16	7th Avenue and 37th Street	Signal Timing Changes	SB: Split=54s WB: Split=36s	Reduce 1s green time from SB and allocate 1s green time to WB. SB: Split=53s WB: Split=37s
17	6th Avenue and 34th Street	Unmitigatable		
18	8th Avenue and 34th Street	No Mitigation Needed		
19	Madison Avenue and 39th Street	No Mitigation Needed		
20	Madison Avenue and 40th Street	No Mitigation Needed		
21	Madison Avenue and 41st Street	No Mitigation Needed		

Table 6: 2015 PM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
22	Madison Avenue and 42nd Street	Unmitigatable		
23	Madison Avenue and 43rd Street	Unmitigatable		
24	Madison Avenue and 44th Street	Unmitigatable		
25	Madison Avenue and 45th Street	Signal Timing Changes	NB: Split=50s WB: Split=40s	Reduce 1s green time from WB and allocate 1s green time to NB. NB: Split=51s WB: Split=39s
26	5th Avenue and 42nd Street	Unmitigatable		
27	Vanderbilt Avenue and 42nd Street	No Mitigation Needed		
28	Park Avenue and 42nd Street	No Mitigation Needed		
29	8th Avenue and 33rd Street	No Mitigation Needed		
30	8th Avenue and 31st Street	No Mitigation Needed		
31	8th Avenue and 41st Street	Unmitigatable		
32	8th Avenue and 42nd Street	Signal Timing Changes	NB: Split =38s EBTL: Split =18s EB-WB: Split =34s	Reduce 1s green time from EBLT and allocate 1s green time to NB. NB: Split =39s EBTL: Split =18s EB-WB: Split =33s
33	8th Avenue and 58th Street	No Mitigation Needed		
34	9th Avenue and 58th Street	Signal Timing Changes	SB: Split =56s EBTL: Split =34s	Reduce 1s green time from SB and allocate 1s green time to EBTL. SB: Split=55s EBTL: Split=35s
35	7th Avenue and 57th Street	No Mitigation Needed		
36	7th Avenue and Central Park South	Unmitigatable		
37	6th Avenue and 23rd Street	No Mitigation Needed		

Table 6: 2015 PM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
38	6th Avenue and 31st Street	No Mitigation Needed		
39	6th Avenue and 42nd Street	Unmitigatable		
40	6th Avenue and 57th Street	Signal Timing Changes	NBTL: Split =48s EB-WB: Split =35s PED: Split =7s	Reduce 1s green time from NBTL and allocate 1s green time to EB-WB. NBTL: Split =47s EB-WB: Split =36s PED: Split =7s
41	6th Avenue and Central Park South	Unmitigatable		
42	5th Avenue and 23rd Street	No Mitigation Needed		
43	5th Avenue and 57th Street	Signal Timing Changes	SBTL: Split =50s EB-WB: Split =40s	Reduce 1s green time from SBTL and allocate 1s green time to EB-WB. SBTL: Split =49s EB-WB: Split =41s
44	5th Avenue and Central Park South	Unmitigatable		
45	Madison Avenue and 57th Street	No Mitigation Needed		
46	1st Avenue and 33rd Street	No Mitigation Needed		
47	2nd Avenue and 36th Street	No Mitigation Needed		
48	3rd Avenue and 37th Street	Signal Timing Changes	NB: Split=41s WBT : Split=28s WBTR w/o PED: Split=21s	Reduce 1s green time from NB and allocate 1s green time to WBT w/o PED. NB: Split=40s WBT: Split=28s WBTR w/o PED: Split=22s
49	Queens Plaza S and Northern Boulevard	Unmitigatable		
50	Tillary Street and Adams Street	Unmitigatable		
51	Tillary Street and Jay Street	No Mitigation Needed		
52	Tillary Street and Flatbush Avenue	No Mitigation Needed		

Table 6: 2015 PM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
53	Queens Plaza N and Northern Boulevard	Signal Timing Changes	EB-WB: Split = 55s SBL+WBR: Split = 50s EBTL: Split = 15s	Reduce 1s green time from EB-WB and allocate 1s green time to SBL+WBR. EB-WB: Split = 54s SBL+WBR: Split = 51s EBTL: Split = 15s
54	41st Avenue and Northern Boulevard	Signal Timing Changes	EB-WB: Split = 55s SBL+WBR: Split = 50s EBTL: Split = 15s	Reduce 1s green time from EB-WB and allocate 1s green time to SBL+WBR. EB-WB: Split = 54s SBL+WBR: Split = 51s EBTL: Split = 15s

Table 7: 2016 AM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
1	3rd Avenue and 54th Street	Unmitigatable		
2	3rd Avenue and 55th Street	No Mitigation Needed		
3	3rd Avenue and 56th Street	Signal Timing Changes	NB: Split=50s EBTL: Split=40s	Reduce 1s green time from NB and allocate 1s green time to EBTL. NB: Split=49s EBTL: Split=41s
4	3rd Avenue and 57th Street	Signal Timing Changes	NBTL: Split = 40s PED: Split = 7s EB-WB: Split = 29s EBTL: Split = 14s	Reduce 1s green time from NBTL and allocate 1s green time to EB-WB. NBTL: Split = 39s PED: Split = 7s EB-WB: Split = 30s EBTL: Split = 14s
5	3rd Avenue and 58th Street	Signal Timing Changes	NBT: Split =45s EBTL: Split =45s	Reduce 1s green time from EBTL and allocate 1s green time to NBT. NBT: Split =46s EBTL: Split =44s
6	3rd Avenue and 59th Street	Signal Timing Changes	NBTR w/o PED: Split=28s EBTL: Split=45s NBT: Split=17s	Reduce 1s green time from NBT and allocate 1s green time to NBT w/o PED. NBTR w/o PED: Split=29s EBTL: Split=45s NBT: Split=16s
7	3rd Avenue and 60th Street	Unmitigatable		
8	2nd Avenue and 57th Street	Unmitigatable		

Table 7: 2016 AM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
9	Lexington Avenue and 57th Street	Signal Timing Changes	SBTL: Split =48s EB-WB: Split =42s	Reduce 1s green time from SBL and allocate 1s green time to EB-WB. SBTL: Split=47s EB-WB: Split=43s
10	7th Avenue and 31st Street	No Mitigation Needed		
11	7th Avenue and 32nd Street	No Mitigation Needed		
12	7th Avenue and 33rd Street	Unmitigatable		
13	7th Avenue and 34th Street	Unmitigatable		
14	7th Avenue and 35th Street	Unmitigatable		
15	7th Avenue and 36th Street	No Mitigation Needed		
16	7th Avenue and 37th Street	Signal Timing Changes	SB: Split=54s WB: Split=36s	Reduce 1s green time from SB and allocate 1s green time to WB. SB: Split=53s WB: Split=37s
17	6th Avenue and 34th Street	Signal Timing Changes	NBT: Split =50s EBTL: Split =40s	Reduce 1s green time from NBT and allocate 1s green time to EBTL. NBT: Split=49s EBTL: Split=41s
18	8th Avenue and 34th Street	No Mitigation Needed		
19	Madison Avenue and 39th Street	No Mitigation Needed		
20	Madison Avenue and 40th Street	Unmitigatable		
21	Madison Avenue and 41st Street	Impacts Cannot Be Fully Mitigated	NB: Split =49s EB: Split =23s EBTL: Split =18s	Reduce 1s green time from EB and allocate 1s green time to NB. NB: Split =50s EB: Split =23s EBTL: Split =17s
22	Madison Avenue and 42nd Street	Unmitigatable		
23	Madison Avenue and 43rd Street	Impacts Cannot Be Fully Mitigated	NB: Split=50s WB: Split=40s	Reduce 1s green time from WB and allocate 1s green time to NB. NB: Split=51s WB: Split=39s

Table 7: 2016 AM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
24	Madison Avenue and 44th Street	Impacts Cannot Be Fully Mitigated	NB: Split=50s EB: Split=40s	Reduce 2s green time from EB and allocate 2s green time to NB. NB: Split=52s EB: Split=38s
25	Madison Avenue and 45th Street	Impacts Cannot Be Fully Mitigated	NB: Split =50s WB: Split =40s	Reduce 2s green time from WB and allocate 2s green time to NB. NB: Split=52s WB: Split=38s
26	5th Avenue and 42nd Street	No Mitigation Needed		
27	Vanderbilt Avenue and 42nd Street	Signal Timing Changes	EB-WB: Split=45s HOLD: Split=45s	Reduce 3s green time from HOLD phase and allocate 3s green time to EB-WB. EB-WB: Split=48s PED: Split=42s
28	Park Avenue and 42nd Street	No Mitigation Needed		
29	8th Avenue and 33rd Street	Signal Timing Changes	NB: Split=38s WB: Split=52s	Reduce 1s green time from WB and allocate 1s green time to NB. NB: Split=39s WB: Split=51s
30	8th Avenue and 31st Street	No Mitigation Needed		
31	8th Avenue and 41st Street	Impacts Cannot Be Fully Mitigated	NBT: Split =38s WBT: Split =52s	Reduce 4s green time from NBT and allocate 4s green time to WBT. NBT: Split =34s WBT: Split =56s
32	8th Avenue and 42nd Street	Unmitigatable		
33	8th Avenue and 58th Street	No Mitigation Needed		
34	9th Avenue and 58th Street	No Mitigation Needed		
35	7th Avenue and 57th Street	Signal Timing Changes	SBTL: Split = 50s EB-WB: Split = 40s	Reduce 2s green time from SBTL and allocate 2s green time to EB-WB. SBTL: Split=48s EB-WB: Split=42s
36	7th Avenue and Central Park South	Impacts Cannot Be Fully Mitigated	SBTL: Split = 26s EB-WB: Split = 27s WBTL+EBR: Split = 29s EBR: Split = 8s	Reduce 2s green time from EBR and allocate 1s green time to EB-WB and 1s green time to WBTL+EBR. SBTL: Split = 26s EB-WB: Split = 28s WBTL+EBR: Split = 30s EBR: Split = 6s

Table 7: 2016 AM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
37	6th Avenue and 23rd Street	Impacts Cannot Be Fully Mitigated	NBTL: Split = 43s PED(NB): Split = 7s EB-WB: Split = 33s PED(EB-WB): Split = 7s	Reduce 1s green time from EB-WB and allocate 1s green time to NBTL. NBTL: Split = 44s PED(NB): Split = 7s EB-WB: Split = 32s PED(EB-WB): Split = 7s
38	6th Avenue and 31st Street	Signal Timing Changes	NB: Split=50s WB: Split=40s	Reduce 2s green time from WB and allocate 2s green time to NB. NB: Split=52s WB: Split=38s
39	6th Avenue and 42nd Street	Signal Timing Changes	NB: Split=54s EB-WB: Split=36s	Reduce 2s green time from NB and allocate 2s green time to EB-WB. NB: Split=52s EB-WB: Split=38s
40	6th Avenue and 57th Street	Signal Timing Changes	NBTL: Split =48s EB-WB: Split =35s PED: Split =7s	Reduce 1s green time from NBTL and allocate 1s green time to EB-WB. NBTL: Split =47s EB-WB: Split =36s PED: Split =7s
41	6th Avenue and Central Park South	Signal Timing Changes	NBTL: Split =40s EB-WB: Split =38s PED: Split =12s	Reduce 2s green time from EB-WB and allocate 2s green time to NBTL. NBTL: Split =42s EB-WB: Split =36s PED: Split =12s
42	5th Avenue and 23rd Street	No Mitigation Needed		
43	5th Avenue and 57th Street	Unmitigatable		
44	5th Avenue and Central Park South	Unmitigatable		
45	Madison Avenue and 57th Street	Signal Timing Changes	NBT: Split =50s EB-WB: Split =40s	Reduce 2s green time from NBT and allocate 2s green time to EB-WB. NBT: Split =48s EB-WB: Split =42s
46	1st Avenue and 33rd Street	No Mitigation Needed		
47	2nd Avenue and 36th Street	Signal Timing Changes	SB: Split=33s EB: Split=32s WBL: Split=25s	Reduce 1s green time from WBL and allocate 1s green time to SB. SB: Split=34s EB: Split=32s WBL: Split=24s

Table 7: 2016 AM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
48	3rd Avenue and 37th Street	No Mitigation Needed		
49	Queens Plaza S and Northern Boulevard	No Mitigation Needed		
50	Tillary Street and Adams Street	Unmitigatable		
51	Tillary Street and Jay Street	No Mitigation Needed		
52	Tillary Street and Flatbush Avenue	Unmitigatable		
53	Queens Plaza N and Northern Boulevard	No Mitigation Needed		
54	41st Avenue and Northern Boulevard	No Mitigation Needed		

Table 8: 2016 Midday Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
1	3rd Avenue and 54th Street	Unmitigatable		
2	3rd Avenue and 55th Street	No Mitigation Needed		
3	3rd Avenue and 56th Street	Impacts Cannot Be Fully Mitigated	NB: Split=50s EBTL: Split=40s	Reduce 1s green time from NB and allocate 1s green time to EBTL. NB: Split=49s EBTL: Split=41s
4	3rd Avenue and 57th Street	Unmitigatable		
5	3rd Avenue and 58th Street	Unmitigatable		
6	3rd Avenue and 59th Street	Unmitigatable		
7	3rd Avenue and 60th Street	Unmitigatable		
8	2nd Avenue and 57th Street	Unmitigatable		
9	Lexington Avenue and 57th Street	Unmitigatable		
10	7th Avenue and 31st Street	No Mitigation Needed		
11	7th Avenue and 32nd Street	No Mitigation Needed		
12	7th Avenue and 33rd Street	No Mitigation Needed		

Table 8: 2016 Midday Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
13	7th Avenue and 34th Street	Impacts Cannot Be Fully Mitigated	SBTL: Split = 44s EB-WB: Split = 35s WBTL: Split = 11s	Reduce 1s green time from WBTL and allocate 1s green to SBTL. SBTL: Split = 45s EB-WB: Split = 35s WBTL: Split = 10s
14	7th Avenue and 35th Street	Unmitigatable		
15	7th Avenue and 36th Street	Impacts Cannot Be Fully Mitigated	SBTL: Split = 54s EBT: Split = 36s	Reduce 3s green time from EBT and allocate 3s green time to SBTL. SBTL: Split = 57s EBT: Split = 33s
16	7th Avenue and 37th Street	No Mitigation Needed		
17	6th Avenue and 34th Street	Unmitigatable		
18	8th Avenue and 34th Street	No Mitigation Needed		
19	Madison Avenue and 39th Street	No Mitigation Needed		
20	Madison Avenue and 40th Street	Unmitigatable		
21	Madison Avenue and 41st Street	Impacts Cannot Be Fully Mitigated	NBT: Split = 49s EBT: Split = 23s EBTL: Split = 18s	Reduce 1s green time from EBTL and allocate 1s green to NBT. NBT: Split = 50s EBT: Split = 23s EBTL: Split = 17s
22	Madison Avenue and 42nd Street	Unmitigatable		
23	Madison Avenue and 43rd Street	Impacts Cannot Be Fully Mitigated	NB: Split = 50s WB: Split = 40s	Reduce 2s from WB and allocate 2s green time to NB. NB: Split = 52s WB: Split = 38s
24	Madison Avenue and 44th Street	Unmitigatable		
25	Madison Avenue and 45th Street	Unmitigatable		
26	5th Avenue and 42nd Street	No Mitigation Needed		

Table 8: 2016 MIDDAY PEAK - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
27	Vanderbilt Avenue and 42nd Street	No Mitigation Needed		
28	Park Avenue and 42nd Street	No Mitigation Needed		
29	8th Avenue and 33rd Street	Unmitigatable		
30	8th Avenue and 31st Street	No Mitigation Needed		
31	8th Avenue and 41st Street	No Mitigation Needed		
32	8th Avenue and 42nd Street	Signal Timing Changes	NB: Split =38s EBTL: Split =18s EB-WB: Split =34s	Reduce 3s green time from EB-WB and allocate 1s green time to NB and 2s green time to EBTL. NB: Split =39s EBTL: Split =20s EB-WB: Split =31s
33	8th Avenue and 58th Street	No Mitigation Needed		
34	9th Avenue and 58th Street	Signal Timing Changes	SBTL: Split = 56s EBTR: Split = 34s	Reduce 1s green time from SBTL and allocate 1s green time to EBTR. SBTL: Split = 55s EBTR: Split = 35s
35	7th Avenue and 57th Street	Signal Timing Changes	SBTL: Split = 50s EB-WB: Split = 40s	Reduce 1s green time from SBTL and allocate 1s green time to EB-WB. SBTL: Split = 49s EB-WB: Split = 41s
36	7th Avenue and Central Park South	Unmitigatable		
37	6th Avenue and 23rd Street	Signal Timing Changes	NBTL: Split =43s LPI: Split =7s EB-WB: Split =33s LPI: Split =7s	Reduce 2s green time from EB-WB and allocate 2s green time to NBTL. NBTL: Split =45s LPI: Split =7s EB-WB: Split =31 LPI: Split =7s
38	6th Avenue and 31st Street	No Mitigation Needed		
39	6th Avenue and 42nd Street	Signal Timing Changes	NB: Split=54s EB-WB: Split=36s	Reduce 2s green time from NB and allocate 2s green time to EB-WB. NB: Split=52s EB-WB: Split=38s

Table 8: 2016 Midday Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
40	6th Avenue and 57th Street	Signal Timing Changes	NBTL: Split =48s EB-WB: Split =35s PED: Split =7s	Reduce 1s green time from NBTL and allocate 1s green time to EB-WB. NBTL: Split =47s EB-WB: Split =36s PED: Split =7s
41	6th Avenue and Central Park South	Impacts Cannot Be Fully Mitigated	NBTL: Split =40s EB-WB: Split =38s PED: Split =12s	Reduce 2s green time from EB-WB and allocate 2s green time to NBTL. NBTL: Split =42s EB-WB: Split =36s PED: Split =12s
42	5th Avenue and 23rd Street	Signal Timing Changes	SBTL: Split = 38s EB-WB: Split = 37s SBT: Split = 7s WBTL: Split = 8s	Reduce 1s green time from SBTL and allocate 1s green time to EB-WB. SBTL: Split = 37s EB-WB: Split = 38s SBT: Split = 7s WBTL: Split = 8s
43	5th Avenue and 57th Street	Signal Timing Changes	SBT: Split =50s EB-WB: Split =40s	Reduce 1s green time from SBTL and allocate 1s green time to EB-WB. SBTL: Split =49s EB-WB: Split =41s
44	5th Avenue and Central Park South	Signal Timing Changes	SB: Split=47s EBT: Split=23s EBTR w/o PED: Split=20s	Reduce 1s green time from SB and allocate 1s green time to EBT w/o PED. SB: Split=46s EBT: Split=23s EBTR w/o PED: Split=21s
45	Madison Avenue and 57th Street	Signal Timing Changes	NB: Split=50s EB-WB: Split=40s	Reduce 1s green time from NB and allocate 1s green time to EB-WB. NB: Split=49s EB-WB: Split=41s
46	1st Avenue and 33rd Street	No Mitigation Needed		
47	2nd Avenue and 36th Street	Signal Timing Changes	SBTL: Split=52s EBT: Split=38s	Reduce 1s green time from SBTL and allocate 1s green time to EBT. SBTL: Split=51s EBT: Split=39s
48	3rd Avenue and 37th Street	Signal Timing Changes	NB: Split=41s WBTL: Split=28s WBTR w/o PED: Split=21s	Reduce 1s green time from NB and allocate 1s green time to WBTR w/o PED. NB: Split=40s WBTL: Split=28s WBTR w/o PED: Split=22s

Table 8: 2016 Midday Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
49	Queens Plaza S and Northern Boulevard	No Mitigation Needed		
50	Tillary Street and Adams Street	Unmitigatable		
51	Tillary Street and Jay Street	No Mitigation Needed		
52	Tillary Street and Flatbush Avenue	No Mitigation Needed		
53	Queens Plaza N and Northern Boulevard	Signal Timing Changes	EB-WB: Split = 55s SBL+WBR: Split = 50s EBTL: Split = 15s	Reduce 2s green time from EB-WB and allocate 2s green time to SBL+WBR. EB-WB: Split = 53s SBL+WBR: Split = 52s EBTL: Split = 15s
54	41st Avenue and Northern Boulevard	Signal Timing Changes	EB-WB: Split = 55s SBL+WBR: Split = 50s EBTL: Split = 15s	Reduce 2s green time from EB-WB and allocate 2s green time to SBL+WBR. EB-WB: Split = 53s SBL+WBR: Split = 52s EBTL: Split = 15s

Table 9: 2016 PM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
1	3rd Avenue and 54th Street	No Mitigation Needed		
2	3rd Avenue and 55th Street	Signal Timing Changes	NB: Split=52s WB: Split=38s	Reduce 1s green time from NB and allocate 1s green time to WB. NB: Split=51s WB: Split=39s
3	3rd Avenue and 56th Street	Impacts Cannot Be Fully Mitigated	NB: Split=50s EBTL: Split=40s	Reduce 3s green time from EBTL and allocate 3s green time to NB. NB: Split=53s EBTL: Split=37s
4	3rd Avenue and 57th Street	Impacts Cannot Be Fully Mitigated	NBTL: Split = 40s PED: Split = 7s EB-WB: Split = 29s EBTL: Split = 14s	Reduce 1s green time from EB-WB and allocate 1s green time to NBTL. NBTL: Split = 41s PED: Split = 7s EB-WB: Split = 28s EBTL: Split = 14s

Table 9: 2016 PM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
5	3rd Avenue and 58th Street	Signal Timing Changes	NBT: Split =45s EBTL: Split =45s	Reduce 2s green time from EBTL and allocate 2s green time to NBT. NBT: Split =47s EBTL: Split =43s
6	3rd Avenue and 59th Street	No Mitigation Needed		
7	3rd Avenue and 60th Street	Signal Timing Changes	NBTL: Split = 41s WBT: Split = 27s WBTR w/o PED: Split = 22s	Reduce 1s green time from NBT and allocate 1s green time to WBTR w/o PED. NBTL: Split = 40s WBT: Split = 27s WBTR w/o PED: Split = 23s
8	2nd Avenue and 57th Street	Unmitigatable		
9	Lexington Avenue and 57th Street	Signal Timing Changes	SBTL: Split=48s EB-WB: Split=42s	Reduce 1s green time from SBTL and allocate 1s green time to EB-WB. SBTL: Split=47s EB-WB: Split=43s
10	7th Avenue and 31st Street	No Mitigation Needed		
11	7th Avenue and 32nd Street	No Mitigation Needed		
12	7th Avenue and 33rd Street	Unmitigatable		
13	7th Avenue and 34th Street	Impacts Cannot Be Fully Mitigated	SBTL: Split = 44s EB-WB: Split = 35s WBTL: Split = 11s	Reduce 1s green time from WBTL and allocate 1s green to SBTL.SBTL: Split = 45s EB-WB: Split = 35s WBTL: Split = 10s
14	7th Avenue and 35th Street	No Mitigation Needed		
15	7th Avenue and 36th Street	No Mitigation Needed		
16	7th Avenue and 37th Street	Signal Timing Changes	SB: Split=54s WB: Split=36s	Reduce 1s green time from SB and allocate 1s green time to WB. SB: Split=53s WB: Split=37s
17	6th Avenue and 34th Street	Unmitigatable		
18	8th Avenue and 34th Street	No Mitigation Needed		
19	Madison Avenue and 39th Street	No Mitigation Needed		
20	Madison Avenue and 40th Street	No Mitigation Needed		
21	Madison Avenue and 41st Street	No Mitigation Needed		

Table 9: 2016 PM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
22	Madison Avenue and 42nd Street	Unmitigatable		
23	Madison Avenue and 43rd Street	Unmitigatable		
24	Madison Avenue and 44th Street	Unmitigatable		
25	Madison Avenue and 45th Street	Signal Timing Changes	NB: Split=50s WB: Split=40s	Reduce 1s green time from WB and allocate 1s green time to NB. NB: Split=51s WB: Split=39s
26	5th Avenue and 42nd Street	Unmitigatable		
27	Vanderbilt Avenue and 42nd Street	No Mitigation Needed		
28	Park Avenue and 42nd Street	No Mitigation Needed		
29	8th Avenue and 33rd Street	Unmitigatable		
30	8th Avenue and 31st Street	Signal Timing Changes	NB: Split=43s WB: Split=47s	Reduce 1s green time from WB and allocate 1s green time to NB. NB: Split=44s WB: Split=46s
31	8th Avenue and 41st Street	Unmitigatable		
32	8th Avenue and 42nd Street	Signal Timing Changes	NB: Split =38s EBTL: Split =18s EB-WB: Split =34s	Reduce 1s green time from EBLT and allocate 1s green time to NB. NB: Split =39s EBTL: Split =18s EB-WB: Split =33s
33	8th Avenue and 58th Street	No Mitigation Needed		
34	9th Avenue and 58th Street	Signal Timing Changes	SB: Split =56s EBTR: Split =34s	Reduce 1s green time from SB and allocate 1s green time to EBTR. SB: Split=55s EBTR: Split=35s
35	7th Avenue and 57th Street	Signal Timing Changes	SBTL: Split=50s EB-WB: Split=40s	Reduce 1s green time from SBTL and allocate 1s green time to EB-WB. SBTL: Split=49s EB-WB: Split=41s
36	7th Avenue and Central Park South	Unmitigatable		
37	6th Avenue and 23rd Street	No Mitigation Needed		
38	6th Avenue and 31st Street	No Mitigation Needed		

Table 9: 2016 PM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
39	6th Avenue and 42nd Street	Unmitigatable		
40	6th Avenue and 57th Street	Signal Timing Changes	NBTL: Split =48s EB-WB: Split =35s PED: Split =7s	Reduce 1s green time from NBTL and allocate 1s green time to EB-WB. NBTL: Split =47s EB-WB: Split =36s PED: Split =7s
41	6th Avenue and Central Park South	Unmitigatable		
42	5th Avenue and 23rd Street	No Mitigation Needed		
43	5th Avenue and 57th Street	Signal Timing Changes	SBTL: Split =50s EB-WB: Split =40s	Reduce 1s green time from SBTL and allocate 1s green time to EB-WB. SBTL: Split =49s EB-WB: Split =41s
44	5th Avenue and Central Park South	Unmitigatable		
45	Madison Avenue and 57th Street	Impacts Cannot Be Fully Mitigated	NBT: Split =50s EB-WB: Split =40s	Reduce 1s green time from NBT and allocate 1s green time to EB-WB. NBT: Split =49s EB-WB: Split =41s
46	1st Avenue and 33rd Street	No Mitigation Needed		
47	2nd Avenue and 36th Street	No Mitigation Needed		
48	3rd Avenue and 37th Street	Signal Timing Changes	NB: Split=41s WBT : Split=28s WBTR w/o PED: Split=21s	Reduce 1s green time from NB and allocate 1s green time to WBT w/o PED. NB: Split=40s WBT: Split=28s WBTR w/o PED: Split=22s
49	Queens Plaza S and Northern Boulevard	Unmitigatable		
50	Tillary Street and Adams Street	Unmitigatable		
51	Tillary Street and Jay Street	No Mitigation Needed		
52	Tillary Street and Flatbush Avenue	Unmitigatable		

Table 9: 2016 PM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
53	Queens Plaza N and Northern Boulevard	Signal Timing Changes	EB-WB: Split = 55s SBL+WBR: Split = 50s EBTL: Split = 15s	Reduce 1s green time from EB-WB and allocate 1s green time to SBL+WBR. EB-WB: Split = 54s SBL+WBR: Split = 51s EBTL: Split = 15s
54	41st Avenue and Northern Boulevard	Signal Timing Changes	EB-WB: Split = 55s SBL+WBR: Split = 50s EBTL: Split = 15s	Reduce 1s green time from EB-WB and allocate 1s green time to SBL+WBR. EB-WB: Split = 54s SBL+WBR: Split = 51s EBTL: Split = 15s

Table 10: 2017 AM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
1	3rd Avenue and 54th Street	Signal Timing Changes	NB: Split=41s EBT: Split=27 EBTL: Split=22s	Reduce 1s green time from NB and allocate 1s green time to EBTL. NB: Split=40s EBT: Split=27 EBTL: Split=23s
2	3rd Avenue and 55th Street	Unmitigatable		
3	3rd Avenue and 56th Street	Signal Timing Changes	NB: Split=50s EBTL: Split=40s	Reduce 1s green time from NB and allocate 1s green time to EBTL. NB: Split=49s EBTL: Split=41s
4	3rd Avenue and 57th Street	Signal Timing Changes	NBTL: Split = 40s PED: Split = 7s EB-WB: Split = 29s EBTL: Split = 14s	Reduce 1s green time from NBTL and allocate 1s green time to EB-WB. NBTL: Split = 39s PED: Split = 7s EB-WB: Split = 30s EBTL: Split = 14s
5	3rd Avenue and 58th Street	Signal Timing Changes	NBT: Split =45s EBTL: Split =45s	Reduce 3s green time from EBTL and allocate 3s green time to NBT. NBT: Split =48s EBTL: Split =42s
6	3rd Avenue and 59th Street	Signal Timing Changes	NBTR w/o PED: Split=28s EBTL: Split=45s NBT: Split=17s	Reduce 1s green time from EBTL and allocate 1s green time to NBT w/o PED. NBTR w/o PED: Split=29s EBTL: Split=44s NBT: Split=17s

Table 10: 2017 AM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
7	3rd Avenue and 60th Street	Unmitigatable		
8	2nd Avenue and 57th Street	Unmitigatable		
9	Lexington Avenue and 57th Street	Signal Timing Changes	SBTL: Split =48s EB-WB: Split =42s	Reduce 1s green time from SBL and allocate 1s green time to EB-WB. SBTL: Split=47s EB-WB: Split=43s
10	7th Avenue and 31st Street	No Mitigation Needed		
11	7th Avenue and 32nd Street	No Mitigation Needed		
12	7th Avenue and 33rd Street	Unmitigatable		
13	7th Avenue and 34th Street	Unmitigatable		
14	7th Avenue and 35th Street	Unmitigatable		
15	7th Avenue and 36th Street	Impacts Cannot Be Fully Mitigated	SB: Split=54s EB: Split=36s	Reduce 1s green time from EB and allocate 1s green time to SB. SB: Split=55s EB: Split=35s
16	7th Avenue and 37th Street	Signal Timing Changes	SB: Split=54s WB: Split=36s	Reduce 1s green time from SB and allocate 1s green time to WB. SB: Split=53s WB: Split=37s
17	6th Avenue and 34th Street	Signal Timing Changes	NBT: Split =50s EBTL: Split =40s	Reduce 1s green time from NBT and allocate 1s green time to EBTL. NBT: Split=49s EBTL: Split=41s
18	8th Avenue and 34th Street	No Mitigation Needed		
19	Madison Avenue and 39th Street	No Mitigation Needed		
20	Madison Avenue and 40th Street	Unmitigatable		
21	Madison Avenue and 41st Street	Unmitigatable		
22	Madison Avenue and 42nd Street	Unmitigatable		

Table 10: 2017 AM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
23	Madison Avenue and 43rd Street	Impacts Cannot Be Fully Mitigated	NB: Split=50s WB: Split=40s	Reduce 1s green time from WB and allocate 1s green time to NB. NB: Split=51s WB: Split=39s
24	Madison Avenue and 44th Street	Impacts Cannot Be Fully Mitigated	NB: Split=50s EB: Split=40s	Reduce 2s green time from EB and allocate 2s green time to NB. NB: Split=52s EB: Split=38s
25	Madison Avenue and 45th Street	Impacts Cannot Be Fully Mitigated	NB: Split =50s EB-WB: Split =40s	Reduce 2s green time from EB-WB and allocate 2s green time to NB. NB: Split=52s WB: Split=38s
26	5th Avenue and 42nd Street	No Mitigation Needed		
27	Vanderbilt Avenue and 42nd Street	Signal Timing Changes	EB-WB: Split=45s HOLD: Split=45s	Reduce 3s green time from HOLD phase and allocate 3s green time to EB-WB. EB-WB: Split=48s PED: Split=42s
28	Park Avenue and 42nd Street	No Mitigation Needed		
29	8th Avenue and 33rd Street	Signal Timing Changes	NB: Split=38s WB: Split=52s	Reduce 1s green time from WB and allocate 1s green time to NB. NB: Split=39s WB: Split=51s
30	8th Avenue and 31st Street	No Mitigation Needed		
31	8th Avenue and 41st Street	Impacts Cannot Be Fully Mitigated	NBT: Split =38s WBT: Split =52s	Reduce 4s green time from NBT and allocate 4s green time to WBT. NBT: Split =34s WBT: Split =56s
32	8th Avenue and 42nd Street	Unmitigatable		
33	8th Avenue and 58th Street	No Mitigation Needed		
34	9th Avenue and 58th Street	No Mitigation Needed		
35	7th Avenue and 57th Street	Signal Timing Changes	SBTL: Split = 50s EB-WB: Split = 40s	Reduce 2s green time from SBTL and allocate 2s green time to EB-WB. SBTL: Split=48s EB-WB: Split=42s

Table 10: 2017 AM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
36	7th Avenue and Central Park South	Impacts Cannot Be Fully Mitigated	SBTL: Split = 26s EB-WB: Split = 27s WBTL+EBR: Split = 29s EBR: Split = 8s	Reduce 2s green time from EBR and allocate 1s green time to EB-WB and 1s green time to WBTL+EBR. SBTL: Split = 26s EB-WB: Split = 28s WBTL+EBR: Split = 30s EBR: Split = 6s
37	6th Avenue and 23rd Street	Impacts Cannot Be Fully Mitigated	NBTL: Split = 43s PED(NB): Split = 7s EB-WB: Split = 33s PED(EB-WB): Split = 7s	Reduce 1s green time from EB-WB and allocate 1s green time to NBLT. NBTL: Split = 44s PED(NB): Split = 7s EB-WB: Split = 32s PED(EB-WB): Split = 7s
38	6th Avenue and 31st Street	Signal Timing Changes	NB: Split=50s WB: Split=40s	Reduce 2s green time from WB and allocate 2s green time to NB. NB: Split=52s WB: Split=38s
39	6th Avenue and 42nd Street	Signal Timing Changes	NB: Split=54s EB-WB: Split=36s	Reduce 2s green time from NB and allocate 2s green time to EB-WB. NB: Split=52s EB-WB: Split=38s
40	6th Avenue and 57th Street	Signal Timing Changes	NBTL: Split = 48s EB-WB: Split = 35s PED: Split = 7s	Reduce 2s green time from NBTL and allocate 2s green time to EB-WB. NBTL: Split = 46s EB-WB: Split = 37s PED: Split = 7s
41	6th Avenue and Central Park South	Impacts Cannot Be Fully Mitigated	NBTL: Split = 40s EB-WB: Split = 38s PED: Split = 12s	Reduce 2s green time from EB-WB and allocate 2s green time to NBTL. NBTL: Split = 42s EB-WB: Split = 36s PED: Split = 12s
42	5th Avenue and 23rd Street	No Mitigation Needed		
43	5th Avenue and 57th Street	Unmitigatable		
44	5th Avenue and Central Park South	Unmitigatable		
45	Madison Avenue and 57th Street	Signal Timing Changes	NBT: Split = 50s EB-WB: Split = 40s	Reduce 2s green time from NBT and allocate 2s green time to EB-WB. NBT: Split = 48s EB-WB: Split = 42s

Table 10: 2017 AM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
46	1st Avenue and 33rd Street	No Mitigation Needed		
47	2nd Avenue and 36th Street	Impacts Cannot Be Fully Mitigated	SB: Split=33s EB: Split=32s WBL: Split=25s	Reduce 1s green time from EB and allocate 1s green time to SB. SB: Split=34s EB: Split=31s WBL: Split=25s
48	3rd Avenue and 37th Street	No Mitigation Needed		
49	Queens Plaza S and Northern Boulevard	Unmitigatable		
50	Tillary Street and Adams Street	Unmitigatable		
51	Tillary Street and Jay Street	No Mitigation Needed		
52	Tillary Street and Flatbush Avenue	No Mitigation Needed		
53	Queens Plaza N and Northern Boulevard	No Mitigation Needed		
54	41st Avenue and Northern Boulevard	No Mitigation Needed		

Table 11: 2017 Midday Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
1	3rd Avenue and 54th Street	Unmitigatable		
2	3rd Avenue and 55th Street	Signal Timing Changes	NB: Split=52s WB: Split=38s	Reduce 1s green time from NB and allocate 1s green time to WB. NB: Split=51s WB: Split=39s
3	3rd Avenue and 56th Street	Impacts Cannot Be Fully Mitigated	NB: Split=50s EBTL: Split=40s	Reduce 1s green time from NB and allocate 1s green time to EBTL. NB: Split=49s EBTL: Split=41s
4	3rd Avenue and 57th Street	Unmitigatable		
5	3rd Avenue and 58th Street	Unmitigatable		

Table 11: 2017 Midday Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
6	3rd Avenue and 59th Street	Unmitigatable		
7	3rd Avenue and 60th Street	Unmitigatable		
8	2nd Avenue and 57th Street	Unmitigatable		
9	Lexington Avenue and 57th Street	Unmitigatable		
10	7th Avenue and 31st Street	No Mitigation Needed		
11	7th Avenue and 32nd Street	No Mitigation Needed		
12	7th Avenue and 33rd Street	Unmitigatable		
13	7th Avenue and 34th Street	Unmitigatable		
14	7th Avenue and 35th Street	Unmitigatable		
15	7th Avenue and 36th Street	Impacts Cannot Be Fully Mitigated	SBTL: Split =54s EBT: Split =36s	Reduce 3s green time from EBT and allocate 3s green time to SBTL. SBTL: Split=57s EBT: Split=33s
16	7th Avenue and 37th Street	No Mitigation Needed		
17	6th Avenue and 34th Street	Unmitigatable		
18	8th Avenue and 34th Street	No Mitigation Needed		
19	Madison Avenue and 39th Street	No Mitigation Needed		
20	Madison Avenue and 40th Street	Unmitigatable		
21	Madison Avenue and 41st Street	Unmitigatable		
22	Madison Avenue and 42nd Street	Unmitigatable		
23	Madison Avenue and 43rd Street	Impacts Cannot Be Fully Mitigated	NB: Split=50s WB: Split=40s	Reduce 3s from WB and allocate 3s green time to NB. NB: Split=53s WB: Split=37s
24	Madison Avenue and 44th Street	Unmitigatable		
25	Madison Avenue and 45th Street	Unmitigatable		
26	5th Avenue and 42nd Street	No Mitigation Needed		
27	Vanderbilt Avenue and 42nd Street	No Mitigation Needed		

Table 11: 2017 Midday Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
28	Park Avenue and 42nd Street	No Mitigation Needed		
29	8th Avenue and 33rd Street	Unmitigatable		
30	8th Avenue and 31st Street	Signal Timing Changes	NB: Split=43s WB: Split=47s	Reduce 1s green time from WB and allocate 1s green time to NB. NB: Split=44s WB: Split=46s
31	8th Avenue and 41st Street	No Mitigation Needed		
32	8th Avenue and 42nd Street	Impacts Cannot Be Fully Mitigated	NB: Split =38s EBTL: Split =18s EB-WB: Split =34s	Reduce 2s green time from EB-WB and allocate 1s green time to NB and 1s green time to EBTL. NB: Split =39s EBTL: Split =19s EB-WB: Split =32s
33	8th Avenue and 58th Street	No Mitigation Needed		
34	9th Avenue and 58th Street	Signal Timing Changes	SBTL: Split = 56s EBTR: Split = 34s	Reduce 1s green time from SBTL and allocate 1s green time to EBTR. SBTL: Split = 55s EBTR: Split = 35s
35	7th Avenue and 57th Street	Signal Timing Changes	SBTL: Split = 50s EB-WB: Split = 40s	Reduce 1s green time from SBTL and allocate 1s green time to EB-WB. SBTL: Split = 49s EB-WB: Split = 41s
36	7th Avenue and Central Park South	Unmitigatable		
37	6th Avenue and 23rd Street	Impacts Cannot Be Fully Mitigated	NBTL: Split =43s LPI: Split =7s EB-WB: Split =33s LPI: Split =7s	Reduce 4s green time from EB-WB and allocate 4s green time to NBTL. NBTL: Split =47s LPI: Split =7s EB-WB: Split =29s LPI: Split =7s
38	6th Avenue and 31st Street	No Mitigation Needed		
39	6th Avenue and 42nd Street	Signal Timing Changes	NB: Split=54s EB-WB: Split=36s	Reduce 2s green time from NB and allocate 2s green time to EB-WB. NB: Split=52s EB-WB: Split=38s

Table 11: 2017 MIDDAY PEAK - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
40	6th Avenue and 57th Street	Signal Timing Changes	NBTL: Split =48s EB-WB: Split =35s PED: Split =7s	Reduce 1s green time from NBTL and allocate 1s green time to EB-WB. NBTL: Split =47s EB-WB: Split =36s PED: Split =7s
41	6th Avenue and Central Park South	Impacts Cannot Be Fully Mitigated	NBTL: Split =40s EB-WB: Split =38s PED: Split =12s	Reduce 2s green time from EB-WB and allocate 2s green time to NBTL. NBTL: Split =42s EB-WB: Split =36s PED: Split =12s
42	5th Avenue and 23rd Street	Signal Timing Changes	SBTL: Split = 38s EB-WB: Split = 37s SBT: Split = 7s WBTL: Split = 8s	Reduce 2s green time from SBTL and allocate 2s green time to EB-WB. SBTL: Split = 36s EB-WB: Split = 39s SBT: Split = 7s WBTL: Split = 8s
43	5th Avenue and 57th Street	Signal Timing Changes	SBT: Split =50s EB-WB: Split =40s	Reduce 2s green time from SBTL and allocate 2s green time to EB-WB. SBTL: Split =48s EB-WB: Split =42s
44	5th Avenue and Central Park South	Signal Timing Changes	SB: Split=47s EBT: Split=23s EBTR w/o PED: Split=20s	Reduce 1s green time from SB and allocate 1s green time to EBT w/o PED. SB: Split=46s EBT: Split=23s EBTR w/o PED: Split=21s
45	Madison Avenue and 57th Street	Signal Timing Changes	NB: Split=50s EB-WB: Split=40s	Reduce 1s green time from NB and allocate 1s green time to EB-WB. NB: Split=49s EB-WB: Split=41s
46	1st Avenue and 33rd Street	No Mitigation Needed		
47	2nd Avenue and 36th Street	Signal Timing Changes	SBTL: Split=52s EBT: Split=38s	Reduce 1s green time from SBTL and allocate 1s green time to EBT. SBTL: Split=51s EBT: Split=39s
48	3rd Avenue and 37th Street	Signal Timing Changes	NB: Split=41s WBTL: Split=28s WBTR w/o PED: Split=21s	Reduce 1s green time from NB and allocate 1s green time to WBTR w/o PED. NB: Split=40s WBTL: Split=28s WBTR w/o PED: Split=22s

Table 11: 2017 Midday Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
49	Queens Plaza S and Northern Boulevard	No Mitigation Needed		
50	Tillary Street and Adams Street	Unmitigatable		
51	Tillary Street and Jay Street	No Mitigation Needed		
52	Tillary Street and Flatbush Avenue	No Mitigation Needed		
53	Queens Plaza N and Northern Boulevard	Signal Timing Changes	EB-WB: Split = 55s SBL+WBR: Split = 50s EBTL: Split = 15s	Reduce 4s green time from EB-WB and allocate 4s green time to SBL+WBR. EB-WB: Split = 51s SBL+WBR: Split = 54s EBTL: Split = 15s
54	41st Avenue and Northern Boulevard	Signal Timing Changes	EB-WB: Split = 55s SBL+WBR: Split = 50s EBTL: Split = 15s	Reduce 4s green time from EB-WB and allocate 4s green time to SBL+WBR. EB-WB: Split = 51s SBL+WBR: Split = 54s EBTL: Split = 15s

Table 12: 2017 PM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
1	3rd Avenue and 54th Street	No Mitigation Needed		
2	3rd Avenue and 55th Street	Signal Timing Changes	NB: Split=52s WB: Split=38s	Reduce 1s green time from NB and allocate 1s green time to WB. NB: Split=51s WB: Split=39s
3	3rd Avenue and 56th Street	Impacts Cannot Be Fully Mitigated	NB: Split=50s EBTL: Split=40s	Reduce 3s green time from EBTL and allocate 3s green time to NB. NB: Split=53s EBTL: Split=37s
4	3rd Avenue and 57th Street	Impacts Cannot Be Fully Mitigated	NBTL: Split = 40s PED: Split = 7s EB-WB: Split = 29s EBTL: Split = 14s	Reduce 1s green time from EB-WB and reduce 1s green time from EBTL, allocate 2s green time to NBTL. NBTL: Split = 42s PED: Split = 7s EB-WB: Split = 28s EBTL: Split = 13s

Table 12: 2017 PM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
5	3rd Avenue and 58th Street	Signal Timing Changes	NBT: Split =45s EBTL: Split =45s	Reduce 2s green time from EBTL and allocate 2s green time to NBT. NBT: Split =47s EBTL: Split =43s
6	3rd Avenue and 59th Street	Signal Timing Changes	NBTR w/o PED: Split=28s EBTL: Split=45s NBT: Split=17s	Reduce 1s green time from EBTL and allocate 1s green time to NBT w/o PED. NBTR w/o PED: Split=29s EBTL: Split=44s NBT: Split=17s
7	3rd Avenue and 60th Street	Signal Timing Changes	NBTL: Split = 41s WBT: Split = 27s WBTR w/o PED: Split = 22s	Reduce 1s green time from NBT and allocate 1s green time to WBTR w/o PED. NBTL: Split = 40s WBT: Split = 27s WBTR w/o PED: Split = 23s
8	2nd Avenue and 57th Street	Unmitigatable		
9	Lexington Avenue and 57th Street	Signal Timing Changes	SBTL: Split=48s EB-WB: Split=42s	Reduce 1s green time from SBTL and allocate 1s green time to EB-WB. SBTL: Split=47s EB-WB: Split=43s
10	7th Avenue and 31st Street	No Mitigation Needed		
11	7th Avenue and 32nd Street	No Mitigation Needed		
12	7th Avenue and 33rd Street	Unmitigatable		
13	7th Avenue and 34th Street	Unmitigatable		
14	7th Avenue and 35th Street	No Mitigation Needed		
15	7th Avenue and 36th Street	No Mitigation Needed		
16	7th Avenue and 37th Street	Signal Timing Changes	SB: Split=54s WB: Split=36s	Reduce 1s green time from SB and allocate 1s green time to WB. SB: Split=53s WB: Split=37s
17	6th Avenue and 34th Street	Unmitigatable		
18	8th Avenue and 34th Street	No Mitigation Needed		
19	Madison Avenue and 39th Street	No Mitigation Needed		
20	Madison Avenue and 40th Street	No Mitigation Needed		

Table 12: 2017 PM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
21	Madison Avenue and 41st Street	No Mitigation Needed		
22	Madison Avenue and 42nd Street	Unmitigatable		
23	Madison Avenue and 43rd Street	Unmitigatable		
24	Madison Avenue and 44th Street	Unmitigatable		
25	Madison Avenue and 45th Street	Signal Timing Changes	NB: Split=50s WB: Split=40s	Reduce 2s green time from WB and allocate 2s green time to NB. NB: Split=52s WB: Split=38s
26	5th Avenue and 42nd Street	Unmitigatable		
27	Vanderbilt Avenue and 42nd Street	No Mitigation Needed		
28	Park Avenue and 42nd Street	No Mitigation Needed		
29	8th Avenue and 33rd Street	Unmitigatable		
30	8th Avenue and 31st Street	Unmitigatable		
31	8th Avenue and 41st Street	Unmitigatable		
32	8th Avenue and 42nd Street	Signal Timing Changes	NB: Split =38s EBTL: Split =18s EB-WB: Split =34s	Reduce 2s green time from EB-WB and allocate 2s green time to NB. NB: Split =40s EBTL: Split =18s EB-WB: Split =32s
33	8th Avenue and 58th Street	No Mitigation Needed		
34	9th Avenue and 58th Street	Signal Timing Changes	SB: Split =56s EBTR: Split =34s	Reduce 2s green time from SB and allocate 2s green time to EBTR. SB: Split=54s EBTR: Split=36s
35	7th Avenue and 57th Street	Signal Timing Changes	SBTL: Split=50s EB-WB: Split=40s	Reduce 1s green time from SBTL and allocate 1s green time to EB-WB. SBTL: Split=49s EB-WB: Split=41s
36	7th Avenue and Central Park South	Unmitigatable		

Table 12: 2017 PM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
37	6th Avenue and 23rd Street	Signal Timing Changes	NBTL: Split = 43s PED(NB): Split = 7s EB-WB: Split = 33s PED(EB-WB): Split = 7s	Reduce 1s green time from EB-WB and allocate 1s green time to NBTL. NBTL: Split = 44s PED(NB): Split = 7s EB-WB: Split = 32s PED(EB-WB): Split = 7s
38	6th Avenue and 31st Street	No Mitigation Needed		
39	6th Avenue and 42nd Street	Unmitigatable		
40	6th Avenue and 57th Street	Signal Timing Changes	NBTL: Split =48s EB-WB: Split =35s PED: Split =7s	Reduce 2s green time from NBTL and allocate 2s green time to EB-WB. NBTL: Split =46s EB-WB: Split =37s PED: Split =7s
41	6th Avenue and Central Park South	Unmitigatable		
42	5th Avenue and 23rd Street	No Mitigation Needed		
43	5th Avenue and 57th Street	Signal Timing Changes	SBTL: Split =50s EB-WB: Split =40s	Reduce 2s green time from SBTL and allocate 2s green time to EB-WB. SBTL: Split =48s EB-WB: Split =42s
44	5th Avenue and Central Park South	Unmitigatable		
45	Madison Avenue and 57th Street	Impacts Cannot Be Fully Mitigated	NBT: Split =50s EB-WB: Split =40s	Reduce 1s green time from NBT and allocate 1s green time to EB-WB. NBT: Split =49s EB-WB: Split =41s
46	1st Avenue and 33rd Street	No Mitigation Needed		
47	2nd Avenue and 36th Street	No Mitigation Needed		
48	3rd Avenue and 37th Street	Signal Timing Changes	NB: Split=41s WBT : Split=28s WBTR w/o PED: Split=21s	Reduce 1s green time from NB and allocate 1s green time to WBT w/o PED. NB: Split=40s WBT: Split=28s WBTR w/o PED: Split=22s
49	Queens Plaza S and Northern Boulevard	Unmitigatable		
50	Tillary Street and Adams Street	Unmitigatable		

Table 12: 2017 PM Peak - Proposed Mitigations

No.	Intersection	Category of Mitigation	Before Mitigation	Proposed Mitigation
51	Tillary Street and Jay Street	Signal Timing Changes	EBT-WBT: Split = 52s EBL-WBL: Split = 28s NB-SB: Split = 40s	Reduce 1s green time from NB-SB and allocate 1s green time to EBT-WBT. EBT-WBT: Split = 53s EBL-WBL: Split = 28s NB-SB: Split = 39s
52	Tillary Street and Flatbush Avenue	Unmitigatable		
53	Queens Plaza N and Northern Boulevard	Signal Timing Changes	EB-WB: Split = 55s SBL+WBR: Split = 50s EBTL: Split = 15s	Reduce 4s green time from EB-WB and allocate 4s green time to SBL+WBR. EB-WB: Split = 51s SBL+WBR: Split = 54s EBTL: Split = 15s
54	41st Avenue and Northern Boulevard	Signal Timing Changes	EB-WB: Split = 55s SBL+WBR: Split = 50s EBTL: Split = 15s	Reduce 4s green time from EB-WB and allocate 4s green time to SBL+WBR. EB-WB: Split = 51s SBL+WBR: Split = 54s EBTL: Split = 15s

Table 13: Summary of the Proposed Action Plus Mitigation Analysis Results

	2014			2015			2016			2017		
	AM	MD	PM	AM	MD	PM	AM	MD	PM	AM	MD	PM
No Mitigation Needed	33	40	41	25	30	27	18	18	19	16	15	16
Signal Timing Changes	13	7	6	15	8	11	16	14	15	15	14	17
Impacts Cannot Be Fully Mitigated	1	1	1	4	3	2	7	6	4	9	6	3
Unmitigatable	7	6	6	10	13	14	13	16	16	14	19	18

Table 14: Percent of Study Intersection Lane Groups that could not be Fully Mitigated or were Unmitigatable

Year	AM Peak Hour					Midday Peak Hour					PM Peak Hour				
	Lane Group Impacts Cannot Be Fully Mitigated ⁽¹⁾		Lane Groups are Unmitigatable ⁽²⁾		Total Lane Groups	Lane Group Impacts Cannot Be Fully Mitigated ⁽¹⁾		Lane Groups are Unmitigatable ⁽²⁾		Total Lane Groups	Lane Group Impacts Cannot Be Fully Mitigated ⁽¹⁾		Lane Groups are Unmitigatable ⁽²⁾		Total Lane Groups
	No. Count	%	No. Count	%		No. Count	%	No. Count	%		No. Count	%	No. Count	%	
2014	0	0%	11	5%	218	0	0%	5	2%	214	1	0%	11	5%	219
2015	4	2%	20	9%	218	3	1%	20	9%	214	1	0%	20	9%	219
2016	9	4%	24	11%	218	8	4%	25	12%	214	4	2%	29	13%	219
2017	13	6%	30	14%	218	9	4%	35	16%	214	3	1%	39	18%	219

Notes:

⁽¹⁾ Lane groups with impacts at intersections that could not be fully mitigated.

⁽²⁾ Lane groups with impacts at intersections that were unmitigatable.

Table 15: 2014 Future Conditions with the Proposed Action (With Mitigations) - Delay and Level of Service Summary

No.	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
1	3rd Avenue and 54th Street	EB 54th Street	L	1.04	108.5	F	L	1.00	101.0	F	L	0.67	50.9	D
			T	0.85	32.2	C	T	0.67	23.5	C	T	0.62	20.8	C
		NB 3rd Avenue	T	0.78	42.5	D	T	0.85	31.5	C	T	0.66	23.6	C
			R	0.62	38.0	D	R	1.06	123.5	F	R	0.50	30.3	C
INTERSECTION				46.2	D			40.9	D			25.1	C	
2	3rd Avenue and 55th Street	WB 55th Street	T	0.95	63.6	E	T	0.92	62.4	E	T	0.91	58.8	E
			R	0.76	44.3	D	R	0.88	75.5	E	R	0.88	65.4	E
		NB 3rd Avenue	LT	0.82	38.7	D	LT	0.81	10.3	B	LT	0.58	3.6	A
		INTERSECTION				42.6	D			20.3	C			16.2
3	3rd Avenue and 56th Street	EB 56th Street	LT	0.91	45.9	D	LT	1.13	111.2	F	LT	0.95	55.0	E
			T	0.95	15.6	B	T	1.01	30.5	C	T	0.97	100.4	F
		NB 3rd Avenue	R	0.48	7.5	A	R	0.88	40.9	D	R	0.48	10.2	B
			INTERSECTION				21.1	C			46.0	D		
4	3rd Avenue and 57th Street	EB 57th Street	LT	1.13	79.5	E	LT	1.09	51.0	D	LT	1.01	31.9	C
			TR	0.98	60.0	E	T	0.62	30.9	C	T	0.47	22.7	C
		WB 57th Street	R	0.97	71.4	E	R	0.57	35.8	D	R	0.32	22.5	C
			LTR	1.07	154.3	F	LTR	1.02	63.5	E	LTR	1.10	94.2	F
		NB 3rd Avenue	R	0.20	19.7	B	R	0.67	23.7	C	R	1.08	83.5	F
INTERSECTION				114.6	F			53.7	D			70.4	E	
5	3rd Avenue and 58th Street	EB 58th Street	L	0.41	20.3	C								
			T	0.43	20.3	C	LT	1.03	70.6	E	LT	0.77	26.8	C
		NB 3rd Avenue	TR	1.06	67.6	E	TR	1.01	33.2	C	TR	1.09	56.2	E
			INTERSECTION				60.8	E			41.5	D		
6	3rd Avenue and 59th Street	EB 59th Street	LT	0.71	25.6	C	LT	0.98	57.6	E	LT	0.70	25.5	C
			T	1.06	110.1	F	T	0.83	25.6	C	T	0.97	29.8	C
		NB 3rd Avenue	R	1.01	45.0	D	R	1.05	57.9	E	R	1.05	55.5	E

Table 15: 2014 Future Conditions with the Proposed Action (With Mitigations) - Delay and Level of Service Summary

No.	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
		INTERSECTION			82.2	F			38.3	D			31.9	C
7	3rd Avenue and 60th Street	WB 60th Street	TR	0.54	17.3	B	T	0.43	16.9	B	TR	0.48	15.8	B
			R	0.96	82.3	F	R	1.01	99.8	F	R	0.95	78.6	E
		NB 3rd Avenue	LT	1.20	123.0	F	LT	0.92	75.6	E	LT	0.80	9.4	A
		INTERSECTION			100.8	F			69.3	E			18.0	B
8	2nd Avenue and 57th Street	EB 57th Street	TR	0.93	51.3	D	T	1.10	86.5	F	T	1.20	127.3	F
			R	1.11	99.5	F	R	0.88	52.2	D	R	0.51	41.5	D
		WB 57th Street	LT	1.03dl	30.9	C	LT	0.36	20.3	C	LT	0.28	19.9	B
		SB 2nd Avenue	L	0.31	24.6	C	L	0.25	19.9	B	L	0.20	18.4	B
			T	1.08	77.6	E	T	1.10	82.0	F	T	1.06	62.4	E
			R	0.89	62.9	E	R	0.78	41.0	D	R	1.06	97.0	F
		INTERSECTION			60.6	E			71.9	E			75.2	E
9	Lexington Avenue and 57th Street	EB 57th Street	T	0.93	42.7	D	T	1.01	58.3	E	T	0.93	41.9	D
			R	0.60	29.3	C	R	0.48	25.9	C	R	0.43	24.7	C
		WB 57th Street	LT	0.99	42.2	D	LT	0.95	46.8	D	LT	0.95	50.4	D
		SB Lexington Avenue	LT	0.77	22.9	C	LT	0.98	46.7	D	LT	0.76	22.7	C
			R	0.25	16.2	B	R	0.75	37.6	D	R	0.43	20.4	C
INTERSECTION			33.3	C			48.6	D			33.9	C		
10	7th Avenue and 31st Street	WB 31st Street	LT	0.58	25.3	C	LT	0.61	24.4	C	LT	0.83	32.0	C
		SB 7th Avenue	T	0.63	8.1	A	T	0.61	5.3	A	T	0.69	5.7	A
			R	0.49	9.9	A	R	0.40	6.7	A	R	0.46	7.3	A
		INTERSECTION			12.4	B			10.5	B			13.2	B
11	7th Avenue and 32nd Street	SB 7th Avenue	LT	0.92	10.0	A	LT	0.83	4.8	A	LT	0.86	6.5	A
		INTERSECTION			10.0	A			4.8	A			6.5	A
12	7th Avenue and 33rd Street	WB 33rd Street	L	1.03	110.1	F	L	0.64	45.0	D	L	0.97	94.7	F
			T	0.67	41.6	D	T	0.49	32.4	C	T	0.40	32.4	C
		SB 7th Avenue	TR	0.69	2.9	A	TR	0.71	3.3	A	TR	0.68	2.7	A
			R	1.18	117.4	F	R	1.21	124.1	F	R	1.08	59.2	E
		INTERSECTION			22.9	C			18.8	B			15.9	B
13	7th Avenue and 34th Street	EB 34th Street	T	1.12	100.2	F	T	1.13	117.9	F	T	1.05	89.5	F
			R	0.07	22.5	C	R	0.20	38.5	D	R	0.10	29.6	C
		WB 34th Street	LT	1.17	105.4	F	LT	1.03	40.3	D	LT	1.00	27.6	C
		SB 7th Avenue	LTR	0.96	73.4	E	LTR	0.99	79.8	E	LTR	1.04	44.9	D
		INTERSECTION			85.0	F			75.3	E			47.1	D
14	7th Avenue and 35th Street	WB 35th Street	L	1.01	89.6	F	L	0.93	77.3	E	L	0.61	32.0	C
			T	0.98	74.2	E	T	0.72	39.0	D	T	0.64	33.8	C
		SB 7th Avenue	T	1.05	75.4	E	T	1.04	72.2	E	T	0.71	3.3	A
			R	1.19	136.7	F	R	1.10	98.5	F	R	0.62	14.9	B
		INTERSECTION			80.1	F			70.7	E			9.7	A
15	7th Avenue and 36th Street	EB 36th Street	TR	0.89	46.2	D	TR	0.81	39.3	D	TR	0.83	37.9	D
		SB 7th Avenue	LT	0.84	23.5	C	LT	0.91	48.8	D	LT	0.83	9.4	A
		INTERSECTION			28.3	C			47.1	D			16.0	B
16	7th Avenue and 37th Street	WB 37th Street	LT	0.93	50.5	D	LT	0.89	45.5	D	LT	1.02	68.9	E
		SB 7th Avenue	T	0.67	16.6	B	T	0.69	17.0	B	T	0.68	16.8	B
			R	0.61	28.4	C	R	0.53	22.4	C	R	0.60	26.4	C
		INTERSECTION			26.1	C			24.3	C			32.1	C
17	6th Avenue	EB 34th Street	T	1.14	95.0	F	T	1.04	73.2	E	T	0.94	43.4	D
		WB 34th Street	T	0.77	32.6	C	T	0.92	44.5	D	T	1.05	72.1	E

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			Movt.	V/C Ratio	Delay Sec/Veh	LOS	Movt.	V/C Ratio	Delay Sec/Veh	LOS	Movt.	V/C Ratio	Delay Sec/Veh	LOS
	and 34th Street		R	0.39	31.9	C	R	0.14	22.6	C	R	0.21	26.2	C
		NB 6th Avenue	T	0.88	6.2	A	T	1.05	41.2	D	T	1.08	54.0	D
		INTERSECTION			26.1	C			45.9	D			57.5	E
18	8th Avenue and 34th Street	EB 34th Street	LT	0.93	50.2	D	LT	0.74	29.6	C	LT	0.69	27.2	C
		WB 34th Street	T	0.43	20.5	C	T	0.51	23.0	C	T	0.52	30.7	C
			R	0.46	21.0	C	R	0.85	30.4	C	R	0.74	37.6	D
		NB 8th Avenue	L	0.55	9.3	A	L	0.57	11.7	B	L	0.75	21.2	C
			T	0.85	8.2	A	T	0.80	8.7	A	T	0.86	10.4	B
			R	0.74	48.6	D	R	0.64	18.2	B	R	0.82	35.6	D
INTERSECTION			19.8	B			17.3	B			20.1	C		
19	Madison Avenue and 39th Street	WB 39th Street	T	0.69	28.5	C	T	0.81	35.7	D	T	0.84	37.8	D
			R	0.61	48.8	D	R	0.67	50.9	D	R	0.62	47.8	D
		NB Madison Avenue	LT	0.93	33.7	C	LT	0.78	23.0	C	LT	0.67	19.5	B
		INTERSECTION			33.7	C			28.1	C			25.7	C
20	Madison Avenue and 40th Street	EB 40th Street	L	0.75	65.3	E	L	0.69	57.2	E	L	0.66	56.1	E
			T	0.81	37.0	D	T	0.65	26.8	C	T	0.54	23.7	C
		NB Madison Avenue	TR	1.11	76.6	E	TR	1.09	68.9	E	TR	0.97	25.1	C
		INTERSECTION			68.8	E			60.9	E			26.6	C
21	Madison Avenue and 41st Street	EB 41st Street	L	0.45	45.8	D	L	0.45	45.8	D	L	0.35	41.2	D
			T	0.38	21.0	C	T	0.23	18.4	B	T	0.22	17.4	B
		NB Madison Avenue	TR	0.98	37.7	D	TR	0.98	36.7	D	TR	1.01	27.9	C
		INTERSECTION			36.4	D			36.1	D			27.7	C
22	Madison Avenue and 42nd Street	EB 42nd Street	LT	1.21	131.8	F	LT	0.47	21.9	C	LT	0.69	33.1	C
			T	1.14	93.5	F	TR	1.14	91.8	F	T	0.95	32.8	C
		WB 42nd Street	R	0.15	19.0	B					R	0.31	17.0	B
			LT	1.10	88.3	F	LT	1.08	80.4	F	LT	1.03	44.5	D
		NB Madison Avenue	R	0.20	7.7	A	R	0.22	7.7	A	R	0.16	7.0	A
INTERSECTION			98.9	F			69.3	E			37.2	D		
23	Madison Avenue and 43rd Street	WB 43rd Street	T	0.52	26.0	C	T	0.62	29.9	C	T	0.63	29.5	C
			R	0.82	52.8	D	R	0.76	45.1	D	R	0.87	67.6	E
		NB Madison Avenue	LT	1.04	62.4	E	LT	1.06	55.6	E	LT	0.98	42.0	D
		INTERSECTION			57.3	E			51.1	D			42.2	D
24	Madison Avenue and 44th Street	EB 44th Street	LT	0.77	36.1	D	LT	0.94	59.1	E	LT	0.92	61.4	E
		NB Madison Avenue	TR	1.00	34.7	C	TR	0.99	46.6	D	T	1.03	46.4	D
											R	0.12	5.2	A
INTERSECTION			35.0	C			49.0	D			48.2	D		
25	Madison Avenue and 45th Street	WB 45th Street	TR	0.90	44.1	D	TR	1.00	62.3	E	TR	0.53	23.9	C
		NB Madison Avenue	LT	1.00	45.4	D	LT	1.12	70.3	E	LT	0.95	40.0	D
		INTERSECTION			45.0	D			68.0	E			36.6	D
26	5th Avenue and 42nd Street	EB 42nd Street	T	0.81	34.7	C	T	0.71	33.5	C	T	0.57	34.4	C
			R	0.28	26.8	C	R	0.21	26.1	C	R	0.24	30.8	C
		WB 42nd Street	LT	0.95	33.4	C	LT	0.77	28.8	C	LT	1.07	76.1	E
			LT	0.84	23.6	C	LT	0.78	21.1	C	LT	1.10	75.6	E
		SB 5th Avenue	R	0.15	14.3	B	R	0.08	13.3	B	R	0.09	13.2	B
INTERSECTION			28.3	C			25.3	C			68.8	E		
27	Vanderbilt Avenue and 42nd Street	EB 42nd Street	T	1.01	39.2	D	T	0.87	26.7	C	T	0.80	11.0	B
		WB 42nd Street	T	0.90	20.8	C	T	0.67	7.2	A	T	0.86	16.8	B
		INTERSECTION			29.9	C			17.3	B			14.3	B
28	Park Avenue	EB 42nd Street	T	0.57	14.4	B	T	0.54	9.6	A	T	0.47	10.2	B

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	and 42nd Street	WB 42nd Street	T	0.69	19.8	B	T	0.74	20.6	C	T	0.66	19.6	B
		INTERSECTION			17.2	B			15.5	B			15.3	B
29	8th Avenue and 33rd Street	WB 33rd Street	TR	0.73	31.3	C	TR	0.96	49.1	D	TR	0.92	43.7	D
		NB 8th Avenue	L	1.02	83.1	F	L	1.00	79.5	E	L	1.02	73.9	E
			T	0.87	17.7	B	T	0.79	14.2	B	T	0.86	15.2	B
		INTERSECTION			26.0	C			27.1	C			25.7	C
30	8th Avenue and 31st Street	WB 31st Street	T	0.46	26.9	C	T	0.51	26.3	C	T	0.84	39.8	D
			R	0.53	29.9	C	R	0.43	24.4	C	R	0.65	31.8	C
		NB 8th Avenue	L	1.00	89.2	F	L	1.00	91.1	F	L	1.26	188.2	F
		INTERSECTION			30.6	C			30.8	C			40.9	D
31	8th Avenue and 41st Street	WB 41st Street	T	0.18	12.1	B	T	0.28	14.0	B	T	0.39	16.0	B
			R	1.05	90.3	F	R	0.76	39.3	D	R	1.05	96.3	F
		NB 8th Avenue	LT	0.81	30.1	C	LT	0.79	29.1	C	LT	1.05	71.3	E
		INTERSECTION			38.3	D			29.1	C			69.4	E
32	8th Avenue and 42nd Street	EB 42nd Street	LT	0.88	33.3	C	LT	0.97	46.0	D	LT	0.57	16.6	B
		WB 42nd Street	TR	0.69	11.6	B	TR	0.77	12.7	B	TR	0.56	7.3	A
		NB 8th Avenue	L	0.09	6.0	A	L	0.45	11.0	B	L	0.08	4.4	A
			LT	1.07	52.8	D	LT	1.00	27.5	C	LT	1.00	32.8	C
			R	0.76	24.0	C	R	0.71	22.7	C	R	0.16	4.3	A
		INTERSECTION			41.2	D			28.7	C			25.8	C
33	8th Avenue and 58th Street	EB 58th Street	LT	0.69	20.1	C	LT	0.88	30.0	C	LT	0.79	20.0	B
		NB 8th Avenue	TR	0.57	17.0	B	TR	0.63	17.9	B	TR	0.68	18.9	B
		INTERSECTION			18.0	B			22.2	C			19.2	B
34	9th Avenue and 58th Street	EB 58th Street	T	0.82	41.2	D	T	0.92	54.7	D	T	1.14	117.0	F
			R	0.77	49.0	D	R	0.75	47.3	D	R	0.50	34.2	C
		SB 9th Avenue	LT	0.71	16.1	B	LT	0.65	15.0	B	LT	0.61	14.2	B
		INTERSECTION			23.5	C			26.2	C			38.6	D
35	7th Avenue and 57th Street	EB 57th Street	T	0.87	35.6	D	T	0.83	33.4	C	T	0.89	38.2	D
			R	0.86	50.3	D	R	0.82	48.5	D	R	0.84	51.4	D
		WB 57th Street	LT	1.06	68.0	E	LT	0.89	34.2	C	LT	0.96	41.2	D
		SB 7th Avenue	L	0.30	16.0	B								
			T	0.64	18.7	B	LT	0.31	13.8	B	LT	0.34	14.1	B
			R	0.41	19.9	B	R	0.28	16.6	B	R	0.37	18.2	B
36	7th Avenue and Central Park South	EB Central Park South	T	0.88	49.8	D	T	0.82	42.3	D	T	0.84	43.6	D
			R	0.64	34.1	C	R	0.71	40.6	D	R	0.59	33.0	C
		WB Central Park South	L	1.11	95.0	F	L	1.14	115.6	F	L	1.15	114.0	F
		SB Central Park Driveway	L	0.85	63.6	E	L	0.01	27.0	C	L	0.01	27.0	C
			TR	0.96	53.2	D	TR	0.05	27.0	C	TR	0.06	27.2	C
		INTERSECTION			46.7	D			59.5	E			61.7	E
37	6th Avenue and 23rd Street	EB 23rd Street	LT	0.82	38.1	D	LT	0.75	36.7	D	LT	0.73	34.1	C
		WB 23rd Street	TR	0.87	50.6	D	TR	0.81	37.8	D	TR	0.75	38.5	D
		NB 6th Avenue	LT	1.11	82.2	F	LT	1.17	107.8	F	LT	0.95	36.9	D
			R	0.59	30.2	C	R	0.89	63.4	E	R	0.64	34.6	C
		INTERSECTION			66.8	E			84.1	F			36.6	D
38	6th Avenue	WB 31st Street	TR	0.56	24.7	C	TR	0.73	29.9	C	TR	0.82	34.4	C
		NB 6th Avenue	LT	0.98	37.9	D	LT	0.88	25.5	C	LT	0.85	23.6	C

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	and 31st	INTERSECTION			35.8	D			26.4	C			26.4	C
39	6th Avenue and 42nd Street	EB 42nd Street	LT	0.89	30.1	C	LT	0.88	30.4	C	LT	0.71	29.6	C
		WB 42nd Street	T	0.73	26.4	C	T	0.87	31.0	C	T	0.97	12.8	B
			R	1.06	78.6	E	R	1.06	93.8	F	R	1.09	56.7	E
		NB 6th Avenue	LTR	0.89	24.3	C	LTR	0.63	15.9	B	LT	1.04	53.5	D
									R	0.43	17.1	B		
		INTERSECTION			28.9	C			27.1	C			42.2	D
40	6th Avenue and 57th Street	EB 57th Street	LT	1.09	70.7	E	LT	1.09	71.2	E	LT	1.11	78.5	E
		WB 57th Street	T	0.95	56.4	E	T	1.02	72.6	E	T	1.04	74.9	E
			R	0.76	49.5	D	R	0.71	49.7	D	R	0.96	72.2	E
		NB 6th Avenue	LT	0.76	22.7	C	LT	0.64	19.5	B	LT	0.65	19.8	B
R	0.50		23.1	C	R	0.49	21.2	C	R	0.76	39.5	D		
		INTERSECTION			44.3	D			46.4	D			48.7	D
41	6th Avenue and Central Park South	EB Central Park South	L	0.62	33.4	C	L	0.64	28.1	C	L	0.89	57.2	E
			T	0.74	21.7	C	T	0.55	10.1	B	T	0.50	7.5	A
		WB Central Park	TR	0.83	36.1	D	TR	0.77	31.4	C	TR	0.79	32.1	C
			NB 6th Avenue	L	1.07	94.2	F	L	1.05	97.4	F	L	1.06	90.2
LTR	0.93dr	37.0		D	LTR	0.86dr	29.9	C	LTR	1.08	78.5	E		
		INTERSECTION			41.0	D			34.2	C			56.1	E
42	5th Avenue and 23rd Street	EB 23rd Street	T	0.77	39.5	D	T	0.72	34.5	C	T	0.74	34.5	C
			R	0.67	46.2	D	R	0.74	50.3	D	R	0.76	59.0	E
		WB 23rd Street	LT	0.39	17.6	B	LT	0.35	13.6	B	LT	0.35	17.0	B
		SB 5th Avenue	TR	0.71	23.1	C	TR	0.82	29.8	C	TR	0.81	26.6	C
		INTERSECTION			27.8	C			28.6	C			27.9	C
43	5th Avenue and 57th Street	EB 57th Street	T	1.10	71.5	E	T	1.12	81.4	F	T	0.93	23.1	C
			R	1.09	78.9	E	R	0.90	38.3	D	R	0.67	18.4	B
		WB 57th Street	LT	1.12	98.4	F	LT	0.97	53.3	D	LT	1.03	56.7	E
			SB 5th Avenue	LT	1.09	75.9	E	LT	0.78	22.3	C	LT	0.75	22.1
R	0.37	17.5		B	R	0.38	17.2	B	R	0.53	22.8	C		
		INTERSECTION			77.7	E			45.7	D			31.0	C
44	5th Avenue and Central Park South	EB Central Park South	T	0.86	23.6	C	T	0.90	26.4	C	T	0.42	6.2	A
			R	1.01	69.9	E	R	0.91	58.2	E	R	0.87	45.9	D
		SB 5th Avenue	LT	1.07	69.3	E	LT	0.82	26.2	C	LT	1.07	71.6	E
			R	0.08	14.1	B	R	0.07	14.5	B	R	0.14	17.0	B
		INTERSECTION			57.9	E			29.1	C			56.2	E
45	Madison Avenue and 57th Street	EB 57th Street	LT	1.08	47.2	D	LT	1.05	37.8	D	LT	1.10	61.7	E
			WB 57th Street	T	0.84	34.2	C	T	0.67	27.2	C	T	0.96	54.2
		R		0.76	40.3	D	R	0.68	40.7	D	R	0.22	20.9	C
		NB Madison Avenue	LTR	0.78	22.7	C	LTR	0.56	16.9	B	LT	0.97	39.7	D
									R	0.12	13.7	B		
		INTERSECTION			33.6	C			27.4	C			49.5	D
46	1st Avenue and 33rd Street	NB 1st Avenue	L	0.59	21.7	C	L	0.85	40.5	D	L	0.55	20.6	C
			T	0.84	24.9	C	T	0.85	25.2	C	T	0.84	24.3	C
		INTERSECTION			24.4	C			28.1	C			23.8	C
47	2nd Avenue and 36th Street	EB 36th Street	TR	1.00	66.2	E	TR	1.03	64.1	E	T	0.65	26.4	C
											R	0.51	31.1	C
		WB 36th Street	L	0.71	36.8	D								
			SB 2nd Avenue	L	1.07	86.8	F	L	0.02	10.6	B	L	0.12	11.2
T	1.07	74.2		E	T	0.74	19.1	B	T	0.85	22.6	C		

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		INTERSECTION			69.7	E			36.5	D			23.4	C
48	3rd Avenue and 37th Street	WB 37th Street	TR	0.53	15.5	B	TR	0.74	20.3	B	TR	0.69	18.9	B
			R	1.05	106.1	F	R	1.08	112.2	F	R	1.06	106.3	F
		NB 3rd Avenue	LT	0.79	27.1	C	LT	0.73	25.3	C	LT	0.64	23.3	C
		INTERSECTION			30.8	C			32.8	C			30.6	C
491	Jackson Avenue and West Service Road (West of Intersection #49)	EB Jackson Avenue	T	0.63	50.4	D	T	0.42	44.7	D	T	0.56	49.5	D
		WB Jackson Avenue	T	0.35	0.9	A	T	0.24	1.6	A	T	0.28	0.1	A
		SB West Service Road	T	0.89	41.4	D	T	0.58	22.3	C	T	0.80	30.6	C
		R	1.07	83.4	F	R	0.81	34.6	C	R	0.99	64.9	E	
		INTERSECTION			52.4	D			28.1	C			40.3	D
49	Queens Plaza S and Northern Boulevard	EB Northern Boulevard	T	0.85	19.1	B	T	0.56	6.6	A	T	1.12	92.5	F
		R	0.17	1.2	A	R	0.11	1.0	A	R	0.17	1.2	A	
		WB Northern Boulevard	LT	0.63	24.1	C	LT	0.47	13.2	B	LT	1.02	117.9	F
		NB Queens Plaza S	LTR	1.09	79.6	E	LTR	0.36	10.4	B	LTR	1.04	62.4	E
		SB Queens Plaza S	T	0.55	21.8	C	T	0.28	16.0	B	T	0.85	37.6	D
		INTERSECTION			46.3	D			11.3	B			66.7	E
50	Tillary Street and Adams Street	EB Tillary Street	TR	0.74	46.5	D	TR	0.70	44.3	D	TR	0.86	57.1	E
		WB Tillary Street	L	0.73	68.7	E	L	1.01	113.6	F	L	1.21	140.8	F
			T	0.80	49.2	D	T	0.80	37.0	D	T	1.41	221.1	F
			R	1.03	64.3	E	R	0.81	39.4	D	R	1.08	68.3	E
		NB Adams Street	T	1.17	128.3	F	T	1.06	91.8	F	T	1.17	124.3	F
		SB Adams Street	L	1.17	134.8	F	L	1.11	117.1	F	L	1.14	123.7	F
			T	0.81	30.8	C	T	0.68	26.8	C	T	1.10	83.2	F
		NB Service Road	TR	1.11	123.0	F	TR	1.01	95.7	F	TR	0.82	56.3	E
		SB Service Road	TR	0.08	31.8	C	TR	0.06	30.6	C	TR	0.29	33.5	C
INTERSECTION			73.0	E			58.5	E			113.6	F		
51	Tillary Street and Jay Street	EB Tillary Street	L	0.37	33.9	C	L	0.35	27.0	C	L	0.32	34.2	C
			TR	0.87	40.5	D	TR	0.61	30.4	C	TR	0.88	36.7	D
		WB Tillary Street	L	1.05	89.2	F	L	0.43	45.2	D	L	0.51	31.0	C
			TR	0.95	62.0	E	TR	0.63	16.8	B	TR	1.12	88.2	F
		NB Jay Street	L	0.45	40.0	D	L	0.53	45.2	D	L	0.65	49.5	D
			T	0.17	31.6	C	T	0.16	33.7	C	T	0.16	33.0	C
			R	0.52	21.3	C	R	0.56	21.7	C	R	0.70	28.6	C
		SB Jay Street	L	0.25	34.3	C	L	0.42	43.1	D	L	0.50	46.1	D
			T	0.11	30.8	C	T	0.09	32.4	C	T	0.16	32.9	C
			R	0.17	32.7	C	R	0.18	35.1	D	R	0.28	36.0	D
INTERSECTION			50.1	D			26.6	C			58.0	E		
52	Tillary Street and Flatbush Avenue	EB Tillary Street	L	0.97	112.5	F	L	0.52	44.3	D	L	0.32	49.4	D
			TR	1.25	143.3	F	TR	1.16	125.1	F	TR	1.25	162.3	F
		WB Tillary Street	L	1.36	215.2	F	L	1.14	134.0	F	L	1.25	171.8	F
			TR	1.14	114.6	F	TR	1.08	97.9	F	TR	1.17	128.4	F
			R	1.18	145.2	F	R	1.15	138.5	F	R	0.63	47.8	D
		NB Flatbush Avenue	L	1.03	80.1	F	L	0.92	48.4	D	L	1.17	119.0	F
			T	0.99	58.6	E	T	0.52	26.2	C	T	0.61	28.9	C
			R	1.00	75.7	E	R	0.98	70.3	E	R	1.01	75.4	E
		SB Flatbush Avenue	T	1.09	96.4	F	T	0.57	39.0	D	T	1.07	87.4	F
			R	0.26	34.3	C	R	0.44	40.6	D	R	0.42	37.8	D

Table 15: 2014 Future Conditions with the Proposed Action (With Mitigations) - Delay and Level of Service Summary

No.	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
		INTERSECTION			112.0	F			84.9	F			109.8	F
53	Queens Plaza N and Northern Boulevard	EB Northern Boulevard	LT	0.39	29.0	C	LT	0.23	7.2	A	LT	0.53	27.2	C
		WB Northern Boulevard	T	0.51	24.6	C	T	0.40	22.9	C	T	0.46	24.3	C
			R	1.06	80.9	F	R	1.07	86.0	F	R	1.05	71.9	E
		SB Queens Plaza N	L	1.01	71.9	E	L	0.98	80.6	F	L	1.04	153.5	F
		INTERSECTION			59.2	E			61.9	E			96.3	F
54	41st Avenue and Northern Boulevard	EB Northern Boulevard	LTR	0.42	0.4	A	LTR	0.61	3.8	A	LTR	0.60	4.8	A
		WB Northern Boulevard	LTR	0.58	7.9	A	LTR	0.55	6.8	A	LTR	0.59	8.0	A
		INTERSECTION			4.4	A			5.3	A			6.3	A

Table 16: 2015 Future Conditions with the Proposed Action (With Mitigations) - Delay and Level of Service Summary

No.	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
1	3rd Avenue and 54th Street	EB 54th Street	L	1.06	114.4	F	L	1.01	104.6	F	L	0.68	51.2	D
			T	0.86	33.6	C	T	0.68	23.6	C	T	0.63	21.1	C
		NB 3rd Avenue	T	0.79	44.8	D	T	0.87	33.1	C	T	0.67	23.8	C
			R	0.64	39.3	D	R	1.08	129.7	F	R	0.51	30.5	C
		INTERSECTION			48.6	D			42.8	D			25.3	C
2	3rd Avenue and 55th Street	WB 55th Street	T	0.95	63.5	E	T	0.93	64.1	E	T	0.92	60.1	E
			R	0.77	45.2	D	R	0.89	76.7	E	R	0.89	67.0	E
		NB 3rd Avenue	LT	0.83	42.2	D	LT	0.82	12.6	B	LT	0.59	3.6	A
		INTERSECTION			45.4	D			22.4	C			16.5	B
3	3rd Avenue and 56th Street	EB 56th Street	LT	0.92	48.1	D	LT	1.14	114.9	F	LT	0.99	64.4	E
			T	0.96	17.8	B	T	1.03	35.7	D	T	0.96	88.8	F
		NB 3rd Avenue	R	0.49	7.7	A	R	0.86	36.0	D	R	0.48	10.0	A
			INTERSECTION			23.3	C			50.3	D			80.9
4	3rd Avenue and 57th Street	EB 57th Street	LT	1.12	72.5	E	LT	1.10	57.8	E	LT	1.04	43.6	D
		WB 57th Street	TR	0.94	51.1	D	T	0.62	31.0	C	T	0.49	23.8	C
			R	0.95	64.5	E	R	0.58	36.6	D	R	0.34	23.6	C
		NB 3rd Avenue	LTR	1.12	117.6	F	LTR	1.03	71.2	E	LTR	1.08	88.2	F
			R	0.21	21.0	C	R	0.68	24.0	C	R	1.05	73.1	E
INTERSECTION			91.6	F			59.7	E			69.3	E		
5	3rd Avenue and 58th Street	EB 58th Street	L	0.43	21.4	C								
			T	0.45	21.3	C	LT	1.04	75.0	E	LT	0.80	28.8	C
		NB 3rd Avenue	TR	1.05	62.9	E	TR	1.02	37.9	D	TR	1.08	53.1	D
		INTERSECTION			56.9	E			46.2	D			46.8	D
6	3rd Avenue and 59th Street	EB 59th Street	LT	0.74	27.2	C	LT	0.99	60.4	E	LT	0.70	25.6	C
		NB 3rd Avenue	T	1.04	110.0	F	T	0.83	57.5	E	T	0.98	33.8	C
			R	1.06	64.0	E	R	1.06	60.6	E	R	1.05	57.4	E

Table 16: 2015 Future Conditions with the Proposed Action (With Mitigations) - Delay and Level of Service Summary

No.	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
		INTERSECTION			85.7	F			58.7	E			34.7	C
7	3rd Avenue and 60th Street	WB 60th Street	TR	0.55	17.4	B	T	0.43	16.9	B	TR	0.49	15.9	B
			R	0.96	83.2	F	R	1.01	99.8	F	R	0.96	80.8	F
		NB 3rd Avenue	LT	1.21	128.7	F	LT	0.93	84.5	F	LT	0.81	9.6	A
		INTERSECTION			105.3	F			76.1	E			18.3	B
8	2nd Avenue and 57th Street	EB 57th Street	TR	0.94	51.3	D	T	1.12	91.5	F	T	1.20	130.3	F
			R	1.13	106.1	F	R	0.89	52.5	D	R	0.51	42.0	D
		WB 57th Street	LT	1.05dl	31.5	C	LT	0.36	20.4	C	LT	0.28	20.0	B
		SB 2nd Avenue	L	0.31	24.6	C	L	0.26	20.0	C	L	0.20	18.5	B
			T	1.09	80.6	F	T	1.10	82.3	F	T	1.07	67.0	E
			R	0.89	64.2	E	R	0.78	41.0	D	R	1.06	97.0	F
		INTERSECTION			62.5	E			73.0	E			78.6	E
9	Lexington Avenue and 57th Street	EB 57th Street	T	0.93	44.0	D	T	1.02	61.9	E	T	0.93	41.6	D
			R	0.61	29.9	C	R	0.50	26.5	C	R	0.45	25.2	C
		WB 57th Street	LT	1.00	44.1	D	LT	0.96	48.6	D	LT	0.97	55.0	D
		SB Lexington Avenue	LT	0.78	23.5	C	LT	1.00	51.4	D	LT	0.77	23.2	C
			R	0.26	16.3	B	R	0.75	38.1	D	R	0.43	20.6	C
INTERSECTION			34.4	C			51.9	D			34.8	C		
10	7th Avenue and 31st Street	WB 31st Street	LT	0.59	25.6	C	LT	0.62	24.6	C	LT	0.84	32.6	C
		SB 7th Avenue	T	0.65	8.5	A	T	0.62	5.5	A	T	0.70	5.9	A
			R	0.51	10.0	B	R	0.41	6.8	A	R	0.48	7.5	A
		INTERSECTION			12.7	B			10.7	B			13.5	B
11	7th Avenue and 32nd Street	SB 7th Avenue	LT	0.95	12.4	B	LT	0.85	5.2	A	LT	0.87	7.4	A
		INTERSECTION			12.4	B			5.2	A			7.4	A
12	7th Avenue and 33rd Street	WB 33rd Street	L	1.04	114.5	F	L	0.65	45.8	D	L	0.97	95.8	F
			T	0.67	41.8	D	T	0.50	32.5	C	T	0.41	32.6	C
		SB 7th Avenue	TR	0.71	3.4	A	TR	0.72	3.5	A	TR	0.70	3.6	A
			R	1.19	120.1	F	R	1.22	120.0	F	R	1.09	66.6	E
		INTERSECTION			23.7	C			18.5	B			17.2	B
13	7th Avenue and 34th Street	EB 34th Street	T	1.13	102.3	F	T	1.14	120.0	F	T	1.06	89.6	F
			R	0.07	22.5	C	R	0.20	38.4	D	R	0.10	29.7	C
		WB 34th Street	LT	1.19	112.3	F	LT	1.04	45.3	D	LT	1.01	31.7	C
		SB 7th Avenue	LTR	0.98	83.5	F	LTR	1.01	90.9	F	LTR	1.07	54.0	D
		INTERSECTION			93.0	F			83.4	F			53.7	D
14	7th Avenue and 35th Street	WB 35th Street	L	1.04	95.3	F	L	0.94	79.3	E	L	0.62	32.6	C
			T	0.99	76.3	E	T	0.73	39.6	D	T	0.65	34.2	C
		SB 7th Avenue	T	1.07	89.2	F	T	1.06	44.9	D	T	0.72	3.4	A
			R	1.20	141.5	F	R	1.12	103.2	F	R	0.64	14.9	B
		INTERSECTION			91.1	F			49.9	D			9.9	A
15	7th Avenue and 36th Street	EB 36th Street	TR	0.89	46.7	D	TR	0.84	42.8	D	TR	0.84	38.4	D
		SB 7th Avenue	LT	0.86	31.2	C	LT	0.91	48.7	D	LT	0.85	9.3	A
		INTERSECTION			34.4	C			47.6	D			16.0	B
16	7th Avenue and 37th Street	WB 37th Street	LT	0.95	53.2	D	LT	0.90	46.8	D	LT	1.00	62.7	E
		SB 7th Avenue	T	0.68	16.8	B	T	0.70	17.4	B	T	0.71	18.0	B
			R	0.63	29.3	C	R	0.53	22.6	C	R	0.62	28.3	C
		INTERSECTION			27.0	C			24.8	C			31.2	C

Table 16: 2015 Future Conditions with the Proposed Action (With Mitigations) - Delay and Level of Service Summary

No.	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
17	6th Avenue and 34th Street	EB 34th Street	T	1.14	96.8	F	T	1.05	75.3	E	T	0.95	44.2	D
		WB 34th Street	T	0.78	33.1	C	T	0.94	46.3	D	T	1.06	75.8	E
			R	0.39	31.9	C	R	0.14	22.6	C	R	0.21	26.2	C
		NB 6th Avenue	T	0.91	6.9	A	T	1.07	50.7	D	T	1.10	63.7	E
		INTERSECTION			26.6	C			52.7	D			64.2	E
18	8th Avenue and 34th Street	EB 34th Street	LT	0.94	50.8	D	LT	0.75	29.9	C	LT	0.69	27.5	C
		WB 34th Street	T	0.43	20.5	C	T	0.52	23.1	C	T	0.52	30.6	C
			R	0.47	21.1	C	R	0.86	30.9	C	R	0.75	37.2	D
		NB 8th Avenue	L	0.55	10.3	B	L	0.58	12.1	B	L	0.76	21.4	C
			T	0.87	9.7	A	T	0.81	9.1	A	T	0.88	11.5	B
		R	0.74	49.8	D	R	0.64	18.1	B	R	0.83	35.9	D	
		INTERSECTION			20.7	C			17.6	B			20.6	C
19	Madison Avenue and 39th Street	WB 39th Street	T	0.70	29.0	C	T	0.82	36.7	D	T	0.85	38.9	D
			R	0.62	49.4	D	R	0.68	51.5	D	R	0.62	48.0	D
		NB Madison Avenue	LT	0.94	35.5	D	LT	0.79	23.4	C	LT	0.68	19.6	B
		INTERSECTION			35.2	D			28.7	C			26.0	C
20	Madison Avenue and 40th Street	EB 40th Street	L	0.77	67.3	E	L	0.71	58.6	E	L	0.66	56.6	E
			T	0.81	37.7	D	T	0.66	27.2	C	T	0.55	24.0	C
		NB Madison Avenue	TR	1.14	82.2	F	TR	1.11	72.5	E	TR	0.98	31.8	C
				INTERSECTION			73.4	E			63.8	E		
21	Madison Avenue and 41st Street	EB 41st Street	L	0.45	46.8	D	L	0.46	47.4	D	L	0.35	41.3	D
			T	0.38	21.1	C	T	0.23	18.5	B	T	0.22	17.5	B
		NB Madison Avenue	TR	1.00	46.6	D	TR	1.00	46.7	D	TR	1.02	33.7	C
				INTERSECTION			44.2	D			45.1	D		
22	Madison Avenue and 42nd Street	EB 42nd Street	LT	1.24	142.8	F	LT	0.48	21.9	C	LT	0.70	33.2	C
		WB 42nd Street	T	1.17	104.4	F	TR	1.15	98.0	F	T	0.97	37.2	D
			R	0.15	19.6	B					R	0.31	17.2	B
		NB Madison Avenue	LT	1.12	96.2	F	LT	1.11	90.0	F	LT	1.05	53.7	D
			R	0.20	7.7	A	R	0.23	7.8	A	R	0.16	7.0	A
		INTERSECTION			108.3	F			75.4	E			42.6	D
23	Madison Avenue and 43rd Street	WB 43rd Street	T	0.55	27.6	C	T	0.66	32.1	C	T	0.65	30.1	C
			R	0.87	61.8	E	R	0.81	50.6	D	R	0.88	69.5	E
		NB Madison Avenue	LT	1.03	60.1	E	LT	1.06	62.5	E	LT	0.99	49.1	D
				INTERSECTION			56.5	E			57.2	E		
24	Madison Avenue and 44th Street	EB 44th Street	LT	0.84	43.6	D	LT	0.96	63.9	E	LT	0.93	62.9	E
		NB Madison Avenue	TR	0.98	30.4	C	TR	1.02	52.5	D	T	1.05	49.9	D
											R	0.12	5.2	A
		INTERSECTION			32.7	C			54.7	D			51.3	D
25	Madison Avenue and 45th Street	WB 45th Street	TR	0.91	45.5	D	TR	1.01	65.2	E	TR	0.55	25.0	C
		NB Madison Avenue	LT	1.02	55.4	E	LT	1.15	82.4	F	LT	0.94	37.1	D
				INTERSECTION			52.9	D			77.5	E		
26	5th Avenue and 42nd	EB 42nd Street	T	0.83	35.3	D	T	0.72	33.6	C	T	0.58	34.4	C
			R	0.28	26.9	C	R	0.21	26.0	C	R	0.24	30.5	C

Table 16: 2015 Future Conditions with the Proposed Action (With Mitigations) - Delay and Level of Service Summary

No.	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
	Street	WB 42nd Street	LT	0.97	35.2	D	LT	0.78	29.1	C	LT	1.09	82.8	F
		SB 5th Avenue	LT	0.86	24.2	C	LT	0.80	21.7	C	LT	1.12	84.5	F
			R	0.15	14.3	B	R	0.08	13.3	B	R	0.09	13.2	B
INTERSECTION					29.1	C	25.7		C	75.6		E		
27	Vanderbilt Avenue and 42nd Street	EB 42nd Street	T	1.00	36.7	D	T	0.88	27.3	C	T	0.81	11.6	B
		WB 42nd Street	T	0.89	19.6	B	T	0.68	7.8	A	T	0.88	17.9	B
		INTERSECTION					28.1	C	17.8		B	15.1		B
28	Park Avenue and 42nd Street	EB 42nd Street	T	0.58	15.1	B	T	0.55	9.6	A	T	0.47	10.6	B
		WB 42nd Street	T	0.71	20.2	C	T	0.75	21.1	C	T	0.68	20.1	C
		INTERSECTION					17.8	B	15.8		B	15.8		B
29	8th Avenue and 33rd Street	WB 33rd Street	TR	0.75	32.7	C	TR	0.97	50.5	D	TR	0.93	44.6	D
		NB 8th Avenue	L	0.99	75.1	E	L	1.01	80.6	F	L	1.03	77.0	E
			T	0.86	16.5	B	T	0.81	14.6	B	T	0.88	16.0	B
		INTERSECTION					24.6	C	27.6		C	26.8		C
30	8th Avenue and 31st Street	WB 31st Street	T	0.46	26.9	C	T	0.52	26.4	C	T	0.85	40.5	D
			R	0.54	30.0	C	R	0.43	24.5	C	R	0.66	31.7	C
		NB 8th Avenue	L	1.01	91.4	F	L	1.00	93.6	F	L	1.28	193.2	F
			T	0.70	22.4	C	T	0.71	23.9	C	T	0.79	26.0	C
		INTERSECTION					31.0	C	31.1		C	41.6		D
31	8th Avenue and 41st Street	WB 41st Street	T	0.17	11.5	B	T	0.28	14.0	B	T	0.40	16.0	B
			R	1.06	92.8	F	R	0.77	40.1	D	R	1.07	101.9	F
		NB 8th Avenue	LT	0.86	32.6	C	LT	0.81	29.2	C	LT	1.07	80.1	F
		INTERSECTION					40.8	D	29.3		C	77.2		E
32	8th Avenue and 42nd Street	EB 42nd Street	LT	0.86	29.8	C	LT	0.98	49.0	D	LT	0.57	16.7	B
		WB 42nd Street	TR	0.69	11.5	B	TR	0.77	12.7	B	TR	0.56	7.2	A
		NB 8th Avenue	L	0.09	6.3	A	L	0.46	11.4	B	L	0.08	4.3	A
			LT	1.12	72.7	E	LT	1.02	32.9	C	LT	1.01	39.1	D
		R	0.80	27.4	C	R	0.72	22.9	C	R	0.16	4.3	A	
INTERSECTION					52.7	D	32.4		C	30.1		C		
33	8th Avenue and 58th Street	EB 58th Street	LT	0.69	20.2	C	LT	0.90	31.2	C	LT	0.81	21.2	C
		NB 8th Avenue	TR	0.58	17.1	B	TR	0.63	18.0	B	TR	0.69	19.1	B
		INTERSECTION					18.2	B	22.6		C	19.8		B
34	9th Avenue and 58th Street	EB 58th Street	T	0.82	41.8	D	T	0.93	56.9	E	T	1.11	108.2	F
			R	0.78	49.8	D	R	0.76	47.9	D	R	0.49	32.6	C
		SB 9th Avenue	LT	0.72	16.3	B	LT	0.66	15.1	B	LT	0.63	15.1	B
		INTERSECTION					23.9	C	26.7		C	37.2		D
35	7th Avenue and 57th Street	EB 57th Street	T	0.89	37.2	D	T	0.84	33.7	C	T	0.90	39.5	D
			R	0.87	52.4	D	R	0.84	50.9	D	R	0.86	53.2	D
		WB 57th Street	LT	1.07	72.8	E	LT	0.90	35.5	D	LT	0.97	42.1	D
		SB 7th Avenue	L	0.30	16.2	B								
			T	0.65	18.9	B	LT	0.32	13.9	B	LT	0.35	14.1	B
		R	0.42	20.1	C	R	0.28	16.6	B	R	0.38	18.3	B	
INTERSECTION					39.2	D	30.5		C	34.0		C		
36	7th Avenue and Central Park South	EB Central Park South	T	0.90	51.7	D	T	0.83	43.5	D	T	0.85	44.8	D
			R	0.65	34.6	C	R	0.71	40.6	D	R	0.61	33.5	C
		WB Central Park	L	1.12	100.5	F	L	1.16	123.8	F	L	1.18	122.3	F

Table 16: 2015 Future Conditions with the Proposed Action (With Mitigations) - Delay and Level of Service Summary

No.	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
		South	T	0.63	15.4	B	T	1.02	56.3	E	T	1.07	62.2	E
		SB Central Park Driveway	L	0.87	65.9	E	L	0.01	27.0	C	L	0.01	27.0	C
			TR	0.98	58.2	E	TR	0.05	27.0	C	TR	0.06	27.2	C
		INTERSECTION			49.5	D			64.1	E			66.9	E
37	6th Avenue and 23rd Street	EB 23rd Street	LT	0.84	39.3	D	LT	0.79	39.6	D	LT	0.74	34.6	C
		WB 23rd Street	TR	0.88	51.9	D	TR	0.85	41.5	D	TR	0.76	38.9	D
		NB 6th Avenue	LT	1.13	92.1	F	LT	1.17	106.1	F	LT	0.97	40.3	D
			R	0.60	30.7	C	R	0.88	61.2	E	R	0.65	35.2	D
		INTERSECTION			73.3	E			84.0	F			38.8	D
38	6th Avenue and 31st Street	WB 31st Street	TR	0.57	24.9	C	TR	0.74	30.4	C	TR	0.83	35.0	C
		NB 6th Avenue	LT	1.01	43.1	D	LT	0.90	26.8	C	LT	0.86	24.4	C
		INTERSECTION			40.3	D			27.5	C			27.1	C
39	6th Avenue and 42nd Street	EB 42nd Street	LT	0.90	31.7	C	LT	0.90	31.4	C	LT	0.72	29.9	C
		WB 42nd Street	T	0.74	26.8	C	T	0.89	32.6	C	T	0.98	14.8	B
			R	1.08	84.0	F	R	1.08	98.9	F	R	1.11	67.5	E
		NB 6th Avenue	LTR	0.91	25.2	C	LTR	0.64	16.2	B	LT	1.07	62.2	E
											R	0.44	17.3	B
INTERSECTION			30.1	C			28.0	C			48.6	D		
40	6th Avenue and 57th Street	EB 57th Street	LT	1.10	73.8	E	LT	1.07	62.5	E	LT	1.14	87.7	F
		WB 57th Street	T	0.96	57.5	E	T	0.99	67.9	E	T	1.05	76.3	E
			R	0.78	49.9	D	R	0.70	49.2	D	R	0.98	74.1	E
		NB 6th Avenue	LT	0.78	23.2	C	LT	0.68	20.7	C	LT	0.67	20.1	C
			R	0.50	23.2	C	R	0.51	22.6	C	R	0.77	40.8	D
INTERSECTION			45.6	D			43.6	D			51.2	D		
41	6th Avenue and Central Park South	EB Central Park South	L	0.70	41.1	D	L	0.71	36.3	D	L	0.93	65.1	E
			T	0.78	23.4	C	T	0.58	11.3	B	T	0.51	7.5	A
		WB Central Park South	TR	0.87	40.1	D	TR	0.81	34.2	C	TR	0.80	32.8	C
		NB 6th Avenue	L	1.06	91.7	F	L	1.04	94.8	F	L	1.08	98.0	F
			LTR	0.90	35.7	D	LTR	0.77	29.0	C	LTR	1.10	87.1	F
INTERSECTION			41.7	D			35.0	C			61.3	E		
42	5th Avenue and 23rd Street	EB 23rd Street	T	0.78	40.1	D	T	0.73	36.7	D	T	0.75	35.1	D
			R	0.68	46.7	D	R	0.76	53.1	D	R	0.77	60.5	E
		WB 23rd Street	LT	0.40	17.6	B	LT	0.36	13.7	B	LT	0.36	17.1	B
		SB 5th Avenue	TR	0.72	23.6	C	TR	0.84	30.7	C	TR	0.82	26.8	C
		INTERSECTION			28.2	C			29.7	C			28.3	C
43	5th Avenue and 57th Street	EB 57th Street	T	1.11	75.1	E	T	1.10	74.3	E	T	0.94	23.4	C
			R	1.12	88.5	F	R	0.90	38.6	D	R	0.69	18.6	B
		WB 57th Street	LT	1.15	107.3	F	LT	0.96	50.1	D	LT	1.04	61.8	E
		SB 5th Avenue	LT	1.11	82.9	F	LT	0.82	24.4	C	LT	0.77	22.5	C
			R	0.37	17.6	B	R	0.39	18.1	B	R	0.54	23.1	C
INTERSECTION			84.3	F			44.0	D			32.5	C		
44	5th Avenue and Central Park South	EB Central Park South	T	0.88	25.7	C	T	0.91	29.5	C	T	0.42	6.4	A
			R	1.10	97.5	F	R	0.94	64.1	E	R	0.89	47.5	D
		SB 5th Avenue	LT	1.10	78.8	E	LT	0.84	27.1	C	LT	1.08	77.9	E
			R	0.08	14.1	B	R	0.07	14.6	B	R	0.15	17.1	B
		INTERSECTION			67.4	E			31.2	C			60.9	E

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No.	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
45	Madison Avenue and 57th Street	EB 57th Street	LT	1.07	42.8	D	LT	1.06	40.6	D	LT	1.10	61.1	E
		WB 57th Street	T	0.83	32.5	C	T	0.68	27.2	C	T	0.97	55.2	E
			R	0.76	39.0	D	R	0.69	41.4	D	R	0.22	20.9	C
		NB Madison Avenue	LTR	0.81	24.7	C	LTR	0.57	17.1	B	LT	0.98	42.4	D
		INTERSECTION			32.7	C			28.4	C			50.7	D
46	1st Avenue and 33rd Street	NB 1st Avenue	L	0.61	22.1	C	L	0.85	41.3	D	L	0.55	20.9	C
			T	0.86	25.6	C	T	0.86	26.0	C	T	0.85	25.0	C
		INTERSECTION			25.0	C			28.8	C			24.4	C
47	2nd Avenue and 36th Street	EB 36th Street	TR	1.01	68.8	E	TR	1.04	66.8	E	T	0.66	26.5	C
			R				R				R	0.51	31.2	C
		WB 36th Street	L	0.75	39.3	D								
		SB 2nd Avenue	L	1.04	76.9	E	L	0.02	10.6	B	L	0.12	11.2	B
			T	1.05	65.4	E	T	0.76	19.3	B	T	0.87	23.3	C
		INTERSECTION			64.4	E			37.6	D			23.9	C
48	3rd Avenue and 37th Street	WB 37th Street	TR	0.53	15.5	B	TR	0.74	20.5	C	TR	0.68	18.0	B
			R	1.05	106.1	F	R	1.09	114.2	F	R	1.02	92.7	F
		NB 3rd Avenue	LT	0.80	27.2	C	LT	0.74	25.5	C	LT	0.67	24.5	C
		INTERSECTION			30.8	C			33.2	C			29.4	C
491	Jackson Avenue and West Service Road (West of Intersection #49)	EB Jackson Avenue	T	0.64	50.6	D	T	0.42	44.8	D	T	0.56	49.9	D
		WB Jackson Avenue	T	0.35	0.9	A	T	0.24	1.6	A	T	0.28	0.1	A
		SB West Service Road	T	0.90	42.2	D	T	0.59	22.4	C	T	0.80	31.0	C
			R	1.08	85.7	F	R	0.81	35.0	C	R	1.00	67.6	E
				INTERSECTION			53.4	D			28.3	C		
49	Queens Plaza S and Northern Boulevard	EB Northern Boulevard	T	0.85	19.5	B	T	0.56	6.6	A	T	1.13	97.2	F
			R	0.17	1.2	A	R	0.11	1.0	A	R	0.17	1.2	A
		WB Northern Boulevard	LT	0.64	24.3	C	LT	0.47	13.3	B	LT	1.04	120.6	F
		NB Queens Plaza S	LTR	1.10	82.5	F	LTR	0.37	10.5	B	LTR	1.05	66.4	E
		SB Queens Plaza S	T	0.55	21.9	C	T	0.29	16.1	B	T	0.86	38.4	D
				INTERSECTION			47.7	D			11.3	B		
50	Tillary Street and Adams Street	EB Tillary Street	TR	0.75	46.8	D	TR	0.70	44.5	D	TR	0.87	58.4	E
		WB Tillary Street	L	0.73	69.5	E	L	1.03	118.0	F	L	1.21	143.7	F
			T	0.81	49.4	D	T	0.80	37.3	D	T	1.42	224.5	F
			R	1.04	66.3	E	R	0.82	39.6	D	R	1.09	71.7	E
		NB Adams Street	T	1.18	131.3	F	T	1.07	94.8	F	T	1.18	129.0	F
		SB Adams Street	L	1.17	138.0	F	L	1.12	119.3	F	L	1.14	125.9	F
			T	0.81	31.1	C	T	0.69	26.9	C	T	1.10	86.2	F
		NB Service Road	TR	1.11	125.1	F	TR	1.02	96.4	F	TR	0.83	56.6	E
		SB Service Road	TR	0.08	31.8	C	TR	0.06	30.6	C	TR	0.30	33.5	C
		INTERSECTION			74.5	E			59.7	E			116.7	F
51	Tillary Street and Jay Street	EB Tillary Street	L	0.37	33.8	C	L	0.36	26.9	C	L	0.32	34.0	C
			TR	0.88	40.9	D	TR	0.62	30.5	C	TR	0.88	36.8	D
		WB Tillary Street	L	1.05	90.9	F	L	0.43	45.1	D	L	0.51	31.1	C
			TR	0.95	62.4	E	TR	0.63	16.9	B	TR	1.13	91.2	F

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No.	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		
		NB Jay Street	L	0.45	40.0	D	L	0.54	45.5	D	L	0.65	49.5	D		
			T	0.17	31.6	C	T	0.16	33.7	C	T	0.16	33.0	C		
			R	0.52	21.3	C	R	0.56	21.8	C	R	0.70	28.7	C		
		SB Jay Street	L	0.25	34.3	C	L	0.42	43.1	D	L	0.50	46.1	D		
			T	0.11	30.8	C	T	0.09	32.5	C	T	0.16	32.9	C		
			R	0.18	32.9	C	R	0.18	35.2	D	R	0.28	36.0	D		
		INTERSECTION				50.5	D			26.6	C			59.3	E	
		52	Tillary Street and Flatbush Avenue	EB Tillary Street	L	0.98	114.1	F	L	0.52	44.1	D	L	0.32	49.4	D
					TR	1.26	147.3	F	TR	1.16	127.9	F	TR	1.25	164.5	F
WB Tillary Street	L			1.37	217.9	F	L	1.15	136.4	F	L	1.26	175.1	F		
	TR			1.14	117.1	F	TR	1.08	99.7	F	TR	1.18	131.2	F		
	R			1.19	148.2	F	R	1.15	140.8	F	R	0.63	48.0	D		
NB Flatbush Avenue	L			1.04	81.3	F	L	0.93	49.8	D	L	1.18	121.9	F		
	T			1.00	60.3	E	T	0.52	26.2	C	T	0.62	29.0	C		
	R			1.01	76.6	E	R	0.98	69.2	E	R	1.02	77.2	E		
SB Flatbush Avenue	T			1.09	97.8	F	T	0.57	39.1	D	T	1.08	90.2	F		
	R			0.27	34.3	C	R	0.44	40.7	D	R	0.43	37.8	D		
INTERSECTION						114.2	F			86.2	F			112.0	F	
53	Queens Plaza N and Northern Boulevard			EB Northern Boulevard	LT	0.40	29.0	C	LT	0.24	7.2	A	LT	0.54	27.4	C
		T	0.51		24.7	C	T	0.40	22.9	C	T	0.46	24.3	C		
		WB Northern Boulevard	R	1.07	82.5	F	R	1.08	88.2	F	R	1.06	76.0	E		
			L	1.01	73.6	E	L	0.99	85.1	F	L	1.05	166.7	F		
		INTERSECTION				60.4	E			64.3	E			103.4	F	
54	41st Avenue and Northern Boulevard	EB Northern Boulevard	LTR	0.43	0.4	A	LTR	0.61	4.0	A	LTR	0.60	5.1	A		
			LTR	0.58	7.8	A	LTR	0.55	6.9	A	LTR	0.60	8.5	A		
		INTERSECTION				4.3	A			5.5	A			6.7	A	

Table 17: 2016 Future Conditions with the Proposed Action (With Mitigations) - Delay and Level of Service Summary

No.	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
1	3rd Avenue and 54th Street	EB 54th Street	L	1.15	141.4	F	L	1.02	106.9	F	L	0.68	51.5	D
			T	0.90	38.8	D	T	0.69	23.9	C	T	0.64	21.3	C
		NB 3rd Avenue	T	0.78	39.1	D	T	0.87	34.0	C	T	0.68	23.9	C
			R	0.63	37.7	D	R	1.08	128.8	F	R	0.51	30.7	C
INTERSECTION				48.6	D			43.6	D			25.4	C	
2	3rd Avenue and 55th Street	WB 55th Street	T	0.96	65.6	E	T	0.94	65.8	E	T	0.90	55.9	E
			R	0.78	45.9	D	R	0.89	77.8	E	R	0.88	63.3	E
		NB 3rd Avenue	LT	0.84	38.1	D	LT	0.83	15.1	B	LT	0.60	3.7	A
		INTERSECTION				42.4	D			24.7	C			15.7
3	3rd Avenue	EB 56th Street	LT	0.91	46.0	D	LT	1.16	122.3	F	LT	1.03	76.2	E

Table17: 2016 Future Conditions with the Proposed Action (With Mitigations) - Delay and Level of Service Summary

No.	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
	and 56th Street	NB 3rd Avenue	T	0.99	25.6	C	T	1.04	40.4	D	T	0.95	90.5	F
			R	0.51	8.6	A	R	0.87	37.4	D	R	0.48	9.8	A
		INTERSECTION			28.8	C			55.3	E			84.3	F
4	3rd Avenue and 57th Street	EB 57th Street	LT	1.13	77.4	E	LT	1.11	63.6	E	LT	1.05	46.4	D
			TR	0.95	52.4	D	T	0.63	31.2	C	T	0.50	23.8	C
		WB 57th Street	R	0.95	65.4	E	R	0.59	37.1	D	R	0.34	23.6	C
			LTR	1.14	130.8	F	LTR	1.04	77.8	E	LTR	1.10	95.3	F
		NB 3rd Avenue	R	0.21	20.7	C	R	0.69	24.3	C	R	1.06	76.8	E
INTERSECTION			100.1	F			64.8	E			74.4	E		
5	3rd Avenue and 58th Street	EB 58th Street	L	0.44	21.5	C								
			T	0.45	21.4	C	LT	1.05	77.8	E	LT	0.82	31.0	C
		NB 3rd Avenue	TR	1.06	70.0	E	TR	1.03	42.5	D	TR	1.07	49.1	D
		INTERSECTION			63.0	E			50.4	D			44.4	D
6	3rd Avenue and 59th Street	EB 59th Street	LT	0.70	24.8	C	LT	1.00	61.8	E	LT	0.71	25.8	C
			T	1.11	83.2	F	T	0.85	71.2	E	T	0.99	39.4	D
		NB 3rd Avenue	R	1.02	49.2	D	R	1.06	61.5	E	R	1.06	61.2	E
			INTERSECTION			65.9	E			67.5	E			38.7
7	3rd Avenue and 60th Street	WB 60th Street	TR	0.55	17.4	B	T	0.44	17.0	B	TR	0.48	15.2	B
			R	0.97	84.9	F	R	1.02	101.9	F	R	0.92	71.4	E
		NB 3rd Avenue	LT	1.23	138.9	F	LT	0.95	91.9	F	LT	0.85	12.6	B
		INTERSECTION			113.2	F			82.0	F			19.2	B
8	2nd Avenue and 57th Street	EB 57th Street	TR	0.95	51.5	D	T	1.13	93.9	F	T	1.21	133.4	F
			R	1.13	108.0	F	R	0.89	43.5	D	R	0.51	41.9	D
		WB 57th Street	LT	1.06dl	32.0	C	LT	0.36	20.4	C	LT	0.28	20.0	B
		SB 2nd Avenue	L	0.31	24.6	C	L	0.26	20.0	C	L	0.20	18.5	B
			T	1.10	83.3	F	T	1.11	85.7	F	T	1.08	71.4	E
		R	0.89	64.2	E	R	0.79	41.5	D	R	1.06	99.0	F	
INTERSECTION			64.1	E			75.1	E			82.0	F		
9	Lexington Avenue and 57th Street	EB 57th Street	T	0.92	40.7	D	T	1.03	65.2	E	T	0.91	38.3	D
			R	0.60	28.7	C	R	0.51	26.9	C	R	0.44	24.2	C
		WB 57th Street	LT	0.98	39.5	D	LT	0.97	50.2	D	LT	0.94	48.8	D
		SB Lexington Avenue	LT	0.81	25.4	C	LT	1.02	55.2	E	LT	0.81	25.1	C
			R	0.27	17.1	B	R	0.76	38.9	D	R	0.45	21.9	C
INTERSECTION			32.9	C			54.7	D			33.4	C		
10	7th Avenue and 31st Street	WB 31st Street	LT	0.59	25.1	C	LT	0.63	24.9	C	LT	0.85	33.0	C
			T	0.66	8.7	A	T	0.63	5.7	A	T	0.71	6.0	A
		SB 7th Avenue	R	0.51	10.0	A	R	0.42	7.0	A	R	0.49	7.5	A
			INTERSECTION			12.7	B			10.9	B			13.6
11	7th Avenue and 32nd Street	SB 7th Avenue	LT	0.96	14.8	B	LT	0.86	6.0	A	LT	0.88	8.5	A
		INTERSECTION			14.8	B			6.0	A			8.5	A
12	7th Avenue and 33rd Street	WB 33rd Street	L	1.06	117.3	F	L	0.66	46.7	D	L	0.98	98.5	F
			T	0.67	42.1	D	T	0.50	32.8	C	T	0.41	32.7	C
		SB 7th Avenue	TR	0.72	4.0	A	TR	0.73	4.1	A	TR	0.71	4.6	A
			R	1.20	120.4	F	R	1.23	124.8	F	R	1.10	68.2	E
		INTERSECTION			24.2	C			19.5	B			18.3	B
13	7th Avenue and 34th Street	EB 34th Street	T	1.13	104.4	F	T	1.15	123.1	F	T	1.06	91.7	F
			R	0.07	22.5	C	R	0.20	38.3	D	R	0.10	29.4	C
		WB 34th Street	LT	1.20	118.0	F	LT	1.06	52.3	D	LT	1.03	36.8	D

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No.	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
		SB 7th Avenue	LTR	1.00	93.2	F	LTR	1.02	99.1	F	LTR	1.09	63.0	E
		INTERSECTION			100.4	F			90.5	F			60.8	E
14	7th Avenue and 35th Street	WB 35th Street	L	1.05	99.3	F	L	0.95	82.4	F	L	0.64	33.1	C
			T	1.00	78.4	E	T	0.73	39.8	D	T	0.66	34.4	C
		SB 7th Avenue	T	1.09	104.9	F	T	1.08	52.4	D	T	0.74	3.5	A
			R	1.21	142.9	F	R	1.12	103.5	F	R	0.64	14.6	B
INTERSECTION			103.1	F			56.0	E			9.9	A		
15	7th Avenue and 36th Street	EB 36th Street	TR	0.90	47.6	D	TR	0.88	47.6	D	TR	0.84	39.0	D
		SB 7th Avenue	LT	0.87	42.7	D	LT	0.91	47.9	D	LT	0.86	9.5	A
		INTERSECTION			43.7	D			47.8	D			16.3	B
16	7th Avenue and 37th Street	WB 37th Street	LT	0.93	49.4	D	LT	0.91	47.8	D	LT	1.01	65.8	E
		SB 7th Avenue	T	0.71	17.9	B	T	0.71	17.5	B	T	0.72	18.0	B
			R	0.64	30.9	C	R	0.54	22.8	C	R	0.62	28.6	C
		INTERSECTION			26.8	C			25.1	C			32.0	C
17	6th Avenue and 34th Street	EB 34th Street	T	1.12	85.3	F	T	1.05	74.3	E	T	0.95	44.7	D
		WB 34th Street	T	0.77	31.6	C	T	0.95	48.4	D	T	1.07	79.2	E
			R	0.38	30.8	C	R	0.14	22.6	C	R	0.21	26.2	C
		NB 6th Avenue	T	0.95	12.1	B	T	1.09	59.9	E	T	1.12	72.3	E
		INTERSECTION			27.6	C			59.0	E			70.2	E
18	8th Avenue and 34th Street	EB 34th Street	LT	0.94	51.8	D	LT	0.75	30.2	C	LT	0.70	27.6	C
		WB 34th Street	T	0.44	20.5	C	T	0.52	23.0	C	T	0.53	30.2	C
			R	0.47	21.1	C	R	0.88	31.7	C	R	0.76	35.3	D
		NB 8th Avenue	L	0.55	10.3	B	L	0.59	12.4	B	L	0.77	22.1	C
			T	0.88	10.4	B	T	0.82	9.6	A	T	0.89	12.9	B
		R	0.76	52.1	D	R	0.64	18.1	B	R	0.84	37.4	D	
		INTERSECTION			21.2	C			17.9	B			21.2	C
19	Madison Avenue and 39th Street	WB 39th Street	T	0.71	29.5	C	T	0.83	37.7	D	T	0.86	39.8	D
			R	0.63	50.0	D	R	0.68	51.8	D	R	0.63	48.3	D
		NB Madison Avenue	LT	0.96	38.2	D	LT	0.81	24.1	C	LT	0.69	19.9	B
		INTERSECTION			37.3	D			29.4	C			26.4	C
20	Madison Avenue and 40th Street	EB 40th Street	L	0.78	68.0	E	L	0.72	60.0	E	L	0.66	56.6	E
			T	0.83	39.0	D	T	0.67	27.5	C	T	0.56	24.1	C
		NB Madison Avenue	TR	1.15	87.0	F	TR	1.14	81.8	F	TR	1.00	39.0	D
		INTERSECTION			77.3	E			71.1	E			37.9	D
21	Madison Avenue and 41st Street	EB 41st Street	L	0.46	48.0	D	L	0.47	48.7	D	L	0.36	41.5	D
			T	0.39	21.2	C	T	0.23	18.5	B	T	0.22	17.5	B
		NB Madison Avenue	TR	1.01	51.7	D	TR	1.03	57.5	E	TR	1.03	37.0	D
		INTERSECTION			48.7	D			55.0	D			36.0	D
22	Madison Avenue and 42nd Street	EB 42nd Street	LT	1.27	157.2	F	LT	0.49	21.8	C	LT	0.71	33.3	C
		WB 42nd Street	T	1.19	113.0	F	TR	1.17	104.3	F	T	0.98	39.7	D
			R	0.15	19.9	B					R	0.31	17.4	B
		NB Madison Avenue	LT	1.13	103.3	F	LT	1.12	99.2	F	LT	1.07	60.2	E
			R	0.21	7.7	A	R	0.23	7.7	A	R	0.16	6.8	A
INTERSECTION			117.4	F			81.4	F			46.2	D		
23	Madison Avenue and	WB 43rd Street	T	0.57	28.1	C	T	0.67	32.7	C	T	0.65	30.3	C
			R	0.90	66.2	E	R	0.83	53.3	D	R	0.89	71.4	E

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			Movt.	V/C Ratio	Delay Sec/Veh	LOS	Movt.	V/C Ratio	Delay Sec/Veh	LOS	Movt.	V/C Ratio	Delay Sec/Veh	LOS
	43rd Street	NB Madison Avenue	LT	1.04	64.4	E	LT	1.08	75.2	E	LT	1.00	52.9	D
		INTERSECTION			60.3	E			67.3	E			51.1	D
24	Madison Avenue and 44th Street	EB 44th Street	LT	0.86	45.9	D	LT	0.98	67.6	E	LT	0.94	65.7	E
		NB Madison Avenue	TR	0.99	30.9	C	TR	1.03	60.5	E	T	1.06	53.5	D
		INTERSECTION			33.5	C			61.9	E			54.7	D
25	Madison Avenue and 45th Street	WB 45th Street	TR	0.95	54.3	D	TR	1.02	68.7	E	TR	0.57	25.3	C
		NB Madison Avenue	LT	1.01	50.9	D	LT	1.16	87.1	F	LT	0.96	41.1	D
		INTERSECTION			51.7	D			81.9	F			37.7	D
26	5th Avenue and 42nd Street	EB 42nd Street	T	0.84	36.4	D	T	0.73	34.6	C	T	0.59	34.4	C
			R	0.28	27.3	C	R	0.21	26.4	C	R	0.24	30.3	C
		WB 42nd Street	LT	0.99	37.7	D	LT	0.79	29.4	C	LT	1.11	89.7	F
		SB 5th Avenue	LT	0.88	25.2	C	LT	0.82	22.3	C	LT	1.14	93.0	F
			R	0.15	14.3	B	R	0.08	13.3	B	R	0.09	13.2	B
INTERSECTION			30.5	C			26.3	C			82.4	F		
27	Vanderbilt Avenue and 42nd Street	EB 42nd Street	T	0.99	38.6	D	T	0.89	28.7	C	T	0.83	12.3	B
		WB 42nd Street	T	0.89	18.4	B	T	0.69	8.2	A	T	0.89	19.2	B
		INTERSECTION			28.4	C			18.8	B			16.2	B
28	Park Avenue and 42nd Street	EB 42nd Street	T	0.59	16.1	B	T	0.56	9.6	A	T	0.48	10.8	B
		WB 42nd Street	T	0.72	20.7	C	T	0.76	21.5	C	T	0.69	20.6	C
		INTERSECTION			18.5	B			16.0	B			16.2	B
29	8th Avenue and 33rd Street	WB 33rd Street	TR	0.76	33.0	C	TR	0.97	50.5	D	TR	0.94	47.2	D
		NB 8th Avenue	L	1.01	77.5	E	L	1.02	82.8	F	L	1.04	79.6	E
			T	0.86	16.7	B	T	0.82	15.0	B	T	0.89	17.0	B
		INTERSECTION			24.9	C			28.1	C			28.1	C
30	8th Avenue and 31st Street	WB 31st Street	T	0.47	27.1	C	T	0.52	26.5	C	T	0.88	43.9	D
			R	0.55	30.4	C	R	0.44	24.6	C	R	0.69	33.7	C
		NB 8th Avenue	L	1.01	91.4	F	L	1.00	93.6	F	L	1.25	182.2	F
			T	0.71	22.7	C	T	0.72	24.2	C	T	0.79	25.2	C
		INTERSECTION			31.1	C			31.2	C			40.9	D
31	8th Avenue and 41st Street	WB 41st Street	T	0.17	10.4	B	T	0.28	14.0	B	T	0.40	16.1	B
			R	1.05	87.4	F	R	0.79	41.7	D	R	1.09	109.3	F
		NB 8th Avenue	LT	0.93	40.0	D	LT	0.82	29.5	C	LT	1.07	83.7	F
		INTERSECTION			46.0	D			29.7	C			80.9	F
32	8th Avenue and 42nd Street	EB 42nd Street	LT	0.86	30.1	C	LT	0.98	50.0	D	LT	0.58	16.7	B
		WB 42nd Street	TR	0.70	12.0	B	TR	0.87	20.5	C	TR	0.56	6.8	A
			L	0.09	6.1	A	L	0.46	10.1	B	L	0.08	4.4	A
			LT	1.14	108.6	F	LT	1.00	28.5	C	LT	1.03	45.3	D
		R	0.82	26.6	C	R	0.71	21.2	C	R	0.16	4.4	A	
INTERSECTION			74.5	E			31.2	C			34.3	C		
33	8th Avenue and 58th Street	EB 58th Street	LT	0.70	20.5	C	LT	0.91	32.8	C	LT	0.81	21.2	C
		NB 8th Avenue	TR	0.59	17.3	B	TR	0.65	18.2	B	TR	0.70	19.2	B
		INTERSECTION			18.4	B			23.3	C			19.8	B
34	9th Avenue and 58th Street	EB 58th Street	T	0.83	42.5	D	T	0.91	53.1	D	T	1.13	113.5	F
			R	0.78	50.2	D	R	0.75	45.9	D	R	0.49	32.6	C
		SB 9th Avenue	LT	0.72	16.5	B	LT	0.68	16.1	B	LT	0.64	15.2	B
		INTERSECTION			24.2	C			26.5	C			38.6	D

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35	7th Avenue and 57th Street	EB 57th Street	T	0.88	35.4	D	T	0.83	32.1	C	T	0.89	37.2	D
			R	0.86	48.7	D	R	0.84	49.2	D	R	0.85	51.7	D
		WB 57th Street	LT	1.06	66.7	E	LT	0.89	33.7	C	LT	0.95	37.5	D
		SB 7th Avenue	L	0.32	17.1	B								
			T	0.68	20.1	C	LT	0.33	14.5	B	LT	0.36	14.8	B
		R	0.44	21.2	C	R	0.30	17.5	B	R	0.40	19.5	B	
INTERSECTION			37.4	D			29.5	C			32.0	C		
36	7th Avenue and Central Park South	EB Central Park South	T	0.91	53.9	D	T	0.85	44.7	D	T	0.87	46.2	D
			R	0.66	35.2	D	R	0.73	41.5	D	R	0.61	33.5	C
		WB Central Park South	L	1.14	106.2	F	L	1.19	132.2	F	L	1.19	129.0	F
			T	0.64	15.4	B	T	1.05	63.3	E	T	1.09	69.6	E
		SB Central Park Driveway	L	0.89	68.4	E	L	0.01	27.0	C	L	0.01	27.0	C
			TR	1.00	63.7	E	TR	0.05	27.0	C	TR	0.06	27.2	C
INTERSECTION			52.4	D			69.1	E			72.0	E		
37	6th Avenue and 23rd Street	EB 23rd Street	LT	0.86	40.4	D	LT	0.80	40.3	D	LT	0.75	35.1	D
		WB 23rd Street	TR	0.88	52.3	D	TR	0.87	40.6	D	TR	0.77	39.5	D
		NB 6th Avenue	LT	1.15	101.0	F	LT	1.19	115.1	F	LT	0.99	44.1	D
			R	0.61	31.1	C	R	0.90	64.3	E	R	0.65	35.3	D
		INTERSECTION			79.1	E			90.0	F			41.3	D
38	6th Avenue and 31st Street	WB 31st Street	TR	0.61	27.5	C	TR	0.75	30.6	C	TR	0.84	35.7	D
		NB 6th Avenue	LT	0.98	36.7	D	LT	0.92	28.2	C	LT	0.87	25.2	C
		INTERSECTION			35.2	D			28.7	C			27.9	C
39	6th Avenue and 42nd Street	EB 42nd Street	LT	0.88	29.7	C	LT	0.87	28.4	C	LT	0.73	30.4	C
			T	0.73	26.2	C	T	0.88	31.2	C	T	1.00	17.7	B
		WB 42nd Street	R	1.07	78.3	E	R	1.07	94.6	F	R	1.13	77.2	E
			LTR	0.94	29.5	C	LTR	0.67	17.2	B	LT	1.09	70.8	E
		NB 6th Avenue									R	0.46	17.7	B
INTERSECTION			32.0	C			27.4	C			55.0	E		
40	6th Avenue and 57th Street	EB 57th Street	LT	1.12	82.2	F	LT	1.08	68.7	E	LT	1.16	97.8	F
		WB 57th Street	T	0.97	58.6	E	T	1.01	69.9	E	T	1.06	79.1	E
			R	0.80	50.2	D	R	0.72	49.7	D	R	1.00	77.2	E
		NB 6th Avenue	LT	0.79	23.8	C	LT	0.69	20.9	C	LT	0.68	20.3	C
			R	0.51	23.5	C	R	0.51	22.6	C	R	0.78	41.5	D
INTERSECTION			48.3	D			45.7	D			54.2	D		
41	6th Avenue and Central Park South	EB Central Park South	L	0.73	42.8	D	L	0.80	49.2	D	L	0.98	77.0	E
			T	0.79	23.7	C	T	0.61	12.5	B	T	0.52	7.5	A
		WB Central Park South	TR	0.89	41.3	D	TR	0.85	37.6	D	TR	0.81	33.4	C
		NB 6th Avenue	L	1.06	91.4	F	L	1.04	92.3	F	L	1.11	106.4	F
			LTR	0.95dl	38.2	D	LTR	0.77	28.1	C	LTR	1.12	95.7	F
INTERSECTION			43.0	D			36.1	D			66.6	E		
42	5th Avenue and 23rd Street	EB 23rd Street	T	0.80	40.7	D	T	0.71	35.6	D	T	0.76	35.5	D
			R	0.68	46.6	D	R	0.76	51.4	D	R	0.78	61.1	E
		WB 23rd Street	LT	0.40	17.7	B	LT	0.35	13.1	B	LT	0.36	17.2	B
		SB 5th Avenue	TR	0.74	24.0	C	TR	0.88	34.5	C	TR	0.83	27.5	C
		INTERSECTION			28.5	C			31.1	C			28.7	C
43	5th Avenue and 57th	EB 57th Street	T	1.13	81.8	F	T	1.11	79.5	E	T	0.94	23.1	C
			R	1.14	98.0	F	R	0.91	40.0	D	R	0.71	19.0	B

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	Street	WB 57th Street	LT	1.18	117.4	F	LT	0.96	49.0	D	LT	1.06	67.0	E
		SB 5th Avenue	LT	1.13	92.9	F	LT	0.84	25.2	C	LT	0.78	23.0	C
			R	0.37	17.6	B	R	0.40	18.2	B	R	0.55	23.3	C
INTERSECTION					93.1	F	45.4		D	33.9		C		
44	5th Avenue and Central Park South	EB Central Park South	T	0.92	29.8	C	T	0.93	32.4	C	T	0.42	6.6	A
			R	1.06	82.2	F	R	0.95	67.2	E	R	0.90	50.0	D
		SB 5th Avenue	LT	1.10	77.5	E	LT	0.86	28.0	C	LT	1.10	84.5	F
			R	0.08	13.5	B	R	0.08	14.6	B	R	0.15	17.1	B
		INTERSECTION					66.0	E	32.9		C	65.9		E
45	Madison Avenue and 57th Street	EB 57th Street	LT	1.09	49.9	D	LT	1.04	32.1	C	LT	1.08	52.2	D
		WB 57th Street	T	0.84	33.3	C	T	0.67	26.2	C	T	0.95	50.9	D
			R	0.77	40.4	D	R	0.68	39.4	D	R	0.21	20.2	C
		NB Madison Avenue	LTR	0.83	25.3	C	LTR	0.60	18.1	B	LT	1.02	51.9	D
		INTERSECTION					35.2	D	25.6		C	50.8		D
46	1st Avenue and 33rd Street	NB 1st Avenue	L	0.61	22.2	C	L	0.87	43.2	D	L	0.56	21.0	C
			T	0.87	26.3	C	T	0.86	26.1	C	T	0.86	25.6	C
		INTERSECTION					25.6	C	29.3		C	25.0		C
47	2nd Avenue and 36th Street	EB 36th Street	TR	1.01	68.4	E	TR	1.02	59.4	E	T	0.66	26.6	C
			R							R	0.51	31.2	C	
		WB 36th Street	L	0.76	39.8	D								
		SB 2nd Avenue	L	1.05	79.0	E	L	0.02	11.1	B	L	0.12	11.2	B
			T	1.06	68.5	E	T	0.78	20.7	C	T	0.88	24.1	C
INTERSECTION					66.3	E	35.5		D	24.4		C		
48	3rd Avenue and 37th Street	WB 37th Street	TR	0.53	15.6	B	TR	0.73	19.4	B	TR	0.69	18.2	B
			R	1.06	108.2	F	R	1.06	101.9	F	R	1.03	95.1	F
		NB 3rd Avenue	LT	0.81	27.6	C	LT	0.77	27.0	C	LT	0.68	24.7	C
		INTERSECTION					31.2	C	32.3		C	29.8		C
491	Jackson Avenue and West Service Road (West of Intersection #49)	EB Jackson Avenue	T	0.64	50.6	D	T	0.43	44.8	D	T	0.57	50.3	D
		WB Jackson Avenue	T	0.35	0.9	A	T	0.24	1.6	A	T	0.28	0.1	A
		SB West Service Road	T	0.90	43.0	D	T	0.59	22.5	C	T	0.81	31.3	C
			R	1.08	87.9	F	R	0.82	35.2	D	R	1.01	69.4	E
		INTERSECTION					54.5	D	28.5		C	42.1		D
49	Queens Plaza S and Northern Boulevard	EB Northern Boulevard	T	0.86	19.9	B	T	0.57	6.6	A	T	1.14	101.1	F
			R	0.17	1.2	A	R	0.12	1.0	A	R	0.17	1.2	A
		WB Northern Boulevard	LT	0.64	24.2	C	LT	0.48	11.9	B	LT	1.04	122.1	F
		NB Queens Plaza S	LTR	1.11	85.5	F	LTR	0.37	10.5	B	LTR	1.06	70.3	E
		SB Queens Plaza S	T	0.56	22.0	C	T	0.29	16.1	B	T	0.87	38.9	D
INTERSECTION					49.0	D	11.2		B	72.4		E		
50	Tillary Street and Adams Street	EB Tillary Street	TR	0.75	47.0	D	TR	0.70	44.6	D	TR	0.87	59.0	E
		WB Tillary Street	L	0.74	70.3	E	L	1.04	120.8	F	L	1.22	146.6	F
			T	0.81	49.6	D	T	0.80	37.6	D	T	1.42	228.0	F
			R	1.05	68.4	E	R	0.82	39.8	D	R	1.10	75.9	E
		NB Adams Street	T	1.19	134.8	F	T	1.07	96.1	F	T	1.19	133.3	F
		SB Adams Street	L	1.18	140.4	F	L	1.13	122.3	F	L	1.15	128.1	F
			T	0.82	31.4	C	T	0.69	27.1	C	T	1.11	89.4	F
NB Service Road	TR	1.12	128.5	F	TR	1.02	97.0	F	TR	0.83	57.4	E		

Table17: 2016 Future Conditions with the Proposed Action (With Mitigations) - Delay and Level of Service Summary

No.	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
		SB Service Road	TR	0.08	31.8	C	TR	0.06	30.6	C	TR	0.30	33.5	C
		INTERSECTION			75.9	E			60.5	E			119.8	F
51	Tillary Street and Jay Street	EB Tillary Street	L	0.38	34.0	C	L	0.36	27.0	C	L	0.33	34.2	C
			TR	0.88	41.2	D	TR	0.62	30.5	C	TR	0.89	37.3	D
		WB Tillary Street	L	1.06	91.0	F	L	0.44	45.1	D	L	0.51	31.1	C
			TR	0.96	62.6	E	TR	0.63	16.9	B	TR	1.13	94.0	F
		NB Jay Street	L	0.46	40.1	D	L	0.54	45.5	D	L	0.66	49.7	D
			T	0.17	31.6	C	T	0.16	33.7	C	T	0.16	33.0	C
			R	0.53	21.4	C	R	0.56	21.9	C	R	0.70	28.9	C
		SB Jay Street	L	0.25	34.3	C	L	0.42	43.1	D	L	0.51	46.7	D
			T	0.11	30.8	C	T	0.09	32.5	C	T	0.16	32.9	C
				R	0.18	32.9	C	R	0.18	35.2	D	R	0.29	36.2
		INTERSECTION			50.7	D			26.6	C			60.7	E
52	Tillary Street and Flatbush Avenue	EB Tillary Street	L	0.99	115.9	F	L	0.52	44.1	D	L	0.32	49.4	D
			TR	1.27	149.2	F	TR	1.17	130.6	F	TR	1.26	167.2	F
		WB Tillary Street	L	1.37	219.8	F	L	1.15	137.2	F	L	1.26	176.0	F
			TR	1.16	122.5	F	TR	1.09	101.6	F	TR	1.18	133.1	F
			R	1.18	145.2	F	R	1.16	142.0	F	R	0.64	48.3	D
		NB Flatbush Avenue	L	1.04	83.1	F	L	0.94	51.1	D	L	1.18	124.7	F
			T	1.01	61.5	E	T	0.52	26.3	C	T	0.62	29.2	C
			R	1.01	78.6	E	R	0.98	70.2	E	R	1.02	78.1	E
		SB Flatbush Avenue	T	1.10	99.9	F	T	0.57	39.2	D	T	1.09	93.0	F
			R	0.27	34.3	C	R	0.44	40.7	D	R	0.43	38.0	D
		INTERSECTION			116.1	F			87.4	F			113.7	F
53	Queens Plaza N and Northern Boulevard	EB Northern Boulevard	LT	0.40	29.1	C	LT	0.24	7.3	A	LT	0.54	27.5	C
		WB Northern Boulevard	T	0.51	24.8	C	T	0.42	24.5	C	T	0.46	24.3	C
			R	1.08	85.3	F	R	1.04	73.4	E	R	1.07	79.3	E
		SB Queens Plaza N	L	1.01	73.5	E	L	0.96	67.1	E	L	1.06	176.4	F
		INTERSECTION			61.3	E			53.2	D			108.9	F
54	41st Avenue and Northern Boulevard	EB Northern Boulevard	LTR	0.43	0.4	A	LTR	0.62	3.5	A	LTR	0.61	5.3	A
		WB Northern Boulevard	LTR	0.58	8.1	A	LTR	0.56	6.6	A	LTR	0.61	9.0	A
		INTERSECTION			4.5	A			5.1	A			7.0	A

Table 18: 2017 Future Conditions with the Proposed Action (With Mitigations) - Delay and Level of Service Summary

No.	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
1	3rd Avenue and 54th Street	EB 54th Street	L	1.10	123.9	F	L	1.03	110.6	F	L	0.69	51.9	D
			T	0.89	36.1	D	T	0.70	24.4	C	T	0.64	21.6	C
		NB 3rd Avenue	T	0.81	32.6	C	T	0.88	32.6	C	T	0.68	24.0	C
			R	0.66	40.8	D	R	1.11	138.3	F	R	0.52	30.9	C
INTERSECTION					42.4	D			43.5	D			25.6	C
2	3rd Avenue and 55th Street	WB 55th Street	T	0.97	68.4	E	T	0.92	61.2	E	T	0.91	56.8	E
			R	0.79	46.9	D	R	0.88	72.6	E	R	0.89	64.7	E
		NB 3rd Avenue	LT	0.86	56.6	E	LT	0.86	18.8	B	LT	0.61	3.7	A
			INTERSECTION					57.4	E			26.9	C	
3	3rd Avenue and 56th Street	EB 56th Street	LT	0.93	48.8	D	LT	1.17	125.5	F	LT	1.04	78.7	E
			T	1.01	30.7	C	T	1.06	45.9	D	T	0.96	91.0	F
		NB 3rd Avenue	R	0.51	8.9	A	R	0.88	38.9	D	R	0.48	9.9	A
			INTERSECTION					33.2	C			60.0	E	
4	3rd Avenue and 57th Street	EB 57th Street	LT	1.13	78.2	E	LT	1.13	70.0	E	LT	1.10	65.2	E
			TR	0.96	53.0	D	T	0.63	31.3	C	T	0.50	23.7	C
		WB 57th Street	R	0.96	65.6	E	R	0.59	37.4	D	R	0.35	23.4	C
			LTR	1.16	122.6	F	LTR	1.06	85.8	F	LTR	1.08	87.9	F
		NB 3rd Avenue	R	0.21	20.5	C	R	0.69	24.4	C	R	1.03	67.1	E
INTERSECTION					96.1	F			70.9	E			74.0	E
5	3rd Avenue and 58th Street	EB 58th Street	L	0.47	23.7	C								
			T	0.48	23.4	C	LT	1.06	81.2	F	LT	0.83	31.5	C
		NB 3rd Avenue	TR	1.03	54.0	D	TR	1.05	48.2	D	TR	1.08	52.8	D
			INTERSECTION					49.6	D			55.5	E	
6	3rd Avenue and 59th Street	EB 59th Street	LT	0.73	26.3	C	LT	1.01	64.7	E	LT	0.73	27.4	C
			T	1.11	80.3	F	T	0.86	59.6	E	T	0.98	34.7	C
		NB 3rd Avenue	R	1.03	54.1	D	R	1.06	63.5	E	R	1.01	43.9	D
			INTERSECTION					65.2	E			61.4	E	
7	3rd Avenue and 60th Street	WB 60th Street	TR	0.55	17.5	B	T	0.44	17.0	B	TR	0.49	15.3	B
			R	0.97	85.8	F	R	1.02	103.0	F	R	0.93	73.9	E
		NB 3rd Avenue	LT	1.26	149.7	F	LT	0.96	101.1	F	LT	0.86	14.6	B
			INTERSECTION					121.7	F			89.3	F	
8	2nd Avenue and 57th Street	EB 57th Street	TR	0.96	52.5	D	T	1.14	98.6	F	T	1.22	135.8	F
			R	1.14	112.8	F	R	0.91	44.8	D	R	0.53	42.7	D
		WB 57th Street	LT	1.08dl	32.5	C	LT	0.37	20.5	C	LT	0.29	20.0	B
			L	0.32	24.8	C	L	0.26	20.0	C	L	0.20	18.5	B
		SB 2nd Avenue	T	1.11	86.2	F	T	1.12	89.3	F	T	1.09	75.8	E
			R	0.90	65.6	E	R	0.79	41.8	D	R	1.07	100.0	F
INTERSECTION					66.0	E			78.2	E			85.2	F
9	Lexington Avenue and 57th Street	EB 57th Street	T	0.92	40.8	D	T	1.04	68.5	E	T	0.92	39.2	D
			R	0.62	29.5	C	R	0.52	27.2	C	R	0.45	24.3	C
		WB 57th Street	LT	0.99	41.1	D	LT	0.98	52.2	D	LT	0.95	52.1	D
			LT	0.83	26.1	C	LT	1.03	59.7	E	LT	0.82	25.7	C
		SB Lexington Avenue	R	0.27	17.1	B	R	0.77	39.5	D	R	0.46	22.2	C
INTERSECTION					33.7	C			57.8	E			34.5	C
10	7th Avenue and 31st Street	WB 31st Street	LT	0.60	25.3	C	LT	0.64	25.1	C	LT	0.86	33.7	C
			T	0.67	9.0	A	T	0.65	5.5	A	T	0.73	6.2	A
		SB 7th Avenue	R	0.52	9.9	A	R	0.43	6.9	A	R	0.49	7.4	A
			INTERSECTION					12.9	B			10.8	B	
11	7th Avenue and 32nd Street	SB 7th Avenue	LT	0.99	19.1	B	LT	0.88	6.9	A	LT	0.90	9.8	A
		INTERSECTION					19.1	B			6.9	A		
12	7th Avenue and 33rd	WB 33rd Street	L	1.08	123.6	F	L	0.68	48.3	D	L	1.00	102.8	F
			T	0.68	42.3	D	T	0.51	33.0	C	T	0.41	32.7	C

Table 18: 2017 Future Conditions with the Proposed Action (With Mitigations) - Delay and Level of Service Summary

No.	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
	Street	SB 7th Avenue	TR	0.74	4.9	A	TR	0.75	7.8	A	TR	0.72	9.5	A
			R	1.21	118.2	F	R	1.24	129.8	F	R	1.11	72.3	E
		INTERSECTION			25.1	C			22.8	C			22.8	C
13	7th Avenue and 34th Street	EB 34th Street	T	1.13	105.0	F	T	1.15	125.6	F	T	1.08	94.5	F
			R	0.07	22.5	C	R	0.20	39.1	D	R	0.10	28.6	C
		WB 34th Street	LT	1.22	123.0	F	LT	1.02	38.4	D	LT	1.00	28.8	C
		SB 7th Avenue	LTR	1.02	106.4	F	LTR	1.07	121.5	F	LTR	1.14	86.0	F
		INTERSECTION			109.6	F			100.7	F			73.9	E
14	7th Avenue and 35th Street	WB 35th Street	L	1.08	106.6	F	L	0.96	83.5	F	L	0.65	33.6	C
			T	1.01	80.4	F	T	0.73	39.8	D	T	0.66	34.6	C
		SB 7th Avenue	T	1.12	69.8	E	T	1.10	57.3	E	T	0.76	3.6	A
		R	1.21	142.1	F	R	1.12	101.7	F	R	0.64	14.0	B	
		INTERSECTION			78.7	E			59.7	E			10.1	B
15	7th Avenue and 36th Street	EB 36th Street	TR	0.93	53.2	D	TR	0.88	48.0	D	TR	0.85	39.7	D
		SB 7th Avenue	LT	0.88	49.6	D	LT	0.92	56.9	E	LT	0.88	10.2	B
		INTERSECTION			50.4	D			55.4	E			16.8	B
16	7th Avenue and 37th Street	WB 37th Street	LT	0.94	51.5	D	LT	0.92	49.3	D	LT	1.02	68.5	E
		SB 7th Avenue	T	0.73	18.3	B	T	0.72	17.9	B	T	0.73	18.4	B
			R	0.65	31.8	C	R	0.54	22.9	C	R	0.62	28.6	C
		INTERSECTION			27.6	C			25.7	C			32.9	C
17	6th Avenue and 34th Street	EB 34th Street	T	1.12	86.1	F	T	1.06	79.5	E	T	0.97	46.9	D
		WB 34th Street	T	0.77	31.8	C	T	0.96	50.9	D	T	1.08	82.8	F
			R	0.38	30.8	C	R	0.14	22.6	C	R	0.21	26.2	C
		NB 6th Avenue	T	0.97	14.0	B	T	1.10	65.3	E	T	1.13	76.7	E
18	8th Avenue and 34th Street	EB 34th Street	LT	0.95	52.4	D	LT	0.75	30.4	C	LT	0.70	27.9	C
		WB 34th Street	T	0.44	20.5	C	T	0.53	22.6	C	T	0.53	29.8	C
			R	0.48	21.2	C	R	0.90	31.8	C	R	0.78	37.6	D
		NB 8th Avenue	L	0.56	10.4	B	L	0.59	12.5	B	L	0.78	22.7	C
			T	0.90	11.3	B	T	0.84	10.4	B	T	0.91	14.0	B
		R	0.76	51.0	D	R	0.64	18.2	B	R	0.85	36.7	D	
19	Madison Avenue and 39th Street	WB 39th Street	T	0.71	29.6	C	T	0.85	38.8	D	T	0.87	40.9	D
			R	0.63	50.1	D	R	0.70	52.7	D	R	0.63	48.8	D
		NB Madison Avenue	LT	0.97	42.2	D	LT	0.83	24.9	C	LT	0.70	19.9	B
20	Madison Avenue and 40th Street	EB 40th Street	L	0.78	68.8	E	L	0.73	60.5	E	L	0.67	57.1	E
			T	0.84	40.2	D	T	0.68	27.8	C	T	0.55	24.0	C
		NB Madison Avenue	TR	1.17	96.4	F	TR	1.16	120.3	F	TR	1.01	44.7	D
		INTERSECTION			84.8	F			100.9	F			42.6	D
21	Madison Avenue and 41st Street	EB 41st Street	L	0.43	46.3	D	L	0.43	46.1	D	L	0.36	42.1	D
			T	0.38	20.4	C	T	0.23	17.8	B	T	0.22	17.5	B
		NB Madison Avenue	TR	1.06	74.3	E	TR	1.07	81.6	F	TR	1.05	42.4	D
22	Madison Avenue and 42nd Street	EB 42nd Street	LT	1.31	173.4	F	LT	0.50	21.8	C	LT	0.72	33.6	C
			T	1.21	123.3	F	TR	1.18	110.1	F	T	1.00	45.4	D
		WB 42nd Street	R	0.15	20.0	C					R	0.31	17.5	B
		NB Madison Avenue	LT	1.16	116.5	F	LT	1.16	84.3	F	LT	1.08	71.0	E
			R	0.21	6.9	A	R	0.24	7.0	A	R	0.16	6.9	A
INTERSECTION			130.2	F			76.7	E			52.7	D		
23	Madison Avenue and	WB 43rd Street	T	0.58	28.4	C	T	0.71	35.4	D	T	0.67	30.9	C
			R	0.92	71.0	E	R	0.87	60.5	E	R	0.89	72.5	E

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No.	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
	43rd Street	NB Madison Avenue	LT	1.06	72.4	E	LT	1.08	81.3	F	LT	1.01	59.7	E
		INTERSECTION			67.2	E			73.0	E			56.4	E
24	Madison Avenue and 44th Street	EB 44th Street	LT	0.88	49.0	D	LT	1.00	72.9	E	LT	0.95	67.5	E
		NB Madison Avenue	TR	1.01	42.5	D	TR	1.05	71.9	E	T	1.07	59.4	E
		INTERSECTION			43.7	D			72.1	E			59.8	E
25	Madison Avenue and 45th Street	WB 45th Street	TR	0.97	57.2	E	TR	1.03	70.9	E	TR	0.59	26.6	C
		NB Madison Avenue	LT	1.03	58.3	E	LT	1.19	98.9	F	LT	0.95	37.3	D
		INTERSECTION			58.0	E			91.1	F			35.0	C
26	5th Avenue and 42nd Street	EB 42nd Street	T	0.85	36.4	D	T	0.75	34.7	C	T	0.60	34.3	C
			R	0.28	27.1	C	R	0.21	26.3	C	R	0.24	29.9	C
		WB 42nd Street	LT	1.00	40.0	D	LT	0.81	29.7	C	LT	1.13	96.2	F
		SB 5th Avenue	LT	0.90	26.5	C	LT	0.84	23.0	C	LT	1.16	102.0	F
			R	0.15	14.3	B	R	0.08	13.3	B	R	0.09	13.2	B
		INTERSECTION			31.7	C			26.8	C			89.3	F
27	Vanderbilt Avenue and 42nd Street	EB 42nd Street	T	1.01	48.8	D	T	0.90	30.3	C	T	0.84	13.1	B
		WB 42nd Street	T	0.90	20.7	C	T	0.70	8.9	A	T	0.91	20.8	C
		INTERSECTION			34.6	C			19.9	B			17.4	B
28	Park Avenue and 42nd Street	EB 42nd Street	T	0.60	16.0	B	T	0.57	9.7	A	T	0.49	11.0	B
		WB 42nd Street	T	0.73	21.3	C	T	0.77	22.0	C	T	0.70	21.1	C
		INTERSECTION			18.8	B			16.2	B			16.5	B
29	8th Avenue and 33rd Street	WB 33rd Street	TR	0.77	32.9	C	TR	0.99	53.3	D	TR	0.94	47.1	D
		NB 8th Avenue	L	1.02	81.2	F	L	1.02	84.2	F	L	1.05	80.8	F
			T	0.88	17.6	B	T	0.83	15.0	B	T	0.90	17.5	B
		INTERSECTION			25.9	C			28.7	C			28.5	C
30	8th Avenue and 31st Street	WB 31st Street	T	0.48	27.1	C	T	0.54	27.6	C	T	0.87	41.7	D
			R	0.56	30.6	C	R	0.46	25.6	C	R	0.69	32.6	C
		NB 8th Avenue	L	1.01	92.5	F	L	0.99	87.4	F	L	1.28	195.6	F
			T	0.72	23.0	C	T	0.72	23.4	C	T	0.82	27.0	C
		INTERSECTION			31.3	C			30.2	C			42.4	D
31	8th Avenue and 41st Street	WB 41st Street	T	0.17	10.4	B	T	0.28	14.0	B	T	0.41	16.2	B
			R	1.07	93.7	F	R	0.80	43.5	D	R	1.11	115.7	F
		NB 8th Avenue	LT	0.95	42.3	D	LT	0.84	30.3	C	LT	1.09	92.1	F
		INTERSECTION			49.0	D			30.6	C			88.4	F
32	8th Avenue and 42nd Street	EB 42nd Street	LT	0.87	31.1	C	LT	1.01	57.1	E	LT	0.60	17.8	B
		WB 42nd Street	TR	0.70	12.0	B	TR	0.85	17.8	B	TR	0.59	7.4	A
		NB 8th Avenue	L	0.09	6.4	A	L	0.47	10.5	B	L	0.08	3.9	A
			LT	1.17	120.4	F	LT	1.02	34.1	C	LT	1.01	47.7	D
			R	0.84	27.6	C	R	0.72	21.6	C	R	0.16	3.9	A
INTERSECTION			82.1	F			35.5	D			36.1	D		
33	8th Avenue and 58th Street	EB 58th Street	LT	0.71	20.7	C	LT	0.92	34.2	C	LT	0.83	22.4	C
		NB 8th Avenue	TR	0.60	17.5	B	TR	0.66	18.4	B	TR	0.71	19.5	B
		INTERSECTION			18.6	B			24.0	C			20.4	C
34	9th Avenue and 58th Street	EB 58th Street	T	0.84	43.1	D	T	0.93	55.5	E	T	1.11	104.4	F
			R	0.79	50.7	D	R	0.75	46.5	D	R	0.47	31.1	C
		SB 9th Avenue	LT	0.73	16.8	B	LT	0.69	16.4	B	LT	0.65	16.1	B
		INTERSECTION			24.5	C			27.2	C			37.2	D
35	7th Avenue and 57th Street	EB 57th Street	T	0.88	35.8	D	T	0.84	32.8	C	T	0.90	38.2	D
			R	0.87	50.6	D	R	0.85	51.2	D	R	0.87	54.5	D
		WB 57th Street	LT	1.06	68.8	E	LT	0.90	34.1	C	LT	0.96	40.1	D
		SB 7th Avenue	L	0.33	17.3	B								
			T	0.70	20.4	C	LT	0.33	14.6	B	LT	0.37	14.9	B
R	0.44	21.4	C	R	0.30	17.5	B	R	0.40	19.6	B			

Table 18: 2017 Future Conditions with the Proposed Action (With Mitigations) - Delay and Level of Service Summary

No.	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		
36	7th Avenue and Central Park South	INTERSECTION			38.2	D			30.0	C			33.3	C		
		EB Central Park South	T	0.92	54.6	D	T	0.86	45.9	D	T	0.88	47.7	D		
			R	0.67	35.8	D	R	0.73	42.0	D	R	0.62	33.9	C		
		WB Central Park South	L	1.16	112.7	F	L	1.20	138.9	F	L	1.22	138.7	F		
			T	0.65	15.3	B	T	1.07	70.4	E	T	1.11	77.4	E		
		SB Central Park Driveway	L	0.90	71.0	E	L	0.01	27.0	C	L	0.01	27.0	C		
			TR	1.03	69.2	E	TR	0.05	27.0	C	TR	0.06	27.2	C		
		INTERSECTION			55.1	E			73.8	E			78.0	E		
37	6th Avenue and 23rd Street	EB 23rd Street	LT	0.87	41.8	D	LT	0.88	49.1	D	LT	0.79	38.0	D		
		WB 23rd Street	TR	0.90	54.1	D	TR	0.95	49.6	D	TR	0.81	42.1	D		
		NB 6th Avenue	LT	1.17	106.2	F	LT	1.16	100.5	F	LT	0.98	41.8	D		
			R	0.61	31.1	C	R	0.87	57.8	E	R	0.64	33.7	C		
				INTERSECTION			82.9	F			82.9	F			40.8	D
38	6th Avenue and 31st Street	WB 31st Street	TR	0.62	27.7	C	TR	0.76	31.1	C	TR	0.85	36.4	D		
		NB 6th Avenue	LT	1.01	42.0	D	LT	0.93	29.1	C	LT	0.89	26.2	C		
				INTERSECTION			39.8	D			29.5	C			28.8	C
39	6th Avenue and 42nd Street	EB 42nd Street	LT	0.90	30.4	C	LT	0.89	29.0	C	LT	0.74	30.7	C		
		WB 42nd Street	T	0.74	26.4	C	T	0.88	31.8	C	T	1.00	19.3	B		
			R	1.09	84.4	F	R	1.09	101.2	F	R	1.16	86.9	F		
		NB 6th Avenue	LTR	0.96	32.2	C	LTR	0.68	17.5	B	LT	1.11	80.5	F		
											R	0.47	18.2	B		
				INTERSECTION			34.2	C			28.2	C			61.8	E
40	6th Avenue and 57th Street	EB 57th Street	LT	1.11	76.5	E	LT	1.10	73.8	E	LT	1.12	79.5	E		
		WB 57th Street	T	0.95	53.6	D	T	1.02	73.4	E	T	1.04	73.1	E		
			R	0.79	48.5	D	R	0.73	50.6	D	R	0.98	73.9	E		
		NB 6th Avenue	LT	0.83	25.5	C	LT	0.70	21.1	C	LT	0.71	21.5	C		
			R	0.53	25.0	C	R	0.52	23.0	C	R	0.81	45.7	D		
		INTERSECTION			46.4	D			47.8	D			49.5	D		
41	6th Avenue and Central Park South	EB Central Park South	L	0.75	45.4	D	L	0.85	57.4	E	L	1.02	85.9	F		
			T	0.81	24.1	C	T	0.62	12.6	B	T	0.53	7.5	A		
		WB Central Park South	TR	0.90	42.6	D	TR	0.86	38.9	D	TR	0.82	34.0	C		
		NB 6th Avenue	L	1.09	99.2	F	L	1.06	99.1	F	L	1.13	115.1	F		
			LTR	0.97dl	40.7	D	LTR	0.86dr	28.9	C	LTR	1.15	104.2	F		
				INTERSECTION			45.5	D			37.9	D			71.9	E
42	5th Avenue and 23rd Street	EB 23rd Street	T	0.81	41.3	D	T	0.70	38.5	D	T	0.77	38.0	D		
			R	0.70	47.1	D	R	0.74	51.3	D	R	0.79	63.0	E		
		WB 23rd Street	LT	0.41	17.8	B	LT	0.35	12.5	B	LT	0.36	17.2	B		
		SB 5th Avenue	TR	0.75	24.5	C	TR	0.93	39.7	D	TR	0.85	28.2	C		
				INTERSECTION			28.9	C			34.2	C			29.8	C
43	5th Avenue and 57th Street	EB 57th Street	T	1.14	88.9	F	T	1.09	70.6	E	T	0.92	21.1	C		
			R	1.17	110.1	F	R	0.91	37.8	D	R	0.70	18.4	B		
		WB 57th Street	LT	1.20	127.3	F	LT	0.96	47.7	D	LT	1.03	56.5	E		
		SB 5th Avenue	LT	1.16	104.5	F	LT	0.88	28.3	C	LT	0.81	24.9	C		
			R	0.38	17.7	B	R	0.41	19.1	B	R	0.57	24.9	C		
				INTERSECTION			102.9	F			43.8	D			31.5	C
44	5th Avenue and Central Park South	EB Central Park South	T	0.91	28.2	C	T	0.94	34.5	C	T	0.42	6.9	A		
			R	1.15	114.7	F	R	0.97	72.5	E	R	0.91	50.4	D		
		SB 5th Avenue	LT	1.15	98.4	F	LT	0.87	29.2	C	LT	1.12	90.5	F		
			R	0.08	14.1	B	R	0.08	14.6	B	R	0.15	17.2	B		
				INTERSECTION			82.6	F			34.7	C			70.3	E
45	Madison Avenue and 57th Street	EB 57th Street	LT	1.10	57.2	E	LT	1.05	37.6	D	LT	1.09	57.2	E		
		WB 57th Street	T	0.85	34.0	C	T	0.68	26.5	C	T	0.96	53.1	D		
			R	0.78	40.7	D	R	0.69	40.1	D	R	0.21	20.2	C		
		NB Madison	LTR	0.84	25.7	C	LTR	0.61	18.3	B	LT	1.03	56.3	E		

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No.	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
46	1st Avenue and 33rd Street	Avenue									R	0.12	14.3	B
		INTERSECTION			37.6	D			27.6	C			54.8	D
		NB 1st Avenue	L	0.62	22.6	C	L	0.88	44.5	D	L	0.56	21.1	C
47	2nd Avenue and 36th Street	NB 1st Avenue	T	0.88	27.1	C	T	0.88	27.5	C	T	0.87	25.9	C
		INTERSECTION			26.3	C			30.7	C			25.2	C
		EB 36th Street	TR	1.06	83.9	F	TR	1.03	62.0	E	T	0.67	26.7	C
		WB 36th Street	L	0.73	37.7	D					R	0.52	31.4	C
48	3rd Avenue and 37th Street	SB 2nd Avenue	L	1.06	81.1	F	L	0.02	11.1	B	L	0.12	11.2	B
		INTERSECTION			68.7	E	T	0.79	21.0	C	T	0.89	24.4	C
		WB 37th Street	TR	0.54	15.6	B	TR	0.73	19.5	B	TR	0.70	18.3	B
		INTERSECTION			108.2	F	R	1.06	102.8	F	R	1.03	96.7	F
491	Jackson Avenue and West Service Road (West of Intersection #49)	NB 3rd Avenue	LT	0.82	27.9	C	LT	0.78	27.3	C	LT	0.69	24.9	C
		INTERSECTION			31.4	C			32.6	C			30.1	C
		EB Jackson Avenue	T	0.64	50.6	D	T	0.43	44.8	D	T	0.57	50.7	D
		WB Jackson Avenue	T	0.35	0.8	A	T	0.24	1.6	A	T	0.28	0.1	A
49	Queens Plaza S and Northern Boulevard	SB West Service Road	T	0.91	43.4	D	T	0.59	22.6	C	T	0.81	31.6	C
		INTERSECTION			89.3	F	R	0.82	35.4	D	R	1.02	71.6	E
		EB Northern Boulevard	T	0.85	19.6	B	T	0.57	6.7	A	T	1.15	104.0	F
		WB Northern Boulevard	LT	0.64	24.2	C	LT	0.48	10.6	B	LT	1.05	124.5	F
		INTERSECTION			49.9	D			11.0	B			74.6	E
50	Tillary Street and Adams Street	NB Queens Plaza S	LTR	1.11	87.5	F	LTR	0.37	10.5	B	LTR	1.07	73.1	E
		SB Queens Plaza S	T	0.56	22.0	C	T	0.29	16.1	B	T	0.87	39.6	D
		EB Tillary Street	TR	0.75	47.1	D	TR	0.70	44.6	D	TR	0.87	59.1	E
		WB Tillary Street	L	0.74	70.1	E	L	1.04	120.8	F	L	1.23	149.8	F
		INTERSECTION			69.6	E	R	0.83	40.0	D	R	1.10	77.7	E
		NB Adams Street	T	1.19	135.8	F	T	1.08	97.9	F	T	1.20	137.2	F
		SB Adams Street	L	1.19	142.0	F	L	1.13	123.9	F	L	1.15	129.6	F
		INTERSECTION			76.6	E			61.1	E			121.7	F
51	Tillary Street and Jay Street	NB Service Road	TR	1.13	129.6	F	TR	1.02	97.0	F	TR	0.84	57.8	E
		SB Service Road	TR	0.09	31.9	C	TR	0.06	30.6	C	TR	0.30	33.5	C
		EB Tillary Street	L	0.38	34.0	C	L	0.36	27.1	C	L	0.33	33.9	C
		WB Tillary Street	L	1.06	90.9	F	L	0.44	45.1	D	L	0.53	31.4	C
		INTERSECTION			41.6	D	TR	0.62	30.6	C	TR	0.87	37.0	D
		NB Jay Street	T	0.17	31.6	C	T	0.16	33.7	C	T	0.17	33.8	C
		SB Jay Street	L	0.25	34.3	C	L	0.42	43.1	D	L	0.53	48.5	D
		INTERSECTION			50.9	D			26.7	C			57.6	E
		WB Tillary Street	TR	0.96	62.9	E	TR	0.64	16.9	B	TR	1.12	86.1	F
		INTERSECTION			40.3	D	L	0.54	45.7	D	L	0.68	52.2	D
52	Tillary Street and Flatbush Avenue	NB Jay Street	R	0.53	21.4	C	R	0.57	21.9	C	R	0.72	30.4	C
		SB Jay Street	T	0.11	30.8	C	T	0.09	32.5	C	T	0.16	33.7	C
		INTERSECTION			32.9	C	R	0.18	35.2	D	R	0.30	37.3	D
		EB Tillary Street	L	0.99	115.7	F	L	0.53	44.6	D	L	0.33	49.8	D
		WB Tillary Street	TR	1.16	123.8	F	TR	1.09	102.5	F	TR	1.19	136.1	F
INTERSECTION			150.3	F	TR	1.17	131.3	F	TR	1.26	168.1	F		
WB Tillary Street	L	1.37	220.7	F	L	1.16	138.8	F	L	1.27	177.7	F		
INTERSECTION			146.2	F	R	1.17	145.6	F	R	0.64	48.5	D		

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			Movt.	V/C Ratio	Delay Sec/Veh	LOS	Movt.	V/C Ratio	Delay Sec/Veh	LOS	Movt.	V/C Ratio	Delay Sec/Veh	LOS
		NB Flatbush Avenue	L	1.05	84.3	F	L	0.94	52.0	D	L	1.19	126.2	F
			T	1.01	62.7	E	T	0.52	26.4	C	T	0.62	29.2	C
			R	1.02	79.1	E	R	0.99	70.6	E	R	1.03	79.5	E
		SB Flatbush Avenue	T	1.10	101.3	F	T	0.58	39.2	D	T	1.09	94.8	F
			R	0.27	34.4	C	R	0.45	40.9	D	R	0.43	38.0	D
		INTERSECTION			117.2	F			88.2	F			115.1	F
53	Queens Plaza N and Northern Boulevard	EB Northern Boulevard	LT	0.40	29.2	C	LT	0.26	7.4	A	LT	0.58	28.6	C
		WB Northern Boulevard	T	0.51	24.8	C	T	0.44	26.2	C	T	0.50	26.9	C
			R	1.08	86.6	F	R	1.00	61.5	E	R	1.01	60.4	E
		SB Queens Plaza N	L	1.02	74.3	E	L	0.92	54.9	D	L	1.01	120.4	F
INTERSECTION			62.0	E			45.0	D			78.8	E		
54	41st Avenue and Northern Boulevard	EB Northern Boulevard	LTR	0.43	0.4	A	LTR	0.62	3.1	A	LTR	0.62	4.6	A
		WB Northern Boulevard	LTR	0.59	8.2	A	LTR	0.56	6.5	A	LTR	0.61	8.0	A
		INTERSECTION			4.5	A			4.8	A			6.2	A

Table 19: Potential Mitigation Improvements for High Crashed Locations Summary

Intersection	Proposed Improvements
Sixth Avenue and 34th Street	<ul style="list-style-type: none"> •Install additional “no right turn” sign at the downstream of the intersection. •Restripe the pavement markings.
Seventh Avenue and 31st Street	<ul style="list-style-type: none"> •Increase traffic enforcement.
Seventh Avenue and 33rd Street	<ul style="list-style-type: none"> •Provide vigilance and enforcement of loading and no standing laws for illegal loading standing.
Seventh Avenue and 34th Street	<ul style="list-style-type: none"> •Provide pedestrian traffic guards for safe pedestrian crossing during peak hours, at a minimum.
Seventh Avenue and 35th Street	<ul style="list-style-type: none"> •Enforce no parking / no standing laws at the intersection. •Increase traffic enforcement to advice taxi drivers not to pick up and drop off passengers on the crosswalk.
Seventh Avenue and 37th Street	<ul style="list-style-type: none"> •Restripe the east and west legs with high visibility (longitudinal) crosswalk markings. •Install pedestrian countdown signals to provide pedestrians with available time left to cross the intersection.
Eighth Avenue and 31st Street	<ul style="list-style-type: none"> •Restripe pavement markings. •Install pedestrian countdown signals to provide pedestrians with available time left to cross the intersection.

Table 19: Potential Mitigation Improvements for High Crashed Locations Summary

Intersection	Proposed Improvements
Eighth Avenue and 34th Street	<ul style="list-style-type: none"> • Restripe pavement markings. • Provide new crosswalk and vehicle stop line markings to help keep the crosswalk clear during pedestrian walk signal phases. • Install pedestrian countdown signals to provide pedestrians with available time left to cross the intersection
Eighth Avenue and 42nd Street	<ul style="list-style-type: none"> • Reapply “Bus Only” markings. • Enforce “Bus Only” lanes strictly.
Sixth Avenue and 23rd Street	<ul style="list-style-type: none"> • Install “No Parking” and “No standing” signs to prevent illegal parking and standing. • Enforce no parking/ no standing laws strictly.
Ninth Avenue and 58th Street	<ul style="list-style-type: none"> • Enforce no standing/ no stopping laws strictly.
Sixth Avenue and 42nd Street	<ul style="list-style-type: none"> • Reapply “Bus Only” markings. • Enforce “Bus Only” lanes strictly.
Sixth Avenue and 57th Street	<ul style="list-style-type: none"> • Provide new crosswalk and vehicle stop line markings to help keep the crosswalk clear during pedestrian signals. • Increase traffic enforcement to advise taxi drivers not to pick up and drop off passengers on the crosswalk.
Sixth Avenue and Central Park South	<ul style="list-style-type: none"> • Provide new crosswalk and vehicle stop line markings to help keep the crosswalk clear during pedestrian walk signals. • Educate the horse drawn carriage drivers on where it is safe to stop. • Enforce no parking/ no standing laws strictly.
Third Avenue and 54th Street	<ul style="list-style-type: none"> • Install “Shared Pathway Ahead” sign (SW-579). • Enforce no parking/ no standing laws strictly.
Third Avenue and 56th Street	<ul style="list-style-type: none"> • Install pedestrian countdown signals to provide pedestrians with available time left to cross the intersection.
Third Avenue and 57th Street	<ul style="list-style-type: none"> • Enforce no parking/ no standing laws strictly.
Third Avenue and 58th Street	<ul style="list-style-type: none"> • Enforce no parking/ no standing laws strictly.
Third Avenue and 60th Street	<ul style="list-style-type: none"> • Enforce no parking/ no standing laws strictly.
Madison Avenue and 42nd Street	<ul style="list-style-type: none"> • “No Right Turn” sign for trucks should be installed to reinforce the “One Way” signs. • Enforce no parking/ no standing laws strictly. • Install “No Right Turn” and “No Left Turn” signs to reinforce the “One Way” signs.
Fifth Avenue and 42nd Street	<ul style="list-style-type: none"> • Enforce no turn laws strictly.

Table 19: Potential Mitigation Improvements for High Crashed Locations Summary

Intersection	Proposed Improvements
Tillary Street and Adams Street	<ul style="list-style-type: none"> • Install additional signage for bike lanes. • Repaint worn pavement markings.
Tillary Street and Jay Street	<ul style="list-style-type: none"> • Install additional signage for bike lanes. • Install pedestrian countdown signals to provide pedestrians with available time left to cross the intersection. • Enforce no parking/ no standing laws strictly.
Tillary Street and Flatbush Avenue	<ul style="list-style-type: none"> • Install bike lanes and provide signage. • Install pedestrian countdown signals to provide pedestrians with available time left to cross the intersection.
Jackson Avenue and Northern Boulevard	<ul style="list-style-type: none"> • Enforce no parking/ no standing laws strictly. • Install pedestrian countdown signals to provide pedestrians with available time left to cross the intersection.