



Lexington Ave – 42nd to 51st Street

Pedestrian Congestion Mitigation

CB 5 – August 23rd, 2021



Project Background



Background

Project Area

Lexington Avenue:

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



Background

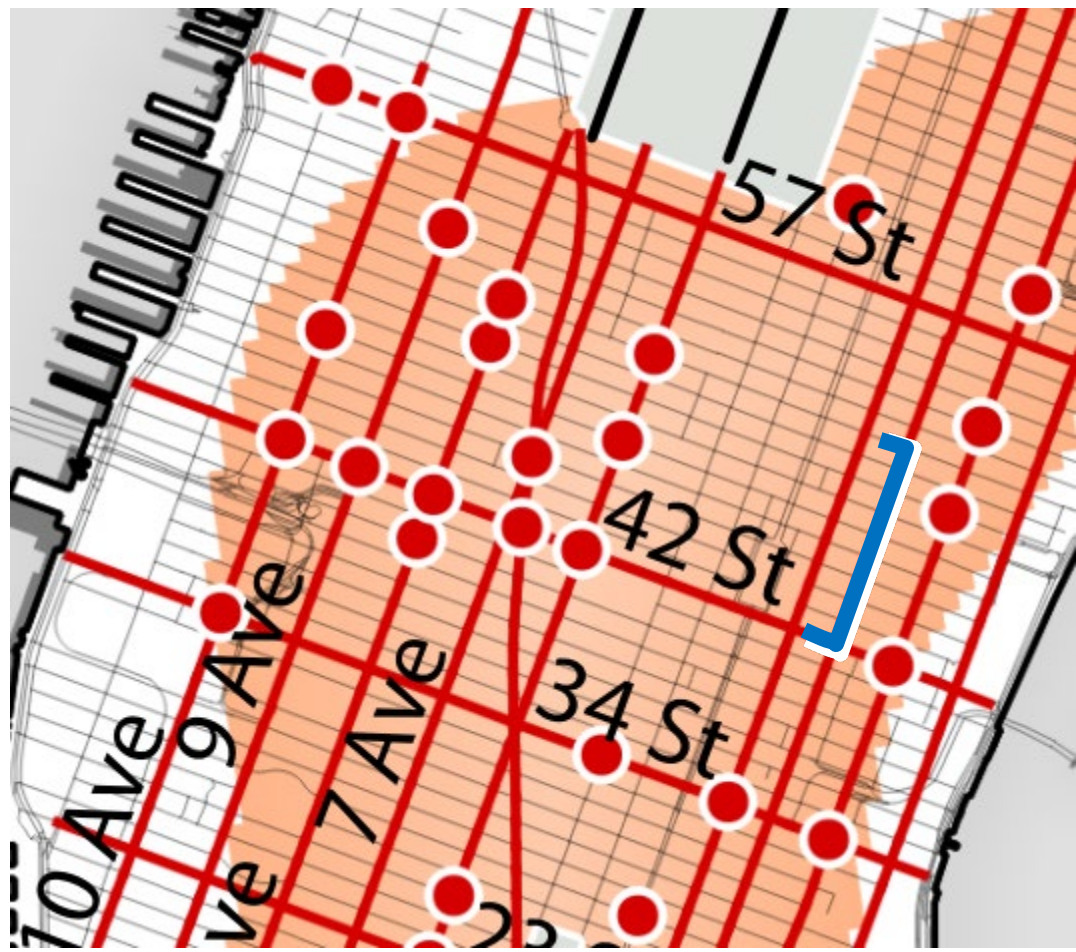
Safety Data

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

Lexington Avenue – 42nd St to 51st St
Injury Summary, 2014-2018 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	51	3	0	3
Bicyclists	16	2	0	2
Motor Vehicle Occupant	71	4	0	4
Total	138	9	0	9

Fatalities – 2014 to 2021 : 0



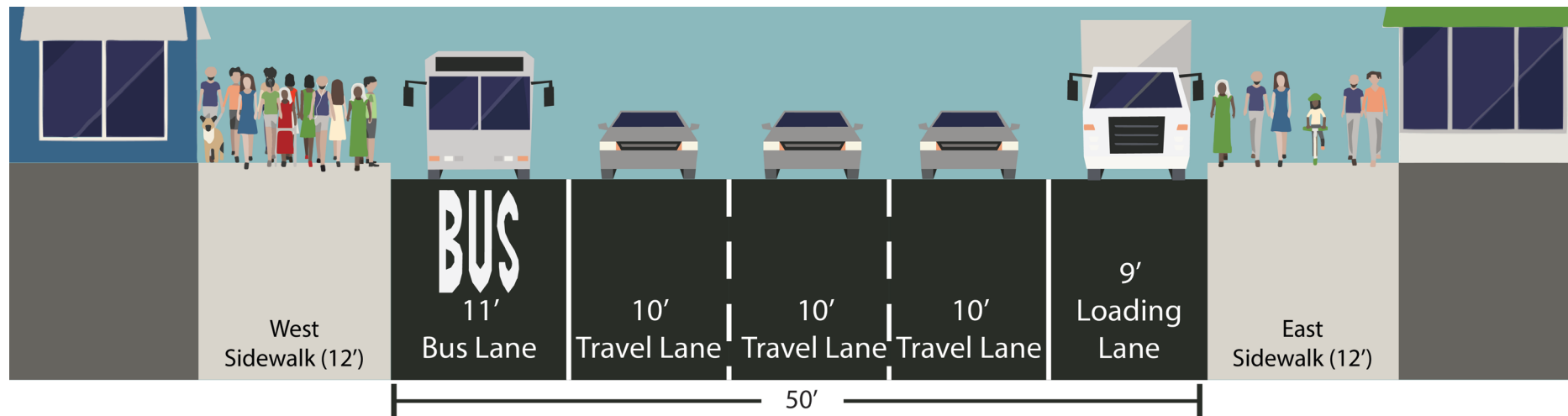
Existing Conditions

2

Existing Conditions

Typical Block Configuration

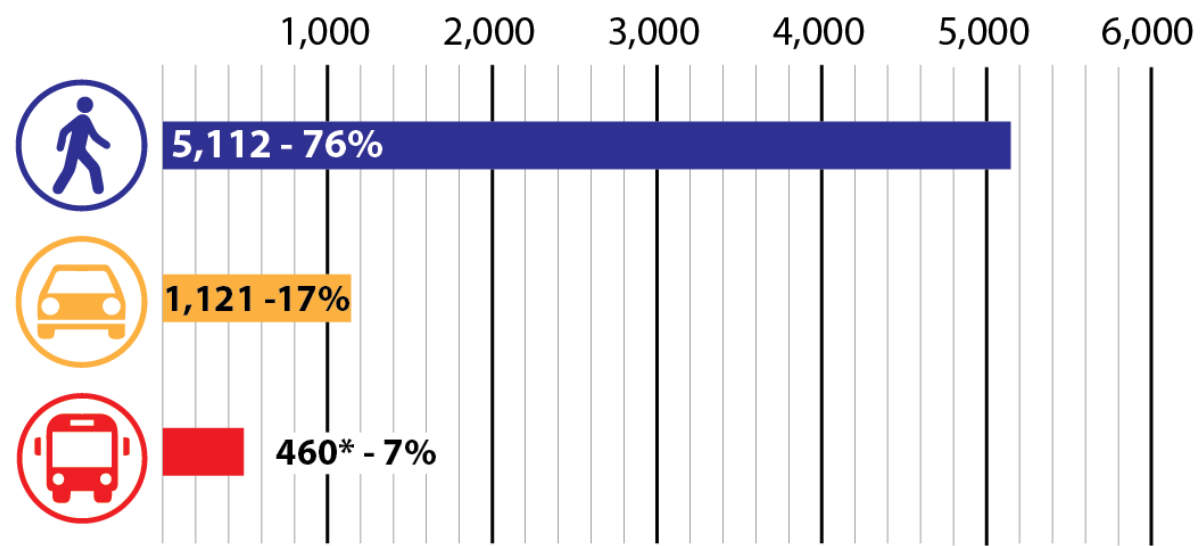
- 3 vehicular travel lanes
- Commercial loading, hotel loading, taxi stands on east
- Curbside bus lane and bus stops on west



Existing Conditions

Volume and Space Comparison

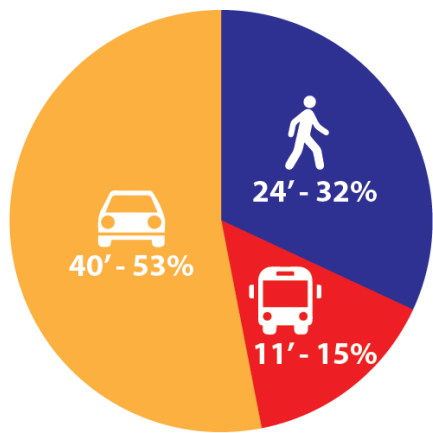
Lexington Ave Mode Share



*Data limited to local routes only

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

Lexington Avenue Roadshare

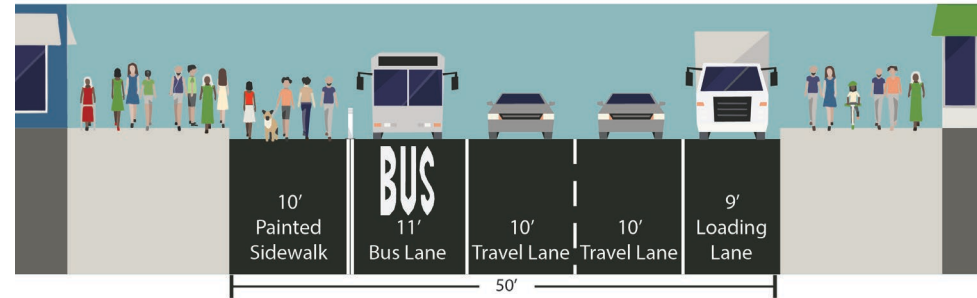
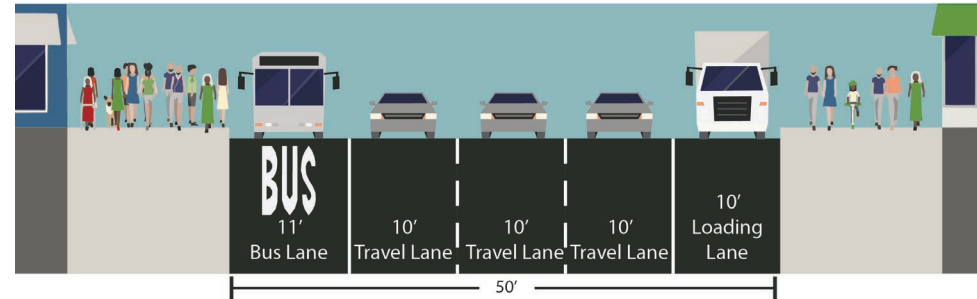


Interim Treatment

Installed as COVID-19 Recovery Project

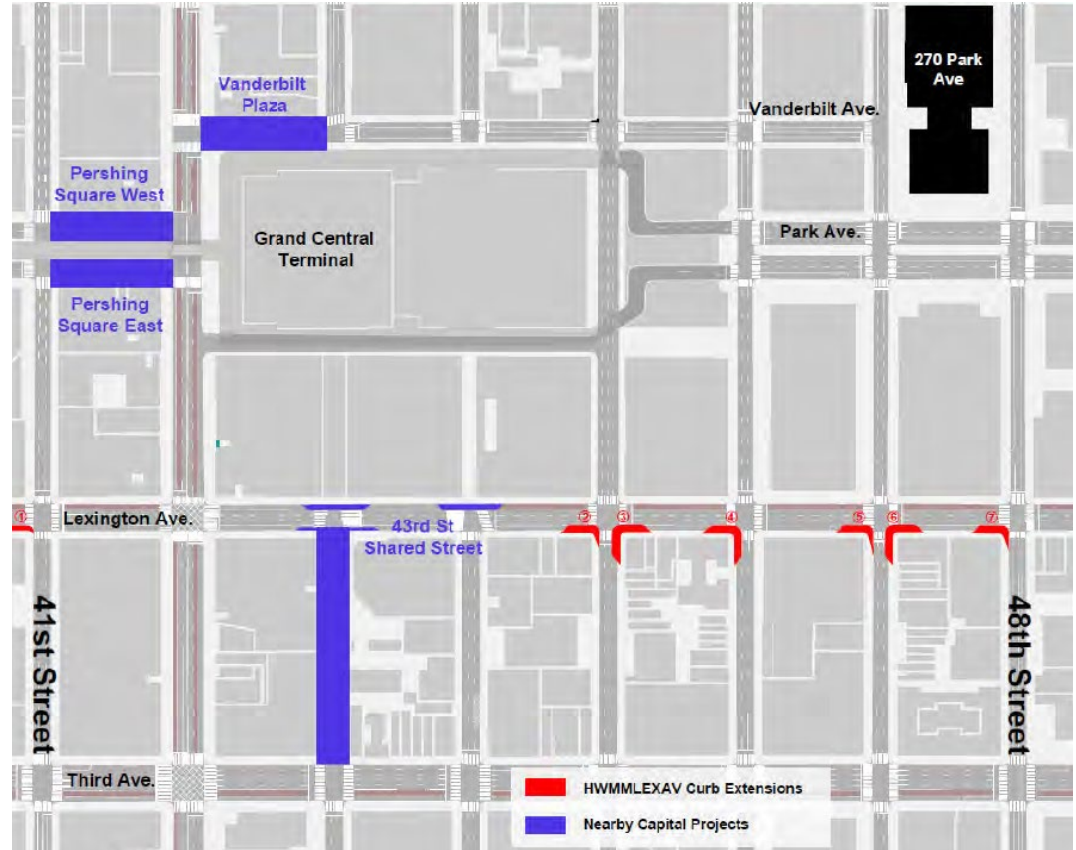


- Temporary project was installed following the repaving of Lexington Ave
- Compliance with new roadway geometry is intermittent, additional treatments are needed to create a fully functioning project



Upcoming Capital Project

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

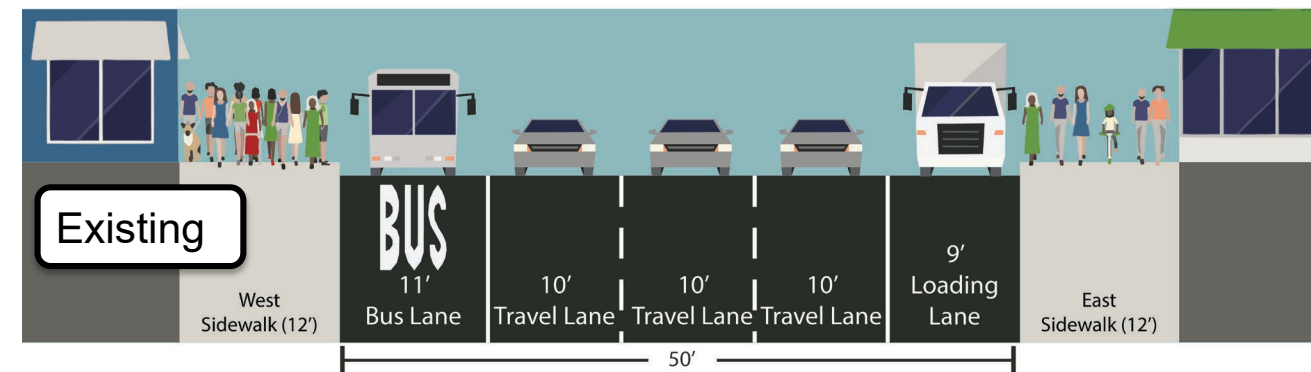


Proposed Conditions

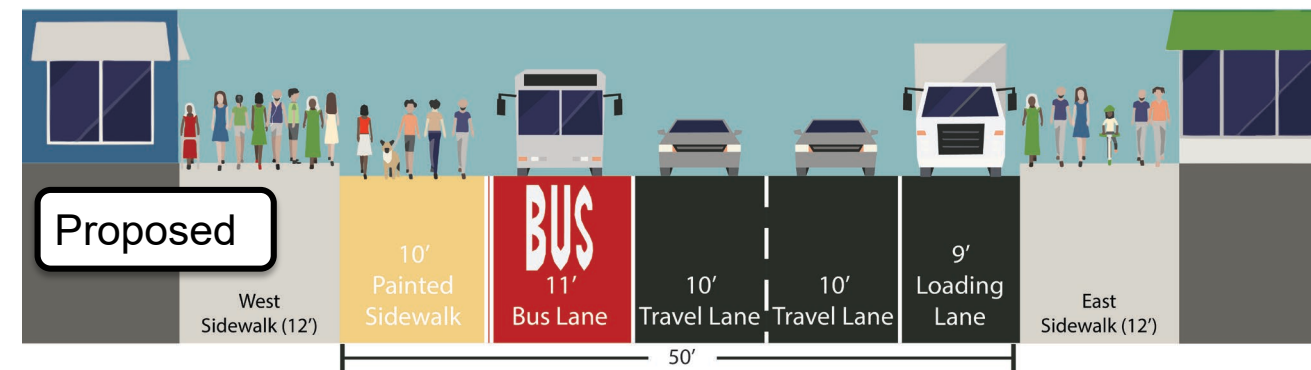
3

Proposed Conditions

Typical Block Configuration



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

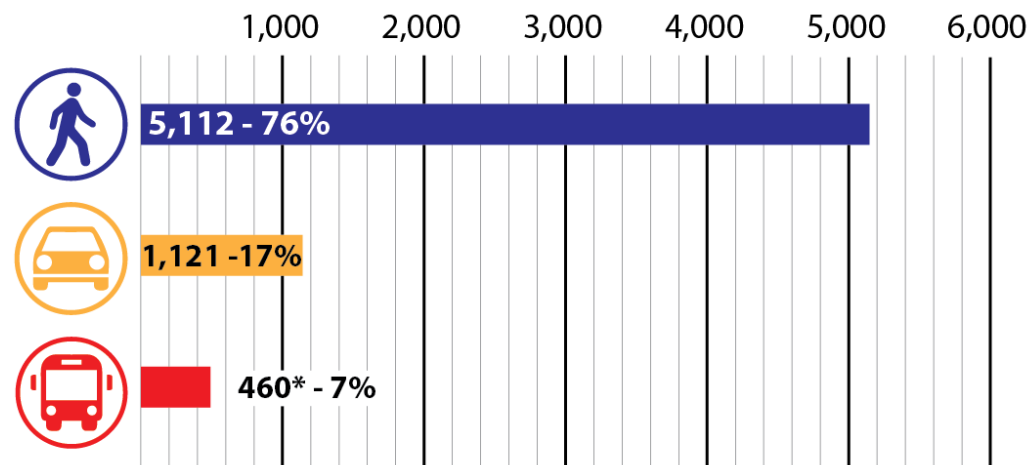


Proposed Conditions

Volume and Space Comparison

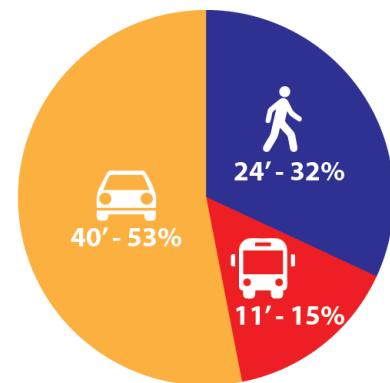
Road share better reflects usage of the corridor

Lexington Ave Mode Share

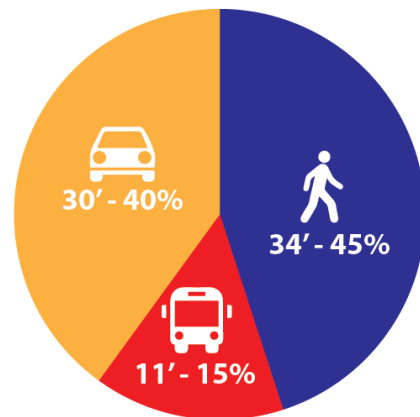


*Data limited to local routes only

Existing Road share



Proposed Road share



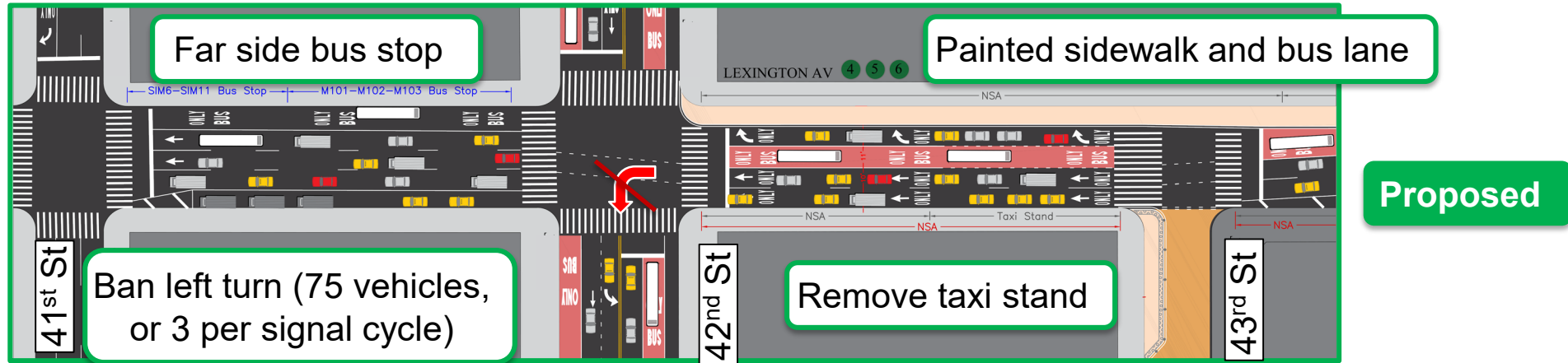
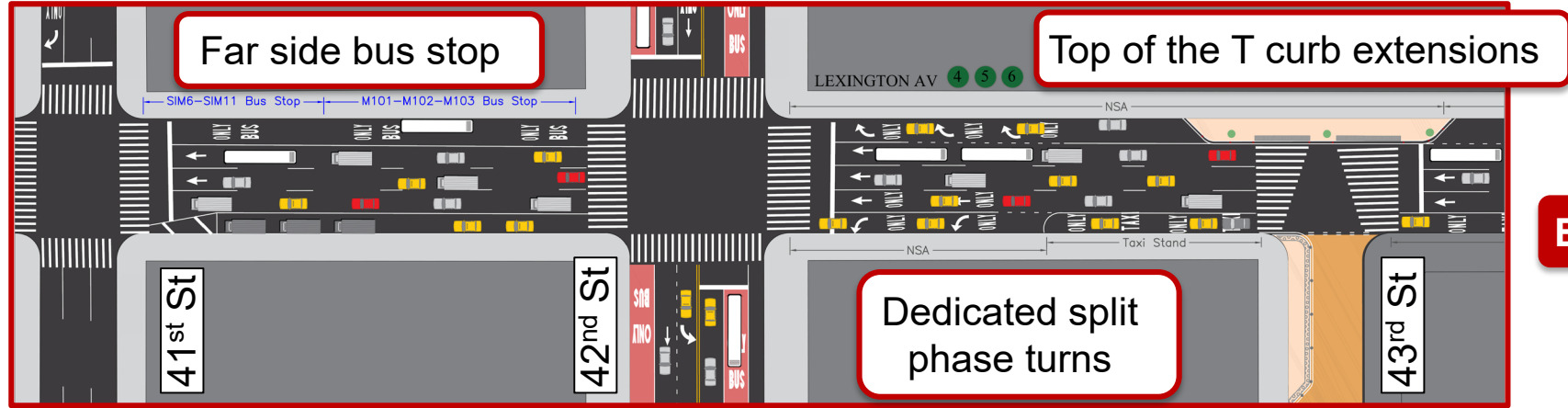
Proposed Conditions

Typical Block Configuration

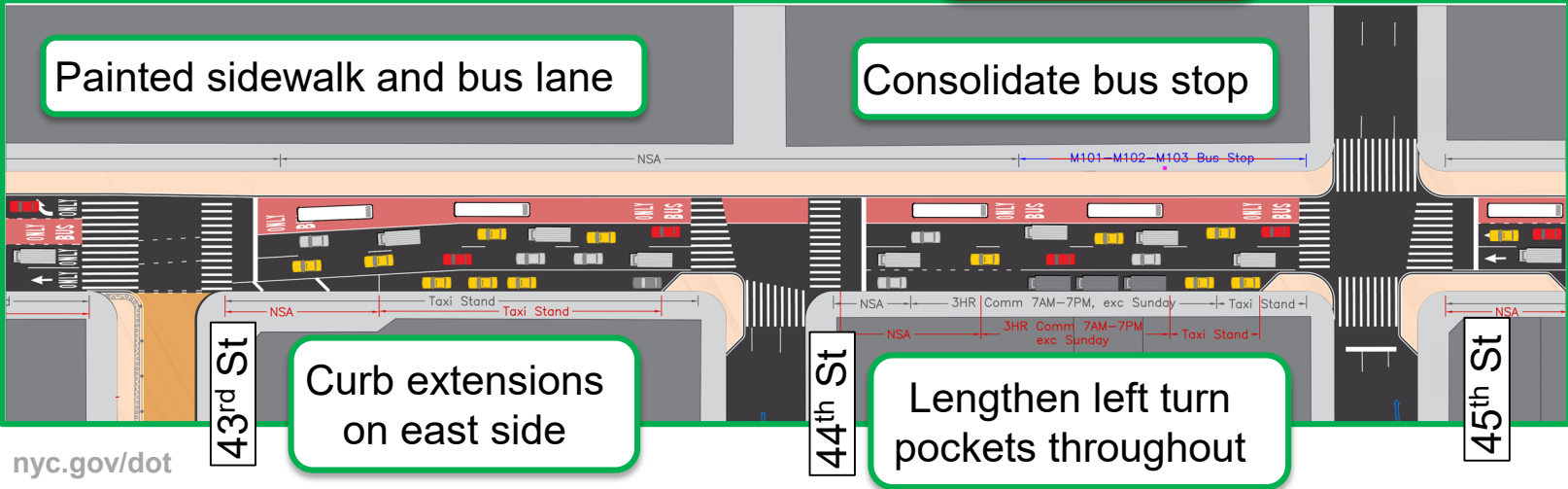
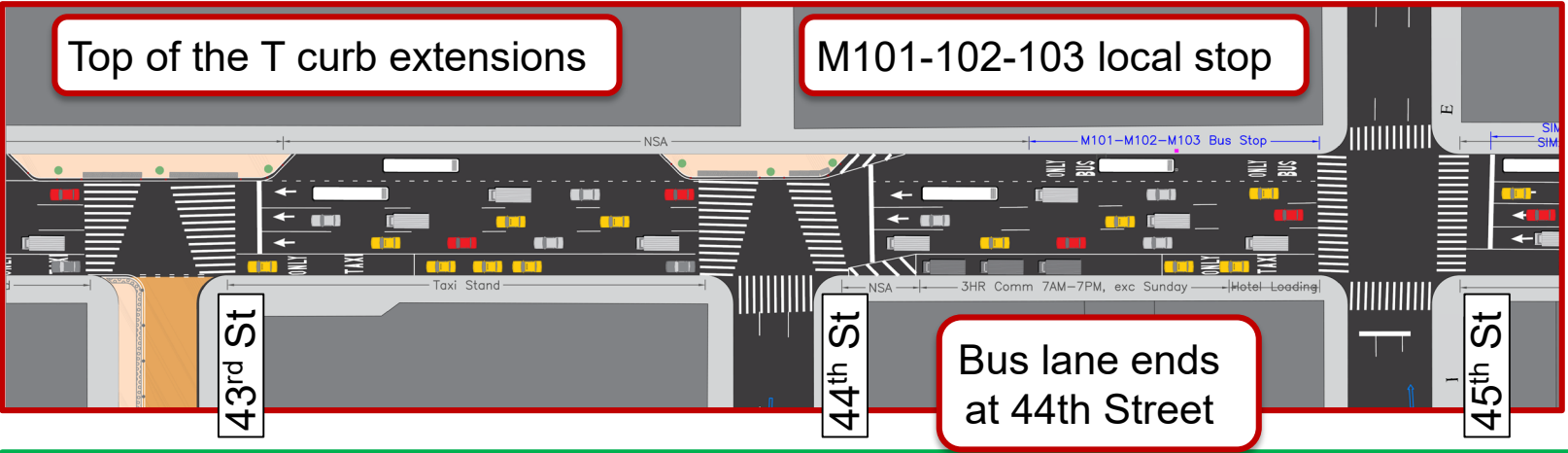
Similar to treatment on 7th Avenue between 34th and 42nd



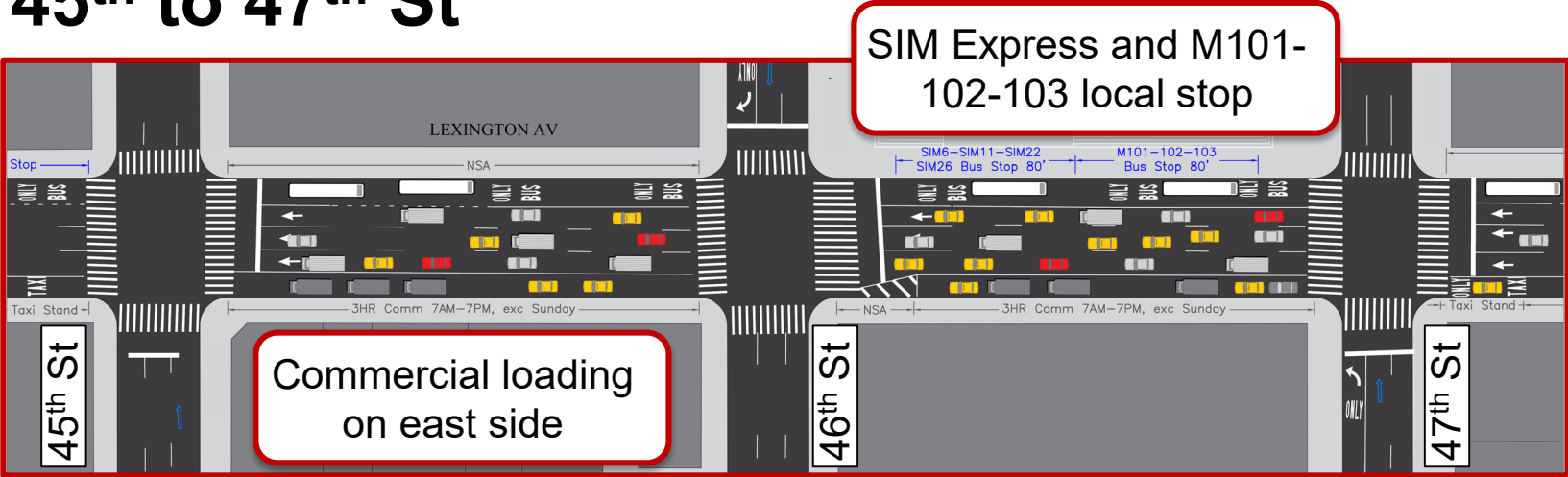
41st to 43rd St



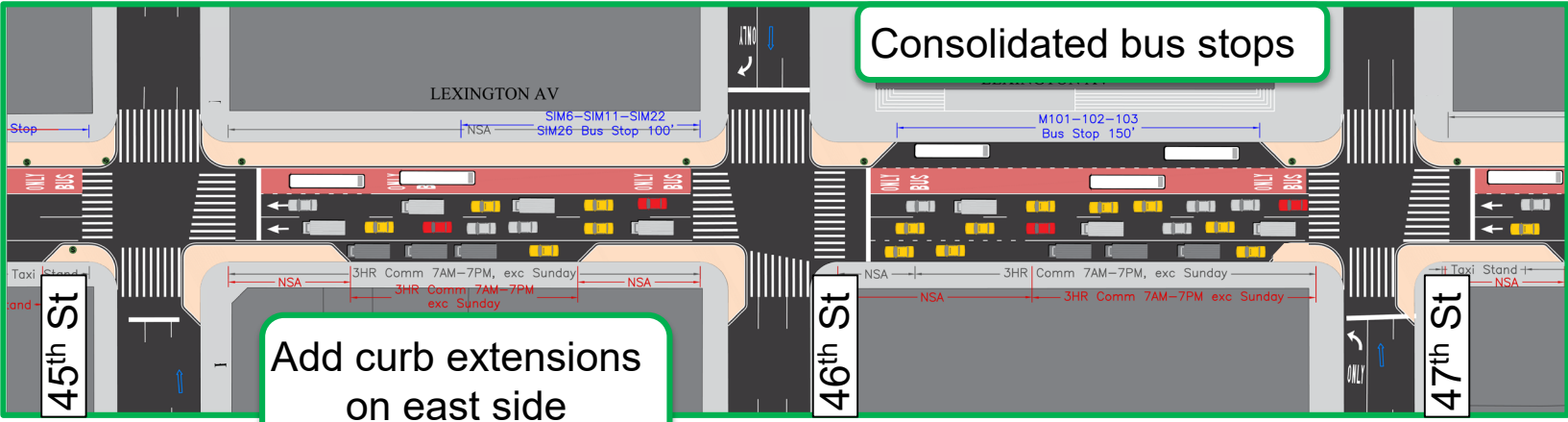
43rd to 45th St



45th to 47th St

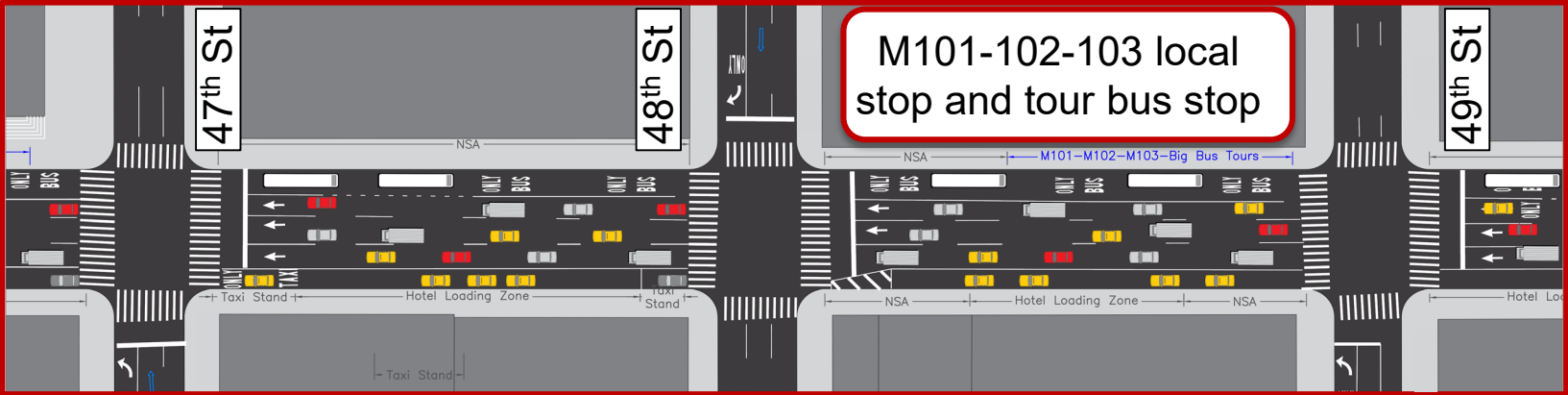


Existing

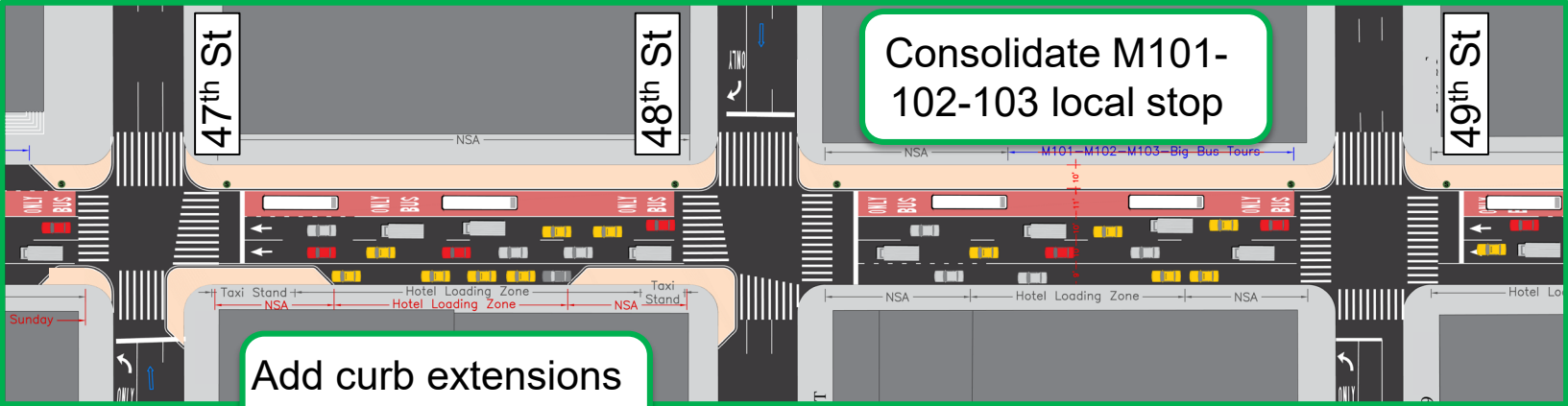


Proposed

47th to 49th St



Existing

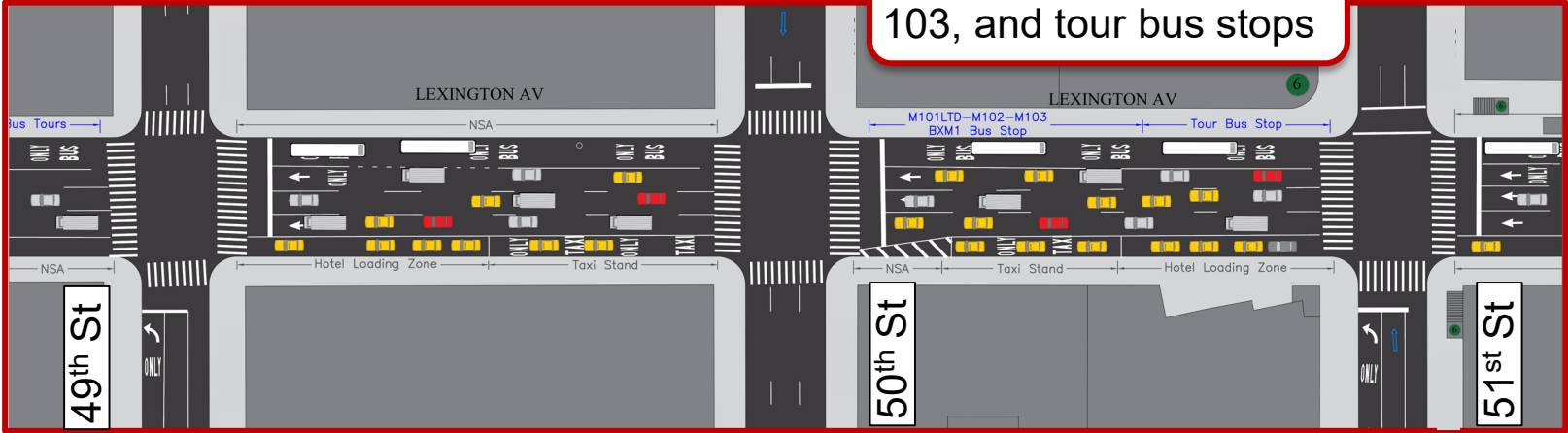


Proposed

Add curb extensions
on east side

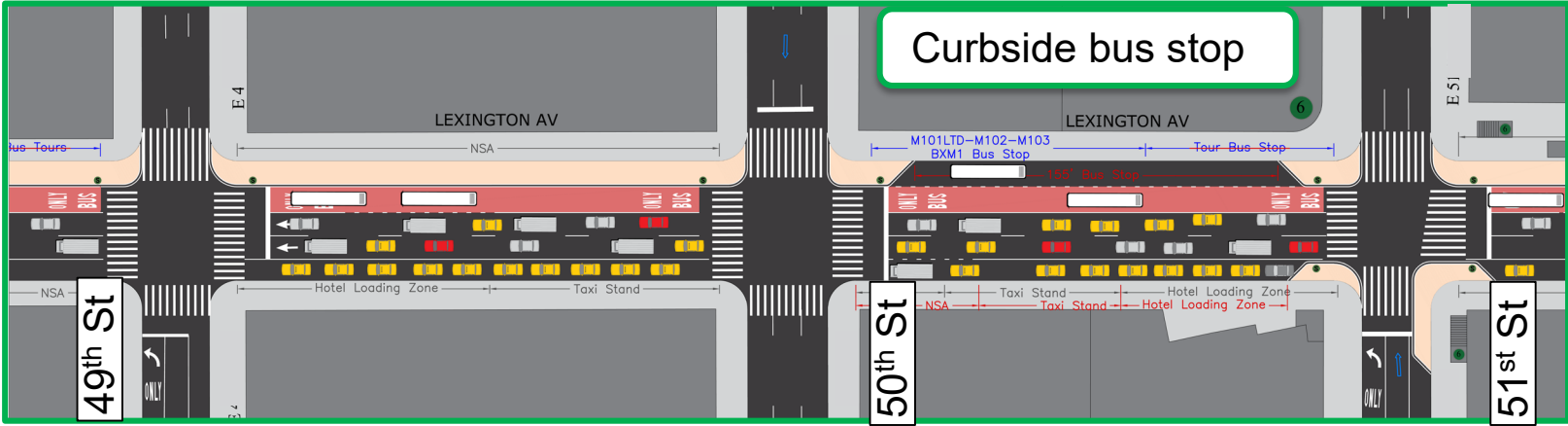
49th to 51st St

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



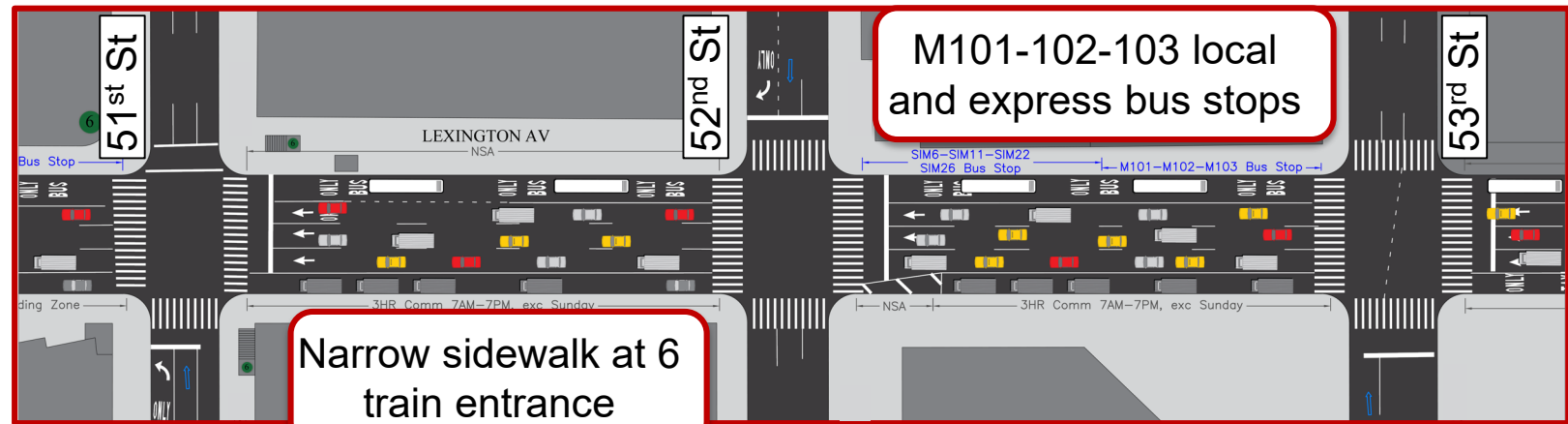
Existing

Curbside bus stop

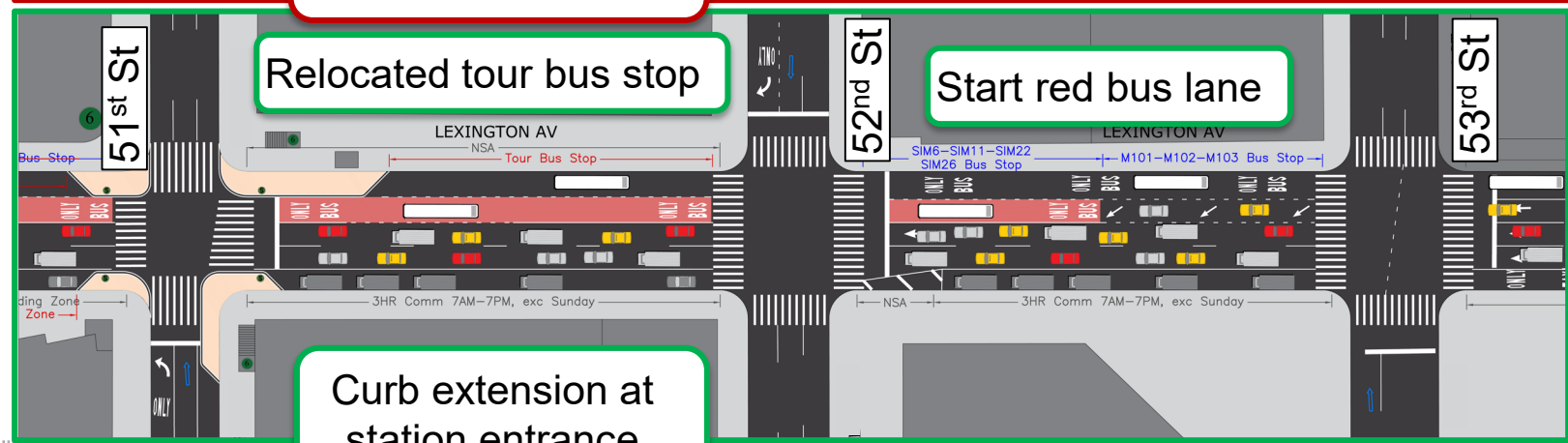


Proposed

51st to 53rd St



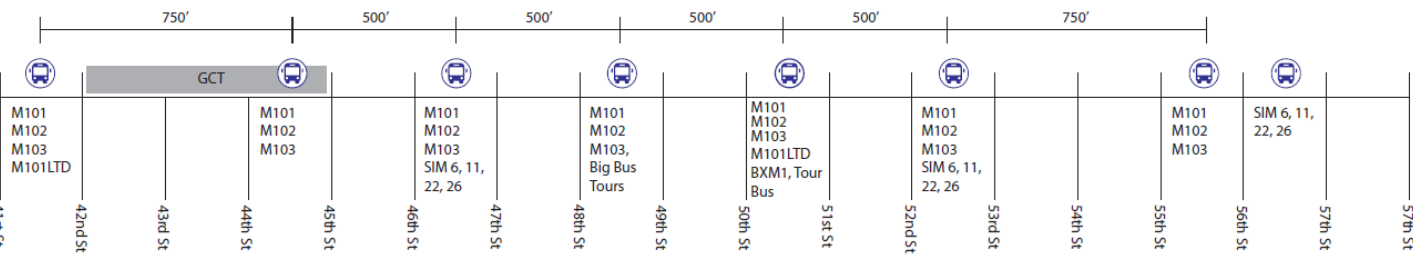
Existing



Proposed

Proposed – Bus Stop Spacing

Existing Bus Stop Spacing - Lexington Avenue



Consolidated Stop

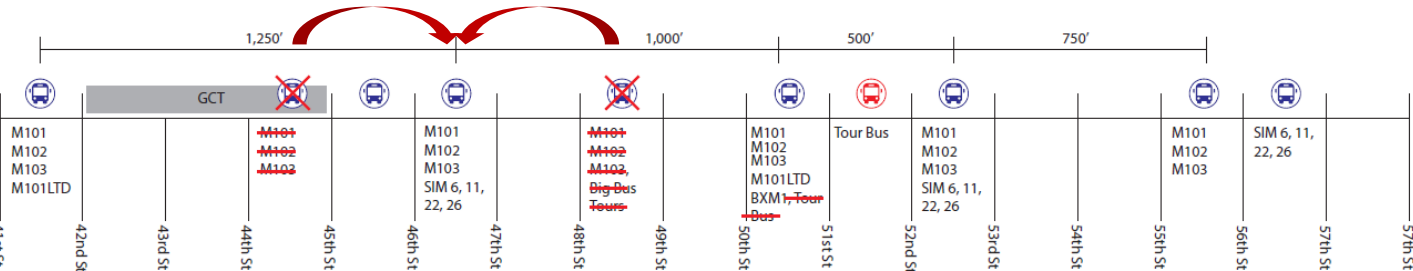


New Stop



Existing Stop

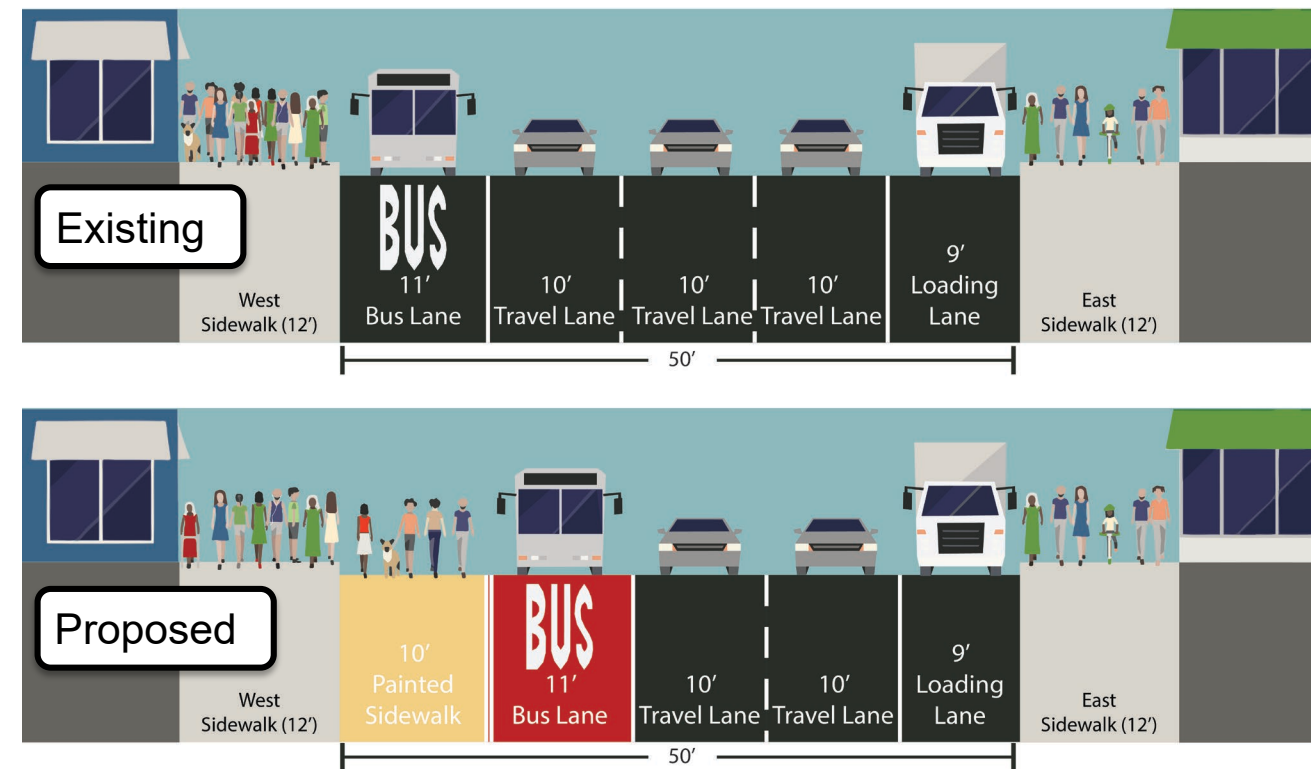
Proposed Bus Stop Spacing - Lexington Avenue



NYC Transit is supportive of bus stop consolidations

Project Summary

Typical Block Configuration



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



Thank You!

Questions?



NYCDOT



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nyc_dot



NYCDOT