

Table D.3-25
 ANALYSIS OF CRITICAL PEDESTRIAN ELEMENTS FOR THE SECOND AVENUE SUBWAY FEIS
 EXISTING CONDITIONS FOR PEAK 15 - MINUTE AM AND PM PEAK PERIODS

INTERSECTION and ELEMENT	CROSSWALKS			
	AM Peak Period		PM Peak Period	
	Maximum Surge		Maximum Surge	
	Space (sf/ped)	LOS	Space (sf/ped)	LOS
PARK AVENUE @ 125th STREET				
Northeast Crosswalk	45	B	46	B
Northwest Crosswalk	24	D	35	C
Southeast Crosswalk	31	C	37	C
Southwest Crosswalk	37	C	26	C
LEXINGTON AVENUE @ 125th STREET				
North Crosswalk	66	B	55	B
South Crosswalk	83	B	49	B
East Crosswalk	103	B	98	B
West Crosswalk	99	B	82	B
SECOND AVENUE @ 94th STREET				
North Crosswalk	137	A	245	A
South Crosswalk	118	B	172	A
East Crosswalk	53	B	86	B
West Crosswalk	61	B	100	B
SECOND AVENUE @ 86th STREET				
North Crosswalk	24	C	29	C
South Crosswalk	43	B	30	C
East Crosswalk	126	B	68	B
West Crosswalk	77	B	62	B
SECOND AVENUE @ 72nd STREET				
North Crosswalk	123	B	119	B
South Crosswalk	125	B	114	B
East Crosswalk	122	B	82	B
West Crosswalk	62	B	65	B
SECOND AVENUE @ 44th STREET				
North Crosswalk	58	B	81	B
South Crosswalk	66	B	61	B
East Crosswalk	30	C	25	C
West Crosswalk	34	C	34	C
SECOND AVENUE @ 42nd STREET				
North Crosswalk	49	B	38	C
South Crosswalk	64	B	62	B
East Crosswalk	59	B	72	B
West Crosswalk	37	C	62	B
LEXINGTON AVENUE @ 42nd STREET				
North Crosswalk	13	E	12	E
South Crosswalk	20	D	19	D
East Crosswalk	23	D	20	D
West Crosswalk	14	E	14	E
SEVENTH AVENUE @ 40th STREET				
South Crosswalk	18	D	25	C
East Crosswalk	15	E	16	D

Table D.3-25 CONTINUED
 ANALYSIS OF CRITICAL PEDESTRIAN ELEMENTS FOR THE SECOND AVENUE SUBWAY FEIS
 EXISTING CONDITIONS FOR PEAK 15 - MINUTE AM AND PM PEAK PERIODS

INTERSECTION and ELEMENT	CROSSWALKS			
	AM Peak Period		PM Peak Period	
	Maximum Surge		Maximum Surge	
	Space (sf/ped)	LOS	Space (sf/ped)	LOS
SIXTH AVENUE @ 32nd STREET				
North Crosswalk	17	D	15	E
East Crosswalk	25	C	26	C
SECOND AVENUE @ 14th STREET				
North Crosswalk	100	B	77	B
South Crosswalk	63	B	49	B
East Crosswalk	103	B	109	B
West Crosswalk	106	B	106	B
WATER STREET @ HANOVER / OLD SLIP				
North Crosswalk	84	B	114	B
South Crosswalk	46	B	55	B
East Crosswalk	92	B	74	B
West Crosswalk	91	B	94	B
WATER STREET @ WALL STREET				
North Crosswalk	16	D	17	D
South Crosswalk	17	D	21	D
East Crosswalk	67	B	42	B
West Crosswalk	64	B	62	B
WATER STREET / PEARL STREET @ FULTON STREET				
North Crosswalk	334	A	59	B
South Crosswalk	56	A	40	B
West Crosswalk	181	A	181	A

INTERSECTION and ELEMENT	CORNERS			
	AM Peak Period		PM Peak Period	
	Average		Average	
	Space (sf/ped)	LOS	Space (sf/ped)	LOS
PARK AVENUE @ 125th STREET				
Northeast Corner	71.5	B	93.4	B
Northwest Corner	120.5	B	132.5	A
Northeast Median	44.2	B	52.7	B
Northwest Median	67.2	B	48.0	B
Southeast Median	441.3	A	315.0	A
Southwest Median	315.9	A	380.9	A
Southeast Corner	91.1	B	106.2	B
Southwest Corner	172.9	A	126.8	B
LEXINGTON AVENUE @ 125th STREET				
Northeast Corner	168.9	A	166.8	A
Northwest Corner	95.2	B	97.1	B
Southeast Corner	63.6	B	42.9	B
Southwest Corner	112.9	B	102.2	B

Table D.3-25 CONTINUED
ANALYSIS OF CRITICAL PEDESTRIAN ELEMENTS FOR THE SECOND AVENUE SUBWAY FEIS
EXISTING CONDITIONS FOR PEAK 15 - MINUTE AM AND PM PEAK PERIODS

INTERSECTION and ELEMENT	CORNERS			
	AM Peak Period		PM Peak Period	
	Average		Average	
	Space (sf/ped)	LOS	Space (sf/ped)	LOS
SECOND AVENUE @ 94th STREET				
Northeast Corner	165.8	A	303.1	A
Northwest Corner	152.0	A	264.2	A
Southeast Corner	181.2	A	277.2	A
Southwest Corner	151.8	A	234.2	A
SECOND AVENUE @ 86th STREET				
Northeast Corner	119.9	B	106.7	B
Northwest Corner	71.0	B	74.7	B
Southeast Corner	78.1	B	48.1	B
Southwest Corner	122.5	B	86.5	B
SECOND AVENUE @ 72nd STREET				
Northeast Corner	272.5	A	214.6	A
Northwest Corner	148.0	A	158.9	A
Southeast Corner	230.1	A	177.6	A
Southwest Corner	178.8	A	160.8	A
SECOND AVENUE @ 44th STREET				
Northeast Corner	71.1	B	75.3	B
Northwest Corner	65.7	B	79.9	B
Southeast Corner	84.7	B	68.2	B
Southwest Corner	59.7	B	61.9	B
SECOND AVENUE @ 42nd STREET				
Northeast Corner	64.1	B	56.4	B
Northwest Corner	58.1	B	54.1	B
Southeast Corner	102.9	B	109.4	B
Southwest Corner	53.5	B	74.1	B
LEXINGTON AVENUE @ 42nd STREET				
Northeast Corner	28.3	C	19.7	D
Northwest Corner	14.1	E	21.7	D
Southeast Corner	48.4	B	38.2	C
Southwest Corner	22.0	D	23.8	D
SEVENTH AVENUE @ 40th STREET				
Southeast Corner	25.9	C	33.7	C
SIXTH AVENUE @ 32nd STREET				
Northeast Corner	17.1	D	13.7	E
SECOND AVENUE @ 14th STREET				
Northeast Corner	317.0	A	280.5	A
Northwest Corner	287.1	A	267.2	A
Southeast Corner	189.5	A	171.3	A
Southwest Corner	163.9	A	146.6	A
WATER STREET @ HANOVER / OLD SLIP				
Northeast Corner	140.8	A	135.7	A
Northwest Corner	146.6	A	167.0	A
Southeast Corner	297.2	A	264.7	A
Southwest Corner	94.4	B	101.1	B

Table D.3-25 CONTINUED
 ANALYSIS OF CRITICAL PEDESTRIAN ELEMENTS FOR THE SECOND AVENUE SUBWAY FEIS
 EXISTING CONDITIONS FOR PEAK 15 - MINUTE AM AND PM PEAK PERIODS

INTERSECTION and ELEMENT	CORNERS			
	AM Peak Period		PM Peak Period	
	Average		Average	
	Space (sf/ped)	LOS	Space (sf/ped)	LOS
<i>WATER STREET @ WALL STREET</i>				
Northeast Corner	120.1	A	104.8	A
Northwest Corner	41.4	B	41.0	B
Southeast Corner	39.3	C	38.8	C
Southwest Corner	65.7	B	82.3	B
<i>WATER STREET / PEARL STREET @ FULTON STREET</i>				
Northeast Corner	1188.1	A	192.7	A
Northwest Corner	126.4	B	50.0	B
Southeast Corner	211.2	A	131.1	A
Southwest Corner	185.2	A	154.1	A

Table D.3-26
ANALYSIS OF CRITICAL PEDESTRIAN ELEMENTS FOR THE SECOND AVENUE SUBWAY FEIS
NO BUILD CONDITIONS FOR PEAK 15 - MINUTE AM AND PM PEAK PERIODS

CROSSWALKS				
INTERSECTION and ELEMENT	AM Peak Period		PM Peak Period	
	Maximum Surge			
	Space (sf/ped)	LOS	Space (sf/ped)	LOS
PARK AVENUE @ 125th STREET				
Northeast Crosswalk	41	B	42	B
Northwest Crosswalk	22	D	32	C
Southeast Crosswalk	28	C	34	C
Southwest Crosswalk	34	C	24	C
LEXINGTON AVENUE @ 125th STREET				
North Crosswalk	61	B	51	B
South Crosswalk	76	B	45	B
East Crosswalk	95	B	90	B
West Crosswalk	91	B	75	B
SECOND AVENUE @ 94th STREET				
North Crosswalk	125	B	222	A
South Crosswalk	108	B	156	B
East Crosswalk	49	B	78	B
West Crosswalk	56	B	92	B
SECOND AVENUE @ 86th STREET				
North Crosswalk	22	D	27	C
South Crosswalk	39	C	28	C
East Crosswalk	115	B	62	B
West Crosswalk	69	B	56	B
SECOND AVENUE @ 72nd STREET				
North Crosswalk	111	B	108	B
South Crosswalk	114	B	105	B
East Crosswalk	111	B	75	B
West Crosswalk	57	B	59	B
SECOND AVENUE @ 44th STREET				
North Crosswalk	54	B	74	B
South Crosswalk	61	B	55	B
East Crosswalk	27	C	23	D
West Crosswalk	31	C	31	C
SECOND AVENUE @ 42nd STREET				
North Crosswalk	26	C	23	D
South Crosswalk	19	D	20	D
East Crosswalk	54	B	66	B
West Crosswalk	34	C	57	B
LEXINGTON AVENUE @ 42nd STREET				
North Crosswalk	10	E	9	E
South Crosswalk	10	E	9	E
East Crosswalk	21	D	18	D
West Crosswalk	13	E	13	E
SEVENTH AVENUE @ 40th STREET				
South Crosswalk	17	D	23	D
East Crosswalk	13	E	15	E

Table D.3-26 CONTINUED
 ANALYSIS OF CRITICAL PEDESTRIAN ELEMENTS FOR THE SECOND AVENUE SUBWAY FEIS
 NO BUILD CONDITIONS FOR PEAK 15 - MINUTE AM AND PM PEAK PERIODS

INTERSECTION and ELEMENT	CROSSWALKS			
	AM Peak Period		PM Peak Period	
	Maximum Surge		Maximum Surge	
	Space (sf/ped)	LOS	Space (sf/ped)	LOS
SIXTH AVENUE @ 32nd STREET				
North Crosswalk	16	D	13	E
East Crosswalk	23	D	24	D
SECOND AVENUE @ 14th STREET				
North Crosswalk	91	B	71	B
South Crosswalk	58	B	44	B
East Crosswalk	94	B	100	B
West Crosswalk	97	B	97	B
WATER STREET @ HANOVER / OLD SLIP				
North Crosswalk	77	B	104	B
South Crosswalk	17	D	20	D
East Crosswalk	69	B	59	B
West Crosswalk	83	B	86	B
WATER STREET @ WALL STREET				
North Crosswalk	15	D	16	D
South Crosswalk	16	D	20	D
East Crosswalk	62	B	38	C
West Crosswalk	59	B	56	B
WATER STREET / PEARL STREET @ FULTON STREET				
North Crosswalk	312	A	54	B
South Crosswalk	51	B	37	C
West Crosswalk	167	A	162	A

INTERSECTION and ELEMENT	CORNERS			
	AM Peak Period		PM Peak Period	
	Average		Average	
	Space (sf/ped)	LOS	Space (sf/ped)	LOS
PARK AVENUE @ 125th STREET				
Northeast Corner	65.0	B	85.0	B
Northwest Corner	109.2	B	120.8	B
Northeast Median	39.6	C	48.0	B
Northwest Median	61.1	B	43.7	B
Southeast Corner	82.9	B	96.5	B
Southwest Corner	157.0	A	115.5	B
Southeast Median	404.0	A	289.1	A
Southwest Median	289.2	A	348.9	A
LEXINGTON AVENUE @ 125th STREET				
Northeast Corner	153.7	A	151.7	A
Northwest Corner	86.7	B	88.3	B
Southeast Corner	57.7	B	38.7	C
Southwest Corner	102.9	B	93.0	B

Table D.3-26 CONTINUED
**ANALYSIS OF CRITICAL PEDESTRIAN ELEMENTS FOR THE SECOND AVENUE SUBWAY FEIS -
 NO BUILD CONDITIONS FOR PEAK 15 - MINUTE AM AND PM PEAK PERIODS**

CORNERS				
INTERSECTION and ELEMENT	AM Peak Period		PM Peak Period	
	Average		Average	
	Space (sf/ped)	LOS	Space (sf/ped)	LOS
SECOND AVENUE @ 94th STREET				
Northeast Corner	152.5	A	275.1	A
Northwest Corner	138.6	A	239.7	A
Southeast Corner	166.3	A	250.6	A
Southwest Corner	138.0	A	212.7	A
SECOND AVENUE @ 86th STREET				
Northeast Corner	108.5	B	96.5	B
Northwest Corner	63.8	B	67.3	B
Southeast Corner	70.2	B	43.1	B
Southwest Corner	110.6	B	77.9	B
SECOND AVENUE @ 72nd STREET				
Northeast Corner	246.7	A	195.3	A
Northwest Corner	134.6	A	144.3	A
Southeast Corner	209.3	A	161.7	A
Southwest Corner	163.1	A	146.3	A
SECOND AVENUE @ 44th STREET				
Northeast Corner	64.8	B	68.3	B
Northwest Corner	59.6	B	72.9	B
Southeast Corner	77.0	B	61.6	B
Southwest Corner	53.7	B	56.1	B
SECOND AVENUE @ 42nd STREET				
Northeast Corner	39.7	C	32.2	C
Northwest Corner	35.0	C	36.6	C
Southeast Corner	45.1	B	40.0	B
Southwest Corner	19.6	D	33.1	C
LEXINGTON AVENUE @ 42nd STREET				
Northeast Corner	21.8	D	13.3	E
Northwest Corner	8.4	E	17.2	D
Southeast Corner	29.5	C	19.2	D
Southwest Corner	10.0	E	14.9	E
SEVENTH AVENUE @ 40th STREET				
Southeast Corner	23.0	D	30.2	C
SIXTH AVENUE @ 32nd STREET				
Northeast Corner	15.2	D	11.9	E
SECOND AVENUE @ 14th STREET				
Northeast Corner	288.3	A	255.8	A
Northwest Corner	261.0	A	243.6	A
Southeast Corner	172.6	A	156.1	A
Southwest Corner	149.2	A	133.4	A
WATER STREET @ HANOVER / OLD SLIP				
Northeast Corner	113.6	B	111.6	B
Northwest Corner	133.1	A	152.1	A
Southeast Corner	136.4	A	125.1	B
Southwest Corner	39.5	C	55.7	B

Table D.3-26 CONTINUED

ANALYSIS OF CRITICAL PEDESTRIAN ELEMENTS FOR THE SECOND AVENUE SUBWAY FEIS
NO BUILD CONDITIONS FOR PEAK 15-MINUTE AM AND PM PEAK PERIODS

INTERSECTION and ELEMENT	CORNERS			
	AM Peak Period		PM Peak Period	
	Average		Average	
	Space (sf/ped)	LOS	Space (sf/ped)	LOS
<i>WATER STREET @ WALL STREET</i>				
Northeast Corner	109.8	B	95.7	B
Northwest Corner	37.3	C	36.8	C
Southeast Corner	35.2	C	34.6	C
Southwest Corner	59.3	B	74.8	B
<i>WATER STREET / PEARL STREET @ FULTON STREET</i>				
Northeast Corner	1110.5	A	175.6	A
Northwest Corner	115.8	B	44.6	B
Southeast Corner	193.9	A	118.9	B
Southwest Corner	168.2	A	140.8	A

Table D.3-27
 ANALYSIS OF CRITICAL PEDESTRIAN ELEMENTS FOR THE SECOND AVENUE SUBWAY FEIS
 BUILD VS. MITIGATED CONDITIONS FOR PEAK 16-MINUTE AM AND PM PEAK PERIODS

CROSSWALKS										
INTERSECTION and ELEMENT	BUILD CONDITIONS				MITIGATED BUILD CONDITIONS				COMMENTS	
	AM Peak Period		PM Peak Period		AM Peak Period		PM Peak Period			
	Maximum Surge	LOS	Maximum Surge	LOS	Maximum Surge	LOS	Maximum Surge	LOS		
	Space (sf/pe)	LOS	Space (sf/pe)	LOS	Space (sf/pe)	LOS	Space (sf/pe)	LOS		
PARK AVENUE @ 125th STREET										
Northeast Crosswalk	43	B	42	B						
Northwest Crosswalk	12	E	24	D	16	D	32	C	• Widen the northwest crosswalk by four feet.	
Southeast Crosswalk	28	C	19	B						
Southwest Crosswalk	11	E	11	E	16	D	16	D	• Widen the southwest crosswalk by six feet.	
LEXINGTON AVENUE @ 125th STREET										
North Crosswalk	61	B	51	B						
South Crosswalk	76	B	45	B						
East Crosswalk	95	B	90	B						
West Crosswalk	91	B	75	B						
SECOND AVENUE @ 94th STREET										
North Crosswalk	55	B	70	B						
South Crosswalk	22	D	25	C						
East Crosswalk	9	E	11	E	53	B	86	B	• No cost-effective mitigation measure available.	
West Crosswalk	35	C	47	B					• Provide subway entrances on all four corners, not just on the northeast and southwest corners.	
SECOND AVENUE @ 86th STREET										
North Crosswalk	13	E	16	D	16	D	20	D	• Widen the southwest crosswalk by three feet.	
South Crosswalk	28	C	22	D						
East Crosswalk	115	B	62	B						
West Crosswalk	69	B	56	B						
SECOND AVENUE @ 72nd STREET										
North Crosswalk	123	B	119	B						
South Crosswalk	125	B	114	B						
East Crosswalk	23	D	32	C						
West Crosswalk	18	D	35	C						
SECOND AVENUE @ 44th STREET										
North Crosswalk	24	D	31	C						
South Crosswalk	53	B	51	B						
East Crosswalk	24	D	21	D						
West Crosswalk	12	E	13	E	16	D	18	D	• Widen the west crosswalk by four feet.	
SECOND AVENUE @ 42nd STREET										
North Crosswalk	21	D	21	D						
South Crosswalk	55	B	54	B						
East Crosswalk	49	B	59	B						
West Crosswalk	27	C	41	B						
LEXINGTON AVENUE @ 42nd STREET										
North Crosswalk	15	E	12	E						
East Crosswalk	29	C	22	D						
West Crosswalk	19	D	15	D						
SEVENTH AVENUE @ 40th STREET										
South Crosswalk	16	D	22	D	16	D	22	D		
East Crosswalk	13	E	14	E	14	E	15	D	• Widen the east crosswalk by one foot.	
SIXTH AVENUE @ 32nd STREET										
North Crosswalk	19	D	15	E						
East Crosswalk	25	C	26	C						
SECOND AVENUE @ 14th STREET										
North Crosswalk	68	B	66	B						
South Crosswalk	60	B	47	B						
East Crosswalk	63	B	74	B						
West Crosswalk	92	B	92	B						
WATER STREET @ HANOVER / OLD SLIP										
North Crosswalk	26	C	85	B						
South Crosswalk	18	D	38	C						
East Crosswalk	61	B	54	B						
West Crosswalk	64	B	67	B						
WATER STREET @ WALL STREET										
North Crosswalk	17	D	17	D						
South Crosswalk	18	D	23	D						
East Crosswalk	30	C	25	C						
West Crosswalk	18	D	21	D						
WATER STREET / PEARL STREET @ FULTON STREET										
North Crosswalk	98	B	44	B						
South Crosswalk	43	B	36	C						
West Crosswalk	15	D	87	B						

□ denotes a significant impact

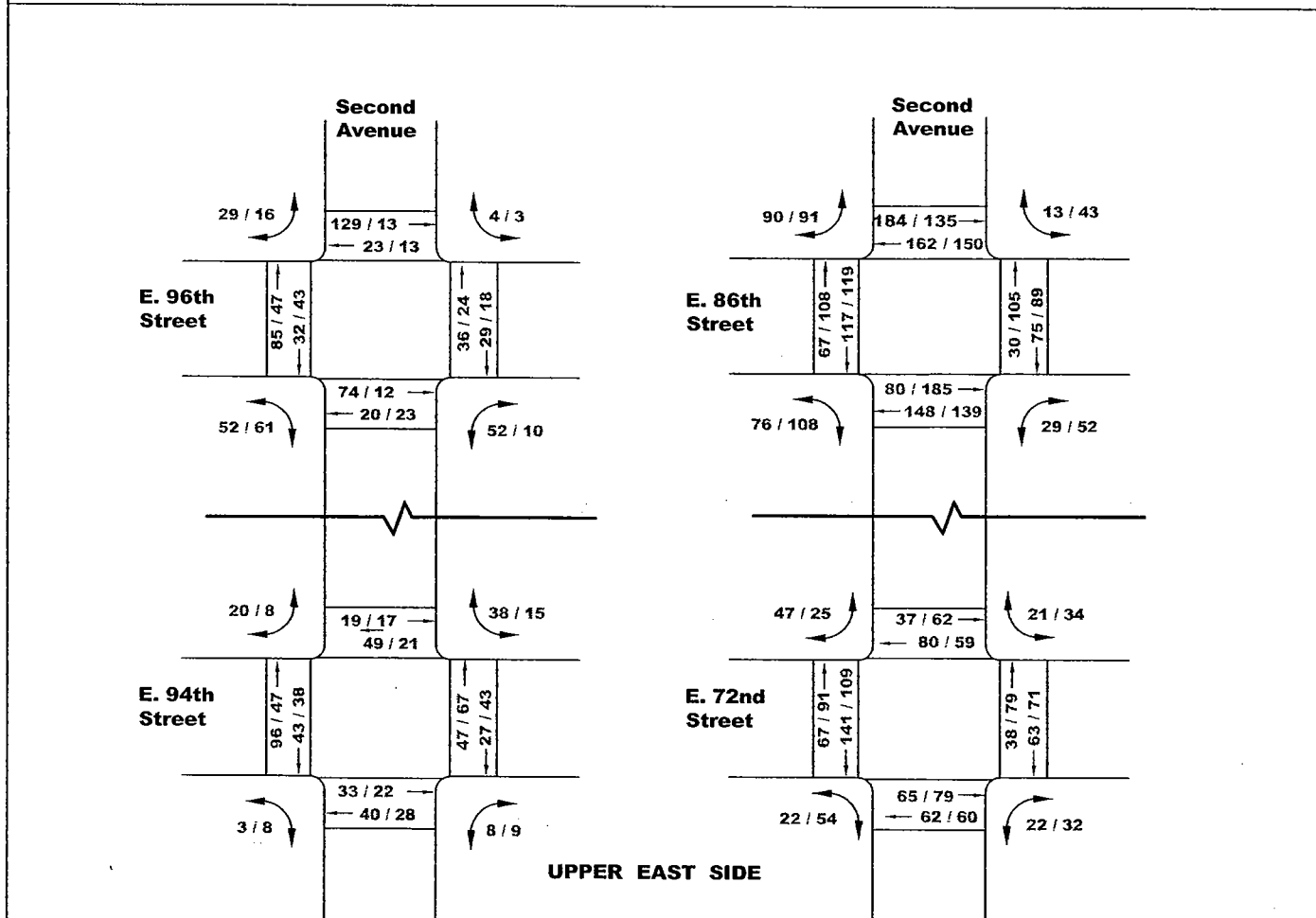
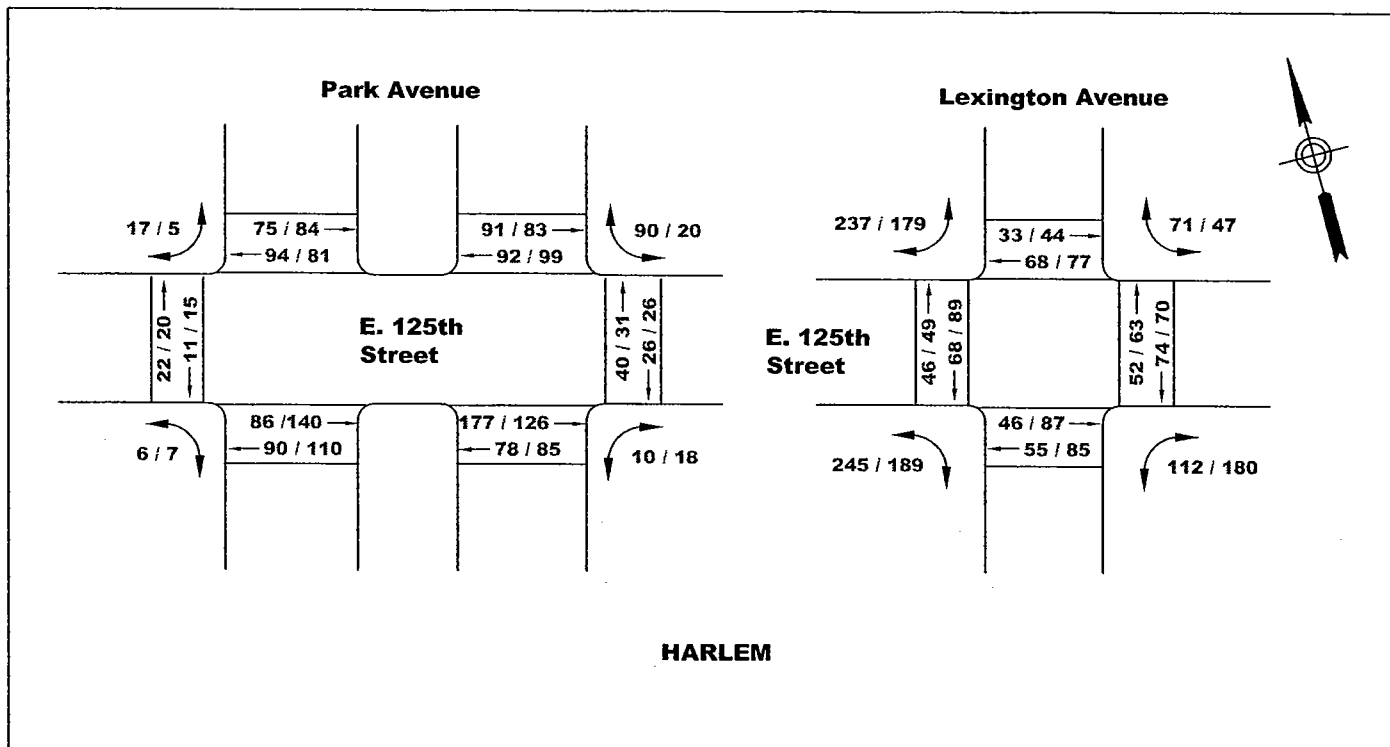
Table D.3-27
ANALYSIS OF CRITICAL PEDESTRIAN ELEMENTS FOR THE SECOND AVENUE SUBWAY FEIS
BUILD VS. MITIGATED CONDITIONS FOR PEAK 15-MINUTE AM AND PM PEAK PERIODS

CORNERS										COMMENTS
INTERSECTION and ELEMENT	BUILD CONDITIONS				MITIGATED BUILD CONDITIONS					
	AM Peak Period		PM Peak Period		AM Peak Period		PM Peak Period			
	Average	LOS	Average	LOS	Average	LOS	Average	LOS		
	Space (stped)		Space (stped)		Space (stped)		Space (stped)		Space (stped)	
PARK AVENUE @ 125th STREET										
Northeast Corner	66.6	B	85.0	B						
Northwest Corner	46.0	B	76.0	B						
Northeast Median	15.8	D	34.8	C						
Northwest Median	63.5	B	43.7	B						
Southeast Median	133.4	A	130.8	A						
Southwest Median	288.2	A	198.2	A						
Southeast Corner	70.1	B	51.1	B						
Southwest Corner	40.8	B	40.8	B						
LEXINGTON AVENUE @ 125th STREET										
Northeast Corner	154.6	A	151.7	A						
Northwest Corner	89.6	B	89.2	B						
Southeast Corner	60.0	B	39.3	C						
Southwest Corner	101.5	B	91.9	B						
SECOND AVENUE @ 94th STREET										
Northeast Corner	28.9	C	29.5	C	51.5	B	58.3	B		
Northwest Corner	49.5	B	63.7	B						
Southeast Corner	12.7	E	17.1	D	34.9	C	38.8	C		
Southwest Corner	25.5	C	26.6	C	35.3	C	39.9	C		
SECOND AVENUE @ 86th STREET										
Northeast Corner	54.5	B	55.3	B						
Northwest Corner	31.8	C	35.4	C						
Southeast Corner	26.5	C	23.1	D						
Southwest Corner	80.5	B	61.4	B						
SECOND AVENUE @ 72nd STREET										
Northeast Corner	46.7	B	66.6	B						
Northwest Corner	35.0	C	58.9	B						
Southeast Corner	49.1	B	69.3	B						
Southwest Corner	44.9	B	83.6	B						
SECOND AVENUE @ 44th STREET										
Northeast Corner	13.7	E	20.3	D	18.2	D	25.5	C		
Northwest Corner	15.8	D	14.4	E	16.8	D	15.6	D		
Southeast Corner	59.2	B	50.6	B						
Southwest Corner	18.3	D	27.1	C						
SECOND AVENUE @ 42nd STREET										
Northeast Corner	24.6	C	21.2	D						
Northwest Corner	20.7	D	27.9	C						
Southeast Corner	75.8	B	82.2	B						
Southwest Corner	37.7	C	50.4	B						
LEXINGTON AVENUE @ 42nd STREET										
Northeast Corner	33.7	C	20.5	D						
Northwest Corner	19.9	D	21.6	D						
SEVENTH AVENUE @ 40th STREET										
Southeast Corner	22.0	D	29.4	C						
SIXTH AVENUE @ 32nd STREET										
Northeast Corner	19.3	D	13.0	E						
SECOND AVENUE @ 14th STREET										
Northeast Corner	156.7	A	179.0	A						
Northwest Corner	159.2	A	187.2	A						
Southeast Corner	129.2	B	119.3	B						
Southwest Corner	141.1	A	130.8	A						
WATER STREET @ HANOVER / OLD SLIP										
Northeast Corner	52.8	B	97.6	B						
Northwest Corner	56.9	B	103.3	B						
Southeast Corner	84.8	B	114.1	B						
Southwest Corner	38.2	C	56.5	B						
WATER STREET @ WALL STREET										
Northeast Corner	72.6	B	72.6	B						
Northwest Corner	20.8	D	16.9	D						
Southeast Corner	26.7	C	25.9	C						
Southwest Corner	36.6	C	50.2	B						
WATER STREET @ WALL STREET										
Northeast Corner	133.5	A	115.4	B						
Northwest Corner	65.4	B	181.3	A						
Southeast Corner	72.1	B	102.5	B						
Southwest Corner	48.7	B	115.6	B						

• No cost-effective mitigation measure available.
 • Provide subway entrances on the northeast, southeast and southwest corners, not just on the northeast and southwest corners.

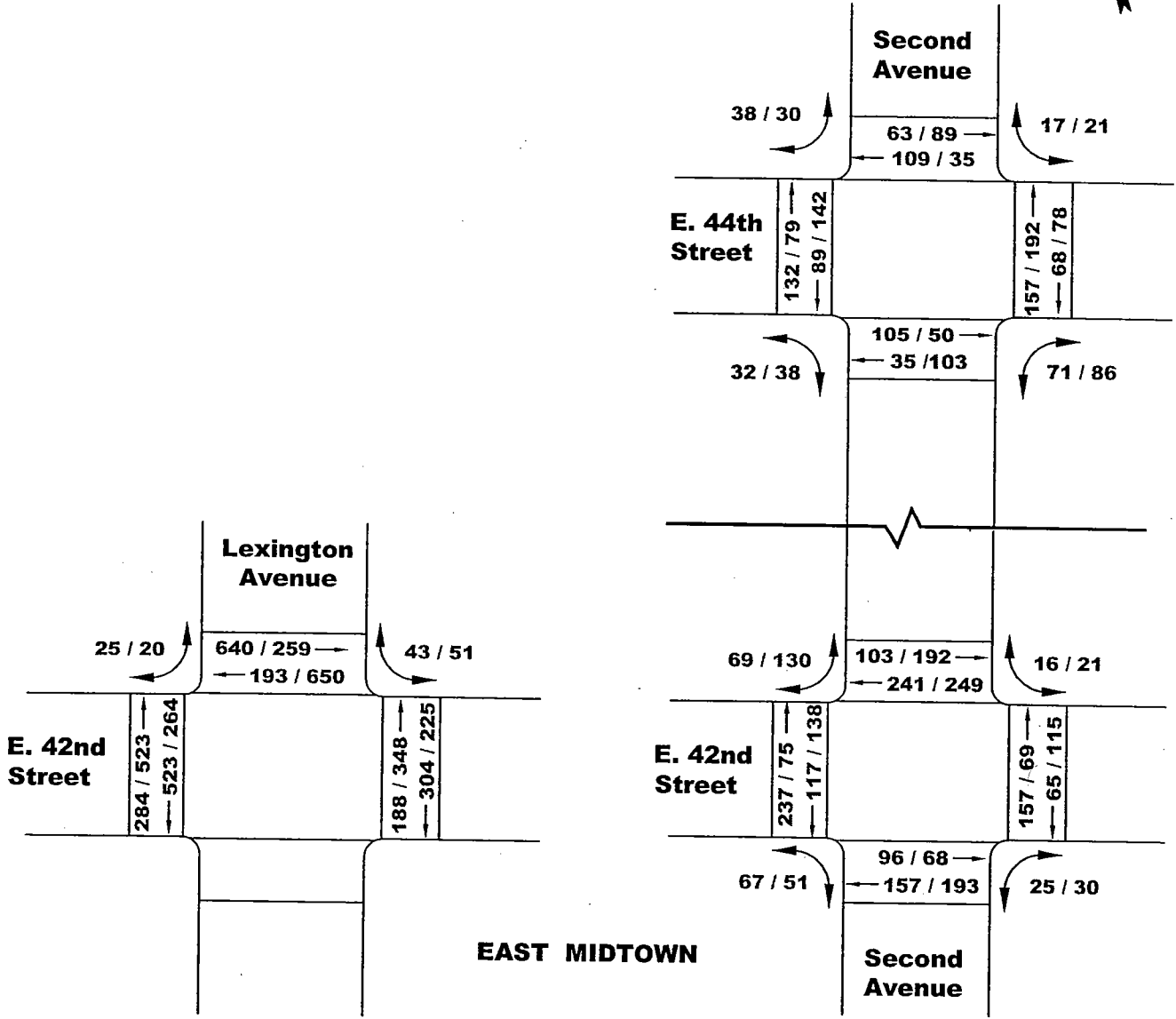
• Remove the refuse cans and mail box from the northeast and northwest corner reservoir areas.

denotes a significant impact



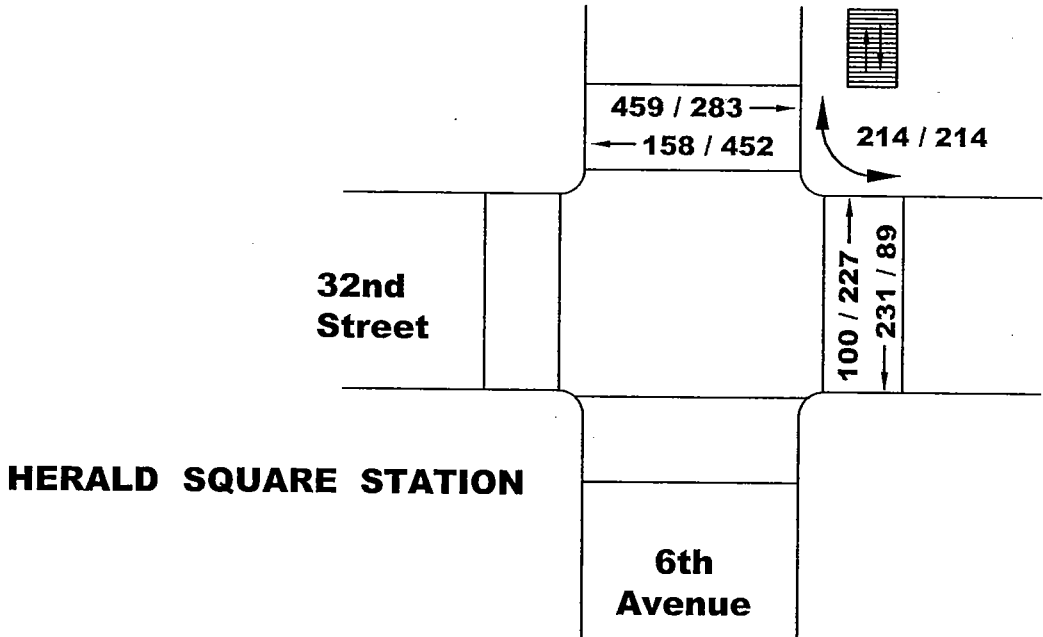
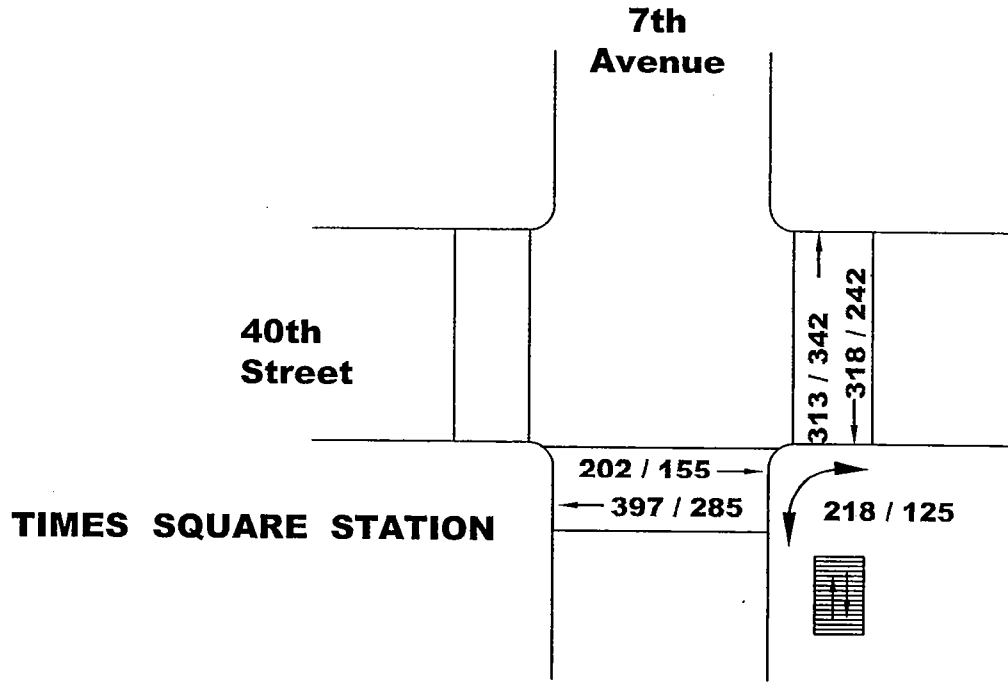
NOTES: 1) Not to Scale
 2) XX / XX = AM / PM Peak 15 - Minute Volumes

Figure D.3 - 72
2002 EXISTING ON - STREET PEDESTRIAN VOLUMES
HARLEM & UPPER EAST SIDE STATION LOCATIONS

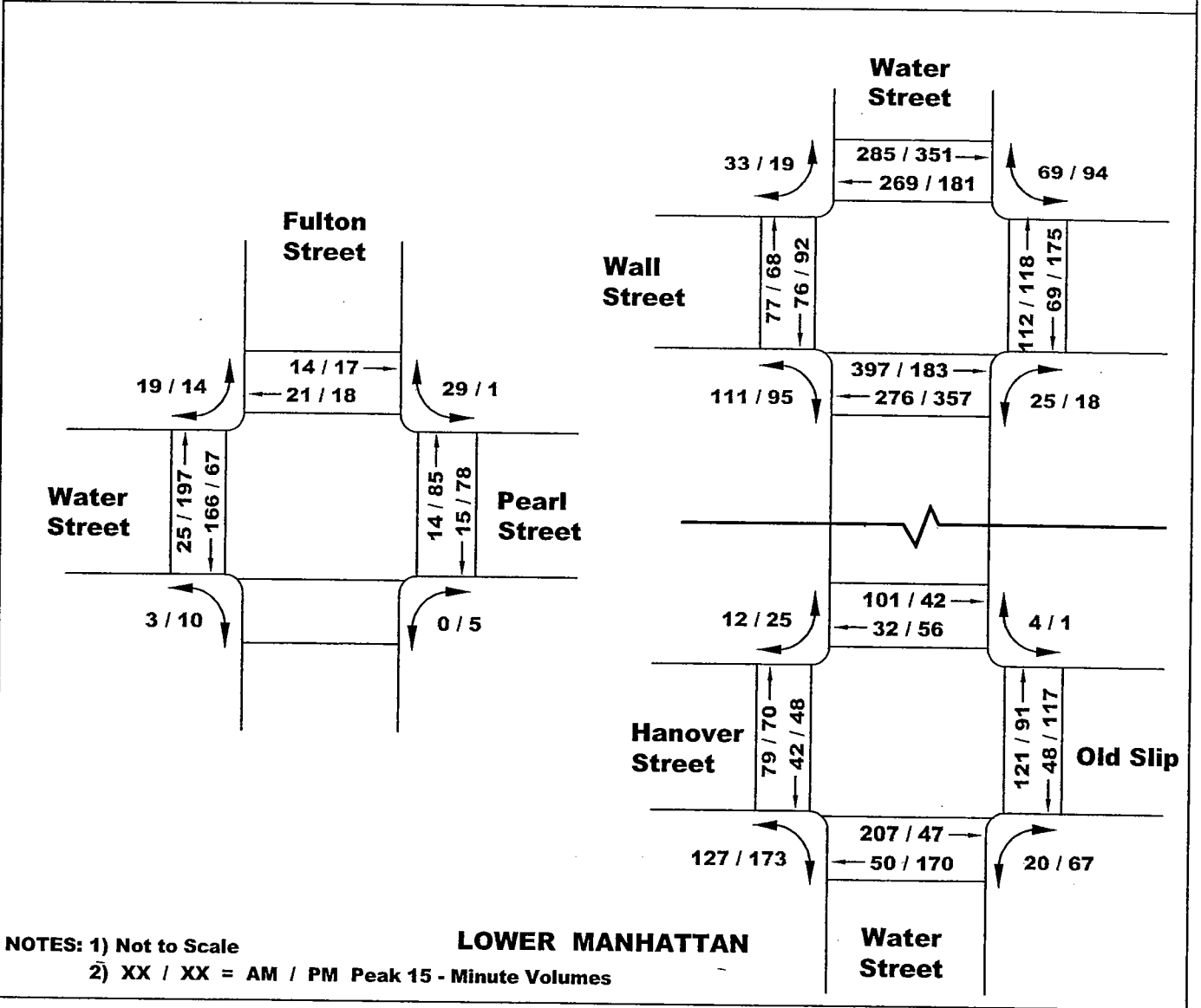
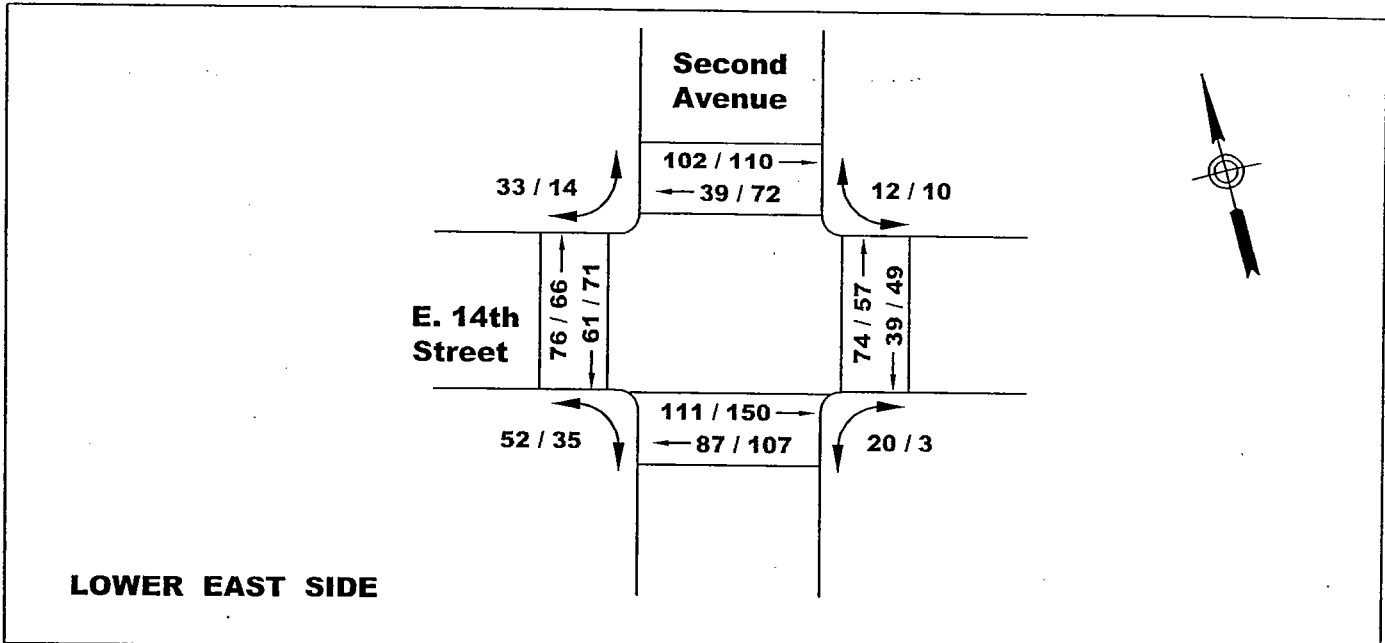


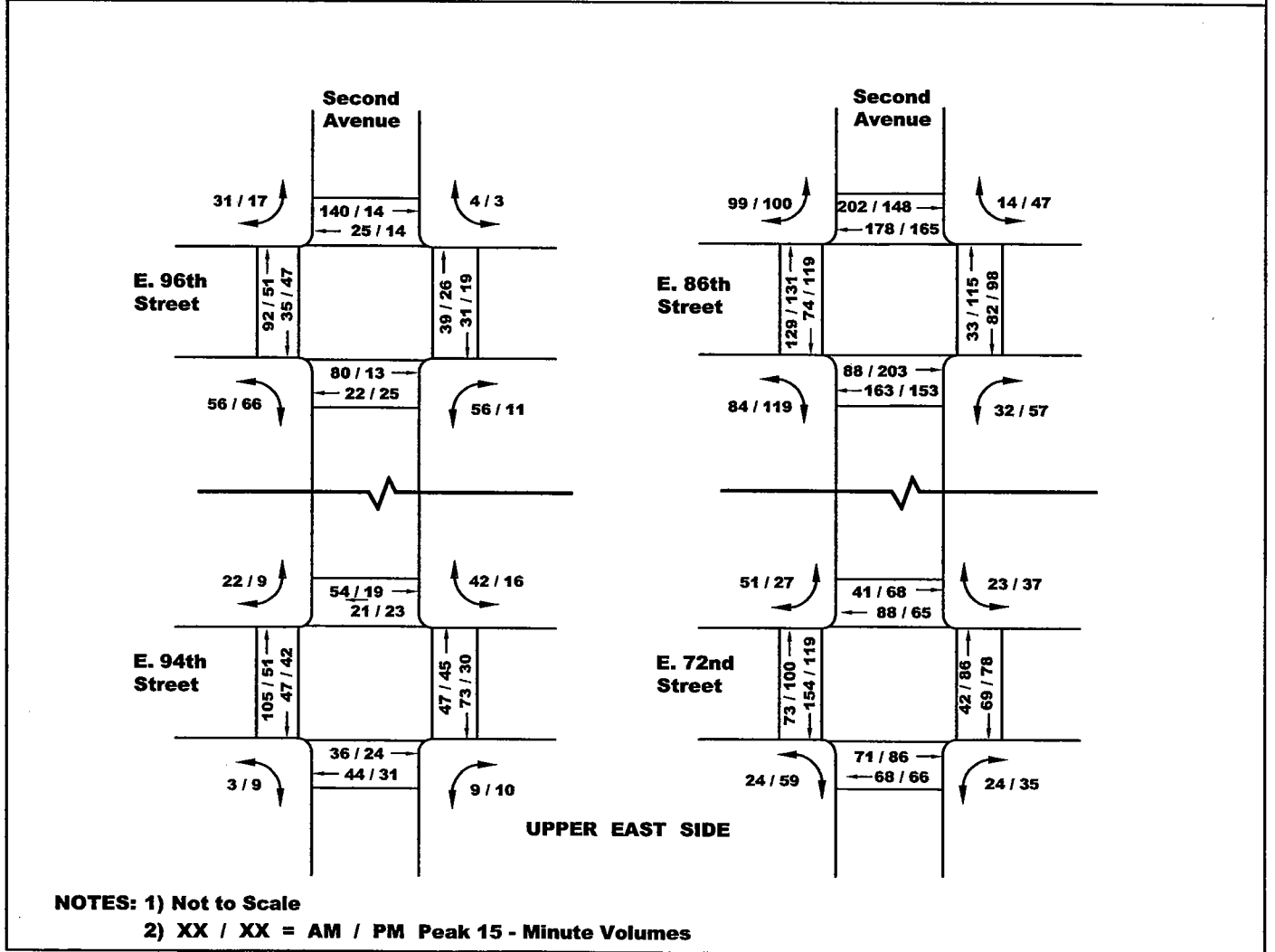
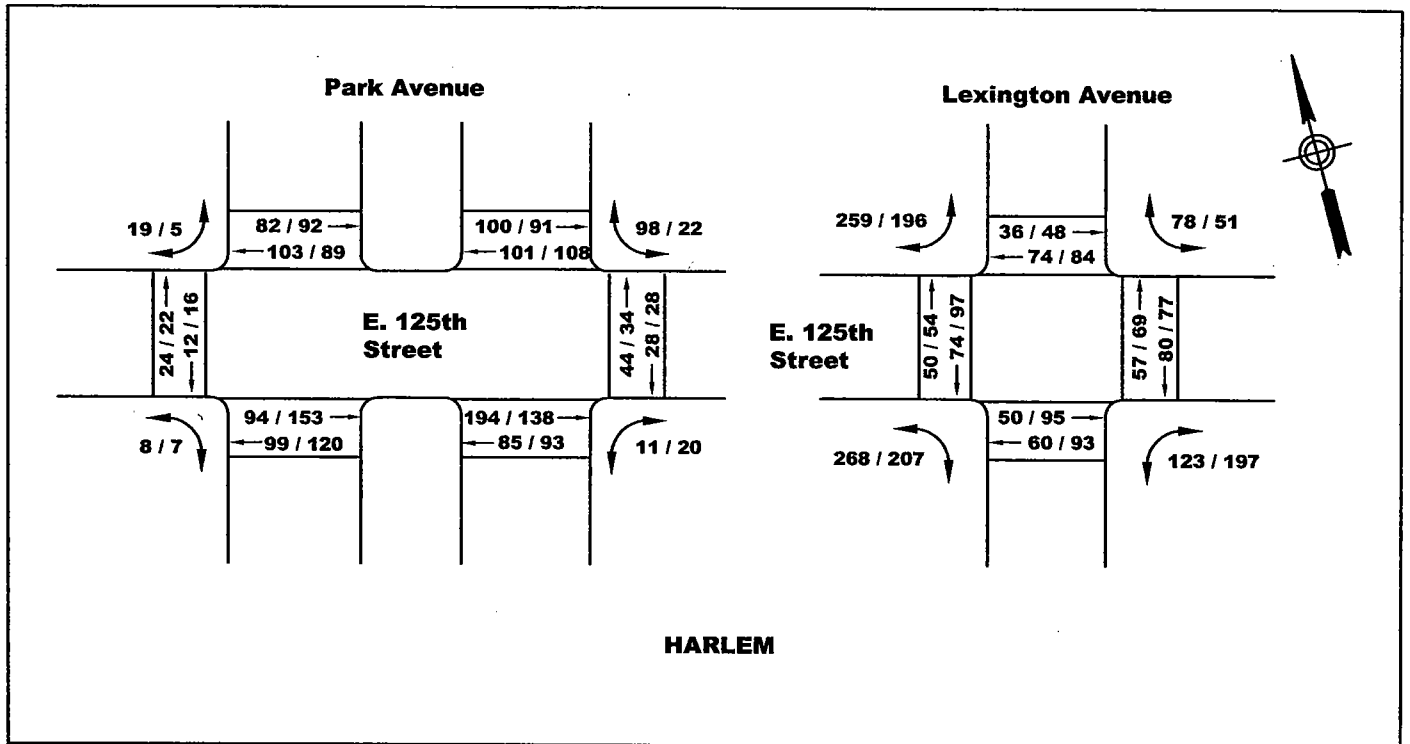
NOTES: 1) Not to Scale
2) XX / XX = AM / PM Peak 15 - Minute Volumes

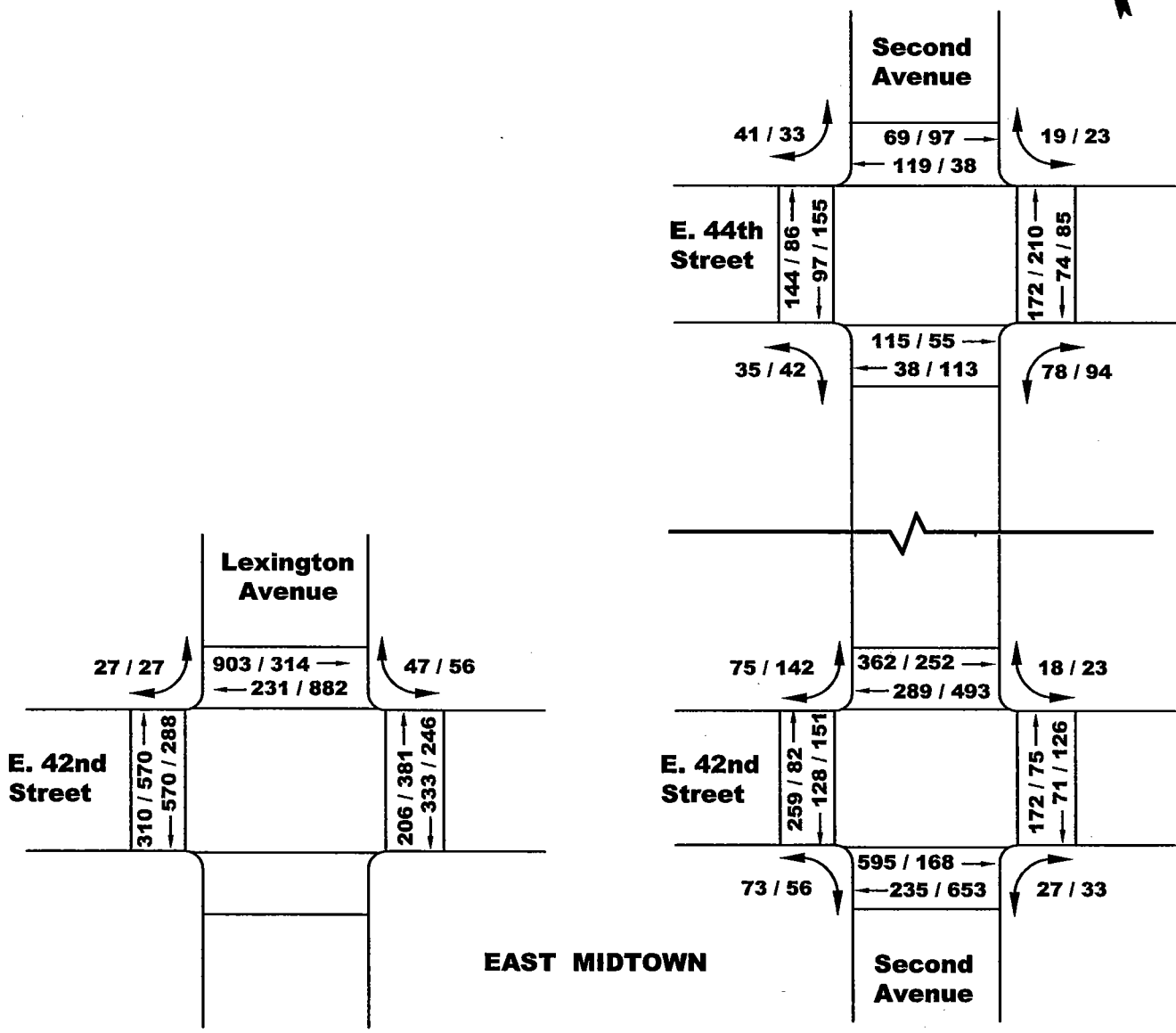
Figure D.3 - 73
2002 EXISTING ON - STREET PEDESTRIAN VOLUMES
EAST MIDTOWN STATION LOCATIONS



NOTES: 1) Not to Scale
2) XX / XX = AM / PM Peak 15 - Minute Volumes







EAST MIDTOWN

NOTES: 1) Not to Scale
 2) XX / XX = AM / PM Peak 15 - Minute Volumes

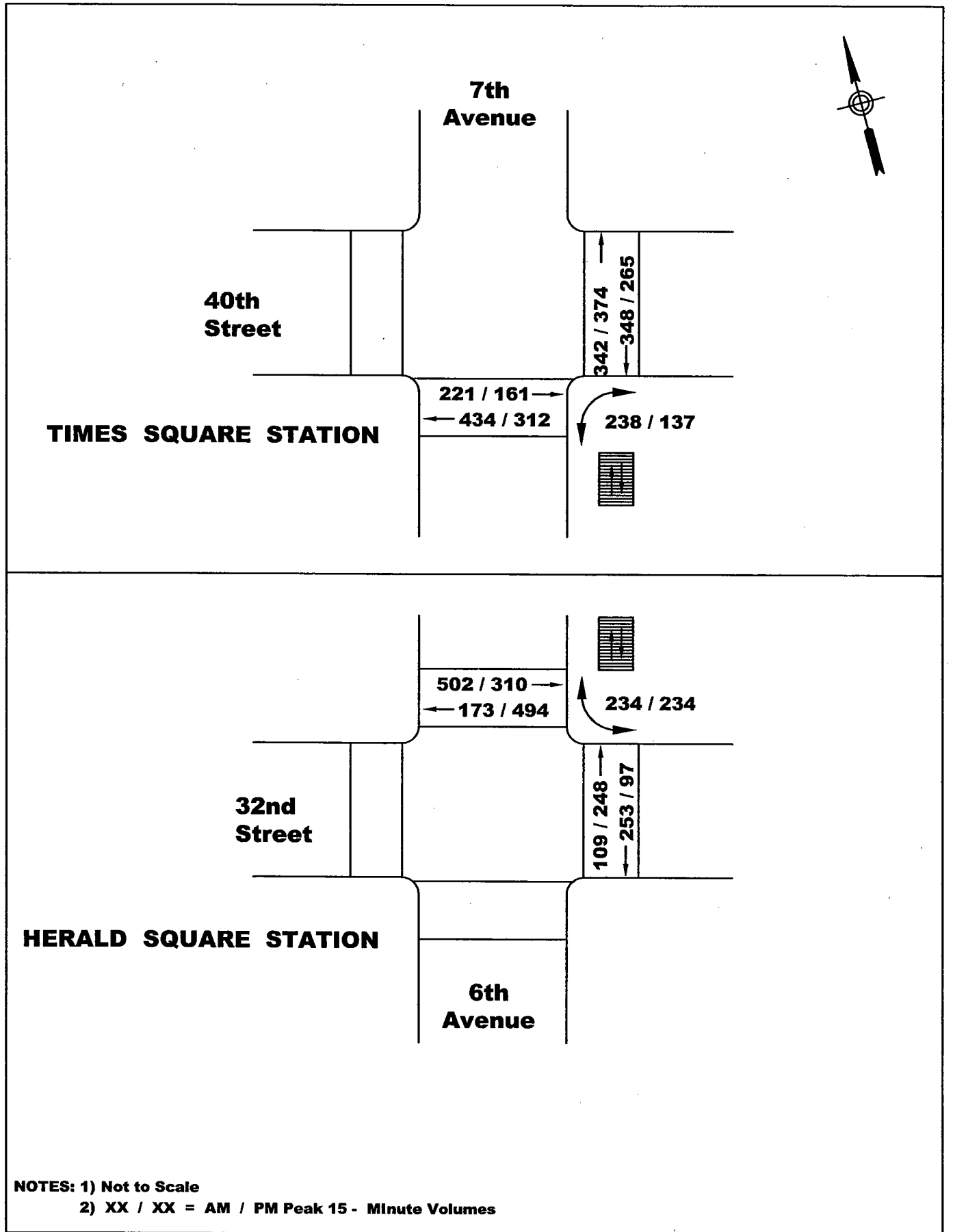
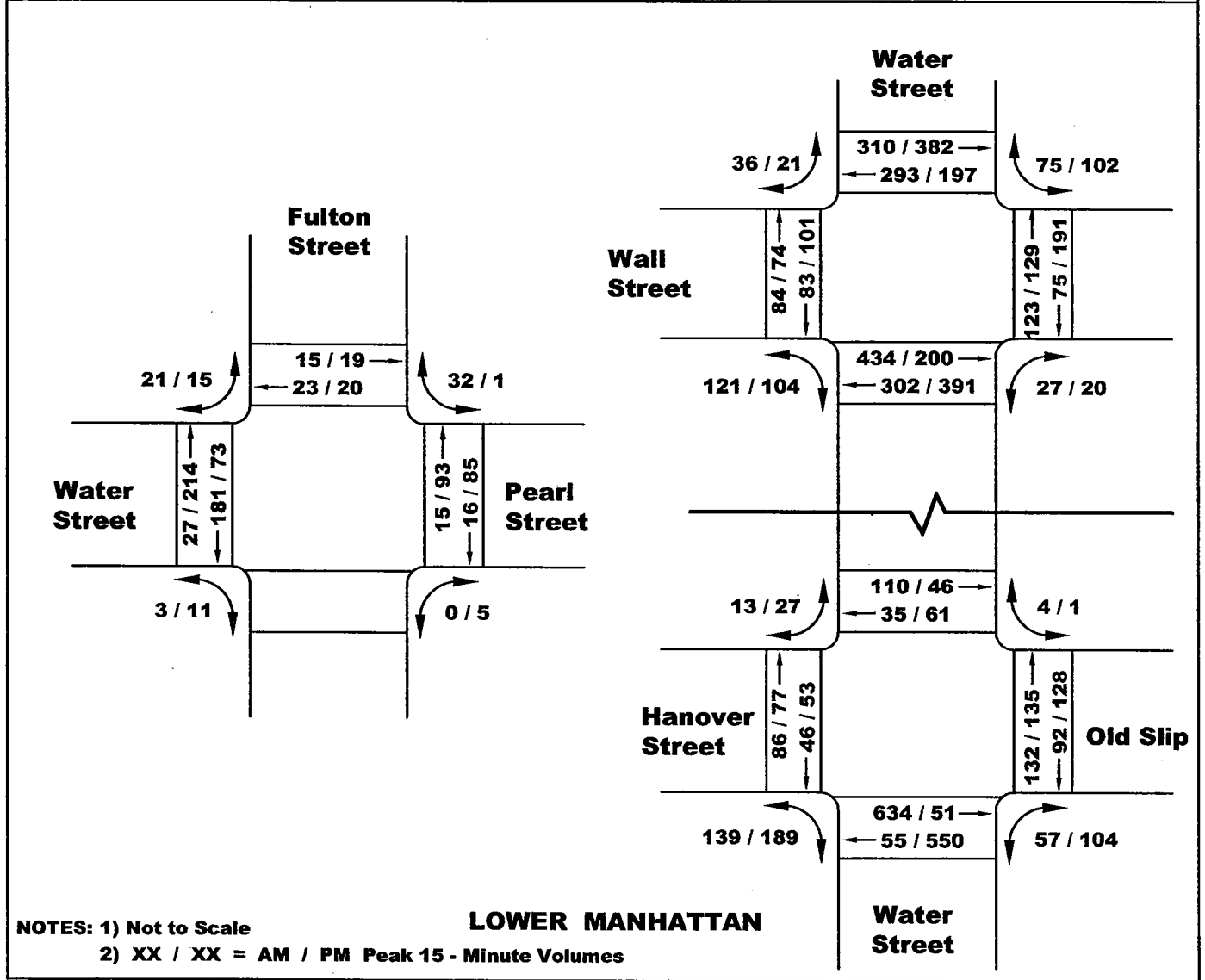
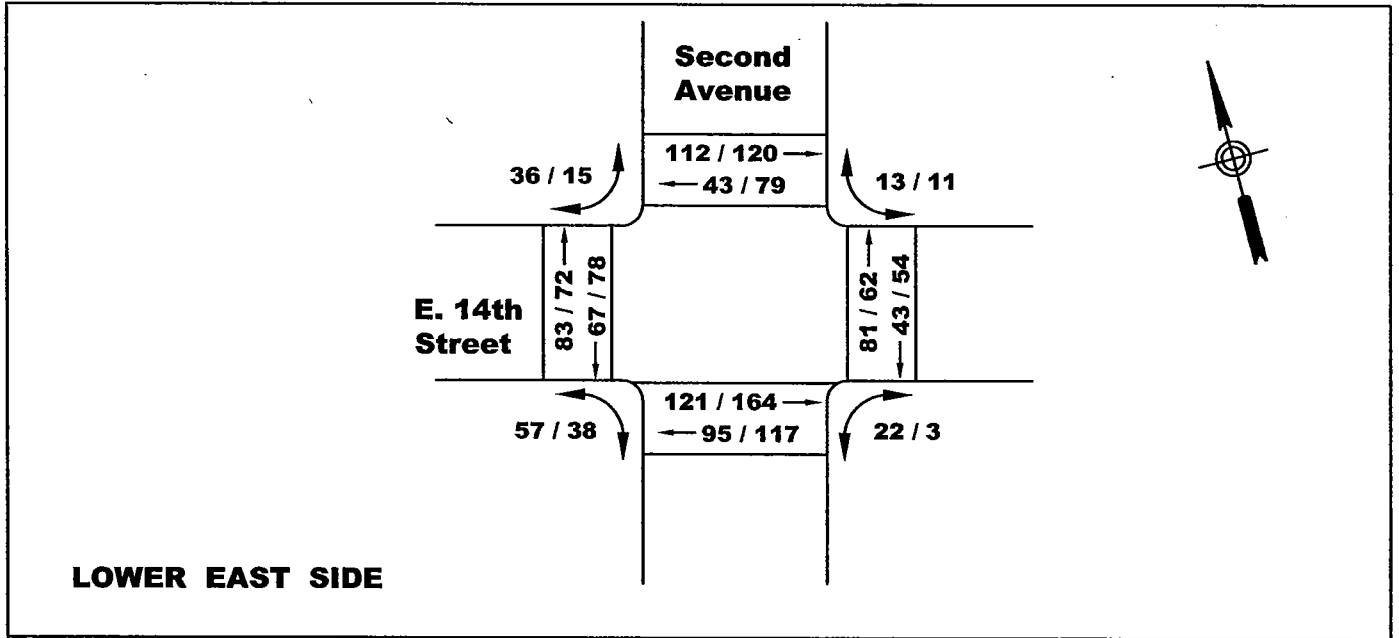
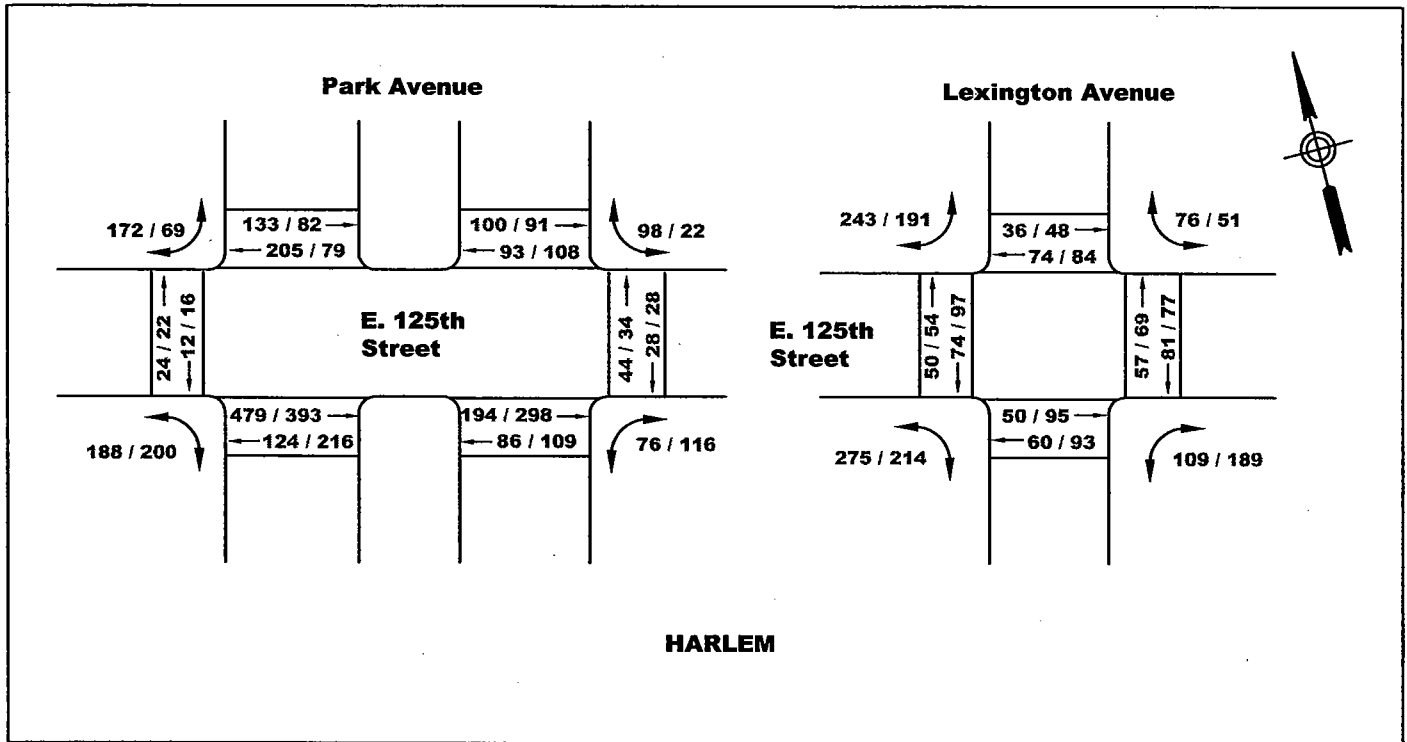


Figure D.3 - 78

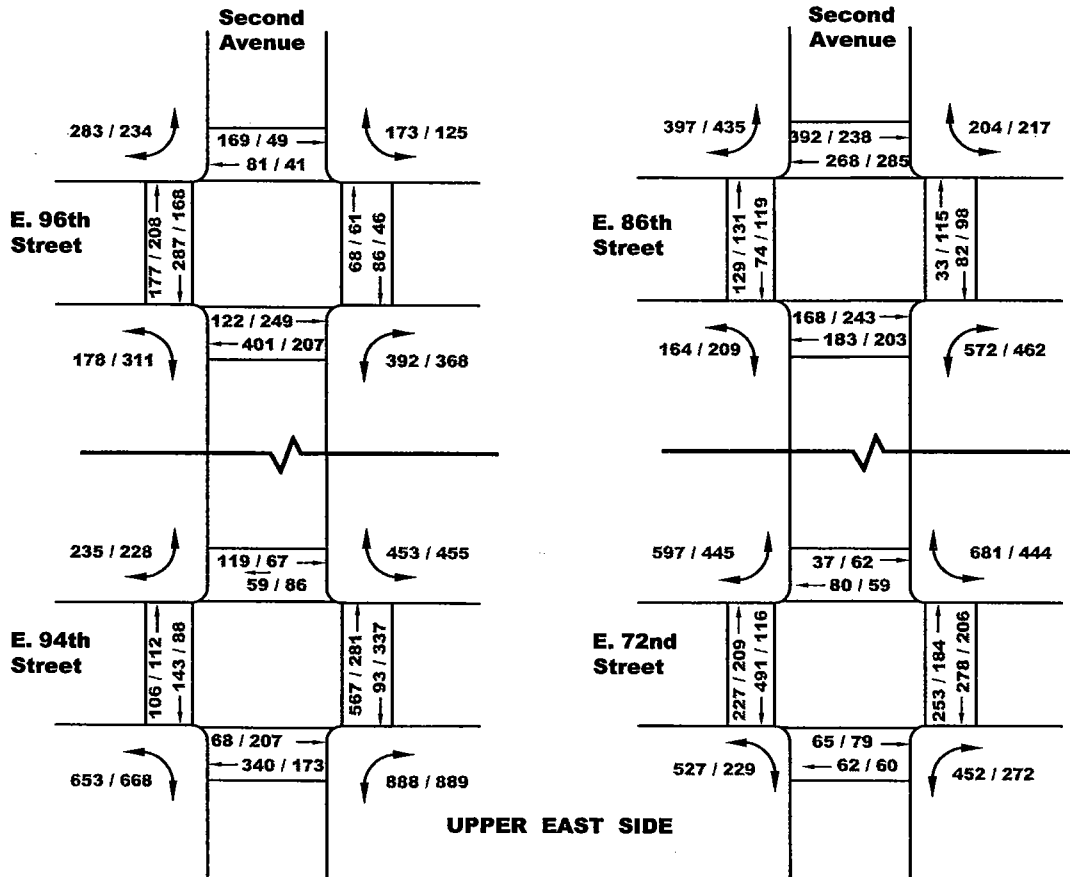
2025 NO BUILD ON - STREET PEDESTRIAN VOLUMES
WEST MIDTOWN STATION LOCATIONS



NOTES: 1) Not to Scale
 2) XX / XX = AM / PM Peak 15 - Minute Volumes

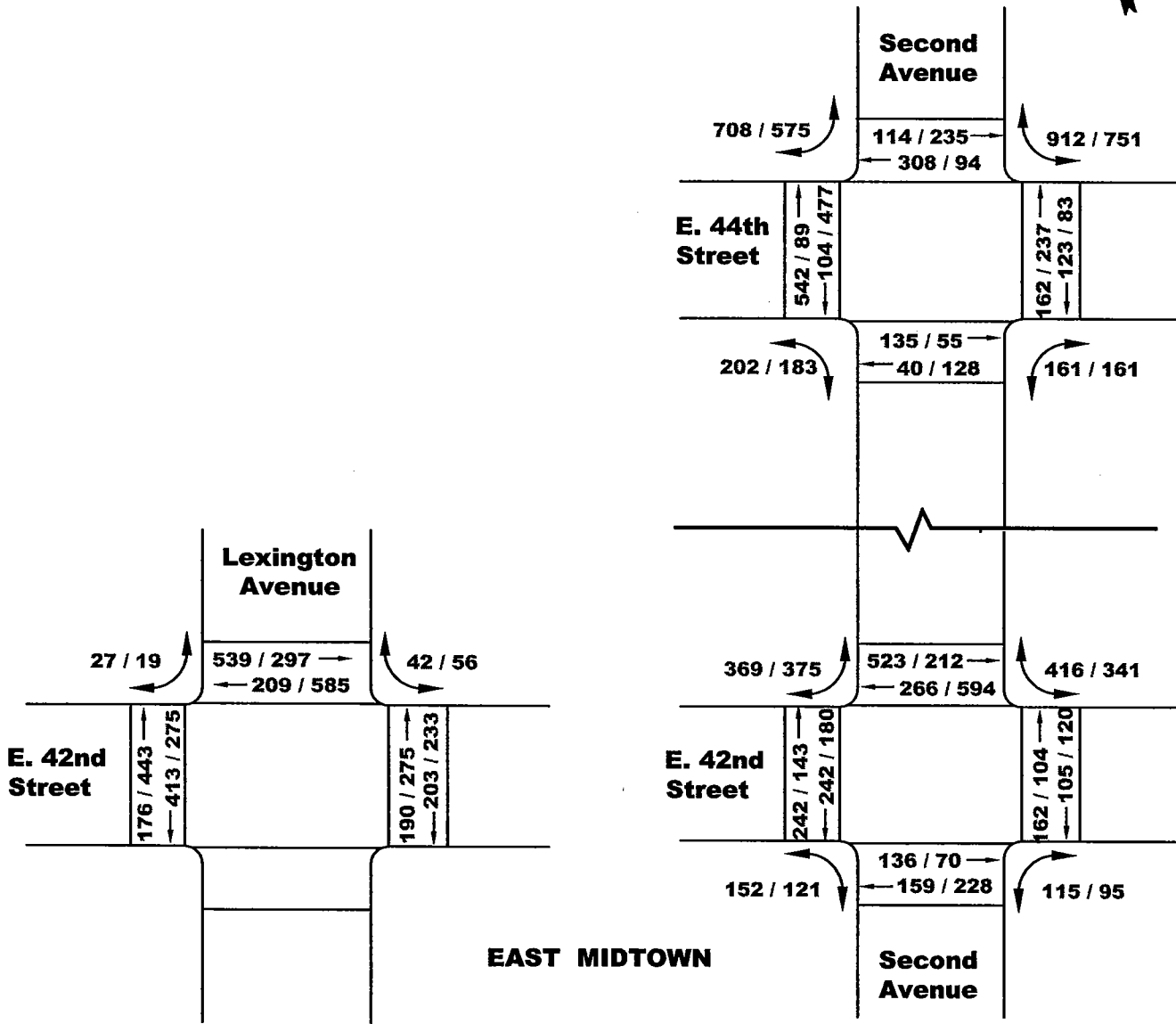


Interim Terminal Condition at the completion of Phase 1 of the project.



NOTES: 1) Not to Scale

2) XX / XX = AM / PM Peak 15 - Minute Volumes



NOTES: 1) Not to Scale
 2) XX / XX = AM / PM Peak 15 - Minute Volumes

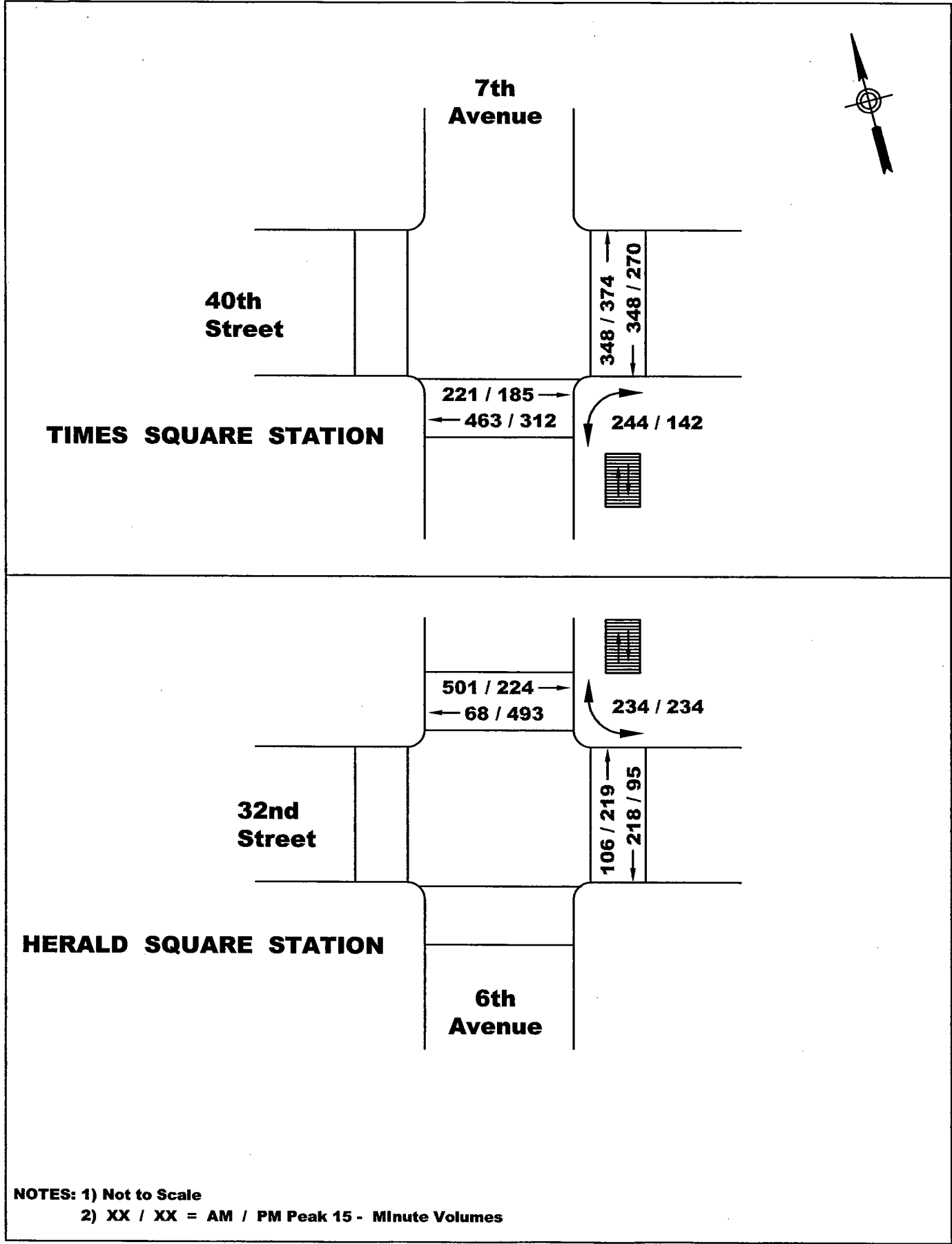
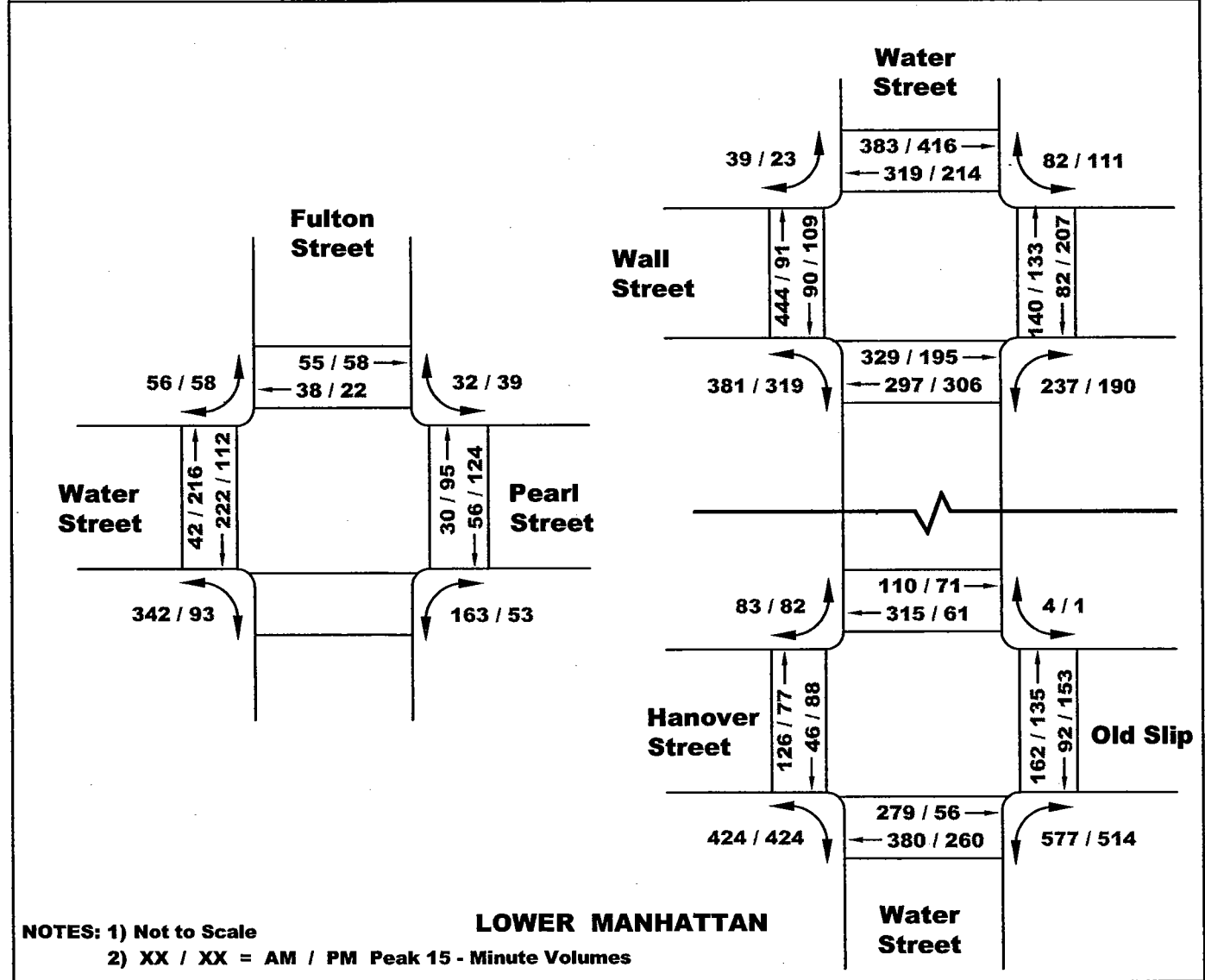
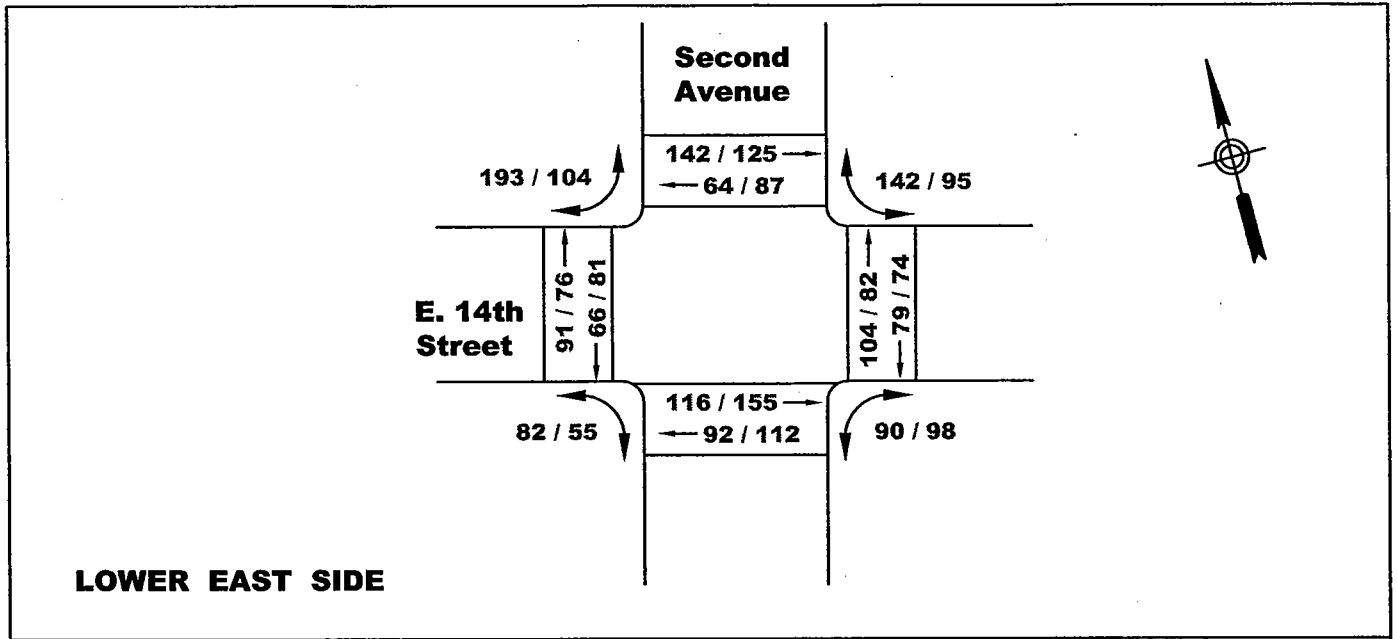


Figure D.3 - 82

2025 BUILD ON STREET PEDESTRIAN VOLUMES
WEST MIDTOWN STATION LOCATIONS



NOTES: 1) Not to Scale
 2) XX / XX = AM / PM Peak 15 - Minute Volumes

Figure D.3 - 83