

KEY FINDINGS

Proposed Light Rail Transit Mall for 42nd Street Traffic Analysis and Truck Loading Study — Key Findings

*Analysis confirms positive feasibility findings of 2005 **vision42** traffic study*

Project would offer very positive results for both pedestrians and surface transit

Delivery truck loading demand can be accommodated on nearby avenues

- **Study analysts and methodology:** Sam Schwartz, PLLC, a highly regarded transportation planning and engineering firm founded by a former NYC traffic commissioner, supplemented its 2005 study of the traffic implications of the **vision42** proposal with additional traffic and truck delivery analysis. Included in the new study is an inventory and assessment of delivery truck curb utilization on 42nd Street and of the availability of curb space on the avenues that would meet these requirements. As in the previous study, the firm estimated future conditions for 2010, the year that the light rail line could be placed in service. This study expands on the earlier work and aims to address community concerns raised at the release of the initial study. The major findings of this study are as follows:
- **Analysis of additional intersections and the application of more detailed traffic “level of service” assessment methodology confirmed the previous conclusion that vision42 is feasible from the standpoint of traffic.** Additional intersections on the East Side of Manhattan were added to the 2005 traffic model, and it was found that closing 42nd Street to traffic would not severely impact the intersections added. The previous Volume-to-Capacity (V/C) methodology was converted to the Level of Service (LOS) methodology, which serves as a more accurate depiction of these results.
- **With changes to parking regulations providing some additional loading space, the avenues adjacent to 42nd Street will be able to accommodate the truck loading demand of 42nd Street business establishments, together with the existing demand already using these blocks.** Existing demands for curb space and time required for delivery truck loading and unloading on 42nd Street and on adjoining avenue frontage were observed in the field and described in “curb feet-minutes”. Relocated demand could be accommodated with some modest changes to parking regulations, which were identified in the study.
- **The more detailed analysis of costs for increased delivery times in this study found them to be, in total, 15 percent lower than the previous estimate. The added cost for deliveries to 42nd Street businesses is only a small fraction of the significant economic gains that result from an enhanced walking environment.** While the time required for each around-the-corner delivery was found to be greater than estimated in 2005, the average number of deliveries per day for each establishment observed in the study was found to be far fewer (4) than had been previously assumed (15). Thus, the extra cost of deliveries, as calculated by the coordinated economic study, was lower than previously estimated.