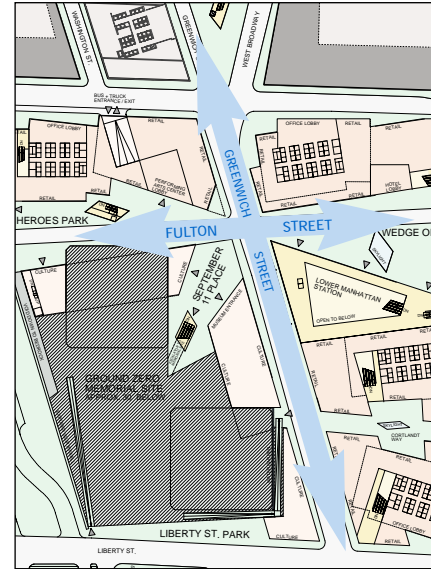


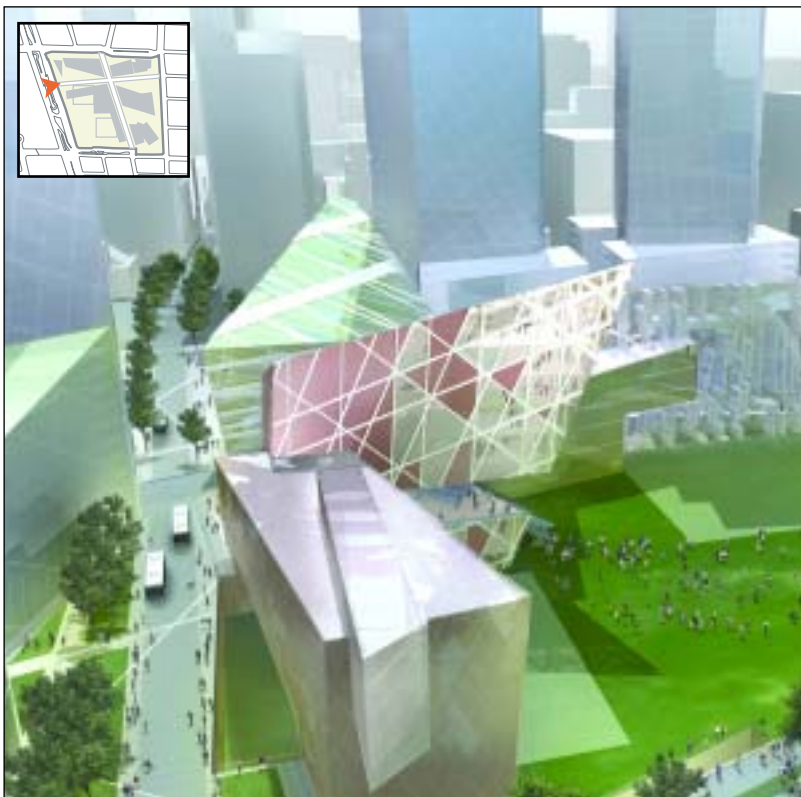
Fulton Street

The new Fulton Street will become the major east-west artery through Lower Manhattan, from river to river, with a lively mix of residential, retail, commercial and institutional uses, along with a series of new public spaces. Every transit line passing through Lower Manhattan has a stop on Fulton Street, and it has major anchors at its east end (South Street Seaport), west end (World Financial Center) and center (Fulton Transit Center and Broadway).

The site plan by Studio Daniel Libeskind angles Fulton Street to be on axis with the Winter Garden, creating a significant view corridor. Fulton Street connects two major new public spaces on the WTC site: the Wedge of Light piazza between Church and Greenwich streets, and the Park of Heroes between Greenwich and West streets. Traveling west from Broadway, pedestrians have an entirely new experience of public space unlike any other in Lower Manhattan. First, they pass through the new Wedge of Light piazza. The Wedge of Light is one of the center pieces of Daniel



Restoring Fulton and Greenwich Streets are vital to restoring Lower Manhattan neighborhood connectivity.



View looking east down the new continuous Fulton Street. Rendering by Studio Daniel Libeskind.

Libeskind's plan. Once a year, on September 11th, between the time the first plane struck the first tower, and the time the second tower fell, no shadows will fall in the Wedge of Light. The piazza is enlivened by two hotels, a conference center, shops, restaurants and the new WTC PATH Terminal. The Wedge of Light piazza funnels pedestrians to the intersection of Fulton and Greenwich streets, where September 11 Place forms a new destination for visitors to the Memorial Garden, the 9/11 Interpretative Museum,

and a new performing arts center. Fulton Street continues onto the Park of Heroes, a landscaped open space lined by new cultural buildings and the 1,776 foot-tall tower. The Park of Heroes will connect onto an enlarged series of open spaces along the redesigned West Street.



The Wedge of Light Plaza on Fulton Street. Rendering by Studio Daniel Libeskind.

By re-instituting Fulton Street as a major cross-town connection, it can link transit lines with exits on Fulton and ferry service on the Hudson and East Rivers. Reaching the new World Financial Center Ferry Terminal will require pairing Fulton with Vesey Street, which extends to the Hudson. By coupling these two streets, a functioning east-west route can be established. There are various concepts being considered for traffic on Fulton: traffic may be restricted to public transportation, or a portion could be open to pedestrians only. If Fulton Street is closed to private automobiles, it could work as a two-way route for public buses and taxis, functioning much like the existing pairing of 49th and 50th Streets for transit in midtown. If not closed to traffic, it could also be coupled with Liberty Street in a continuous east-west loop.

The future of transportation on Fulton Street is dependent on decisions made regarding the Fulton Transit Center and the redevelopment of the retail corridor. LMDC and the Department of City Planning are currently undertaking a study to develop a revitalization strategy for strengthening and diversifying retail outlets and arts/entertainment venues throughout the Fulton Corridor. This strategy will likely include streetscape enhancements to enliven the area, and will certainly affect pedestrian and traffic flow in the area.

The Loop and the Spine

"The Loop and the Spine" provide a broad vision for uniting disparate areas of Lower Manhattan.

Illustrated in the map below, the loop encircles downtown, running down West Street, around Battery Park, up Water Street, and along a new Fulton Street that spans from river to river. The loop ensures easy pedestrian and vehicular circulation, links a network of important public spaces, and helps provide orientation within the complex street network. Bisecting this loop is Broadway, the canyon of heroes, that serves as the main street of Lower Manhattan.



The Loop and the Spine concept.

• *West Street Promenade*

Per the description earlier in this chapter, West Street will be redesigned as a grand promenade with a short bypass tunnel, forming a dignified and powerful connection from the World Trade Center memorial through Lower Manhattan and to the Statue of Liberty and Ellis Island. As part of the loop, West Street will be reconfigured to provide better connections between Battery Park City and the rest of Lower Manhattan. Finally, it will be landscaped with trees to remember the victims of September 11th and provide new public spaces that enhance the pedestrian experience.

• *Battery Place/State Street*

The southern portion of the loop is comprised of Battery Place and State Street for vehicular traffic, and Historic Battery Park for pedestrians. Planned renovations to Battery Park will greatly enhance the perimeter pathway, linking the east and west sides of downtown with a beautiful, tree-lined alley.

• *Water Street*

Water Street is home to the largest concentration of office buildings downtown other than the World Trade Center site. Redesigned as a tree-lined boulevard, it will create a focal point on the east side and help make Water Street a signature address like Park Avenue. This segment of the loop will also serve to better connect the financial district with the adjacent East River waterfront.

• *Fulton Street*

Another function of Fulton Street is that it will connect West Street with Water Street, completing the loop and providing Lower Manhattan with an east-west main street. A redeveloped Fulton Street will transform downtown dramatically. Anchored by the World Financial Center Ferry Terminal at the Hudson River on the west and the South Street Seaport and a ferry stop on the East River on the east, Fulton Street will become the only major east-west retail corridor in Lower Manhattan. With a new MTA transit center at Broadway, a new PATH terminal, and potential new rail services, Fulton Street is also the daily arrival and departure place for tens of thousands of workers, residents and visitors. Fulton Street could be vehicular or pedestrian as it runs through the WTC site, and include east-west, transit service such as a shuttle bus. East of Broadway, it is the central street for a growing residential neighborhood center along the Fulton and John Street corridor.

• *Broadway Spine*

The Canyon of Heroes has a storied history as the place where American celebrates its accomplishments and acknowledges achievement. As the principal north-south axis, it is the only relatively wide street that can be easily located. Yet lower Broadway today is not as great a street as it has the potential to be. The ongoing streetscape enhancements being conducted by the Downtown Alliance, combined with a revitalized transit center at Fulton and Broadway, can transform Broadway into a more highly functional and aesthetically powerful roadway for Lower Manhattan.

New York City Department of Transportation's Street Management Program

At over 200 acres, streets and sidewalks comprise the largest category of public space in Lower Manhattan. As such, the street network is subject to the highest demands from the most diverse group of users. These users include pedestrians, private vehicles, buses, trucks making deliveries, taxis and for-hire vehicles, tourists, bicyclists, emergency response vehicles, sanitation vehicles, utility maintenance and construction, vendors, and many more. At critical periods during the day, the conflicting demands of so many users overwhelm the capacity of the street network and the street fails, not just for a given user group, but for all user groups. The New York City Department of Transportation (NYCDOT) has developed a Street Management Program which aims to allocate street, curb, and sidewalk capacity fairly and efficiently among competing user groups.

The crux of a Street Management Program is identifying priority uses of given streets at different times of day and restricting other uses to maximize efficiency for the priority uses, implemented in a manner consistent with physical improvements to the street and other changes in Lower Manhattan (e.g., at the World Trade Center site, along West Street, along Fulton Street, or at the East River waterfront).

Identifying priority uses depends upon stated overall goals for the Lower Manhattan street network. These goals include: promoting the livability of Lower Manhattan, encouraging business development, accommodating heavy pedestrian volumes, providing access to the streets for those vehicles that need it, reducing congestion on the streets, and supporting traffic management and emergency response during crisis situations.

There is precedent for restricting access to streets based on priority needs. Many streets in the Financial District, including Fulton Street, Nassau Street, John Street and others, are already closed to vehicular traffic during the day to give priority to pedestrians at lunchtime. In September of 2002, NYCDOT implemented the Church Street Busway, which restricts private vehicular access to Greenwich Street, Trinity Place and Church Street during the morning and afternoon rush hour periods, giving priority to buses on the most heavily used bus corridor in Lower Manhattan. In Midtown, NYCDOT had success with its Thru Streets program, restricting turning movements and truck deliveries on pairs of streets to facilitate faster crosstown travel times.

As plans for Lower Manhattan begin to take form and as neighborhoods change, so too will the demands placed on the street network change. A key component of Street Management is continuous data collection to determine how the street network is being used, who uses it when and where it fails. New technologies will allow for the collection of real-time data that can be used to

make a variety of adjustments throughout the day to meet the changing needs of the users on the street. Small Variable Message Signs could be used to change parking regulations during the day; retractable bollards could be used to open and close different streets throughout the day; signal timings could be adjusted to accommodate heavier pedestrian or vehicular volumes, depending on which is given priority. An effective Street Management Program is a dynamic operation that will allow the City to tailor its street network to the unique needs of the surrounding neighborhoods.

Lower Manhattan Bus Loop

To improve circulation within Lower Manhattan for workers, visitors and residents, a shuttle bus route should be established around the Lower Manhattan loop (described above). Such a route would link the different neighborhoods and attractions of Lower Manhattan, reinforcing the sense that Lower Manhattan is a cohesive community. It would be a free, "step-on, step-off" shuttle bus service, that could loop down West Street, across the Battery, up Water Street, and back across Fulton to the World Trade Center Site.

According to the Lower Manhattan Bus Loop Implementation study completed by the Department of City Planning in 1994, there is a large market for such a service. The most popular visitor attractions of Lower Manhattan (the World Trade Center site, the Statue of Liberty & Ellis Island Ferry and South Street Seaport) are each located more than a 10 minute walk from each other, and there are a large number of commuters whose final destinations are not a convenient walk from the transportation node where they arrive. In addition, residents would benefit from being able to travel more easily between neighborhoods, shopping areas and workplaces.

The Downtown Alliance is in the process of establishing a free "step-on, step-off" shuttle bus service that is scheduled to begin operation soon. The shuttle service will connect the eastern and western sides of Lower Manhattan, from Battery Park City to the South Street Seaport. These "Downtown Connection" handicapped accessible, zero-emission electric powered buses will run from 10:00 a.m. to 8:00 p.m. seven days a week. They will travel in both directions on a U-shaped route along North and South End Avenues in Battery Park City, onto Battery Place and finally onto State and Water Streets until they reach Beekman Street. The buses will run 10 minute headways and each will seat approximately 30 people. This effort will lay the foundation for future shuttle bus service in Lower Manhattan.

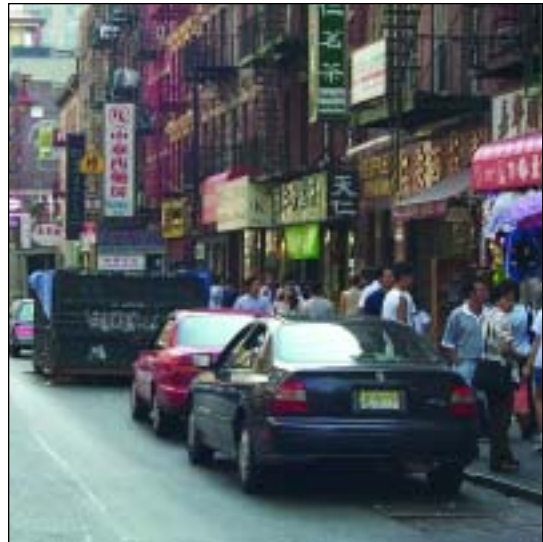
Improving Chinatown Traffic

Critical to improving the quality of life in Chinatown is to identify ways of alleviating the pervasive traffic congestion in the neighborhood. Potential means of reducing congestion include the creation of new bus loading areas for the growing commuter bus business, alternative loading and carting measures to reduce street litter, and providing increased parking to reduce double-parking and "circling" for spaces.

Currently, there are two complementary efforts studying ways to ameliorate the poor traffic conditions in Chinatown. One is the Chinatown Transportation and Traffic Improvements Study which is being conducted jointly by LMDC and the New York City Department of Transportation in coordination with multiple City and State agencies. The study will examine problems such as truck parking on sidewalks, garbage storing and carting practices, and the rise of independent, intra-city bus services which congest the neighborhood's narrow streets.

The other is the Canal Area Transportation Study (CATS). CATS is a multi-agency effort coordinated by the New York Metropolitan Transportation Council with extensive community participation. The effort recognizes the dual pressures on the Canal Street corridor resulting from significant through traffic passing between the Holland Tunnel and Manhattan Bridge, and local vehicular activity generated by residential, business, and visitor trips throughout the area. CATS Phase One, nearing completion, focuses on near-term measures to ease congestion, improve traffic flow, and enhance pedestrian safety. A second phase will address longer-term options to improve the corridor and to distribute through trips more effectively on the available roadway network.

The coordination of pedestrian and vehicular improvements in the Canal Street corridor and in the area around the Brooklyn Bridge is critical, and can lead to comprehensive traffic solutions that benefit residents, business owners, and visitors to Chinatown.



An example of the congested street conditions in Chinatown.