

IN THIS ISSUE:

- NUMBERS THAT KEEP NYC MOVING
- TUNNEL VISION
- FINDING A CAB DOWNTOWN
- WHAT'S IN A NAME?
- LOWER MANHATTAN INTERACTIVE
- TRANSPORTATION MAP
- TAKE ME TO THE RIVER
- TRICKS THAT KEEP YOU ON TRACK



LowerManhattan.info provides news and information about Lower Manhattan through a free newsletter and website, www.LowerManhattan.info. This effort is led by the City of New York in partnership with the Lower Manhattan Development Corporation, New York State and the federal government.

**SPECIAL TRANSPORTATION ISSUE
FEATURING FREE DOWNTOWN TRANSIT MAP**



THE PATH TO RECOVERY: The Restoration of the WTC PATH Station

It was once the busiest station in the PATH system, with more than 67,000 people passing through every day. Today, the reconstruction of the interim PATH station at the World Trade Center (WTC) site is still the center of attention for tens of thousands of visitors daily, making it one of the most heavily trafficked construction sites in the country.

For the Port Authority of New York & New Jersey, which owns the WTC's 16 acres, developing Ground Zero has required careful management inside the site and along its perimeter. Lou Menno, program director for the PATH restoration project at the Port Authority, explains that because the site is a tourist attraction, the Port Authority has taken several measures to ensure public accessibility.

"We widened the sidewalks and moved the fence along Church and Liberty Streets as far back into the site as possible to make room for visitors," says Menno. "The New York City Department of Transportation repaved Church Street so the area is safe and clean, and pedestrian and vehicular traffic keeps flowing."

Visitors to the site can walk along Church Street (on the east side of Ground Zero), where the fence also serves as a viewing wall with informative panels detailing the WTC's history. They include photos of the twin towers' construction, background on the neighborhood, and boards with the names of all those who died in the terrorist attacks. Additionally, family members have exclusive access to quiet rooms overlooking the site on the southwest corner.

"We want the area to remain tasteful and respectful," Menno adds. "We phased perimeter construction so people could view the site as we worked. In general, we do everything we can to keep the area clean and safe."

On the Track to Completion

Since the first 50-foot-tall steel column was set into the ground on August 30, 2002, the Port Authority has made remarkable progress on the \$544 million interim PATH restoration project. Work at the site is moving quickly with the structural framework for a temporary station already completed and visible on the east side of Ground Zero.

Meanwhile, the Hudson River tunnels, which connect the site with Jersey City's Exchange Place, are undergoing restoration that will be completed later this year. The tunnels were completely flooded at their midpoints after 9/11. "There is still a lot of work to do, but we're making good progress and staying on schedule," Menno notes.



Reconstructed Hudson River PATH tunnels

Riders should bear in mind that the station, slated to open in December 2003, is a temporary outdoor structure designed to be functional and efficient. "Right now the schedule is driving this project, so we're determined to keep the design simple," says Carla Bonacci, senior program manager for the WTC PATH terminal. "In fact, a larger terminal with many connecting modes of transportation will likely be designed and constructed as the rest of the site is developed."

Some of those proposed interconnecting modes of transportation include a central transit hall and an underground hub that would link more subway lines to the WTC site, including a new underpass to a revamped Fulton Street transit center, and a possible future link to commuter rail.

For now, however, Bonacci's main focus remains on the PATH. "We have the single-minded purpose of restoring the PATH to its original location in Lower Manhattan," she says. "It affects everyone in this city one way or another, and there's nothing more important than bringing it back to its home." [i](#)





NUMBERS THAT KEEP NYC MOVING

6: NUMBER OF CARS THAT FIT INTO THE ORIGINAL CITY HALL SUBWAY STATION

8 or 10: NUMBER OF CARS ON A PRESENT-DAY SUBWAY TRAIN

220: NUMBER OF PEOPLE WHO CAN FIT ON AN INDIVIDUAL N OR R TRAIN CAR

35: AVERAGE NUMBER OF YEARS A SUBWAY CAR IS IN USE

9,210: AVERAGE NUMBER OF PEOPLE WHO USED THE SOUTH FERRY SUBWAY STATION ON WEEKDAYS IN NOVEMBER 2002

37: NUMBER OF BUS LINES THAT SERVE MANHATTAN BELOW HOUSTON STREET

65,000: NUMBER OF WEEKDAY RIDERS ON THE M15 BUS

20,000,000: NUMBER OF PEOPLE WHO RIDE THE STATEN ISLAND FERRY IN A YEAR

104: NUMBER OF TIMES THE STATEN ISLAND FERRY CROSSES NEW YORK HARBOR ON A WEEKDAY

22: NUMBER OF MINUTES IT TAKES THE STATEN ISLAND FERRY TO TRAVEL ITS FIVE-MILE ROUTE

10 OR LESS: NUMBER OF MINUTES IT TAKES A NY WATERWAY FERRY TO TRAVEL FROM HUNTERS POINT, QUEENS, TO WALL STREET

12,187: NUMBER OF YELLOW TAXIS IN NEW YORK CITY

37: MILES OF STREETS BELOW HOUSTON THAT HAVE BEEN REPAVED SINCE 9/11

40,928: NUMBER OF STREETLIGHTS IN MANHATTAN

SOURCES: NYC DEPARTMENT OF TRANSPORTATION, NYC TAXI AND LIMOUSINE COMMISSION, NYC TRANSIT AUTHORITY

For news and information updated daily, visit www.LowerManhattan.info

TUNNEL VISION



More than 100,000 cars travel through the Holland Tunnel daily. But while some drivers are planning their route home, others are planning their next snack. Luckily, Ali Hoblos is there, at the corner of Varick and Broome, ready to deliver hot dogs or warm pretzels right to commuters' cars.

After 17 years working this corner, just one block from the tunnel's entrance, Hoblos knows drivers' dietary trends better than Robert Atkins. And he relies on traffic moving at least sluggishly, because "when they're stopped, they don't usually want anything," he says.

On average, Hoblos sells two or three dozen hot dogs and about as many pretzels each day during his self-imposed, noon-to-eight shift. He says there is no big difference in winter sales versus summer, and that overall his business has declined in the last year. "I think a lot of people are on diets lately, especially just after the New Year," Hoblos reports. In addition to his handful of regulars, he says his best customers are parents with kids in the car. The hardest sell is taxi drivers, who almost never buy from him. "I've been doing this a long time," Hoblos says. "You don't get rich, but you make a living. And sometimes you get a tip if they're in a good mood."

FINDING A CAB DOWNTOWN

You're late, cold, and in no mood to ride the subway. Where are you going to find a cab in Lower Manhattan? Rather than waiting for one to find you, it may pay to walk a few blocks first, keeping in mind the following strategies:



- **Hit a hotel.** Hotels are taxicab magnets. Whether it's the Regent on Wall Street, the Marriott at the World Financial Center, the Ritz-Carlton in Battery Park, or any of several others downtown, cab traffic will be high – and doormen can help, even if you're not a guest.
- **Look north.** Cabbies heading uptown after dropping off a fare will use one of the main northbound thoroughfares; so should you. Your best bet may be Church Street, which turns into Sixth Avenue. Other major arteries are West Street, Hudson Street, the Water Street-St. James Place-Bowery corridor, and South Street.
- **Fill 'er up.** Taxicabs use a lot of gasoline and in Lower Manhattan, many fill up at service stations on Houston Street near Broadway. There are also stations around the approaches to the Holland Tunnel. Once they have a full tank, they'll be ready for a fare.
- **Try the bridges.** It can sometimes seem like every other vehicle on the bridges is a cab. Good news: That means the off-ramps of the Brooklyn, Williamsburg, and Manhattan bridges are prime cab-hunting territory.
- **Ask.** Bartenders, restaurant hosts, and shop owners are most familiar with the area around their businesses and will steer you in the right direction.

Still can't find a ride? Consider calling a licensed car service, several of which are based in Lower Manhattan. A list is updated every Friday and posted by the NYC Taxi & Limousine Commission: www.nyc.gov/html/tlc/html/whatnew.html.





WHAT'S IN A NAME?



Next time someone asks you for directions downtown, elaborate with a little trivia. To help, here's a bit of history about some of Lower Manhattan's best known streets.

Broadway was once a Native American trail that ran north through Manhattan from its southernmost point. The name evolved from Heere Straat (High Street), coined by the Dutch, to "broad way" – a more appropriate description of one of the widest streets in the City.

Canal Street was once a stream that ran from a pond north of what is now City Hall west to the Hudson River. After a yellow fever epidemic in the early 1800s, the stream was made into a canal to drain the contaminated pond, which had become a health hazard.

Pearl Street was exactly that: a street laden with mother-of-pearl, glistening in oyster shells left behind by the Lenape tribe.

Spring Street was named for a spring that ran alongside the street and served as a fresh water source for early settlers and Native Americans.

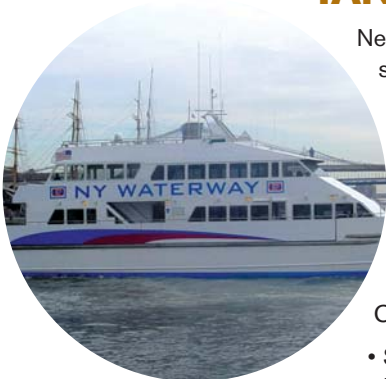
Wall Street is the site of a stockade wall that was built by the Dutch in 1663 to defend their colony from their foes: Native Americans, bears and the English. [L](#)

LOWER MANHATTAN INTERACTIVE TRANSPORTATION MAP

If you're planning a trip downtown, be sure to consult the Interactive Transportation Map on the Get There & Get Around page at www.LowerManhattan.info. This one-of-a-kind travel tool allows you to overlay bus, subway, ferry, and bike routes, as well as parking locations, on a highly detailed street grid of Lower Manhattan; access fare and schedule information; and design and print your own customized map. Happy travels! [L](#)



TAKE ME TO THE RIVER



New York is home to the largest and fastest-growing ferry system in North America, with approximately 115,000 ferry rides beginning or ending in Lower Manhattan on a typical weekday. In the wake of 9/11, ferry ridership to or from downtown slips has jumped from 20,000 to 50,000 passengers a day. With dozens of ports around New Jersey and all five boroughs, riders below Houston Street can hop a water taxi bound for destinations as nearby as Fulton Ferry Landing in Brooklyn, or take a ferry more than 20 miles away to Monmouth County, New Jersey. [L](#)

- Seastreak: 800.BOATRIDE or www.seastreakusa.com
- NY Water Taxi: 212.742.1969 or www.nywatertaxi.com
- NY Waterway: 800.53.FERRY or www.nywaterway.com
- Staten Island Ferry: 718.815.BOAT or www.siferry.com
- Fox Navigation: 888.SAILFOX
- NY Fast Ferry: 732.291.2210 or www.nyfastferry.com

TRICKS TO KEEP YOU ON TRACK

LOWER MANHATTAN, WHERE THE HISTORIC STREETS GREW WITH THE CITY AND NOT ALWAYS ACCORDING TO A CAREFULLY LAID PLAN, PRESENTS A MUCH GREATER CHALLENGE TO NEWCOMERS THAN DOES MIDTOWN MANHATTAN, WHERE A STRAIGHTFORWARD STREET GRID IS EASY TO NAVIGATE. IN FACT, GETTING AROUND DOWNTOWN CAN BEFUDDLE EVEN THOSE WHO TRAVEL HERE DAILY OR CALL THE AREA HOME. AND THAT SAYS NOTHING OF THE PROFOUND ABSENCE OF THE WTC TOWERS, SERVING MANY FOR DECADES AS A COMPASS. REMEMBERING A COUPLE OF TRICKS MAY MAKE GETTING LOST A LITTLE LESS LIKELY:

• HOW CAN CHARLIE FIND WALL STREET? –

FIVE MAJOR THOROUGHFARES CROSS LOWER MANHATTAN FROM EAST TO WEST. TO REMEMBER THEIR ORDER FROM NORTH TO SOUTH, KEEP A SIMPLE QUESTION IN MIND: HOW CAN CHARLIE FIND WALL STREET? HOUSTON, CANAL, CHAMBERS, FULTON, AND WALL.

• GIVE YOUR REGARDS TO BROADWAY –

BROADWAY, ORIGINATING IN LOWER MANHATTAN AT BOWLING GREEN, STRETCHES FOR 150 MILES – ALL THE WAY TO ALBANY. IT ALSO SERVES AS LOWER MANHATTAN'S PRIMARY ARTERY, RUNNING IN A STRAIGHT LINE, WITHOUT INTERRUPTION, FROM NORTH TO SOUTH. FIND YOUR WAY TO BROADWAY, AND YOU'LL BE AT THE CENTER OF IT ALL.

• RING AROUND DOWNTOWN –

A CIRCLE OF STREETS, LOOSELY DRAWN, WRAPS AROUND THE FINANCIAL DISTRICT. BEGINNING AT THE WTC SITE, FOLLOW WEST STREET DOWN THE WESTERN SHORE TO BATTERY PARK, FOLLOW BATTERY PARK'S NORTHERN EDGE TO SOUTH STREET, FOLLOW SOUTH STREET NORTH TO FULTON, AND FOLLOW FULTON WEST BACK TO THE WTC SITE. VOILÀ, YOU ARE RIGHT BACK WHERE YOU BEGAN.

PRINTED IN LOWER MANHATTAN
BY VISUAL PRINT SOLUTIONS



Manhattan Express Bus Service to Lower Manhattan

- X 25 Grand Central Terminal to World Financial Center
- X 26 Penn Station to World Financial Center
- X 90 Upper East Side to World Financial Center
- X 92 Upper East Side to Water and Broad Streets

Church Street Busway - Buses only 6-10am and 3-7pm

Ferries to/from:

- Hoboken
- Jersey City (Colgate)
- Port Imperial (Weehawken)
- Liberty Landing

WTC site - viewing areas

Ferries to/from:

- Port Imperial (Weehawken)
- Hoboken
- Jersey City (Colgate)
- Liberty Harbor
- Port Liberté
- Highlands & Atlantic Highlands
- East River Shuttle (E90 St/E34 St)
- South Amboy
- Brooklyn Army Terminal (58 Street)
- Hunters Point (Queens)

Key

- Subway lines
- Local bus routes
- Manhattan express bus route (green)
- Battery Park City Authority free shuttle bus
- Express bus zone
- Pedestrian only zones
- Closed subway station
- Secured zone (no access)

Ferries to/from:

- Hoboken
- Jersey City (Harborside)
- Newport

New York Water Taxi:

- West 44 St (Pier 84)
- Chelsea Piers (West 22 St)
- World Financial Center (North Cove)
- Pier A (Battery Park)
- Wall St (Pier 11)
- Fulton Ferry Landing (Brooklyn)

Express buses to/from Brooklyn and Staten Island

Ferry to/from:

- Staten Island (St. George)

* W via Lower Manhattan late nights and weekends only until spring 2004

