

abroad, where pedestrian precincts have been established in automobile-saturated areas and the conversion has been both economically and environmentally sound.

New York's mistake was in starting too big, with too many unknowns. The city is currently proposing more modest and feasible neighborhood pedestrian malls. High priority is being given to a Fulton Street Mall in Brooklyn and a Nassau Street Mall in lower Manhattan. These plans, for which community support is being emphasized, are also receiving the political endorsements that the Madison Mall failed to win. It is now a win-lose game in New York in terms of air pollution, traffic, the promotion of sound neighborhoods, and that all-important intangible, quality of life. We say full speed ahead—at a walk.

New York's Future Malls

Politics builds cities as much as planners: the Madison Avenue Mall proposal was killed by a combination of political pressure and legitimate uncertainties. There was too much real doubt about traffic and business dislocation and the stakes, in midtown, were too high. That doesn't make malls a bad or unworkable idea. It just puts New York far behind other cities here and