

PUBLIC

[issue 01]

Fall 2016

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What is wrong with sharing the same space?

On average, how many people die everyday from traffic accidents?

LETTER FROM THE EDITOR

This is the first issue of the magazine PUBLIC//PRIVATE, it is based on the transportation systems in various cities all around the globe. I would like to introduce you to this magazine with a little story of mine. Here I go! Moving to New York was always a big dream of mine. I used to come to the city once

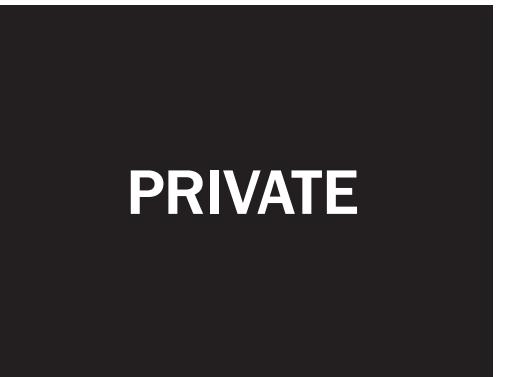
or twice a year to visit my family. During my trips to New York back and forth, even though it was not a conscious thought, I have always questioned the transportation system here. I would hear people getting scammed by the yellow cab drivers, but never thought it would happen to me. It was the first time that I heard about tipping drivers. Back in my country, we do not tip the

drivers because why tip the drivers, when I am merely paying for the driving service. Once, me and my family took the cab to our hotel from JFK. We paid the driver what was written on the taximeter plus 20% extra because we had suitcases in the trunk. We were just about to get off the car, the driver started complaining about the amount. Then, he told us that we have to give him 20 more dollars just for a 60-dollar trip. Since, we are foreigners we did not want any problems. Therefore, my mom paid the requested amount. However, when we told the hotel personnel about this, they looked at us very surprised and told us that we just got scammed. There was nothing to do at that point. Since, then as a family we do not trust yellow cab drivers. Also, that year Uber did not even exist and we heard about the subways being dirty and unsafe. Up to this date, I am still very confused about all the transportation systems. Therefore, I wanted to look back at the history and the development of some iconic transportation systems in New York City. In this issue, we are discussing different ways to get around New York, from bicycles to ferry rides. Of course, like every transportation system there are cons and pros to everything. The articles are going into details about the past transportation systems and how they have been preserved and developed. There are facts and statistics on the subway, bikes, the highline and the ferry trips in New York.

Yasemin Varlik



PUBLIC



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Dive into the content



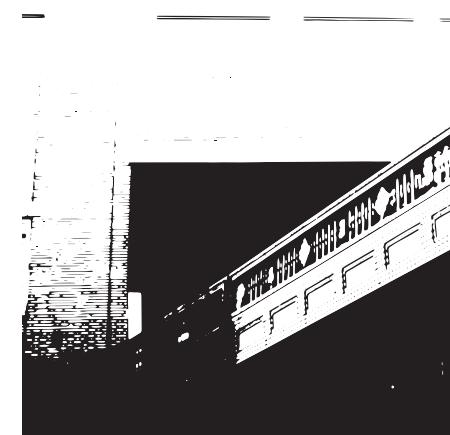
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Yasemin Varlik:
**As author and photographer
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She is currently a student at Parsons The New School of Design. She is a communication design major. She lives in Manhattan, New York. Her dream was to be able to publish a magazine.

She loves to travel around the world and capture the best moments in her life. She is the current editor in chief of PUBLIC//PRIVATE magazine featuring transportation systems in every city.

Michael Wiemeyer:
Teacher

Michael Wiemeyer is a very talented graphic designer from Germany. He is a graduate from BFA Graphic Design and Visual Arts. He pursues his design career both by teaching at top design schools but also as a co-founder of Designlounge. He is currently based in New York City.

Guido Framer:
Bike like a New Yorker

Guido Framer is an accomplished long-distance cyclist, and longtime New York resident who gave up a career in technology to pursue shop work and bike advocacy. He writes regularly for "Your Magazine Name here" magazine. You can also read more about his other books at www.guidoframerbikes.com or see images of bikes he built on Flickr. He currently lives in Manhattan's Upper East Side and bikes everywhere.

Alexander Bronski:
Take the A train home

Alexander Bronski is a writer and an editor with a passion for odd historical facts, quirky events, and New York City especially when all three intersect.

Currently, he is a co-editor of "Your Magazine Name Here", covering New York City real estate, neighborhoods, news, and the intersection of those topics. Before that, he was a digital editor at Condé Nast Traveler and the senior editor for Time Out New York magazine. As a freelance writer, he contributed essays, criticism, listicles, reviews, and profiles to a variety of other publications.

Bronski is also a guidebook author: His first book, 'The New York City Subway Adventure,' will be released this spring by Super Books. It's a handy guidebook to an oft-overlooked portion of New York's subway system: the more than 30 end-of-line subway stops, and the neighborhoods surrounding them. He currently lives in Brooklyn, and his favorite subway line is the G. Yes, really.

Lucy Garibaldi:
A city park in the New York sky

Lucy Garibaldi is a writer, editor, photographer and lecturer. She is the author of The High Line: New York's city park in the sky, published in 2012 by Higher and Sons and winner of the IPPY award for Travel Guidebook. A fully updated & revised edition appeared in 2014 (more info on the companion website). She also helped develop a companion iOS app with new content, including an interactive map and photography feature; a guide to neighborhood specialty shops, art spaces, restaurants, cafes & bars; and special content for kids.

Lucy lives next to the High Line in a recently build condominium. She enjoys the high view and imagines the time when trains brought in goods instead of tourists enjoying the views.

Lillian Boatloader:
The trip just for the view

Having documented over 400 passenger ships, Lillian Boatloader is a leading freelance writer on the subject, a respected ocean liner historian and frequent maritime lecturer both on land and at sea. With her work regularly featured in ship industry trades and consumer publications, Boatloader also runs the www.boatloadsofboats.com website which offers MidCentury ferry ship furniture, artwork and fittings rescued from the shipbreaking yards in Asia. She has produced several videos on the subject, including her latest, "The Wrecks of Asia and the best-selling On The Ferry to Staten Island."

Lillian lives on Staten Island just so she can see the view every day though she would rather live in Brooklyn.



By Guido Framer

Cycling in New York City is associated with mixed cycling conditions that include dense urban proximities, relatively flat terrain, congested roadways with “stop-and-go” traffic, and streets with heavy pedestrian activity. The city’s large cycling population includes utility cyclists, such as delivery and messenger services; cycling clubs for recreational cyclists; and, increasingly, commuters. While New York City developed the country’s first bike path in 1894, and recent trends place the city “at the forefront of a national trend to make bicycling viable and safe,” competing ideas of urban transportation have led to conflict, as well as ongoing efforts to balance the needs of cyclists, pedestrians, and cars. Dozens of cyclists are killed each year, and hundreds seriously injured in automobile related accidents.

Everytime you walk down a street, you have to look on your left then right then left again to be completely sure there are no bikes coming from any direction. None of the bikers pay attention to the side they are biking from or the traffic lights. There could be a bike coming from behind the car. There is always that fear of am I going get hit by a bike? Is it the life of the pedestrian or the life of the biker?

**“Is it safe
to bike in New
York though?”**

Demonstration of street style
biking,when you think you are
too cool because you are on a bike
Illustration (left page) by Yasemin Varlik

BICYCLE BOOM, BUST, BOOM

The bicycle boom of the late 19th century had a strong impact in the area, and the City of Brooklyn was especially responsive, providing accommodation in Eastern Parkway, Ocean Parkway, and elsewhere. New York didn't produce as many bicycles as other cities, so they were imported from elsewhere, including Freehold Township, New Jersey. As a spectator sport, six-day racing was popular and spurred the building of velodromes in suburbs including Washington Heights, Manhattan, and Jersey City, New Jersey. Weekly races were held in suburban roads, including Pelham Parkway, Bronx.

The biggest races were in inner city locations, notably at the original Madison Square Garden which had been designed for cycle racing and at the time was located adjacent to Madison Square. The Olympic sport, Madison Racing, is named after cycle races that became popular at Madison Square Gardens. Several of the mid-20th century parkway projects of Robert Moses included bike paths; however, when more people could afford cars, bicycling declined and the bikeways fell into disrepair.

Provisions for pedestrians and bicyclists were not included in the new bridges connecting Queens to the Bronx (Throgs Neck Bridge and Bronx-Whitestone Bridge), and Brooklyn to Staten Island (Verrazano-Narrows Bridge). Later in the 20th century, bicycling resurged. A narrow, physically separated bike lane on Sixth Avenue in Midtown Manhattan was unsuccessful and consequently eliminated; however, bike lanes on major bridges were created, refurbished, or improved, and the New York City Department of Parks and Recreation, in partnership with other agencies, created the Manhattan Waterfront Greenway and other bikeways.

The Department of Parks and Recreation also added a vendor program to provide "hop on, hop off" bicycle rental services across various city parks. The linked network of bicycle rentals is facilitated through concessions in Central Park, Riverside Park South, West Harlem Piers Park and The Battery.

BOOM OR BUST, RAIN OR SHINE, YOUR PIZZA IS HERE

Delivery bikes are commonly used in New York for fast food deliveries over short distances, sometimes using mountain bikes outfitted with a lock box for money, a wide carrier for larger loads such as pizza or other accessories. Electric bicycles are increasingly used for this service, their illegality being sporadically enforced. Proposals in the New York State Legislature in 2015 would define, legalize and regulate certain "electric assist bicycles" with small electric motors. Bicycle messengers use narrower wheels to carry lighter loads short distances.

Specialized cargo bicycles and tricycles carry heavier loads. Pedicabs became commonplace at the turn of the 21st century, offering novel travel over short distances, including guided tours of Central Park. In April 2007 the New York City Council voted to limit the number of pedicabs to 325. A court overturned the limit, later regulatory efforts concentrated on requirements for insurance and safety equipment and in April 2011, new legislation tightened parking regulations and capped pedicab licenses at 850.

Going up and down on the bumpy road of Manhattan, New York City.
Illustration (left page) by Yasemin Varlik



**BOOM
BOOM
BOOM
BOOM**



RETHINKING HOW WE COMMUTE

LEAVE YOUR CAR

Many New Yorkers live less than a dozen miles from their job, and can be seen bicycle commuting over various bridges connecting Manhattan with the outer boroughs and along the Hudson or elsewhere in good weather. In 2008 the NYC Department of Transportation released a "screenline count report" suggesting that commuter cycling had more than doubled since the turn of the century.

For mixed-mode commuting most suburban commuter rail stations provide free parking in racks, and some have bicycle lockers for security. Regulations for bicycles on trains vary by railroad and time of day; Metro-North and LIRR require a permit that can be obtained for a \$5.00 fee by mail or at Grand Central Terminal. New Jersey Transit also allows bicycles onboard trains en route to New York City but restricts them on rush hour trains. Bikes are allowed on New York

City Subway trains at all hours, though it is sometimes difficult to fit a bike into a packed subway car. Typically, cyclists use the subway security gates to bring bicycles into the system, and board either the very first or very last train car. Rules against fastening bikes to subway property, including fences around street stairs, are enforced more rigorously than those concerning lampposts and other street furniture.

Municipal bicycle stands are installed in many neighborhoods. Most are simple "bike staples" but a few, including one each at the northwest end of Pulaski Bridge and Union Square are larger, with a roof. More are planned. Due to traffic patterns and transport network geometries, mixed-mode bicycling-plus-subway can be the fastest way to commute, or to achieve transport within NYC, for many routes and times.

Gangster biking show-off
with matching outfit choice
Image by Yasemin Varlik



Folding bicycles, often allow parking in a workplace or home closet where there isn't room for a full sized bike, became increasingly popular early in the 21st century. European city bikes from the Netherlands became a lesser trend in 2008. In 2009, a local law created by the New York City Council went into effect, requiring commercial buildings with freight elevators to allow employees to transport their bikes on them up to tenant floors. The purpose of the bill was to allow access to indoor storage spaces to encourage commuting by cycling. The City Council also created another

local law in 2009 requiring many off-street parking facilities to replace some of their spaces for vehicles with bicycle racks. So far there has been limited demand by cyclists for paid off-street bicycle parking at these garages and lots. The non-profit organization Transportation Alternatives promotes bicycle commuting and bicycle friendly facilities to lessen the impact of cars on urban life. On its website the organization states that is "working to make New York City's neighborhoods safer and restore a vibrant culture of street life" and advocates "for safer, smarter transportation and a healthier city."

Conquering the streets with
heels, showing women power
Image by Yasemin Varlik

THE INVASION OF BLUE BIKES

In 2007 the Department studied the prospects of a bicycle sharing system and announced in 2011 that kiosks would be built for the service to begin in 2012. The project was slated to introduce 10,000 bikes that would be available from 600 stations made by Bixi and operated by Alta Bicycle Share, the operators of similar schemes in other U.S. cities. Citigroup bought a five-year sponsorship and the bike-share system is therefore named CitiBike. Stations in the first stage are planned between 59th Street in Manhattan, the Hudson River, Atlantic Avenue in Brooklyn, and Bushwick Avenue. The system opened for business in May 2013 with 330 stations and 4,300 bikes. In October 2014, CitiBike and the City announced a price increase and a plan to expand the program to add thousands of bikes and hundreds of stations, to cover most of Manhattan and several other areas. Research conducted by Quinnipiac University Polling Institute showed that, as of June 2013, a majority of New Yorkers support the initiative.

Literally an invasion

**TAKE YOUR BIKE TO THE PARK**

Some parks, including Central Park and Prospect Park, ban or restrict motor vehicles during certain weekday hours and all weekend to promote bicycling. Bike and Roll NYC operates bike rental stations in several city parks and local bike shops also rent them, especially in areas of tourism. Less formal operators work on street corners or out of the back of a truck or in parking garages, although this type of operation is illegal on city park property. Additional services include paid guided tours.

Several organizations, including Five Borough Bicycle Club and Bike New York, conduct tours every weekend. Most are day trips for no fee; some larger or

overnight tours require payment. New York City is host to several long annual recreational rides, including the Five Boro Bike Tour. New York Cycle Club and others specialize in fitness and speed. Bicycle track races run most summer weekends in Kissena Park and elsewhere. Road races are held on weekends and some weekday evenings at Prospect Park, Central Park, and Floyd Bennett Field. The New York City Department of Transportation distributes a free and annually updated bike map through bike shops. The map shows Class I bike lanes in green, and Class II/Class III bike lanes in other colors. It shows the locations and names of bike shops and points of touristic interest. Shops that rent bikes are shown in red.

Blue invasion, everything else is black and white
Image by Yasemin Varlik





BETTER BIKE LANES NOW

There are three types of bike lanes on New York City streets: Class I, Class II and Class III. Class I bike lanes are typically physically separated from vehicular/pedestrian paths. Class II bike lanes are simply marked with paint and signage, and lie between a parking lane and a traffic lane. Class III bike lanes are shared vehicular/bike lanes, usually only marked by signage. The majority of bike lanes in New York are Class II or Class III bike lanes. Most cycling happens in Class II or Class III bike lanes since most streets provide no separate facilities for bicycles. However, Class I bike lanes connect most neighborhoods.

Those are in parks and Greenways, segregated from traffic. The Hudson River Greenway is so heavily used that it required the separation of the bikeway from pedestrians. Other parts of the Manhattan Waterfront Greenway and the Brooklyn-Queens Greenway are less continuously segregated. An east-west Greenway runs through Pelham Bay Park and across the Bronx along Mosholu Parkway to Van Cortlandt Park where it connects to the South County Trailway.

Others include shore ways along the north shore of Jamaica Bay, the south shores of Little Neck Bay and Flushing Bay and other locations. As of February 2009, about 170 miles of Class II bike lanes run in streets, and the network is growing. Class II and Class III bike lanes are often blocked by trucks unloading and by double parked cars. A few, as in the westernmost block of Tillary Street between Adams Street and Cadman Plaza West in Brooklyn, replace the parking lane and are separated from motor traffic by concrete barriers.

The 8th and 9th Avenue bike lanes in Chelsea, Manhattan were rebuilt in late 2008 as Class II bike lanes between the curb and a new parking lane, and are expected to provide more safety. Similar layouts were used in the reconstructions of 1st and 2nd Avenues in 2010, and in that of Columbus Avenue in 2011. On three Saturdays in August 2008, a route on the East Side of Manhattan from Brooklyn Bridge to 72nd Street along Lafayette Street, Park Avenue and other streets was cleared of motor traffic to allow easy non-motorized use as an experiment called "Summerstreets".

It was repeated in 2009 and became an annual event, including August 2, 9 and 16, 2014. In mid-August 2008, two lanes of Broadway between 42nd Street and Herald Square were transformed into a pedestrian plaza and bike path, which were rearranged in May 2013. In late May 2012, four one-way pairs of cross-town bike lanes in Midtown received preliminary approval. Appreciation of the new bike lanes in streets was not unanimous. A group in Park Slope sued in March 2011 to remove a new bike lane and in November the City Council voted to slow the installation of new lanes and pedestrian plazas. However, an August 2012 survey found two thirds of New Yorkers in favor of bike lanes. A proposed rail trail conversion of the former Rockaway Beach Branch in Queens has also generated controversy.

Traveling in time, in a timeless city
Image (left page) by Yasemin Varlik



LAWS AND SAFETY RULES APPLY TO EVERYBODY

A bicycle is treated similarly to motorized vehicles under the law of the State of New York with several exceptions. No license is required to operate a bicycle. Cyclists must ride in the direction of traffic. On one-way streets 40 feet or wider, they may ride on either the left or right side. Children aged 13 years and under must wear a helmet. Adult cyclists must use hand signals, must only wear headphones in one ear, must not ride on sidewalks, and must use lights at night (red in rear and white in front).

LOOK OUT FOR THE DOORS

Being doored (colliding with the door of a car unexpectedly opened) is a prominent hazard. Many Class II/Class III bike lanes run in the door zone. While the law requires caution in opening car doors into traffic lanes, dooring remains common, and doored cyclists face injury and sometimes death. Cyclists must exercise caution, riding a door's length away from parked cars whenever practicable. Approximately 20 cyclists are killed most years, usually by collision with a moving

motor vehicle (including those who are knocked under wheels by a door). From 1996 until 2005, 225 bicyclists died in crashes. Bicyclist deaths remained steady during that 10-year period.

Between 1996 and 2003, 3,462 NYC bicyclists were seriously injured in car accidents. However the annual number of serious injuries decreased by 46% during those 8 years. Some fatality locations are marked by white-painted ghost bikes. Traffic accidents kill approximately 160 pedestrians per year (about half as many as in the late 20th century) and a lesser number inside cars. In 2014, newly elected Mayor Bill de Blasio sought to bring these numbers to zero. Private parties have made maps of fatal accidents.

BIKE NEW YORK

Bike New York, an organization based in New York City, encourages cycling and bicycle safety. They host rides throughout the year, including the Five Boro Bike Tour, in order to fund free bike education programs. With ten community bike ed-

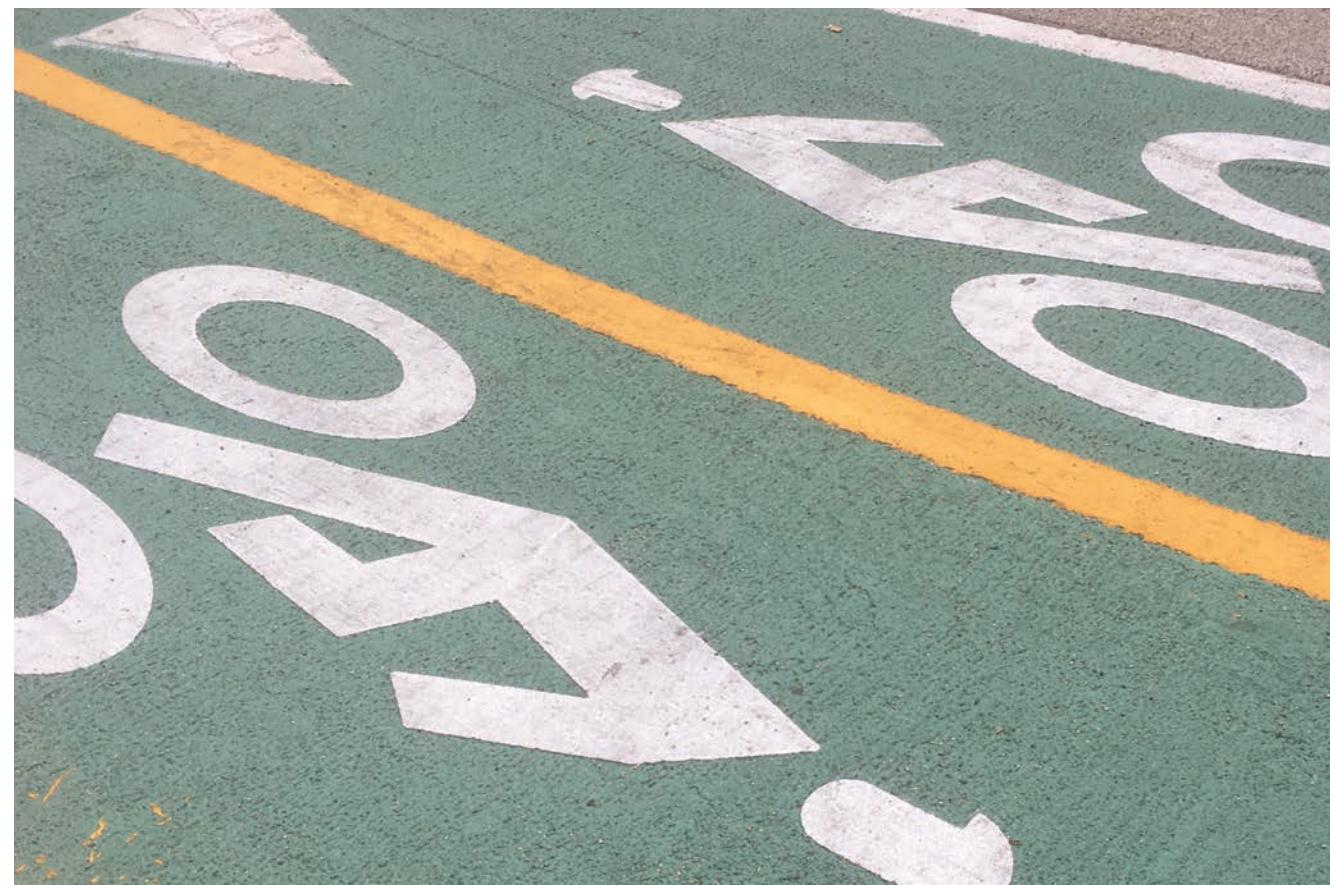
ucation centers around all five boroughs of New York City, Bike New York is able to offer a full range of bike education programs for both children and adults.

Monthly Critical Mass rides in New York have resulted in conflict between the New York City Police Department (NYPD) and bike riders. On August 27, 2004, during the Republican National Convention, more than 400 riders were arrested for "disrupting traffic". The arrests, thought to be preemptive action against protests during the convention, spawned lawsuits and courts subsequently ruled that the rides are legal.

what laws are there to talk about?

Laws,

Look down at the signs
before taking another step
Image by Yasemin Varlik

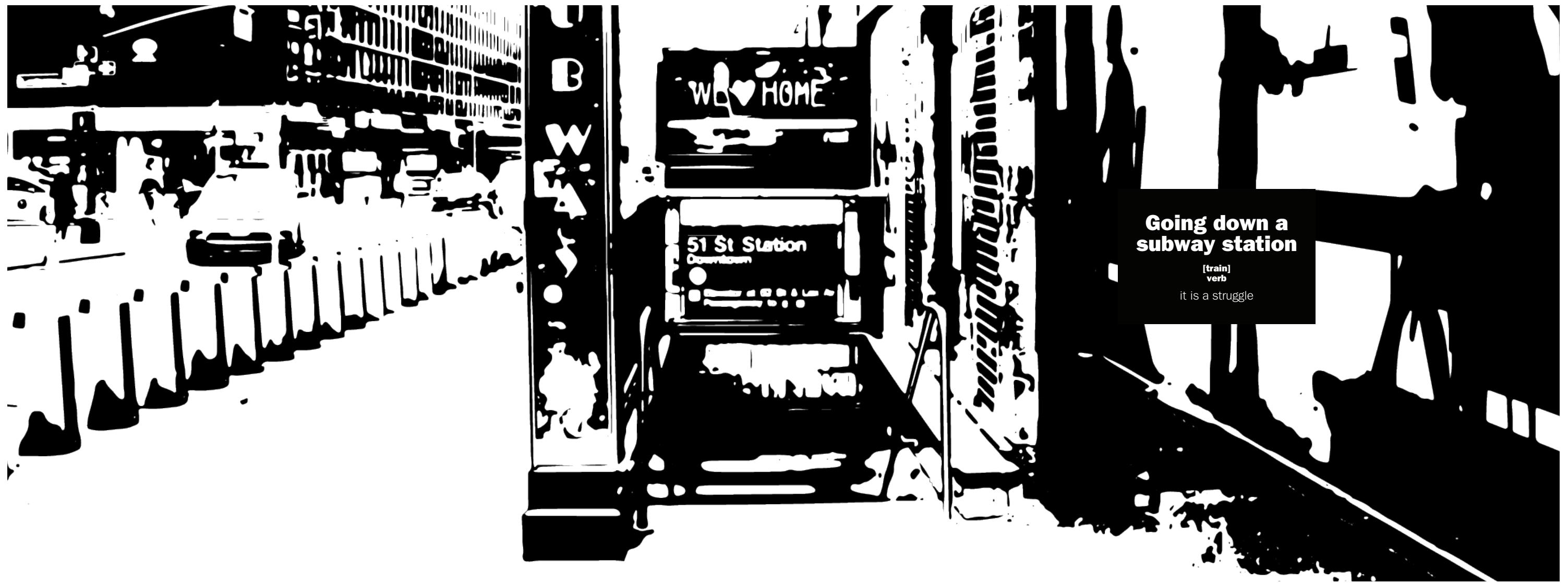


TAKE THE A TRAIN HOME

By Alexander Bronski

The New York City Subway is a rapid transit system owned by the City of New York and leased to the New York City Transit Authority, a subsidiary agency of the Metropolitan Transportation Authority (MTA). It is one of the largest public transportation systems in the world by number of stations, with 468 stations in operation (421, if stations connected by transfers are counted as single stations). The New York City Subway is also one of the world's oldest public transit systems. Overall, the system contains 232 miles of routes. In 2013, the subway delivered over 1.71 billion rides, averaging approximately 5.5 million rides on weekdays, about 3.2 million rides on Saturdays, and about 2.6 million rides on Sundays. Ridership has been consistently increasing over the last several years, especially because of rising gas prices and the subway's energy efficiency.

It is pulling you down
to an unknown darkness
Illustration by Yasemin Varlik



NO G TRAIN

By annual ridership, the New York City Subway is the busiest rapid transit rail system in the United States and in the Americas, as well as the seventh busiest rapid transit rail system in the world; the metro (subway) systems in Seoul, Beijing, Shanghai, Moscow, Tokyo, and Guangzhou record a higher annual ridership. It offers rail service 24 hours per day and every day of the year. Stations are located throughout the boroughs of Manhattan, Brooklyn, Queens, and the Bronx. While Staten Island does have a rail line, the Staten Island Railway, it is not officially considered part of the subway, and does not have any direct rail link with the subway system, so any Staten Island passengers wishing to visit another borough must take a ferry or bus. The Port Authority Trans-Hudson and the AirTrain JFK, in Manhattan and Queens respectively, accept the subway's MetroCard but are not part of the subway; thus, free transfers are not allowed.

All services pass through Manhattan except for the G train, the Franklin Avenue Shuttle, and the Rockaway Park Shuttle. Large portions of the subway outside Manhattan are elevated, on embankments, or in open cuts, and a few stretches of track run at ground level. In total, 40% of track is not underground despite the "subway" moniker.

Many lines and stations have both express and local services. These lines have three or four tracks. Normally, the outer two are used for local trains, while the inner one or two are used for express trains. Stations served by express trains are typically major transfer points or destinations.

Subway



THE NEED FOR A SUBWAY SYSTEM

PROPELLED BY PNEUMATICS

A demonstration for the underground transit system in New York City was first built by Alfred Ely Beach in 1869. His Beach Pneumatic Transit only extended 312 feet under Broadway in Lower Manhattan and exhibited his idea for a subway propelled by pneumatic tube technology. The tunnel was never extended for political and financial reasons, although extensions had been planned to take the tunnel southward to The Battery and northwards towards the Harlem River. The Beach subway was demolished when the BMT Broadway Line was built in the 1910s; thus, it was not integrated into the New York City Subway system.

The Great Blizzard of 1888 helped demonstrate the benefits of an underground transportation system. The first underground line of the subway opened on October 27, 1904, almost 35 years after the opening of the first elevated line in New York City, which became the IRT Ninth Avenue Line. The oldest structure still in use opened in 1885 as part of the BMT Lexington Avenue Line in Brooklyn and is now part of the BMT Jamaica Line. The oldest right-of-way, that of the BMT West End Line, was in use in 1863 as a steam railroad called the Brooklyn, Bath and Coney Island Rail Road.

By the time the first subway opened, the lines had been consolidated into two privately owned systems, the Brooklyn Rapid Transit Company (BRT, later Brooklyn-Manhattan Transit Corporation, BMT) and the Interborough Rapid Transit Company (IRT). The city was closely involved: all lines built for the IRT and most other lines built or improved for the BRT after 1913 were built by the city and leased to the companies. The first line of the city-owned and operated Independent Subway System (IND) opened in 1932; this system was intended to compete with the private systems and allow some of the elevated railways to be torn down, but kept within the core of the City due to the low amount of startup capital provided to the municipal Board of Transportation, the later MTA, by the state. This required it to be run 'at cost', necessitating fares up to double the five-cent fare popular at the time.

NEW CONNECTIONS AND ALL-TIME LOW

In 1940, the two private systems were bought by the city and some elevated lines closed immediately while others closed soon after. Integration was slow but several connections were built between the IND and BMT, and now operate as one division called the B Division. Since the IRT tunnel segments are too small and stations too narrow to accommodate B Division cars, and contain curves too sharp for B Division cars, the IRT remains its own division, A Division.

The New York City Transit Authority (NYCTA), a public authority presided by New York City, was created in 1953 to take over subway, bus, and streetcar operations from the city, and placed under control of the state-level Metropolitan Transportation Authority in 1968.

In 1934, transit workers of the BRT, IRT, and IND founded the Transport Workers Union of America, organized as Local 100. Local 100 remains the largest and most influential local of the labor union. Since the union's founding, there have been three union strikes over contract disputes with the MTA, 12 days in 1966, 11 days in 1980, and three days in 2005.

By the 1970s and 1980s, the New York City Subway was at an all-time low. Ridership had dropped to 1910s levels, and graffiti and crime was rampant on the subway; in general, the subway was very poorly maintained during that time, with delays and track problems common. Still, the NYCTA managed to open six new subway stations during that time, as well as order 1,775 new, graffiti-free subway cars, and conditions had improved by the early 1990s.

Modernized subway stations
are my number one choice
Image (left page) by Yasemin Varlik

rats



9/11

The September 11 attacks resulted in service disruptions on lines running through Lower Manhattan, particularly the IRT Broadway – Seventh Avenue Line, which ran directly underneath the World Trade Center between the Chambers Street and Rector Street stations. Sections of the tunnel, as well as the Cortlandt Street station, which was directly underneath the Twin Towers, were severely damaged by the collapse and had to be rebuilt, requiring suspension of service on that line south of Chambers Street. Ten other nearby stations were closed while dust and debris were cleaned up. By March 2002, seven of those stations had reopened. The rest (except for Cortlandt Street on the IRT Broadway – Seventh Avenue Line) reopened on September 15, 2002, along with service south of Chambers Street.

CONSTRUCTING TUNNELS

When the IRT subway debuted in 1904, the typical tunnel construction method was cut-and-cover. The street was torn up to dig the tunnel below before being rebuilt from above. This method worked well for digging soft dirt and gravel near the street surface. However, mining shields were required for deeper sections, such as the Harlem and East River tunnels, which used cast-iron tubes, segments between 33rd and 42nd streets under Park Avenue, 116th Street and 120th Street under Broadway, and 145th Street and Dyckman Street (Fort George) under Broadway and Saint Nicholas Avenue as well as the tunnel from 96th Street to Central Park North, 110th Street & Lenox Avenue, all of which used either rock or concrete-lined tunnels. About 40% of the subway system runs on surface or elevated tracks, including steel or

cast iron elevated structures, concrete viaducts, embankments, open cuts and surface routes. All of these construction methods are completely grade-separated from road and pedestrian crossings, and most crossings of two subway tracks are grade-separated with flying junctions. The sole exceptions of at-grade junctions of two lines in regular service are the 142nd Street junction and the Myrtle Avenue junction, whose tracks both intersect at the same level. More recent projects use tunnel boring machines (construction which comes at a higher cost than construction with cut-and-cover does) to build the subway tunnels to minimize disruption at street level, but also to avoid existing utilities. Examples of such projects include the extension of the IRT Flushing Line and the IND Second Avenue Line.

SUBWAY SYSTEM EXTENSIONS

Since the opening of the original New York City Subway line in 1904, various official and planning agencies have proposed numerous extensions to the subway system. One of the better known proposals was the "Second System," which was part of a plan by the Independent Subway to construct new subway lines in addition and take over existing subway lines and railroad right-of-ways. Though most of the routes proposed over the decades have never seen construction, discussion remains strong to develop some of these lines, to alleviate existing subway capacity constraints and overcrowding, the most notable being the Second Avenue Subway. Plans for new lines date back to the early 1910s, and expansion plans were proposed in 1910, 1922, 1926, 1929, 1938–40, 1951, 1968, 1996, 1998, and 2007.

The most grandiose plan, conceived in 1929, was to be part of the city-operated Independent Subway System (IND). By 1939, with unification planned, all three systems were included. Many different plans were proposed at one time or another, but the onset of World War II killed nearly all plans for subway expansion. As this grandiose expansion was not built, the subway system is only three quarters of what it was planned to be. Magnificently engineered, almost entirely underground with 670 feet platforms and flying junctions through-out, the IND system tripled the City's rapid transit debt, ironically contributing to the demise of plans for an ambitious expansion proposed before the first line of the first system was even opened.

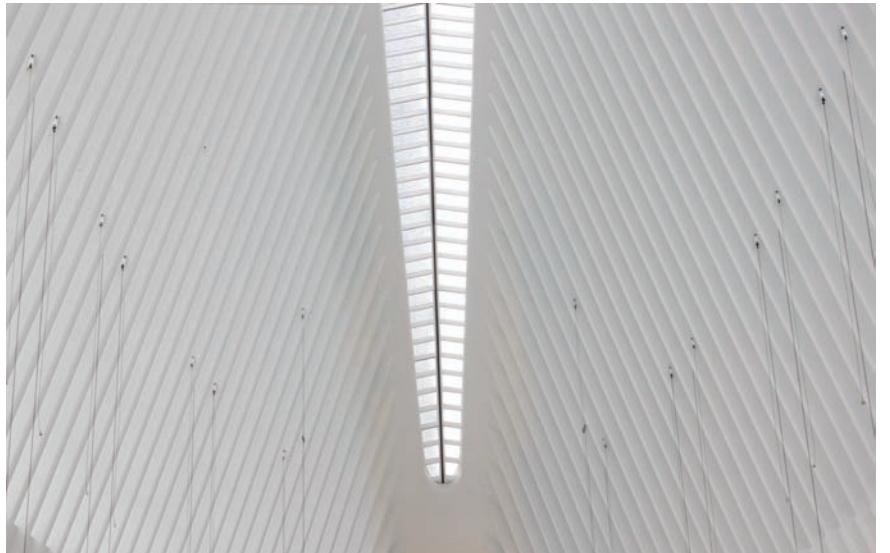
Due to this debt, after the IND Sixth Avenue Line was completed in 1940, only 28 new stations were added to the system. Five stations were on the abandoned NYW&B-operated IRT Dyre Avenue Line, fourteen stations were on the abandoned LIRR Rockaway Beach Branch (now the IND Rockaway Line), six were on the Archer Avenue Lines and 63rd Street Lines (built as part of a 1968 plan), two stations (57th Street and Grand Street) were part of the Chrystie Street Connection, and the 148th Street terminal in Harlem.

CURRENT EXPANSION PROJECT INCLUDE THE FOLLOWINGS:

Second Avenue Subway on the Upper East Side of Manhattan. In the early 21st century, plans for this line resurfaced; it had been planned in the 1920s, but was delayed several times since. Construction was started in the 1970s, but discontinued due to the city's fiscal crisis. Some small portions remain intact in Chinatown, the East Village, and the Upper East Side, but they are each quite short and thus remain unused.

7 Subway Extension to the west side of Manhattan. Although this extension was originally planned as part of the city's failed bid for the 2012 Olympics, it is currently under construction and scheduled to open in early 2015.

Fulton Center in Lower Manhattan. The Fulton Center is a transit center and retail complex centered at the intersection of Fulton Street and Broadway in Lower Manhattan, New York City. The complex is part of a \$1.4 billion project by the Metropolitan Transportation Authority (MTA), a public agency of the state of New York, to rehabilitate the Fulton Street New York City Subway station, and construct new underground passageways and access points into the complex. The complex officially opened on November 10, 2014, along with the Dey Street Passageway.



The feelings that you get after a subway leaves the platform
Image (left page) by Yasemin Varlik

A circular opening in the centre of a dome or in a wall
Image (right page) by Yasemin Varlik

SUBWAY LINES AND ROUTES

Many rapid transit systems run relatively static routings, so that a train "line" is more or less synonymous with a train "route". In New York City, however, routings change often because of changes in the availability of connections or the setup of service patterns. Within the nomenclature of the subway, the "line" describes the physical railroad track or series of tracks that a train "route" uses on its way from one terminal to another. "Routes" (also called "services") are distinguished by a letter or a number and "Lines" have names. They are also designations for trains, as exemplified in the *Billy Strayhorn song Take the "A" Train.*

There are 24 train services in the subway system, including three short shuttles. Each route has a color and a local or express designation representing the Manhattan trunk line of the particular service. The color lime green is exclusively assigned to the Crosstown Line route, which operates entirely outside Manhattan, while the shuttles are all assigned dark slate gray. The current color system depicted on official subway maps was proposed by R. Raleigh D'Adamo, a lawyer who entered a contest sponsored by the Transit Authority in 1964. D'Adamo proposed replacing a map that used only three colors (representing the three operating entities of the subway network) with a map that used a different color for each service. D'Adamo's contest entry shared first place with two others and led to the Transit Authority adopting a multi-colored scheme. The lines and services are not referred to by color (e.g., Blue Line or Green Line) by native New Yorkers or by most New York City residents, but out-of-towners and tourists often refer to the subway lines by color.

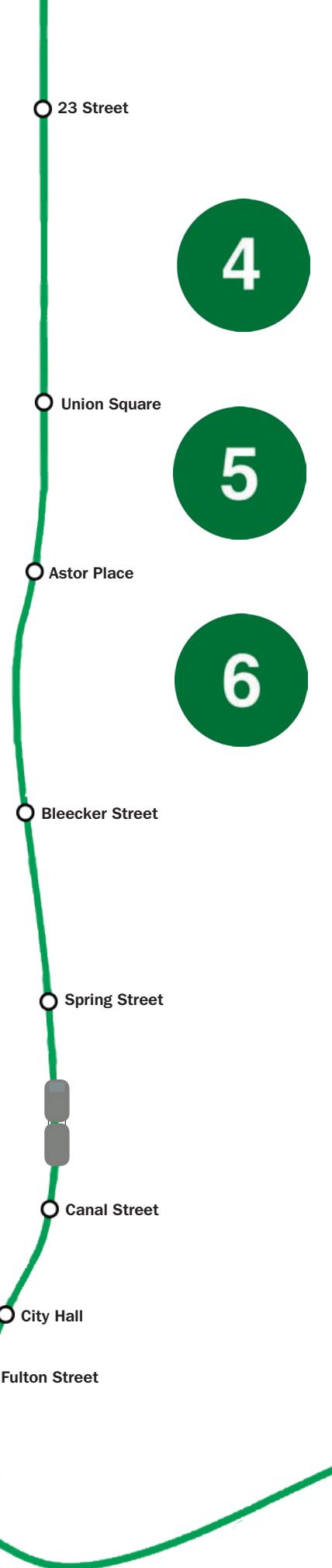
Color coded subway stations
that you cannot find anywhere else
Images (right page) by Yasemin Varlik

LOCAL AND EXPRESS

The 1, 6, 7, C, G, L, M and R trains are fully local; making all stops. The 2, 3, 4, 5, 6, 7, A, B, D, E, F, N and Q trains have portions of express and local service. The J train normally operates local, but during rush hours it is joined by the Z train in the peak direction. Both run local, express or skip-stop on different parts of their route. The letter S is used for three shuttle services: Franklin Avenue Shuttle, Rockaway Park Shuttle, and 42nd Street Shuttle.

Though the subway system operates on a 24-hour basis, some of the designated routes do not run as a shorter route (often referred to as the 'shuttle train' version of its full-length counterpart) or run with a different stopping pattern during late night hours (usually indicated by smaller, secondary route signage on station platforms). In addition to these regularly scheduled changes, because there is no nightly system shutdown for maintenance, tracks and stations must be maintained while the system is operating. To accommodate such work, services are usually changed during mid-day, overnight hours, and weekends.

When a line is temporarily shut down for construction purposes, the transit authority substitutes free shuttle buses (using MTA Regional Bus Operations bus fleet). The transit authority announces planned service changes through its website, via placards that are posted on station and interior subway-car walls, and through its Twitter page.



51 St Station Downtown

6
Elevator at 52 St & Lex Av
Passageway to E M



TOKEN, CHANGE AND CARDS

From the inauguration of IRT subway services in 1904 until the unified system of 1948 (including predecessor BMT and IND subway services), the fare for a ride on the subway of any length was 5 cents. On July 1, 1948, the fare was increased to 10 cents, and since then has steadily risen. When the New York City Transit Authority was created in July 1953, the fare was raised to 15 cents and a token was issued. Until April 13, 2003, riders could pay the fare with tokens purchased from a station attendant. The tokens were changed periodically as prices changed. For the 75th anniversary of the subway in 1979 (also called the Diamond Jubilee), a special token with a small off-center diamond cutout and engraved images of a 1904 subway car and kiosk were issued. Many were purchased for keepsakes and were not used for rides. The last iteration of tokens featured a hole in the middle and was phased out in 2003 when the fare rose to \$2.

TOKEN SCAMS

There were issues with tokens, however, it was a common scam to circumvent the payment of fares by jamming the token slot in an entrance gate with paper. A passenger would insert a token into the turnstile, be frustrated when it did not open the gate, and have to spend another token to enter at another gate. A token thief would then suck the token from the jammed slot with their mouth. This could be repeated many times as long as no police officers spotted the activity. Some token booth attendants sprinkled chili powder in the slots to discourage "token sucking". Token sucking (also known as stuff 'n' suck) was charged under theft of services, criminal tampering and criminal mischief.



Token issues were compounded when transit riders discovered in the early 1980s that tokens purchased for use in the Connecticut Turnpike toll booths were of the same size and weight as New York City subway tokens. Since they cost less than one third as much, they began showing up in subway collection boxes regularly. Connecticut authorities initially agreed to change the size of their tokens, but later reneged and the problem went unsolved until 1985, when Connecticut discontinued the tolls on its turnpike. At that time, the MTA was paid 17.5 cents for each of more than two million tokens that had been collected during the three-year "token war".

SWIPE IT FAST

In 1993, the subway system introduced a fare system called the MetroCard, which allows riders to use cards that store the value equal to the amount paid to a station booth clerk or vending machine. The MetroCard was enhanced in 1997 to allow passengers to make free transfers between subways and buses within two hours; several MetroCard-only transfers between subway stations were added in 2001. With the addition of unlimited-ride MetroCards in 1998 (for 7-day and 30-day periods, later 1-day "Fun Pass" and 14-day periods, both of which have been discontinued), the New York City Transit system was the last major transit system in the United States with the exception of BART in San Francisco to introduce passes for unlimited bus and rapid transit travel. In January 2014, the MTA stated that it wants to implement a contactless fare system to replace the MetroCard by 2019.

Is there anywhere I can sit?
I guess not.
Image by Yasemin

A CITY PARK IN THE NEW YORK SKY

By Lucy Garibaldi



I am looking down at it
Illustration by Yasemin Varlik

The High Line (also known as the High Line Park) is a 1.45-mile-long (2.33 km) New York City linear park built on a section of a disused New York Central Railroad spur called the West Side Line. Inspired by the 3-mile Promenade plantée, a similar project in Paris completed in 1993, the High Line has been redesigned and planted as an aerial greenway and rails-to-trails park. The High Line Park uses the disused southern portion of the West Side Line running to the Lower West Side of Manhattan. It runs from Gansevoort Street—three blocks below 14th Street—in the Meatpacking District, through Chelsea, to the northern edge of the West Side Yard on 34th Street near the Javits Convention Center. An unopened spur extends above 30th Street to Tenth Avenue. Formerly, the High Line went as far south as a railroad terminal to Spring Street just north of Canal Street. However, most of the lower section was demolished in 1960, with another small portion of the lower section being demolished in 1991.

Repurposing of the railway into an urban park began construction in 2006, with the first phase opening in 2009 and the second phase opening in 2011. The third and final phase officially opened to the public on September 21, 2014. A short stub above Tenth Avenue and 30th Street is still closed as of September 2014 but will open by 2015. The project has spurred real estate development in the neighborhoods that lie along the line. As of September 2014, the park gets nearly 5 million visitors annually.

**“The Public Park
of New York”**

GANSEVOORT STREET TO 34TH STREET

The park extends from Gansevoort Street to 34th Street. At 30th Street, the elevated tracks turn west around the Hudson Yards Redevelopment Project to the Jacob K. Javits Convention Center on 34th Street, though the northern section is expected to be integrated within the Hudson Yards development and the Hudson Park and Boulevard. When the Hudson Yards Redevelopment Project's Western Rail Yard is finished in 2018, it will be elevated above the High Line Park, so an exit along the viaduct will be located over the West Side Yard, exiting out to the Western Rail Yard of Hudson Yards. The 34th Street entrance is at grade level with wheelchair access.

The park is open daily from 7am to 7pm in the winter, 10pm in the spring and fall, and 11pm in the summer, except for the Interim Walkway west of 11th Avenue, which is open until dusk. It can be reached through eleven entrances, six of which are accessible to people with disabilities. The wheelchair-accessible entrances, each with stairs and an elevator, are at Gansevoort, 14th, 16th, 23rd, and 30th Streets. Additional staircase-only entrances are located at 18th, 20th, 26th, and 28th Streets, and 11th Avenue. Street level access is available at 34th Street via an "Interim Walkway" between 30th Street/11th Avenue and 34th Street.

ABOVE THE CHAOS

At the Gansevoort Street end, which runs north-south, the stub end over Gansevoort Street is named the Tiffany and Co. Foundation Overlook, dedicated in July 2012; the foundation was a major backer of the park. Then, it passes under The Standard hotel, and through a passage at 14th Street. At 14th Street, the High Line is split into two sides of different elevation; the Diller-Von Furstenberg Water Feature, opened in 2010, is featured on the lower side, and a sundeck on the upper side.

Then, the High Line passes under the Chelsea Market, a food hall, at 15th Street. A spur connecting the viaduct to the National Biscuit Company building splits off at 16th Street; this spur is closed to the public. The Tenth Avenue Square, an amphitheater located on the viaduct, is at 17th Street, where the High Line crosses over Tenth Avenue from southeast to northwest. At 23rd Street, there is the 23rd Street Lawn, a lawn where visitors can rest. Then, at 25th-26th Streets, a ramp takes visitors above the viaduct, with a scenic overlook facing east at 26th Street. The Philip A. and Lisa Maria Falcone Flyover, as it is called, is named after two major donors to the park; this ramp was based on plans for a Phase 1 flyover that was never built.

The park then curves west to Phase 3 and merges into the Tenth Avenue Spur, the latter of which stretches over 30th Street to Tenth Avenue and will open in 2015. On Phase 3, there is another ramp taking visitors above the viaduct at 11th Avenue, as well as a play area consisting of rail ties and beams coming out of the structure called the "Pershing Beams", a gathering space with multiple benches, and a set of three trackways where one could walk between the railway tracks. There are also seesaw-like benches, as well as benches that, much like a xylophone, contain parts that make sounds when tapped.

An "interim walkway" between 11th Avenue/30th Street and 34th Street divides the viaduct into two sides—a gravel walkway and an unrenovated section still with rail tracks; this walkway is only temporary open, and will close for renovation once the Tenth Avenue spur is completed. The High Line turns north to a point just east of Twelfth Avenue. At 34th Street, it curves east, and the park ends at a wheelchair ramp midway between 12th and 11th Avenues.

Finding peace in
the heart of the city
Image by Yasemin Varlik



A QUIET PATH ABOVE THE CHAOS

THE INFLUENCE OF ROBERT MOSES ON THE CITYSCAPE

THE WEST SIDE COWBOYS

In 1847, the City of New York authorized street-level railroad tracks down Manhattan's West Side to ship freight. For safety, the railroads hired men called the "West Side Cowboys" to ride horses and wave flags in front of the trains. However, so many accidents occurred between freight trains and other traffic that Tenth Avenue became known as "Death Avenue".

After years of public debate about the hazard, in 1929 the city and the state of New York and the New York Central Railroad agreed on the West Side Improvement Project, a large project conceived by Robert Moses that also included the construction of the West Side Elevated Highway. The 13-mile project eliminated 105 street-level railroad crossings and added 32 acres to Riverside Park. It cost over US\$150,000,000 (about US\$2,060,174,000 today).

The High Line viaduct, then a portion of the New York Connecting Railroad's West Side Line, opened to trains in 1934. It originally ran from 34th Street to St. John's Park Terminal at Spring Street, and was designed to go through the center of blocks rather than over the avenue. It connected directly to factories and warehouses, allowing trains to load and unload their cargo inside buildings. Milk, meat, produce, and raw and manufactured goods could be transported and unloaded without disturbing traffic on the streets. This also reduced the load for the Bell Laboratories Building (which has been housing the Westbeth Artists Community since 1970), as well as for the former Nabisco plant in the Chelsea Market building, which were served from protected sidings within the structures.

The train also passed underneath the Western Electric complex at Washington Street. This section still exists as of May 18, 2008 and is not connected with the rest of the developed park.

RESISTING THE DEMOLITION

The growth of interstate trucking in the 1950s led to a drop in rail traffic throughout the whole nation, so that by 1960 the southernmost section of the line was demolished. This section started at Gansevoort Street and ran down Washington Street as far as Spring Street just north of Canal Street, representing almost half of the line. The last train on the remaining part of the line was operated by Conrail in 1980.

In the mid-1980s a group of property owners with land under the line lobbied for the demolition of the entire structure. Peter Obletz, a Chelsea resident, activist, and railroad enthusiast, challenged the demolition efforts in court and tried to re-establish rail service on the line. During the late 1980s, the north end of the High Line was disconnected from the rest of the national railroad system due to the construction of the Empire Connection to Penn Station, which opened in spring 1991. The tracks were rerouted to the new Empire Connection tunnel built underground to Penn Station, because it was expected that the High Line would be demolished. A small section of the High Line in the West Village, from Bank to Gansevoort Streets, was actually taken apart in 1991, despite objections by people who wanted to keep the High Line.

In the 1990s, as the line lay unused and in disrepair (despite the fact that the riveted steel elevated structure was structurally sound) it became known to a few urban explorers and local residents for the tough, drought-tolerant wild grasses, shrubs, and rugged trees such as sumac that had sprung up in the gravel along the abandoned railway. It was slated for demolition under the administration of then-mayor Rudy Giuliani.

FRIENDS OF THE HIGH LINE

In 1999, the non-profit Friends of the High Line was formed by Joshua David and Robert Hammond, residents of the neighborhood that the line ran through. They advocated for the line's preservation and reuse as public open space, so that it would become an elevated park or greenway, similar to the Promenade Plantée in Paris. CSX Transportation, which owned the High Line, had given photographer Joel Sternfeld permission to photograph the line for a year.

These photos of the natural beauty of the meadow-like wildscape of the railway, discussed in an episode of the documentary series *Great Museums*, were used at public meetings whenever the subject of saving the High Line was discussed. Diane von Furstenberg, who had moved her New York City headquarters to the Meatpacking District in 1997, organized fund-raising events for the campaign in her studio, along with her husband, Barry Diller. Broadened community support of public redevelopment of the High Line for pedestrian use grew, and in 2004, the New York City government committed \$50 million to establish the proposed park.



Tourists fascinated
by Einstein like usual
Image by Ayse Guntan

In the midst of an architecture
land there was a train track
Illustration(right page) by Yasemin Varlik



High up Higher High

New York Mayor Michael Bloomberg and City Council Speaker Gifford Miller and Christine C. Quinn were important supporters. In total, funders of the High Line Park raised over \$150 million. On June 13, 2005, the U.S. Federal Surface Transportation Board issued a certificate of interim trail use, allowing the City to remove most of the line from the national railway system.

On April 10, 2006, Mayor Bloomberg presided over a ceremony that marked the beginning of construction. The park was designed by the James Corner's New York-based landscape architecture firm Field Operations and architects Diller Scofidio + Renfro, with planting design from Piet Oudolf of the Netherlands, lighting design from L'Observatoire International, and engineering design by Buro Happold. Major backers included Philip Falcone, Diane von Furstenberg, Barry Diller, and von Furstenberg's children, Alexander von Fürstenberg and Tatiana von Fürstenberg. Hotel developer Andre Balazs, owner of the Chateau Marmont in Los Angeles, built the 337-room Standard Hotel, straddling the High Line at West 13th Street.

The southernmost section, from Gansevoort Street to 20th Street, opened as a city park on June 8, 2009. This southern section includes five stairways and elevators at 14th Street and 16th Street. Around the same time, construction for the second section began. On June 7, 2011, a ribbon was cut to open the second section from 20th Street to 30th Street, with Mayor Michael Bloomberg, New York City Council Speaker Christine Quinn, Manhattan Borough President Scott Stringer, and Congressman Jerrold Nadler in attendance.

In 2011, CSX Transportation, the then-owner of the northernmost section, from 30th to 34th Streets, agreed in principle to donate the section to the city, while the Related Companies, which own the development rights to the West Side Rail Yards, agreed not to tear down the spur that crosses 10th Avenue. Construction on the final section was started in September 2012.

THE FINAL RIBBON-CUTTING

On September 20, 2014, a ribbon cutting ceremony for the High Line was held, followed by the opening of the third section of the High Line Park on September 21, and a procession down the High Line. The third phase, costing US\$76 million, is divided into two parts. The first part, costing US\$75 million, which opened on September 21, runs from the end of the existing Phase 2 of the High Line to the line's terminus at 34th Street west of 11th Avenue.

The second part, the spur, will contain such amenities as a bowl-shaped theater (the theater will not be completed until a few years after the High Line Park is completely opened). It will also be integrated with 10 Hudson Yards, which has already been built over the High Line Spur as of December 2013; the spur will not open until July 2015, when 10 Hudson Yards is completed.

Hidden patterns in the public park of New York
Image by Yasemin Varlik



RENAISSANCE OF A NEIGHBORHOOD

The recycling of the railway into an urban park has brought on the revitalization of Chelsea, which had been “gritty” and in generally poor condition in the late 20th century. It has also spurred real estate development in the neighborhoods that lie along the line. Mayor Bloomberg noted that the High Line project has helped usher in something of a renaissance in the neighborhood: by 2009, more than 30 projects were planned or under construction nearby. Residents who have bought apartments next to the High Line Park have adapted to its presence in varying ways, but most responses are positive; some, however, claim that the park became a “tourist-clogged catwalk” since it opened. However, the real estate boom has not been victimless; many well-established businesses in west Chelsea have closed due to loss of neighborhood customer base or rent increases.

HIGHER VISIBILITY

Crime has been extraordinarily low in the park. Shortly after the second section opened in 2011, *The New York Times* reported that there have been no reports of major crimes such as assaults or robberies since its first phase opened two years prior. Parks Enforcement Patrols have written summonses for various infractions of park rules, such as walking dogs or bicycles on the walkway, but at a rate lower than in Central Park. Park advocates attributed that to the high visibility of the High Line from the surrounding buildings, a feature of traditional urbanism espoused by author Jane Jacobs nearly 50 years earlier. Joshua David, a co-founder of Friends of the High Line, stated:

- **Empty parks are dangerous ... Busy parks are much less so. You're virtually never alone on the High Line.**
- **A New Yorker columnist was of the opinion, when reviewing the new “Highliner” diner for the High Line, that “the new Chelsea that is emerging on weekends as visitors flood the elevated park is touristy, overpriced, and shiny.”**

The success of the High Line in New York City has encouraged the leaders of other cities, such as Mayor Rahm Emanuel of Chicago, who see it as “a symbol and catalyst” for gentrifying neighborhoods. Several cities also have plans to renovate some railroad infrastructure into park land, including Philadelphia and St. Louis. In Chicago, where the Bloomingdale Trail, a 2.7 miles-long linear park on former railroad infrastructure, will run through several neighborhoods. One estimate is that it costs substantially less to redevelop an abandoned urban rail line into a linear park than to demolish it. James Corner, one of the Bloomingdale Trail’s designers, said, “The High Line is not easily replicable in other cities,” observing that building a “cool park” requires a “framework” of neighborhoods around it in order to succeed. In Queens, the Queensway, a proposed aerial rail trail, is being considered for reactivation along the right-of-way of the former LIRR Rockaway Beach Branch. Other cities around the world are planning elevated rails-to-trails parks; this was referred to in one source as the “High Line” effect.

Due to the popularity of the High Line, there have been several proposals for museums along its path. The Dia Art Foundation considered but rejected a proposal to build a museum at the Gansevoort Street terminus. On that site, the Whitney Museum is currently constructing a new home for its collection of American art. The building was designed by Renzo Piano and will open in 2015.



I was just passing
by the neighborhood
Image by Yasemin Varlik

THE TRIP JUST FOR THE VIEW

By Lillian Boatloader

The Staten Island Ferry is a passenger ferry service that is operated by the New York City Department of Transportation. It runs 5 miles in New York Harbor between the New York City boroughs of Manhattan and Staten Island. The ferry operates 24/7. The ferry departs Manhattan from the Staten Island Ferry Whitehall Terminal at South Ferry, at the southernmost tip of Manhattan near Battery Park. On Staten Island, the ferry arrives and departs from the St. George Ferry Terminal on Richmond Terrace, near Richmond County's Borough Hall and Supreme Court. Service is provided 24 hours a day, 365 days a year, and is punctual 96% of the time. The Staten Island Ferry has been a municipal service since 1905, and currently carries over 21 million passengers annually on the 5.2-mile run. While trips take 25 minutes, service usually runs every 30 minutes most hours of the day and night, with more frequent service during peak times.

Connecting the dots
Image by Yasemin Varlik



Like a fairy

[ferry]
verb

floating above the river

A FREE VIEW OF LOWER MANHATTAN

The ferry is free of charge, though riders must disembark at each terminal and reenter through the terminal building for a round trip to comply with Coast Guard regulations regarding vessel capacity and the use of placeholding optical turnstiles at both terminals. For most of the 20th century, the ferry was famed as the biggest bargain in New York City. It charged the same one-nickel fare as the New York City Subway but the ferry fare remained a nickel when the subway fare increased to 10 cents in 1948. In 1970 then-Mayor John V. Lindsay proposed that the fare be raised to 25 cents, pointing out that the cost for each ride was 50 cents, or ten times what the fare brought in. On August 4, 1975, the nickel fare ended and the charge became 25 cents for a round trip, the quarter being collected in one direction only. The round trip increased to 50 cents in 1990, but the fare was eliminated altogether in 1997.

A GATEWAY TO THE CITY

On February 7, 2005, a completely renovated and modernized terminal, designed by architect Frederic Schwartz, was dedicated, along with the new two-acre Peter Minuit Plaza in Battery Park. The terminal was designed to accommodate over 100,000 tourists and commuters on a daily basis (for transportation open 24 hours a day), and the new design establishes the terminal as a major integrated transportation hub, connecting it with

the New York City Subway's new South Ferry station complex, with access to the subway, buses, and taxis. Additionally, through the Terminal and Minuit Plaza, access to bicycle lanes and even other water transport options are also available.

A "gateway to the city," set against the backdrop of Manhattan's greatest buildings on one side and the river on the other, the design was created to imbue the terminal "with a strong sense of civic presence." In his remarks at the terminal's February 7, 2005, dedication, Mayor Michael Bloomberg stated that "You can walk into this spectacular terminal day or night and feel like you're part of the city ... (the terminal) is a continuation of what you feel on the ferry ... in a sense you are suspended over the water." Described as "an elegant addition to the city's architecture," the transit hub was described by a *Newsday* editor as so beautiful that it had become a tourist attraction in its own right, with "the panorama of lower Manhattan from the top of the escalators, the vast windows framing the Statue of Liberty, the upstairs deck with views of the harbor ... are reasons to take shelter here for a little longer than the ferry schedule makes strictly necessary."

PEOPLE AND BICYCLES

While the ferries no longer transport motor vehicles, they do transport bicy-

cles. There are two bicycle entrances to the ferry from either borough. The bike entrance is always on the first floor so bicyclists can enter the ferry from the ground without needing to enter the building. The ground entrance is also reserved exclusively for bike riders (everyone else must use the 2nd floor entrance). Cyclists must dismount and walk their bicycles to the waiting area and onto the boat and bicycles must be stored in the designated bicycle storage area on each boat. Cyclists are subject to screening upon arrival at the ferry terminals. Bicycles may also be taken on the lowest deck of the ferry without charge. In the past, ferries were equipped for vehicle transport, at a charge of \$3 per automobile; however, vehicles have not been allowed on the ferry since the September 11 attacks.

There is commuter parking at the St. George ferry terminal, connecting to several buses and the Staten Island Railway. On the Manhattan side, the new Staten Island Ferry Whitehall Terminal, dedicated in 2005, has convenient access to subways, buses, taxis and bicycle routes. The ferry ride is a favorite of tourists to New York as it provides excellent views of the Lower Manhattan skyline and the Statue of Liberty at no cost to riders. The ferry runs 24/7, with service continuing overnight. The ferry is a popular place to go on Saturday nights, as beer and food items are served at the snack bar.



COMMUTING: THEN AND NOW

TWO-MASTED SAILBOATS

In the 18th century, ferry service between Staten Island and the city of New York (then occupying only the southern tip of Manhattan) was conducted by private individuals with "periaugers", shallow-draft, two-masted sailboats used for local traffic in New York harbor. In the early 19th century, Vice President (and former New York governor) Daniel D. Tompkins secured a charter for the Richmond Turnpike Company, as part of his efforts to develop the village of Tompkinsville; though intended to build a highway across Staten Island, the company also received the right to run a ferry to New York. The Richmond Turnpike Company is the direct ancestor of the current municipal ferry.

THE VANDERBILT'S

In 1817, the Richmond Turnpike Company began to run the first motorized ferry between New York and Staten Island, the steam-powered Nautilus. It was commanded by Captain John De Forest, the brother-in-law of a young entrepreneur, Cornelius Vanderbilt. In 1838, Vanderbilt, who had grown wealthy in the steamboat business in New York waters, bought control of the company. Except for a brief period in the 1850s, he would remain the dominant figure in the ferry until the Civil War, when he sold it to the Staten Island Railway, led by his brother Jacob; subsequently, three of the Staten Island ferries were requisitioned by the

United States Army for service in the war, but none were ever returned to New York Harbor.

During the 1850s, Staten Island developed rapidly, and the ferry accordingly grew in importance; however, the poor condition of the boats became a source of chronic complaint, as did the limited schedule. The opening of the Staten Island Railway in 1860 increased traffic further and newer boats were acquired, named after the towns of Richmond County which covered the whole of Staten Island. One of these ferries, the Westfield, was damaged when its boiler exploded while sitting in its slip at South Ferry at about 1:30 in the afternoon of July 30, 1871. Within days of the disaster, some 85 were identified as dead and hundreds injured, and several more were added to the death toll in the weeks following. Jacob Vanderbilt, president of the Staten Island Railway, was arrested for murder, though he escaped conviction. The engineer of Westfield was a black man, which aroused openly racist commentary in New York's newspapers, though Vanderbilt stoutly defended his employee. Victims were never compensated for damages.

The competing ferry services that were all finally controlled by Vanderbilt were sold to the Baltimore and Ohio Railroad and operated by the Staten Island Rapid Transit Railroad (SIRT, predecessor to the Staten Island Railway) in 1884.

On June 14, 1901, the SIRT ferry *Northfield* was leaving the ferry port at Whitehall when it was struck by a Jersey Central Ferry and sank immediately. There were two full deck crews aboard *Northfield* and their swift actions ensured that out of 995 passengers aboard, only five ended up missing, presumed drowned. This accident, though minor in comparison to the Westfield Disaster, was seized upon by the City of New York as a justification to seize control of the SIRT ferries, Staten Island now being officially part of New York City, as the Borough of Richmond. Ferry service was assumed by the city's Department of Docks and Ferries in 1905. Five new ferries, one named for each of the new boroughs, were commissioned.

Running away from the city traffic with my private jet ski (left page)

Building my own skyscraper in the middle of the ocean (right page)
Images by Lale Yurttas



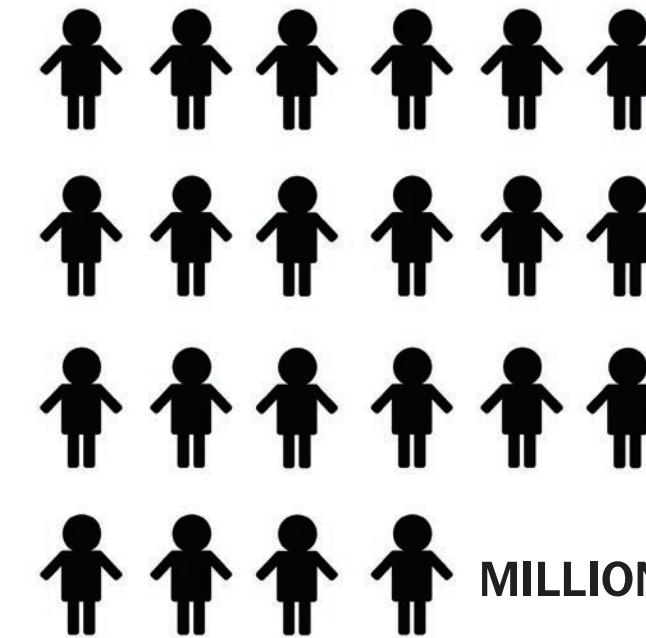
22 MILLION

The Staten Island Ferry carries over 22 million passengers annually on a 5.2-mile run that takes approximately 30 minutes each way. Service is provided 24 hours a day, every day. Each day approximately five boats transport about 75,000 passengers during 104 boat trips. Over 33,000 trips are made annually.

During rush hours, ferries usually run every 15- and 20-minute intervals, decreasing to 30 minutes during the mid-days and evenings. For a few hours during the early morning, usually 3 am to 6 am, ferry service is provided once every 60 minutes. During the weekends ferries run every 30 minutes, except every 60 minutes for a few early morning hours. In November 2006, additional ferries running every 30 minutes were provided during the weekend morning hours—the most significant change in the ferry schedule for about three decades. The ferries are expected to run at least every 30 minutes 24/7 in fall of the 2015.

ANNUALLY

The second ferry was named for State Senator John Marchi, who represented Staten Island for fifty years. The third ferry, Spirit of America, was to be put into service on October 25, 2005, to celebrate the 100th anniversary of the municipal takeover of the Staten Island Ferry from the B&O railroad. However, mechanical problems on the Molinari class ferries and legal proceedings kept it sidelined at the Staten Island Ferry's St. George maintenance facility until its maiden voyage on April 4, 2006. The Marine Group also will build two similar-sized boats.



MILLION

22 million passengers

CURRENT FERRY BOATS

There are eight ferry boats in four classes currently in service:

- *The MV John F. Kennedy, the MV American Legion, and the MV Governor Herbert H. Lehman*, known as the “Kennedy class”, built 1965. Each boat can carry 3,500 passengers and up to 40 vehicles, is 297 feet long, 69 feet, 10 inches wide, with a draft of 13 feet, 6 inches, tonnage of 2,109 gross tons, service speed of 16 knots, and engines of 6,500 horsepower. The American Legion was retired after 40 years of service with the acquisition of the Molinari class ferries. The *Herbert H. Lehman* retired on June 30, 2007, after the 10:30 p.m. run from Whitehall Street to St. George. The *John F. Kennedy* is in regular service.
- *The MV Andrew J. Barberi and the MV Samuel I. Newhouse*, known as the “Barberi class”, built 1981 and 1982 respectively. Each boat carries 6,000 passengers and no cars. The boats are 310 feet long, 69 feet, 10 inches wide, with a draft of 13 feet, 6 inches, tonnage of 3,335 gross tons, service speed of 16 knots, and engines of 7,000 horsepower.
- *The MV Alice Austen and the MV John A. Noble* known as the “Austen class”, (commonly referred to as “the Little Boats” or “Mini Barberis”) built 1986. Each boat carries 1,280 passengers, and no cars. The boats are 207 feet long, 40 feet wide, with a draft of 8 feet, 6 inches, tonnage of 499 gross tons, service speed of 16 knots, and engines of 3,200 horsepower. *Alice Austen* (1866–1952) was a Staten Island photographer and *John A. Noble* (1913–83) was a Staten Island marine artist. Austen class vessels usually operate late at night and into the early morning, when ridership is considerably lower, to consume less fuel. Either the *MV Alice Austen* or the *MV John A. Noble* will convert its fuel from low-sulfur diesel to liquefied natural gas in an effort to halve fuel consumption and reduce greenhouse gas emissions by 25 percent.
- The MV Guy V. Molinari, MV Senator John J. Marchi, and MV Spirit of America*, known as the “Molinari class”, carry a maximum of 4,500 passengers and up to 40 vehicles. Built by the Manitowoc Marine Group in Marinette, Wisconsin, they are designed to recall look and ambiance of the classic New York ferryboats. The first of the three ferries, named for *Guy V. Molinari*, a former member of the United States House of Representatives for Staten Island’s district and later a Borough President of Staten Island, arrived on schedule, September 27, 2004, and entered service in 2005.

TWO-FOOT SWORD

There have been some incidents during the Staten Island Ferry's lifetime:

- On February 8, 1958, the Dongan Hills was hit by a Norwegian tanker Tynefield, and 15 people were injured.
- On November 7, 1978, the American Legion crashed into the concrete seawall near the Statue of Liberty ferry port during a dense fog, causing 173 people on board to be injured.
- On May 6, 1981, at 7:16 am EDT, the American Legion en route from Staten Island to Manhattan with approximately 2,400 passengers aboard, was rammed, in dense fog, by the M/V HOEGH ORCHID, a Norwegian freighter inbound from sea to a berth in Brooklyn. The ferry boat was damaged from below the main deck up to the bridge deck, and 71 passengers were treated for injuries, three of whom were hospitalized. The absence of a gyrocompass, which could have supplemented existing radar capabilities in aiding the ferry master about pending collisions, was noted in the February 18, 1982 report by the National Transportation Safety Board.
- On July 7, 1986, a deranged man, Juan Gonzalez, attacked passengers with a two-foot sword. Two were killed and nine were injured.
- On April 12, 1995, the Andrew J. Barberi rammed its slip at St. George due to a mechanical malfunction. The doors on the saloon deck were crushed by the adjustable aprons, which a quick-thinking bridgetman lowered to help stop the oncoming ferryboat. Several people got injured.
- On September 19, 1997, a car plunged off the John F. Kennedy as it was docking in Staten Island, causing minor injuries to the driver and a deckhand who was knocked off.

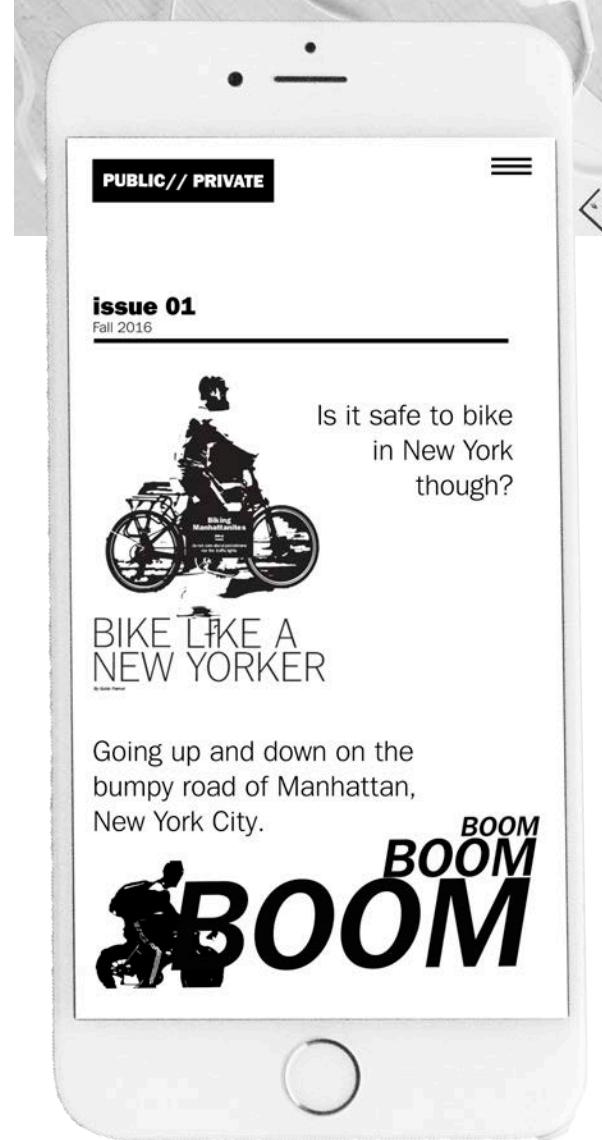
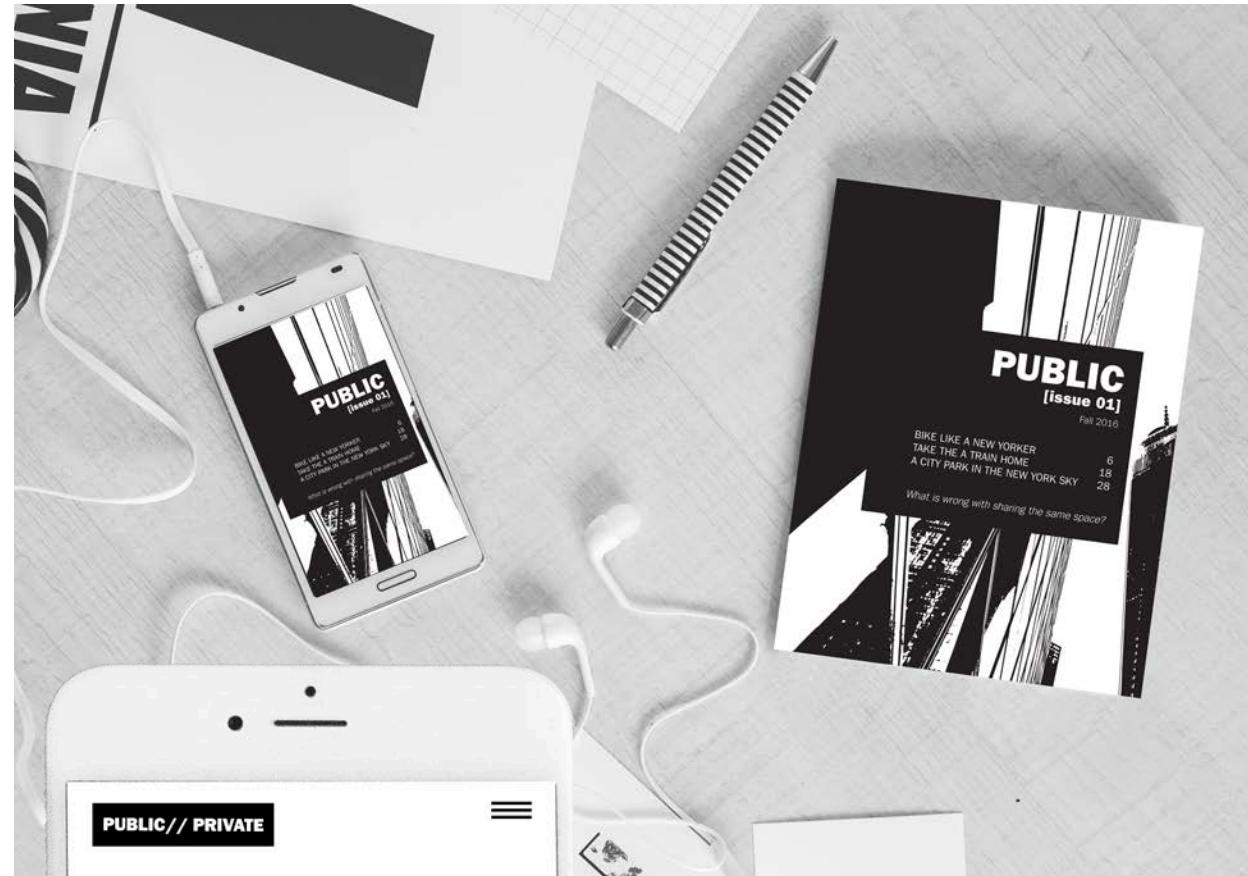
1958–

Division of two, industrial
and more about nature (top image)
Oozing slowly on an
anonymous solution (bottom image)
Images by Yasemin Varlik



2010





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Fall 2016

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