

environmental impacts while achieving similar transportation objectives. To assist interested parties in formulating their comments, a scoping information packet has been prepared and is available on the MTA Web site address noted above, or upon request from the MTA representative identified above. The scoping information packet includes the project's purpose and need, goals and objectives, a preliminary list of alternatives, and environmental areas that will be addressed during the course of the study. An outline of the on-going public participation program is also contained in the information packet and on the Internet site given above.

II. Description of the Project Area

The MTA/NYCT subway system is the largest in North America, serving 4.6 million trips daily and is the main public transit service to Lower Manhattan. The largest and most heavily used subway lines providing access to Lower Manhattan converge at or near the Fulton Street—Broadway Nassau Subway Station Complex in Lower Manhattan. This station complex consists of four separate stations serving a total of nine subway lines, including: (1) The 4/5 line Fulton Street Station below Broadway; (2) the A/C line Broadway Nassau Station below Fulton Street; (3) the J/M/Z line Fulton Street Station below Nassau Street; and (4) the 2/3 line Fulton Street Station below William Street. In combination, this station complex is the ninth largest of over 400 stations citywide, serving over 225,000 movements (passengers entering, exiting or transferring) each day, and is among the oldest in the City. The complex is one block (450 feet) east of the site of the former World Trade Center (WTC).

One block (approximately 450 feet) to the west of this station complex is the N/R line Cortlandt Street Station below Church Street, immediately adjacent to the WTC site. Two blocks (approximately 400 feet) further to the north, the E line below Church Street terminates in a station at the WTC site. Immediately west of the study area is the 1/9 line Cortlandt Street Station at the WTC site. None of these stations have underground connections to each other or to the Fulton Street—Broadway Nassau Subway Station Complex. Also located to the west is the proposed restoration of Port Authority Trans-Hudson (PATH) service and the existing trans-Hudson ferry service at the World Financial Center, neither of which is directly connected to any of the subway lines.

III. Problem Identification

The four separate stations comprising the Fulton Street—Broadway Nassau Subway Station Complex were built at different times since the early 1900s. Because these stations were separately conceived and were connected after their construction, a series of inefficient and circuitous connections were constructed between the individual stations. This group of stations is further characterized by: Crowded corridors, mezzanines and train platforms; lack of prominent surface visibility to aid customer entry and exit; and inadequate connections to other nearby subway and transit services. Despite the extraordinary density of transit services at the existing Fulton Street—Broadway Nassau Subway Station Complex, there is no quick and easy access to, from and among the other heavily-used subway lines in the vicinity or efficient connections between the subway network and the street. Given these deficiencies, the existing Fulton Street—Broadway Nassau Subway Station Complex is cumbersome to workers and others who access Lower Manhattan daily. Its improvement would address a long-standing obstacle to better transit access to Lower Manhattan.

The importance of addressing Lower Manhattan transit access was further reinforced by the devastating impact of the terrorist attacks on Lower Manhattan on September 11, 2001. These events caused serious disruption to the economy, infrastructure and quality of life, and have made travel to and from Lower Manhattan difficult and time consuming. Residents, businesses and jobs have been displaced, and there is a compelling need to restore and improve the transportation infrastructure and functionality in Lower Manhattan to allow for a full economic recovery.

Millions of visitors are expected to visit Lower Manhattan as the planned World Trade Center memorial is anticipated to become one of the most important destinations in the United States. With 85% of all downtown access trips made by transit, Lower Manhattan urgently needs a clear, easily navigable, "connected" subway complex and visible gateway to support its economic recovery and provide access to the prospective WTC Memorial and other cultural resources for tourists.

Because of the pivotal role that the Fulton Street—Broadway Nassau Subway Station Complex currently plays in providing transit access to Lower Manhattan, its existing deficiencies need to be addressed in

order to improve upon the overall access to Lower Manhattan and in supporting its economic recovery and future growth.

IV. Purpose and Need for the Proposed Action

The purpose of the Fulton Street Transit Center is to create a functionally and visually unified transit facility with a central distinguishing portal by improving the existing Fulton Street—Broadway Nassau Subway Station Complex. This would reduce congestion at the existing subway platforms, improve the overall experience of transit users and provide improved pedestrian connectivity within the subway complex and with other subway and transit services to the west. In doing so, the proposed action would address the need for improved access to Lower Manhattan in support of economic recovery and resumed growth.

Addressing the deficiencies at the Fulton Street—Broadway Nassau Subway Station Complex would create a facility that is less congested and circuitous, ADA accessible, easily identifiable at street level, and provide direct pedestrian access and streamlined transfers with other subway services. The proposed Fulton Street Transit Center would be designed to adequately accommodate present customer demands and anticipated 2020 levels of demand for movement to, from, and within the existing Fulton Street—Broadway Nassau Subway Station Complex.

V. Goals and Objectives

In conjunction with the purpose and need for the proposed action, the following goals and objectives have been identified in support of improving transit access to Lower Manhattan and economic revitalization.

The specific goals for the proposed action are to provide a prominent and effective downtown transit center that:

- Facilitates access, improves wayfinding, and streamlines transfers;
- Allows for intermodal connectivity (PATH, ferry service);
- Promotes system flexibility in the event of service disruption;
- Improves east-west pedestrian connectivity across Lower Manhattan;
- Promotes safety and reduces congestion at heavily trafficked street crossings;
- Supports current land use, and recovery and rebuilding of Lower Manhattan; and,
- Improves travelers' experience and transit's overall attractiveness.

In support of the above goals, the objectives are to: