

Why the MTA's New South Ferry Plan Should be Strongly Supported

- Replaces dysfunctional 98-year old station
- Eliminates delays, estimated at 5 minutes per train to 1/9 service
- Expands frequency of service by 5 trains per hour
- Creates free transfer to N/R service
- Moves station closer to Staten Island Ferry Terminal and to possible Battery Maritime terminal and complements new ferry terminal
- Service improvements accrue to Lower Manhattan's west side and WFC area and for connections to entire West Side, including Tribeca, West Village, Chelsea, Madison Square Garden, Penn Station, Port Authority Bus Terminal, Theater District, Clinton, Upper West Side, West Harlem, Washington Heights, Broadway corridor in the Bronx and to Yonkers via local bus connections
- Improves link to WTC site and to PATH
- Creates an improved environment for important tourist gateway station
- Expands currently woefully inadequate entrance and exit capacity
- Eliminates unsafe platform conditions
- Makes station ADA compliance
- Minimizes impact to Battery Park; only eight months of construction in park; no permanent features in park

J. Zupan / RPA
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