

2nd Avenue F.R.S. subway 建設  
地下鉄建設の同時進行の可否を  
検討

TRANSPORTATION COUNCIL MEETING  
to be held on  
February 3, 1967  
at  
250 BROADWAY, CONFERENCE ROOM A  
3:00 pm

AGENDA

1. Transportation Administration Procedure for CBX requests (See attached)
2. Bus Shelters (Referred to Committee on Inter-change and Terminals)

IV. New Business

Status report on Mayor's Emergency Traffic Relief Program

III. Old Business:

1. Arterial Highways
2. Mass Transit (See attached)
3. Interchange and Terminals
4. Parking and Circulation
5. Finance & Budget Programming
6. East Side Hellport
7. General Aviation Airports
8. Staten Island Transportation
9. Highway-Railroad Crossings
10. Aircraft Noise
11. Highway Safety
12. Parades

- I. Approval of Minutes of Meeting No. 17
- II. Committee Progress Reports (Committee Chairmen will report at Transportation Council Meeting):

AGENDA

February 3, 1967

Meeting No. 1

TRANSPORTATION COUNCIL, CITY OF NEW YORK

PROPOSED SECOND AVENUE HIGHWAY-SUBWAY

ON

REPORT TO THE TRANSPORTATION COUNCIL

TRANSPORTATION  
COUNCIL  
16  
1/31/67

NEW YORK CITY TRANSIT AUTHORITY

370 JAY STREET · BROOKLYN, N. Y. 11201

TELEPHONE ULSTER 2-5000

WALTER L. SCHLAGER, J.  
GENERAL MANAGER  
SIDNEY BRANDES  
GENERAL COUNSEL  
LLOYD PETERSON  
SECRETARY

January 12, 1967

Hon. Arthur E. Palmer, Jr., Chairman  
Transportation Council  
51 Chambers Street  
New York, New York 10007

Dear Mr. Palmer:

There is forwarded herewith a report dated December 1, 1966 from N. D. Brodtkin, Chief Engineer, New York City Transit Authority to the Mass Transit Committee of the Transportation Council on a "Study for a Subway-Highway Combination under Second Avenue, Houston Street to 125th Street, Manhattan."

This study was proposed by the Department of Highways. Two plans were studied and cost estimates made for building an underground highway as part of the proposed construction of a subway under Second Avenue:

- Plan I - To depress two vehicular traffic lanes in Second Avenue at main Cross-town Street Intersections
- Plan II - To construct a totally underground 4-lane highway under Second Avenue.

For purpose of comparison, costs were also estimated for similar construction separate from the proposed subway construction, using Third Avenue as the highway site.

The results are shown below:

MEMBERS  
PH. E. O'GRADY, CHAIRMAN  
U. GILHOOLEY  
L. T. SCANNELL



Enc.

John I. Gilhoolley  
Chairman, Mass Transportation Committee

The report and these findings are referred to the Transportation Council, with the recommendation that you permit the formal withdrawal of this subject from the agenda of this committee.

The Mass Transit Committee agrees with the views of Commissioners Barnes and Donnelly.

Traffic Commissioner Barnes, and Highways Commissioner Donnelly, have both stated that expenditures of this magnitude cannot be justified by the benefits to be derived from such a highway. Copies of their letters are bound with the study.

Plan	Description	Cost (with subway)	Cost (no subway)
Plan I	Two Depressed vehicle lanes at Main Cross-town Streets	\$60,000,000	\$40,000,000
Plan II	Four-lane underground Highway from 125th St. to Houston Street	\$235,000,000	\$290,000,000

Estimated Costs of Construction of Grade Separated Vehicular Facilities in Manhattan in Connection with Construction of the Second Avenue Subway and Separately on Third Avenue

Hon. Arthur E. Palmer, Jr., Chairman

January 12, 1967

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December 1, 1966

Study for a Subway-Highway Combination  
under Second Avenue, Houston Street  
to 125th Street, Manhattan

Office of the Chief Engineer  
New York City Transit Authority  
Transportation Council  
Mass Transit Sub-Committee

December 1, 1966

NEW YORK CITY TRANSIT AUTHORITY  
OFFICE OF THE CHIEF ENGINEER

FROM: N. D. Brodtkin, Chief Engineer

TO: Commissioner John J. Gilhooly  
Chairman, Mass Transit Sub-Committee

SUBJECT: STUDY FOR A SUBWAY-HIGHWAY COMBINATION  
UNDER SECOND AVENUE, HOUSTON STREET TO  
125TH STREET, MANHATTAN

Under date of June 1, 1966, the Department of Highways, City of New York, submitted to the Transportation Council, a memorandum by Mr. Herman Ginsberg, Director of Highway Planning, suggesting that the Council examine their proposal for constructing a combined subway-highway under Second Avenue.

Subsequently, at the Mass Transportation Sub-Committee meeting of the Transportation Council on July 13, 1966, Commissioner John J. Gilhooly of the New York City Transit Authority, and Chairman of the above Sub-Committee, referred the aforementioned memorandum and proposal to a working group for study and recommendations, under the direction of the Chief Engineer of the Transit Authority.