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Congressional Record The Image of the City Engineering and Cement World Street Design Rapid Excavation and Tunneling Conference 2013 Proceedings Second Avenue Subway in the Borough of Manhattan, New York County Engineering Record Building Record and Sanitary Engineering Recommended Contract Practices for Underground Construction Transit Committee Meeting United States Code East Subway Power at Ground Zero Under the Sidewalks of New York Little Kid, Big City: New York Federal Register Fulton Street Transit Center, New York, New York Section 4(f) Evaluation Final Generic Environmental Impact Statement in Case 01-E-0377 East Side Acess in New York, Queens, and Bronx Counties, New York, and Nassau and Suffolk Counties, New York Manhattan East Side Transit Alternatives Study (MESA) From a Nickel to a Token Dual City Compilation of Selected Surface Transportation Laws, Volume 2 Regulatory Laws, March 2008, 110-2 Committee Print (110-102) The Routes Not Taken Rapid Transit in New York City and in Other Great Cities Urban Babies Wear Black Engineering Record Compilation of Selected Surface Transportation Laws MT A Board Action Items Underground Space – The 4th Dimension of Metropolises, Three Volume Set +CD-ROM Manhattan East Side Transit Alternatives Study (MESA) The City Beneath Us North American Tunneling: 2014 Proceedings Advances in Spatio-Temporal Analysis Route 9A Reconstruction Project, Battery Place to 59th St., New York County The Power Broker: Robert Moses and the Fall of New York Helvetica and the New York City Subway System Department of Transportation and Related Agencies Appropriations Bill, 2001 Public transportation opportunities exist to improve the communication and transparency of changes made to the New Starts program: report to congressional committees. Annual Report on New Starts Streetcars “are as dead as sailing ships,” said Mayor Fiorello La Guardia in a radio speech, two days before Madison Avenue’s streetcars yielded to buses. La Guardia was determined to eliminate streetcars, demolish pre-1900 elevated lines, and unify the subway system, a goal that became reality in 1940 when the separate IRT, BMT, and IND became one giant system under full public control. In this fascinating micro-history of New York’s transit system, Andrew Sparberg examines twenty specific events between 1940 and 1968, book ended by subway unification and the MTA’s creation. From a Nickel to a Token depicts a potpourri of well-remembered, partially forgotten, and totally obscure happenings drawn from the historical tapestry of New York mass transit. Sparberg deftly captures five boroughs of grit, chaos, and emotion grappling with a massive and unwieldy transit system. During these decades, the system morphed into today’s familiar network. The public sector absorbed most private surface lines operating within the five boroughs, and buses completely replaced streetcars. Elevated lines were demolished, replaced by subways or, along Manhattan’s Third Avenue, not at all. Beyond the unification of the IND, IRT, and BMT, strategic track connections were built between lines to allow a more flexible and unified operation. The oldest subway routes received much needed rehabilitation. Thousands of new subway cars and buses were purchased. The sacred nickel fare barrier was broken, and by 1968 a ride cost twenty cents. From La Guardia to Lindsay, mayors devoted much energy to solving transit problems, keeping fares low, and appeasing voters, fellow elected officials, transit management, and labor leaders. Simultaneously, American society was experiencing tumultuous times, manifested by labor disputes, economic pressures, and civil rights protests. Featuring many photos never before published, From a Nickel to a Token is a historical trip back in time to a multitude of important events. Every two years, industry leaders and practitioners from around the world gather at the Rapid Excavation and Tunneling Conference (RETC), the authoritative program for the tunneling profession. This comprehensive book includes more than 100 papers from industry experts, highlighting their most recent projects and sharing real-world experiences that will keep you up to date on the latest tunneling trends and technologies. Have the last two decades produced a New York composed of two separate and unequal cities? As the contributors to Dual City reveal, the complexity of inequality in New York defies simple distinctions between black and white, the Yuppies and the homeless. The city’s changing economic structure has intersected with an increasingly diversified population, providing upward mobility for some groups while isolating others. As a race, gender, ethnicity, and class become ever more critical components of the postindustrial city, the New York experience illuminates not just one great city, or indeed all large cities, but the forces affecting most of the globe. "The authors constitute an impressive assemblage of seasoned scholars, representing a wide array of pertinent disciplines. Their product is a pioneering volume in the social sciences and urban studies. The 20-page bibliography is a major research tool on its own." — Choice How New York City subways signage evolved from a “visual mess” to a uniform system with Helvetica triumphant. For years, the signs in the New York City subway system were a bewildering hodge-podge of lettering styles, sizes, shapes, materials, colors, and messages. The original mosaics (dating from as early as 1904), displaying a variety of serif and sans serif letters and decorative elements, were supplemented by signs in terracotta and cut stone. Over the years, enamel signs identifying stations and warning riders not to spit, smoke, or cross the tracks were added to the mix. Efforts to untangle this visual mess began in the mid-1960s, when the city transit authority hired the design firm Unimark International to create a clear and consistent sign system. We can see the results today in the white-on-black signs throughout the subway system, displaying station names, directions, and instructions in crisp Helvetica. This book tells the story of how typographic order triumphed over chaos. The process didn’t go smoothly or quickly. At one point New York Times architecture writer Paul Goldberger declared that the signs were so confusing one almost wished that they weren’t there at all. Legend has it that Helvetica
came in and vanquished the competition. Paul Shaw shows that it didn't happen that way—that, in fact, for various reasons (expense, the limitations of the transit authority sign shop), the typeface overhaul of the 1960s began not with Helvetica but with its forebear, Standard (AKA Akzidenz Grotesk). It wasn't until the 1980s and 1990s that Helvetica became ubiquitous. Shaw describes the slow typographic changeover (supplementing his text with more than 250 images—photographs, sketches, type samples, and documents). He places this signage evolution in the context of the history of the New York City subway system, of 1960s transportation signage, of Unimark International, and of Helvetica itself. "The best streets in the world's villages, towns, and cities—whether modest or grand—continually remind one that simplicity is part of the recipe for success in this art. The advice of Victor Dover and John M assengale, their historic examples and their own designs, reflect that simplicity." — From the Foreword by HRH The Prince of Wales "Street Design is a lucid, practical and altogether indispensable guide for envisioning and creating vibrant 21st century towns and cities. It should be required reading for every local political leader, planner, architect, real estate developer and engaged urban citizen in America." — Kurt Andersen, host of Studio 360 and author of True Believers "We are going to start walking around the places we live again, and as that occurs and becomes normal, we will rapidly redevelop a demand for higher quality in building at the human scale." — From the Afterword by James Howard Kunstler "Your charrette traveling library must include the important Street Design book by Victor Dover and John M assengale."— Bill Lennertz, Executive Director, National Charrette Institute "What an amazing resource! For those who wish that my book, Walkable City, had pictures, this is the book for you. If either your work or your play includes the making of places, you will find Street Design to be an invaluable tool." — Jeff Speck, AICP, CNU-A, LEED-AP, Hon. ASLA Written by two accomplished architects and urban designers, this user-friendly street design manual shows both how to design new streets and enhance existing ones. It offers step-by-step instruction and shares examples of excellent streets, examining the elements that make them successful as well as how they were designed and created. Topics also include strategies for shaping space in the public right-of-way through correct building height to street width ratios, terminated vistas, landscaping, and street geometry. This book is a valuable resource for urban designers, planners, architects, and engineers. With guest essays from: Kairos Benfield, David Brussat, Javier Canicascalaya, Hank Dietmar, Andres Duany, Douglas Duany, Emily Glavey, Chip Kaufman, Ethan Kent, Marieanne Khoury-Vogt, Léon Krier, Gianni Longo, Thomas Low, Laura Lyon, Chuck Marohn, Paul M urrain, John Norquist, Stefanos Polyzoides, Gabriele Tagliaventi and Erik Vogt.If you could have an adventure in New York City, where would you go? Curious readers will find plenty of sights, smells, and tastes to explore in this illustrated pick-your-own-path travel guide series. Would you walk the Brooklyn Bridge for a huge slice of pizza, see the dazzling lights in Times Square, or visit the whale at the Museum of Natural History? With Little Kid, Big City!: New York you can create your own itinerary by choosing where to go next at the end of every page! Whether you're an armchair traveler or a real-life tourist, here are dozens of ways to explore iconic sights, venture to nearby locales, and wander off the beaten path. In this first book in the Little Kid, Big City series—in which travel guides collide with an interactive format—kids are empowered to imagine, create, and explore their own routes through the world's greatest cities. Featuring whimsical illustrations, lovable characters, an invaluable resources section, and a foldout map, Little Kid, Big City has everything you need to invent your own adventure! Coming in June 2021, Little Kid, Big City!: LondonThe destruction of the World Trade Center complex on 9/11 set in motion a chain of events that fundamentally transformed both the United States and the wider world. War has raged in the Middle East for a decade and a half, and Americans have become accustomed to surveillance, enhanced security, and periodic terrorist attacks. But the symbolic locus of the post-9/11 world has always been "Ground Zero"—the sixteen acres in Manhattan's financial district where the twin towers collapsed. While idealism dominated in the initial rebuilding phase, interest-group trench warfare soon ensued. Myriad battles involving all of the interests with a stake in that space—real estate interests, victims' families, politicians, the Port Authority of New York and New Jersey, the federal government, community groups, architectural firms, and a panoply of ambitious entrepreneurs grasping for pieces of the pie—raged for over a decade, and nearly fifteen years later there are still loose ends that need resolution. In Power at Ground Zero, Lynne Sagalyn offers the definitive account of one of the greatest reconstruction projects in modern world history. Sagalyn is America's most eminent scholar of major urban reconstruction projects, and this is the culmination of over a decade of research. Both epic in scope and granular in detail, this is at base a classic New York story. Sagalyn has an extraordinary command over all of the actors and moving parts involved in the drama: the long parade of New York and New Jersey governors involved in the project, Mayor Michael Bloomberg, various Port Authority leaders, the ubiquitous real estate magnate Larry Silverstein, and architectural superstars like Santiago Calatrava and Daniel Libeskind. As she shows, political competition at the local, state, regional, and federal level along with vast sums of money drove every aspect of the planning process. But the reconstruction project was always about more than complex real estate deals and jockeying among local politicians. The symbolism of the reconstruction extended far beyond New York and was freighted with the twin tasks of symbolizing American resilience and projecting American power. As a result, every aspect was contested. As Sagalyn points out, while modern city building is often dismissed as cold-hearted and detached from meaning, the opposite was true at Ground Zero. Virtually every action was infused with symbolic significance and needed to be debated. The emotional dimension of 9/11 made this large-scale rebuilding effort unique; it supercharged the complexity of the rebuilding process with both sanctity and a truly unique politics. Covering all of this and more, Power at Ground Zero is sure to stand as the most important book ever written on the aftermath of arguably the most significant isolated event in the post-Cold War era.Drawn from a newly discovered cache of historical photos from the New York Transit Museum, a collection of 175 duotone images showcases
the construction techniques and architectural details that were involved in the creation of the New York City subway system, in a centennial anniversary tribute complemented by an illustrated history. A fascinating journey into the past—and under the ground—that offers “an insightful look at the what-might-have-beens of urban mass transit” (*The New York Times*). From the day it broke ground by City Hall in 1900, it took about four and half years to build New York’s first subway line to West 145th Street in Harlem. Things rarely went that quickly ever again. The Routes Not Taken explores the often-dramatic stories behind unbuilt or unfinished subway lines. The city’s efforts to expand its underground labyrinth were often met with unexpected obstacles—financial shortfalls, clashing political agendas, battles with community groups, and more. After discovering a copy of the 1929 subway expansion map, Joseph B. Raskin began his own investigation into the city’s underbelly. Here he provides an extensively researched history of the Big Apple’s unfinished business. The Routes Not Taken sheds light on: *the efforts to expand the Hudson Tubes into a full-fledged subway*; *the Flushing line, and why it never made it past Flushing*; *a platform under Brooklyn’s Nevins Street station unused for more than a century*; *the 2nd Avenue line—long the symbol of dashed dreams—deferred countless times since the original plans were presented in 1929*; Raskin reveals the personalities involved, explaining why Fiorello H. La Guardia couldn’t grasp the importance of subway lines and why Robert Moses found them old and boring. By focusing on unbuilt lines, he illustrates how the existing system is actually a Herculean feat of countless compromises. Filled with illustrations, this is an enduring contribution to the history of transportation and the history of New York City. But as it is in no other city on earth, the subway of New York is intimately woven into the fabric and identity of the city itself. “The story of the Second Avenue subway, as it symbolizes New York’s inability to modernize its infrastructure and reveals the ingredients necessary to build a twenty-first-century megaproject”—The North American Tunneling Conference is the premier forum to discuss new trends and developments in underground construction in North America. With every conference, the number of attendees and breadth of topics grows. North American Tunneling: 2014 Proceedings reflects the theme for the 2014 conference. “Mission Possible.” The authors share new theories, novel innovations, and the latest tools that make what once may have been perceived as impossible, now possible. The authors of 128 papers share the latest case histories, expertise, lessons learned, and real-world applications from around the globe on a wide range of topics. They cover the successes and failures of challenging construction projects. Read about challenging design issues, fresh approaches on performance, future projects, and industry trends as well as ground movement and support, structure analysis, risk and cost management, rock tunnels, caverns and shafts, TBM technology and selection, and water and wastewater conveyance. The so-called fourth dimension of a metropolis is the underground space beneath a city which typically includes structures such as tunnels, which facilitate transport and provide gas, water and other supplies. Underground space may also be utilised for living, working and recreational facilities and industrial storage. These volumes focus on underground city design and planning; geotechnical survey and improvement of ground mass; and research, development and design of underground constructions in built-up areas. Also covered is the construction and monitoring of urban tunnels, including underground constructions executed from the surface; distribution and management of risks and accidents during tunnelling; tunnel equipment; fire and operational safety. This collection of papers will be invaluable to researchers, scientists, engineers and professionals working in the underground space. The classic work on the evaluation of city form. What does the city’s form actually mean to the people who live there? What can the city planner do to make the city’s image more vivid and memorable to the city dweller? To answer these questions, M. R. Lynch, supported by studies of Los Angeles, Boston, and Jersey City, formulates a new criterion—imageability—and shows its potential value as a guide for the building and rebuilding of cities. The wide scope of this study leads to an original and vital method for the evaluation of city form. The architect, the planner, and certainly the city dweller will all want to read this book. Effective handbook for contract management for underground construction projects. Moses is pictured as idealist reformer, and political manipulator as his rise to power and eventual domination of New York State politics is documented. Infantus urbanus (defn.): Young mammal raised in city environment. Infantus urbanus love nights at the opera, modern architecture, and fine cuisine. Difficult to spot at night due to their penchant for black clothing. See also URBAN BABIES. Developments in Geographic Information Technology have raised the expectations of users. A static map is no longer enough; there is now demand for a dynamic representation. Time is of great importance when operating on real world geographical phenomena, especially when these are dynamic. Researchers in the field of Temporal Geographical Information Systems (TGIS) have been developing methods of incorporating time into geographical information systems. Spatio-temporal analysis embodies spatial modelling, spatio-temporal modelling and spatial reasoning and data mining. Advances in Spatio-Temporal Analysis contributes to the field of spatio-temporal analysis, presenting innovative ideas and examples that reflect current progress and achievements. Copyright code: 9b1d0b0e78adcce01a5b9ba49074c451.