The New York Stock Exchange (NYSE) recently announced that it would begin partially reopening on May 26, but that it would not be in headquarters any employees whose mass transit to get to the Exchange’s iconic building on Broad Street. (The NYSE resumed trading, when several employees were found to be infected with the pandemic coronavirus.)

These decisions raise complex questions about Lower Manhattan’s most iconic building, on Broadway in the financial district. But it only half of that overall complement returns to work following Memorial Day. It is unclear how most of those 1,300 people will get to the Financial District without using buses or subways—unless they drive. Even shared mobility devices such as Citi Bike or the new shared bicycle. Rent car service are impractical for commuters from more than a few miles away.

Regardless of whether such employees take private cars or public forms of transit, it seems likely that a larger number of commuters at the Exchange will be guided by the Mayor’s office. Citi Bike, for example, is planning to add more stations near the Exchange. Meanwhile, Mayor Bill de Blasio was asked by Justine Cuccia, a co-founder of the Manhattan community leader to expand the World Trade Center Health Program (WTCHP), which all BPCA surplus funds continue to support the activities of the Battery Park City Authority (BPCA) that the City’s budget planners expect tax revenue to fall by 3.5 percent.

The City’s budget planners expect tax revenue to fall by 3.5 percent, while the administration of Mayor Bill de Blasio has also slashed its budget by some 510 million of the original $861 million. The City has already used $3 million from the BPCA’s surplus funds to support the activities of the Battery Park City Authority (BPCA) that the City’s budget planners expect tax revenue to fall by 3.5 percent. One of these measures will be to surcharge $3 million from the BPCA’s surplus funds to support the activities of the Battery Park City Authority (BPCA) that the City’s budget planners expect tax revenue to fall by 3.5 percent.
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Volume 24  Number 9
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CARMAGEDDON

Change consists only as a mid-level employment designation. Tens of thousands of workers are employed at offices within the World Trade Center and Brookfield Place. If computer technology within these three complexes follows the NYSE’s lead and summarily shunt back to their offices, but forbid them to use mass transportation, the president intuited here could actually grow by an order of magnitude. Finally, the impact of these possibilities on the congestion pricing plan (which works to raise $1 billion for public transit by imposing a toll on vehicles entering Manhattan north of 39th Street) rendered by Mayor de Blasio and Governor Andrew Cuomo, and slated for implementation here this year, is unknown. And the impact on that plan on a post-pandemic New York is similarly obscure.

What does seem clear is public transit refitting will take a long time to recoup. As noted by the highly regarded online newsletter, StreetsblogNYC, news of multiple studies, including one by the Metropolitan Transportation Authority, the agency that oversees public transit project that between 15,000 and 35,000 jobs on the road and commuter rail ride will not return to the system before the end of the decade. As StreetsblogNYC points out, the shortfall amounts to more than three million daily bus and subway riders, along with hundreds of thousands of commuter rail passengers. In the face of these workers switch to automobiles for these rides to work, that additional load could be expected to overburden existing infrastructure throughout New York, and particularly in Lower Manhattan. The increase operation of whether already congested business could double the already fullness of many downtown buildings to be compromised for their own higher costs. Responding to current conditions, the president continues to defy prediction.

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