

WHAT IS VCTC ?

The Village Crosstown Trolley Coalition (VCTC) is a not-for-profit organization founded in 1994 by a group of neighborhood residents to develop plans and community support for a river-to-river light-rail trolley line linking the East Village, West Village and Greenwich Village.

The "8th Street Corridor" would be transformed into a predominantly auto-free space with a light-rail transit line running down its center.

We have organized VCTC to advance this proposal and explore questions raised by friends and neighbors—Where will the cars go? How will deliveries be made? and How will we pay for this improvement? To join us in this friendly dialogue, please visit: <http://www.villagetrolley.org/>

Half a century after the demise of streetcars in Manhattan, as the city struggles to meet clean air mandates, now is the time to combine light rail transit (LRT) with auto-free pedestrian space in an improved public transportation system.

The 8th Street corridor, including Christopher Street, St. Marks Place and East 10th Street, would be the ideal setting to replace crowded, dangerous and unpleasant streets with a crosstown transitway and auto-free space.

This will provide both convenient transportation to and between existing retail shopping areas and access from transit-starved residential areas to rapid transit lines serving the entire city.

**VILLAGE CROSSTOWN
TROLLEY COALITION**

**P.O. Box 409
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**VILLAGE CROSSTOWN
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LIGHT RAIL PROPOSAL FOR 8TH ST.

*Making Tracks
through the Village.*



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AN HISTORIC TRANSIT CORRIDOR

The 8th St. transit corridor traces its history to the Christopher & 10th St. Railroad, a horse-car line chartered in 1873 which ran from its East River terminal at the Greenpoint ferry to the D.L.& W. Hoboken Ferry pier.

Until their demise in 1936, as many as 46 streetcars per hour carried thousands of daily passengers along the 8th St. route from river to river, with branches north to Central Park, south to Delancey St. and, for a few years, even to Brooklyn. The 8th St. line ran its last streetcar on March 3, 1936, clearing the way for the crosstown bus and ever-increasing swarms of automobiles and trucks.

The streets that are considered part of the 8th Street Corridor are (from West to East): Christopher Street, 8th Street, St. Marks Place and E. 10th Street.

LIGHT RAIL TRANSIT FOR GREENWICH VILLAGE

In addition to benefitting the Village area directly affected, the proposed 8th Street transitway would serve as a pilot project demonstrating the functional and aesthetic improvements which can be realized from such projects elsewhere. The site, historically a crosstown transit route, is ideal, with direct connections available to all rapid transit and most major surface lines. While the area is mainly residential, its many small businesses and several major educational institutions would share the benefits of an auto-free environment.

With modern light rail technology, pleasant pedestrian spaces can be created along the corridors, combining convenience and reliability with reduced levels of noise and air pollution. The 8th Street transitway can play an important role in pioneering the sustainable, human-scaled city of the 21st Century.

STREETCARS MAKE A COMEBACK IN THE U.S.—WHY NOT IN NYC?

Since VCTC began in 1994, new streetcar and modern light rail lines have been introduced in nearly two dozen U.S. cities. In Portland, Tacoma and Seattle new streetcar lines, each about the length of our proposed two-mile Village Crosstown line, have met with remarkable success. San Francisco and Philadelphia, among many other cities, have restored lines using vintage "streamliner" streetcars.

New York remains mired in its obsolete view that buses are better. While enhanced bus service is desperately needed in our traffic clogged city, it is the permanence and commanding presence of street railways that make them the mode of the future. And the high levels of pedestrian traffic along Christopher and 8th Streets and St. Mark's Place would be much better handled if automobiles (other than emergency vehicles) were banned from these streets, as the streetcars are brought back.

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