In February 1951 a joint report was submitted to you covering emergency and long range construction programs. It was pointed out that the recently enacted Federal Civil Defense bill did not carry appropriations and that these would have to be authorized by the new Congress. Included in the program were projects which we considered to be necessary if we are to keep New York City functioning during and after an attack. It was suggested that the Federal Civil Defense bill be broadened to include projects other than the shelter construction program contemplated. A program was urged including hospital expansion, health, fire, police and other buildings, traffic relief and dual-purpose shelters provided mainly in connection with the subway system and the public garages in the Parking Authority program.

Congress is considering an appropriation bill covering Civil Defense requirements. It is quite obvious that no provision will be made for badly needed public works projects, except possibly for shelters. Accordingly, we have prepared a program which will make improvements in the subway system to provide air raid shelters.

Generally, these improvements include the construction of pedestrian underpasses which will connect various subway pedestrian systems and which, in addition to furnishing shelter areas, will relieve traffic by providing for movement of pedestrians below the surface of the ground. The program envisages the use of the 42nd Street Shuttle for pedestrian walks by removing at least two of the four tracks. Escalators, now being provided to the low level Queens subway, will materially reduce the need for this shuttle system. Passageways are provided in the City Hall, Fulton Street and the Downtown Civic Center areas in Brooklyn. In addition, we have provided for better pedestrian access to the subway system. There is not much use in fixing up our subways for Civil Defense purposes unless people can get in and out of these areas safely. Five specific places where ramps could be substituted for the usual steps have been listed, and in addition we have estimated that at least another fifteen places can be found where ramps can be substituted for steps.

We have estimated requirements for the conversion of usable space in the subway system throughout the City for shelter purposes by providing minimum sanitation, police, communication and other necessary facilities.
In view of the very limited City, State and Federal funds, only a small portion of the shelter program can be carried out. We have proceeded on the theory that the people on the streets in our congested centers most require shelter space in case of a raid. Persons in modern buildings have some measure of protection.

The program we submit also has a peacetime value in the reduction of pedestrian congestion on the streets and the better utilization of underground space.

Under the Federal and State Civil Defense legislation, the Federal Government will pay one-half the cost, with the State and City sharing the remainder. The estimated cost of the program is $15,000,000. Attached are plans and a list of the projects included.

/S/ ARTHUR W. WALLANDER
Arthur W. Wallander
Director
City of New York Office of Civil Defense

/S/ ROBERT MOSES
Robert Moses
City Construction Co-Ordinator