



neighborhood streets news

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Members:

Atlantic Avenue Betterment Association
Auburndale Improvement Association
Banana Kelly Community Association
Bronx Shepherds Restoration
Care About the Slope
Boerum Hill Association
Brooklyn Heights Association
Bronx Shepherds Restoration
Carroll Gardens Association
Chambers-Canal Civic Association
Charles St. Block Association
Clinton Hill Society
Eden Wald Gun Hill Neighborhood Center
Environmental Watchperson Project
First Street Resident's Association
Fort Greene Coalition for Clean Air
Fulton Ferry Landing Association
Grand Avenue Block Association
Harlem Environmental Impact Project
Highbridge Advisory Council
Holland Street Neighborhood Association
Institute of Public Administration
Jane Street Association
Jefferson Avenue Block Association
Juniper Park Civic Association
Linden Blvd. Improvement Association
Monroe, Nostrand, Marcy Block Association
Monroe, Patchen, and Reid Block Association
Mothers on the Move
Nos Quedamos
NYC Environmental Justice Alliance
Our Lady of Refuge PTA
Park Slope Action for the Environment
Project for Public Spaces
Richmond Town and Clark Ave. Civic Association
Seventeenth St. '200' Block Association
Sierra Club—NYC Chapter
Soho Partnership
South Bronx Community Coalition
St. James/Ful/Gates Block Association
Sunset Park Restoration
Trees Not Trucks
Tri-State Transportation Campaign
Transportation Alternatives
University West Burnside Neighborhood Association
Wakefield Tax Payers and Civic League
Walk NY
Watkins Street Block Association
West 9th Street Block Association
West Village Houses Tenants Association
University-West Burnside Neighborhood Association
Bronx PTAs 23, 27, 48, 36, 71, 81, 103, 105, 132, 156, 226, 246

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City Hall Affirms Support for Speed Humps

At a City Council meeting on Tuesday November 8th, DOT Commissioner Wilbur Chapman told a panel that “speed humps were a Band-Aid instantaneous relief. We do not think it’s in the best interest to expand the project.” He went on to state that brighter signs, upgraded street markings and new one-way streets were more effective than speed humps in combating speeding and dangerous driving.

The Commissioner’s comments were especially unfortunate and ill-timed given the recent passage of the NYC Slow Speed and Traffic Calming legislation and the 1000 outstanding speed hump requests from neighborhoods around the City. As elected officials, transportation advocates, and citizens were quick to point out after the Commissioner’s comment, speed humps are not ‘Band Aids’, but in fact just what the doctor ordered. They have strong support from neighborhoods all over the city because of their ability to slow speeds, reduce accidents by 50%, and save lives.

Fortunately, City Hall intervened the next day, and the public was told that the City’s speed hump program would continue full steam ahead, with 130 new speed humps by July, bringing the total in NYC to almost 500. If anything, the Commissioner’s comments and the uproar around them helped to further show the Mayor and elected officials the tremendous support that exists for speed humps and traffic calming in NYC, and committed the City to firmly moving ahead with its traffic calming program.

“Believe me, nothing slows down traffic better than that sign that says, 'bump ahead'. I'm very disappointed. They're very popular around here. We're constantly putting in requests for more.”
John Fratta, district manager of Bronx CB11 in *The Daily News*

NSN Group Letters Go Out

As detailed in recent mailings, the Neighborhood Streets Network sent two group letters in late November from all 63 NSN members to Mayor Giuliani and the State Department of Transportation to follow up on the recent passage of the NYC Slow Speed and Traffic Calming legislation. The letter to Mayor Giuliani asked him to put the new NYC Slow Speed Law to work and to expand the City’s traffic calming program, and the letter to the New York State Department of Transportation asked for increased funding to pedestrian and bicycle projects in NYC. The Network Steering Committee hopes to hold meetings with both parties early next year. As a precursor to these meetings, we are compiling a list of ‘first tier’ locations that need to be traffic calmed. **Please let us know of any locations in your neighborhood that need traffic calming and slower speeds, as well as areas where there are outstanding requests for speed humps or other traffic calming devices.** Please try and submit any locations by January 14th.

Downtown Residents Rally Against Truck Traffic

On October 21st, over 100 people attended a “Clean Air-Truck Safety” rally at Broome and Lafayette Street in Manhattan sponsored by NSN member group Trees Not Trucks. At the rally, residents, transportation advocates, and elected officials, including Councilmember Kathryn Freed, Councilmember Margarita Lopez, Assemblywoman Deborah Glick and State Senator Tom Duane, denounced the ever-growing number of illegal tractor trailers in NYC and the dangers to pedestrians, unhealthy level of air pollutants, and noise and vibrations that they bring to neighborhood streets. Rally speakers called for two-way variable-price tolling on the Verrazano and East River Bridges, regulations which would limit truck size to a maximum of 33 feet (from 55 feet currently), stepped-up enforcement of truck routes and truck-length regulations, and a sane alternative to the Mayor’s Interim Waste Management proposal.



Monster trucks on Broome St.

Trees Not Trucks has scheduled another truck rally for Tuesday December 7 at 4:00 at the Manhattan entrance to the Holland Tunnel. For more information, contact Carl Rosenstein at (212) 431-4319.

Bay Ridge Stops Street Widenings

In a massive show of community discontent, 1200 Bay Ridgers turned out at two public hearings in July to oppose a plan to convert 3rd and 5th Avenues in Bay Ridge into one-way thoroughfares and to narrow the sidewalks on 5th Avenue. The plan would have meant an increase in speeding and a decrease in pedestrian safety, as leisurely two-way shopping streets were converted into high-speed thoroughfares, and already scarce sidewalks were narrowed. Residents were also protesting the fact that Community Board 10 had approved the plan in May with almost no public notice. It was only after intervention by State Senator Vincent Gentile, Assemblywoman Joan Millman, and Assemblywoman Adele Cohen, that neighborhood residents could air their views about the proposed plan.

“Cars will dart up and down side streets...These are the very blocks that our children are playing on, learning to cross on, and walking to school on.”

**--Bay Ridge resident
Helen Sneddon**

Around 800 people attended the first hearing. Resident after resident, as well as local elected officials, spoke vehemently against the proposal, with only one speaker in support. At the second meeting, attended by approximately 400 people, DOT Commissioner Wilbur Chapman, sensing the overwhelming

community opposition to this half-baked plan, verbally agreed to rescind the one-way plan, and also committed to pedestrian improvements for 5th Avenue, including more trees, light posts, and extended sidewalks.

Special Thanks to Legislative Traffic Calmers

The Neighborhood Streets Network extends a special thanks to the NYC Slow Speed and Traffic Calming bill’s co-sponsors Assemblymember Deborah Glick and State Senator Frank Padavan for the tremendous work they did to help pass this important legislation. Their support was instrumental in getting this huge win for safer neighborhood streets.



As always, please remember to send us your press clips and correspondence—anything that tells your neighborhood’s story. We want to know what is happening in your neighborhood.

Also, if you know a local group that is fighting for safer streets, let us know. Send a note with the contact person, address, and phone number of the group you have in mind to: Neighborhood Streets Network, Attention Neel Scott, 115 West 30th St. Suite 1207, New York, NY, 10001. Or fax (212) 629-8334.