



THE CITY OF NEW YORK MANHATTAN COMMUNITY BOARD 3

59 East 4th Street - New York, NY 10003

Phone (212) 533-5300 - Fax (212) 533-3659

www.cb3manhattan.org – info@cb3manhattan.org

Gigi Li, Board Chair

Susan Stetzer, District Manager

May 29, 2013

Hon. Janette Sadik-Khan, Commissioner
NYC Department of Transportation (DOT)
55 Water Street, 9th Floor
New York, NY 10041-0004

Dear Commissioner Sadik-Khan:

At its May 2013 monthly meeting, Community Board 3 passed the following resolution:

WHEREAS, the Tompkins Square Park & Playgrounds Parents' Association ("TSP3A") will be submitting an application to the New York City Department of Transportation ("DOT") on or before May 31, 2013 requesting DOT approve and implement a Tompkins Square/Alphabet City Slow Zone ("TSACSZ"); and

WHEREAS, the proposed TSACSZ covers a 0.38 square mile geographic area east of, but not including, 1st Avenue, west of, but not including, the FDR Drive, south of, but not including, 14th Street, and north of, but not including, 2nd Street to the west of where it meets Houston Street and Houston Street to the east of where it meets 2nd Street; and

WHEREAS, according to State Department of Motor Vehicle data, from 2005 to 2009, there were 143 pedestrian injuries, 70 cyclist injuries and 2 pedestrian fatalities in the proposed TSACSZ, meaning the proposed zone's average of 42.6 injuries per year make it significantly more dangerous than all but one area that, heretofore, has been approved for a DOT slow zone; and

WHEREAS, the proposed TSACSZ is home to 16 schools (K-12), 14 universal pre-schools, 13 daycare centers, 9 afterschool programs, 38 parks and 3 senior centers, and therefore possesses a high density of children and senior citizens who are particularly vulnerable to speeding traffic; and

WHEREAS, the proposed TSACSZ contains a high concentration of restaurants, bars and other businesses that consistently attract large numbers of visitors to the zone, especially during the evening hours when the crowds, and the danger speeding vehicles present to them, are the greatest; and

WHEREAS, by reducing the speed limit from 30 MPH to 20 MPH, and to 15 MPH near schools, the proposed TSACSZ would reduce the risk that a pedestrian who is struck by a motor vehicle will be seriously injured or die. Persons who are struck by vehicles travelling 30 MPH stand a 45% chance of being seriously injured or dying. At 20 MPH, the risk is reduced to 5% (NYC DOT); and

WHEREAS, in previous instances where speed limits were reduced from 30 MPH to 20 MPH, the number of child pedestrians/cyclists struck by motor vehicles was reduced by 67% (NYC DOT); and

WHEREAS, the proposed TSACSZ will bring numerous other improvements to the zone, such as reducing traffic noise, reducing cut-through traffic volume (and its related air pollution) and creating more social streets; and

WHEREAS, based on the results slow zones have produced in other cities, it is without question that the proposed TSACSZ would reduce crashes, prevent serious injuries and save lives in our community; now

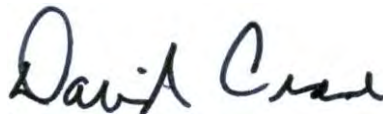
THEREFORE, BE IT RESOLVED that Community Board 3 supports the creation of a Tompkins Square/Alphabet City Slow Zone and requests that DOT review and consider the TSP3A's application, and include CB3 input during the development of a final plan.

If you have any questions, please do not hesitate to call.

Sincerely,



Gigi Li, Chair
Community Board 3










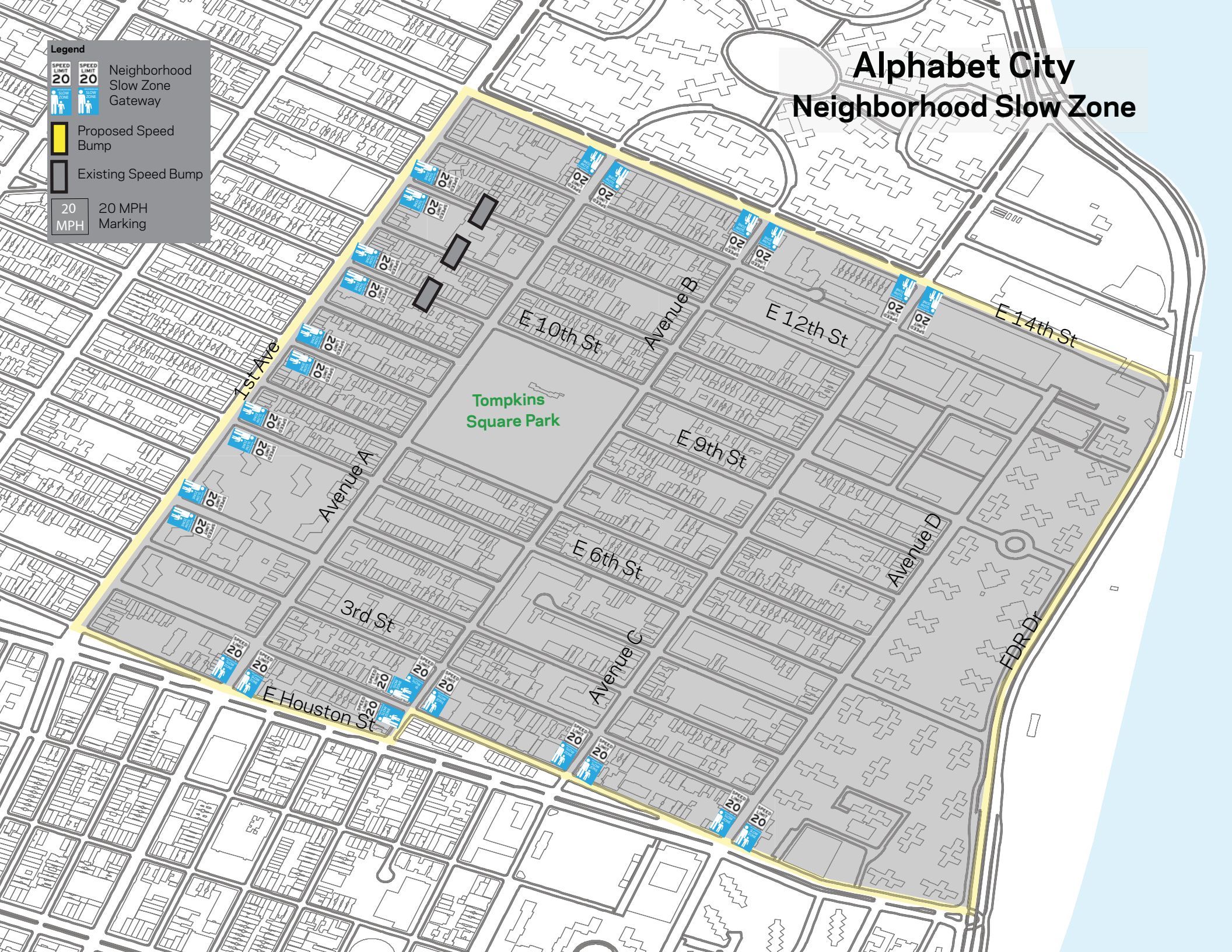
David Crane, Chair
Transportation & Public Safety Committee

Cc: Margaret Forgione, Manhattan Borough Commissioner, DOT
Colleen Chattergoon, DOT
Chad Marlow, Tompkins Square Park & Playgrounds Parents' Association

Alphabet City Neighborhood Slow Zone

Legend

		Neighborhood Slow Zone
		Gateway
		Proposed Speed Bump
		Existing Speed Bump
		20 MPH Marking



NYC Neighborhood Slow Zone

Application for Communities & Neighborhoods



Please read through the Neighborhood Slow Zone Guidelines before completing the application

Community Information

Name of Interested Community/Group: Tompkins Square Park & Playgrounds Parents' Assoc. Borough: Manhattan

Community Board(s): 3 Contact Person: Chad Marlow

Contact Person's Title: Founder Contact's Address: 155 East 4th Street, Apt. 3G

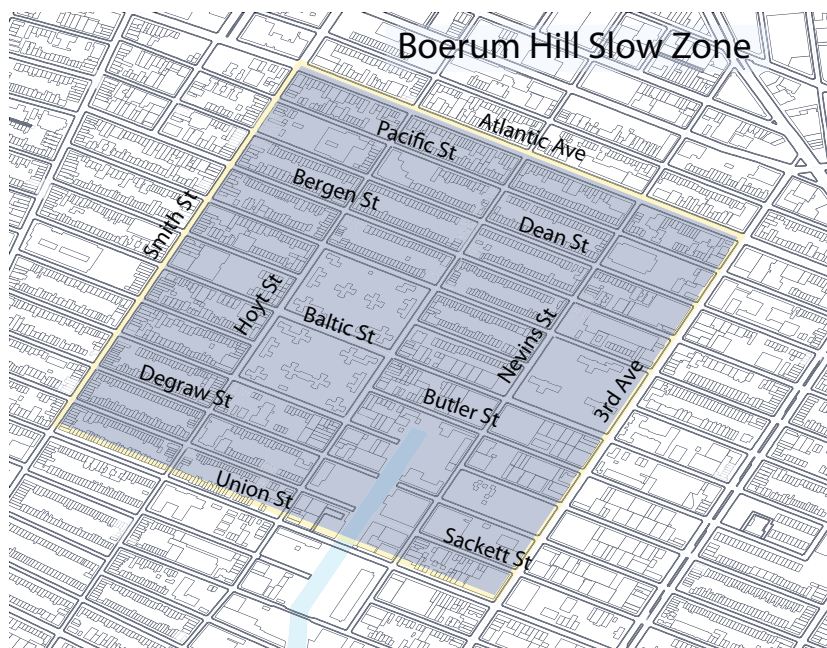
City: New York State: New York Zip Code: 10009

Contact's Phone #: 646-279-4481 Contact's Email: TSP3A@yahoo.com

Slow Zone Example

Slow Zones should be a self contained area surrounded by strong boundaries. Some examples of strong zone boundaries are highways, parks, elevated trains, dead ends, and major streets.

For example the Boerum Hill Slow Zone (pictured right) is bounded by the major streets Atlantic Ave, 3rd Ave, Union Street, and Smith Street.



Proposed Boundaries of Slow Zone

Describe the proposed location and boundaries of the Neighborhood Slow Zone. (Please attach a map):

- East of, but not including any portion of, 1st Avenue
- West of, but not including any portion of, FDR Drive
- North of:
 - o To the east of where 2nd Street meets Houston Street: North of, but not including any portion of, Houston Street
 - o To the west of where 2nd Street meets Houston Street: North of, but not including any portion of, 2nd Street
- South of, but not including any portion of, 14th Street

Proposed slow zone map included in attached documentation.

Community/Stakeholder Support

Please list all organizations/officials that support the proposed implementation of a Slow Zone in this neighborhood (Please attach letters of support):

14 BC Corp. [Tenants' Co-op Board]; Assembly Member Brian Kavanagh; Association of Latino Business Owners and Residents (ALBOR); Bowery Lane Bicycles; Children's Workshop School Parents Association; Ciao for Now Café; City Council Member Rosie Mendez; Community Board 3 (Manhattan); Congresswoman Carolyn Maloney; Congresswoman Nydia Velazquez; Earth School Parents Association East Village Community Coalition; East Village Community School; East Village Community School Parents Association; Lower East Side Girls Club; Manhattan Borough President Scott Stringer; Manhattan Kids Club II, Inc.; Neighborhood School (P.S. 363) Parent-Teacher Association; P.S. 188 - The Island School; P.S. 63 – S.T.A.R. Academy; Star Academy (P.S. 63) Parent Teachers Association; State Senator Brad Hoylman; State Senator Daniel Squadron; The Earth School; Tompkins Square Park & Playgrounds Parents' Association.

NYC Neighborhood Slow Zone Application Submission Process

Return all completed applications to the New York City Department of Transportation (DOT).

Applications must be emailed by Friday, **May 31st, 2013.**

Please submit the following by e-mail to slowzones@dot.nyc.gov :

Make sure that your application contains:

- Completed application
- Letters of support
- Map of proposed Slow Zone

To be eligible, applications must be received by the above mentioned deadline. DOT reserves the right to reject, at its sole discretion, any application received past the deadline. All applicants will be sent confirmation of receipt of their proposals.

For questions, please contact:

NYC DEPARTMENT OF TRANSPORTATION
slowzones@dot.nyc.gov

TOMPKINS SQUARE/ALPHABET CITY SLOW ZONE PROPOSAL



SUBMITTED BY:

**TOMPKINS SQUARE PARK AND PLAYGROUNDS
PARENTS' ASSOCIATION**

CHAD A. MARLOW, FOUNDER

WELCOME TO THE PROPOSED TOMPKINS SQUARE/ALPHABET CITY SLOW ZONE



Pedestrian hit by taxi
April 8, 2013



Pedestrian hit by taxi
January 23, 2013



Pedestrian hit by motorcycle
January 1, 2012



Pedestrians hit by taxi
September 5, 2010



Motorist killed in car collision
October 23, 2009



2 pedestrians killed by taxi
October 4, 2008

Borders of Proposed Slow Zone¹

- East of, but not including any portion of, 1st Avenue
- West of, but not including any portion of, FDR Drive
- North of:
 - To the east of where 2nd Street meets Houston Street: North of, but not including any portion of, Houston Street
 - To the west of where 2nd Street meets Houston Street: North of, but not including any portion of, 2nd Street
 - Note: Border shift avoids firehouse on East 2nd Street.
- South of, but not including any portion of, 14th Street

(Map of zone on following page)

¹ If implemented, the Tompkins Square/Alphabet City Slow Zone would be the only DOT slow zone in Manhattan below 200th Street.

Proposed Slow Zone
NYC Parks

Tompkins Square/Alphabet City Slow Zone

Pedestrian Fatalities: 2

Bicyclist Injuries: 70
Bicyclist Fatalities: 9

Bicyclist Fatalities: 0

- 1 - 5 Crashes
- 6 - 10 Crashes
- 11 or More Crashes
- Fatal Crash



4

Annual Crash-Related Injuries (2005-2009) in Proposed Slow Zone

(Sources: Transportation Alternatives/New York State Department of Motor Vehicles)

- 2005-2009 Total Injuries:
 - Injuries total: 213
 - Average injuries/year: 42.6
 - Fatalities total: 2
- 2005-2009 Pedestrians:
 - Injuries total: 143
 - Average injuries/year: 28.6
 - Fatalities total: 2
- 2005-2009 Cyclists:
 - Injuries total: 70
 - Average injuries/year: 14
 - Fatalities total: 0

Public Schools in Proposed Slow Zone [16 schools in 10 school buildings]

(Sources: DOE website; “The Villager” newspaper website)

- 121 East 3rd Street
 - Neighborhood School
 - P.S. 063 – S.T.A.R. Academy
- 185 E. 7th Street
 - St. Brigid School
- 220 East 4th Street
 - Connelly Middle School of the Holy Child
- 333 East 4th Street,
 - P.S. 015 – Roberto Clemente
- 419 East 13th Street
 - Immaculate Conception School
- 420 East 12th Street
 - East Side Community High School



First grade class at P.S. 15 – Roberto Clemente Elementary School

- 442 East Houston Street
 - Girls Preparatory Charter School of New York
 - P.S. 188 – The Island School
- 600 East 6th Street
 - Earth School
 - Tompkins Square Middle School
 - P.S. 064 – Robert Simon
- 610 East 12th Street
 - The Children's Workshop School
 - The East Village Community School
 - P.S. 196 – Coalition Umbrella School
- 730 East 12th Street
 - P.S. 034 – Franklin D. Roosevelt

Universal Preschools in Proposed Slow Zone

(Source: NYC.gov website)

- Children's Workshop School
- CPC Jacob Riis Child Care Center
- Earth School
- East Village Community School
- Emmanuel Day Care Center
- Escuela Hispana Montessori Site 2
- Lillian Ward Child Care
- Neighborhood School
- P.S. 015 – Roberto Clemente
- P.S. 034 – Franklin D. Roosevelt
- P.S. 063 – S.T.A.R. Academy
- P.S. 064 – Robert Simon
- P.S. 188 – The Island School
- Sheltering Arms Virginia Day Care Nursery



Pre-K students at P.S. 63 – S.T.A.R. Academy

Afterschool Programs in Proposed Slow Zone

(Source: NYC.gov website)

- 21st Century – University Settlement Society of New York
- Beacon – University Settlement Society of New York
- Boys and Girls Republic of Henry Street Settlement
- Campos Plaza Community Center

- Educational Alliance
- Generation X-Cel/For Youth by Youth Community Center
- New York Public Library – Tompkins Square Branch
- Riis Community Center
- Virtual Y – YMCA of Greater New York

Day Care Centers in Proposed Slow Zone

(Source: NYC.gov website)

- Children’s Liberation Day Care
- C.P.C. Jacob Riis Day Care Center #1
- C.P.C. Jacob Riis Day Care Center #2
- East Village Tots
- Educational Alliance/Faces at Wald
- Emmanuel Day Care Center
- Escuela Hispana Montessori (1)
- Escuela Hispana Montessori (2)
- Escuela Hispana Montessori (3)
- Escuela Hispana Montessori (4)
- Henry Street Settlement Day Care Center #3
- Lillian Wald Day Care Center of the Educational Alliance
- Little Missionary Day Nursery

Senior Centers in Proposed Slow Zone

(Source: NYC.gov website)

- Jacob Riis Senior Center
- John Paul II Friendship Center
- Lillian Wald Houses



Seniors eating at the John Paul II Friendship Center

Public Parks in Proposed Slow Zone

(Source: NYC.gov website)

- 38 total

Subway Stations Near Proposed Slow Zone

- “1st Avenue” L stop (entrance on 1st Avenue & 14th Street)
- “2nd Avenue” F stop (entrance on 1st Avenue & Houston Street)

Bus Routes on Proposed Slow Zone’s Boundaries

(Source: MTA website)

- M9, M14, M15, M21

Truck Routes on Proposed Slow Zone’s Boundaries

(Source: DOT website)

- Western border (1st Avenue) is truck route.

Size of Proposed Slow Zone

(Source: NYC.gov website)

- The size of the proposed slow zone is 0.38 square miles
 - The Elmhurst Slow Zone, which is 0.30 square miles, has been called “ideal size” by DOT.

Proposed Slow Zone’s Strong Boundaries

- Eastern border is major highway (FDR Drive)
- Western Border is major avenue (1st Avenue)
- Northern Border is major east-west thoroughfare (14th Street)
- Southern border includes portion of major east-west thoroughfare (Houston Street)

Firehouses in Proposed Slow Zone

(Source: NYC.gov website)

- 0

Hospitals in Proposed Slow Zone
(Source: NYC.gov website)

- 0

Bus Routes in Proposed Slow Zone
(Source: MTA website)

- M8, M9, M14, M21

Truck Routes in Proposed Slow Zone
(Source: DOT website)

- 0

Major Thoroughfares Traversing Proposed Slow Zone

- 0

Letters/Resolutions of Support (enclosed, *infra*)

- 14 BC Corp. [Tenants' Co-op Board]
- Assembly Member Brian Kavanagh
- Association of Latino Business Owners and Residents (ALBOR)
- Bowery Lane Bicycles
- Children's Workshop School Parent-Teacher Association
- Ciao for Now Café
- City Council Member Rosie Mendez
- Community Board 3 (Manhattan)
- Congresswoman Carolyn Maloney
- Congresswoman Nydia Velazquez
- Earth School Parents Association
- East Village Community Coalition
- East Village Community School
- East Village Community School Parents Association
- Lower East Side Girls Club
- Manhattan Borough President Scott Stringer
- Manhattan Kids Club II, Inc.
- Neighborhood School (P.S. 363) Parent-Teacher Association
- P.S. 188 - The Island School

- P.S. 63 – S.T.A.R. Academy
- Star Academy (P.S. 63) Parent Teachers Association
- State Senator Brad Hoylman
- State Senator Daniel Squadron
- The Earth School
- Tompkins Square Park & Playgrounds Parents’ Association

Data Comparison: Proposed TS/AC Slow Zone Versus Existing Slow Zones

Criteria	Existing Slow Zones	Proposed TS/AC Slow Zone
Average injuries/year ²	<ul style="list-style-type: none"> • 4.6 (Dongan Hills) • 8.2 (New Brighton/St. George) • 8.8 (Eastchester) • 11.8 (Baychester) • 12.6 (Mt. Eden) • 13 (Inwood) • 20.6 (E. Elmhurst/Jackson Heights) • 28.2 (Boerum Hill) • 44.6 (Elmhurst) 	42.6 (total) <i>28.6 (pedestrians only)</i> <i>14.0 (cyclists only)</i>
Schools	<ul style="list-style-type: none"> • 1 (Auburndale) • 1 (Dongan Hills) • 1 (Eastchester) • 2 (E. Elmhurst/Jackson Heights) • 2 (Elmhurst) • 2 (Inwood) • 2 (Mt. Eden) • 2 (Riverdale) • 3 (Rosebank) • 4 (Boerum Hill) • 5 (New Brighton/St. George) 	16 schools in 10 school buildings
Pre-K + daycare centers	<ul style="list-style-type: none"> • 2 (Rosebank) • 5 (Dongan Hills) • 5 (Elmhurst) • 10 (Corona) 	22
Nearby subway stops	<ul style="list-style-type: none"> • 2 (Baychester) • 2 (Corona) • 3 (Inwood) 	2
Called “ideal size” by DOT	<ul style="list-style-type: none"> • .18 sq. mi. (Baychester) • .26 sq. mi. (Cornoa) • .26 sq. mi. (E. Elmhurst/Jackson Heights) • .30 sq. mi. (Elmhurst) 	.38 sq. mi.

² Tompkins Square/Alphabet City Slow Zone injury statistics based on 2005-2009 data (the five most recent years for which complete New York State DMV data was available). The injury data for existing slow zones was at the time they applied to DOT.

Alphabet City slow zone would rapidly increase safety

April 18, 2013

TALKING POINT

BY CHAD MARLOW | It was the story that broke the hearts of all New Yorkers. Just a few short weeks ago, Nathan and Raizy Glauber, both just 21 years old, were in a livery cab riding to the hospital where, perhaps, they would deliver their first child. They never made it. A BMW driving at excessive speed crashed into their car killing both young parents. The baby was born within hours and died the next day. Speed kills. Indeed.

Elected and appointed officials from across the city, seeking a constructive way to respond to such a senseless tragedy, rallied behind a proposal to install speed cameras in select locations throughout the city, especially near schools. Unfortunately, because New York City cannot blow its nose without permission from the Legislature in Albany, we lacked authority to enact this safety measure unilaterally. And guess what happened? Our request was denied because certain influential Upstate legislators did not want to risk creating a precedent that could bring speed cameras to their own districts (where they might get caught speeding), and two Brooklyn state Senators cared more about currying favor with the police union than saving lives.

Fortunately, notwithstanding Albany's obstructionism, New York City's progressive Department of Transportation has implemented numerous programs that do not require Albany's sign-off to protect pedestrians, cyclists and other motor vehicles from those traveling at excessive speeds. One such program allows for the implementation of "slow zones" in select neighborhoods. The slow zone program, in short, takes a well-defined, relatively compact area, and reduces its speed limit from 30 miles per hour to 20 miles per hour, with further reductions to 15 miles per hour near schools. These newly reduced speed limits are then promoted and enforced through the use of traffic calming measures, such as specialized signage at zone entry points, painted speed limit information on streets and the selective use of speed humps (relatively flat, elongated speed bumps that are designed to be traversed at 15 to 20 miles per hour).

It is hard to overstate the value of a slow zone's speed reduction: A pedestrian who is struck by a car going 30 miles per hour has a 45 percent chance of being seriously injured or killed, but if the car's speed is 20 miles per hour, the chance of serious injury or death drops to just 5 percent. Additionally, such a speed reduction reduces the risk of child pedestrian/cyclist accidents by 67 percent. It is, therefore, not surprising that similar programs have produced dramatic results. In London, a 9-mile-per-hour reduction in average slow zone traffic speeds resulted in a 46 percent reduction in fatal and severe injury crashes compared to non-slow zones. In the Netherlands, slow zones resulted in a 25 percent average decrease in injuries. In Barcelona, crash rates in newly created slow zones dropped by 27 percent.

The success of these programs led other cities to implement similar programs, including Berlin, Zurich, Dublin, Stockholm, Helsinki and New York. Beyond their positive effect on health and safety, slow zones also bring numerous quality-of-life improvements, such as reducing traffic noise, reducing cut-through traffic volume (and its related air pollution) and creating more social streets.

Because D.O.T. will not implement a slow zone where its benefits are offset by negative externalities, such as increasing traffic congestion or restricting the flow of emergency services, many areas are not well-suited to receive the gift of a slow zone. Fortunately, one area within the district I represent as a member of Community Board 3 — and in which I have a special interest as founder of the Tompkins Square Park & Playground Parents' Association (TSP3A) — meets or exceeds all of D.O.T.'s standards for the implementation of a new slow zone. In fact, if established, it would be the new gold standard for New York City slow zones.



To that end, I am pleased to announce TSP3A will soon be submitting an application to D.O.T. for what we are calling the “Tompkins Square/Alphabet City Slow Zone” (TSACSZ). The proposed borders of the zone (which themselves are not part of the zone) are as follows: the western border is First Ave.; the eastern border is the F.D.R. Drive; the northern border is 14th St.; and the southern border — which, following D.O.T. rules, is drawn to avoid having a firehouse in the zone — is Second St. to the west of where it meets Houston Street, and Houston Street to the east of where it meets Second St.

TSP3A believes the proposed TSACSZ will benefit our neighborhood’s residents, visitors and businesses. With respect to our residents and visitors, the zone will create a safer, cleaner neighborhood with less traffic noise. The improvements will be of particular benefit to children, senior citizens and certain physically challenged persons for whom speeding traffic presents the greatest danger.

Local businesses will benefit in two ways. First, when motor vehicles pass through a neighborhood more slowly, their passengers are more likely to notice and patronize its local businesses. Second, reduced traffic speeds offer increased protection to the patrons of local businesses. Despite what we may think of the noisy, drunken masses that teem out of our local bars late at night, no one wants to see an intoxicated person stumble into a street and get hit by a speeding car. For bars — which can be subject to “dram shop law” civil liability in such cases — the extra safety that slow zones provide should be enthusiastically welcomed.

As noted, the TSACSZ abundantly satisfies all of D.O.T.'s major slow zone approval requirements. For example, D.O.T. requires that slow zones have strong borders. The proposed TSACSZ has a major avenue, highway and crosstown thoroughfare as three of its borders, and a major crosstown thoroughfare as part of its fourth. One significant benefit D.O.T. looks for in a slow zone is that it protects school children. The proposed TSACSZ is home to 12 schools located within seven school buildings, so its beneficial impact in this area would be significant. In fact, the highest concentration of schools in an existing zone — the New Brighton/St. George Slow Zone — is five schools.

Likewise, D.O.T. favors slow zones that help protect kids in preschools and daycare centers. TSACSZ has 22 combined preschools and daycare centers, which is more than double that of the Corona Slow Zone, the existing zone with the highest preschool/daycare center concentration.

The proposed TSACSZ is also home to three senior centers and 38 parks, which attract sizable populations that would greatly benefit from a slow zone's traffic calming measures.

Moreover, TSACSZ avoids virtually all of the negative factors that count against slow zone applications, insofar as it has no firehouses, hospitals, truck routes or major thoroughfares within its borders.

Finally, the proposed TSACSZ encompasses 0.38 square miles, just 0.08 square miles more than the Elmhurst Slow Zone, whose size D.O.T. calls "ideal."

Perhaps the strongest factor weighing in favor of the TSACSZ is that the area is particularly dangerous. According to Transportation Alternatives, from 2005 to 2009 (the five most recent years for which State Department of Motor Vehicles data is available), there were 143 pedestrian injuries and 70 cyclist injuries in the proposed TSACSZ. There were also two pedestrian fatalities. That means the proposed TSACSZ averages 42.6 injuries and 0.4 deaths annually. By way of comparison, only one existing slow zone — Elmhurst, with an average of 44.6 annual injuries — is even in the same ballpark as the proposed TSACSZ. The next highest injury total for an existing slow zone is Boerum Hill, which has 28.2 annually. In fact, one existing slow zone, Dongan Hills, was approved by D.O.T. despite having just 4.6 annual injuries — 89.2 percent less than the proposed TSACSZ.

Although, as the above data demonstrate, the proposed TSACSZ is ideally suited for D.O.T. approval, no slow zone application can be successful without demonstrated support from the local community and its elected officials. Although I will personally reach out to key stakeholders in our community to encourage their support, any person, business or organization that wishes to lend a hand to this health and lifesaving effort should contact me by e-mail at TSP3A@yahoo.com. Time is of the essence with respect to this application: The deadline for submissions is May 31, and with a new mayoral administration coming this January, there are no guarantees a slow zone program will exist in 2014.

In the interest of full disclosure, I feel it is important to conclude by explaining why protecting pedestrians from dangerously operated vehicles is so important and personal for me. When I was 23 years old, my father was struck and nearly killed by a speeding drunk driver. The accident left him bedridden, with quadriplegia and a severe brain injury, until he passed away 13 years later, just 16 days after my first child was born. The events of that terrible day — December 5, 1995 — completely devastated my family and me, and the relentless physical and emotional suffering and financial struggles that followed took an enormous toll on us for years to follow.

Having endured such an agonizing experience, I would do anything to help other families avoid a similar tragedy, but I cannot do it alone. This effort cannot succeed without strong, public support from the residential and business communities of the East Village and Community Board 3.

So I am asking the readers of this talking point to please join me and TSP3A in our effort to protect the health and lives of our families, friends and neighbors through the implementation of the Tompkins Square/Alphabet City Slow Zone. Every voice counts. I hope we can count on yours.

Marlow is founder of Tompkins Square Park & Playgrounds Parents' Association and a member of Community Board 3, where he serves on the Transportation and Public Safety Committee

LETTERS / RESOLUTIONS OF SUPPORT

MULTIPLE-SIGNATORY LETTER IN SUPPORT OF THE PROPOSED TOMPKINS SQUARE/ALPHABET CITY SLOW ZONE

May 31, 2013

Commissioner Janette Sadik-Khan
New York City Department of Transportation
55 Water Street, 9th Floor
New York, New York 10041

Dear Commissioner Sadik-Khan:

We the undersigned are writing to express our enthusiastic support for the Tompkins Square/Alphabet City Slow Zone (TSACSZ) proposal submitted to the New York City Department of Transportation (DOT) by the Tompkins Square Park & Playgrounds Parents' Association (TSP3A).

We are acutely aware that motor vehicle traffic within the proposed slow zone presents a significant risk to the health and safety of pedestrians/cyclists, especially when compared to most other neighborhoods in the City. From 2005 to 2009 (the five most recent years for which New York State Department of Motor Vehicles' crash data is available), there were 143 pedestrian injuries, 70 cyclist injuries and 2 pedestrian fatalities in the proposed TSACSZ. That means the proposed TSACSZ averages a staggering 42.6 injuries every year.

Without question, implementing the proposed TSACSZ will reduce crashes, prevent injuries and save lives in our community. Reducing speeds from 30 MPH to 20 MPH, as the TSACSZ would, will reduce the risk that a pedestrian who is struck by a motor vehicle will be seriously injured or die from 45% to 5%. Equally important, the speed reduction will reduce the risk of a child pedestrian/cyclist being struck by a motor vehicle by 67%. Beyond its positive effects on health and safety, the TSACSZ will also bring numerous quality of life improvements to our neighborhood, such as reducing traffic noise, reducing cut-through traffic volume (and its related air pollution) and creating more social streets.

Not only is the area encompassed by the proposed TSACSZ dangerous, it is particularly worthy of receiving the special traffic calming measures provided by DOT slow zones. The proposed TSACSZ is home to 16 schools (K-12), 14 universal pre-schools, 13 daycare centers, and 9 afterschool programs – considerably more than any existing slow zone. Additionally, the TSACSZ's 38 parks and 3 senior centers cater to large numbers of children and senior citizens, who are particularly vulnerable to speeding traffic. Further, our neighborhood's numerous, top notch restaurants, bars and other businesses consistently attract large numbers of visitors who would benefit from the TSACSZ's protections, especially during the evening hours when the crowds, and the danger speeding vehicles present to them, are the greatest.

For all of the aforementioned reasons, as well as those detailed in the slow zone application submitted by TSP3A, we urge DOT to approve the proposed TSACSZ and to prioritize its implementation.

Sincerely,

TOMPKINS SQUARE PARK & PLAYGROUNDS
PARENTS' ASSOCIATION



Chad Marlow, Chair

14 BC CORP. [TENANTS' CO-OP BOARD]



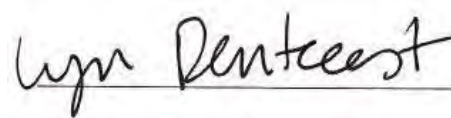
Sean Naughton, President

P.S. 188 – THE ISLAND SCHOOL



Mary Pree, Principal

LOWER EAST SIDE GIRLS CLUB



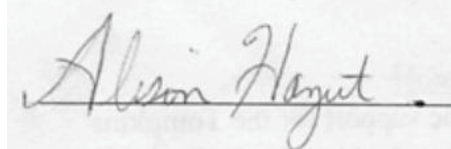
Lyn Pentecost, Executive Director

CIAO FOR NOW, INC.



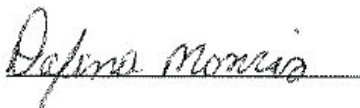
Amy Miceli, Owner

THE EARTH SCHOOL



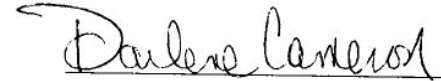
Alison Haznut, Principal

S.T.A.R. ACADEMY (P.S. 63) PARENT-
TEACHER ASSOCIATION



Dafina Morris, Title 1 Representative

P.S. 63 – S.T.A.R. Academy



Darlene Cameron, Principal

THE NEIGHBORHOOD SCHOOL (P.S. 363)
PARENT-TEACHER ASSOCIATION



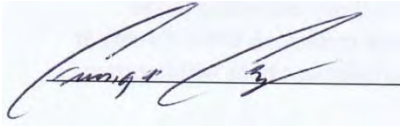
May Matta-Aliah, Secretary

EAST VILLAGE COMMUNITY COALITION



Sara Romanoski, Managing Director

ASSOCIATION OF LATINO BUSINESS OWNERS
AND RESIDENTS (ALBOR)

A handwritten signature in blue ink, appearing to read 'Enrique Cruz', written over a horizontal line.

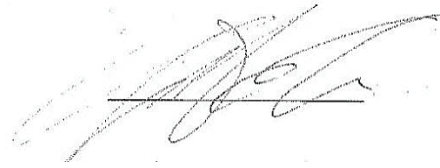
Enrique Cruz, President/Founder

CHILDREN'S WORKSHOP SCHOOL PARENT-
TEACHER ASSOCIATION

A handwritten signature in blue ink, appearing to read 'EB Downer', written over a horizontal line.

Elizabeth Downer, Co-President

MANHATTAN KIDS CLUB II, INC.

A handwritten signature in blue ink, appearing to read 'Elizabeth Garcia', written over a horizontal line.

Elizabeth Garcia, President

EAST VILLAGE COMMUNITY SCHOOL PARENT
ASSOCIATION

A handwritten signature in blue ink, appearing to read 'Elizabeth Puccini', written over a horizontal line.

Elizabeth Puccini, President



THE CITY OF NEW YORK MANHATTAN COMMUNITY BOARD 3

59 East 4th Street - New York, NY 10003

Phone (212) 533-5300 - Fax (212) 533-3659

www.cb3manhattan.org – info@cb3manhattan.org

Gigi Li, Board Chair

Susan Stetzer, District Manager

May 29, 2013

Hon. Janette Sadik-Khan, Commissioner
NYC Department of Transportation (DOT)
55 Water Street, 9th Floor
New York, NY 10041-0004

Dear Commissioner Sadik-Khan:

At its May 2013 monthly meeting, Community Board 3 passed the following resolution:

WHEREAS, the Tompkins Square Park & Playgrounds Parents' Association ("TSP3A") will be submitting an application to the New York City Department of Transportation ("DOT") on or before May 31, 2013 requesting DOT approve and implement a Tompkins Square/Alphabet City Slow Zone ("TSACSZ"); and

WHEREAS, the proposed TSACSZ covers a 0.38 square mile geographic area east of, but not including, 1st Avenue, west of, but not including, the FDR Drive, south of, but not including, 14th Street, and north of, but not including, 2nd Street to the west of where it meets Houston Street and Houston Street to the east of where it meets 2nd Street; and

WHEREAS, according to State Department of Motor Vehicle data, from 2005 to 2009, there were 143 pedestrian injuries, 70 cyclist injuries and 2 pedestrian fatalities in the proposed TSACSZ, meaning the proposed zone's average of 42.6 injuries per year make it significantly more dangerous than all but one area that, heretofore, has been approved for a DOT slow zone; and

WHEREAS, the proposed TSACSZ is home to 16 schools (K-12), 14 universal pre-schools, 13 daycare centers, 9 afterschool programs, 38 parks and 3 senior centers, and therefore possesses a high density of children and senior citizens who are particularly vulnerable to speeding traffic; and

WHEREAS, the proposed TSACSZ contains a high concentration of restaurants, bars and other businesses that consistently attract large numbers of visitors to the zone, especially during the evening hours when the crowds, and the danger speeding vehicles present to them, are the greatest; and

WHEREAS, by reducing the speed limit from 30 MPH to 20 MPH, and to 15 MPH near schools, the proposed TSACSZ would reduce the risk that a pedestrian who is struck by a motor vehicle will be seriously injured or die. Persons who are struck by vehicles travelling 30 MPH stand a 45% chance of being seriously injured or dying. At 20 MPH, the risk is reduced to 5% (NYC DOT); and

WHEREAS, in previous instances where speed limits were reduced from 30 MPH to 20 MPH, the number of child pedestrians/cyclists struck by motor vehicles was reduced by 67% (NYC DOT); and

WHEREAS, the proposed TSACSZ will bring numerous other improvements to the zone, such as reducing traffic noise, reducing cut-through traffic volume (and its related air pollution) and creating more social streets; and

WHEREAS, based on the results slow zones have produced in other cities, it is without question that the proposed TSACSZ would reduce crashes, prevent serious injuries and save lives in our community; now

THEREFORE, BE IT RESOLVED that Community Board 3 supports the creation of a Tompkins Square/Alphabet City Slow Zone and requests that DOT review and consider the TSP3A's application, and include CB3 input during the development of a final plan.

If you have any questions, please do not hesitate to call.

Sincerely,

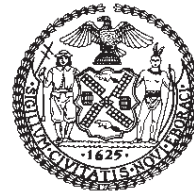


Gigi Li, Chair
Community Board 3



David Crane, Chair
Transportation & Public Safety Committee

Cc: Margaret Forgione, Manhattan Borough Commissioner, DOT
Colleen Chattergoon, DOT
Chad Marlow, Tompkins Square Park & Playgrounds Parents' Association



May 31, 2013

Janette Sadik-Khan
Commissioner
Department of Transportation
55 Water Street, 9th Floor
New York, NY 10041

Dear Commissioner Sadik-Khan:

We are writing in support of the Tompkins Square Park & Playground Parents' Association's application for a Tompkins Square/Alphabet City Slow Zone (TSACSZ.) As elected officials representing the district, we believe this area is a prime candidate for DOT's community-based program.

As Manhattan Community Board 3 stated in its unanimously adopted resolution supporting the TSACSZ, the area is home to a high density of children and senior citizens—a population particularly vulnerable to speeding traffic—with 16 K-12 schools, 14 pre-schools, 13 daycare centers, 38 parks and 3 senior centers. By the Department of Transportation's (DOT) own estimates, reducing the speed limit from 30 mph to 20 mph in the proposed zone would reduce the likelihood that a pedestrian who is struck by a motor vehicle will be seriously injured or killed from 45 percent to 5 percent. In other areas, this speed limit reduction has yielded a 67 percent drop in the number of child pedestrians and cyclists struck by motor vehicles.

Under your leadership, DOT has overseen a historic reduction in traffic casualties—both to drivers and pedestrians. Traffic-related fatalities are down 35 percent since 2001, in no small part due to the many efforts of your Department and partnerships between City government and local community organizations. Nevertheless, given the recent increase in fatalities for both drivers and pedestrians in FY 2012, we must redouble our efforts to institute innovative, community-oriented systems that ensure our pedestrian-oriented city is safe for all.

To that end, we applaud DOT's efforts to expand Neighborhood Slow Zones throughout the five boroughs and we wholeheartedly endorse the application for the proposed Slow Zone in

Tompkins Square/Alphabet City. Additionally, the TSACSZ application adheres to the Neighborhood Slow Zone guidelines set forth by DOT and has ample community support.

Thank you for your consideration of our request. Please contact any of our offices should you have any questions.

Sincerely,



Brad Hoylman
State Senator



Scott Stringer
Manhattan Borough President



Daniel Squadron
State Senator



Brian Kavanagh
Assembly Member



Rosie Mendez
Councilmember

Congress of the United States

House of Representatives

Washington, DC 20515

NYDIA M. VELAZQUEZ

7TH DISTRICT, NEW YORK

May 24, 2013

Commissioner Janette Sadik-Khan
New York City Department of Transportation
55 Water Street, 9th Floor
New York, NY 10041

Dear Commissioner Sadik-Khan:

I write in strong support of the Tompkins Square/Alphabet City Slow Zone (TSACSZ) proposal submitted to the New York City Department of Transportation (DOT) by the Tompkins Square Park & Playgrounds Parents' Association (TSP3A). The motor vehicle traffic within the proposed slow zone presents significant safety risks for pedestrians and cyclists. Between 2005 and 2009 there were over 200 injuries reported and 2 fatalities. I urge your assistance in keeping our residents safe.

Implementing the proposed TSACSZ will lower the number of collisions, help prevent injuries and ultimately save lives. As proposed, decreasing motor speeds from 30 MPH to 20 MPH will protect residents from serious injury or death and reduce by 67% the risk of a child pedestrian being injured. Not only is the area dangerous, it is home to 12 schools, 14 universal pre-schools, 13 daycare centers, and 9 afterschool programs – considerably more than any existing slow zone. Approving this project keeps residents safe and helps improve the quality of life in the neighborhood by reducing traffic noise, air pollution and creating additional safe streets.

For all of these reasons and more I urge DOT to approve the proposed TSACSZ and to prioritize its implementation.

Sincerely,



Nydia Velazquez
Member of Congress



east village community school

April 23, 2013

Commissioner Janette Sadik-Khan
New York City Department of Transportation
55 Water Street, 9th Floor
New York, NY 10041

Dear Commissioner Sadik-Khan,

We, the administrative staff of the East Village Community School, are writing to express our enthusiastic support for the Tompkins Square/Alphabet City Slow Zone (TSACSZ) proposal submitted to the New York City Department of Transportation (DOT) by the Tompkins Square Park & Playgrounds Parents' Association (TSP3A).

As educators at an East Village public elementary school, we have a particular commitment to the safety and wellbeing of our neighborhood's children and families, and we are confident that the Slow Zone will go a long way toward making our community a healthier and better place to play, study, work and live.

We are acutely aware that motor vehicle traffic within the proposed slow zone presents a significant risk to the health and safety of pedestrians/cyclists, especially when compared to most other neighborhoods in the City. From 2005 to 2009 (the five most recent years for which New York State Department of Motor Vehicles' crash data is available), there were 143 pedestrian injuries, 70 cyclist injuries and 2 pedestrian fatalities in the proposed TSACSZ. That means the proposed TSACSZ averages a staggering 42.6 injuries every year.

Without question, implementing the proposed TSACSZ will reduce crashes, prevent injuries and save lives in our community. Reducing speeds from 30 MPH to 20 MPH, as the TSACSZ would, will reduce the risk that a pedestrian who is struck by a motor vehicle will be seriously injured or die from 45% to 5%. Equally important, the speed reduction will reduce the risk of a child pedestrian/cyclist being struck by a motor vehicle by 67%. Beyond its positive effects on health and safety, the TSACSZ will also bring numerous quality of life improvements to our neighborhood, such as reducing traffic noise, reducing cut-through traffic volume (and its related air pollution) and creating more social streets.

Not only is the area encompassed by the proposed TSACSZ dangerous, it is particularly worthy of receiving the special traffic calming measures provided by DOT slow zones. The proposed TSACSZ is home to 12 schools, 14 universal pre-schools, 13 daycare centers, and 9 afterschool programs – considerably more than any existing slow zone. Additionally, the TSACSZ's 38 parks and 3 senior centers cater to large numbers of children and senior citizens, who are particularly vulnerable to speeding traffic. Further, our neighborhood's numerous, top notch restaurants, bars and other businesses consistently attract large numbers of visitors who would benefit from the TSACSZ's protections, especially during the evening hours when the crowds, and the danger speeding vehicles present to them, are the greatest.

For all of the aforementioned reasons, as well as those detailed in the slow zone application submitted by TSP3A, we urge DOT to approve the proposed TSACSZ and to prioritize its implementation.

Sincerely,



Robin Williams

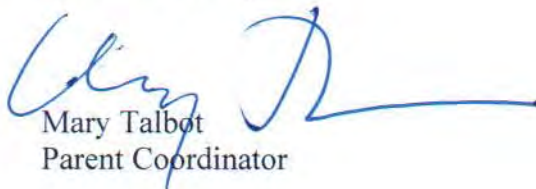
Principal

East Village Community School, PS 315



Bradley Goodman

Assistant Principal



Mary Talbot

Parent Coordinator

