



New York City Council Member
COREY JOHNSON



Wednesday, January 7, 2015

Community Board 4 Report

Dear Friends:

It is hard to believe my first year in office has already come to an end. It has been a true honor and privilege to represent this incredible district in the New York City Council.

2014 has taught us that there is much more progress to be made in New York City. My thoughts and prayers go out to the family of Eric Garner and to the families of NYPD Officers Rafael Ramos and Wenjian Liu. I sincerely hope for peace, unity and respect in the coming New Year!

2014 was a productive year in which our city has seen great victories for historically underrepresented New Yorkers. As a City Council, we have taken steps to protect members of the immigrant community, members of the LGBT community, and victims of domestic violence. We expanded Paid Sick Leave and made strides to reduce traffic fatalities. I'd like to use this opportunity to share with you more of what my office has accomplished since last January.

As always, my staff and I are here to help. You can reach our District Office at 212-564-7757. You can also email me directly anytime at district3@council.nyc.gov.

I look forward to making 2015 an even better year for Council District 3, and I wish you a wonderful start to the New Year!

Sincerely,

A handwritten signature in black ink, appearing to be "CJ", written over a white background.

Corey Johnson
Councilmember, 3rd District

224 West 30th Street • Suite 1206 • New York, NY • 10001
District3@council.nyc.gov
212-564-7757

Passed Legislation: Regulating Pet Shops in New York City

Recently, I was extremely proud to work closely with Council Member Elizabeth Crowley to pass a bundle of four bills regulating the sale of pets in New York City, which will protect our animal friends. Inspired in no small part by Assembly Member Rosenthal's landmark pet protection legislation, these bills will:

- Regulate irresponsible breeders, by ensuring that City pet shops do not obtain puppies from abusive and irresponsible breeders
- Prevent overpopulation and animal homelessness, by requiring that dogs and cats sold at pet stores be spayed or neutered, as well as licensed prior to sale
- Keep animals out of the hands of abusive owners, by creating standards that potential owners must meet before obtaining a new pet
- Require New York City pet shops to disclose information about the origins of the animals they sell

These groundbreaking provisions are vital steps towards keeping the animals we love safe, and I look forward to doing even more for our pets and responsible pet owners in 2015.

Passed Legislation: Presumptive Eligibility for Domestic Violence Survivors Transitioning into City Shelter System

On November 25, I proudly passed my first bill into law at the New York City Council. The bill was unanimously passed by my colleagues. Intro 361-A strives to protect victims and survivors of domestic violence in our City's shelter system.

The bill amends the administrative code of the City of New York, in relation to

requiring the Department of Homeless Services (DHS) to grant a presumption of eligibility for applicants to the DHS shelter system who are exiting domestic violence shelters (for which they have already undergone extensive intake processes). The bill now goes before Mayor Bill de Blasio to be enacted. I'm proud that my first bill is one that will help some of the most vulnerable New Yorkers.

Passed Legislation: Modernizing New York City's Birth Certificates for Transgender New Yorkers



On December 8, my colleagues at the City Council passed a bill of mine that would bring New York City's birth certificates in line with modern standards by removing outdated and unnecessary surgical requirements for correcting a birth certificate. The current policy, written in 1971 and unchanged in over 40 years, is outdated. NYC has fallen behind other jurisdictions – including New York State and the federal government – that have modernized their policies.

The vast majority of transgender New Yorkers have inaccurate birth certificates. Eight out of ten transgender women and nine out of ten transgender men have not had the surgeries the 1971 policy requires. Surgery is not an option for many transgender New Yorkers due to other

health conditions or discriminatory health insurance exclusions.

A birth certificate is a “key” that unlocks a number of important doors — it’s a living document that is used on a regular basis to participate in society.

When you have an identity document (in particular a birth certificate) that does not match who you are, you become a target for discrimination, accusations of fraud, denials of service, and all sorts of other administrative and logistical problems. Four out of ten transgender people have faced harassment when presenting identity documents that did not match. Many others report being denied entry or asked to leave an establishment, and some have even experienced physical assault due to a mismatched identification.

This legislation will address and correct these issues, and I’m proud to have worked with advocates and New Yorkers to make the lives of transgender New Yorkers easier. It feels good to fight for human rights for all New Yorkers.

Free Monthly Legal Housing Clinic

My office helps constituents around my district with a wide range of issues. However, housing issues – particularly those that have to do with landlord harassment/disputes – account for an outstanding number of these constituent cases.

We have therefore begun to offer housing clinics at my district office (224 West 30th Street, Suite 1206) on the second Tuesday of every month from 5:30-7:30 pm. **The next clinic will be on Tuesday, January 13.**

At these clinics, you can receive free legal advice from housing attorneys who will be volunteering their time. You will be seen on a first come, first serve basis.

World AIDS Day



On World AIDS Day, December 1, I gave a speech at the Apollo Theatre. I had a simple message: HIV/AIDS is a disease of inequities. The drivers of the epidemic are not individual behaviors but rather socio-economic factors like poverty, homelessness and lack of healthcare access. In order to end the epidemic, we have to recognize the disease as an issue of social and economic justice and address these disparities. Investments in housing assistance, food, transportation and other basic subsistence benefits are essential and cost-effective components of keeping people living with HIV/AIDS healthy, and decreasing transmission rates.

Paradoxically, low-income New Yorkers living with HIV need to get sick in order to qualify for the public support they need. This assistance goes toward housing, food, and transportation, all of which are necessary to achieve and maintain optimal health. Otherwise, they need to make untenable choices between housing, food and transportation because they don't meet the current requirements, but cannot afford the cost of all three of these essentials.

I called for the creation of a single point of access in every locality that will assist all extremely low-income New Yorkers with HIV/AIDS to obtain the housing, nutrition, transportation and workforce opportunities necessary to enable them to manage their health, live

well and end the epidemic for their communities. Using bio-medical advances and anti-homelessness and poverty policies, we can end AIDS as an epidemic in New York, while simultaneously maintaining the health of people living with HIV.

I believe that Governor Cuomo's bold commitment to ending the AIDS epidemic in New York State is not only visionary, but also deeply rooted in science. It is a real and achievable goal, but only if we make sure that all HIV+ New Yorkers have access to a real rental assistance program that will make the difference between homelessness and being housed.

Let's Talk: Bike Safety Panel



In the past few years, the City has seen a massive influx in the use of bicycles. As our streets were built for motorized vehicles and already struggled to accommodate 8.5 million pedestrians, it comes as no surprise that the growing usage of a new mode of transportation – bikes – has posed significant challenges to New York's transportation status quo.

I believe it is important to engage in cross-sector dialogue to do our part to ensure that bikers, pedestrians, and drivers alike are able to navigate their way through the City in the safest way possible. **My office therefore hosted a "Let's Talk" series event focused on bike safety.** I moderated a proactive

discussion among our panelists: Commissioner Margaret Forgione of the Department of Transportation, Deputy Inspector Michelle Irizarry of the 10th Precinct and Thomas Devito, Manhattan Organizer at Transportation Alternatives.

We learned important lessons, including the somewhat counterintuitive thought explained by Mr. Devito and Commissioner Forgione on mandatory bike licensing. They believe it is counter-productive because introducing such a barrier to utilizing such a low-cost, easy to access form of transportation like biking significantly reduces the number of bikers. In turn, reducing the number of cyclists would actually make our streets more dangerous, as cars operating in areas with lots of pedestrians drive more cautiously.

We will continue in dialogue on this important transportation and safety matter until all New Yorkers feel safe on our streets.

Improving the A and C trains

Last month, I signed on to a letter with elected officials, community organizations and transit advocates representing the communities that rely on the A and C train service. We wrote to thank the MTA for conducting a Full Line Review of the A and C train lines, and requested that the upcoming Full Line Review prioritize concerns that the community has identified with these two subway lines. In particular, we recommended that the MTA improve station service and conditions, as well as communication with riders. At the end of this report is a copy of the letter.

Prioritizing a Bus Annex at the Port Authority

In December, I signed on to a letter with my colleagues on the West Side calling on the Port Authority of New York and New Jersey (PANYNJ) to prioritize construction of a bus annex on Galvin Plaza. This is greatly needed to help alleviate the extensive bus congestion in our districts.

The existing Port Authority Bus Terminal is unable to accommodate current and future bus demand. We insist that if transferable development rights (aka “air rights”) are being considered as a way to generate funds to build a new bus garage, the PANYNJ should work with our offices and Community Board 4 on the sale and transfer of these air rights, as it has in comparable instances.

Within the next few months, PANYNJ will be releasing its Master Plan. I am hopeful that it includes a plan to build a new bus garage and a long term solution to accommodate current and future growth in bus commuting in New York City. At the end of this report is a copy of the letter.

Old Chelsea Post Office

Enclosed is a statement I have submitted before Community Board 4 regarding the sale of air rights above the Old Chelsea Post Office on West 18th Street.

I believe it is imperative that public participation begins at the onset of any process involving public property that uses the sale of air rights to generate funds. Unfortunately, that hasn’t happened in this case with the Chelsea Post Office, which is of great concern. That is why my colleagues and I sent a letter to USPS demanding full disclosure of the sale of air rights above this post

office and that the public comment period be extended.

My expectation moving forward is full disclosure from USPS over the sale of these air rights to the elected officials who represent the Chelsea neighborhood, the local community board, and the residents who use this post office.

The Old Chelsea Post Office is an important asset to the community, and we want to make sure that postal services are not relocated from this facility.

Participatory Budgeting



This past year, my office launched Participatory Budgeting (PB), a new democratic process that gives residents an opportunity to decide how to spend a portion of our City’s capital budget.

In PB, residents of the 3rd Council District decide how to spend at least \$1 million in capital funds. The money can be used for improvements to schools, streets, parks, public housing, and other community spaces. Volunteers have begun developing these ideas into proposals, and come spring 2015, a public vote will be held to determine which projects get funded!

To learn more about participatory budgeting and how you can get involved, contact my legislative aide, Matt Green, at 212-564-7757, or by email at mgreen@council.nyc.gov.

Safety Enhancements in Central Park

In light of a surge of accidents resulting in serious injury and even death this past fall on the Central Park Loop Drive, I welcomed the recent announcement to reduce motor vehicle speeds from 25 mph to 20 mph and other safety enhancements in Central Park.

The New York City Department of Transportation (DOT), the NYC Department of Parks & Recreation, NYPD, and the Central Park Conservancy will work together to implement these safety improvements along the Central Park Drives. In addition to implementing a park-wide speed limit reduction from 25 mph to 20 mph, there will be substantial enhancements made to major cross walks – namely, prominent signage for pedestrian crossings.

Barricades will also be installed to combat the wide crossing distances spanning West Drive at Sheep Meadow and at Heckscher Ballfields. The pedestrian and bicycle lanes near Delacorte Theater (near W. 81st Street) will be separated by a new barricade, as well. The Central Park Precinct will also continue its public awareness campaign within the park. The agencies will work together to distribute DOT's Bike Smart Brochures, as well as literature geared specifically towards cyclists and pedestrians in Central Park. You can read the full press release below.

New Grant Opportunity!

"Sow It Forward" is the grants and partnership program of Kitchen Gardeners International. Nonprofit causes or organizations (schools, 501c3s, food banks, community gardens, colleges, libraries, prisons, senior programs, etc.) interested in starting or expanding food

garden projects that benefit their community can apply. Grants range from \$325 to \$500! Please visit <http://kgi.org/grants> to learn more about the grant and how to apply. The deadline to apply is Friday, January 9, 2015.

Become a New York City Lifeguard!

The New York City Parks Department is looking for qualified individuals at least 16 years of age with strong swimming skills to become a New York City lifeguard. Should you be interested in working at one of the City's 8 beaches or 55 outdoor pools during the summer season, now is the time to apply. First-year lifeguards earn a minimum of \$13.57 an hour, working 48 hours each week for a weekly salary of over \$650. Visit the Parks Department's website for more information about the qualifying test, which is being offered from December to mid-January. Questions can be emailed to lifeguard@parks.nyc.gov.

Stay Healthy – Get a Free Flu Shot!

The Lenox Hill HealthPlex is offering free flu shots, and I strongly urge you, especially children and the elderly, to protect yourself and consider getting vaccinated. To get your flu shot, come to the Lenox Hill Healthplex (30 7th Ave, between West 12th and West 13th streets) at one of the following times:

- Saturday, 1/10 from 11 am to 2 pm
- Monday, 1/12 from 5 pm to 8 pm
- Wednesday, 1/14 from 5 pm to 8 pm

To make an appointment for your free flu shot, email wkawadler@nshs.edu or call (347) 802-7400.

Opportunities for Minority and Women-Owned Business Enterprises

The New York City Department of Housing Preservation and Development (HPD) has launched initiatives to identify affordable housing development opportunities for Minority and Women-Owned Business Enterprises (M/WBEs).

On December 2, 2014, HPD released a Request for Qualifications (RFQ) for M/WBE developers. This RFQ will be used to establish a pre-qualified list of M/WBE developers who will then be eligible to respond to a forthcoming Request for Proposals (RFP) to develop a number of City-owned sites.

The RFQ may be viewed here: <http://www.nyc.gov/html/hpd/html/developers/MWBE-RFQ.shtml>

Save a Life by Becoming a Blood Donor

We are also co-sponsoring a blood drive at the Lenox Hill Healthplex. Blood donors really do save lives, and we encourage every member of the community to take part in this important practice. Again, the address is at 30 7th Ave, between West 12th and West 13th streets. The drive will take place from 9 am to 4:30 pm on Tuesday, January 27th and Wednesday, January 28th. To make a

blood donation appointment, email wkawadler@nshs.edu or call (347) 802-7400.

Get Your Child into a Great New York City Kindergarten

The Department of Education (DOE) will be accepting Kindergarten enrollment applications for any child born in 2010. With just one form, families can apply to up to 12 schools. Available in 10 languages, these applications can be submitted online, over the phone, or in person. The application period will take place between January 7th and February 13th. Visit the Department of Education website at www.schools.nyc.gov, or call the Advocates for Children helpline at (866) 427-6033 for more information.

December 11th, 2014

Carmen Bianco
President
MTA New York City Transit
2 Broadway
New York, NY 10004

Dear NYCT President Carmen Bianco:

Thank you for agreeing to conduct a Full Line Review of the A and C trains. These trains are essential lifelines serving countless communities in Queens, Manhattan and Brooklyn, and we appreciate your commitment to study service on the line and make necessary improvements.

We have come together to form the A and C Train Review Working Group, comprised of elected officials, community organizations and transit advocates representing the communities that rely on A and C train service. The group is convened by the Riders Alliance, the Straphangers Campaign, Brooklyn Borough President Eric Adams, and State Senator Daniel Squadron.

We write to request that the upcoming Full Line Review study prioritize concerns that our communities have identified, as spelled out in this letter. We also make recommendations for improvements that are of particular importance to riders.

Specifically, our working group has identified the following issues that we request this Full Line Review take into account:

1) Service Levels

The A and C trains are notoriously crowded during both the morning and evening rush hours. Riders cope with severe crowding and are often forced to squeeze uncomfortably close together or to wait in the station for trains to pass before boarding one that has room. In the past, Full Line Reviews have successfully addressed a number of similar service level concerns.

We request that the Full Line Review study:

- Levels of crowding, particularly during the morning rush hours
- Causes of crowding on the trains
- Frequency and reliability of service, including whether the line is running at capacity
- Feasibility of running full-length trains and newer trains instead of shortened, older C trains

- Service levels to Lefferts Boulevard in Queens vs. to the Rockaways

2) Station Conditions

Stations along the A and C trains have gone years—in many cases decades—without significant renovations and upgrades.

We request that the Full Line Review consider the following possibilities for station improvements:

- Reopening station entrances that have been closed, particularly in communities that have experienced population growth in the intervening years
- Targeting A and C train stations for component upgrades and repairs, for example stairways that are broken or areas where water leaks causing flooding or damage (we suggest that this information be updated annually)
- Including in the report 1) the number and kind of station components on the A and C in need of repair or replacement and 2) a time frame for conducting those repairs
- Improving routine maintenance of A and C train stations, for example increased trash pickup and station cleaning

3) Communication with Riders

As seen with previous Full Line Reviews, especially on the G train, rider communication and signage improvements can significantly improve service. Because of older stations and equipment, A and C train riders often are unable to receive real-time information that would alert them to service changes—many of us have heard complaints from riders about service being interrupted or canceled with no audible or visible notification to riders who are stranded waiting for a train. Additionally, smaller steps could help riders orient themselves and have a better experience in the subway.

We request that the Full Line Review study these potential improvements:

- Installing public address systems that work—both on the trains and in the stations; and including in the report a summation of stations without PA systems or with non-working systems
- Installing countdown clocks in stations, so riders know when their train is expected and can see information about service changes in real time
- Placing wayfinding information at key stations, and helping riders use the A train to access JFK Airport by implementing better signage indicating what train to take and where to get off for AirTrain access to JFK

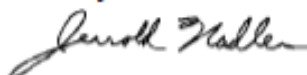
As you conduct the Full Line Review of the A and C trains in the coming months, we ask you to take our recommendations into account. When the review is complete in 2015, we also ask that you present your findings and your plans for improvement to our working group—we would be happy to schedule a time that is convenient for members of your

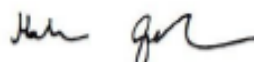
team. Given the success of past Full Line Reviews, we look forward to the results from this review.

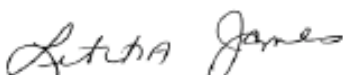
If you have any questions or would like to discuss the issue further, you can reach our working group through the Riders Alliance, by reaching out to Rebecca Bailin at rebecca@ridersny.org or 212-590-9504.


Thank you for your consideration of our input.

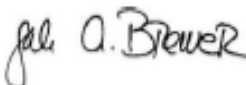
Sincerely,


Jerrold Nadler
Member of Congress

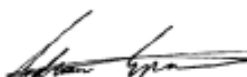

Hakeem Jeffries
Member of Congress



Letitia James
Public Advocate



Eric Adams
Borough President


Gale Brewer
Borough President


Martin Dilan
State Senator


Adriano Espaillat
State Senator



Brad Hoylman
State Senator

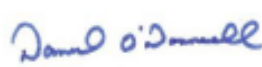

Velmanette Montgomery
State Senator



Daniel Squadron
State Senator



Richard Gottfried
State Assembly Member


Phillip Goldfeder
State Assembly Member


Walter Mosley
State Assembly Member


Daniel O'Donnell
State Assembly Member


Annette Robinson
State Assembly Member


Linda Rosenthal
State Assembly Member


Robert Cornegy
Council Member


Corey Johnson
Council Member


Stephen Levin
Council Member


Mark Levine
Council Member


Donovan Richards
Council Member



December 12, 2014

Patrick Foye
Executive Director
Port Authority of New York and New Jersey
225 Park Avenue South, 18th Floor
New York, NY 10003

Dear Mr. Foye:

As the elected officials representing the West Side of Manhattan, we write to request that the Port Authority of New York and New Jersey (PANYNJ) prioritize the construction of a bus annex on Galvin Plaza to help alleviate the extensive bus congestion in our districts.

Over the last several years, the use of interstate bus service has grown exponentially, with more people now taking a bus into New York City than all three railroads combined (PATH, New Jersey Transit, and Amtrak), resulting in severe traffic problems. Bus ridership in Manhattan has grown by 23% over the last 10 years, and it is anticipated that over the next 30 years the number of buses coming into New York City will increase 35-50%.

We are encouraged by the Port Authority Bus Terminal's (PABT) recent actions to limit the diversion of buses on to city streets, which has reduced bus congestion on Tenth Avenue. We also welcome the \$90 million capital investment the PANYNJ has committed to improving the bus terminal, which will enhance the customer experience.

The existing PABT facility is unable to accommodate current and future bus demand. In addition, if transferable development rights (aka "air rights") are being considered as a way to generate funds to build a new garage, the PANYNJ must work with our offices, the local community boards, and relevant stakeholders on the sale and transfer of these air rights, as it has in comparable instances.

We appreciate the PANYNJ's commitment to developing a plan to build a bus annex at Galvin Plaza. We believe building a new bus garage to accommodate both current and future growth in bus commuting to New York City is of utmost importance. We look forward to the release of the PANYNJ's Master Plan in early 2015.

Very truly yours,



Corey Johnson
Council Member



Jerrold Nadler
U.S. Representative



Brad Hoylman
State Senator



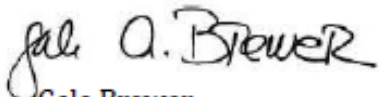
Adriano Espaillat
State Senator



Richard N. Gottfried
Assembly Member



Linda B. Rosenthal
Assembly Member



Gale Brewer
Manhattan Borough President

CC:

Honorable Andrew M. Cuomo, Governor of New York State
Christine Berthet, Chair of Community Board 4
Martin Treat, co-founder, CHEKPEDS



**STATEMENT FROM COUNCIL MEMBER COREY JOHNSON BEFORE COMMUNITY BOARD 4
REGARDING THE SALE OF TRANSFERABLE DEVELOPMENT RIGHTS ABOVE THE OLD CHELSEA
POST OFFICE**

Wednesday, January 7, 2014

As the Council Member representing Council District 3 which includes the Chelsea neighborhood, please accept this statement concerning the proposed sale of transferable development rights ("air rights") above the Old Chelsea Post Office located at 217 West 18th Street.

The lack of notice by the USPS about this proposal – to this community and to elected officials that represent this community – is troubling. I first learned about the proposal to sell air rights in late November when residents brought to my attention a copy of a November 26, 2014 notice posted in the Old Chelsea Station. The notice states that there is a 15-day comment period, beginning the date on the notice, during which comments on the proposal from the general public will be accepted. Clearly, this is not acceptable. Any plan related to this site should be the product of a collaborative effort between the community and the USPS. It is critically important that the elected officials who represent this area and the residents who use this post office are given ample time to engage in a robust discussion with USPS regarding the proposal to sell air rights above this post office.

Like my colleagues and members of Community Board 4, I have many unanswered questions about this proposed plan. Will the design of the new residential building respect and preserve the character of the neighborhood? Will a preference for affordable housing be included in the request for proposal? What will become of the post office during construction? Will any portion of the funds from the sale be reinvested back to the post office station to upgrade its services for customers?

My office looks forward to a dialogue with USPS about its proposal to sell any transferable development rights above the Old Chelsea Post Office. The community relies on this post office, and it's critically important that its services are not relocated from this facility during or after this process. It is no less important that any development on the site respect the character and human scale of our neighborhood.

Thank you for your attention and I look forward to continuing to work with USPS.



NYC Parks



IMMEDIATE RELEASE

RELEASE # 14-092

Tuesday, November 18, 2014

Contact: Scott Gastel/Bonny Tsang (DOT), 212-839-4850

Phil Abramson (Parks), 212-360-1311

Stephen P. Davis, (NYPD/DCPD), 646-610-6700

**NYC DOT, NYC PARKS DEPARTMENT, NYPD, AND CENTRAL PARK
CONSERVANCY ANNOUNCE SAFETY ENHANCEMENTS ON CENTRAL PARK
LOOP DRIVE**

New items include park-wide speed limit reduction from 25mph to 20mph, barricades further separating pedestrians from cyclists and enhancements to key crosswalks

The New York City Department of Transportation (DOT), the NYC Department of Parks & Recreation, NYPD, and the Central Park Conservancy today announced immediate safety enhancements along the Central Park Drives. In addition to a reduction of the speed limit inside Central Park from 25 to 20 MPH for all modes of transportation, four key crossings across the park will receive substantial enhancements, including highly prominent "Pedestrian Crossing" warning signs at the intersections, advisory 10 MPH speed signs, and advance pedestrian crossing signs before each intersection. The advance signs will be reinforced with roadway markings near the sign locations, refurbished crosswalks and clearer lane use markings.

Barricades will also be installed to shorten pedestrian crossing distance on the West Drive at two crossings (at Sheep Meadow, near W. 68th Street, and at Heckscher Ballfields, near E. 63rd Street) where the drive is significantly wider than typical. The barricades will be placed in the west-most motor vehicle lane during car-free hours. At Delacorte Theater (near W. 81st Street), a barricade will be installed between the pedestrian and bicycle lanes to better guide pedestrians to the crosswalk and to improve their sightlines to cyclists.

The Central Park Precinct will continue its public awareness campaign in the park to inform every one of the rules and regulations as it relates to traffic and pedestrian safety. Individuals found in violation of the rules will be cited accordingly.

"Central Park is for all to enjoy in a safe and enjoyable manner, no matter how you choose to experience it," said DOT Commissioner Polly Trottenberg. "These immediate safety enhancements, worked out in partnership with our sister agencies, augments that experience by calming traffic, improving crosswalks and further reinforcing the appropriate lane assignments for all users."

"Public safety is our highest priority and the new safety enhancement measures being implemented in Central Park will surely provide its millions of visitors with a safer experience," said NYC Parks Commissioner Mitchell J. Silver. "I commend the NYC Department of



NYC Parks



Transportation, the NYPD, and the Central Park Conservancy for partnering with us to ensure enhanced safety conditions for all of the park's pedestrians, cyclists, and motorists.”

Police Commissioner William J. Bratton said, “The New York City Police Department is committed to ensuring the safety of all those who use Central Park as a means of transportation and recreation. We will continue to collaborate with our partners from the Central Park Conservancy, NYC Department of Transportation and the Parks Department to make our streets safer for all New Yorkers and visitors alike.”

“There’s no question; slower traffic will mean a safer park” said **Doug Blonsky**, **President and CEO of Central Park Conservancy**. “We applaud the DOT’s leadership role in lowering speed limits and adding signs and barricades, and we urge all park users to know the new rules of the road.”

The four locations to receive these treatments include:

- West Drive at Delacorte Theater (near W. 81st Street)
- West Drive at Sheep Meadow (near W. 68th Street)
- West Drive at Heckscher Ballfields Crossing (near E. 63rd Street)
- East Drive at Terrace Drive (near E. 72nd Street)

The agencies will follow up the enhancements with stakeholder outreach and will be distributing DOT’s Bike Smart Brochures and Central Park-specific brochure geared toward cyclists and pedestrians.



NYC Parks



Park-Wide Improvements

- Reduce the speed limit from 25 mph to 20 mph



Legend

- Existing 25 mph signs to be replaced with 20 mph signs
- New 20 mph signs

Pilot Crossing Enhancements

"Pedestrian Crossing"
warning signs on mobile
sign bases on both sides of
roadway at the crossing





NYC Parks



Pilot Crossing Enhancements

Install advance pedestrian crossing and 10 mph advisory speed signs approximately 200' ahead of the crossing



Proposed Improvements

A barricade across the west-most travel lane during car-free hours will shorten the pedestrian crossing distance.

The barricade will be in place at all times except weekdays from 8am-10am when cars are using the West Drive.

