

June 11, 2004

RESOLUTION: Route 9A Project

Whereas the Civic Alliance commends New York State Department of Transportation (NYSDOT) for presenting information on the Route 9A project alternatives at Civic Alliance meetings on two occasions in 2003 and 2004, holding multiple public information meetings and making themselves available for consultations with individual groups.

Whereas the Civic Alliance traces the origination of the Route 9A Project to one of the recommendations that emerged from the July 2002 “Listening to the City” in which participants strongly endorsed a concept of creating a grand tree-lined promenade from the World Trade Center memorial down to Battery Park and removing the barrier to the waterfront and Battery Park City currently posed by West Street; and commends the LMDC and Governor Pataki for responding to this stated preference of the public in the early stages of the Lower Manhattan planning process.

Whereas the Civic Alliance believes that any 9A project should be part of a traffic management plan to reduce traffic congestion overall in Lower Manhattan while maintaining a vibrant economy, making possible the smallest number of lanes on 9A for a pedestrian-friendly boulevard.

Whereas upon examination of the three major options presented in the Route 9A Project SEIS and information presented by NYSDOT in meetings and project documents, the Civic Alliance finds no significant benefits to pedestrian safety, visual and environmental quality, access, or urban design elements provided by the Short Bypass option over the At-Grade option or No Action alternatives; and in some cases finds conditions created by the Short Bypass option to have negative impacts on pedestrian safety caused by conflicts with tunnel portals, inducement of additional traffic, and a negative pedestrian environment caused by the presence of the tunnels.

Whereas the difference in conditions that would be created under the Short Bypass alternative compared to other project alternatives fail to justify the increased project cost of approximately \$700 million over the At-Grade alternative, extra 1-2 years of construction time, added air and noise pollution and disruption to the local community.

Now therefore be it resolved that the Civic Alliance opposes the Short Bypass alternative in the Route 9A project, in favor of the At Grade or No Action alternatives.

And be it further resolved that the Civic Alliance will continue to evaluate the information presented in the SEIS and consult with NYSDOT to understand the costs and benefits associated with the At Grade and No Action alternatives, in order to make a recommendation.

This Resolution adopted June 11, 2004 by the voting members of the Civic Alliance.

VOTING RECORD:

VOTES IN FAVOR: 15

VOTES AGAINST: 0

ACTIVE ABSTENTIONS: 2

Organizations abstaining from vote:

American Institute of Architects, NY Chapter

American Planning Association, NY Chapter

Civic Alliance Voting Member Organizations, June 2004

AFG Construction Management, Inc.

American Institute of Architects New York Chapter

American Planning Association New York Chapter

American Society of Public Administration New York Metro Chapter

Asian Americans for Equality (AAFE)

Coalition of 9/11 Families

CUNY Institute for Urban Systems

Environmental Advocates of New York

Environmental Defense

Family Association of TriBeCa East

Fine Arts Federation of New York

Fiscal Policy Institute

Municipal Art Society

New York League of Conservation Voters

NYPIRG Straphangers Campaign

Permanent Citizens Advisory Committee to the MTA

Pratt Institute Center for Community and Environmental Development

Puerto Rican Legal Defense and Education Fund

Rebuild Downtown Our Town

Regional Plan Association

ReHo

TIME/ To Improve Municipal Efficiency

Tri-State Transportation Campaign

University Settlement

Urban Agenda

Waterfront Park Coalition

Women's City Club of New York