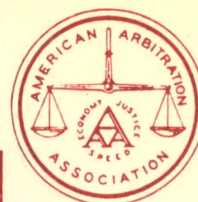


NEWS FROM THE AMERICAN ARBITRATION ASSOCIATION



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FOR RELEASE:

November 20, 1974 A.M.

TWENTY COMMUNITY, PUBLIC INTEREST GROUPS DEFINE PRINCIPLES FOR NEW WEST SIDE HIGHWAY

Representatives of twenty community and public interest organizations have reached a consensus on general principles for the design of a replacement roadway for the West Side Highway, according to a statement released today by Donald B. Straus, President of the Research Institute of the American Arbitration Association.

The consensus was reached in the fifth meeting of representatives of the participating organizations. Mr. Straus was the mediator.

The discussions were initiated in August by the Regional Plan Association and the Hudson Basin Project. The first two meetings were held at the headquarters of the Rockefeller Foundation, and subsequent ones in the hearing rooms of the American Arbitration Association. Grants to defray expenses were made to the RPA by the Fund for the City of New York, J. M. Kaplan Fund and New York Community Trust.

The staff of the West Side Highway Project participated in all of the meetings for the purpose of providing technical assistance. The text of the statement of consensus, which has been sent to Raymond T. Schuler, New York State Transportation Commissioner and Chairman of the West Side Highway Project Steering Committee, John Zuccotti, Chairman of City Planning Commission and Lowell K. Bridwell, Executive Director of the West Side Highway Project, follows:

CONSENSUS ON GENERAL PRINCIPLES

We support immediate and adequate funding for a West Side Corridor development plan from the Battery to 72nd Street, to be prepared by the City Planning Commission and the West Side Highway Project in consultation with community boards, and in conjunction with a transportation plan. The major conclusions of such plans shall be available by March 31, 1975.

The transportation plan for the Corridor shall consider alternate highway and roadway proposals and mass transit, including possible use of mass transit transfer funds, other sources of mass transit funds, as well as the economic feasibility of the various proposals. The highway alternatives shall be

developed based upon no increase in 1972 traffic levels in Manhattan, and alternatively based upon possible reductions in traffic resulting from the implementation of the transportation control plan. Additional requirements for any highway shall include the following:

1. There shall be a decrease in vehicular traffic and congestion on the local street system.
2. For any given level of vehicular traffic, exposure to air and noise pollution shall be kept to a minimum.
3. The waterfront shall be reclaimed wherever feasible for public use, with priority given to pedestrian access and use. Open space and recreation areas sensitive to local needs and scale shall be provided. These and other uses, including commercial waterfront development, housing, and distribution services, shall be determined by binding plans and procedures to be established by the City Planning Commission in full and open consultation with local communities and consistent with the land-use plan.
4. Upgrading of the existing West Side rapid transit system shall be expedited.
5. The land-use plan shall be consistent with Federal EPA and DOT administrative requirements.
6. West Street shall be tailored to adjacent and community use and not be used for through traffic.
7. The elements of profile and cross-section need not be the same design for the entire length of the highway.
8. West Side Highway interchanges should minimize visual blight and land taking consistent with the scale of the highway.
9. Transition to the Henry Hudson Parkway must be accomplished so as to leave the Parkway in its present configuration and use.

The organizations represented at the meetings were:

American Institute of Architects/
New York Chapter

~~Automobile Club of New York~~

Citizens Budget Commission

Citizens for Clean Air

Citizens Housing Planning Council

City Club

Consultants to COMBO (Community
Planning Boards 2,7,9)

Community Planning Board #2

Community Planning Board #4

Community Planning Board #7

Community Planning Board #12

*Herbert Oppenheimer

George S. Lewis

Henry D. Whitney

~~*Charles S. DiMarco~~

* James Janz

*Brian Ketcham

*Allan Talbot

*James O'Shea

John Belle

Daniel Brand

*Ruth Wittenberg

*Steve Wolf

William R. McGrath

Michael Weiner
(Consultant)

John Sarna
(Consultant)

*Robert Kagan

*Felice Gruskin

Barry Benepe

Council on the Environment of New
York City

Downtown Lower Manhattan Association

Institute for Public Transportation

Municipal Art Society

National Audubon Society

New York City Clean Air Campaign

Real Estate Board of New York

Regional Plan Association

Scientists Committee for Public
Information

Women's City Club of New York

*Michael Gerrard

*John B. Goodman

E. J. Moloney

*Robert Rickles

Pat Anderson

*Pat Jones

*Richard L. Plunkett

*Marcy Benstock

*D. Kenneth Patton

*John P. Keith

Sheldon Pollack

Boris Pushkarev

*Carolyn Konheim

Michael Marmor

*Ernestine Friedlaender

*Asterisks indicate the organization's principal at the meetings and
signer of above statement.

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