

# CHEKPEDS

Clinton/Hell's  
Kitchen Coalition  
for Pedestrian Safety



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**OUR MEMBERS** • 9th Avenue Association • 43rd Street Block Association • 44SW • 44th Street Block Association • 45th Street Block Association • 46th Street Block Association • 47/48th Street Block Association • 55th Street Block Association • 344-348 West 38th Street Tenants Corp. • Actors Temple Theater • American Home Hardware & More • Baryshnikov Arts Center • Basilica • Brazil Brazil • Central Fish Market • Chimichurri Grill • Clinton Housing Development Corp • Costa del Sol • Cupcake Café • Delphinium Home • Domus • Econolodge • Empire Tailors & Cleaners • Times Square • Galaxy Diner • Hartley House • Hell's Kitchen Neighborhood Association • Housing Conservation Coordinators • Hudson Crossing Tenants Association • International Foods • Jezebel • J. Seffens Studio • L'Allegria • Larissa Designs • Le Madeleine • Manganaro's Food • Manhattan Plaza • Metro Bicycle Stores • New Dramatists • Nice N Natural • Orion Condominium • OsteriaGelsi • PetsNYC.com • Poseidon Bakery • Project FIND • R/GA • Revolution Rickshaws • Rockrose Development • Sea Breeze • Saint Vincent Midtown Hospital • Sunnyside Records • Smiley's • Sonja Wagner Gallery • Costa del Sol • St. Lukes Theater • Studio LLC • Tagine • Tartare • The Ritz • The Door Lounge • Thrift & New Shoppe • Trattoria Pesce Pasta • Urban Affiliates • Vintner Wine Market • Zipper Theater

January 17, 2009

Dear Congressman Nadler,  
Dear Senator Schumer,

BY FAX

RE: Stimulus Package – Transportation

Joe Biden takes the train everyday and he is no exception: 80% of the US population lives in urban zones. Please ensure that the transportation portion of the stimulus package focuses on converting daily car commuters to mass transit users and accrues in priority to those citizens who need it the most.

80% in stimulus funding should be spent on (sub)urban transportation initiatives and the majority of these funds dedicated to expanding mass transit networks (Bus Rapid Transit, rail, light rail, subway etc.). Investing in mass transit is doubly right: in urban environments, the least affluent hard working population relies entirely on mass transit to reach their workplace.

The balance of the (sub)urban funding should go to roads, bridge and tunnel repairs in (sub)urban environments, provided that each project must achieve a balanced allocation of the street space in favor of the majority and most vulnerable users. Bridge collapses caused 13 deaths in 2007, while 5504 pedestrians and bicyclists were killed the same year and 123,589 were injured. The health burden on the economy is staggering.

The recipient states should be compelled to address in priority their most dangerous locations for pedestrians and bicyclists, with the goal of 50% less fatalities within two years. These complete streets should be required to provide at a minimum a physically separated High Occupancy Vehicle lane or a Bus Lane; within city limits they should provide for protected bike lanes, sidewalks and traffic calming devices (speed bumps, speed limits, roundabouts and neck downs) to ensure pedestrian safety.

This is the opportunity of a lifetime to invest our hard-earned tax dollars, not in smoother highways for drivers with gas-guzzling luxury cars to go faster, but in a sustainable transportation system that we, the majority of the working class, rely upon to go to work.

Sincerely

Christine Berthet, co founder

CHEKPEDS is a coalition of over 1,500 businesses, individuals, and institutions dedicated to pedestrian safety in Clinton and Hell's Kitchen, on the West side of Manhattan and the sponsor of the 9<sup>th</sup> Avenue Renaissance project.