

Robert Moses

The Battle of Washington Square: 1958



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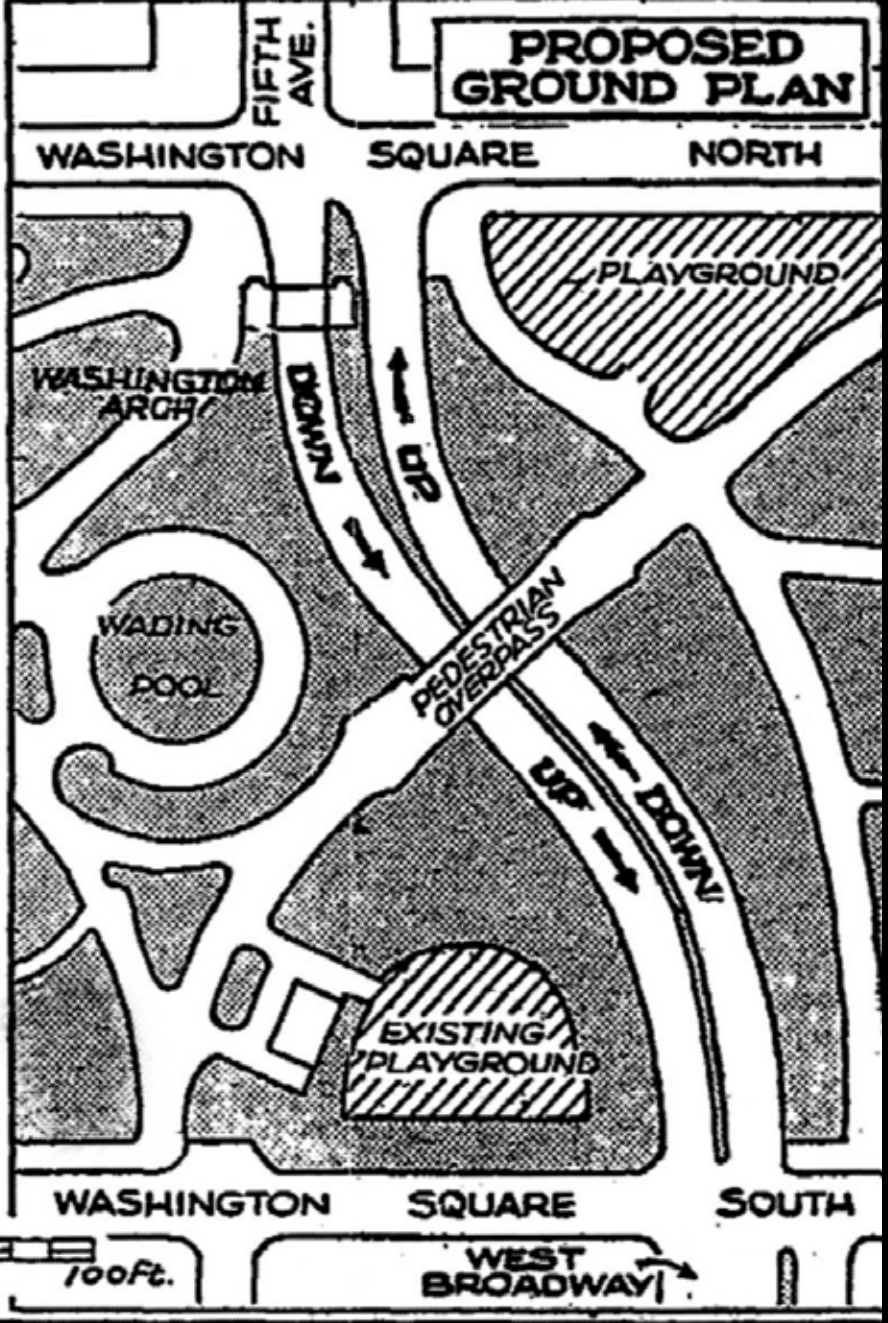
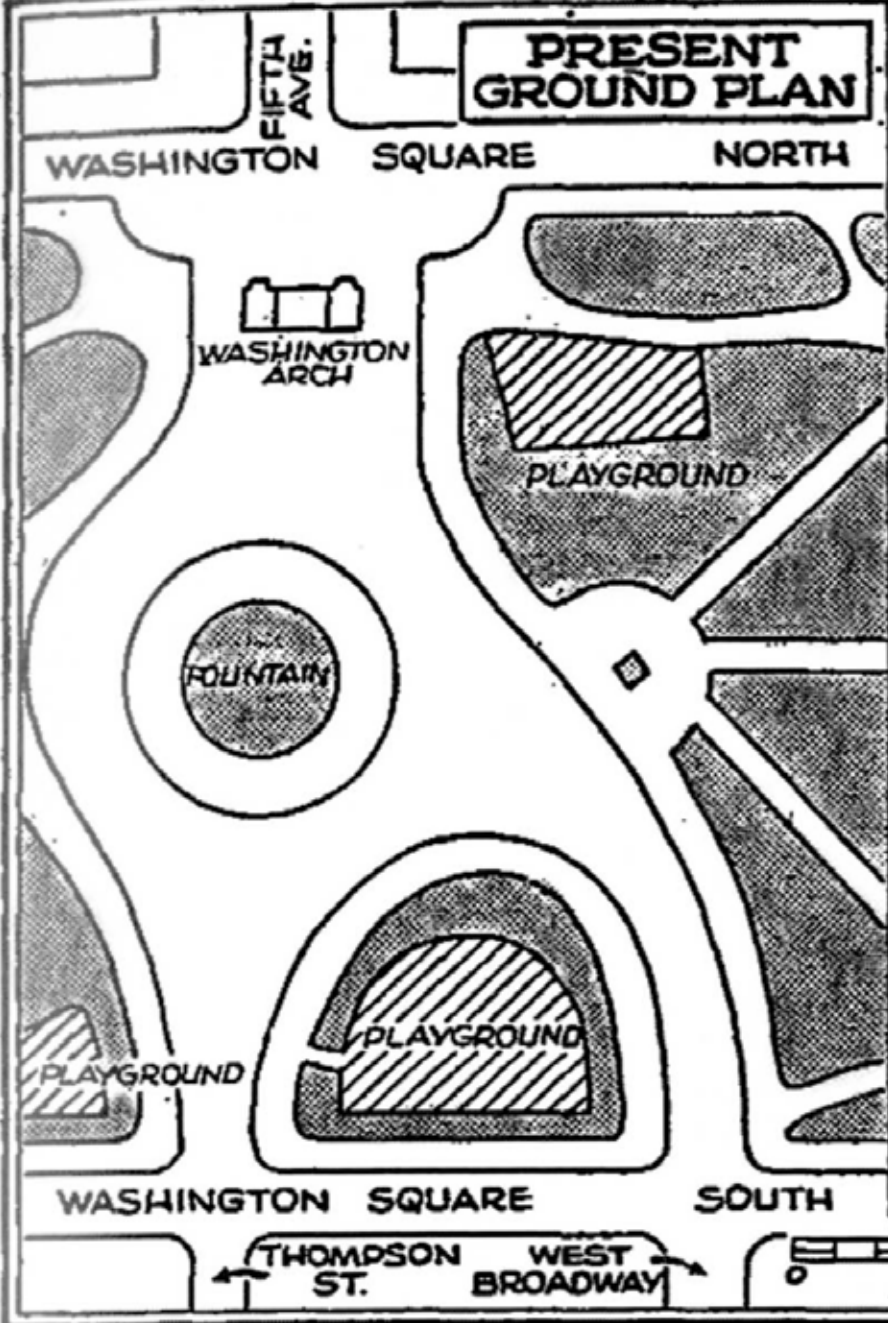


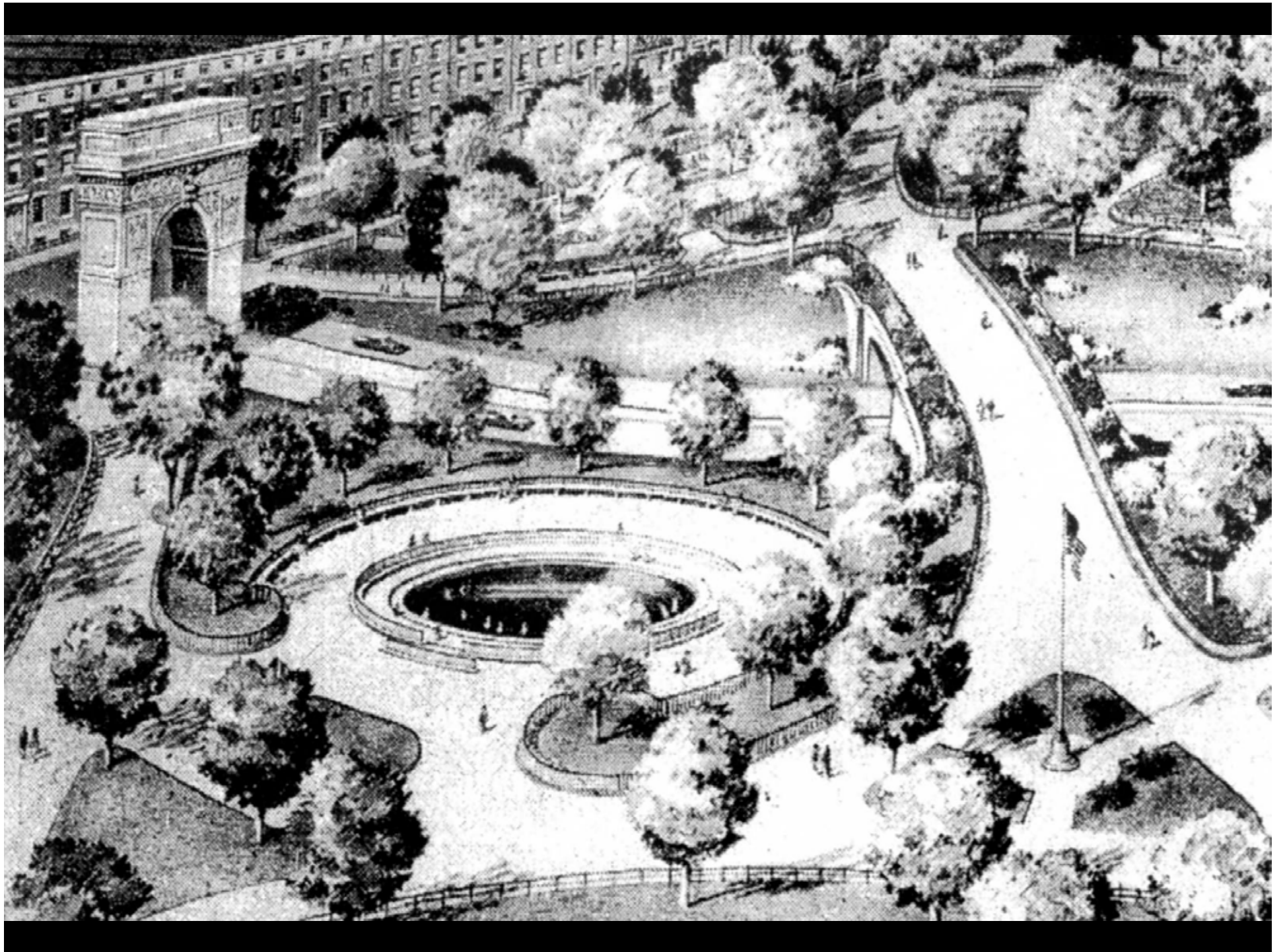
Jane Jacobs

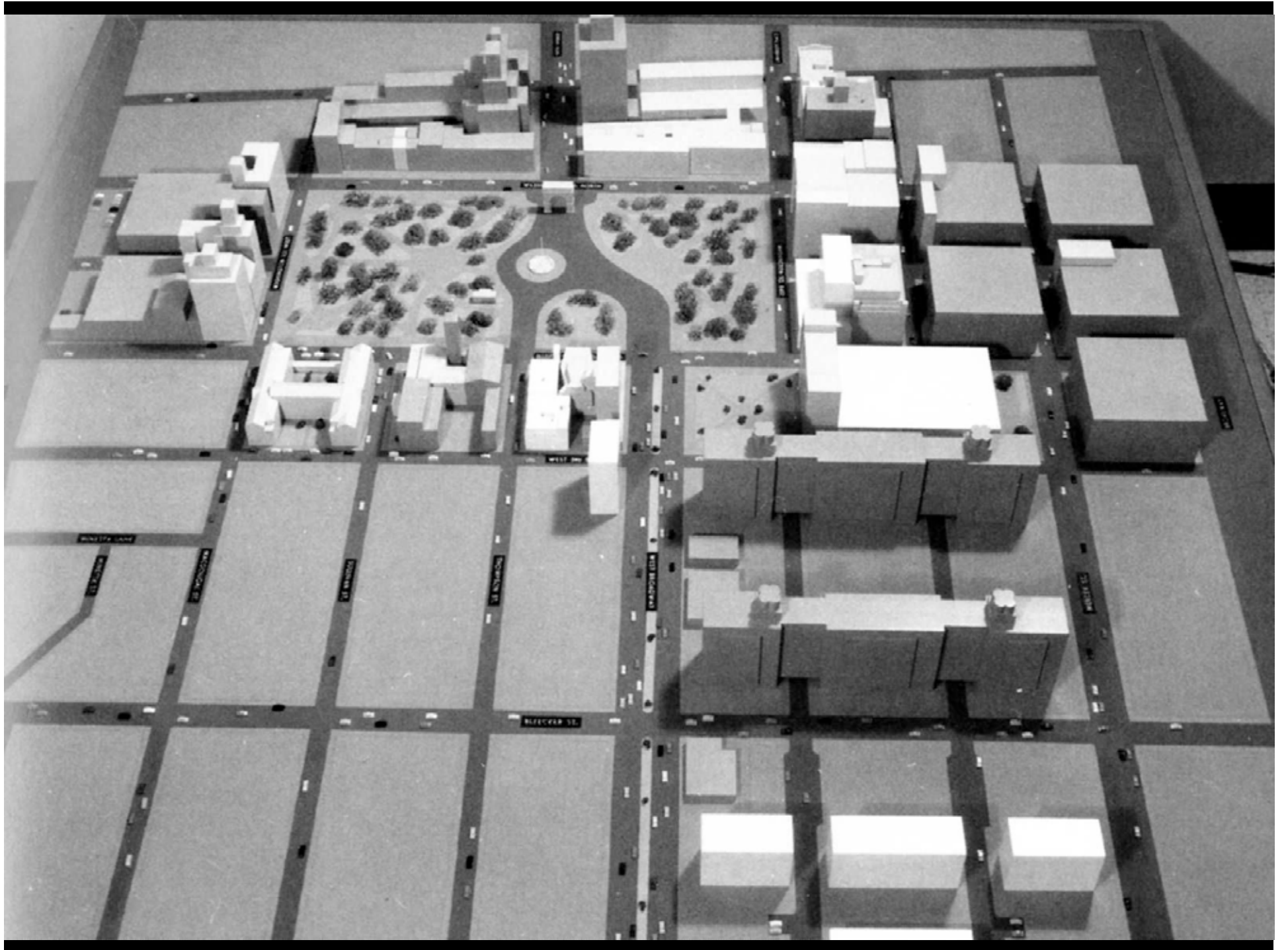
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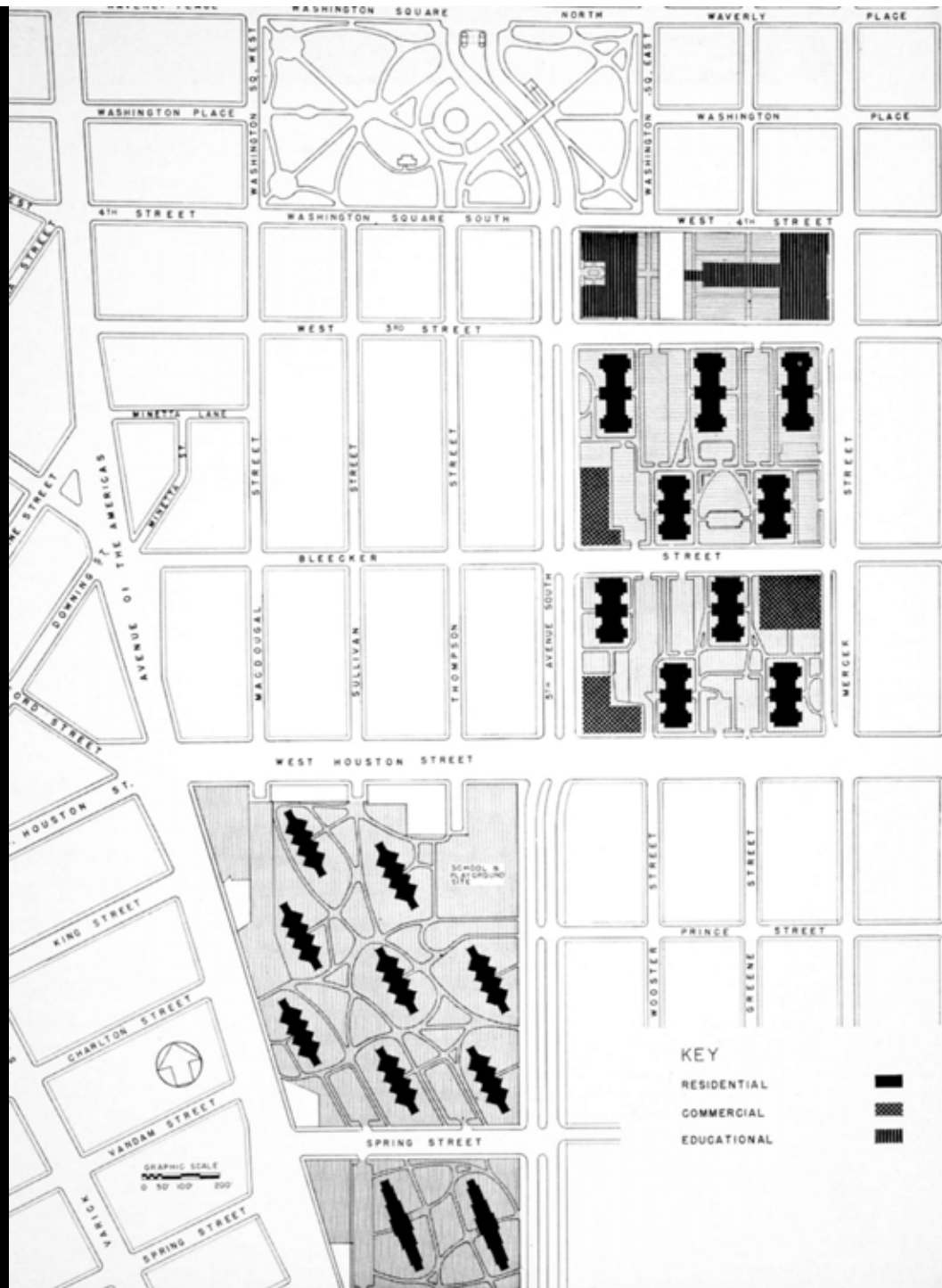
The Battle of Washington Square: 1958













LOWER MANHATTAN EXPRESSWAY

WILLIAMSBURG
BRIDGE

MANHATTAN
BRIDGE





VILLAGERS DEFEAT NEW TRAFFIC PLAN

Project That Would Put New
Roads in Washington Sq.
Park Upset by Women

IDEA OF WAGNER, MOSES

Their Offer of Play Area Fails
to Remove the Objections—
Students Suggest Tunnel

By SANKA KNOX

New York Times
May 28, 1952



Shirley Hayes, 89; Won Victory Over a Road

By DOUGLAS MARTIN

Shirley Hayes, who waged a long battle — called quixotic by some, psychotic by others — that eventually succeeded in banning cars from Washington Square Park in Manhattan, died on Monday at her home in Greenwich Village. She was 89.

She marshaled children in strollers, including her own four sons, to press the case that Greenwich Village's only significant park had no business being a bus turnaround, much less being cut in half by a four-lane road.

She collected 16,000 signatures and the endorsements of politicians, newspapers, 12 parent-teacher associations and the Lions Club. When others sought some middle ground, say a smaller road, Mrs. Hayes spurned deal making.

"When Shirley refused to compromise, I told her she was turning into

against the indiscriminate taking of parkland for automotive purposes," said Henry J. Stern, the former city parks commissioner, who last year put up a sign in Washington Square honoring the event.

Mrs. Hayes was born Shirley Zak on June 15, 1912, in Chicago. She attended the University of Wisconsin and studied painting at the School of the Art Institute of Chicago and acting at the Goodman Theater in Chi-

Her foe was Robert Moses, her supporter, Eleanor Roosevelt.

ago. She moved to New York in 1932

Square. Because she frequently took her sons to Washington Square Park, she leapt into the fight in 1952, when Mr. Moses proposed building a 48-foot roadway through it. The road — which would have linked Fifth Avenue on the north side of the park to West Broadway on the south — would have wiped out some playgrounds. "A few women got together to say no, no, no," Mrs. Hayes said in an interview with *The Villager*, a neighborhood paper, last fall.

The debate took many turns; one big struggle was over what to do with the buses that already used the park as a turnaround. Eventually politicians came up with the idea of using a smaller road as a compromise. The original proposal for a below-the-ground road was changed to ground level. But Mrs. Hayes had decided she would accept nothing less than no road through the park, and no vehicles of any kind in it, including the

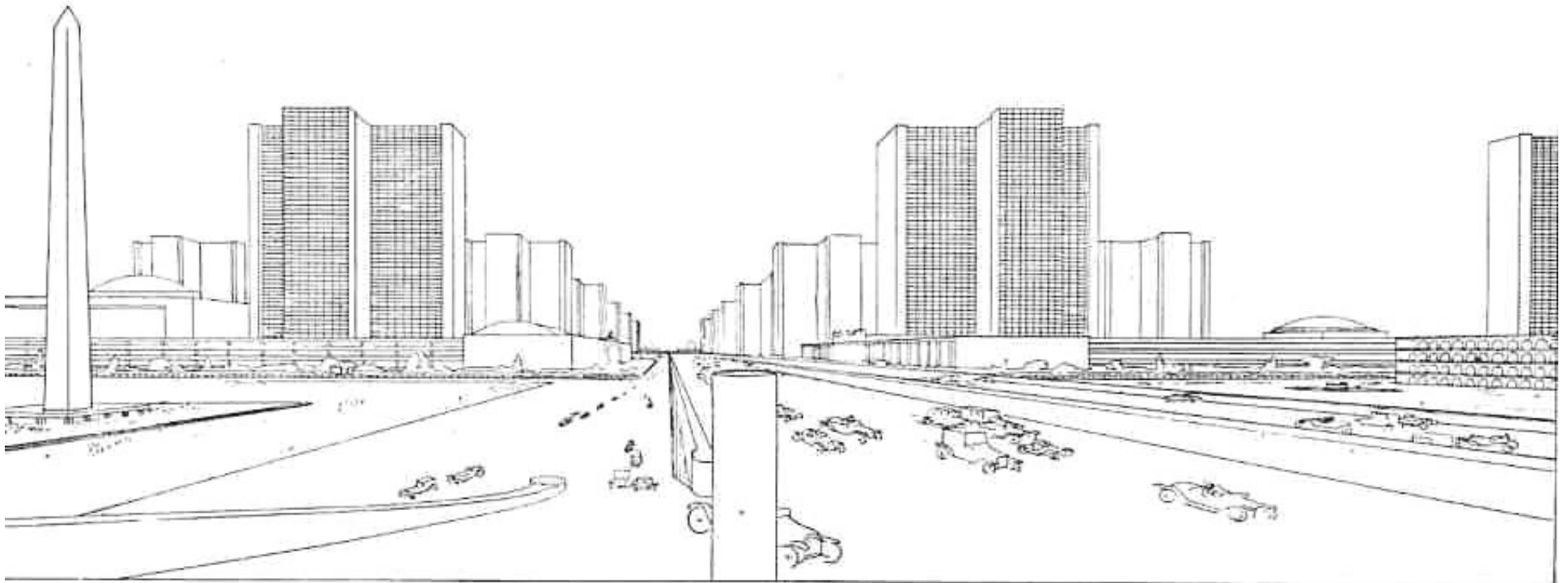


Shirley Zak Hayes

the perimeter roads either. In short, they proposed closing off a roadbed without compensating for it."

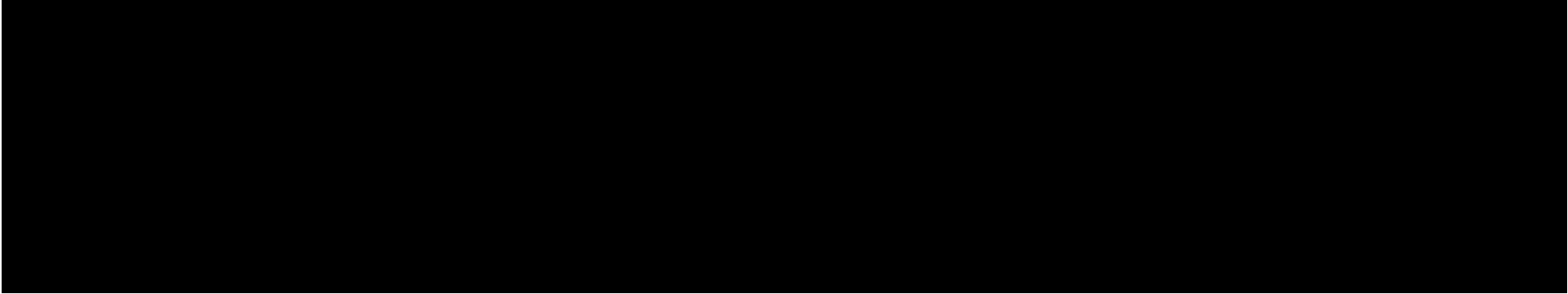
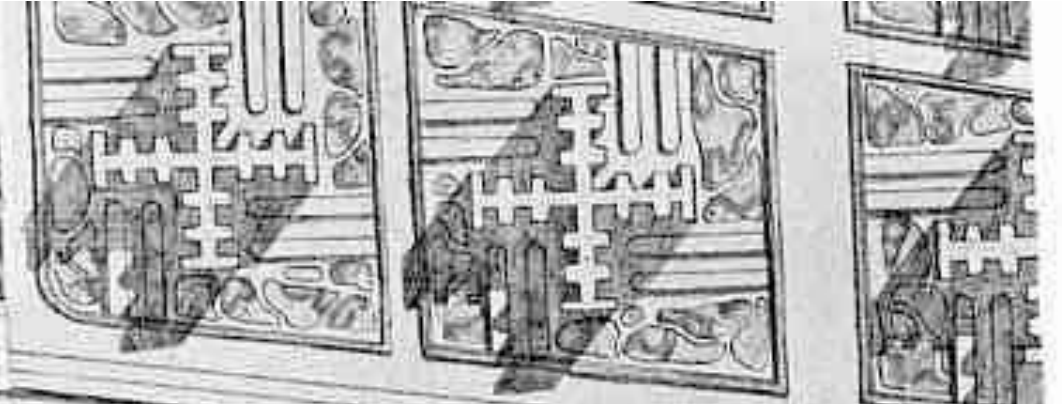
New York Times, May 11, 2002





Le Corbusier, Ville Contemporaine, 1922











JOINT STUDY OF

ARTERIAL FACILITIES

NEW YORK - NEW JERSEY METROPOLITAN AREA

THE PORT OF NEW YORK
AUTHORITY

TRIBOROUGH BRIDGE AND TUNNEL
AUTHORITY

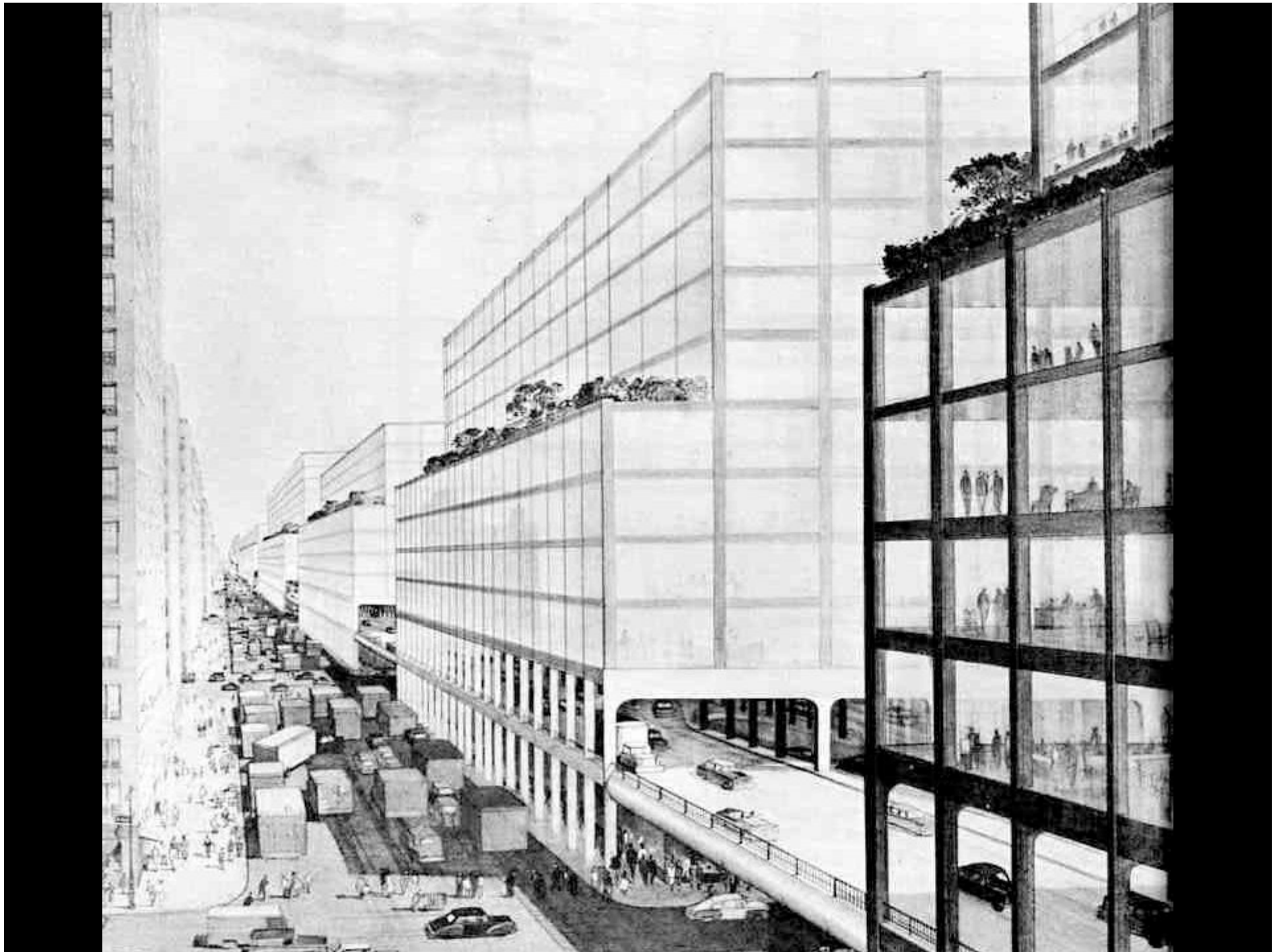


LOWER MANHATTAN EXPRESSWAY

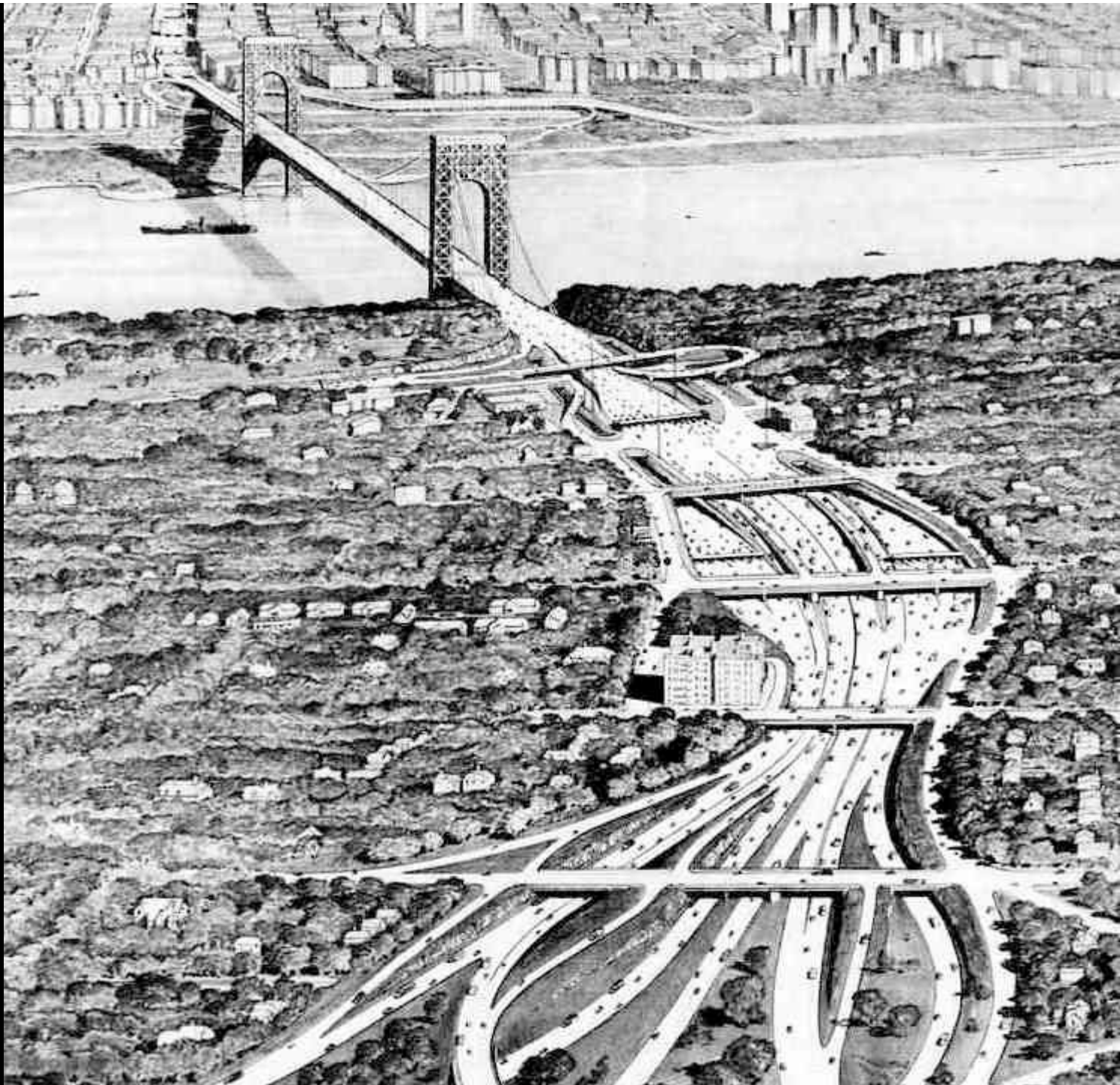
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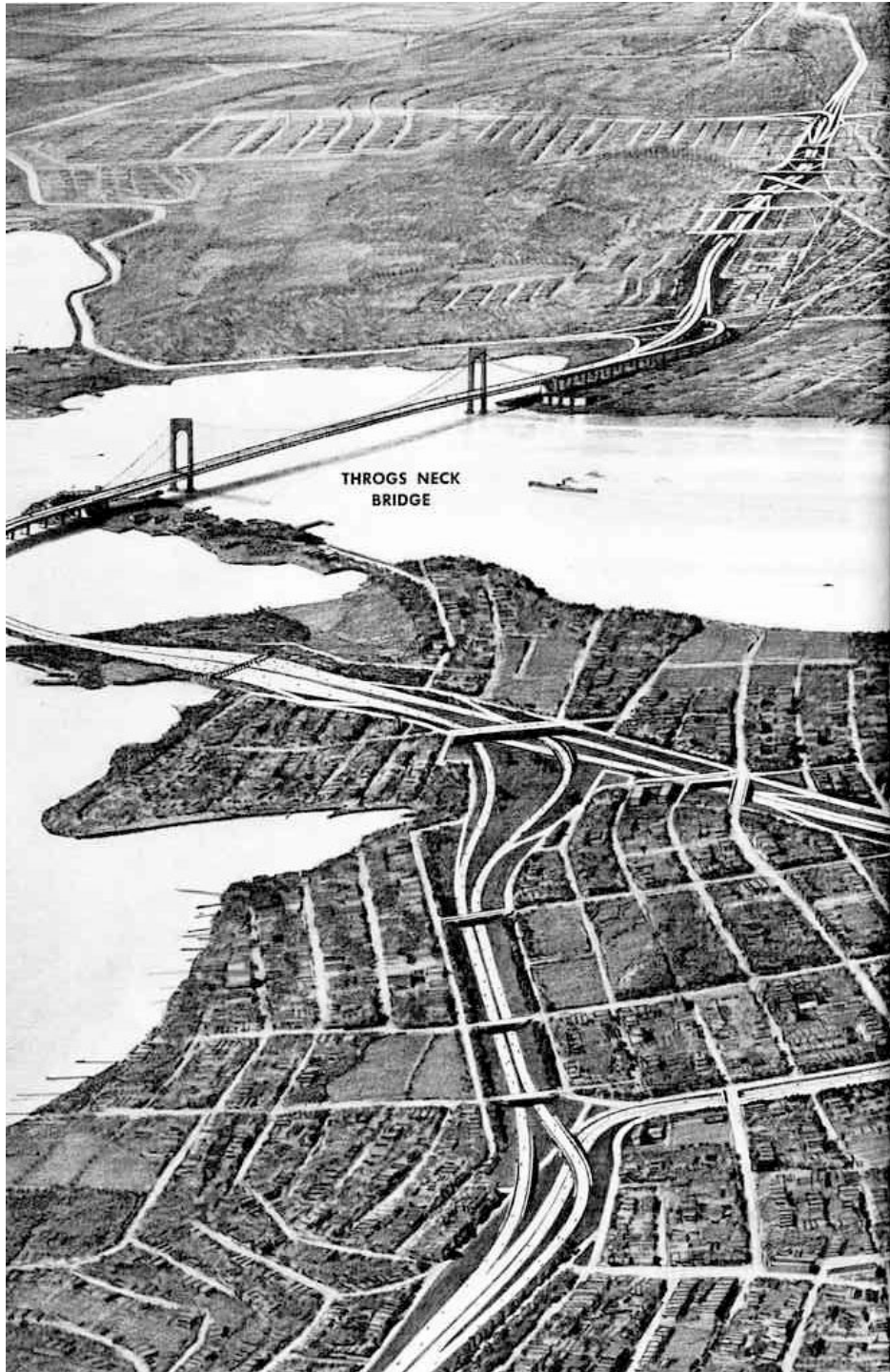
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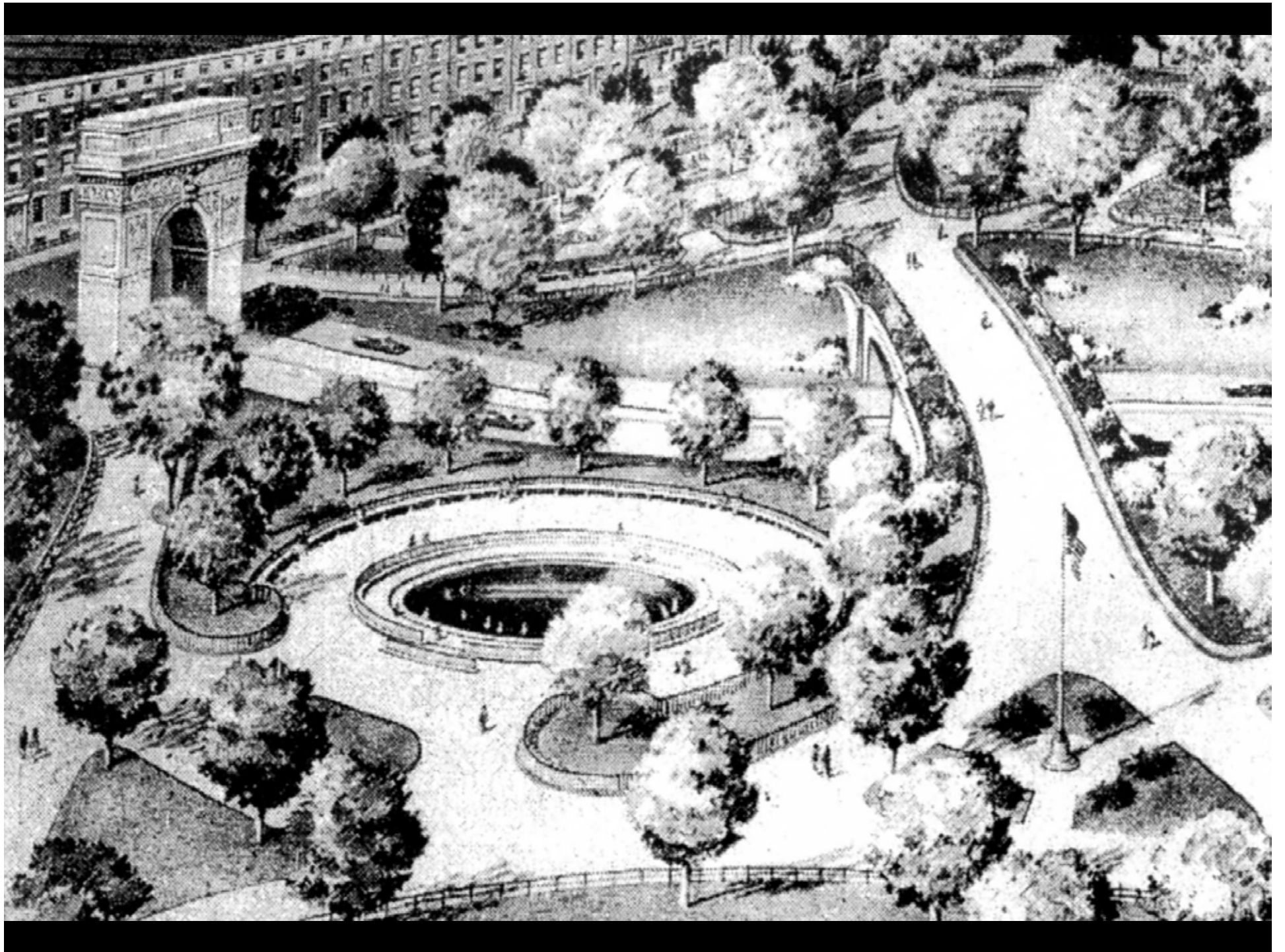


THROGS NECK
BRIDGE



QUEENS

BRONX-WHITES
BRIDGE





Villagers

Vol. 1, No. 8 • Greenwich Village, New York • December 14, 1955

REJECT 'DITCH,' TUNNEL

Stormy Town Meeting Demands Open Vote On Traffic Plans For Park

After an angry dispute over the way the ballot should be taken, a noisy Village audience voted Monday against any superhighway through Washington Square Park.

Fifty people—led by Shirley Hayes, chairman of the Washington Square Park Committee—raised their hands for a proposal to block



11/9/55

The Park

It is our view that any serious tampering with Washington Square Park will mark the true beginning of the end of Greenwich Village as a community. Of course, Greenwich Village will remain; maps and guide books will note it and nostalgia will breathe into it a spurious vitality. But all the same it will cease to be a reality.

Why should this be is the core of the Village less accessible, this focal usually lose its significance will become no more than ing a name which gives New York is full of such Washington Square i it ceases to attract there

Principally because the Park

Second-class mail privileges authorized at New York, New York.

The Rape of the Square

The battle over Washington Square Park has been going on for so many years now that the whole subject has become something of a bore. We suspect this is exactly what the Moses forces have been waiting for all along, a waning of public interest so that their plans to drive a sunken highway through the middle of the park can be quietly "expedited" while nobody is actually looking. In any event, it now appears that the Moses and Wiley crowd are being tacitly aided by Borough President Hulan Jack, all the latter's disclaimers to the contrary notwithstanding, and that they have every chance of getting just what they wanted from the beginning. (Herald Tribune, April 25: "Traffic Commissioner T. T. Wiley said yesterday he is working with Borough President Hulan E. Jack on a plan to cut a depressed roadway through Washington Square Park. . . . As far as a definite starting date for the project was concerned, . . . he said in an interview: 'You had better get that from Mr. Jack.'")

Charles Abrams, Worldwide Housing Expert, Dies

Lawyer, Author, 68, Shaped Outlook of Many Countries

By MURRAY ILLSON

Charles Abrams, the urban planner whose views have had a major effect on housing here and abroad, died of cancer in his home at 18 West 10th Street yesterday. He was 68 years old.

As one of the world's leading housing consultants, Mr. Abrams had helped nearly a score of countries formulate basic housing policies. He was once described by Architectural Forum as "perhaps the foremost housing consultant in the



Charles Abrams

Foe of Discrimination Headed Commission Under Harriman

operation Administration, and Colombia under the auspices of the Pan American Union.

Two problems that Mr. Abrams encountered continually in his United Nations missions in underdeveloped countries were slum clearance and squatting.

Slum-Clearance Advice

As to slum clearance, he warned that demolition of old housing should follow, and never precede, the construction of new housing. "The worst aspects of slum life," he said, "are overcrowding and exces-

family. In 1904 the family emi-

New York Times, February 23, 1970

A Tree, a Bird, a Cat

Washington Sq. and The Revolt of the Urb's

by Charles Abrams

What is happening in Greenwich Village echoes the rumblings of a new social revolution in America. It is the revolt of the urban people against the destruction of their values; of the pedestrian against the automobile; the community against the project; the home against the soulless multiple dwelling; the neighborhood against the wrecking crew; of human diversity against sub-standard standardization.

What is happening in Greenwich Village is a reaction against national homogenization and against the disappearance of the tree, the

bird, and the cat; against the narrowing of the sidewalk and the invasion of gasoline, smoke, and noise; against the degradation of the school and the sacrifice of the play-space to the parking lot; against the disappearance of the last remnants of light and open

Continued on page 4







SHOWDOWN LOOMS IN WASHINGTON SQ.

Villagers Threaten Political
Reprisals With De Sapio as
Whip in Fight on Road

THEY WARN THE MAYOR

Estimate Board to Get Plea
Signed by 30,000 Thursday
From Tammany Leader

New York Times, Sept. 16, 1958

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Village Wins Major Victory; City Plans Trial-Closing of Washington Square to Traffic

by Mary Perot Nichols

Village groups last Thursday at a meeting of the Board of Estimate came one long step closer to achieving their goal of having Washington Square closed to all but emergency traffic.

On a motion of Borough President Hulan E. Jack, the board directed Traffic Commissioner T. T. Wiley to keep all vehicles, except buses and emergency traffic (fire trucks, ambulances, etc.), out of the park for

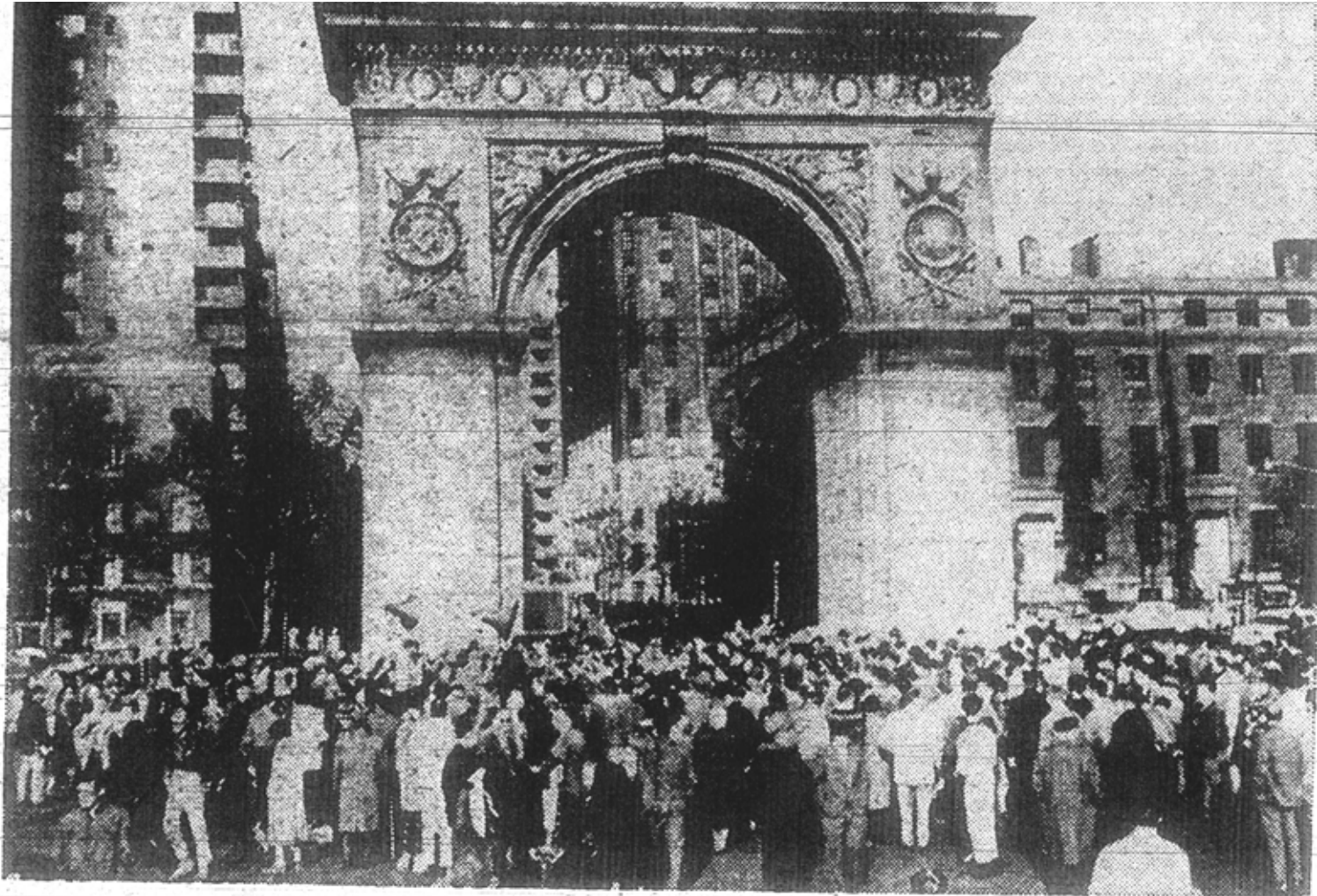
the polls on November 4 if his Democratic colleagues at City Hall did not respond to the community demand, called on the

10/29/58.

Square Closes Saturday

The roadway through Washington Square will be closed on Saturday, November 1, to all but emergency traffic "for an

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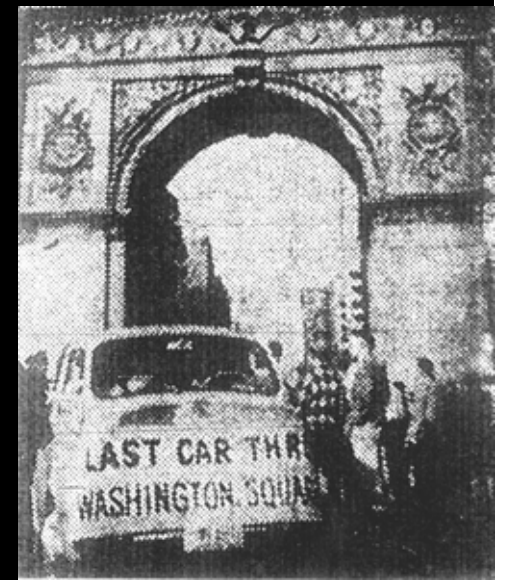
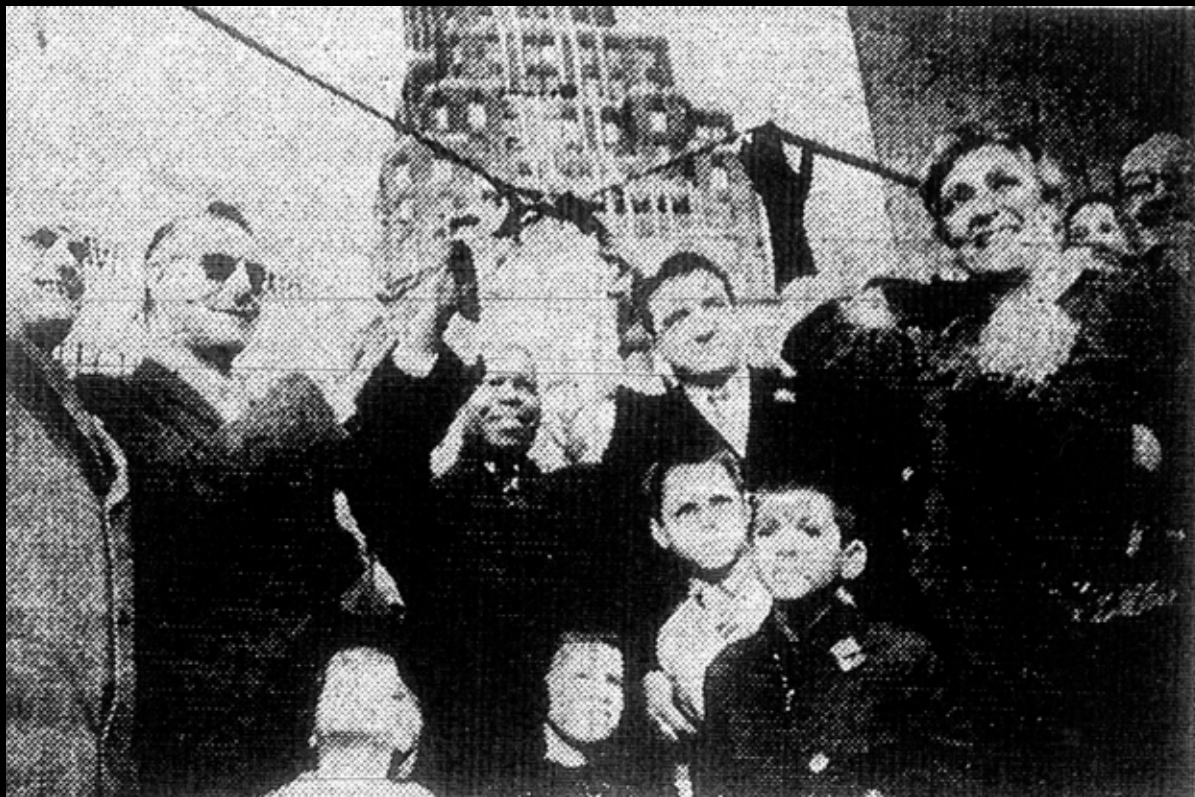
City Closed Square Saturday

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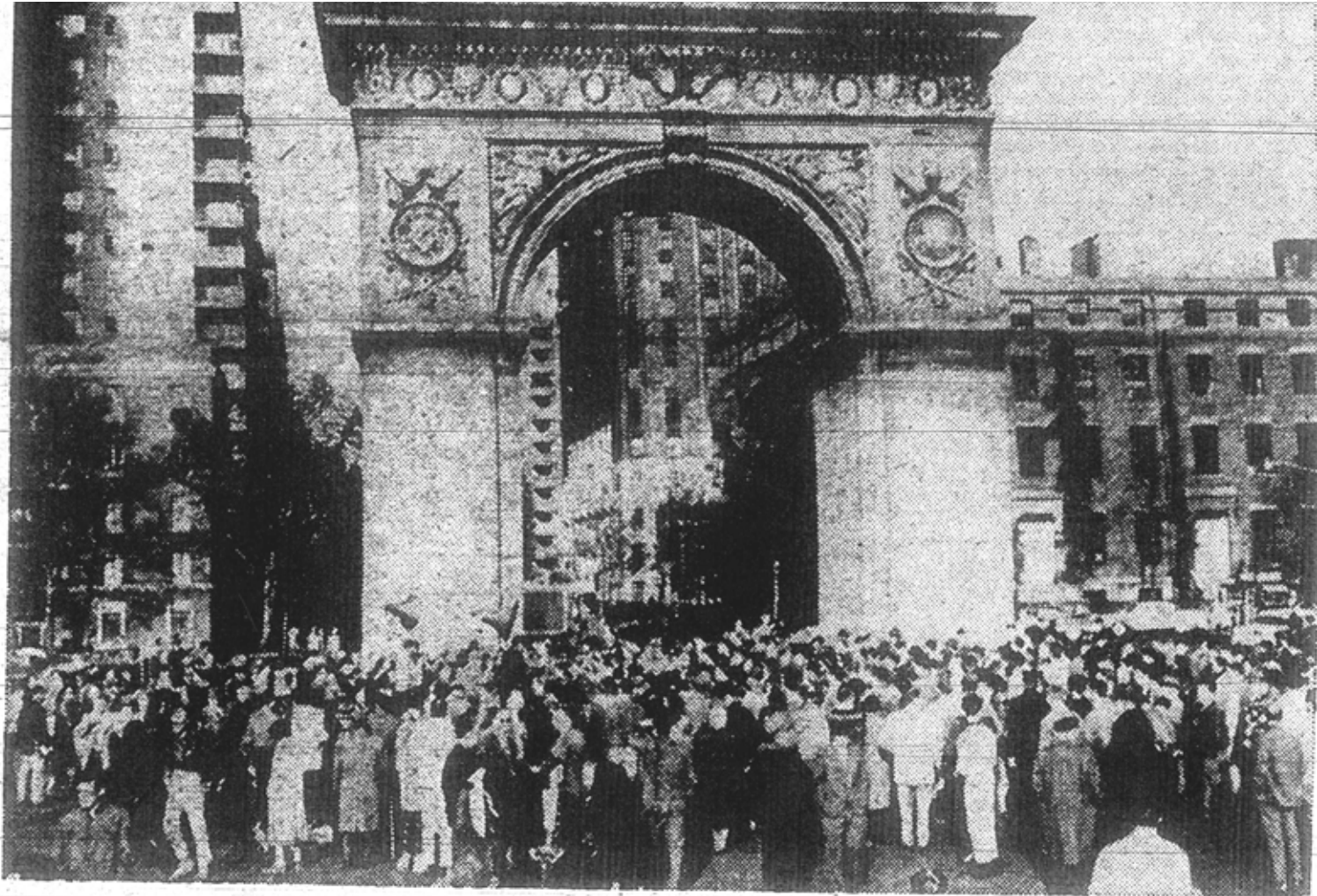


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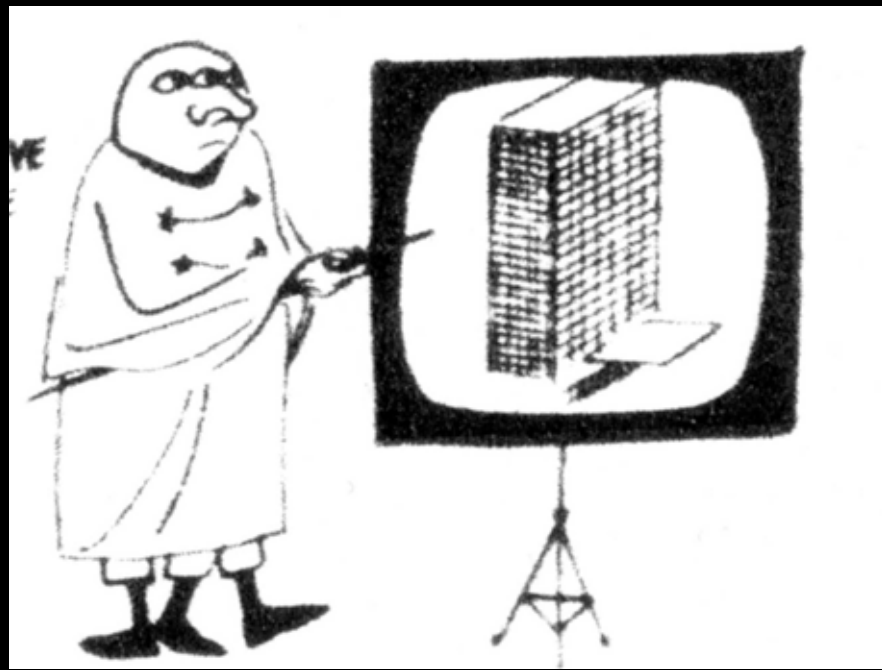
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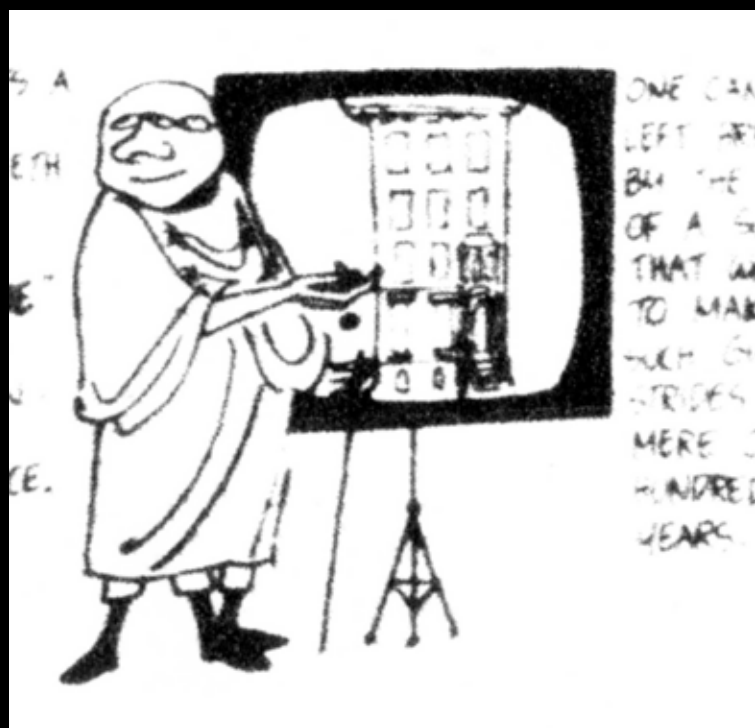
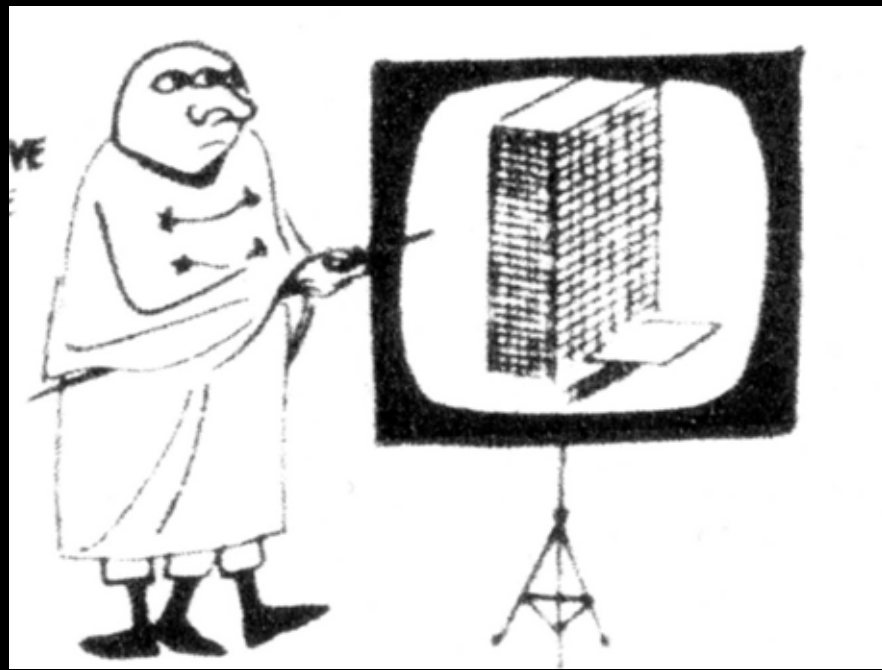












**The
DEATH
and LIFE of
GREAT
AMERICAN
CITIES**

Jane Jacobs



DE SAPIO SUPPORTS STUDY ON VILLAGE

Advocates 'Minimal Through
Roadway' in Washington
Sq., Not Expressway

New York Times
Dec. 20, 1957

Mrs. James Jacobs, a writer on architecture and a Village housewife, warned that "the big type of housing projects tend to segregate high, middle and low income people." She said such projects were not suitable to the Village.

Gruen Among Speakers



