HIGHLAND PARK
CEMETERY OF THE EVERGREENS
ATLANTIC AVENUE
PACIFIC STREET
BERGEN STREET
ST MARKS AVENUE
LIBERTY AVENUE
VERMONT STREET
MILLER AVENUE
BUFFALO AVENUE
RALPH AVENUE
EASTERN PARKWAY
EAST NEW YORK AVENUE
Map 14
Eastern Parkway Extension
Recommendations:
Connections to Existing and Proposed Routes
Class 3 bicycle route
Short-term pedestrian route
Long-term pedestrian and potential long-term bike route
Long- and short-term recommended pedestrian route, potential long-term bike route
Existing Class 1
Existing Class 2
Existing Class 3
250
750
1500 ft
N

**Recommendations** [Map 14]

Sign a Class 3 route on Buffalo Avenue and Ralph Avenue

Given the space limitations, a Class 3 route using greenway medallions would be signed northbound on Buffalo Avenue and southbound on Ralph Avenue to form a one-way pair. Alternatively, Ralph Avenue could be signed for two-way travel.

**St. Marks Avenue (eb) and Bergen/Pacific streets (wb) from Buffalo/Ralph avenues to Eastern Parkway Extension/East New York Avenue**

**Existing Conditions**

Land uses along St. Marks Avenue and Bergen Street are predominantly residential, consisting mostly of one- and two-family buildings, multi-family walk-ups, and empty lots. New houses have been built recently on St. Marks Avenue east of Howard Avenue.

St. Marks Avenue is a one-way eastbound street. It is approximately 33 feet wide, with alternate side of the street parking regulations. Traffic is light on St. Marks Avenue and on its sidewalks, which are intersected by driveways. Intersections along this corridor are stop-controlled. St. Marks Avenue is interrupted by the median at its intersection with Eastern Parkway Extension; vehicles cannot continue eastbound even though the street continues on the other side of the intersection. One-way westbound Bergen Street is approximately 33 feet wide, with a moving lane and alternate side of the street parking regulations. Its intersections are primarily stop-controlled.

NYC DOT has recently striped a westbound five-foot Class 2 bicycle lane on Bergen Street from East New York Avenue to Howard Avenue, which then continues on Pacific Street from Howard Avenue as far west as Brooklyn Avenue. An eastbound bicycle lane was installed on St. Marks Avenue from Rochester Avenue to Eastern Parkway Extension. Pedestrians and cyclists bound for East New York Avenue a block away must travel 50 feet northeast along Eastern Parkway Extension and then cross the irregular intersection.

**Findings**

- Bicycle lanes have been installed on paired one-way east-west streets as recommended in the *NYC Bicycle Master Plan*
- The Bergen Street bike lane connects to the Bedford Avenue bike lanes
- The eastbound bicycle lane on St. Marks Avenue terminates at Eastern Parkway Extension at a difficult intersection.

**Recommendations** [Map 14]

Install greenway signs at the terminus of the St. Marks Avenue bicycle lane

Signs should be installed to direct users to cross at the signalized intersection to continue north on Eastern Parkway Extension (Northern Route) or east on St. Marks Avenue to East New York Avenue and Liberty Avenue (Southern Route).

Sign a Class 3 connector route on Mother Gaston Boulevard

Greenway signs should be installed between Eastern Parkway Extension and East New York Avenue to connect the two routes.

**(Endnotes)**

1. Utica Avenue and Eastern Parkway had the highest total, reportable, and pedestrian accidents over the period 1996-2000. Consequently, NYC DOT conducted a recent traffic study that resulted in the implementation of traffic calming measures to improve safety and circulation. Therefore, Utica Avenue will be excluded from further analysis.

2. Utica Avenue is exempted from the recommendations for two-way intersections (See Footnote 1).

3. See Appendix 2: Blue Bicycle Lanes in Portland, Oregon

4. Data from Utica Avenue is included in the accident analysis of the Eastern Parkway corridor, but is not cited given recent DOT improvements to the intersection.

# Appendices

62 New York City Department of City Planning: Transportation Division, New York City Department of Parks & Recreation

## Appendix 1: Literature Review

***New York City Bicycle Master Plan*** New York City Departments of City Planning and Transportation, 1997

The *Master Plan* is the final report of the first phase of the Bicycle Network Development (BND) Program, a joint DCP and DOT effort to encourage cycling as a mode of transportation within New York City. The plan identifies a 909-mile citywide bicycle network and proposes design guidelines to assist in its implementation. It reports on the New York City greenway, a multi-agency effort to develop routes connecting the city's parks, and recommends improved bicycle access to bridges and mass transit. The plan also proposes a Comprehensive Bicycle Program to document and propose new initiatives in the areas of bicycle encouragement, engineering, enforcement, and education.

**Summary**

- The streets selected for the network were chosen based on a methodology recommended by the Federal Highway Administration (FHWA). This involves identifying major destinations such as central business districts, hospitals and educational and cultural institutions; identifying travel corridors - the routes which directly link the major destinations - and identifying roadways that accommodate cyclists with beginning-to-moderate skill levels. The network was developed in extensive consultation with other City agencies, advocacy organizations, community boards, elected officials, and the bicycle community.

- The Brooklyn-Queens Greenway and better connections to Prospect Park are identified as priority routes. Such routes are chosen based upon criteria such as their potential for connecting to and expanding the existing system, proximity to employment, retail, cultural, educational or recreational centers, and reasonable implementation costs. The plan identifies Eastern Parkway as a recommended route. The map accompanying the plan charts a connection from the Eastern Parkway malls to Highland Park along East New York and Liberty avenues, Vermont Street, Miller Avenue, and Highland Boulevard.

- Lane design guidelines are based on national and state standards. The minimum required width of a bicycle lane is four feet. On an urban curbed street with a parking lane, the bicycle lane should be five feet, and a combined lane intended for vehicle parking and bicycle use should have a minimum width of 12 feet. Multi-use, off-street paths are shared by cyclists, pedestrians, joggers, and in-line skaters. A bicycle path must be five feet wide; a bi-directional path should be 10 feet wide, divided by a centerline. A shared-use path should be 12 to 16 feet wide, with a two-to-three foot buffer. All paths should have a maximum five percent grade.

New York City Greenways:
Existing Greenway : Off-street or designated path in parks
Greenway Connector : On-street or signed bicycle route
Planned Greenway : Greenway path to be constructed or has been developed through a master plan
Proposed Greenway : Recommended greenway path
Hudson River
Long Island Sound
The Bronx
Manhattan
Queens
Brooklyn
Staten Island
Atlantic Ocean
Lower New York Bay
N
July 2003
5 Miles

***A Greenway Plan for New York City*** New York City Department of City Planning, 1993

*A Greenway Plan for New York City*, released in 1993, envisions a 350-mile network of landscaped bicycle and pedestrian paths crisscrossing the city. Eighty percent of the comprehensive system of transportation and recreational paths would be traffic-free routes separate from roadways, with the remaining twenty percent being part of the on-street bicycle network. The greenway plan is consistent with and overlaps the goals of the Neighborhood Open Space Coalition's *Brooklyn/Queens Greenway* and the City's *Comprehensive Waterfront Plan*.

**Summary**

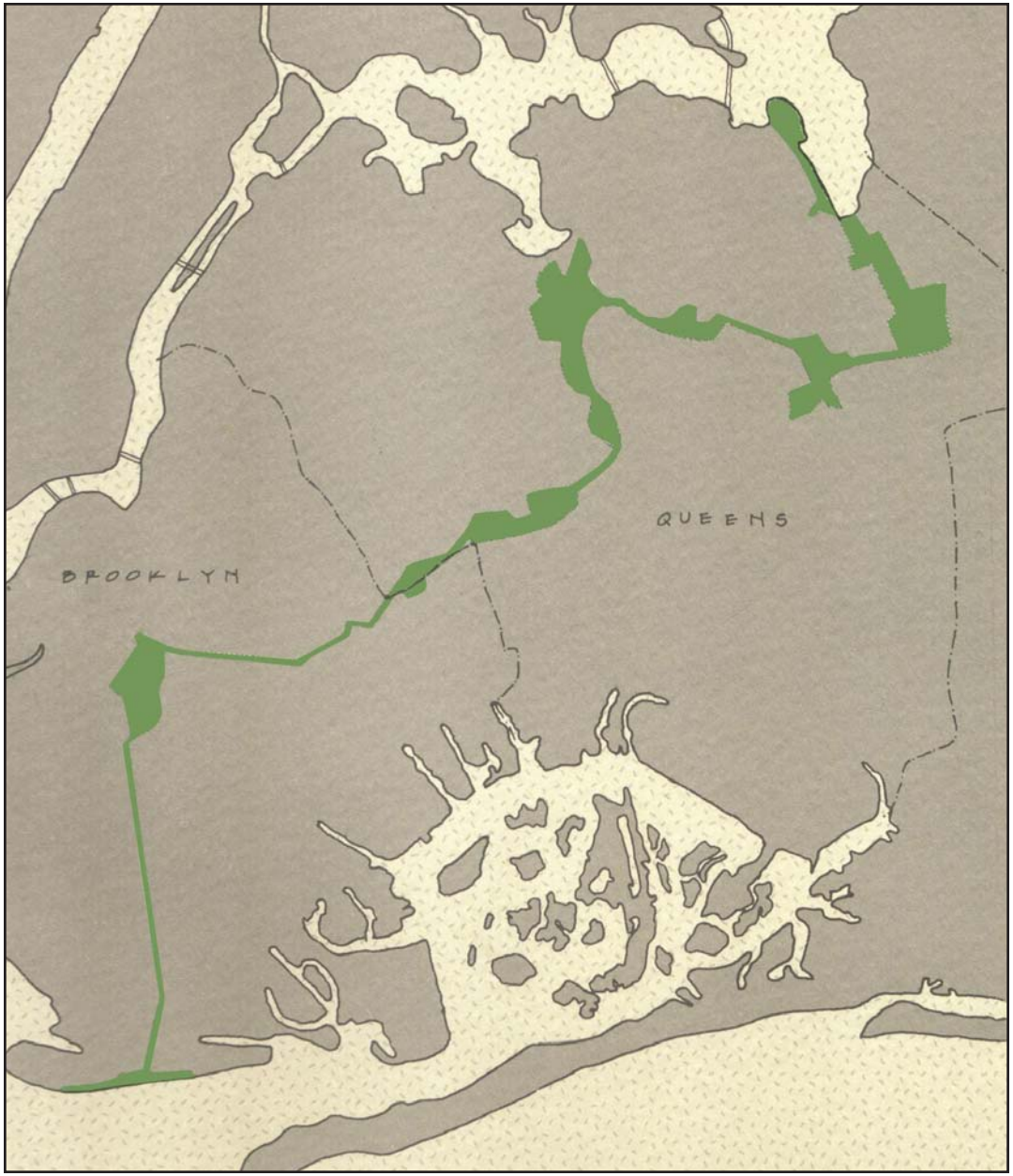
- The greenway master plan establishes a number of greenway routes as "priorities for early action," based upon factors such as potential for completing a system; corridors with air quality problems; potential for high volume of use; and relatively low cost to establish. The Brooklyn-Queens Greenway, which incorporates Eastern Parkway Extension, is a priority route.

- Greenways benefit health, recreation, transportation, and community development.

- Both existing and proposed greenway routes take advantage of a variety of spaces, including green areas along parks and highways, abandoned rail corridors, waterfront public access areas, public parkland, bridges and ferries, and some city streets.

- The master plan acknowledges that in order to complete the greenway system as envisioned, several operating constraints must be addressed:

    - There are many areas where there are space limitations and conflicts among the various users on multi-use paths. Therefore, standardized guidelines for the design of the paths and clear rules of public behavior must be established. For example, a multi-use path should be at least 12 feet wide.
    - Since in some areas streets are the only alternative for bikeway alignment, conflicts with automotive users must be addressed.
    - Resources for the maintenance and management of the new greenway system must be identified.


QUEENS
BROOKLYN

***The Brooklyn/Queens Greenway: A Design Study*** Neighborhood Open Space Coalition, 1987

The NOSC seeks to improve the quality of life for New Yorkers through the expansion and development of open spaces. In 1987, NOSC released a proposal to create a 40-mile bicycle-pedestrian path from Coney Island to Fort Totten in Queens, the Brooklyn/Queens Greenway. The objective of the greenway was to connect the major parks and cultural institutions of Brooklyn and Queens; at its completion, it will provide links between 13 parks, and major cultural institutions and athletic facilities. Aside from maximizing the use of existing parks and cultural institutions along the route, the greenway would contribute to the revitalization of neighborhoods such as Coney Island and East New York, and aid in the stabilization of others.

**Summary**

- The NOSC design study identifies 18 different sections of the route that require extra attention in order to create the Brooklyn/Queens Greenway. The document specifies a preferred bicycle route extending from Prospect to Highland parks, as well as suggestions for modifications and improvements to the streetscape along the way. The Eastern Parkway Extension study area falls entirely within the geographic boundaries of the NOSC study.

- The route starts from the Prospect Park Drive entrance to the memorial arch in the center of Grand Army Plaza. Cyclists then travel around the edge of the plaza and east on to the north mall of Eastern Parkway until Washington Avenue. NOSC recommends widening the north mall and removing the service road to permit a Class 1 bicycle path separated from pedestrians by a three-foot high fence as on Ocean Parkway.

- Cyclists cross over to the south mall at Washington Avenue and stay on the formal malls and the designated greenway for the length of Eastern Parkway. Suggestions include the installation of a fence and the removal of the hexagonal paving blocks on the path, which are not considered to be an ideal riding surface.

- At the end of the greenway (Ralph Avenue), the study recommends providing direct access to Eastern Parkway Extension, where cyclists would continue along one of three options: 1. A two-way bike path on the eastbound side; 2. A two-way bike path on the northern side of the center median; or 3. A lane on each side of the center median.

- The suggested route east of Eastern Parkway continues along Eastern Parkway Extension until Pacific Street, turns north-south along Mother Gaston Boulevard, then follows Truxton Street to Conway Street, Conway Street to Bushwick Avenue, then travel east on Bushwick Avenue to Highland Boulevard. Conway Street is two-way and the NOSC report suggests changing it to one-way.

***Bicycle and Pedestrian Safety Study***, New York City Department of City Planning, Transportation Division, 2001 draft

This study makes recommendations to increase safety at intersections along bicycle lanes or greenways where there was a fatality or three or more accidents. Twelve study locations in Manhattan, the Bronx, and Brooklyn were selected. General suggestions include increasing motorist awareness of greenway users and bicyclists, and creating safer street crossings for cyclists and pedestrians. The report recommends engineering improvements based on proven designs from other cities, and suggests better enforcement and education programs. Three intersections along Eastern Parkway were chosen: Washington, Classon and Utica avenues. Recommendations for Utica Avenue have been superseded by a recent DOT initiative to improve the operation of the intersection and are not described below. Recommendations for Washington Avenue were incorporated into the Prospect Park Alliance project to restore the Eastern Parkway malls. The typical intersection of Classon Avenue and Eastern Parkway serves as a model for other one-way intersections along the parkway.

**Summary**

Eastern Parkway and Washington Avenue

- Construct curb extensions (neckdowns) at the four main corners to reduce vehicular turning speeds and pedestrian crossing distances.
- Remove the westbound slip lane and extend the raised traffic median to prevent quick right turns from westbound traffic.
- Realign the crosswalks and curb cuts with the new geometry to minimize crossing distance.

Eastern Parkway and Classon Avenue

- In commercial areas designate curb space for truck loading/unloading to reduce the problem of unloading trucks blocking the greenway.
- Construct curb extensions to reduce unnecessary roadway width and slow cars turning onto the service roads and cross streets. The high-visibility crosswalks should then be extended and the curb cuts realigned with the new curb extensions.
- East of Classon Avenue, construct a raised median to separate the parkway's east- and westbound lanes. Long-term, add traffic signals at the service roads to reduce vehicular speeds.
- In the long-term, investigate the installation of signalized mid-block crossings to address the jaywalking and accidents that are common due to the long blocks on Eastern Parkway.

## Appendix 2: Blue Bicycle Lanes in Portland, Oregon

The city of Portland installed pigmented bicycle lanes at ten selected high-conflict locations in order to investigate their effectiveness in reducing conflicts between cyclists and motor vehicles. The lanes were first painted and then colored with a more durable thermoplastic. The pigmented lanes were accompanied by signs instructing motor vehicles to yield to cyclists.

The color blue was selected to pigment the lanes for several reasons: other colors, such as red, green and yellow, already have significance within the transportation system; blue is more easily seen by color-blind individuals; blue was preferred by public groups who evaluated the options; and blue bicycle lanes have been found effective in Denmark and the city of Montreal.

The pigmented bike lanes were evaluated according to several criteria: whether or not the color increased caution on the part of motorists (e.g., did they yield to cyclists?); whether or not the color increased caution on the part of cyclists (e.g., did cyclists slow down and/or look more frequently before crossing intersections?); and whether fewer conflicts, near conflicts, and crashes were reported after the installation of the pigmented lanes.

Preliminary results indicated a heightened awareness of cyclists on the part of motorists, but not necessarily vice versa. After the pigmentation of the lane, the percentage of motorists who yielded to cyclists rose from 72 to 92 percent, while the percentage of cyclists who yielded to motorists decreased from 28 to eight percent. While greater numbers of motorists slowed or stopped at the intersection after the lane color was changed to blue, fewer numbers of cyclists bothered to signal or turn their heads, although more cyclists did stay within the striped lanes. In general, motorists surveyed after the study felt that the blue markings were instructing them to use caution in the presence of cyclists. Cyclists who were surveyed felt the area to be safer.

The results of the study support the use of colored bicycle lanes. In general, the lanes contributed to heightened levels of safety and awareness. (The report does not include data on changes in the number of conflicts, but cites a similar study in Montreal that did find a statistically significant decrease in the number of accidents). A drawback is that pigmented lanes may create a false sense of security on the part of the cyclist, as indicated by the decrease in head turning and hand signals. This might be remedied by accompanying the lane with signs instructing cyclists to proceed with caution.

## Appendix 3: Traffic Accident Analysis

Accident data was analyzed for the five-year period between 1996 and 2000, the most recent years for which data is available, in order to assess the safety of existing and proposed routes. All data was obtained from the New York State Department of Motor Vehicles (NYSDMV) accident database, which summarizes information from local New York City Police Department (NYPD) accident reports. The NYSDMV designates motor vehicle accidents as reportable if they result in physical damages of $1,000 or more or if there is an injury or fatality. Accidents resulting in less monetary damage or no injuries are designated as non-reportable (which does not mean that a police report was not filed.) Pedestrian and bicycle accidents are reportable by their very nature.

High numbers of accidents occurred along Eastern Parkway, Eastern Parkway Extension, and East New York Avenue. In Section 3, more accidents, including more pedestrian and bicycle accidents, occurred on the northern than on the southern route. [This analysis does not establish an accident rate (accidents/million vehicle miles traveled), so the occurrence of more accidents does not necessarily mean that the northern route is less safe than the southern route.] Recommendations for the study area seek to create safer conditions for pedestrians and cyclists.

**Sections 1 and 2: Eastern Parkway**

Accident data on Eastern Parkway was aggregated and examined at each intersection and the mid-blocks between each intersection [Table 1]. Eastern Parkway averaged 760 total accidents, 400 reportable accidents, and almost 70 pedestrian accidents per year [Maps 1, 2, and 3]. Nostrand Avenue[4] had the highest number of crashes overall with an average of 58 total and 35 reportable accidents per year. Bedford, Buffalo, and Rochester avenues all had more than 45 total and 25 reportable accidents per year. Accidents involving cyclists and pedestrians were highest at Franklin and Nostrand avenues, with respective combined averages of 10 and nine accidents per year. Over five years there were 19 fatalities on Eastern Parkway, most of which involved pedestrians or cyclists. There were four fatalities at the intersection of Franklin Avenue.

Intersections formed by two-way or one-way southbound streets had significantly higher numbers of crashes than one-way northbound streets. The seven locations with the highest number of reportable, pedestrian, and cyclist accidents were all either two-way or one-way northbound streets. Pedestrian accidents were concentrated at intersections with subway stations.

Mid-block accidents were also common. Four locations had at least seven reportable accidents per year: between Nostrand and New York avenues, where there were four fatalities; Kingston and Albany avenues; Schenectady and Utica avenues; and Utica and Rochester avenues.

**Section 3: Northern Route/Eastern Parkway Extension**

While Eastern Parkway Extension had fewer reportable, pedestrian, and fatal accidents than Eastern Parkway, there were on average

315 total and 175 reportable accidents per year between Ralph Avenue and Truxton Street [Table 2 and Map 4]. Eastern Parkway Extension at its intersection with Atlantic Avenue had the highest number of reportable accidents in the study area, an average of 50 per year. It also averaged four pedestrian/cyclist accidents per year. Other high-accident intersections were Howard Avenue (30), Rockaway Avenue (15), Hopkinson Avenue (12), and Ralph and Saratoga avenues (11). There were two fatalities at Hopkinson Avenue and a third fatality at the adjacent intersection.

Accidents were also prevalent on Bushwick Avenue at the intersections of Conway Street and Highland Boulevard, which averaged 12 to 15 reportable accidents per year, and at the Jackie Robinson Parkway [Table 3, Map 4]. There were two fatalities on Highland Boulevard.

**Section 3: Southern Route/East New York Avenue and Liberty Avenue**

East New York Avenue from Ralph Avenue to Mother Gaston Boulevard averaged about 130 total and 75 reportable accidents per year, but had no fatalities [Table 4 and Map 5]. One intersection, Howard/Pitkin Avenue, averaged 15 reportable accidents per year. Another five intersections - Lincoln Terrace, Ralph Avenue, Hopkinson Avenue, Rockaway Avenue, and Mother Gaston Boulevard - averaged between five and seven reportable accidents each year. Northeast of Mother Gaston Boulevard, East New York Avenue and its continuation, Jamaica Avenue, also had clusters of accidents. The intersection of Jamaica, Pennsylvania, and Bushwick avenues and the Jackie Robinson Parkway averaged 34 reportable accidents per year, the second highest number of crashes in Section 3.

Atlantic Avenue had a very high number of crashes between Snediker Avenue and Pennsylvania Avenue, with an annual average of 200 total accidents and 95 reportable accidents in this 0.3 mile stretch [not shown]. As a result, Atlantic Avenue between East New York Avenue and Vermont Street was eliminated from the proposed southern route.

Liberty Avenue had relatively few accidents along the length of the route; only Pennsylvania Avenue averaged as many as eight reportable accidents per year [Table 5 and Map 5]. Miller Avenue at Pennsylvania Avenue also averaged eight reportable accidents per year [Table 6 and Map 5]. Two fatalities occurred along the southern route.

**Section 3: Connections to Existing and Proposed Routes/Buffalo and Ralph avenues**

Buffalo and Ralph avenues between Eastern Parkway and Dean and Pacific streets had few average accidents per year. Buffalo Avenue at St. Johns Place and Ralph Avenue at Sterling Place had the highest number of reportable accidents per year (eight) [Table 7 and Map 6].

**Table 1: Total Accidents 1996-2000 Sections 1 and 2: Eastern Parkway**

| Intersecting Street/Mid-block | Street Direction | Total Accidents | Average per year | Reportable Accidents | Average per year | Fatalities | Pedestrian Accidents | Average per year | Bicycle Accidents | Average per year |
|---|---|---|---|---|---|---|---|---|---|---|
| Washington Avenue | NB-SB | 172 | 34 | 88 | 18 | 1 | 12 | 2 | 5 | 1 |
| | | 59 | 12 | 22 | 4 | 0 | 6 | 1 | 1 | 0 |
| Classon Avenue | NB | 81 | 16 | 48 | 10 | 0 | 4 | 1 | 4 | 1 |
| | | 49 | 10 | 17 | 3 | 0 | 3 | 1 | 1 | 0 |
| Franklin Avenue | SB | 170 | 34 | 98 | 20 | 4 | 38 | 8 | 10 | 2 |
| | | 48 | 10 | 17 | 3 | 0 | 6 | 1 | 0 | 0 |
| Bedford Avenue | NB-SB | 264 | 53 | 150 | 30 | 2 | 13 | 3 | 4 | 1 |
| | | 32 | 6 | 17 | 3 | 0 | 2 | 0 | 0 | 0 |
| Rogers Avenue | NB | 105 | 21 | 55 | 11 | 0 | 7 | 1 | 3 | 1 |
| | | 48 | 10 | 18 | 4 | 0 | 5 | 1 | 1 | 0 |
| Nostrand Avenue | SB | 292 | 58 | 176 | 35 | 0 | 32 | 6 | 11 | 2 |
| | | 65 | 13 | 33 | 7 | 4 | 6 | 1 | 1 | 0 |
| New York Avenue | NB | 127 | 25 | 75 | 15 | 0 | 7 | 1 | 3 | 1 |
| | | 43 | 9 | 19 | 4 | 0 | 3 | 0 | 0 | 0 |
| Brooklyn Avenue | SB | 131 | 26 | 67 | 13 | 1 | 6 | 1 | 2 | 0 |
| | | 45 | 9 | 17 | 3 | 1 | 2 | 0 | 0 | 0 |
| Kingston Avenue | NB | 122 | 24 | 74 | 15 | 0 | 15 | 3 | 1 | 0 |
| | | 73 | 15 | 37 | 7 | 0 | 8 | 2 | 0 | 0 |
| Albany Avenue | SB | 147 | 29 | 86 | 17 | 0 | 8 | 2 | 1 | 0 |
| | | 49 | 10 | 23 | 5 | 0 | 6 | 1 | 2 | 0 |
| Troy Avenue | NB | 135 | 27 | 70 | 14 | 1 | 8 | 2 | 4 | 1 |
| | | 56 | 11 | 27 | 5 | 0 | 9 | 2 | 1 | 0 |
| Schenectady Avenue | SB | 149 | 30 | 81 | 16 | 1 | 10 | 2 | 6 | 1 |
| | | 97 | 19 | 47 | 9 | 1 | 14 | 3 | 0 | 0 |
| Utica Avenue | NB-SB | 473 | 95 | 219 | 54 | 2 | 61 | 12 | 5 | 1 |
| | | 69 | 14 | 35 | 7 | 0 | 7 | 1 | 2 | 1 |
| Rochester Avenue | NB-SB | 231 | 46 | 130 | 26 | 1 | 5 | 1 | 4 | 1 |
| | | 48 | 10 | 24 | 5 | 0 | 3 | 0 | 1 | 0 |
| Buffalo Avenue/Lincoln Terrace | NB-SB | 297 | 59 | 151 | 30 | 0 | 18 | 4 | 6 | 1 |
| | | 30 | 6 | 18 | 4 | 0 | 6 | 1 | 1 | 0 |
| Ralph Avenue | NB-SB | 92 | 18 | 54 | 11 | 0 | 8 | 2 | 7 | 1 |
| Totals/Averages | | 3,799 | *760 | 1,993 | *399 | 19 | 338 | *68 | 87 | *17 |

*Average accidents shown equal total accidents divided by years, not the sum of average accidents at each intersection and mid-block.

**Table 2: Total Accidents 1996-2000 Section 3: Eastern Parkway Extension**

| Intersecting Street/Mid-block | Street Direction | Total Accidents | Average per year | Reportable Accidents | Average per year | Fatalities | Pedestrian Accidents | Average per year | Bicycle Accidents | Average per year |
|---|---|---|---|---|---|---|---|---|---|---|
| Ralph Avenue | NB-SB | 92 | 18 | 54 | 11 | 0 | 8 | 2 | 7 | 1 |
| | | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pitkin Avenue | WB-EB | 5 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| | | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Lincoln Place | WB | 17 | 3 | 13 | 3 | 0 | 6 | 1 | 2 | 0 |
| | | 9 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 |
| Howard Avenue | NB-SB | 214 | 43 | 148 | 30 | 0 | 4 | 1 | 6 | 1 |
| | | 22 | 4 | 13 | 3 | 0 | 2 | 0 | 0 | 0 |
| St. Johns Place | EB | 69 | 14 | 39 | 8 | 0 | 4 | 1 | 3 | 1 |
| | | 11 | 2 | 6 | 1 | 0 | 2 | 0 | 0 | 0 |
| Saratoga Avenue/Sterling Place | NB-SB/WB | 83 | 17 | 52 | 10 | 0 | 5 | 1 | 1 | 0 |
| | | 17 | 3 | 12 | 2 | 0 | 1 | 0 | 0 | 0 |
| Park Place | EB | 27 | 5 | 17 | 3 | 0 | 1 | 0 | 0 | 0 |
| | | 12 | 2 | 11 | 2 | 0 | 0 | 0 | 0 | 0 |
| Hopkinson Avenue | NB-SB | 92 | 18 | 62 | 12 | 2 | 9 | 2 | 1 | 0 |
| | | 5 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| Prospect Place | WB | 41 | 8 | 31 | 6 | 1 | 4 | 1 | 3 | 1 |
| | | 7 | 1 | 5 | 1 | 0 | 1 | 0 | 0 | 0 |
| Rockaway Avenue/St. Marks Place | NB-SB/EB | 133 | 27 | 77 | 15 | 0 | 5 | 1 | 5 | 1 |
| | | 12 | 2 | 6 | 1 | 0 | 0 | 0 | 0 | 0 |
| Bergen Street | WB | 19 | 4 | 11 | 2 | 0 | 1 | 0 | 0 | 0 |
| | | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Dean Street | EB | 29 | 6 | 23 | 5 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pacific Avenue/Mother Gaston Blvd | WB/NB-SB | 123 | 25 | 70 | 14 | 0 | 8 | 2 | 5 | 1 |
| | | 20 | 4 | 12 | 2 | 0 | 0 | 0 | 0 | 0 |
| Atlantic Avenue | WB-EB | 408 | 82 | 252 | 50 | 0 | 12 | 2 | 8 | 2 |
| | | 15 | 3 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| Herkimer Street | EB | 26 | 5 | 16 | 3 | 0 | 2 | 0 | 0 | 0 |
| | | 5 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| Fulton Street | WB-EB | 56 | 11 | 30 | 6 | 0 | 7 | 1 | | |
| | | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Truxton Street | WB-EB | 7 | 1 | 5 | 1 | 0 | 0 | 0 | 0 | 0 |
| Totals/Averages | | 1,586 | *317 | 884 | *177 | 3 | 82 | *16 | 40 | *8 |

*Average accidents shown equal total accidents divided by years, not the sum of average accidents at each intersection and mid-block.

**Table 3: Total Accidents 1996-2000 Section 3: Conway Avenue and Highland Boulevard**

| Street | Street Direction | Intersecting Street | Street Direction | Total Accidents | Average per year | Reportable Accidents | Average per year | Fatalities | Pedestrian Accidents | Average per year | Bicycle Accidents | Average per year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Conway Street | E-W | Truxton Street | E-W | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conway Street | E-W | Broadway | N-S | 24 | 5 | 18 | 4 | 0 | 0 | 0 | 0 | 0 |
| | | | | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Conway Street | E-W | Bushwick Avenue | N-S | 130 | 26 | 57 | 11 | 0 | 2 | 0 | 0 | 0 |
| | | | | 28 | 6 | 11 | 2 | 0 | 0 | 0 | 0 | 0 |
| Highland Boulevard | E-W | Bushwick Avenue | N-S | 94 | 19 | 52 | 10 | 0 | 0 | 0 | 0 | 0 |
| | | | | 22 | 4 | 9 | 2 | 0 | 0 | 0 | 0 | 0 |
| Highland Boulevard TL | | Bushwick Avenue | N-S | 7 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| | | | | 26 | 5 | 16 | 3 | 0 | 0 | 0 | 1 | 0 |
| Highland Boulevard | E-W | Highland Blvd. TL | | 4 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| | | | | 4 | 1 | 3 | 1 | 1 | 1 | 0 | 0 | 0 |
| Highland Boulevard | E-W | Fanchion Place | S | 23 | 5 | 8 | 2 | 0 | 0 | 0 | 0 | 0 |
| | | | | 9 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 |
| Highland Boulevard | E-W | Ramp to JR Parkway | E-W | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | 14 | 3 | 10 | 2 | 0 | 0 | 0 | 1 | 0 |
| Highland Boulevard | E-W | JR Parkway to Ramp | E-W | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Highland Boulevard | E | Miller Avenue | N-S | 44 | 9 | 19 | 4 | 0 | 1 | 0 | 0 | 0 |
| | | | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | |
| Totals/Averages | | | | 440 | 88* | 205 | 41* | 1 | 5 | 1* | 2 | 0* |

*Average accidents shown equal total accidents divided by years, not the sum of average accidents at each intersection and mid-block.

**Table 4: Total Accidents 1996-2000 Section 3: East New York Avenue**

| Intersecting Street/Mid-block | Street Direction | Total Accidents | Average per year | Reportable Accidents | Average per year | Fatalities | Pedestrian Accidents | Average per year | Bicycle Accidents | Average per year |
|---|---|---|---|---|---|---|---|---|---|---|
| Lincoln Terrace/Rockaway Parkway | NB-SB | 45 | 9 | 28 | 6 | 0 | 7 | 1 | 2 | 0 |
| | | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Portal/98 Street | | 10 | 2 | 6 | 1 | 0 | 2 | 0 | 0 | 0 |
| | | 7 | 1 | 4 | 1 | 0 | 2 | 0 | 0 | 0 |
| Ralph Avenue | NB-SB | 64 | 13 | 33 | 7 | 0 | 2 | 0 | 6 | 1 |
| | | 9 | 2 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| Pitkin Avenue | WB-EB | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 |
| | | 7 | 1 | 5 | 1 | 0 | 4 | 1 | 0 | 0 |
| Union Street | WB | 17 | 3 | 12 | 2 | 0 | 0 | 0 | 1 | 0 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Tapscott Street | | 7 | 1 | 6 | 1 | 0 | 2 | 0 | 1 | 0 |
| | | 5 | 1 | 4 | 1 | 0 | 0 | 0 | 2 | 0 |
| Howard Avenue | NB-SB | 139 | 28 | 74 | 15 | 0 | 11 | 2 | 5 | 1 |
| | | 4 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| Grafton Street | | 7 | 1 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| | | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Legion Street | | 9 | 2 | 4 | 1 | 0 | 0 | 0 | 0 | 0 |
| | | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Saratoga Avenue/Sterling Place | NB-SB/WB | 35 | 7 | 20 | 4 | 0 | 3 | 1 | 3 | 1 |
| | | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Johns Place/Strauss Street | EB/ | 7 | 2 | 4 | 1 | 0 | 1 | 0 | 0 | 0 |
| | | 3 | 1 | 2 | 1 | 0 | 0 | 0 | 0 | 0 |
| Herzl Street | | 5 | 1 | 4 | 1 | 0 | 3 | 1 | 1 | 0 |
| | | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sterling Place/Amboy Street | | 9 | 2 | 7 | 1 | 0 | 1 | 0 | 1 | 0 |
| | | 6 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hopkinson Avenue | NB-SB | 34 | 7 | 23 | 5 | 0 | 5 | 1 | 5 | 1 |
| | | 6 | 1 | 6 | 1 | 0 | 0 | 0 | 0 | 0 |
| Park Place/Bristol Street | | 10 | 2 | 4 | 1 | 0 | 0 | 0 | 1 | 0 |
| | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Chester Street | | 9 | 2 | 5 | 1 | 0 | 0 | 0 | 1 | 0 |
| | | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Rockaway Avenue | NB-SB | 66 | 13 | 34 | 7 | 0 | 9 | 1 | 0 | 0 |
| | | 10 | 2 | 5 | 1 | 0 | 2 | 0 | 0 | 0 |
| Prospect Place | WB | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 1 | 0 |
| | | 2 | 0 | 10 | 0 | 0 | 0 | 0 | 0 | 0 |
| St. Marks Place | EB | 16 | 3 | 8 | 2 | 0 | 1 | 0 | 0 | 0 |
| | | 5 | 1 | 4 | 1 | 0 | 0 | 0 | 0 | 0 |
| Mother Gaston Boulevard | NB-SB | 45 | 9 | 24 | 5 | 0 | 3 | 1 | 1 | 0 |
| Totals/Averages | | 646 | *129 | 365 | *73 | 0 | 59 | *12 | 32 | *6 |

*Average accidents shown equal total accidents divided by years, not the sum of average accidents at each intersection and mid-block.

**Table 5: Total Accidents 1996-2000 Section 3: Liberty Avenue**

| Intersecting Street/Mid-block | Street Direction | Total Accidents | Average per year | Reportable Accidents | Average per year | Fatalities | Pedestrian Accidents | Average per year | Bicycle Accidents | Average per year |
|---|---|---|---|---|---|---|---|---|---|---|
| Mother Gaston Boulevard | NB-SB | 19 | 4 | 9 | 2 | 0 | 2 | 0 | 0 | 0 |
| | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Christopher Avenue | | 5 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sackman Street | | 11 | 2 | 8 | 2 | 0 | 0 | 0 | 0 | 0 |
| | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Powell Street | | 20 | 4 | 13 | 3 | 0 | 1 | 0 | 0 | 0 |
| | | 2 | 0 | 2 | 0 | 0 | 1 | 0 | 0 | 0 |
| Junius Street | | 5 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Van Sinderin Avenue | | 10 | 2 | 8 | 2 | 0 | 0 | 0 | 0 | 0 |
| | | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Snediker Avenue | | 14 | 3 | 6 | 1 | 0 | 0 | 0 | 0 | 0 |
| | | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Hinsdale Street | | 7 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Williams Avenue | | 6 | 1 | 3 | 1 | 0 | 0 | 0 | 1 | 0 |
| | | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Alabama Avenue | | 24 | 5 | 16 | 3 | 0 | 4 | 1 | 0 | 0 |
| | | 3 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Georgia Avenue | | 25 | 5 | 16 | 3 | 1 | 1 | 0 | 0 | 0 |
| | | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Sheffield Avenue | | 17 | 3 | 12 | 2 | 0 | 2 | 0 | 0 | 0 |
| | | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Pennsylvania Avenue | NB-SB | 82 | 16 | 41 | 8 | 0 | 9 | 2 | 0 | 0 |
| | | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| New Jersey Avenue | | 13 | 3 | 3 | 1 | 0 | 1 | 0 | 0 | 0 |
| | | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Vermont Street | NB | 11 | 2 | 6 | 1 | 0 | 2 | 0 | 0 | 0 |
| | | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Wyona Street | | 7 | 1 | 3 | 1 | 0 | 0 | 0 | 0 | 0 |
| | | 4 | 1 | 2 | 0 | 0 | 0 | 0 | 0 | 0 |
| Bradford Street | | 28 | 6 | 17 | 3 | 0 | 2 | 0 | 0 | 0 |
| | | 2 | 0 | 2 | 0 | 0 | 2 | 0 | 0 | 0 |
| Miller Avenue | | 15 | 3 | 8 | 2 | 0 | 0 | 0 | 0 | 0 |
| Totals/Averages | | 345 | *69 | 190 | *38 | 0 | 26 | *5 | 1 | *0 |

*Average numbers shown equal total accidents divided by years, not the sum of average accidents at each intersection and mid-block.

**Table 6: Total Accidents 1996-2000 Section 3: Vermont Street and Miller Avenue**

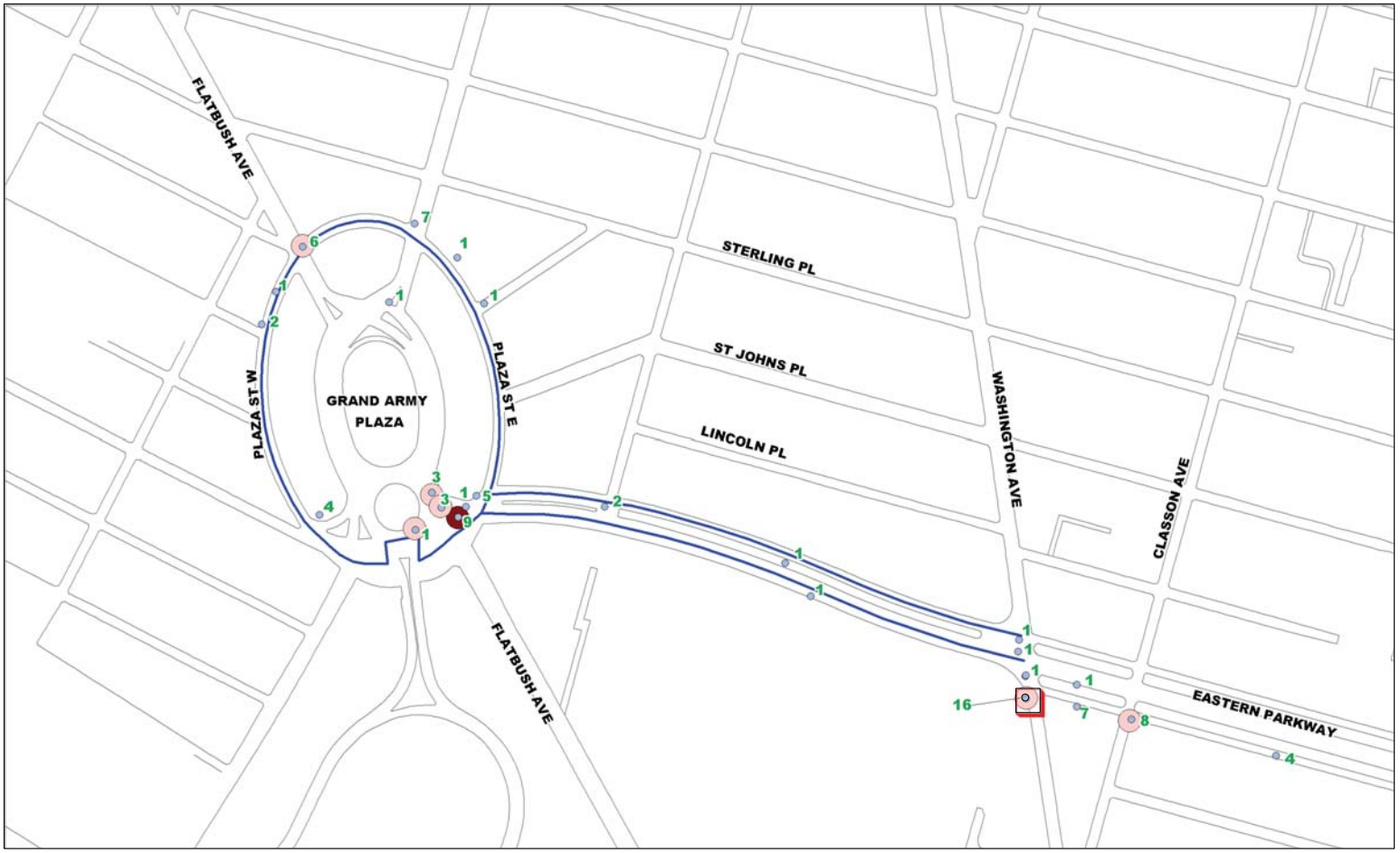
| Street | Street Direction | Intersecting Street | Street Direction | Total Accidents | Average per year | Reportable Accidents | Average per year | Fatalities | Pedestrian Accidents | Average per year | Bicycle Accidents | Average per year |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Miller Avenue | N-S | Sunnyside Avenue | E-W | 15 | 3 | 8 | 2 | 0 | 1 | 0 | 1 | 0 |
| | | | | 1 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 |
| Miller Avenue | N-S | Jamaica Avenue | E-W | 18 | 4 | 8 | 2 | 0 | 1 | 0 | 0 | 0 |
| | | | | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Miller Avenue | N-S | Arlington Avenue | E-W | 5 | 1 | 4 | 1 | 0 | 0 | 0 | 1 | 0 |
| | | | | 4 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 |
| Miller Avenue | N-S | Fulton Avenue | E-W | 11 | 2 | 5 | 1 | 0 | 1 | 0 | 0 | 0 |
| | | | | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| Miller Avenue | N-S | Atlantic Avenue | E-W | 70 | 14 | 41 | 8 | 0 | 3 | 1 | 0 | 0 |
| Vermont Street | N-S | Atlantic Avenue | E-W | 65 | 13 | 35 | 7 | 0 | 7 | 1 | 3 | 1 |
| Total/Averages | | | | 193 | 39* | 93 | 19* | 0 | 14 | 3* | 5 | 1* |

*Average accidents shown equal total accidents divided by years, not the sum of average accidents at each intersection and mid-block.

**Table 7: Total Accidents 1996-2000 Section 3: Buffalo Avenue and Ralph Avenue**

| Street | Street Direction | Intersecting Street | Street Direction | Total Accidents | Average per year | Reportable Accidents | Average per year | Fatalities | Pedestrian Accidents | Average per year |
|---|---|---|---|---|---|---|---|---|---|---|
| Buffalo Avenue | N-S | Lincoln Place | W | | | | | | | |
| | | St. Johns Place | E | 61 | 12 | 42 | 8 | 0 | 13 | 3 |
| | | Sterling Place | W | 43 | 9 | 26 | 5 | 0 | 2 | 0 |
| | | Park Place | E | 14 | 3 | 12 | 2 | 0 | 3 | 1 |
| | | Prospect Place | W | 29 | 6 | 15 | 3 | 0 | 2 | 0 |
| | | St. Marks Place | E | 25 | 5 | 16 | 3 | 0 | 0 | 0 |
| | | Bergen Street | W | 7 | 1 | 5 | 1 | 0 | 4 | 1 |
| | | Dean Street | E | | | | | | | |
| | | Pacific Street | W | 17 | 3 | 11 | 2 | 0 | 4 | 1 |
| Ralph Avenue | N-S | Lincoln Place | W | 24 | 5 | 14 | 3 | 0 | 1 | 0 |
| | | St. Johns Place | E | 51 | 10 | 30 | 6 | 0 | 5 | 1 |
| | | Sterling Place | W | 59 | 12 | 40 | 8 | 0 | 6 | 1 |
| | | Park Place | E | 16 | 5 | 9 | 2 | 0 | 0 | 0 |
| | | Prospect Place | W | 30 | 6 | 23 | 5 | 0 | 5 | 1 |
| | | St. Marks Place | E | 24 | 5 | 14 | 3 | 0 | 2 | 0 |
| | | Bergen Street | W | 12 | 2 | 4 | 1 | 0 | 1 | 0 |
| | | Dean Street | E | 8 | 2 | 4 | 1 | 0 | 1 | 0 |
| | | Pacific Street | W | 33 | 7 | 22 | 4 | 0 | 8 | 2 |

*Average accidents shown equal total accidents divided by years, not the sum of average accidents at each intersection and mid-block.




Map 1

## Eastern Parkway Extension

Section 1: Eastern Parkway
Reportable , Pedestrian/Bicycle, and Fatal Accidents 1996-2000

Reportable Accidents
- 25 to 103
- 103 to 178
- 178 to 252

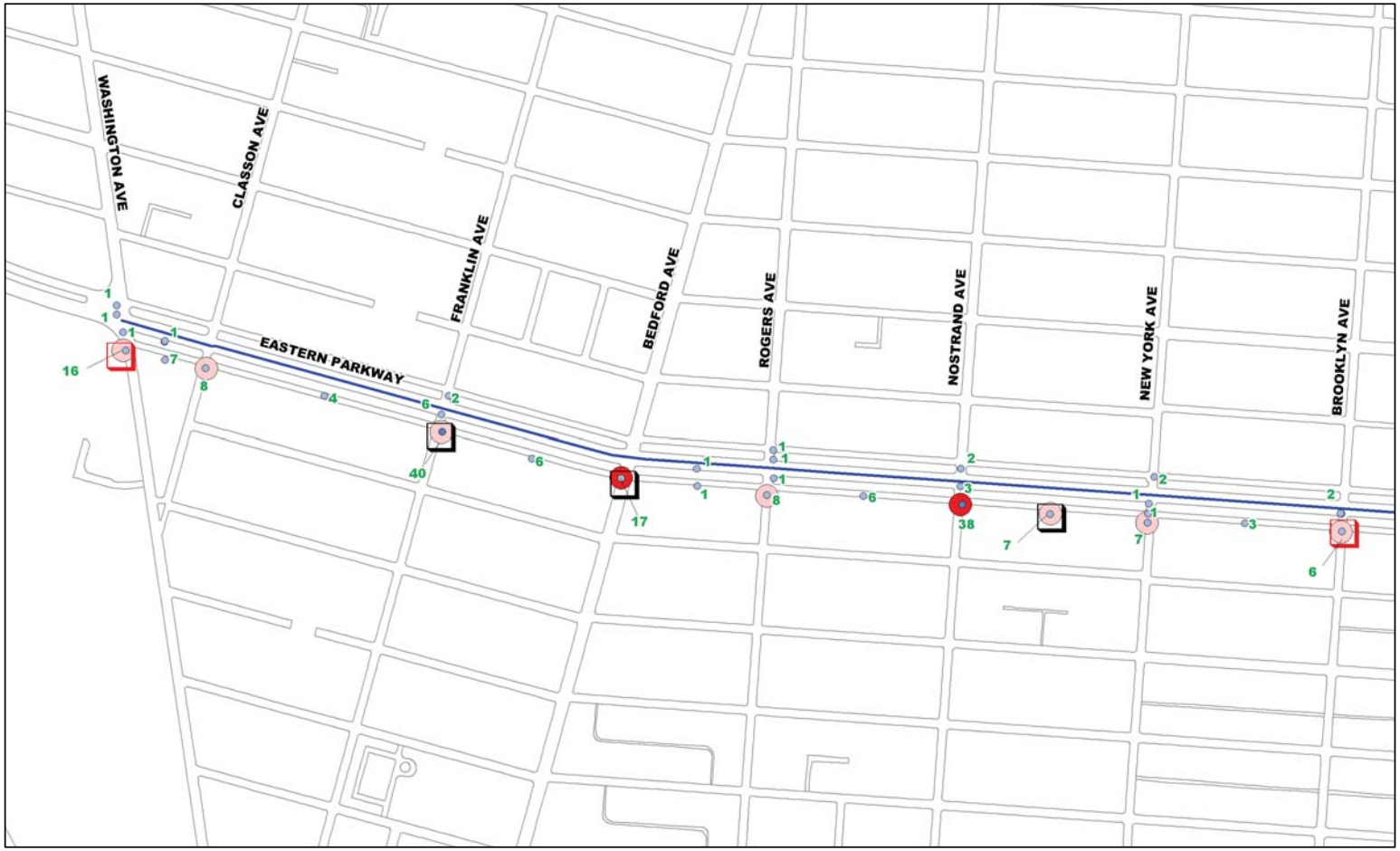
Fatalities
- 1
- 2 to 4

Pedestrian/Bicycle Accidents
- #

Route

0 250 750 ft

N




Map 2

## Eastern Parkway Extension

Section 2W: Eastern Parkway
Reportable, Pedestrian/Bicycle, and Fatal Accidents 1996-2000

| Reportable Accidents | Fatalities | Pedestrian/Bicycle Accidents | Route |
|---|---|---|---|
| 25 to 103 | 1 | # | |
| 103 to 178 | 2 to 4 | | |
| 178 to 252 | | | |

N

Map 3

## Eastern Parkway Extension

Section 2E: Eastern Parkway
Reportable, Pedestrian/Bicycle, and Fatal Accidents 1996-2000

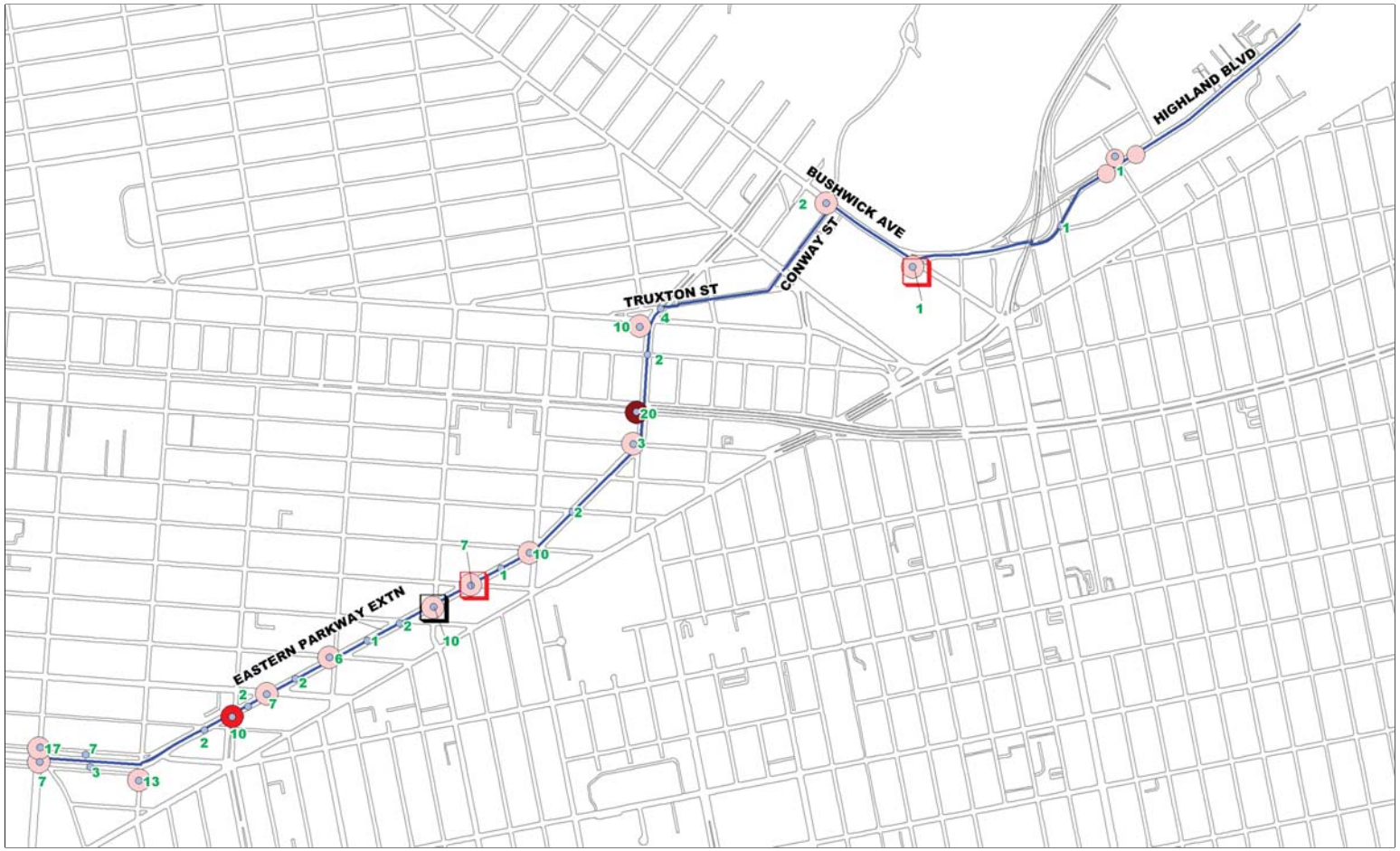
Reportable Accidents
- 25 to 103
- 103 to 178
- 178 to 252

Fatalities
- 1
- 2 to 4

Pedestrian/Bicycle Accidents
- #

Route

N




Map 4

## Eastern Parkway Extension

Section 3E: Eastern Parkway
Reportable, Pedestrian/Bicycle, and Fatal Accidents 1996-2000

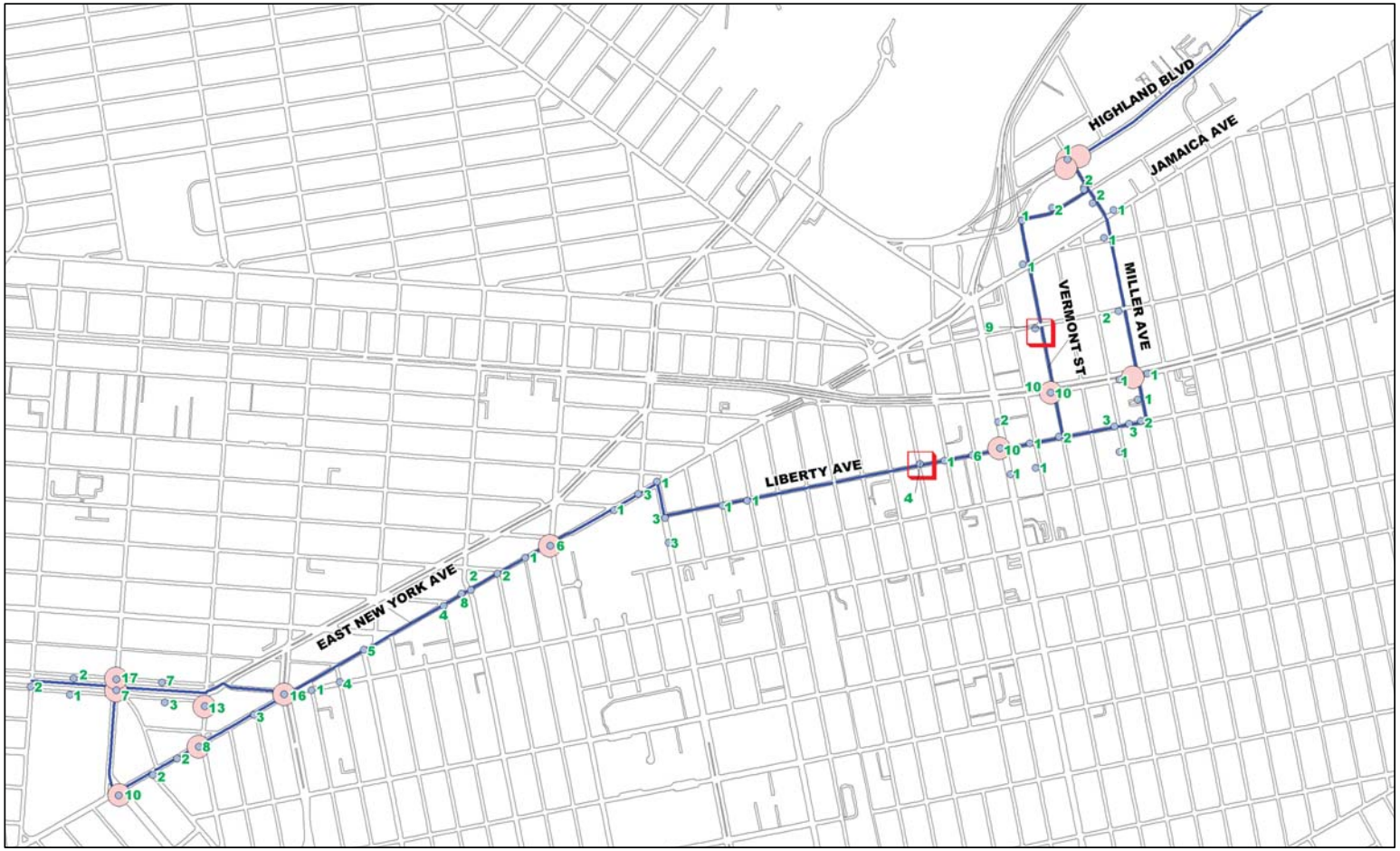
Reportable Accidents
- 25 to 103
- 103 to 178
- 178 to 252

Fatalities
- 1
- 2 to 4

Pedestrian/Bicycle Accidents
- #

Route

N



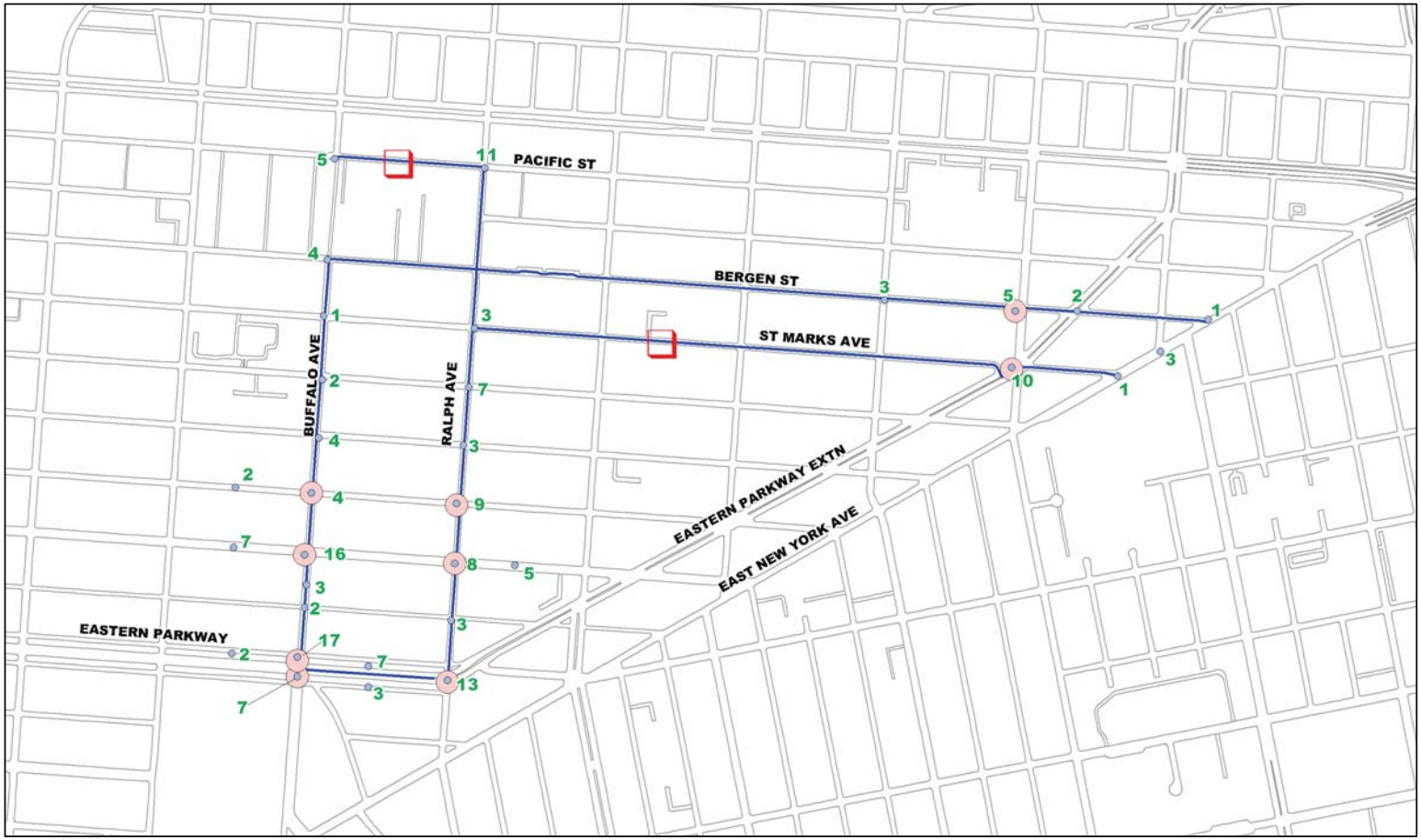

Map 5

## Eastern Parkway Extension

Section 3E: Eastern Parkway
Reportable, Pedestrian/Bicycle, and Fatal Accidents 1996-2000

| Reportable Accidents | Fatalities | Pedestrian/Bicycle Accidents | Route |
|---|---|---|---|
| 25 to 103 | 1 | # | |
| 103 to 178 | 2 to 4 | | |
| 178 to 252 | | | |

N




Map 6

## Eastern Parkway Extension

Section 2E: Eastern Parkway
Reportable, Pedestrian/Bicycle, and Fatal Accidents 1996-2000

Reportable Accidents
- 25 to 103
- 103 to 178
- 178 to 252

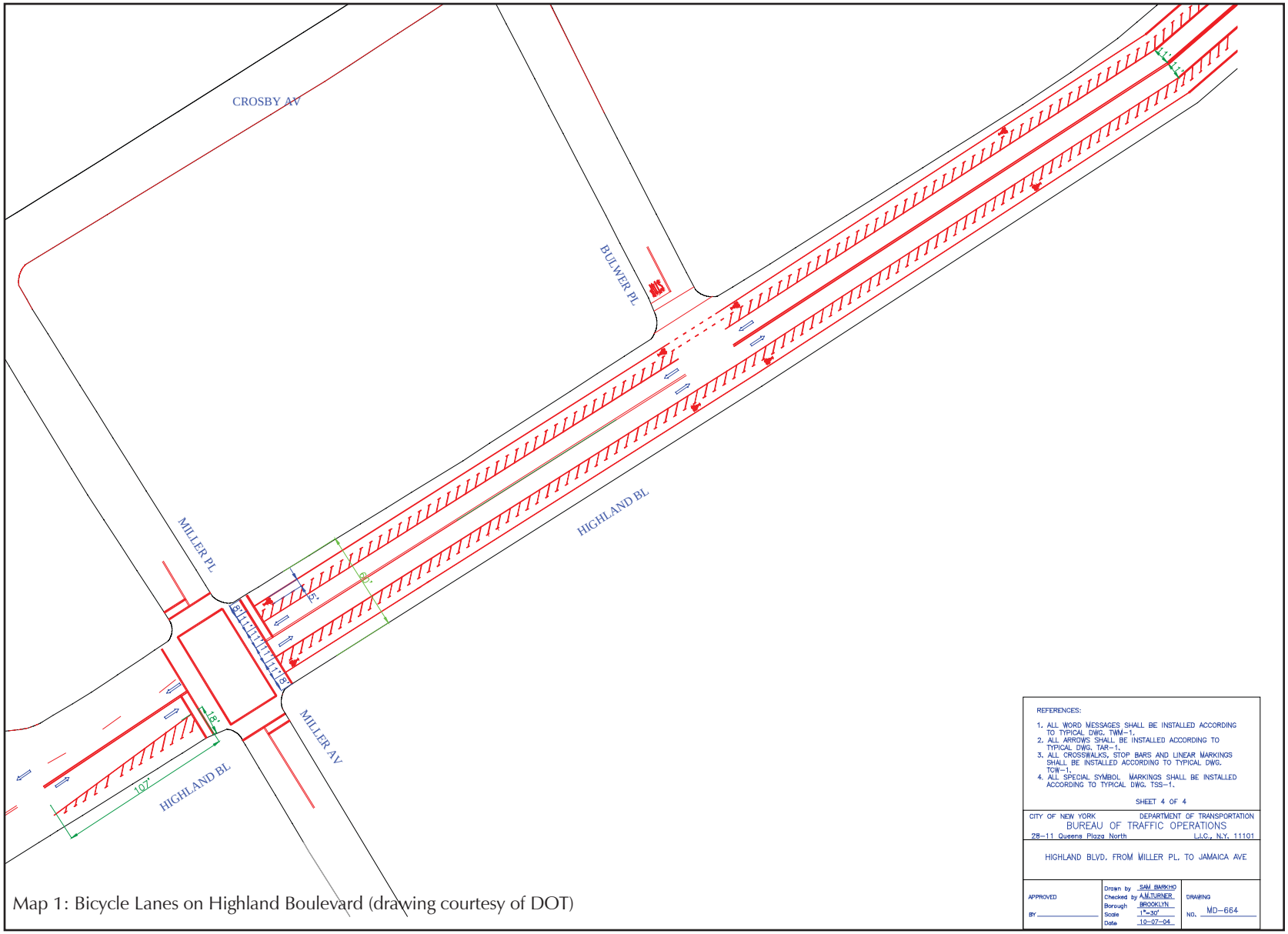
Fatalities
- 1
- 2 to 4

Pedestrian/Bicycle Accidents
- #

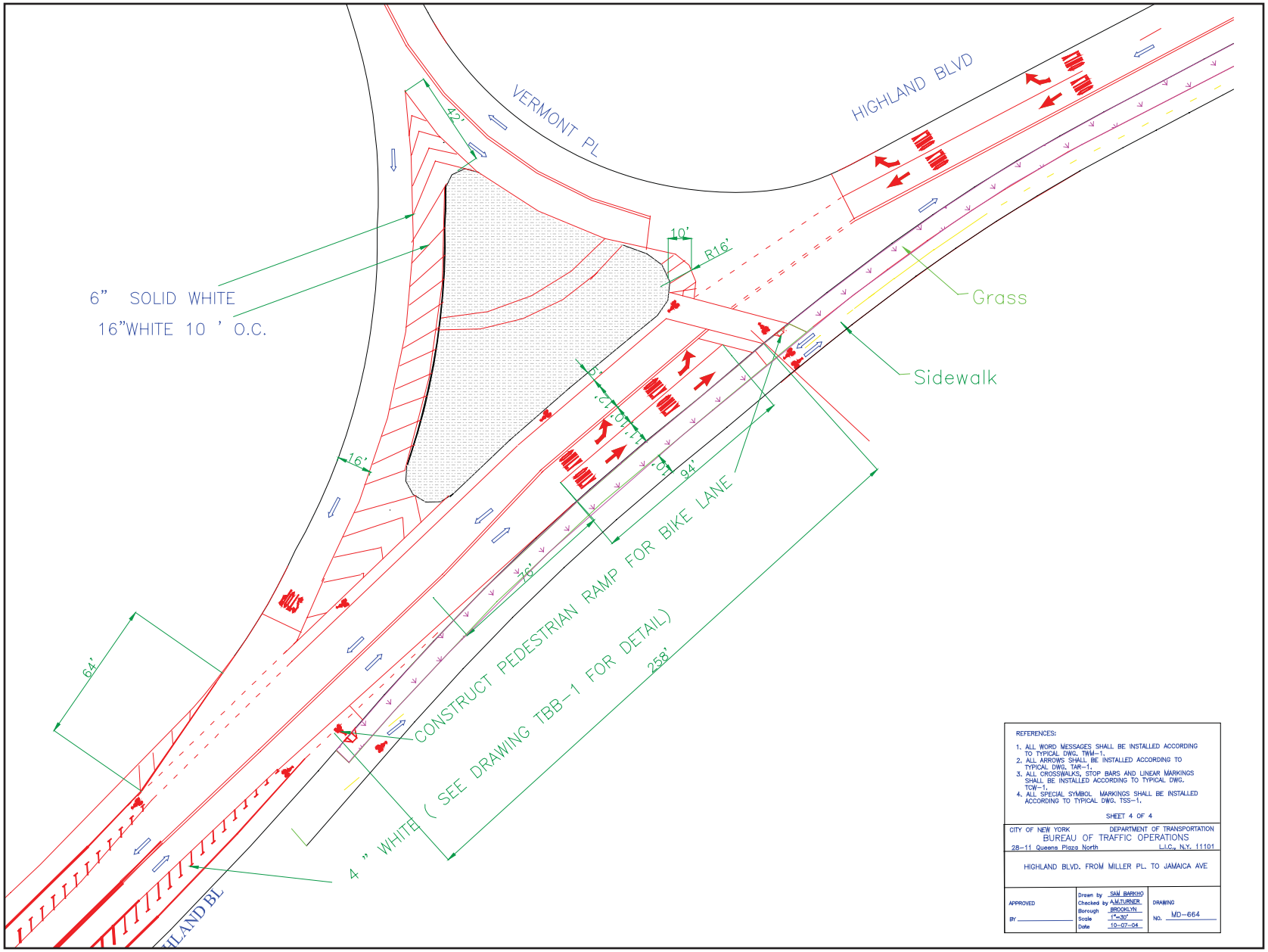
Route

N

# Appendix 4: Highland Boulevard Bicycle Facilities




Map 1: Bicycle Lanes on Highland Boulevard (drawing courtesy of DOT)




Map 2: Shared-Use Sidewalk on Highland Boulevard (drawing courtesy of DOT)

## Acknowledgments: Advisory Committee

**Elected Officials**
Honorable Marty Markowitz, President of the Borough of Brooklyn
Honorable Helen M. Marshall, President of the Borough of Queens

Honorable David Yassky, Council Member, Brooklyn Council District 33
Honorable Letitia James, Council Member, Brooklyn Council District 35
Honorable Albert Vann, Council Member, Brooklyn Council District 36
Honorable Erik Martin Dilan, Council Member, Brooklyn Council District 37
Honorable Yvette Clarke, Council Member, Brooklyn Council District 40
Honorable Tracy Boyland, Council Member, Brooklyn Council District 41
Honorable Dennis Gallagher, Council Member, Queens Council District 30

Honorable Diane Gordon, State Assembly Member, State Assembly District 40
Honorable Clarence Norman, Jr., State Assembly Member, State Assembly District 43
Honorable James Brennan, State Assembly Member, State Assembly District 44
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Honorable Annette Robinson, State Assembly Member, State Assembly District 56
Honorable Roger L. Green, State Assembly Member, State Assembly District 57
Honorable George Onorato, State Senator, State Senate District 12
Honorable Martin Malave Dilan, State Senator, State Senate District 17
Honorable John L. Sampson, State Senator, State Senate District 19
Honorable Carl Andrews, State Senator, State Senate District 20

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Walter Campbell, District Manager, Brooklyn Community District 5
Doris A. Alexander, District Manager, Brooklyn Community District 8
Pearl R. Miles, District Manager, Brooklyn Community District 9
Viola D. Greene, District Manager, Brooklyn Community District 16
Sheris Fraser, (Acting) District Manager, Brooklyn Community District 17
Gary Giordano, District Manager, Queens Community District 5

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Julius Spiegel, Brooklyn Borough Commissioner, Department of Parks & Recreation
Nancy Barthold, Assistant Commissioner of Capital Projects, Department of Parks & Recreation
Laurence Major, Former Director of Capital Projects and Planning for Brooklyn Parks, Department of Parks & Recreation
Portia Dyrenforth, Director of Capital Projects and Planning for Brooklyn Parks, Department of Parks & Recreation
Michael Primeggia, Deputy Commissioner for Traffic Operations, Department of Transportation
Lori Ardito, Brooklyn Borough Commissioner, Department of Transportation
Andrew Vesselinovitch, Bicycle Program Director, Department of Transportation
Milorad Ubiparip, Office of Planning and Urban Mobility, Department of Transportation
Brian Hogg, Director of Preservation, Landmarks Preservation Commission
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Officer Regina Coley, 75th Precinct Community Affairs, NYPD
Detective Hubert Raton, 77th Precinct, Community Affairs, NYPD
Officer Lawler, 78th Precinct Community Affairs, NYPD

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Mary Fox, Vice President, Capital and Planning, Prospect Park Alliance
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Jeffrey Sandgrund, Brooklyn Outreach Coordinator, Partnerships for Parks
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Aaron Naperspak, Brooklyn Committee Chair, Transportation Alternatives
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Leroy Gaines, Washington Avenue Merchants Association
Anthony Santiago, Executive Director, Pitkin Avenue District Management Association
Dan Botnick, Program Director, Project Care

Cultural Institutions
Bahia Ramos, Director of Government Affairs, Brooklyn Botanical Garden
Margaret Walton, Director of Government and Community Affairs, Brooklyn Children's Museum
Schawannah Wright, Community Involvement Manager, Brooklyn Museum

## Credits

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Richard Barth, Executive Director
Sandy Hornick, Deputy Executive Director for Strategic Planning
Barbara Weisberg, Assistant Executive Director of Planning Coordination
Elizabeth Mackintosh, Director of Studies

New York City Department of City Planning, Transportation Division
Jack Schmidt, Director
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Kate Dyson, Project Manager
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Susan Lim, Highway Transportation Specialist
Monica Peña Sastre, Highway Transportation Specialist
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Sabine Rosenstein, former Highway Transportation Specialist
Ted Wright, former Highway Transportation Specialist
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Ellen Macnow, former Deputy Director, Planning Division
Paul Ersboll, Senior Project Manager, Planning Division
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