

**DEPUTY COMMISSIONER DAVID WOLOCH
NEW YORK CITY DEPARTMENT OF TRANSPORTATION
HEARING BEFORE THE CITY COUNCIL
COMMITTEES ON HOUSING AND BUILDINGS AND TRANSPORTATION
FEBRUARY 28, 2012**

Good afternoon Chairman Dilan, Chairman Vacca, and members of the Housing and Buildings and Transportation Committees. My name is David Woloch; I'm the Deputy Commissioner of External Affairs at the New York City Department of Transportation (DOT). I am joined by Henry Perahia, DOT's Chief Bridge Officer. Thank you for inviting us to testify today on the important topic of pedestrian fencing on the City's bridges, and Intro 755 specifically. Before I comment on the bill, I would like to explain DOT's current pedestrian fencing policy.

DOT owns, operates, or maintains 787 bridge structures throughout New York, including the iconic East River bridges, 25 moveable bridges, and five tunnels. Although the agency's bridge portfolio is extensive, our inventory reflects only about a third of the total number of bridges in the City, many of which fall under the jurisdiction of the New York State Department of Transportation (NYSDOT), the Metropolitan Transportation Authority or the Port Authority of New York and New Jersey. As you can imagine, DOT's bridges vary a great deal in terms of size and purpose. Each bridge in our portfolio poses individual design and maintenance challenges but there are some areas where system wide guidelines can be applied.

One such area is pedestrian fencing. The purpose of pedestrian fencing is two-fold: to protect pedestrians and cyclists from accidentally falling from a structure, and to protect people and property below the overcrossing from debris either accidentally or intentionally thrown from a bridge. DOT has a clear policy for pedestrian fencing, which was implemented in writing in 2007 by Chief Bridge Officer Perahia. When the department constructs, reconstructs, or rehabilitates bridges, pedestrian fencing is required on the portions of pedestrian bridges and pedestrian walkways of vehicular bridges that are over person or over property that can be damaged by thrown objects, unless the department determines otherwise. The policy, which is consistent

with guidelines established by both NYSDOT and the American Association of State Highway and Transportation Officials (AASHTO), specifies standards for three key aspects of fencing design. First, the fencing must be at least eight feet tall; second, the fencing must be of metallic mesh and the maximum opening size of the mesh must be one-inch, except where more stringent requirements are necessary; and finally, the fence must feature an eighteen inch return, meaning the post must be curved or feature an inward bend of 45 to 90 degrees. Exceptions to any of these requirements must be approved by DOT's Chief Bridge Officer. Examples of such exceptions include allowing a mesh opening of up to two inches on a bridge over a waterway that is not used by commercial vessels, or waiving the fence requirement on a bridge with no experiences of people throwing objects that is kept under regular surveillance by law enforcement personnel. As noted above, these exceptions are consistent with NYSDOT and AASHTO guidelines.

The department's policy is practical and appropriate. New bridges with pedestrian paths will feature pedestrian fences as part of the initial design, and as older bridges are reconstructed or rehabilitated, pedestrian fences will be added—unless an exception is appropriate in engineering judgment of the Chief Bridge Officer. It is important to note that the department's strong advocacy for pedestrian fencing is not always well received. While fencing provides valuable safety benefits, it may also detract from the aesthetic quality appreciated by many members of our community. Also, in some cases, fencing may even encourage unsafe behavior. As AASHTO notes, "At least one fatality has occurred when a child fell from the top of a screen area onto a roadway below." Pedestrian fencing is therefore certainly not a panacea. In our experience, the best practice of bridge design is to provide the engineer of record with guidelines based on nationally accepted standards while also allowing engineering judgment to take into account factors unique to a particular location.

Intro 755 would require fencing on pedestrian passageways elevated over or even alongside vehicular or pedestrian right of ways, regardless of bridge design or use. Although we

share the Council's appreciation for pedestrian fencing, we feel this bill is far too broad in its approach and must oppose it for the following reasons.

First, DOT's existing policy establishes a pragmatic standard for New York City's bridges. The policy sets pedestrian fencing installation as the default for new bridge construction, but does allow engineers the necessary flexibility to make design decisions based on factors specific to bridge locations. As the AASHTO guidelines point out, "Each location must be analyzed individually." Intro 755 would replace engineering judgment with legislative mandate, and we feel that is both unnecessary and counterproductive. For example, Intro 755 would mandate the installation of fencing on all portions of the structure above five feet, a requirement that appears entirely arbitrary. While most of our bridges currently feature pedestrian fencing, the fencing itself is typically installed on the portion of the structure directly over another right of way and ramps that cross over a roadway or property, but not always when they are running in the same direction as traffic. Of course, we may decide to install pedestrian fencing on a larger portion of a particular structure, depending on the location, use, and history of the bridge, but that decision must be made based on engineering judgment.

Second, the cost to place and expand fences on existing facilities to satisfy Intro 755 would be extraordinary high, and the work itself would likely take at least a decade, maybe more. Installation is not just a matter of nuts and bolts. Each bridge in DOT's inventory would need to be surveyed to determine whether a new fence or an extended fence is feasible. Then a fence would need to be designed for the specific bridge and an engineering survey would need to be conducted to determine that the fence supports are able to handle the additional weight, forces of people leaning or pushing up against it, and wind load. A reasonable estimate for this process is around \$1,000 per foot. As written, Intro 755 would appear to apply to over half of the 787 bridges in our inventory, and of this universe approximately 107 bridges would require retrofitting of some kind, either the installation of a new fence or a replacement of an existing fence. If enacted, we estimate that DOT would be required to install about 50,000 linear feet of fencing on those hundred bridges, which would therefore cost the City about \$50 million. A

small number of these structures lack pedestrian fencing, most notably the Brooklyn Bridge and the Brooklyn Heights Promenade, but are closely monitored by law enforcement personnel and have no experiences of people throwing objects. The majority of the 107 bridges feature fences that may be shorter than eight feet and may or may not have a return—and there have been no incidents that we are aware of on any of them. This bill would require DOT to replace those fences now rather than during reconstruction, which is the appropriate time to consider such enhancements. Further, Intro 755 actually would require DOT to install fences on bridges that are scheduled for reconstruction or demolition shortly. An example is the Surf Avenue pedestrian bridge in Brooklyn, which was built in 1954 and is scheduled for demolition later this year.

In summary, Intro 755 would require the City to spend an enormous amount of money—perhaps \$50 million or more—without providing any greater safety benefits than DOT's existing pedestrian fence policy. For this reason and the others mentioned in my testimony, the Department cannot support the bill.

The safety of New York City's transportation infrastructure, including 787 bridges, remains the Department of Transportation's primary responsibility and focus. We will be happy to answer your questions at this time.



Testimony before the Housing & Buildings Committee and Transportation Committee of the New York City Council on Int. 750-A and 755
By Angela Sung, Senior Vice President, Management Services and Government Affairs
Real Estate Board of New York
February 28, 2012

Thank you Councilmember Vacca, Councilmember Dilan and members of the Subcommittees on Transportation and Housing and Buildings for the opportunity to comment on Intros 750-A and 755 regarding guards and fencing along elevated pedestrian walkways and shopping center parking garages. As these introductions impact the City's built environment, the Real Estate Board of New York, representing over 12,000 real estate professionals in New York City, is invested in ensuring any changes optimize public benefit and avoid introducing new risks and concerns.

REBNY and its members agree that public safety is paramount in addressing the built environment and the regulations ensuring it. Public safety not only protects the immediate health of New Yorkers, it creates environments where people feel safe to visit and enjoy spaces, it protects property and the usability of those spaces, and it creates a sense of ownership over areas, increasing civic awareness and connections between communities.

Unfortunately, in 2011, New Yorkers experienced two tragic incidents that involved shopping carts dropped from an elevated platform onto a public area. These incidents were terrible, and concerted efforts should be made to impede any intentions to repeat them. However, in constructing solutions and preventative safety measures, we should be careful not to trade type of one public safety for another, and avoid compromising the safety and usability of publicly accessible areas if other viable solutions are available.

Scale of the Proposal

Intro 750A calls for the construction of 8 feet tall guards that curve inward at the top to create an overhang that is the lesser of 3 feet in width or half the width of the walkway for any walkways more than 30 inches above a publicly accessible space. The building code also requires that these guardrails be able to resist a single concentrated load of 200 lbs. Although we agree that new barriers can be introduced in these areas to deter delinquent and criminal behavior, we have concerns with the scale and impact of these proposed requirements.

Guards of this height and requirement are substantial and can create an imposing - and even threatening - experience. Extensive fencing may decrease visibility of those areas from the more populated areas within shopping areas to the parking garages, which may deter usage of these spaces, and therefore create increased risks of incidents, rather than decreased. Renowned architect Len Hopper who was the past president of the American Society of Landscape Architecture and the Landscape Architecture Foundation, and who was also the lead architect for NYCHA for 30 years cautioned, "You can increase security to a point where you actually instill fear, and then you have failed spaces."

Additionally, in response to a similar incident on Brooklyn's Navy Street bridge, the City recently

installed 8ft high fencing to prevent objects being thrown from the bridge. Reactions from the neighborhood as documented in the attached articles indicate that although it may make it more difficult for objects to be dropped from that particular footbridge, the fence “feels like a punishment, like we’re in jail. It’s offensive,” that although “safety comes first. It seems like there’s a better way,” and it creates a “cage.”ⁱⁱ

In preventing delinquent and criminal behavior through environmental design, modern urban planning has endorsed the multi-disciplinary concept of Crime Prevention Through Environmental Design (CPTED), which manipulates the built environment where crime proceeds from or occurs. The most common strategy of CPTED is natural surveillance, which increases the threat of apprehension by taking steps to increase the perception that people can be seen. The goal is to maximize visibility, which includes using “the shortest, least sight-limiting fence appropriate for the situation”, increasing lighting, and increasing the amount of “eyes on the area” as much as possible.ⁱⁱⁱ

REBNY understands that multiple similar incidences raise concerns about an emerging pattern of behavior. However, we suggest that the City Council engage in the principals of CPTED that increase visibility paired with an increased ability to enforce against criminal behavior with additional police powers and criminal penalties, rather than creating enclosed spaces that decrease accessibility and an environment of safety.

Inclusion of Unintended Spaces

The introduction of 750-A and 755 states that the goal of the proposal is to amend the code “in relation to guards along pedestrian walkways and in shopping center parking garages” and “in relation to requiring fencing on pedestrian passageways elevated over vehicular or pedestrian right of ways.” However, the proposed amendments appear to include many additional spaces, which would make the bill far more extensive, far more difficult to comply with, and may potentially create a caged environment across the city, inclusive of many cityscapes, landmarks, and icons.

In the definition of “Shopping Center Parking Garage,” it includes publicly accessible parking garages attached to “a single building enclosing a number of tenants and occupants such as retail stores, drinking and dining establishments, entertainment and amusement facilities, passenger transportation terminals, offices, and other similar uses wherein two or more tenants have a main entrance into one or more common pedestrian areas.” Including “offices, and other similar uses” encompasses all multi-use and commercial buildings (all non-residential buildings) in New York City. Additionally, the term “attached to” is undefined and could refer to any parking garage that is adjacent to multi-use and commercial buildings, encompassing most parking garages in the urban cores, even those with restricted access to personnel only.

Intro 755-A also specifies that these guards are required for all new and existing pedestrian walkways designed in accordance with Section 3104 which applies to structures regulated by the building code which are “connections between buildings such as pedestrian walkways or tunnels, located at, above or below grade level, that are used as a means of travel by persons.” This provision would include and requires additional 8 foot fencing along the both sides of the entire length of the currently open High Line, as well as the currently undeveloped phase further north.

The broad and extensive nature of Intro 755 requires fencing in public spaces that value their open and accessible nature, including vistas such as the Brooklyn Promenade, railings within and around any parks with grade changes such as Union Square Park, footbridges throughout regional parks such as Central and Prospect Park, the bicycle and pedestrian walkways including those on the Brooklyn and Williamsburg Bridges, and on many city boardwalks. Additionally, this requirement would impact

streetwalls on blocks with grade changes, such as the north and south ends of the iconic plaza of Lincoln Center. Again, REBNY understands that public safety should be a priority in these public areas as well, however, the City should not allow the prevention of limited acts of intentional delinquency pre-empt equally important priorities of enjoyable and usable spaces. The City should actively avoid creating the sense that New York is a city of people who are presumed to be irresponsible.

Additionally, due to the inclusive and extensive nature of these barriers, the costs of these installations can be substantial. In addition to the linear feet of new fencing the City would be required to undertake, these fences would be subject to review by agencies and the Public Design Commission, which may increase the costs and time to implementation.

Conclusion

In a vertical city, elevated areas are ubiquitous and are a part of our urban landscape. Although every reasonable precaution should be taken to prevent obvious opportunities to jeopardize public safety, reasonable action should only be required if it does not create new potential hazards to the community.

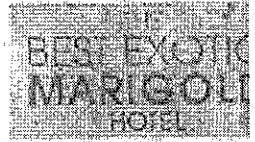
New York City is currently in its second multi-year process in order to amend the City specific building code and bring it up to date with the International Building Code. The current requirements of guardrails are consistent with the IBC which is employed nationally and internationally to protect public health, safety and the general welfare.

While additional physical features may be implemented to deter additional accidents or incidents, it may be unreasonable to expect precautions within the building code to prevent intentional acts of criminal behavior. However, REBNY and its members with affected spaces would be happy to discuss alternatives and potential combinations of strategies to deter delinquent behavior and preventing the repeat tragedies of 2011.

ⁱ The Gothamist, *Housing Project Residents Feel "Jailed" By New Navy Street Footbridge Fence*, January 17, 2012

ⁱⁱ New York Times, *Bridge's Partial Fencing Points to a Bigger Divide*, January 29, 2012

ⁱⁱⁱ National Crime Prevention Council, *Crime Prevention Through Environmental Design*, 2001/2012



January 29, 2012

Bridge's Partial Fencing Points to a Bigger Divide

By LIZ ROBBINS

The footbridge is, at first glance, unremarkable. It connects two sections of the Ingersoll public housing project in Fort Greene, Brooklyn, and its dull red walkway matches the brick apartment houses on either side. Underneath it are the roadway and bike lanes of Navy Street.

Yet beyond the rusty chain links is a newly installed section of eight-foot-high fencing. The shiny metal reflects a fresh flash point in a swiftly changing neighborhood where luxury apartment towers have risen in the last few years.

Last August, Stephen Arthur was riding home to North Park Slope on his bicycle when he was struck in the head by a brick thrown from one of the two ramps onto the footbridge. Though he was wearing a helmet, he crashed, tearing a ligament in his wrist and cutting his face.

Mr. Arthur, a 44-year-old computer programmer, was not the first cyclist on the eight-year-old Navy Street bike path to be hit by objects that youths — for years, residents say — have been throwing from the ramps. But he was the first one to be injured seriously enough to press for something to be done.

In response, the city Transportation Department, with support from local officials, including Community Board 2's district manager, Robert Perris, and Councilwoman Letitia James, decided to erect additional fencing to extend along the bridge and its ramps. The new fence is curved but open at the top, hanging 18 inches over the walkway, similar to pedestrian passages on the Manhattan and Roosevelt Island Bridges.

The work should be completed this week, according to Transportation Department officials. Already, however, reactions have been wildly divergent, echoing tensions between old and new residents.

"That's caging us," said Sharvelle Vinson, 44, who grew up in the Ingersoll Houses. "It's going too far."



FEBRUARY 10, 2012, 5:11 AM

Navy Street Fence Nears Completion

By LINDA VILLAROSA

Update | 12:43 p.m. City workers have put the finishing touches on a fence to protect cyclists on Navy Street after several riders were injured by debris hurled from the footbridge that connects the eastern and western portions of the Ingersoll Houses.

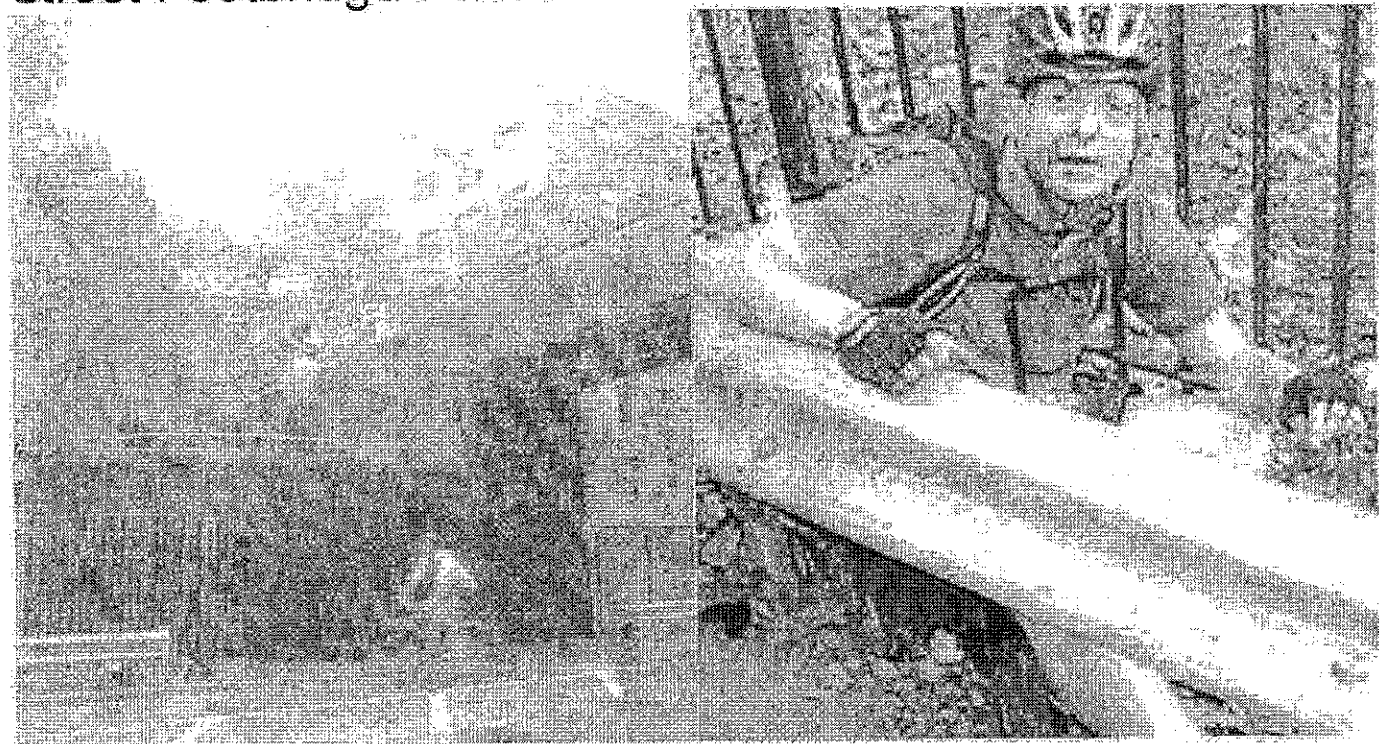
“Yeah, it’s ugly,” said one of the workers, “but it’s also necessary.”

The fence will make it harder for villains to hurl rocks and other detritus down onto riders on the bike path, a key route into Fort Greene for many cyclists heading to or from the Manhattan Bridge. Since August, at least six cyclists have reportedly been injured by debris thrown from the bridge.

In response, the city promised greater police presence and a fence. One former resident of the housing development didn’t think the fence would do any good.

“That thing is a waste of taxpayer money,” said the 53-year-old man, who declined to give his name. “Those kids can go up on the roof or over there in the grass if they want to throw things. I saw kids out here the other day throwing stuff. I yelled at them, and they ran away.”

Housing Project Residents Feel "Jailed" By New Navy Street Footbridge Fence



(The landing on the footbridge where youths allegedly threw a brick at Stephen Arthur, seen on right immediately following the assault.)

Ever since getting hit in the face with a brick while riding his bike under the pedestrian footbridge on Navy Street in Brooklyn, Stephen Arthur has made it his mission to stop this sort of thing from happening again. The Park Slope computer programmer tells us he's sent "dozens upon dozens of e-mails that have gone unanswered and/or unaddressed to the City Government" to get safety improvements. Now the DOT is installing a fence over the bridge, but Arthur says it's not good enough. Also dissatisfied? Local residents who use the footbridge and say the fence extension feels more like prison bars.

The new fence over the bridge will form a curved-in barrier intended to thwart the youths who threw a brick at Arthur, knocking him off his bike and breaking a tooth. One resident of the Walt Whitman and Ingersoll houses tells the Brooklyn Paper, "We don't want anybody getting hurt either — but this feels like a punishment, like we're in jail. It's offensive." Another resident says, "Safety comes first. It seems like there's a better way, though."

Arthur—who had to spend \$5,000 on medical bills to recover from the assault—agrees, and tells us, "Ideally, my plan would be to close Navy Street, tear down the Fleet Walkway, and turn that area into a park for the good people of the Ingersoll Houses so they would have more room to socialize. They deserve a better living environment than the city currently provides them on Navy Street. The problem is the Navy Street design which allows these easy attacks, not the Ingersoll residents." But "given the realities of the situation and misunderstanding of the road design improvements that need to be made," he concedes the fence extension is appropriate. In an email, Arthur elaborates:

First and foremost, I have nothing against the people who live in the Ingersoll Houses. Very unfortunately, there are some kids there who are not being supervised well enough by their parents: hence the attack I suffered. I actually hung out at the Ingersoll Houses a couple of times with the residents in late December, and spoke to some at length, and at no time do I remember them being against a fence or being offended.

by the proposed fence extension. Of course, their opinions do not represent everyone's who live at the Ingersoll Houses.

An after school program, possibly involving bicycles for the kids seems to make sense too, but as I've stated, there is a lot of talk on this subject, and no action. I feel like I am not in a legal position, on my own to do anything about this... In over 5 months since I was attacked, I am doing about 99.0% of the work to get something done, and yet get criticized for what I am able to achieve on my own. We need the criticsers to step up with solid ideas of their own to offer a better alternative.

It's worth noting that the youths who threw the brick were not on the bridge itself, but on the landing leading up to the footbridge. (No arrests were ever made.) Here's a recent channel 12 TV news segment that shows the current state of the bridge, and its hidden dangers:

Asked for details about the fence extension, a DOT spokesman tells us, "Making the bridge safer for everyone is a goal that DOT shares with the local community. The agency currently is designing modifications for added safety, including installing an 18-inch return to the current fence and adding fencing to the bridge's approaches. These adjustments conform to more current pedestrian fence standards that DOT now looks to use whenever upgrading fencing on City bridges.

"Examples of this type of fencing can be found across the city, including on the Manhattan bridge's pedestrian and bike paths as well as the Roosevelt Island bridge. DOT also will continue to discuss ideas for ways to further enhance safety on and around the bridge with the local community."

Contact the author of this article or email ins@gothamist.com with further questions, comments or tips.
http://gothamist.com/2012/01/17/housing_project_residents_feel_jail.php

Joint Meeting, Committees on Housing and Buildings, and, Transportation
of the New York City Council
Department of Buildings Testimony
Intro 750-A (Rail guards)
February 28, 2012

Good afternoon Chairman Dilan, Chairman Vacca and members of the Housing and Buildings, and, Transportation Committees. I want to thank you for this opportunity to discuss Intro 750-A, installation of rail guards on pedestrian walkways in shopping center parking garages. I am Tom Fariello, First Deputy Commissioner, and I am here along with other members of the Department staff.

We believe the goal of Intro 750-A is to create an enclosed environment to prevent objects from falling, or being thrown off, of elevated walkways around parking garages. As currently drafted the bill has some technical issues and flaws which need to be addressed.

As you are well aware, creating a new term in the Building Code, in this case 'Shopping Center parking Garage', often will encompass many more buildings and situations than intended. Such is the worry with this bill. We believe that the broad definitions found in the bill may lead to hundreds, if not thousands, more buildings being affected by this bill than intended. For example, we believe that a single building with a parking lot or garage on lower floors, and commercial tenants above, (such buildings are scattered throughout all five boroughs) would be mandated to install the rail guards and fencing. In addition, the drafted language would include installing fencing in all of the openings in the walls of open parking garages. Perhaps another unintended consequence, or an issue that would need to be specifically addressed in the language.

As for the engineering aspects of the bill, there needs to be attention paid to the erection and fastening of the fences to existing structures, and which structures could handle the addition load. We also worry about signs or banners attached to the fence that would create a strain both to the fence and to the permanent structure.

There is one other issue that would need to be more specifically addressed by the bill language. That is the issue of retroactivity. As the regulator tasked with enforcement, it would be extremely difficult to determine the universe of existing buildings to inspect to assure compliance. Further, the bill could affect thousands of existing buildings who are otherwise compliant with the law today.

I would like to thank you for the opportunity to testify and I'll be happy to answer any questions you may have.

Statement of Stephen Donald Arthur

Joint Hearing of the New York City Council Transportation, and Housing and Building Committee

February 28, 2012

Recently an extension to an existing fence over the Navy Street overpass was installed in the Fort Greene neighborhood of Brooklyn.

The reason for my knowledge of this, is because on 8/12/2011, I was blindsided by a brick thrown into my face by some local kids who were hiding on an unfenced portion while I was riding my bicycle home from work in broad daylight that evening!

Recently, after having undergone surgery and nearly two months of physical therapy, I am able to resume most activities, though I do not feel the same and it could take a while before I know the full effects of this attack on myself.

If I were not wearing a bicycle helmet at that time, who knows what kind of shape I would be in now? If the fence were in its current state then, I would not need to be speaking to you today.

As a result of this awful experience, I am attending this meeting to voice my support to the City Council's amendments for further protective fencing on overpasses and between buildings where deemed necessary.

No one deserves to be the helpless victim of such senseless unprovoked violence!

I am happy that the city council is taking this issue seriously, as on the night of 1/24/2012, by chance, I ran into some more kids, at the same site, throwing whole oranges at passing cars, and I have since heard from two other people saying they were struck by snowballs while riding bicycles there as well.

This is on top of all the other people I have met personally since the attack, who told me their stories on Navy Street, and news reports that make me believe these attacks have been occurring there for decades unaddressed!

Since the police did not think my unsolved case was a high enough priority to investigate until well over 3 months after I had been attacked, this neglect offers further support for bringing the fencing up to code as an immediate primary solution for making Navy Street safer.

Further, while I support the fence extension over the Navy Street overpass that Janette Sadik-Khan's department implemented, under its current configuration, that street is very poorly designed, leaving a large "no man's land" open where unsupervised individuals can carry out their attacks on Navy Street users with impunity.

The city should consider a 'complete street' redesign which could include tearing down the Navy Street overpass entirely, either closing the street completely and turning it into a park for the residents, or putting Navy Street on a severe 'road diet' in which the speed limits are lowered, the roadway

narrowed, the bicycle lane moved into the middle of the road like on Sands Street, and have full sidewalks, and benches installed, as well as crosswalks, so there could be some healthier human interaction between the road users and residents.

Also, it would be smart to see the city start or enhance after school programs for youth in that neighborhood, which might include bicycles, which is a better option for kids, than the current 'bombing' of vulnerable cyclists and motorists!

I hope that the City Council and DOT would make sure residents like those in the Ingersoll Houses, would have ample access to the coming city bike share program, as they could use this most inexpensive, healthy, and environmentally friendly form of transportation to enhance their own lives!

Recent news articles:

1) 2011-08-31 **Gothamist:** Brooklyn Cyclists: Beware Teenagers Throwing Bricks on Navy Street
http://gothamist.com/2011/08/31/brooklyn_cyclists_beware_flying_bri.php

2) 2011-12-13 **The Brooklyn Paper:** Route problem! Thugs terrorize cyclists on bike path between housing projects
http://brooklynpaper.com/stories/34/50/dtg_cyclistdeathtrap_2011_12_16_bk.html#poll

3) 2011-12-16 **CBS 2 New York:** Brooklyn Cyclist, Victim of Brick Attack, Speaks Out
<http://newyork.cbslocal.com/2011/12/16/brooklyn-cyclist-victim-of-brick-attack-speaks-out/>

4) 2011-12-29 **The New York Daily News:** Brooklyn cyclist hit with brick fights for change
http://articles.nydailynews.com/2011-12-29/news/30570709_1_foot-bridge-cyclists-housing-complexes

5) 2011-12-31 **News 12 Brooklyn:** Biker Story
<http://www.youtube.com/watch?v=upE9d9R4hww&feature=g-upl&context=G277a0bcAUAAAAAAAAAA>

6) 2012-01-21 **Cap'n Transit Rides Again:** Navy Road and the projects
<http://capntransit.blogspot.com/2012/01/navy-road-and-projects.html>

7) 2012-01-30 **The New York Times:** Bridge's Partial Fencing Points to a Bigger Divide
<http://www.nytimes.com/2012/01/30/nyregion/fencing-of-brooklyn-footbridge-irks-some-residents.html>

8) 2012-02-01 **Brooklyn Spoke:** The New York Times: The Great Divide
<http://brooklynspoke.com/2012/02/01/the-great-divide/>

9) 2012-02-23 **The Brooklyn Paper:** Fancy Heights walkway won't get high fence
http://www.brooklynpaper.com/stories/35/8/dtg_footbridgelaw_2012_02_24_bk.html







**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 2-28-12

(PLEASE PRINT)

Name: Henry Parahia

Address: Chief Bridge Officer

I represent: NYC DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 2-28-12

(PLEASE PRINT)

Name: David Wotoch

Address: Deputy Commissioner

I represent: NYC DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

[]

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Thomas Fariello

Address: First Deputy Commissioner

I represent: Dept of Buildings

Address: 280 Broadway

◆ Please complete this card and return to the Sergeant-at-Arms ◆

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Maria T. Welles

Address: 317 West 98th Street

I represent: self

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 2/28

(PLEASE PRINT)

Name: PLEASE LOWE

Address: 1925 HARRISON AVE

I represent: self

Address: 1925 HARRISON AVE

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: _____

(PLEASE PRINT)

Name: Ms. KENDALL JACKMAN

Address: 2427 MORRIS AVE., Bx, N.Y. 10468

I represent: _____

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

in favor in opposition

Date: 2/28/2012

(PLEASE PRINT)

Name: Stephen Arthur Brooklyn

Address: 126 Saint Marks Place Apt 2, NY, 11217

I represent: Myself

Address: _____

Please complete this card and return to the Sergeant-at-Arms