The Brooklyn/Queens Greenway (BQG) was initiated to create a major recreational resource for New York City, tying together an incredible landscape and cultural heritage in Brooklyn and Queens. The BQG is a 40-mile bicycle/pedestrian path running from the Atlantic Ocean at Coney Island to the Long Island Sound at Fort Totten. It connects 13 parks, two botanic gardens, three museums, the New York Aquarium, Shea Stadium, the National Tennis Center, the 1939/64 World’s Fair site, three lakes and a reservoir. It maximizes accessibility to a vast array of cultural, recreational, environmental and historical resources for a population that is underserved in terms of open space opportunities. It is an invaluable resource for the over 4 million residents of Brooklyn and Queens who suffer from a severe deficiency of recreational resources. Of the 32 Community Board districts in the two boroughs, only 7 meet the NYC Department of City Planning guideline of 2.5 acres of open space per 1,000 people. To help reduce this inequity, projects such as the Brooklyn/Queens Greenway are essential.

The Neighborhood Open Space Coalition, a nonprofit organization comprised of over 130 organizations dedicated to improving the quantity and quality of New York City’s parks and open spaces, envisioned the Brooklyn/Queens Greenway five years ago. Since that time, its has turned a hypothetical line on a map into an increasingly well-used route that has elicited tremendous support and recognition not only in New York City, but around the country. The BQG has elicited considerable support from the press, including all of New York City’s major newspapers. The New York Daily News has equated the BQG to the “urban version of the Appalachian Trail”. It has recently been included in a book of the eight best projects funded by the National Endowment for the Arts’ Design Arts Program, and has just received a national Merit Award from the American Society of Landscape Architects.

The route presents the widest possible array of urban situations, including fragile woodland and wetland ecosystems, historic parks and sports stadia, and diverse communities from stable historic districts to neighborhoods awaiting revitalization. In addition, there is a wonderful assortment of cultural opportunities such as museums, zoos and botanic gardens to educate and entertain BQG users. The route is planned to bring people through the entire spectrum of activities, and close relationships have been established with facilities along the route.

In addressing obstacle areas, some highly innovative solutions were developed to establish the route. For example, the Interborough Parkway, connecting the boroughs of Brooklyn and Queens once had a bicycle/pedestrian path paralleling it. The widening of the highway in the 1960’s removed the path and severed the connection for non-motorized transportation between the two boroughs. The New York State Department of Transportation is conducting an Engineering Study and has committed to building what could be the world’s first veloway (elevated bicycle/pedestrian path running parallel to a roadway).

The project is enormous in its scope and is supported by a large and diverse number of individuals, agencies and organizations. The field studies, designs and exhibition have been supported by foundations, corporations and the New York State Assembly. City agencies involved have pledged their support, and municipal financing has been included in the ten year capital plan. Nonprofit organizations are leading walks and bicycle rides, and cultural institutions are promoting the project. It recently provided the spine for New York City’s first Century (100 mile bicycle ride), and many of the 400 participating cyclists indicated the BQG was the best part of the ride.

The Brooklyn/Queens Greenway will benefit all New Yorkers, contribute to the revitalization and stabilization of neighborhoods, present an array of attractions for New York City’s 17 million tourists each year, and enhance local real estate values. It will be a resource for children to explore and adults to appreciate. It can perform a small role in the quest to reshape New York City as a place where people live, work and play as we enter the 21st century. It provides an excellent model for future greenway planners, and proves that a small nonprofit organization can expeditiously undertake a major planning initiative, eliminating much bureaucratic red tape. It also demonstrates that a strong public/private partnership can be created and cultivated to bring an exciting and much-needed project to a well-deserved fruition. As many people from all over the country have commented "if you can build a 40-mile greenway in the Big Apple, we can build one anywhere!"
PROJECT PROFILE

(Please limit answers to the space available on these pages)

Project Name: Brooklyn/Queens Greenway

Location: Brooklyn and Queens, New York City

Owner: City of New York

Project Use(s): Bicycle/pedestrian trail, connects cultural, recreational, environmental, historical, & educational resources.

Project Size: 40 miles (5,000 acres)

Total Development Cost: $3-17 million, exclusive of separate capital project

Application submitted by:

Name: Tom Fox
Title: Executive Director
Organization: Neighborhood Open Space Coalition
Address: 72 Reade Street; New York, New York 10007
Telephone: (212) 513-7555

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Signature: Tom Fox

Key Participants* (who were instrumental in the development of this project)

Key person: Telephone

- Public agencies:
  NYC Department of Transportation
  NYC Department of Parks and Recreation

- Developer:
  Neighborhood Open Space Coalition

- Professional consultants:
  Architect
  Landscape architect: Trowbridge Associates
  Urban designer
  Planner
  Lawyer: Dewey Ballantine
  Other

- Community groups:
  Alley Pond Environmental Center
  Flushing Meadows–Corona Park Redevelopment Corp.

- Sponsor

Bill Neiter
718-990-6161 X5389

* If necessary, attach an additional sheet, to identify others who should be credited in the development of this project.
1. Describe the characteristics of this project: the important aspects of the project’s design, development, and public approval process.

The Brooklyn/Queens Greenway is both visionary and practical — it is a continuation of the work begun by Frederick Law Olmsted and Calvert Vaux in the 1860-70’s in Brooklyn, and that of Robert Moses in Queens in the 1930-60’s. The BQG completes a chain of green across Long Island and finalizes their visions of a linear park system. It connects a host of historical, cultural, environmental and recreational facilities and links 13 parks.

The BQG is an ambitious project — it creates linkages and establishes an extensive bicycle/pedestrian trail system through the two most populous boroughs in the most densely developed city in the United States. To accomplish this, a significant amount of research was conducted to determine how the route could be connected. The designs had to fulfill a number of important roles including: 1) Provide safe and continuous bicycle and pedestrian paths that meet federal, state and local criteria; and separate cyclists from pedestrians, and both from vehicular traffic along the route. 2) Incorporate measures to enhance landscape and natural systems along the route. 3) Connect a variety of facilities and ecosystems with the path. 4) Design simple and cost-effective solutions. 5) To ensure the project’s long-term success, elected officials, city and state agencies, cultural facilities, civic organizations, and bicycle and pedestrian advocacy groups had to be involved in the design process.

To create the BQG, the Coalition organized a diverse and talented Advisory Committee which included many of the best planning, landscape architecture, engineering, urban design and transportation experts in New York City. The design recommendations were examined from social, political, and technical perspectives, and included strategies for resolving difficult problems. Public presentations and meetings allowed neighborhood residents to participate in the planning process, local community boards were consulted as sections were implemented, and the Coalition works with advocates for the disabled, as well as bicycle and pedestrian advocacy organizations to ensure that the route is safe and pleasant and meets the needs of a broad audience.

2. What makes the project exemplary? Why does it merit the Rudy Bruner Award for Excellence in the Urban Environment?

The Brooklyn/Queens Greenway accomplishes the seemingly impossible. It creates a new recreational and educational facility for the 4 million residents of Brooklyn and Queens. New York City has limited opportunities — both space and financial resources — to create new parks and open spaces. The BQG is an innovative, low-cost means of enhancing the quality of urban life, expanding the two borough's recreational opportunities and linking natural and cultural resources.

The project is New York City's first attempt toward implementing a major recommendation of the President’s Commission on Americans Outdoors which envisions a new effort "to tie our country together with threads of green that everywhere grant us access to the natural world". The BQG has played an important role in encouraging other New York organizations, such as the Regional Plan Association and Transportation Alternatives to explore other greenway opportunities.

Another exemplary quality of the project is that it has been endorsed and is being implemented by a large and diverse public/private partnership. Our small nonprofit has been responsible for coordinating a successful planning, implementation and public awareness campaign, circumventing considerable bureaucratic red tape that boggles down many public works projects. Elected officials, and City and State agencies immediately embraced the project and have committed most of the necessary resources to complete all phases of the project by 1995. Volunteers have spent tremendous amounts of time helping to publicize the BQG, introduce others to the route by leading walks and rides, and maintaining sections of the route with clean-up projects.

Over the past year, the BQG has received significant national attention. The National Endowment for the Arts included it in a book on eight innovative projects funded by its Design Arts Program, the American Society of Landscape Architects has given the BQG a Merit Award for Analysis and Planning, and National Geographic included the BQG in its May 1990 article on Greenways. It is frequently cited in Charles Little's new book Greenways for America as an outstanding example of an urban greenway.

3. What were the significant dates of the project's development and when was it completed?

See attached.
4. What urban issues did this project address? Were there issues that, in your judgement, might have been addressed but were not?

A variety of pressing urban issues are addressed by the Brooklyn/Queens Greenway:
1. Meeting the desperate need to create new recreational opportunities for a population that is severely underserved in terms of open space resources. This deficiency is cited in this application’s abstract.
2. Enhancing surrounding communities. The BQG contributes to the revitalization of neighborhoods such as Bushwick and Coney Island that have suffered from decay over the past few decades. It also enhances the property values of stable neighborhoods such as Forest Hills, Parks Slope and Douglaston.
3. Contributing to the local economy by attracting tourists.
4. Improving New York City’s air quality by promoting non-motorized transportation.
5. Promoting inter-cultural and inter-age interaction. The BQG connects neighborhoods with an incredible array of ethnic groups, and provides opportunities for people to meet and relate to each other.
6. Providing educational opportunities for important topics such as environmental education, architecture, horticulture, civics, art and science.
7. Creating a major public works project that is relatively inexpensive to build, and has broad and popular support.
8. Providing linear recreational opportunities to meet the increased demands of walkers, runners, cyclists, skaters, etc.
9. Maximizing accessibility to a wide array of recreational, cultural, environmental, and historical resources.

5. What were the goals of this project? To what degree were they met?

The project's goal is to create a well-known and well-used resource that significantly enhances New York’s quality of life, and increases public understanding and enjoyment of the natural and cultural resources of Brooklyn and Queens. Tremendous strides have been taken toward meeting this goal over the past five years. Over 90% of the route is completed and only a few detours are currently required to navigate the route. Our Feasibility and Design Studies established a conceptual plan for the route and the NYC Departments of Transportation and Parks and Recreation are developing designs for the route under their respective jurisdictions. A logo contest co-sponsored with the NYC Board of Education in 161 schools along the route has increased public awareness and resulted in a logo for the project. A majority of the educational and cultural facilities along the BQG have strongly endorsed the project and have helped distribute over 20,000 brochures on the project.

The overwhelming support that the project has received is a clear indicator that the investments needed to complete the remaining sections of the route will be made. Public awareness of the BQG continues to increase at outstanding rates. Large numbers of cyclists and hikers are riding and walking the entire route individually and in groups, and families are using sections of the route for recreation. The realization of the project's goals have exceeded the Coalition's expectations, and if the momentum continues, there is little doubt that all goals will be completely realized by the end of this century.

6. Describe the financing for the project. Was it unique or innovative?

A wide variety of public and private sources have made financial contributions to the project's success. The Feasibility Study was funded by the New York State Council on the Arts and the J.M. Kaplan Fund. The Design Study was funded by the National Endowment for the Arts, two New York City foundations and the New York State Assembly. Our promotional brochure was funded by Brooklyn Union Gas. The exhibition on the BQG was funded by the J.M. Kaplan Fund. To develop a logo for the Greenway, and introduce students to the project, the Coalition co-sponsored a logo contest with the NYC Board of Education, and received additional contributions from the Daily News, the Christodora/Manice Education Center and two corporate sponsors. In addition, the Board of Education’s television station financed the production of a half-hour videotape about the Brooklyn/Queens Greenway.

Physical implementation of the Brooklyn/Queens Greenway has involved an array of sources. The NYC Departments of Transportation, and Parks and Recreation, and the NYS Department of Transportation have committed substantial resources in their capital budgets for projects that will enhance the Brooklyn/Queens Greenway. The Coalition is now exploring sources such as Urban Mass Transportation Administration funds to fund bicycle-related amenities along the route, and private donations for enhancements such as tree plantings. In addition, the project has benefited from the extraordinary volunteer efforts that have significantly offset many costs.
BROOKLYN/QUEENS GREENWAY

SIGNIFICANT DATES

1866 Frederick Law Olmsted and Calvert Vaux create Prospect Park in Brooklyn.

1874 Olmsted and Vaux create Eastern Parkway in Brooklyn, the World’s first parkway

1876 Olmsted and Vaux create Ocean Parkway in Brooklyn, the World’s second parkway

June 15, 1895 America’s first bicycle path on Ocean Parkway. The inaugural ride is attended by 10,000 League of American Wheelman members.

1895 Forest Park is constructed in Queens.

1902 Kissena Park is completed in Queens.

1908 Highland Park is completed in Queens.

1923 Coney Island Boardwalk is opened.

1926 William K. Vanderbilt, great-grandson of Cornelius Vanderbilt builds the Vanderbilt Motor Parkway to reach the estates on the north shore of Long Island. (Later destroyed by Robert Moses and remnants converted to parkland)

1928 Cunningham Park completed in Queens.

1929 Alley Pond Park completed in Queens.

1934 Robert Moses begins construction of World’s Fair site on an ash dump in Flushing.

1935 Interborough Parkway opens connecting Brooklyn and Queens. The route originally included a bicycle/pedestrian path adjacent to the vehicular roadway.

1939 The World’s Fair opens at what is later called Flushing Meadows-Corona Park.

1940 The Peck Park Corridor is completed, linking Kissena and Cunningham Parks in Queens.

1964 The World’s Fair is held once again in Flushing, following the renovation of the 1939 site.

1985 Neighborhood Open Space Coalition suggests the overall vision of a Brooklyn/Queens Greenway and begins to explore the potential.

June 1987 The Coalition releases The Brooklyn/Queens Greenway - A Design Study. All of New York City’s major newspapers, and a host of local papers and organizational newsletters write favorable articles about the project shortly thereafter.

1988 Brooklyn/Queens Greenway Advisory Committee is formed to assist with project planning and development.

October 1988 The Coalition releases The Brooklyn/Queens Greenway - A Design Study at the opening reception of Shore to Shore and So Much More, an exhibition celebrating the BQG. The exhibition is hosted by a variety of organizations over the next couple years.

November 1988 The first ten mile segment of the route is completed (from Coney Island to Prospect Park) and is officially opened by Mayor Ed Koch.
New York City Department of Transportation and Parks and Recreation have 12 major capital projects and 10 smaller projects to enhance facilities along the route, and the two departments begin work on a Preliminary Design Investigation to initiate remaining capital projects to complete the route.

The Coalition begins co-sponsoring a series of rides and walks with Transportation Alternatives, Appalachian Mountain Club, American Youth Hostels and New York Cycle Club.

Spring 1990  *The Brooklyn/Queens Greenway - A Sign of the Times*, a half hour video tape about the BQG is completed by the Coalition and WNYE-TV.

The National Endowment for the Arts includes BQG as one of the eight best projects funded by its Design Arts program.

June 1990  Logo contest culminates when a selection committee, comprised of prominent government representatives chooses logo to represent the BQG.

September 1990  400 cyclists ride the route as part of a Century ride (100 miles)

November 1990  *The Brooklyn/Queens Greenway -- A Design Study* receives a Merit Award from the American Society of Landscape Architects.

Summer 1990  New York State Department of Transportation agrees to complete engineering study for elevated bicycle/pedestrian path along Interborough Parkway, and to subsequently ensure its creation.

PROJECTED DATES

Spring 1991  Volunteers designate the route by stencilling logo along the entire length of the path.

Spring 1992  Coalition releases a Brooklyn/Queens Greenway Guidebook.

1995  New York City completes all enhancements to route, and the opening is celebrated with a gala event, marking the 100th anniversary of the first bicycle path in America, on Ocean Parkway.
DEVELOPER PERSPECTIVE

This sheet is to be filled out by the person who took primary responsibility for project financing or is a representative of the group which did.

If possible, answers should be typed directly on this form or a photocopy. If the form is not used and answers are typed on a separate page, each answer must be preceded by the question to which it responds. Please limit answers to the area provided.

Name: Anne McClellan
Title: Project Director
Organization: Neighborhood Open Space Coalition
Telephone: (212) 513-7555
Address: 72 Reade Street; New York, New York 10007

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Signature: (Signature)

1. What role did you or your organization play in the development of this project? Describe the scope of involvement.

The Neighborhood Open Space Coalition has been the initiator, lead researcher, overall coordinator and promoter for the Brooklyn/Queens Greenway. The initial work on the project (e.g., site explorations, Feasibility Study, etc.) were done entirely by the Coalition. We designed and implemented a successful multi-faceted public awareness campaign, secured public and private funding for the project and ensured the involvement of various government agencies responsible for the route, The Coalition now coordinates efforts of other organizations and governmental agencies, monitors the project’s implementation process, continues to identify and secure funding and spearheads the ongoing public awareness campaign.

2. What, if any, modifications were made to the original proposal as the project was developed? What trade-offs or compromises were required during the development of the project?

The word "refinement" would better describe changes to the original proposal. As a result of public input, preferable routes and more cost-effective solutions were developed for several sections.

3. What, if any, innovative means of financing the project were used?

Please see Project Profile question #6
4. How did the financial benefits and economic impacts of this project differ from other projects? How does the project’s quality relate to the financial goals?

The Coalition is in the process of writing a series of monographs on the economic value of parks and open spaces to the urban environment. Specifically, that they enhance real estate values, offset infrastructure investments, improve public health and boost city image. Since this project is at a much larger scale (approximately 5,000 acres) than most urban open space projects the financial benefits are far greater.

The project’s quality has resulted in wide-spread public and private support.

5. What was the most difficult task in the development of this project? What was the least successful aspect? With hindsight, would you do anything differently?

The Logo Contest that we co-sponsored with the NYC Board of Education turned into a far more time consuming and cumbersome process than we had imagined. Although we have considerable experience dealing with city agencies, we were surprised by the difficulties we had dealing with that particular agency. Although we achieved a number of very important results from the contest (a half-hour promotional videotape, stronger relationships with facilities along the route, thousands of students and educators aware of the BQG and its educational potentials, and a symbol to represent the BQG), in retrospect we probably could have attained the same results through a simpler means. Paying a professional graphic artist to design a logo, and initiating a separate public awareness campaign within the school system would have been less labor intensive for our staff and allowed us to concentrate on other issues.

6. What about this project would be instructive to other developers?

The process used, products produced, funding mechanisms secured, and implementation methods employed can provide insights for other organizations, agencies and cities. The numerous queries our office has received about the project from people across the country hoping to create similar systems reflects its prototypical nature.

In addition, some of the innovative design proposals, such as the elevated bicycle/pedestrian path might be used as a model for other greenway developers faced with similar problems.

7. If, five years from now, you were to judge that this project was still successful, what characteristics would convince you of that fact?

Completion of all phases of the route within five years will certainly confirm the success of our efforts. Perhaps more importantly, a growing number of people using and enjoying the Brooklyn/Queens Greenway, introducing their children, friends and neighbors to the route, and volunteering to maintain and support it financially, will ensure it becomes a legacy for future generations to enjoy. Another indicator would be the connection of this route to a national greenway system.

The ultimate indicator of the project’s success would be to hear traffic reports announce “rush-hour traffic is heavy but moving well on the Brooklyn/Queens Greenway!”
PUBLIC AGENCY PERSPECTIVE

This sheet is to be filled out by staff representative(s) of public agency(ies) who were directly involved in the financing, design review, or public approvals that affected this project.

If possible, answers should be typed directly on this form or a photocopy. If the form is not used and answers are typed on a separate page, each answer must be preceded by the question to which it responds. Please limit answers to the area provided.

Name: Joseph Chu  
Title: Planner

Organization: NYC Department of Parks & Recreation  
Telephone: (212) 360-3403

Address: 830 Fifth Avenue, Room 403, New York, NY 10021

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Signature: [Signature]

1. What role did your organization play in the development of this project?

2. Describe what requirements were made of this project by your agency (e.g., zoning, public participation, public benefits, impact statements).

3. From your perspective, how was this project intended to benefit the urban environment? Describe how, if at all, those intentions changed over the course of the project. What trade-offs and compromises were required? How did you participate in making them? With hindsight, what would you now do differently?
The Bruner Foundation Award Application
Brooklyn-Queens Greenway

Public Agency Perspective

1. What role did your organization play in the development of this project?

The Department of Parks and Recreation is the lead agency for the review, planning, and implementation of this project. We began our involvement with the review of the original "Development Feasibility Study" by the Neighborhood Open Space Coalition. Currently, Parks and the Department of Transportation are producing a scope of work for the project. Our task has been greatly simplified by the existence of the "Design Study," which we have used as a point of departure for our own study.

2. Describe what requirements were made of this project by your agency (e.g. zoning, public participation, public benefits, impact statements).

Our Department has requested modifications in route of the Greenway to reduce pedestrian/cyclist conflicts, and to minimize the impact of the Greenway on residential neighborhoods, passive park areas, and environmentally sensitive land.

We have also requested that the participants, at appropriate times, meet with the affected community boards.

3. From your perspective, how was this project intended to benefit the urban environment? Describe how, if at all, the intentions changed over the course of the project? What trade-offs and compromises were required? How did you participate in making them? With hindsight, what would you now do differently?

It was the original intent of Parks to extend the experience of park and culture to residents then isolated from these experiences. We hope to accomplish this with minimal impact on the capital and expense budgets. Our intent has not changed.
4. Describe any data you have that document the impact that this project has had on its surroundings and the people in the project area. Attach supplementary material as appropriate. What have you observed of the project’s impact?

The Greenway has received extensive press coverage. This has heightened awareness of this project in the city. We have seen favorable community board interest as well as high marks from hiking and cycling groups. Our Department is scheduling Urban Park Ranger tours of operative portions of the Greenway. Ranger interpretation will enhance user appreciation of the project.

5. What about this project would be instructive to agencies like yours in other cities?

We have taken the greenway concept proposed by the President’s Commission on Americans Outdoors and made it relevant to a dense, older city. We have used existing resources -- our parks and streets -- and made them the foundation for a new urban environmental experience. We will enhance existing park and cultural resources to create a new resource: a 40-mile greenway that brings together parks and landmarks, wetlands and museums, lakes and beaches, botanical gardens, zoos and an aquarium. It is both an escape from the city and a celebration of the city.

6. If five years from now you were to judge that this project was still successful, what characteristics would convince you of that fact?

Five years from now, there would be four characteristics we would look for when judging whether the Greenway was successful. One would be the safe use of the Greenway by its users. Another would be user and community satisfaction. Third, we would look to see if it were easy and cost effective to maintain. Finally, we would look for park integrity: the appropriateness of the Greenway design in relation to the original parks and their users. We want to assure that the green aspects of the Greenway and other park features are not needlessly sacrificed for the sake of poorly-designed pavement and quick-fix solutions.
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We have also requested that the participants, at appropriate times, meet with the affected community boards.

3. From your perspective, how was this project intended to benefit the urban environment? Describe how, if at all, the intentions changed over the course of the project? What trade-offs and compromises were required? How did you participate in making them? With hindsight, what would you now do differently?

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PUBLIC AGENCY PERSPECTIVE

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Name John Benfatti  
Organization NYC Department of Transportation  
Title Bicycle Coordinator  
Address 40 Worth Street, NY, NY  
Telephone (212) 566-0751

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Signature

1. What role did your organization play in the development of this project?

See attached.

2. Describe what requirements were made of this project by your agency (e.g., zoning, public participation, public benefits, impact statements).

See attached.

3. From your perspective, how was this project intended to benefit the urban environment? Describe how, if at all, these intentions changed over the course of the project. What trade-offs and compromises were required? How did you participate in making them? With hindsight, what would you now do differently?

See attached.
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   See attached.

5. What about this project would be instructive to agencies like yours in other cities?

   See attached.

6. If, five years from now, you were to judge that this project was still successful, what characteristics would convince you of that fact?

   See attached.
Attachment:

1. **What role did your organization play in the development of this project?**

   The Department of Transportation is the lead agency on this project. We are involved in the review, planning, and implementation of this project. We are reviewing all designs and making necessary changes according to the needs of the intended users of the project as well as the communities affected. Members of our staff were involved in compiling the original feasibility study by the Neighborhood Open Space Coalition. We have been a member of the Brooklyn/Queens Greenway Advisory Committee since it was formed in 1986.

2. **Describe what requirements your agency made of this project? (Such as zoning, public participation, impact statements, etc.)**

   The Department of Transportation is studying the impact of this project on the safe movement of bicycles and pedestrians. DOT’s Traffic Bureau is studying all recommendations to determine what impact will result on the flow of motor vehicle traffic. We are also coordinating meetings with the New York City Department of Parks & Recreation on the design of bikeways through the N.Y.C. Parks involved in the project. The community boards affected have been given an overview of the project and we are meeting with the individual community boards as the project progresses through each community district.

3. **From your perspective, how was this project intended to benefit the urban environment? Describe how, if at all, the intentions changed over the course of the project? What trade-offs and compromises were required? How did you participate in making them? With hindsight, what would you now do differently?**

   The main way this project was intended to benefit the urban environment was by making people living in an urban environment more aware of the importance of green spaces.
The intentions of the project remain the same. Certain areas that were proposed for paving to create a bikeway could not be implemented because they interfered with an existing bridal path. A short term compromise was reached by routing the bicycle path on to the street. The long term solution will involve coordination with NYSDOT and the NYCDDP. This will involve creating a Class I bicycle route along the shoulder of an exit ramp of the Prospect Expressway and a recreational lane around Park Circle.

4. Describe any data you have that document the impact that this project has actually had on its surroundings and the people in the project area. Attach supplementary material as appropriate. If no data are available, what is your impression of the project's impact and what have you observed that supports that?

Before the first segment of the project was implemented in November several groups including American Youth Hostels, Appalachian Mountain Club and Transportation Alternatives had conducted biking and hiking tours of the route. In addition, while working on marking the path in the project area people commented on the need for better designation of the pedestrian and bicycle paths, which is the intention of our project.

5. What about this project would be instructive to agencies like yours in other cities?

This project involved the cooperation of the NYCDDP, NYSDOT, numerous special interest groups, and representatives of the affected communities. The coordination of all of these groups in disseminating information and reaching a consensus has provided a valuable experience for implementation of any project.

6. If five years from now you judge this project to be still successful, at what characteristics would you be looking?

In evaluating this project five years from now, the major indicator of its success would be the number of cyclists and pedestrians using the facility. As more New Yorkers become aware of green spaces within the city, their lives become enriched. We will also be monitoring the safety and durability of the project.
This sheet is to be filled out by a professional who worked as a consultant on the project, providing design, planning, legal, or other services. Copies may be given to other professionals if desired.

If possible, answers should be typed directly on this form or a photocopy. If the form is not used and answers are typed on a separate page, each answer must be preceded by the question to which it responds. Please limit answers to the area provided.

Name
Title
Organization
Telephone ( )
Address

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1. What role did you or your organization play in the development of this project?

   We acted as legal counsel to the New York City Open Space Coalition in connection with the design and implementation of the Greenway.

2. From your perspective, how was the project intended to benefit the urban environment?

   Knitting together available, but under-utilized recreational, cultural and natural facilities. Allowing an individual to experience the diversity of New York - ethnic, racial, cultural and (hardest of all for bike riders) topological.

3. Describe the project's impact on its surroundings and on the people in the area. Do you have data that document these effects? Attach supplementary material as appropriate.

   The Greenway is a bridge between New York's often isolated neighborhoods. It allows a hiker, biker or jogger to traverse the City and its neighborhoods and presents this City in some unexpected lights. A user of the Greenway gains many new impressions about the City; its size, the diversity and activity of its peoples, its natural and architectural resources and its beauty. Because it will be a recognized path it will draw many who could or would not make the journey on their own. Because of the numbers that will be drawn, I believe many others, perhaps less adventuresome, will find safety in their number. The Greenway will bring recognition to facilities, the abundance and richness of which is often unrecognized, even by those only a few blocks away.
4. What trade-offs and compromises were required during the development of the project? How did your organization participate in making them?

Encouragement of government was needed in order to have them embrace this project, as they now have. Sometimes it was necessary to remind government of its legal obligations, or to point out legal failings of current projects (environmental, procedural, etc.) in order to bring them on board. We also advised on more general legal issues.

5. What was the least successful aspect of the project? With hindsight, what would you now do differently?

From our narrow legal perspective, it is difficult to identify an unsuccessful aspect of the project.

6. How might this project be instructive to others in your profession?

The story of the management of a complex project such as this, encompassing multiple layers of government, jurisdictions, bureaucracies, communities, types of facilities, etc. would be quite instructive to anyone (including lawyers) facing the legal aspects of another similarly daunting project.

7. If, five years from now, you were to judge that this project was still successful, what characteristics would convince you of that fact?

Increased incidence of:
- Weight loss through biking, hiking, running, jogging, strolling
- Weight gain (offset of the above) caused by dining (after biking, hiking, running, jogging, strolling) in new neighborhoods
- Attendance at museums, gardens, parks, beaches and natural spots along the Greenway

More people saying:
- "Its incredible to me that this much nature exists in the City, we need to protect it"
- "I can’t believe the number of types of people who live in the city and how different their neighborhoods are"
- "New York is so much more then just Manhattan"

A greatly improved ratio of:
- Smiles to blank stares along the Greenway
PERSPECTIVE/Professional Consultant

This sheet is to be filled out by those professionals who worked as consultants on the project, providing design, planning, legal, or other professional services.

If possible, answers to all questions should be typed directly on this form or a photocopy. If the form is not used and answers are typed on a separate page, each answer must be preceded by the question to which it responds. The length of answers should be limited to the area provided here.

Name  Richard Manning  Title  Landscape Architect

Organization  Trowbridge-Trowbridge Landscape Arch.  Telephone (607 ) 277-1400

Address  1345 Mecklenburg Road,  Ithaca, New York  14850

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Signature

1. What role did you or your organization play in the development of this project?

Trowbridge-Trowbridge Landscape Architects (T-T) were the Consultants hired by the Neighborhood Open Space Coalition to conduct the Brooklyn-Queens Greenway Design Study. I was the Project Manager of the Design Study.

2. From your perspective, how was this project intended to benefit the urban environment?

The Brooklyn/Queens Greenway will link existing parks, natural and semi-natural areas, boulevards and trails into an imagable and accessible open space system. It is not a new concept developed by the NOSC or T-T, rather it is building on the open space systems developed by F.L. Olmsted in Brooklyn and Robert Moses in Queens. The Olmsted and Moses systems have been compromised by numerous road and highway projects during the 1960's and 1970's. This is the beauty of the B/Q Greenway - it is a big idea that requires no major new land acquisition and few major construction projects.

3. What is your impression of the project's impact on its surroundings and people in the project area? Do you have data that document its effect? Attach supplementary material as appropriate.

Our experience concerning the project's impact on its surroundings is limited to the interactions that we have had with the public, open space advocates, and park/transportation professionals during a series of public meetings conducted during the course of the Design Study. We were always very impressed with the leadership and vision presented by NOSC. This and the inherent logic and simplicity of the idea has elicited almost universal support and enthusiasm for the project from meeting participants.
4. What trade-offs and compromises were required during the development of the project? How did your organization participate in making them? With hindsight, what would you now do differently?

In determining the route of a 40 mile bicycle and pedestrian trail in the middle of New York City numerous compromises were struck in balancing the often conflicting objectives of various interest groups and public agencies. It is important to understand that the design process that we conducted with NOSC was a participatory process and compromise was an integral part of the process. The suggestions that we developed were intended to facilitate the dialogue between the Greenway Advisory Board and the public.

5. How might this project be instructive to others in your profession?

First the Greenway concept is a powerful one and it is acknowledged as such by landscape architects and urban planners.

Second, the process of using a non-profit advocacy (NOSC in this case) organization to build a broad consensus among both the private and public sectors for developing innovative open space projects is a very useful model for other cities and regions.

Third, the focus on public involvement and education has set this project apart from more traditional park projects.

6. If five years from now you judge this project to be still successful, at what characteristics would you be looking?

If the project is physically completed and one can actually walk or ride the 40 mile route without endangering one's life, then we must judge the project a tremendous success. A continued commitment to its maintenance and upkeep will be a more difficult challenge given the current condition of the parks in Brooklyn and Queens.
COMMUNITY REPRESENTATIVE PERSPECTIVE

This sheet is to be filled out by someone who was involved, or represents an organization that was involved, in helping the project respond to neighborhood issues.

If possible, answers should be typed directly on this form or a photocopy. If the form is not used and answers are typed on a separate page, each answer must be preceded by the question to which it responds. Please limit answers to the area provided.

Name William Nieter Title Chairman
Organization Alley Pond Environmental Center Telephone (718) 229-4000
Address 228-06 Northern Blvd. Douglaston N.Y. 11363

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1. How did you, or the organization you represent, become involved in this project? What role did you play in it?

APEC is one of the institutions along the proposed route of the B/Q Greenway. At the inception of the project the NOSC asked APEC and other interested parties along the route to form an advisory committee that could assist them in developing the project to meet community needs.

2. From the community's point of view, what were the major issues concerning this project?

This project has received remarkably uniform support throughout this area of the borough. It is a project that almost everyone has gotten behind and really doesn't have any controversial issues surrounding it. From the community's point of view improved access, safety and open space preservation are major gains that are generated as a result of the B/Q Greenway.

3. What other community organizations or institutions, if any, were involved? How were they involved?

I am sure that NOSC can provide an extended list of such organizations because I know for a fact that many institutions and groups along the proposed route were involved in the planning process. Besides the official agencies like Parks, Transportation and Planning the major institutions like NY. Hall of Science, Queens Botanical Gardens, Flushing Meadows Corp., Kissena Park Nature Center, and others were involved. Block associations, civic groups and local schools also receive communications and participated to various degrees.
4. If there was a public review process, did you or your organization participate in it? Describe your involvement.

There was an extended public review process that went through the planning and feasibility stages into the design stage. We participated in the Queens public hearing held in borough hall.

APEC also met regularly with NOSC representatives and consultants at our center and in the advisory committee.

5. What trade-offs and compromises were required during the development of the project? How did your organization participate in making them? With hindsight, what, if anything, would you do differently?

Working within the confines of city agencies and negotiating approvals for design recommendations is very time consuming. The major public agencies involved are supportive yet there is a bureaucratic inertia built into city agencies that slow the process to a crawl. NOSC has had to compromise on the timetable and could not reasonably be expected to complete this project in anything less than 6 years.

6. How has this project made the community a better place to live? Please be as specific as possible.

I believe that most of the major benefits of this project are immediately ahead of us. As a NYC park advocate I see this project as an important way to unify and upgrade urban parks. In the urban environment parks provide absolutely essential space and greenery and yet in the course of city politics they are underfunded, understaffed and officially and unofficially abused. This project builds constituencies that will help preserve and maintain the integrity of parklands along the route.
7. If a community group came to you for advice in carrying out a similar project, what would you tell them?

Greenways on small and large scales are possible in urban areas. Bringing the concept of greenways and park linkages into highly urbanized areas is an ambitious and daring undertaking. All segments of society should be brought into the process of planning such a project. Such ideas represent the very best in city planning and opportunities exist in other urban areas for similar projects to take place.

8. Why do you think the project should win this award?

This project represents the third great wave of park building in the metro area. Central and Prospect Parks in the heart of the city were the major accomplishments of the 19th century. The ring of outer perimeter parks including Alley Pond, Flushing Meadows, Pelham Bay and others of great value are the legacy of the early and middle 20th century. What does the late 20th century have to offer? The concept of park linkages and greenways not cutting through but connecting urban areas is an idea whose time has come. This holds vast potential for bringing our parklands closer together.

9. If, five years from now, you were to judge that this project was still successful, what characteristics would convince you of that fact?

I want to see people, schools, neighborhoods and institutions along the route brought more closely together. I want people to begin to appreciate the basic geography of the city and to acquire a sense of place. Capital improvements are welcome and I am sure they will be forthcoming but I am most looking forward toward "people improvements" i.e. a citizenry that uses the B/Q route often and wisely. We need to create a citizenry who will be committed to the greenway and who will protect, support and maintain the route and its resources.
COMMUNITY REPRESENTATIVE PERSPECTIVE

This sheet is to be filled out by someone who was involved, or represents an organization that was involved, in helping the project respond to neighborhood issues.

If possible, answers should be typed directly on this form or a photocopy. If the form is not used and answers are typed on a separate page, each answer must be preceded by the question to which it responds. Please limit answers to the area provided.

Name: MARTIN GALLENT
Title: ATTORNEY AT LAW
Previous Chairman
Organization: FLUSHING MEADOW CORONA PARK CORP.
Telephone: (718) 446-0666
Address: 37-06 82nd Street, Jackson Heights, NY 11372

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Signature:

1. How did you, or the organization you represent, become involved in this project? What role did you play in it?

We were approached by Tom Fox and NOSC with the idea of creating a green belt throughout Queens and Brooklyn, and were enthusiastic about including Flushing Meadow Corona Park.

2. From the community's point of view, what were the major issues concerning this project?

Providing open space and greenery through an urban setting that would give people a destination and view the various flora and fauna that is available in the two boroughs.

3. What other community organizations or institutions, if any, were involved? How were they involved?

Our function and role is to act as a protector of the park and to guide its development. We work with a half dozen other institutions and organizations in the park, all of whom gave their enthusiastic endorsement.
4. If there was a public review process, did you or your organization participate in it? Describe your involvement.

There is no official public review process at this time; however, we have informed all our community groups and organizations, and they have had an opportunity and an input through us. I certainly would participate in any ULURP type process or other type public hearings that were required or requested.

5. What trade-offs and compromises were required during the development of the project? How did your organization participate in making them? With hindsight, what, if anything, would you do differently?

There was only one issue that required some negotiations and that is the connection with the park from Queens Boulevard. That matter still remains in question but should be resolved shortly.

The work performed by NOSC has been exemplary and even in hindsight.

6. How has this project made the community a better place to live? Please be as specific as possible.

By creating walking and biking activities and introducing new areas to different communities, it has enriched both the City and the residents of the community through which the green belt passes.
7. If a community group came to you for advice in carrying out a similar project, what would you tell them?

I would suggest that they talk with Tom Fox and Ann McClellan of Neighborhood Open Space Coalition as to how to get it done with both expertise and efficiency.

8. Why do you think the project should win this award?

The project is creative and innovative, has involved numerous people and given them an opportunity to expand and utilize City assets without unreasonable costs.

9. If, five years from now, you were to judge that this project was still successful, what characteristics would convince you of that fact?

Utilization by the public and the degree of maintenance performed by volunteers as well as the City.
1. What role did you play in the development of this project?

Chairman of the Brooklyn/Queens Greenway Advisory Committee, revised plans, assisted in preparation of estimates of construction cost and specific questions of feasibility.

2. From your perspective, how was this project intended to benefit the urban environment?

By providing a continuous recreational (bicycling) and park link extending 40 miles through two populous boroughs of New York City; it will provide a special purpose "parkway."

3. Describe the impact that this project has actually had on its surroundings and on the people in the project area. Include any data or supplementary materials that support your conclusions.

This project has not yet been fully constructed although several elements are in place. It will contribute to neighborhood and borough-wide recreation; and it will contribute a landscaped connector between major neighborhoods linking them to major existing recreational parks and cultural institutions.

4. What trade-offs and compromises were required during the development of the project? Did you participate in making them?

No trade-offs were required due to carefully orchestrated relations with neighborhood groups, elected and appointed officials, and eleemosynary organizations. The only compromises were those required in the course of any public undertaking: trimming our financial sails to the winds of fiscal realism and routing the Greenway so as to avoid interference with other existing neighborhood facilities and uses.
5. What was the least successful aspect of the project? With hindsight, what would you now do differently?

If it can be said to be an "aspect of the project," the delays encountered as a result of bureaucratic impediments to closing several of the gaps in the total length of the project have been the most frustrating. No amount of hindsight, however, suggests any steps which might have been taken by the sponsors to expedite the full achievement of the project.

6. What can others learn from this project?

That patient and harmonious relations with cognizant public and private organizations and individuals are more productive than confrontation—that one catches more flies with honey.

7. If, five years from now, you were to judge that this project was still successful, what characteristics would convince you of that fact?

The degree of use by the cyclists and pedestrians for whom it was designed; and the attention shown by its neighbors and users with respect to the appropriate maintenance, cleanliness and integrity of the project.
OTHER PERSPECTIVE

Name  John J. Gallagher  Title  Secretary
Organization  Appalachian Mountain Club - NY/NJ Chapter  Telephone  (718) 499-9779
Address  441 14th Street, Brooklyn, NY 11215

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Signature  

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1. What role did you play in the development of this project? Primarily for the NOSC, one on their Brooklyn/Queens Greenway Advisory Board. As a leader with the AMC, I do at least one walk along the length of it each year, and several outings along sections to take advantage of its varied attractions in the changing seasons. I often touch on the Greenway while leading walks for other organizations such as Shorwalkers and the Prospect Park Environmental Center, and a tour I lead perhaps 8 or 10 times a year for the Fund for the Borough of Brooklyn includes visits to institutions on the Greenway from the Lubovitch Study Center to the Brooklyn Museum and Brooklyn Botanic Gardens. During these tours, the Greenway in its historical, present and potential significance is discussed. At the same time, inclusion of the Greenway is an important part of my field lectures for the Hunter College Graduate Program in Urban Studies.

2. From your perspective, how was this project intended to benefit the urban environment?

It offers a respite from the unrelenting gridwork of the urban streetscape and the motor culture of the highway we confront during the workweek. The Greenway offers to perhaps one million people in easy walking distance, and many millions who live in the general vicinity, a true source for recreation.

3. Describe the impact that this project has actually had on its surroundings and on the people in the project area. Include any data or supplementary materials that support your conclusions.

I can only write for myself and report the opinions from those I have taken on the Greenway. At present it is a path for those who seek it out. In the future it will be easily accessible to even the far too many of us who are disabled. It exists and will better exist as a bulwark against the tendency of the late 20th Century to view urban existence as a simple account function of return on investment. To quote HRH, the Prince of Wales, "man is more, much more than a mere mechanical object who sole aim is to produce money," (London, 29 October, '88). Outlets, such as the Greenway, may help rescue the citizen from the fate of mere res economicus.

4. What trade-offs and compromises were required during the development of the project? Did you participate in making them?

As a member of the BQG Advisory Committee, I participated in planning the route. Occasionally there was disagreement between Advisory Committee members on optimum design solutions, but these issues were eventually resolved.
5. What was the least successful aspect of the project? With hindsight, what would you now do differently?

Nothing.

6. What can others learn from this project?

The simple thing, with perseverance it can be achieved in other localities.

7. If, five years from now, you were to judge that this project was still successful, what characteristics would convince you of that fact?

As Greenway qua Greenway, use — lots of people on it for the short or long haul, on foot cycle, in strollers or sitting; the idea of a greenway that its like (characteristic) exists and will exist in greater and greater numbers across the country.
December 5, 1990

Janet Carter
Rudy Bruner Foundation
244 Fifth Avenue
9th Floor
New York, New York 10001

Dear Ms. Carter,

Thank you for the opportunity to present additional information about the Brooklyn/Queens Greenway. I have compiled a brief inventory of the implementation status for each section of the route. As you can see, there is now a continuous route (although a couple of detours are necessary) and city and state agencies have made significant commitments to further enhance the route. I hope this clarifies the BQG's current physical state for you. There are also numerous smaller capital projects that will enhance recreational and cultural facilities along the route, and the New York City Departments of Transportation, and Parks and Recreation are jointly conducting a Preliminary Design Investigation to initiate the capital projects necessary to complete the project.

I have also included a map by the Regional Plan Association that was released earlier this year. The Brooklyn/Queens Greenway is a prominent feature on this map, and the only portion of it indicated as being in a planning a future development is Fort Totten. This contrasts with projects such as the Staten Island Greenbelt, which has a number of large parcels still in the planning stage.

Perhaps the greatest indicator to us that the BQG has transcended from being merely a plan to a reality is the tremendous number of people that we know of who are using the Greenway. This is best exemplified by Transportation Alternatives' ride with 400 cyclists this fall -- usership of this volume would not have been possible a couple of years ago.

The Greenway will be officially designated next spring when its new logo will be stencilled along the entire 40-mile length. However, an anonymous party evidently thought our schedule wasn't fast enough and painted a series of white arrows through the Queens portion of the path over a year ago. Quite a number of people, many of whom were already using the BQG, have reported that this facilitates following the route.
Public awareness of the Brooklyn/Queens Greenway has expanded significantly over the past year. I am finding more and more frequently that when I explain what I do for a living to people, a surprisingly large number are already familiar with the project. A few months ago I took a couple of French exchange students to the New York panorama at the Queens Museum, and was delighted to overhear a father and his children discussing where their home was in relation to the Brooklyn/Queens Greenway.

Although the application directions indicate that videotapes should not be sent, the half-hour video we produced this spring might provide additional insights into this project, and I'd be happy to send you a copy if you'd like to view it.

As I mentioned, there are a few perspectives that are being sent under separate cover. I hope that this information is helpful to you, and better clarifies the progress we've made with this project. Please let me know if I can provide you with anything further. We appreciate the Rudy Bruner Foundation's consideration of our project.

Sincerely,

Anne McClellan
Special Projects Director
## BROOKLYN/QUEENS GREENWAY
### Implementation Status

<table>
<thead>
<tr>
<th>LOCATION</th>
<th>PROJECT DESCRIPTION</th>
<th>AGENCY</th>
<th>STATUS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Coney Island to Grand Army Plaza</td>
<td>Add signage and curb cuts</td>
<td>DOT/DPR</td>
<td>Completed</td>
</tr>
<tr>
<td>Coney Island</td>
<td>Boardwalk reconstruction</td>
<td>DPR</td>
<td>Ongoing project</td>
</tr>
<tr>
<td>Surf Avenue</td>
<td>Roadway reconstruction -- Class II bicycle path to be added</td>
<td>DOT</td>
<td>Agency exploring design options, construction to be completed by 1995. Road is currently bikable.</td>
</tr>
<tr>
<td>Grand Army Plaza</td>
<td>Redesign -- safer circulation for all user groups is being explored.</td>
<td>DOT/DPR</td>
<td>Agencies are exploring design options. Route can currently be negotiated by bikes and pedestrians.</td>
</tr>
<tr>
<td>Eastern Parkway Extension</td>
<td>Reconstruction of vehicular roadway, access roads and malls. New Class I Bike Path is included on southern mall.</td>
<td>DOT/DPR</td>
<td>Class I Bike Lane is 95% completed. Coalition-led advocacy efforts resulted in increased protection of existing trees during construction and adding asphalt under hexagonal pavers to prevent uneven settling for bike/pedestrian path. 1,250 new trees are being planted, and the vehicular roadway will be completed by 1993.</td>
</tr>
<tr>
<td>Eastern Parkway Extension</td>
<td>Reconstruction</td>
<td>DOT</td>
<td>Agency is studying safety of two possible design scenarios. Section is currently navigable.</td>
</tr>
<tr>
<td>LOCATION</td>
<td>PROJECT DESCRIPTION</td>
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<tr>
<td>Highland Park</td>
<td>Reconstruction -- including conversion of Ridgewood Reservoir to recreational &amp;</td>
<td>DPR</td>
<td>Designs being developed. The Park is now navigatable by either bikes or pedestrians.</td>
</tr>
<tr>
<td></td>
<td>environmental education facility</td>
<td></td>
<td>Coalition raised issue of legal problems with current redevelopment that further destroys original bike path. Consequently, Agency is</td>
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<td></td>
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<td></td>
<td>conducting an Engineering Feasibility Study and Cost Estimate. Preliminary designs are being reviewed by the Structural Department for</td>
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<td></td>
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<td></td>
<td>January presentation to Advisory Board. Agency has legal obligation to build, and project will probably be done in conjunction with</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td>1994 NYC DOT bridge reconstruction projects in area. The interim detour route is now navigable.</td>
</tr>
<tr>
<td>Interborough Parkway</td>
<td>Reconstruction of bicycle path -- will probably result in elevated Class I bicycle</td>
<td>NYS DOT</td>
<td></td>
</tr>
<tr>
<td></td>
<td>pedestrian path</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Forest Park</td>
<td></td>
<td>DPR</td>
<td>Class III bicycle route is in place, and DOT and DPR are exploring upgrading possibilities in their Preliminary Design Investigation.</td>
</tr>
<tr>
<td></td>
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<td></td>
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<tr>
<td>Flushing Meadows-</td>
<td>Park renovation.</td>
<td>DPR</td>
<td>Class I routes exist throughout the Park. FMCP Redevelopment Corporation recently released concept plan. NOSC participated in</td>
</tr>
<tr>
<td>Corona Park</td>
<td></td>
<td></td>
<td>the plan's development, and there are numerous provisions to include and enhance the BQG.</td>
</tr>
<tr>
<td>LOCATION</td>
<td>PROJECT DESCRIPTION</td>
<td>AGENCY</td>
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<tr>
<td>Queens Botanic Garden</td>
<td>Addition of Japanese Garden</td>
<td>DPR</td>
<td>Agency is working with NOSC and Transportation Alternatives on relocation and design of existing bicycle path.</td>
</tr>
<tr>
<td>Kissena Park</td>
<td>Improve various areas</td>
<td>DPR</td>
<td>Class I paths already exist through most of the park, and the redevelopment will allow access to rest of the park.</td>
</tr>
<tr>
<td>Cunningham Park</td>
<td>Reconstruction</td>
<td>DPR</td>
<td>Class III paths currently exist through the park. A remnant of the Vanderbilt Motor Parkway will eventually provide a Class I route, and its bridges are now being renovated.</td>
</tr>
<tr>
<td>Vanderbilt Motor Parkway (between Cunningham &amp; Alley Pond Parks)</td>
<td>Reconstruction</td>
<td>DPR</td>
<td>Completed.</td>
</tr>
<tr>
<td>Northern Boulevard</td>
<td>Reconstruction</td>
<td>DOT</td>
<td>BQG section completed. The new marginal sidewalks greatly enhance bicycle and pedestrian passage.</td>
</tr>
<tr>
<td>Alley Pond Park</td>
<td>Improvements to entire area.</td>
<td>DPR</td>
<td>Several routes now exist through and around the Park, and various facilities are being upgraded.</td>
</tr>
<tr>
<td>Cross Island Parkway</td>
<td></td>
<td>DOT/DPR</td>
<td>Class I route exists -- it should be enhanced with tree plantings.</td>
</tr>
<tr>
<td>Fort Totten</td>
<td>Improved public access to recreational facilities</td>
<td>U.S. Army</td>
<td>Plans being developed</td>
</tr>
</tbody>
</table>