

## CASE STATEMENT AND NEIGHBORHOOD ACCIDENT SUMMARY

### Neighbors for Better Bike Lanes (NBBL) 12/14/10

Prospect Park West—according to NYSDOT statistics—has historically been very safe in comparison to other north/south streets in Park Slope (roughly twice as safe for pedestrians, bikers and drivers as 6<sup>th</sup>, 7<sup>th</sup> & 8<sup>th</sup> Aves., and 3 times safer than 5<sup>th</sup> Ave. between Union & 16<sup>th</sup> St). And it does not even appear on the list of streets dangerous or difficult to navigate on CB6's March 2010 survey of bicyclists. See the table below for the specifics, showing data from New York State Department of Motor Vehicles.

#### 1/1/06-12/31/09 Accidents in the Park Slope Area (data on car-pedestrian, car-bike and car-car accidents)

4-Year Total	Ped.	Bike	Car	Totals	Annual Average	Ped	Bike	Car	Average
Prospect Park W	5	2	35	42	Prospect Park W	1.3	0.5	8.8	10.5
8th Avenue	10	5	68	83	8th Avenue	2.5	1.3	17	20.75
7th Avenue	23	10	61	94	7th Avenue	5.8	2.5	15	23.5
6th Avenue	14	8	55	77	6th Avenue	3.5	2	14	19.25
5th Avenue	31	15	74	120	5th Avenue	7.8	3.8	19	30

Yet under the guise of “traffic calming” a self-interested group of bikers (using a vaguely-worded/misleading petition and a professional, well-financed city-wide network of bicyclists, as well as dubious statistics gathered with a prejudiced amateur's speed gun) successfully promoted a Class 1 protected bicycle lane on PPW. This was the classic case of flouting “if it's not broke, don't fix it”, since PPW was a gracious, heavily traveled avenue that actually functioned well, with smoothly flowing traffic and a low incidence of accidents. “Safety” was used as a stalking horse for another agenda—imposition of a duplicative protected bike lane in the street, a few hundred feet from an existing, heavily used bike lane in beautiful Prospect Park.

Since the installation of the lane—billed as a “trial” when it became clear that significant community opposition had begun to emerge—it has become apparent to a significant percentage of concerned Park Slope residents that pedestrian and vehicular safety has in fact decreased. There have been at least 1 serious bike-auto accident, and at least 15 car accidents since the lane opened in June (see summary on following page, and letters in relevant sections of this documentation notebook). This is opposed to an average number of reported PPW accidents of 1.3 pedestrian, 0.5 bike and 8.8 car accidents per year for the four years between 2006 and 2009 (see table above). In addition, we have reports of at least 13 pedestrian/bicycle accidents (and countless near misses) as verifiable eyewitness accounts; there are apparently no official counts of such accidents regularly kept by NYC.

There are of course other issues as well. More than 160 letters and emails—not one of them is a form letter—have been compiled from our archives. These continue to arrive daily. They communicate the concerns of neighbors who have either written to officials connected with the bike lane and shared or written to NBBL. The letters are included with this case statement, categorized into the topics of safety, interaction with cars, the negative impact on aesthetics of

Prospect Park West, and a number of letters that touch on multiple themes or simply state their objections to the project as designed. Park Slope has 33,000 residents per square mile. Using the standard multiplier effect of 50:1 for constituent letters, these letters represent almost 7,500 unhappy people, none of whom asked for the lane...or, if they initially thought it would be workable, having now observed the reality, have come to wish it moved to Prospect Park. They do NOT feel safer and they have many reasons for disliking the impact of the bike lane on their quality of life and daily activities. Most problems stem from the installation of the floating car lane and its dangerous ramifications.

In addition, we have obtained, without a great deal of effort, more than 600 signatories to a petition, with verifiable names of actual Park Slope residents, in addition to more than 70 who have contacted us by email and asked to be included in our efforts, sharing their email and home addresses. These are also included here with a map of where the people who have signed our petition or emailed us to ask to be in our group live. These are individuals whose daily lives are affected by the lane. The next section includes a list of most of these individuals by ZIP code, with a map of their addresses in Brooklyn to illustrate that these are primarily from people who live near Prospect Park and see the bike lane, its lack of use by bikers, and its impact on a regular basis. There is also a Facebook page, with 350 'friends' from the Slope. All this adds up to more than 1,000 people who have written or signed that they oppose this design. Add the multiplier there, and you come up with more than 50,000 tax-paying voters (many of them bikers, by the way) who do not like this lane and feel it has endangered them as they use PPW going about their daily business.

### **Neighborhood Residents' Input on Accidents, June 2010 – Dec. 2010**

#### **CAR ACCIDENTS (15 verbatim eye-witness accounts, and counting)**

- June 5, 2010: 4:15 pm, 9 PPW: serious collision between car service and double-parked Fresh Direct truck....limo drove into the back of the Fresh Direct Truck, windshield smashed (Lisa F [REDACTED], Don M [REDACTED], Alberto M [REDACTED] and others)
- Late June-Early July (Fri or Sat nite, after Celebrate Bklyn concert): PPW & 4<sup>th</sup> St: SUV sideswiped parked sedan (low speed, lane so narrow van swerved into sedan)...Lisa witnessed accident and left a note, contacted later by the FBI since the sedan turned out to be a gov't car...(Lisa F [REDACTED])
- Aug 10, late afternoon traffic: Car trying to bypass a parallel-parking car veered into the other lane & side-swiped a car in that lane...traffic came to a pile-up stop (Anne W [REDACTED] email [REDACTED])
- Date uncertain: a car swerved across 2 lanes, causing an accident...Nancy R [REDACTED] [REDACTED] sent Aug 18
- 9/16/10: 7:30 am...9 PPW: car side-swiped parked car, mirror knocked off...Lisa F [REDACTED])
- 9/16/10: 9:30 pm...PPW & 1<sup>st</sup> St: fender bender... (Lisa F [REDACTED])
- 9/25/10: 4pm--12<sup>th</sup> St: fender bender...2 sedans involved in a collision...drivers talking to each other (Lisa F [REDACTED], sent Nov 2)

- Week of Oct 4: 40-44 PPW, 5:30 pm: van back-ended by a sedan...low speed collision (less than 25 mph), van pushing sedan down PPW (Lisa F [REDACTED] [REDACTED]) Nov.2 email
- Oct. 30, afternoon: 10<sup>th</sup> St, truck sideswiped parked moving van, smashing side window, because of narrow lane (eyewitness Jasmine M [REDACTED] Nov 1 email)
- Nov 1: 4<sup>th</sup> St: major damage to several cars hit in floating lane, as well as to the car responsible, causing major traffic tieup...(Betty & K [REDACTED] and a number of others)
- Nov 1, PPW & 1<sup>st</sup> St: car in floating lane suffered deep scratch from biker riding by (Ray F [REDACTED])
- Nov 5, 4<sup>th</sup> St: collision between an Access-a-Ride van and an SUV.....(Linda E [REDACTED] [REDACTED])
- Nov 12, 6 am: PPW & 2<sup>nd</sup> St: 2 parked cars badly sideswiped, with major damage. Tow truck necessary to remove at least one car. Police report calling this 'leaving the scene of an accident' .... (reported by owner, Bob F [REDACTED])
- Mid-Nov.: car accident involving a car that was trying to leave a spot on the floating lane and a car driving in the left lane of PPW. ...drivers ... said the incident occurred because there was a double-parked truck in the right hand lane, an example of why the "2 lanes of the new PPW" are not adequate to support the ongoing traffic because, especially, of double-parked vehicles...(Nov 29, 8:42 am [REDACTED])
- Dec. 2, 7:45 am: Fender-bender involving 2 cars at 40 PPW, police called, traffic stopped all the way to GAP, a "slow-mo" collision because not enough space to maneuver in the lanes now...(Lisa F [REDACTED] [REDACTED] Dec. 2, 7:23 pm)

#### ACCIDENT BETWEEN BIKER AND AUTOMOBILE:

- Sept 1: Today a cyclist was hit and badly injured when he was turning off the PPW bike lane... a black Cadillac SUV hit him at the intersection of PPW and Third Street, at 2pm. Everyone thinks he was going onto the Third Street bike lane. (Had he made it, he would have been then going against Third Street traffic, in the wrong direction.) He ... was in the street with a large gash in his head and the blood everywhere. There were witnesses and the EMS, Police, and Fire Dept soon arrived. Unfortunately he was not wearing a helmet so the head injury was the most obvious of all his injuries. (The SUV did stop.) (Connie W [REDACTED] [REDACTED])

#### DANGEROUS STREET CROSSINGS, NEAR MISSES

60-plus letters concerning use of the street by pedestrians, just one example:

- "I have never had a problem crossing PPW until now. I find I have to negotiate my way through cyclists who rarely stop or even slow down for a red light. I always felt secure that a car would stop for a pedestrian but can never tell with a bike. It appears that bicycle culture is such that they feel traffic laws don't apply to them...these lanes have made an easy cross perilous."

**Executive Summary:  
Analysis of Bicycle Counts, Prospect Park Bike Lane  
Neighbors for Better Bike Lanes  
December 10, 2010**

NYC DOT's preliminary report of Oct 19, 2010 of the impact of the PPW bike lane and an update released on Dec 3, 2010 present data that DOT interprets as dramatically increased usage of the Prospect Park Bike Lane in the months between August and November, 2010, compared with counts done in June, 2009. Many residents of Park Slope question the validity and objectivity of DOT's bike count figures, which fly in the face of universal observations that the lane is greatly underutilized. This is especially true during weekdays and commuting hours when DOT claims an average of 84 bikers every hour between 7 am and 7 pm (No description of the methodology for DOT's counts were provided).

To check, a verifiable 12-day video surveillance was done between Sunday, Nov. 7 and Thursday, Nov. 18, from the window of a dwelling on PPW near Grand Army Plaza. The average number of bikers counted for the 9 weekdays in this interval was **523 in 12 hours, or 43.6/hour, about half of DOT's counts.** DOT and we have both have data for Tuesday, Nov. 19; DOT reported a count of 863, while the count of the video record was 470. On Saturday, Nov. 13, DOT reported 1838 bikes, and the video count was 1543. As the primary users of the bike lane are on the weekend, these are likely to be recreational, not commuting trips. The table below is a summary of the results of DOT vs. NBBL counts.

<i>Weekdays</i>		<i>Weekends</i>	
<b>DOT Bike count (12 hrs)</b>			
Before: June 9, 2009	349 (29/hr)	Before: June 9, 2009	790 (66/hr)
After: Average of 4 weekdays	1012 (84/hr)	After: Average of 4 Saturdays	1774 (148/hr)
<b>NBBL Video Bike count (12 hrs)</b>			
Average of 9 weekdays	523 (44/hr)	a Saturday in November	1543 (129/yr)

In addition, it is likely that a substantial number, half or more of these bikers are making "round trips" would reduce the total number of distinct bikers to an unknown fraction of the total count recorded. To give some context of what this means in terms of commuters, the larger MTA subway cars carry over 250 passengers when fully loaded. The average weekday bike count suggest that if every biker counted were unique, all 12 hours of usage would just overfill 2 subway cars. It's not clear how much positive "green" impact this lane has had on NYC, though there has been substantial negative impact to the neighborhood immediately surrounding the PPW bike lane. The data lead NBBL to the following conclusions:

- There is reason to suspect the validity of the DOT bike counts.
- The differences in the counts suggest that far fewer bikers are using the bike lanes during the week than DOT claims, validating residents' observations about low usage on weekdays.
- The data on weekdays vs. weekend leads to the conclusion that the PPW bike lane is simply duplicating the function of the adjacent Prospect Park, a more appropriate venue for recreation than a heavily-traveled public street.

**Full Report:**  
**Analysis of Bicycle Counts, Prospect Park Bike Lane**  
**Louise Hainline for Neighbors for Better Bike Lanes**  
**Dec, 10, 2010**

In a presentation by the New York City Department of Transportation entitled "Prospect Park West Bicycle Path and Traffic Calming Update: Preliminary Before and After Results", dated Oct. 19, 2010 and an update of the report released on Dec 3, 2010, it is claimed that for weekdays, bike counts after installation of the bike lane on PPW between the twelve hours of 7 am and 7 pm *tripled* compared to counts before the lane was installed, a percentage increase of 200%. On weekends, the DOT claims that cycling *doubled* between June 2009 and the fall of 2010, a percentage increase of 100%. The table below shows the actual numbers on which these percentages reported by the DOT are based, for weekdays and weekends. No details of how the data were collected appear in either report.

**Table 1: DOT Counts of Bikes on PPW Bike Lane**

<b>Weekdays</b>	Before: June 9, 2009	After: Average of 4 weekdays (8/27, 9/15, 10/12, 11/9)
<b>DOT Bike count (12 hrs)</b>	<b>349</b>	<b>1087</b>
Rate	29 bikes/hr 0.5 bikes/min	84 bikes/hr 1.4 bikes/min
% increase		190%
<b>Weekends</b>	Before: June 27, 2009	After: Average of 4 Saturdays (8/21, 9/18, 10/9, 11/13)
<b>DOT Bike count (12 hrs)</b>	<b>790</b>	<b>1723</b>
Rate	66 bikes/hr 1.1 bikes/min	148 bikes/hr 2.5 bikes/min
% increase		125%

Many of those living near or on PPW had difficulty believing these figures, particularly those for weekdays, as this would mean that the bike path would be carrying an average rate of over 84 bikes per hour throughout the 12 hour period which was not what was being observed. Many in our group have commented on the low usage on the bike path, particularly in the middle of the day. Even during apparently peak hours for commuters, there was considerable skepticism about the validity and objectivity of the DOT counts. While the weekend figures also seemed high, they were at least plausible based on what residents were seeing on the street.

In a letter to one of our members, DOT Commissioner Sadik-Khan states that by preliminary counts, the PPW bike path is "among the most heavily used on-street bicycle facilities in New York City". She also states that in the "peak weekday PM commute hour of 6:00 pm to 7:00 pm, bicycle volume has quadrupled" on weekdays. The DOT presentations do not give hourly breakdowns, however, so we are unable to verify this contention. Still, the DOT is using as a mark of the success of the bike lanes the number of bikes counted, so it is important to establish whether these claims are generally true.

So, NBBL decided to do some counts ourselves. A video surveillance system was set up on the third floor of a residence between President and Garfield Streets. Filming was done between the hours of 7 am and

7 pm between Sunday, Nov. 7 (when filming began at 10 am), and Thursday, Nov. 18. We had planned to film for a full two weeks, but construction at our film site required removal of the IR-video camera and recording system on Nov. 19. However, we have 12 days of daytime traffic on the bike lane filmed.

These were converted to 12 hourly files in QuickTime video format (\*.mov files) for each of the 12 days we filmed. These files were analyzed using a manual counter (such as used for measuring attendance) with Windows Media Viewer running at fast forward speed<sup>1</sup>. The methodology used counted only bicycles on the bike lane; bikes on the street or sidewalk were not counted. Some practice was needed to learn to distinguish bikes from other traffic on the bike lane. Other lane traffic included people on scooters, skateboarders, roller bladders, runners, and walkers (alone, with carriages, and dogs). Often these individuals were in the buffer zone next to the lane, but they used the lane itself too. Bikers with trailers or side cars were only counted once. Most were conventional bikes, but there is at least one recumbent bike and (possibly) a unicycle.

Each day's files took 2.5-3 hours for file conversion and scoring. Weather conditions were noted on each day of filming. The weather was generally clear and sunny, with most day-time temperatures in the mid-40's to mid-60's (see data sheet, p. 8).

The attached spreadsheet (see p. 8) has the individual hourly counts, the total each day for the 12-hour period and the average number of bikes per hour over the measured interval. As DOT's data suggests, there are fundamental differences between the volumes on weekends and week days. We were able to film two Sundays (Nov. 7 and Nov. 14), and one Saturday (Nov 13). The first graph (p. 6) shows the counts by hour for the three weekend days we measured, and while similar in shape (biggest count in mid-day), the Sunday counts are less than the Saturday count, and are somewhat different from one another. Nov. 7 was the Sunday of the NY Marathon, and possibly that somehow reduced bike lane usage, but in both cases, the biggest count was for Saturday, Nov. 13. Nov. 13 was among the warmest days we filmed (with highs in the mid-60's) and had the absolutely highest number (1543 counts, averaging 128.6 bikes per hour). There was not only a high number of bikers – there were also many individuals of all kinds using the park. The videos show a welter of activity all through the day.

The counts for the separate weekend days we measured, shown in the graphs on page 7, are considerably lower than the counts on the weekend days we measured, with a range from only 325 in a 12-hour period on Nov. 8, which had scattered showers, to a high of 606, on Thurs. Nov. 11, which was also a Federal holiday when schools were closed, so it is not a typical weekday. The average for the 9 weekdays we measured was a count of 523 in 12 hours, or an average of 43.6 per hour, consistent with what people had been reporting on the bike lane, but less than half of the figure DOT reported for the two weekdays they measured after the lane was installed.

The other interesting point is the profile of counts across the day; on weekdays as the average weekend data on the first graph shows, the profile shows a double peak with small morning peak about 8-9 am, followed by a mid-day trough, with a slow rise to a second wider and higher peak in the afternoon. We surmise that the morning and some of the afternoon peak is due to commuters combined with baseline

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<sup>1</sup> The conditions of filming (inside through a window) led to significant glare on some mornings, as the camera was facing East into the rising sun, causing about an hour of degraded images; after practice in scoring, all morning periods with significant glare were measured twice, with good test-retest agreement. The results on days with glare were also consistent with days on when because of slightly cloudy conditions, the images were not degraded, further verifying that the measurements on files with sun glare were valid. The IR camera adjusted to the darkness of early evening, but some practice was needed to visually filter out moving glare from traffic from actual bike traffic. This was not a significant issue, however. In all other periods the images were excellent and simple to score.

recreational bikers over a longer interval in the afternoon, starting at about 3 pm and peaking between 5 pm and 6 pm. Without hourly data from DOT we cannot tell if their data shows a similar scalloping, but biking in the middle of the day is quite low, less than a biker every 2 minutes.

The following table shows a summary of our counts. Because NBBL did not measure traffic on the PPW bike lane in 2009, we have used the DOT figures from 2009 as a rough baseline. For logistical reasons, we were only able to video on one Saturday and two Sundays, but the data are quite different across Sundays, so we have chosen not to average them. The lower of the two Sundays is included below.

**Table 2: NBBL Counts of Bikes on the PPW Bike Lane**  
 ("Before" figures are from DOT counts, no comparable baseline available)

<b>Weekdays</b>	Before: June 9, 2009	Average of 9 days (see spreadsheet)	Peak weekday: 11/11/10
<b>Bike count (12 hrs)</b>	<b>349</b>	<b>523</b>	<b>606</b>
Rate	29.1 bikes/hr 0.48 bikes/min	43.6 bikes/hr 0.73 bikes/min	10 bikes/hr 0.17 bikes/min
% increase		50%	74%
<b>Weekends</b>	Before: June 27, 2009	Peak Saturday 11/13/10	Low Sunday 11/7/10
<b>Bike count (12 hrs)</b>	<b>790</b>	<b>1543</b>	<b>704</b>
Rate	65.8 bikes/hr 1.1 bikes/min	128.6 bikes/hr 2.1 bikes/min	58.7 bikes/hr 0.98 bikes/min
% increase		95%	No DOT Sunday data

To compare "head to head" we are fortunate that both NBBL and DOT recorded data on Tuesday, Nov. 19; the NBBL count was 470, while DOT reported 863. On Saturday, Nov. 13, NBBL counted 1543 bikes on the lane and DOT reported 1838.

Our weekday data are, in short, not consistent with what DOT has reported. Either the DOT counts are off (impossible to determine without knowing how their counts were done), or their counts do not apply to other times of the year. The value of video is that even those who disagree can score our videotapes to verify the counts objectively. Our videos of 12-days' traffic on the bike lane are available on DVD upon request. While there would be some small variation depending on who is doing the counting, our counts are still less than half of the numbers reported by the DOT and are consistent with what many observers of the bike lane have reported: long intervals with no biking activity, particularly during the week. Our weekend counts on the other hand showed much higher numbers than weekdays and are closer to the DOT figures.

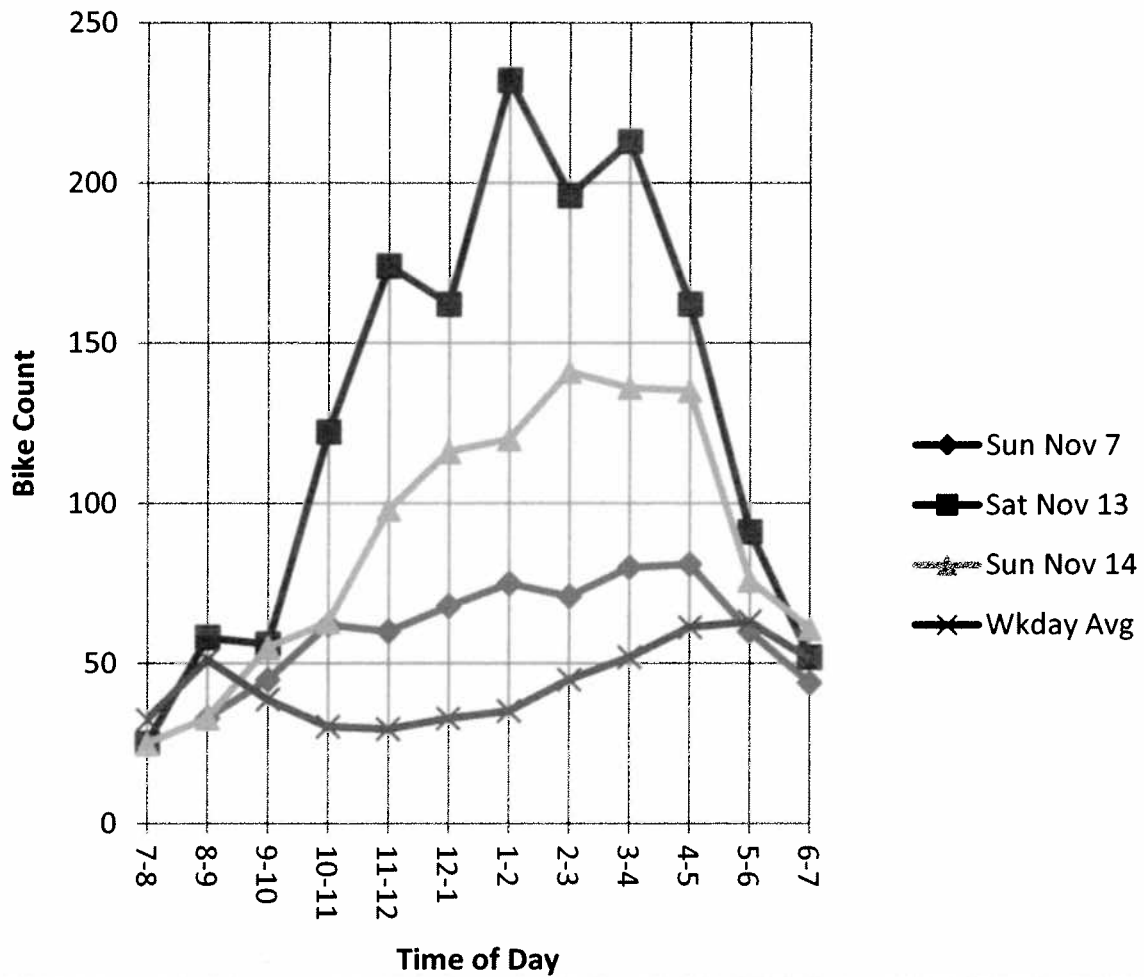
The impact of weather or time of year becomes difficult to assess clearly, as our Saturday figure of 1,543 is not wildly different from the DOT Saturday figure of 1,838 and is consistent with the doubling they report compared to the 2009 pre-bike lane DOT numbers. If colder weather or the shorter daylight time is playing a role in usage by bikers, it is a complicated one. In the updated report, DOT's figures show weekday volumes decreasing between August and November, at the same time that their weekend figures show increases, which makes any simple weather explanation difficult to support. Still, if the weekday fall-off is a weather effect, it can be expected to fall even more as the winter deepens. We plan to continue to record on selected days through the winter to check the impact of weather factors (cold, rain, snow); in our data, the one day there was a modest amount of rain, our daily count was nearly halved. It would be wise, if DOT is interested in assessing year-round use, to measure not only in the

summer in good weather, but around the year and during inclement weather, to get a true measure of how much usage the bike lane is receiving.

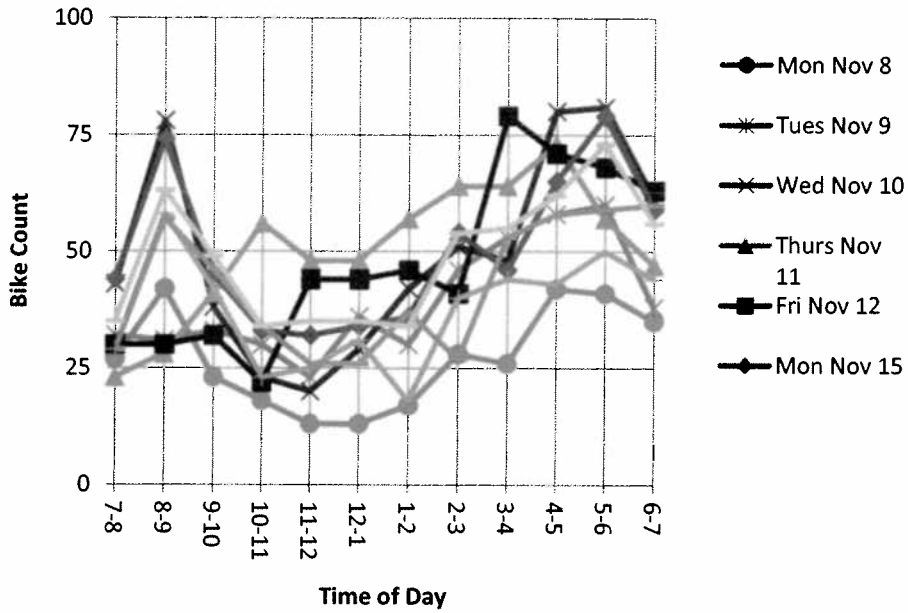
One other point concerns the meaning of a simple count of bikes across the day. The DOT documents call the unit a count of “cyclists”, but it is almost certain that they actually did a count of “bikes” as we did. We were not able from our videos to determine exactly how many “round trips” were happening, but it is likely that a substantial number of bikers were traversing the bike lane more than once, which would reduce the total number of distinct bikers to an unknown fraction of the total count recorded. As many as half the trips, or more, may be second passes on the lane. Even if we use the straight count figures, the bike lanes are not used at anything close to capacity, even during the summer, and certainly not in a reasonably warm late fall. To give some context, the larger MTA subway cars carry over 250 passengers when fully loaded. The average weekday bike count suggests that if every biker counted were unique, all 12 hours of usage would just overfill 2 subway cars. It’s not clear how much positive “green” impact this lane has had on NYC, though there has been a substantial negative impact to the neighborhood immediately around the PPW bike lane.

**In summary, the lane in November is not used nearly as much during the week as DOT has reported; the contrast between the NBBL weekday counts and weekend counts is striking. The NBBL weekend usage is much closer to what DOT has reported. The difference between weekday and weekend volumes suggests that the primary users of the bike lane are not commuters but recreational users. This leads to the very real question of whether the PPW bike lane is simply duplicating the function of the adjacent Prospect Park which is more appropriately a venue for recreational biking than a heavily traveled public street.**

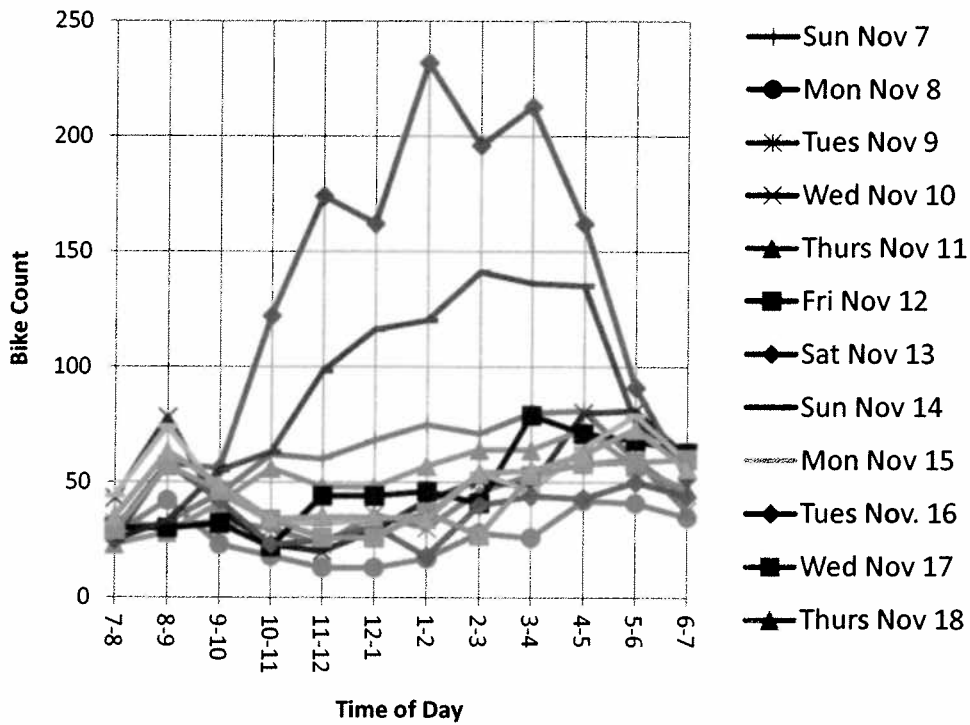
## PPPW Bike Counts - Weekend & Weekday Average



### PPW Bike Counts - Weekdays



### PPW Bike Counts - All Days Recorded



PPW bike count		=estimated		=sun glare, measured twice												
Time	Sunday Day	Count	Monday Day	Count	Tuesday Day	Count	Wednesday Day	Count	Thursday Day	Count	Vet. Day Count	Friday Day	Count	Saturday Day	Count	Time
7-8	7-Nov	25	8-Nov	27	9-Nov	32	10-Nov	43	11-Nov	23	12-Nov	30	13-Nov	25	7-8	
8-9	7-Nov	33	8-Nov	42	9-Nov	31	10-Nov	78	11-Nov	28	12-Nov	30	13-Nov	58	8-9	
9-10	7-Nov	45	8-Nov	23	9-Nov	33	10-Nov	38	11-Nov	41	12-Nov	22	13-Nov	56	9-10	
10-11	7-Nov	62	8-Nov	18	9-Nov	30	10-Nov	23	11-Nov	56	12-Nov	44	13-Nov	122	10-11	
11-12	7-Nov	60	8-Nov	13	9-Nov	23	10-Nov	20	11-Nov	48	12-Nov	44	13-Nov	174	11-12	
12-1	7-Nov	68	8-Nov	13	9-Nov	36	10-Nov	29	11-Nov	48	12-Nov	44	13-Nov	162	12-1	
1-2	7-Nov	75	8-Nov	17	9-Nov	30	10-Nov	42	11-Nov	57	12-Nov	46	13-Nov	232	1-2	
2-3	7-Nov	71	8-Nov	28	9-Nov	46	10-Nov	51	11-Nov	64	12-Nov	41	13-Nov	196	2-3	
3-4	7-Nov	80	8-Nov	26	9-Nov	53	10-Nov	48	11-Nov	73	12-Nov	79	13-Nov	213	3-4	
4-5	7-Nov	81	8-Nov	42	9-Nov	58	10-Nov	80	11-Nov	73	12-Nov	71	13-Nov	162	4-5	
5-6	7-Nov	60	8-Nov	41	9-Nov	60	10-Nov	81	11-Nov	57	12-Nov	68	13-Nov	91	5-6	
6-7	7-Nov	44	8-Nov	35	9-Nov	38	10-Nov	61	11-Nov	47	12-Nov	63	13-Nov	52	6-7	
Total	7-Nov	704	8-Nov	325	9-Nov	470	10-Nov	594	11-Nov	606	12-Nov	570	13-Nov	1543	Total	
Avg/hr		58.7		27.1		39.2		49.5		50.5		47.5		128.6	Avg/hr	
Time	Sunday Day	Count	Monday Day	Count	Tuesday Day	Count	Wednesday Day	Count	Thursday Day	Count	Avg weekday Time	Count				
7-8	14-Nov	25	15-Nov	44	16-Nov	29	17-Nov	29	18-Nov	35	7-8	32				
8-9	14-Nov	33	15-Nov	74	16-Nov	58	17-Nov	57	18-Nov	63	8-9	51				
9-10	14-Nov	55	15-Nov	45	16-Nov	42	17-Nov	46	18-Nov	49	9-10	39				
10-11	14-Nov	63	15-Nov	33	16-Nov	23	17-Nov	34	18-Nov	34	10-11	30				
11-12	14-Nov	98	15-Nov	32	16-Nov	25	17-Nov	26	18-Nov	35	11-12	30				
12-1	14-Nov	116	15-Nov	34	16-Nov	31	17-Nov	26	18-Nov	35	12-1	33				
1-2	14-Nov	120	15-Nov	36	16-Nov	18	17-Nov	37	18-Nov	34	1-2	35				
2-3	14-Nov	141	15-Nov	54	16-Nov	40	17-Nov	27	18-Nov	54	2-3	45				
3-4	14-Nov	136	15-Nov	46	16-Nov	44	17-Nov	53	18-Nov	55	3-4	52				
4-5	14-Nov	135	15-Nov	65	16-Nov	43	17-Nov	58	18-Nov	62	4-5	61				
5-6	14-Nov	76	15-Nov	79	16-Nov	50	17-Nov	59	18-Nov	73	5-6	63				
6-7	14-Nov	61	15-Nov	59	16-Nov	44	17-Nov	60	18-Nov	56	6-7	51				
Avg/hr		1059	15-Nov	601	16-Nov	447	17-Nov	512	18-Nov	585	Total	523				
		88.3		50.1		37.3		42.7		48.8	Avg/hr	43.6				

Weather 7-Nov 45-55, clear, sunny, breezy (Marathon Sunday)

8-Nov 40-45, cloudy, occasional light rain

9-Nov 45-55, sunny, pleasant, dry

10-Nov 49-58 initially cloudy early am, then sunny rest of day

11-Nov 42-57, sunny, Veteran's Day

12-Nov 45-64, sunny

13-Nov 50-65, sunny

14-Nov 50-60, sunny

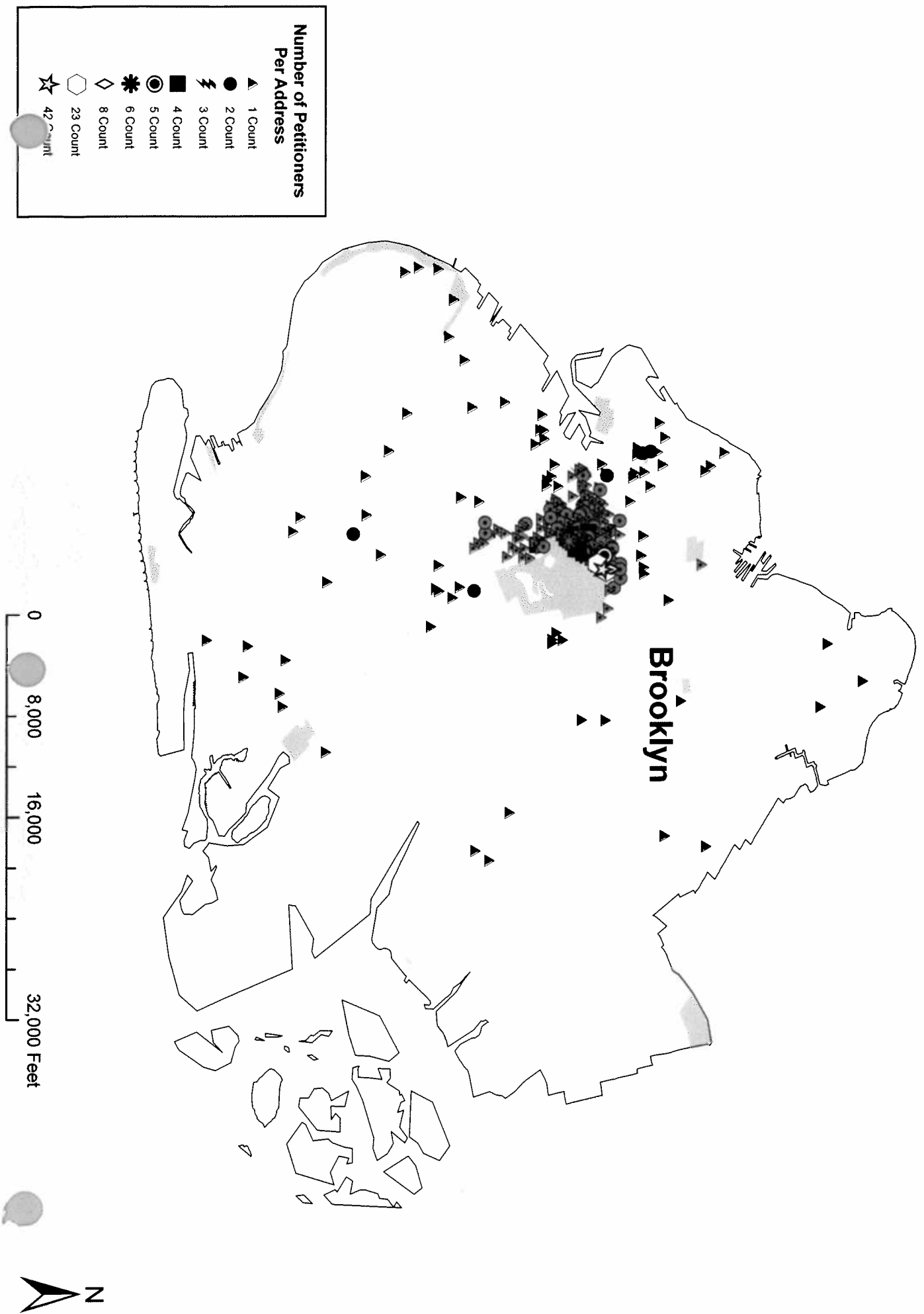
15-Nov 52-56, cloudy, partly sunny, pleasant

16-Nov 52-56, cloudy, occasional light rain

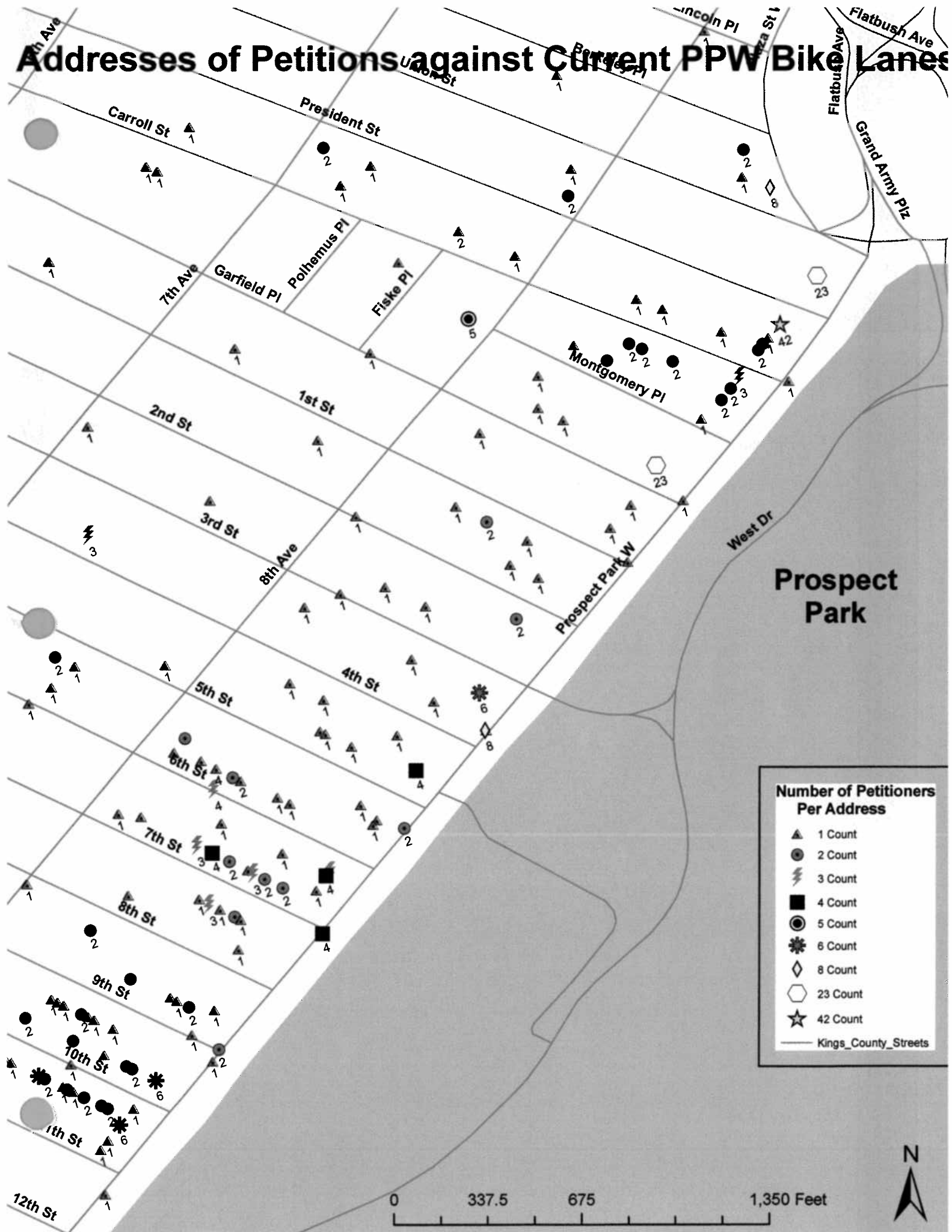
17-Nov 58-64, sunny, windy

18-Nov 47-55, sunny, some clouds, chilly

# Addresses of Petitions against Current PPW Bike Lanes

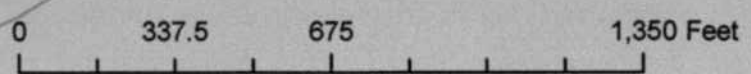


# Addresses of Petitions against Current PPW Bike Lanes



**Number of Petitioners Per Address**

- ▲ 1 Count
- 2 Count
- ⚡ 3 Count
- 4 Count
- 5 Count
- ✳ 6 Count
- ◇ 8 Count
- ⬡ 23 Count
- ★ 42 Count
- Kings\_County\_Streets



ZIP Code frequencies as of 11/14/010

PPW bike lane petitions

11201	3
11204	4
11205	1
11207	1
11208	1
11209	4
11211	2
11213	2
11215	538
11217	18
11218	35
11219	2
11220	4
11221	2
11222	1
11223	2
11225	4
11229	6
11230	1
11231	12
11232	8
11234	1
11235	1
11236	2
11238	9
Total	664