

**From:** Markowitz, Marty  
**Sent:** Thu 5/6/2010 9:39 AM  
**To:** 'Louise Hainline'  
**Subject:** RE: Op Ed

understood but the opinion makers are the bikers, and the environmental community

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**From:** Louise Hainline [mailto:[LouiseH@brooklyn.cuny.edu](mailto:LouiseH@brooklyn.cuny.edu)]  
**Sent:** Thursday, May 06, 2010 9:28 AM  
**To:** Markowitz, Marty  
**Subject:** RE: Op Ed

We're fighting that war in Iraq, Pakistan and Afghanistan. Sorry to hear it's also in Brooklyn. Still, they are concerned about public opinion, and the community has been strangely left out. I don't know who the City Council speaks with, but there was no warning to any of the buildings on PPW about this, and as president of the coop at 9 PPW, I probably should have received something. Actually, my major source of news about Community Board actions is the newspapers I pick up at Key Food, but I hadn't seen this had popped up again after what we thought was a quashing of the plan last year, thanks to you. It's clear that they did not want to heavily engage the people most affected by this. I understand that this is politics, and as an academic, I admit not having great political instincts, but you do and perhaps naively, I believe there must be a way to get more public discussion of this matter that will energize what influential people we have on PPW. I admit it's not the same as on Fifth Ave between 59 and 96 or CPW in the same area, but still...

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**From:** Markowitz, Marty [mailto:[marty@brooklynbp.nyc.gov](mailto:marty@brooklynbp.nyc.gov)]  
**Sent:** Thursday, May 06, 2010 9:23 AM  
**To:** Louise Hainline  
**Subject:** Re: Op Ed

Will work on but I must be candid....Sadik-Khan is a zealot and she believes her opinions are "divinely" inspired....she absolutely will not relent....and the mayor seems to be enthralled with her and sadly, only the Mayor can derail this plan...all of our local city council members support this proposal and are using the "pilot" as a cover.....marty

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**From:** Louise Hainline <[LouiseH@brooklyn.cuny.edu](mailto:LouiseH@brooklyn.cuny.edu)>  
**To:** Markowitz, Marty

**Sent:** Thu May 06 09:15:48 2010

**Subject:** Op Ed

I ran into Iris Weinshall in the elevator at 9 PPW today, and she says that “temporary” is bogus (which is what you said too). She suggested that you, either alone or with the PB from Staten Island should write an Op Ed piece for the times arguing that bike lanes are more appropriate for some boroughs than others. She confirmed that neither of the streets around Central Park have bike lanes, on the west below 96<sup>th</sup> St. (what a surprise!). She is willing to review anything you write.

Some points I think that could be raised – we should determine the disposition of traffic flow on GAP before making a decision on this small piece; is there a plan to funnel into two lanes for PPW, rather than 3 there now? What about plans that I have also heard discussed in the context of the GAP problem of making PPW a two way street? It’s ironic that the B-69 bus is on the docket for being axed at the same time we are putting in bike lanes. Apparently, one of the responses about the loss of parking due to the bike lanes is that we can reclaim parking in the bus stops! Not everyone who lives in Brooklyn can get around by public transit or on bikes. It’s ironic to see that the city is facing the lay off of 6700 teachers and we’re putting a third of a million (wounds better than \$300,000) in a bike lane *immediately next to* a very large urban park. I don’t know how you deal with the complaints of the S. Brooklyn folks that they should not expand bike lanes in the park itself, but it still seems weird to be putting a bike lane next to an large open spaces made for biking. I also believe that the park is closed to traffic on the weekends, so recreational bikers do not need the bike lanes. Then there is the question of how valid the counts for non-Manhattan use and demand are, the luxurious width of the lovely sidewalks here that are never used to capacity (that was also an expensive project), etc. You probably have more, better arguments than these, as you know more about this.

I learned about this project late, so I’m not sure whether the alleged goal here is to help bicycle commuting, or slow down cars on PPW or push the PlanNYC in the outer boroughs, or something else, but a public analysis of all this might be helpful to change the conversation. But DOT state explicitly what the goal is would be helpful in knowing how to fight this better.

Are you willing?

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