

st Ave

32nd Ave

# Paseo Park

## A Community Roadmap

35th Ave

37th Ave

Developed by Alliance for Paseo Park  
2024 - 2025

[paseopark.org](https://paseopark.org)



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# 1 Executive Summary





## Executive Summary

In 2020, as the Covid-19 pandemic ravaged the neighborhood with the least amount of park space in New York City<sup>1</sup>, Jackson Heights residents organized to create the 34th Avenue Open Street, a 26-block-long pedestrian mall, from 8am to 8pm each day. Dozens of local volunteers moved metal barricades in place to close the street to cars, and open it to the community, from 8am to 8pm each day. At night, it returned to car traffic. Regular daily programming was provided by the 34th Avenue Open Streets Coalition, which continues today.

Soon after, Alliance for Paseo Park (known then as Friends of 34th Avenue Linear Park) began advocating for the space to become permanent. In 2021, the group created and circulated a petition calling for a linear park on 34th Avenue.<sup>2</sup> More than 2,600 neighbors signed it.

The 34th Avenue Open Street, now known as Paseo Park,<sup>3</sup> has drastically increased neighborhood-wide access to open space, giving 7,000 students a safe passageway to and from school,<sup>4</sup> and residents a place to sit, stroll, bike, run, play, and connect. However, it remains a work in progress.

The New York City Department of Transportation (NYC DOT) made improvements along the corridor, creating “plaza blocks” by schools and Travers Park in four locations. On “plaza blocks” cars are prohibited, street furniture is put out daily, and surfaces and street markings denote a pedestrian-first space. Remaining stretches of “shared blocks” were created with widened pedestrian crossing spaces, diverters, gravel markings and flexible posts to discourage through traffic. On “shared blocks,” pedestrians, cyclists, and vehicles at slowed speeds share the space. In 2023, the city had converted another stretch to plaza blocks, and another two in 2024, for six total plazas.





## Executive Summary

Now, as the NYC DOT considers the next phase for the space, Alliance for Paseo Park (APP) is tirelessly working to ensure this effort is community-driven, extensively engaging local residents and stakeholders over the course of several months. These community voices will be critical in shaping the future of Paseo Park.

Around the world, cities are rethinking streets—often the most abundant piece of the public realm—as vibrant, thriving parks and open spaces. Jackson Heights now has the opportunity to turn 26 city blocks into a linear park that runs through a park-starved, working-class community in the heart of America’s most diverse neighborhood.<sup>5</sup> In partnership with WXY Studio, APP has produced this report to communicate the community’s priorities and make recommendations that will help unlock the potential of our city’s next great public space.

Paseo Park is a place for community gatherings, exercise, school recess, recreation, rest, and play. Yet many design challenges persist: conflicts between vehicles and pedestrians, confusing layouts for bike lanes, delivery trucks parking in crosswalks, and a hesitation among Access-a-Ride drivers to use the street.

From June 2024 to April 2025 APP conducted a robust community outreach program that included tabling, community ambassadors, online and paper surveys, two in-person visioning sessions and a survey for children, by children.

The organization enlisted the help of leading outreach and design firm WXY Studio,<sup>6</sup> which led similar studies for the forthcoming QueensWay linear park and the redesign of the Rockaway boardwalk, to ensure a thorough process. WXY’s methodology for rethinking Paseo Park placed community feedback at the center of this work.





## Executive Summary

Ultimately, APP tasked WXY to interpret the data collected from its outreach, to identify the priorities of local residents.

Here's what the Jackson Heights community said they wanted:

- **A safe space for all** – especially children, elderly and families
- **An uninterrupted pedestrian-first space**
- **Access for city services**  
(i.e. sanitation, police, fire, and Access-a-Ride—a service for people with disabilities)
- **Safe outdoor spaces for schools**  
along 34th Ave to use
- **More green spaces** to mitigate the effects of climate change
- **Clear uses for the Avenue**

This study has also concluded that Paseo Park is serving a myriad of uses, which often clash with each other. Chief among these conflicts is between pedestrians and vehicles, mopeds and high speed e-bikes.

This report provides a few potential solutions to help ease the burden on Paseo Park. Mainly, it outlines a vision for a multi-modal bus, bike, and moped corridor on a nearby thoroughfare, such as Northern Boulevard. This would allow for Paseo Park to be reconfigured into a space that addresses the community's priorities listed above.





# 2

## A Brief History





# A Garden in the City

Jackson Heights was developed in the early 1900s as a “garden city” with green public space throughout, including community gardens, a golf course and tennis courts.<sup>7</sup>

Unfortunately Jackson Heights was not welcoming to everyone. Restrictive “covenants” within the cooperative buildings that dotted the avenues kept out Black, Jewish, and Catholic families, as well as New Yorkers who recently arrived ashore.<sup>8</sup>

As the neighborhood expanded to meet the city’s growing and diverse populations, communal park and recreation spaces were bulldozed to make way for denser housing, more schools, pavement and asphalt.

As the city grew, Queens neighborhoods were cut off from one another by major infrastructure projects like the Brooklyn–Queens Expressway<sup>9</sup> and ‘redlining,’ where real estate interests segregate communities by race. Green space remained, but largely just for people who could afford the private gated gardens in the co-op apartments of the “garden district.”





# Today Jackson Heights is the neighborhood with the least amount of park space in New York City.

While Jackson Heights began as a “garden community”, City Council District 25 now ranks last of the 51 council districts in park space per capita.

To access the closest large park, Flushing Meadows–Corona Park, on foot or by bike, involves crossing the Grand Central Parkway, with no safe path.

In 2007, a group of neighbors, later known as the Jackson Heights Green Alliance, spearheaded efforts to create a car-free public plaza on one block of 78th St, between 34th Ave and Northern Blvd. This temporary “play street” became a permanent part of Travers Park through a 2018–2019 renovation that increased the park’s size by 30%. A true do-it-yourself effort for creative solutions to Jackson Heights’ lack of open space, this effort illustrated the viability and support for turning neighborhood streets into places for people.<sup>10</sup>

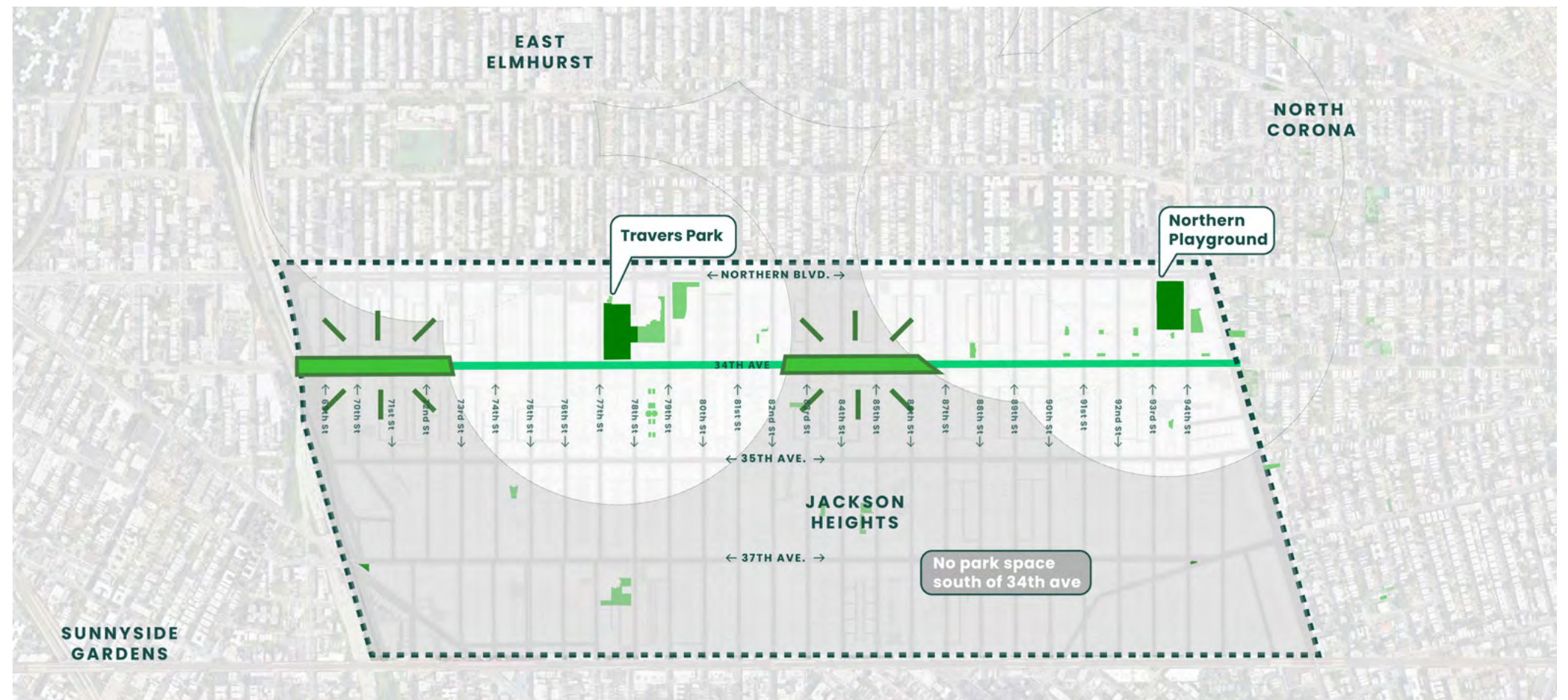
But Paseo Park has shown what else is possible when park space serves the local community. Children learn to ride bikes, teens skateboard, people take long walks—these activities need more room than Travers Park could accommodate. In fact the name, Paseo, is Spanish for a leisurely walk, a stroll or a promenade for walking.



NYC Average  
146 ft² open space per person



Jackson Heights  
2 ft² open space per person



- Parks/ Playground
- Green Space



**34th Avenue was once a lush, park-like promenade with a wide median; its removal led to heavy neighborhood traffic.**



### 1930s – 1960s

In the 1930s, 34th Ave was built with a substantial central median, sometimes referred to as a “Park Avenue”-style median.



### 1960s – 1990s

Anticipating heavy traffic for the 1964 World’s Fair, Robert Moses had the median removed, transforming it into a speedway for cars to cut through on their way someplace else.<sup>11</sup>



### 1990s – 2020

Deputy Borough President and Jackson Heights resident Peter Magnani convinced the city to restore the median, though in a substantially smaller configuration.<sup>12</sup>



In recent years,  
34th Avenue and  
Northern Blvd  
became more deadly  
for pedestrians –  
especially kids.



2012

Miguel Torres, a 6th grader at IS145 middle school, was hit by a dump truck and killed crossing Northern Blvd.<sup>13</sup>



2015

A 75-year-old crossing guard at PS212 was left in critical condition after being hit by a minivan on 34th Avenue and 82nd Street.<sup>14</sup>



2019

An IS145 student was pinned under a Jeep and nearly killed. He was leaving school at the dismissal bell.<sup>15</sup>



## The community began calling for safety measures on 34th Avenue.

In 2018 and 2019, NYC DOT held meetings with PTAs, schools, Queens Community Board 3 and elected officials to hear concerns. According to city records, the community requested traffic calming measures, like slower turns and visible intersections; improved cycling infrastructure; safer crossings; and less regular vehicular traffic, to divert vehicles off of 34th Ave—especially during arrival and dismissal from school. That summer, NYC DOT began analyzing potential traffic calming measures.<sup>16</sup>

Then came 2020.





## A Brief History

In 2020, Jackson Heights became the first epicenter of the Covid-19 pandemic crisis in New York City.<sup>17</sup>

The neighborhood's lack of open space, population density, high concentration of 'frontline workers,' and weakened public health infrastructure made it particularly prone to the virus's deadly effects. Ambulances blared at all hours.

GoFundMe pages popped up to send the bodies of deceased neighbors back to their home countries. Residents awoke in the middle of the night to the sounds of news helicopters circling Elmhurst Hospital.

This sentence should read: Jackson Heights had made news headlines around the world. They were no longer about its vibrancy, but about its vulnerability.

**“We’re the epicenter  
of the epicenter ...  
This has shaken the  
whole neighborhood.”**

— Councilman Daniel Dromm, New York Times, April 2020





A Brief History

Jackson Heights ranks last in the city in park space per capita. People were crammed in small apartments, with nowhere to go. To practice social distancing and afford themselves valuable outdoor time, the Jackson Heights community rallied for an 'Open Street,' a new program from NYC DOT to close streets to vehicular traffic and 'open' them to people.

At first, the rallies were small, consisting mostly of parents and children, with homemade signs. Yet, in response, the City granted Jackson Heights a small Open Street: two blocks long by its only existing park, Travers Park. But staffed with police officers, it didn't meet what the neighborhood was demanding.





## A Brief History

As the community rallies grew, so did Jackson Heights' Open Street. Eventually it ran the entire 26-block stretch of 34th Avenue, from 69th Street to Junction Boulevard. Each day, a cadre of volunteers would set up barricades at each crossing in the morning, monitor them throughout the day, and take them down at night, allowing the street to safely close to vehicular traffic from 8am to 8pm. In 2021, the hours were adjusted to 7am to 8pm, to allow for a safer commute for the thousands of school children who attend the 11 public and private schools within two blocks of 34th Avenue.

With this 26-block space, the community was able to socially distance, get some fresh air, exercise, and check in on one another. The 34th Avenue Open Streets Coalition, an entirely volunteer-run operation, facilitated operations and free programming, like Zumba classes and immigration services on the street. In a neighborhood that lacks a community center, the block became the town square.

How much this park-starved community needed this open space became abundantly clear—not just for the pandemic, but also, for the future.

500-person rally, Oct. 2020, photo by Dean Moses<sup>18</sup>





## A Brief History

In 2021, the Horticultural Society of New York (the Hort) began providing operations services for the Open Street including: moving the barricades in place; planting and maintaining flowers and greenery in the large planters along the Open Street; putting out furniture each day; removing litter; and clearing storm drains.

The NYC DOT made improvements to the Open Street, creating “plaza blocks” alongside schools, where cars are not allowed, delineated by special surfaces made of epoxy gravel, street markings, planters, and street furniture. The remaining blocks were converted to “shared street blocks,” where cars are treated as “guests”, permitted only to go 5 miles-per-hour and slowed by road treatments such as diverters, chicanes, signs, and other street markings.

The DOT has widened pedestrian crossing spaces and added diverters and pinch points with gravel, markings and flexible posts, to discourage cut-through traffic.

DOT Street Improvement Project<sup>19</sup>, Paseo Park:

### 2022:

Four Plazas by schools and Travers Park (blocks: 69–70; 73–74; 77–80; 93–94)

Remaining blocks are shared streets, diverters throughout to discourage through traffic

### 2023:

Five Plazas total (new block: 89–90, street mural)

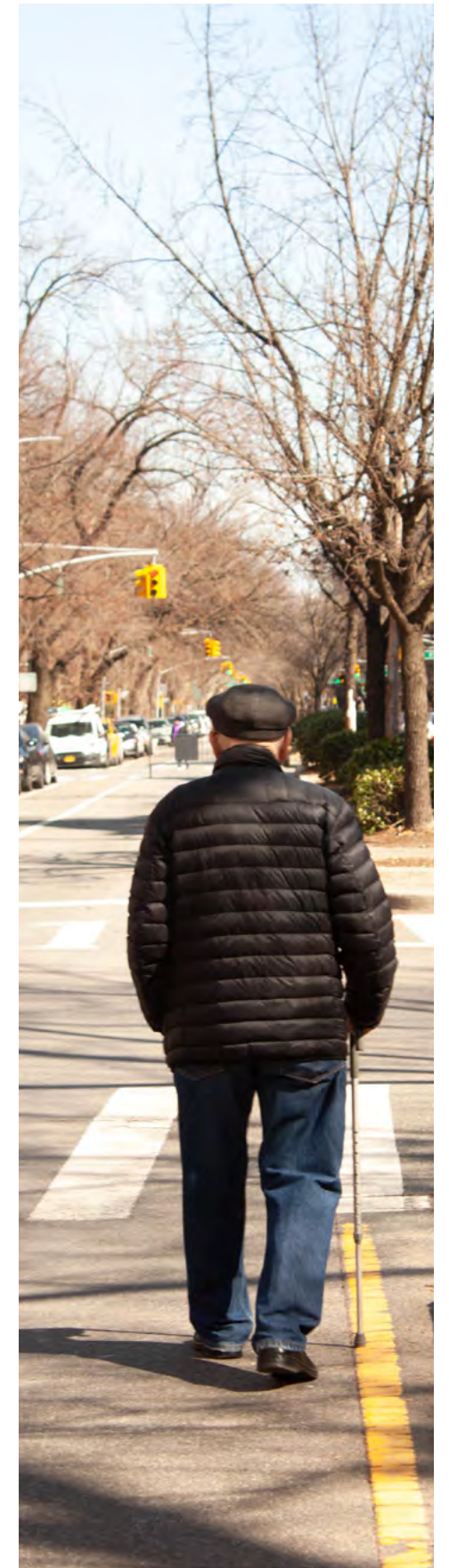
Gravel surfacing added to plazas and shared streets

### 2024:

Six Plazas (new blocks: 82–84, by PS212, bike lane updates)

### 2025:

Bike lanes moved back to edges, following community requests





Now Jackson Heights is in the news for something positive.

The 34th Avenue Open Street has become the pride of Jackson Heights. It is globally lauded as an example of the magical things that happen when cities give street space back to people. And it harkens back to a time when children were able to play ball and hopscotch in the streets of New York City in the early and mid-20th century.

“In Queens, 34th Avenue is the city’s most celebrated Open Street, ... the gold standard of what a modern street should look like...”

— The New York Times, August 9, 2021 <sup>20</sup>

“All the News That’s Fit to Print”



MARY INHEA KANG FOR THE NEW YORK TIMES

Children racing on 34th Avenue in Queens, which is closed to vehicles to give people more space.

On Car-Free Streets, Rethinking Urban Living

By WINNIE HU

A CITY STIRS

owners marched together in a pride parade. One couple even got married on the avenue with a



# 3 Paseo Park Today





# Paseo Park fills a wide range of roles for the community.

Even as it is evolving and improving, Paseo Park has become a vital community space. The six public schools on 34th Avenue rely on it for recess, marching band practice, outdoor ceremonies, unofficial after-school activities and meet ups.

Every day, countless residents sit at outdoor furniture set up by the Horticultural Society, or along the median. They take in the sunflowers, watch for “the Jackson Heights hawk”, arrange folding chairs for senior BINGO, read a book and meditate.

Children scoot, skateboard, chalk, hopscotch, hula hoop and race.

It is a place for relaxation, rest and play. And for so many neighbors and visitors alike, it is a ritual – a pandemic-era program that carries on five years later.



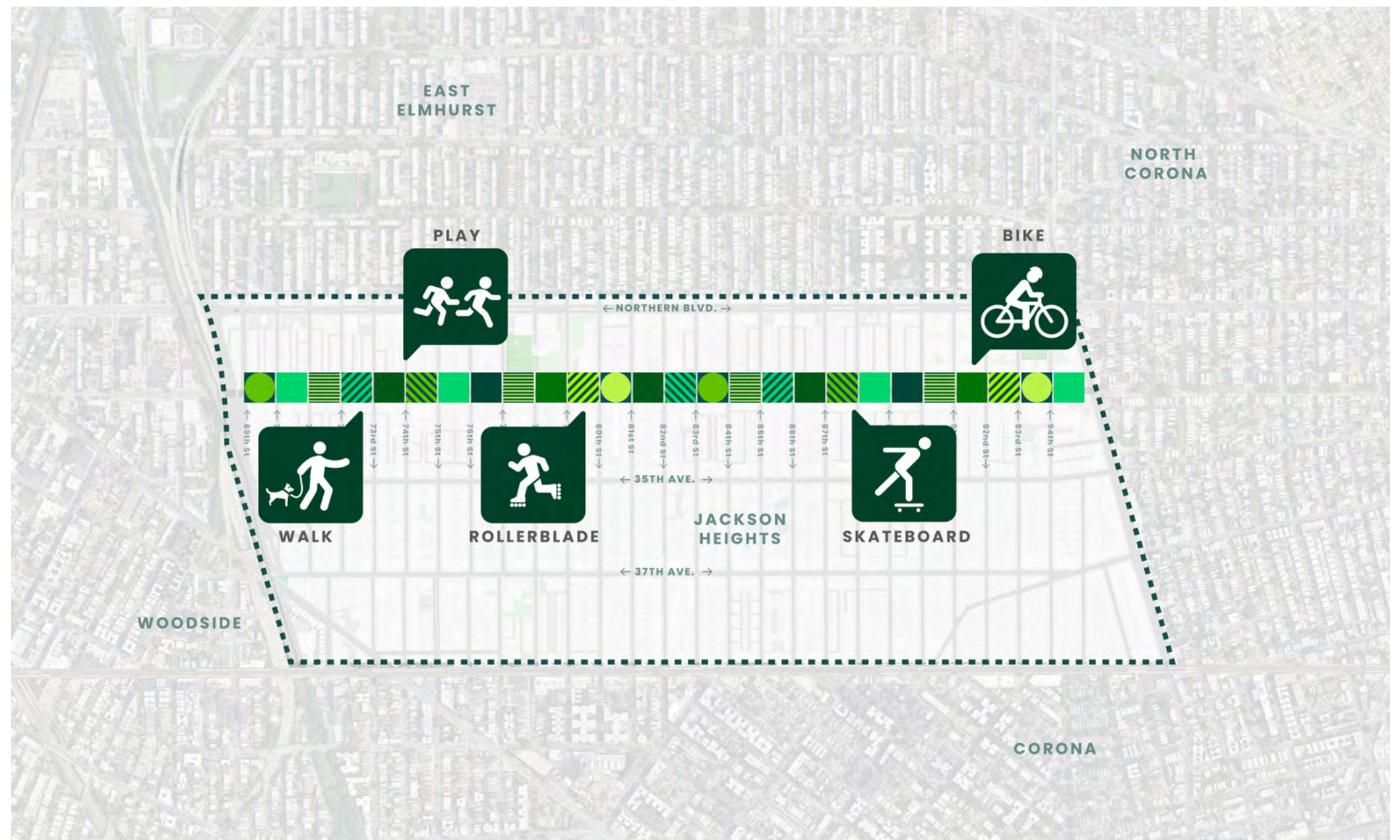
Rest



Play



Stroll

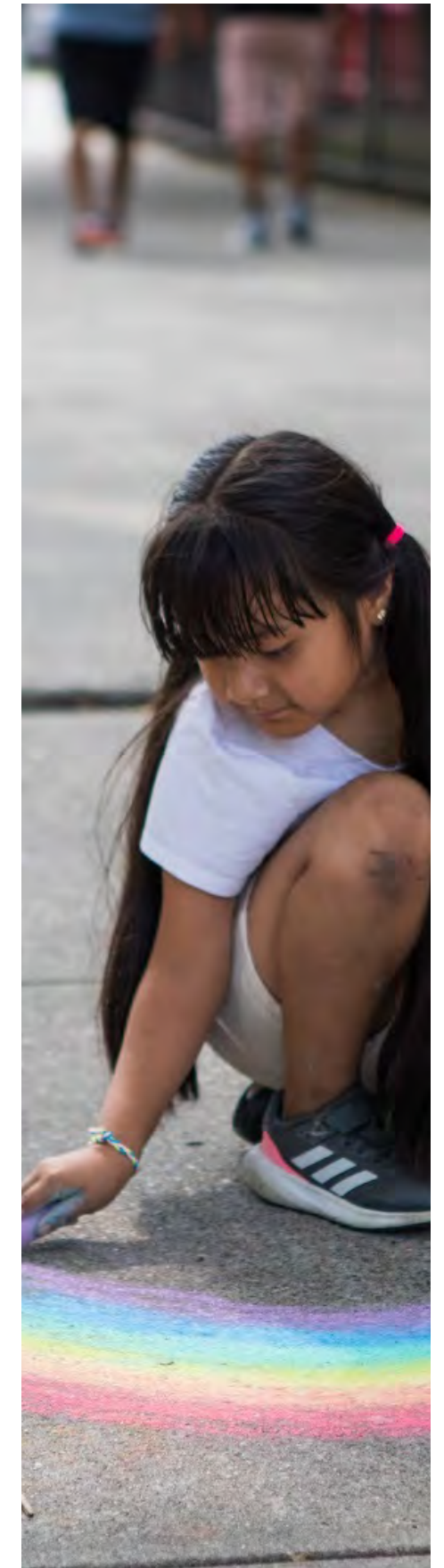




# The 34th Avenue Open Streets Coalition offers extensive programming and services throughout.

Cumbia dance classes, resource fairs, food pantry and free clothing giveaways, English lessons, kids' relay races, outdoor learning, senior BINGO games and more...

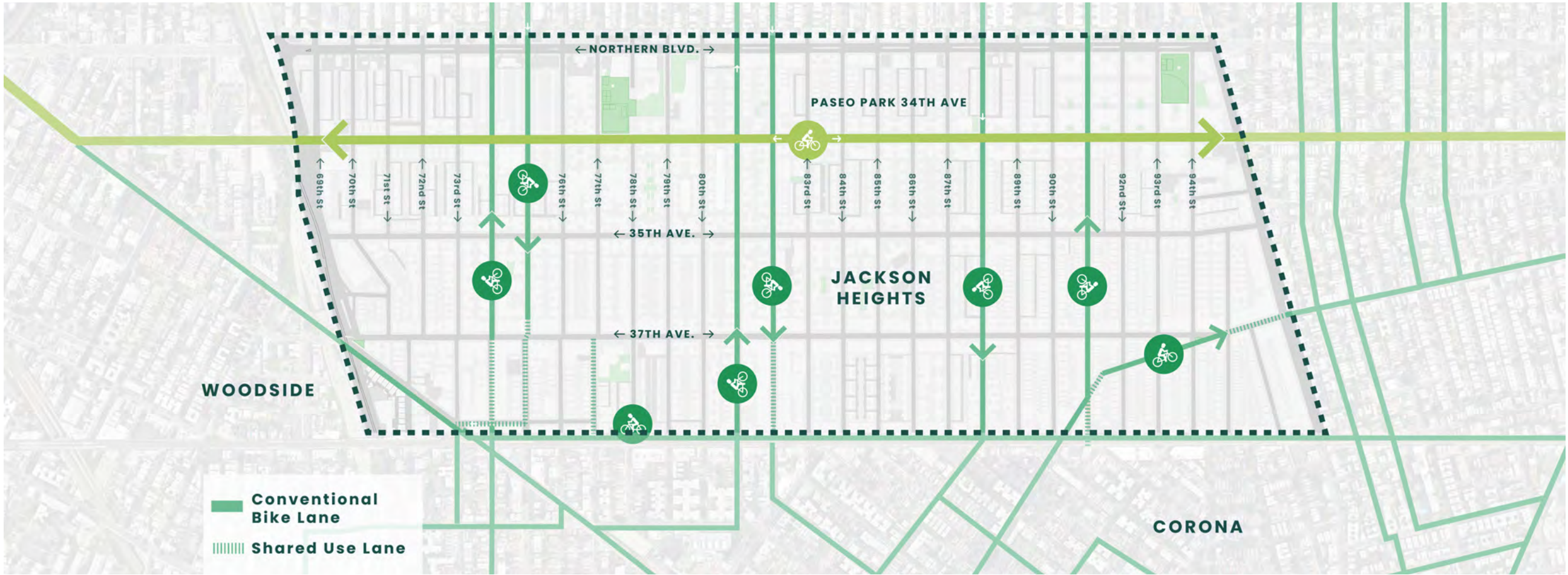
Paseo Park is an active and lively community space thanks to local community organization, The 34th Avenue Open Streets Coalition, made up entirely of local volunteers.





# Paseo Park Today

For cyclists, there are not enough safe east-west routes across central Queens, due to incomplete or unprotected bike lanes and double parked cars. This makes Paseo Park an attractive route, not only for leisure cyclists, but also for faster-speed commuters and even motorcycles and mopeds, which, legally, are not supposed to use the Open Street. And these modes have grown more popular in the wake of the pandemic due to advances in battery technology, a surge in deliveries, proliferation of on-demand delivery platforms, and changes in state laws which legalized more types of vehicles for street use.<sup>21</sup>





## Paseo Park helps alleviate pressure on pick-up and drop-off, fire safety, and other essential services.

Paseo Park runs through the center of a bustling residential community. Access to city services, like ambulances, sanitation trucks, fire response, school buses, and Access-a-Ride—is crucial, and must be able to pass.

The main impediment slowing ambulances and other city services is double-parked vehicles and traffic. Open Streets and well-designed plazas make it safer and faster for emergency and other service vehicles to access neighbors in need.<sup>22</sup>

In addition, there are a few garages and driveways on Paseo Park. With the right design, this access would be maintained, and even made easier.



Fire Access, Ambulance & Other Emergency Services



Access-A-Ride & Pick-Up-Drop-Off



School Pick-up & Drop Off



# Open Streets demonstrate the potential of returning street space to the people—but it's still a work in progress.

Screeching metal barricades; confusion and conflict between cars, mopeds, e-bikes and pedestrians; giant granite blocks along the roadway – even with upgrades in recent years, Paseo Park is still a work-in-progress. These inconveniences and concerns can be improved through thoughtful design

Uses of the Avenue can be made more clear through clear elements and signage. Spaces for quiet reflection can be created to keep noise and group activities away from people's windows.

Access points can be designated for deliveries and drop-offs. School blocks can be developed to maximize safety and usefulness for outdoor learning, recess and after-school activities. Green spaces, permeable surfaces, rain gardens and bioswales can beautify the neighborhood while helping to stop flooding and cooling the neighborhood.

A better experience for all is possible.



Pre-pandemic 2020



Summer 2024



# Along the way, we've faced a number of challenges.

## Moped & Pedestrian Conflict

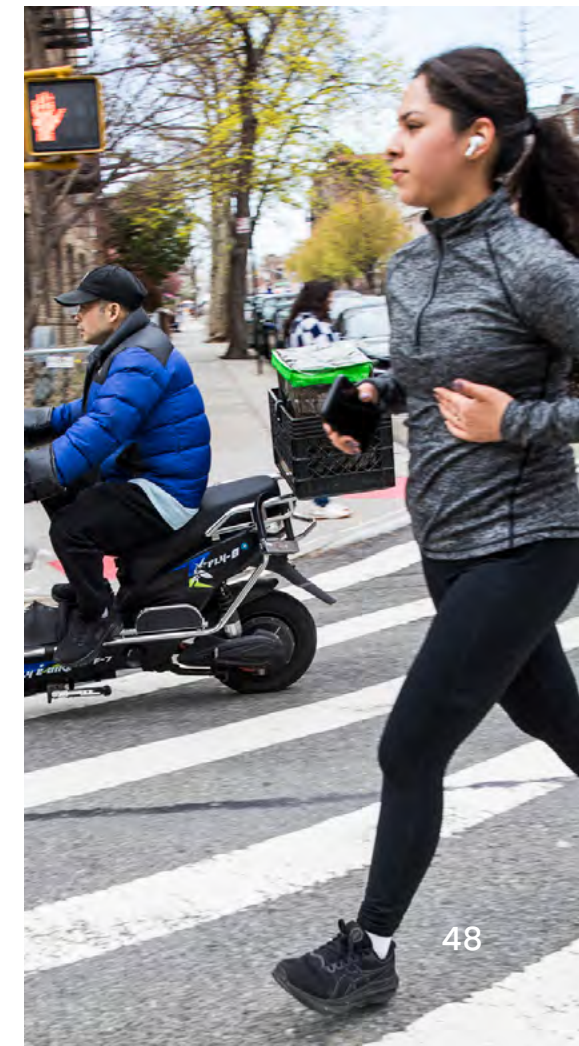
In recent years, New York City has seen a major uptick in e-bikes, mopeds, and other micromobility vehicles. Their high speeds can cause conflict and make pedestrians fearful to use the street. Nonetheless, any space attractive for a bike will also attract mopeds and motorcycles. This is a reality in New York City that is currently not being addressed.

## Inefficient & Confusing Uses of Space

Paseo Park lacks a streamlined consistent design layout. On some streets there are still parked cars, while vehicles park in places that are prohibited, such as plaza blocks. Bike lanes are not continuous or predictable, part of efforts to slow down cyclists and discourage mopeds and motorcycles. There is little clarity of rules and limited places for specific types of vehicles, leading to large delivery trucks parking in crosswalks. Neighbors expressed concern about amplified sound or activities near windows.

## Toolkit Limitations of DOT

What NYC DOT is able to install does not keep up with how quickly the space is evolving. The agency is limited by resources and capacity.



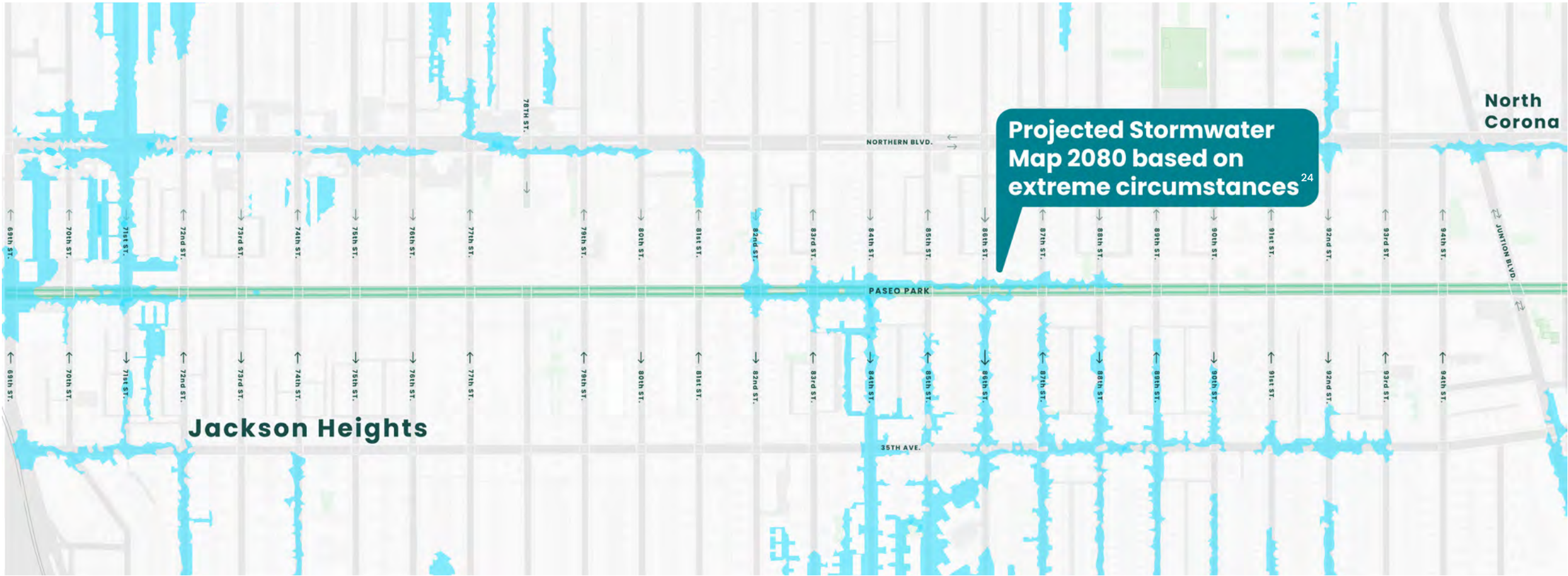
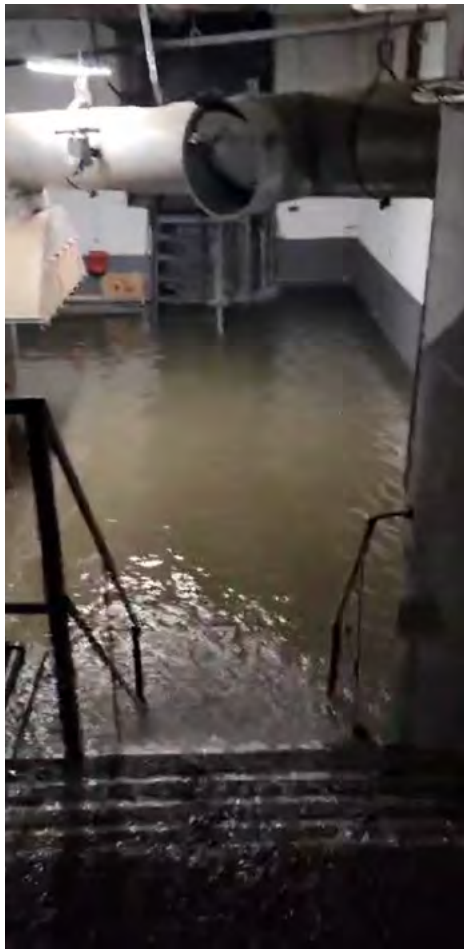


Some sections of  
Paseo Park are prone  
to flooding.

Paseo Park is susceptible to flooding due to the area’s low-lying topography and history of drainage issues. Notably, incidents like the 2018 water main break at 74th Street and Broadway caused significant flooding, impacting nearby homes and businesses.

In 2021, during Hurricane Ida, a family of three, including a toddler, drowned when their basement apartment flooded, just one mile away in neighboring Woodside, Queens. Buildings along Paseo Park have also experienced significant flooding.<sup>23</sup>

*Image Below. The basement of The Windsor co-op apartment complex on 34th Avenue and 72nd Street during a heavy rainstorm in 2021.*





# 4

## Engaging Our Neighbors





# Engaging Our Neighbors

In June 2024, APP began outreach to city agencies, including NYC DOT; local businesses; community organizations; individuals; elected officials; and candidates, to start a conversation about the future of 34th Avenue.

Meanwhile, WXY was brought on to analyze the data gathered, study existing conditions, and tap into their knowledge of case studies from cities around the world.





## Eight Pop-up Tabling Sessions

### 100+ conversations with neighbors

From June to September of 2024, APP held eight pop-up tabling sessions along Paseo Park. These sessions allowed for deeper conversations with neighbors in a more relaxed setting, meeting where they were.

The sessions took place on weeknights and weekends, all along the Avenue. Two sessions were conducted entirely in Spanish.

Some evenings they felt like a party; on 89th Street, APP ordered pizza, and on 87th, a local DJ spun records. Local perspectives were collected several different ways, including through:

- **A large interactive map with colorful Post-it notes for neighbors to communicate their concerns, hopes and dreams;**
- **Paper surveys on clipboards, made accessible through a facilitator;**
- **QR-code linked online survey, for those with limited time;**
- **A kids' table with interactive "draw your own Paseo Park future" schematic and coloring pages.**





## Engaging Our Neighbors

Flyers and other materials were shared in multiple languages including:

- English
- Spanish
- Bangla
- Chinese

Between June and September 2024, APP held on-street tabling sessions for three weeknights and five weekends, conducted in both English and Spanish at the following streets:

- 74th St
- 78th St
- 78th St
- 79th St
- 80th St
- 86th St
- 89th St
- 93rd St





## 12 'outreach ambassadors' and 'neighborhood leaders' hosted conversations to engage their communities.

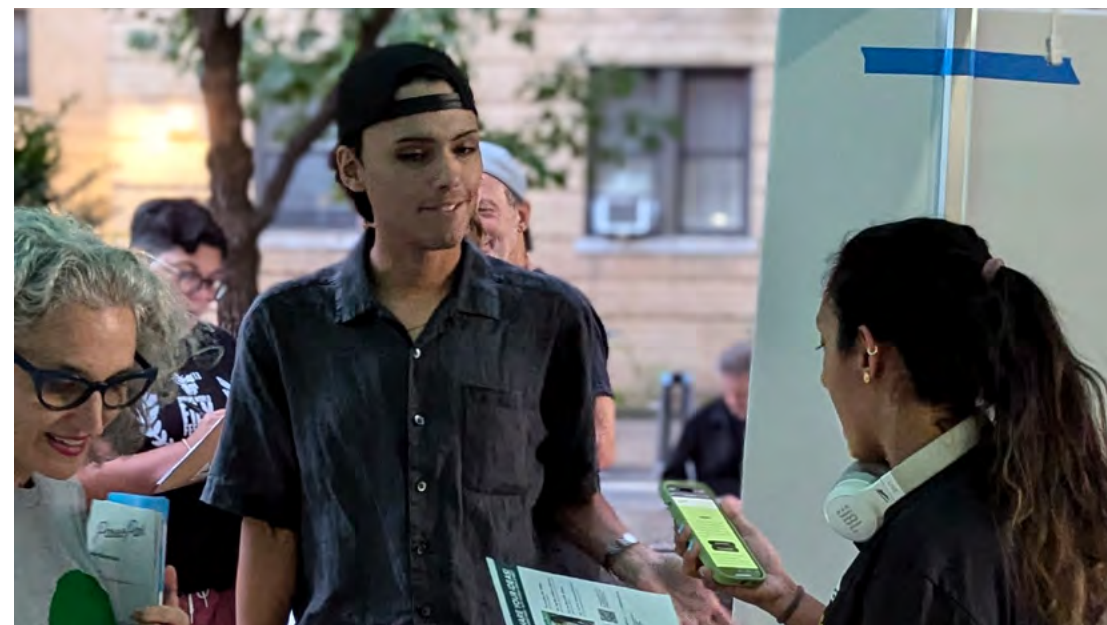
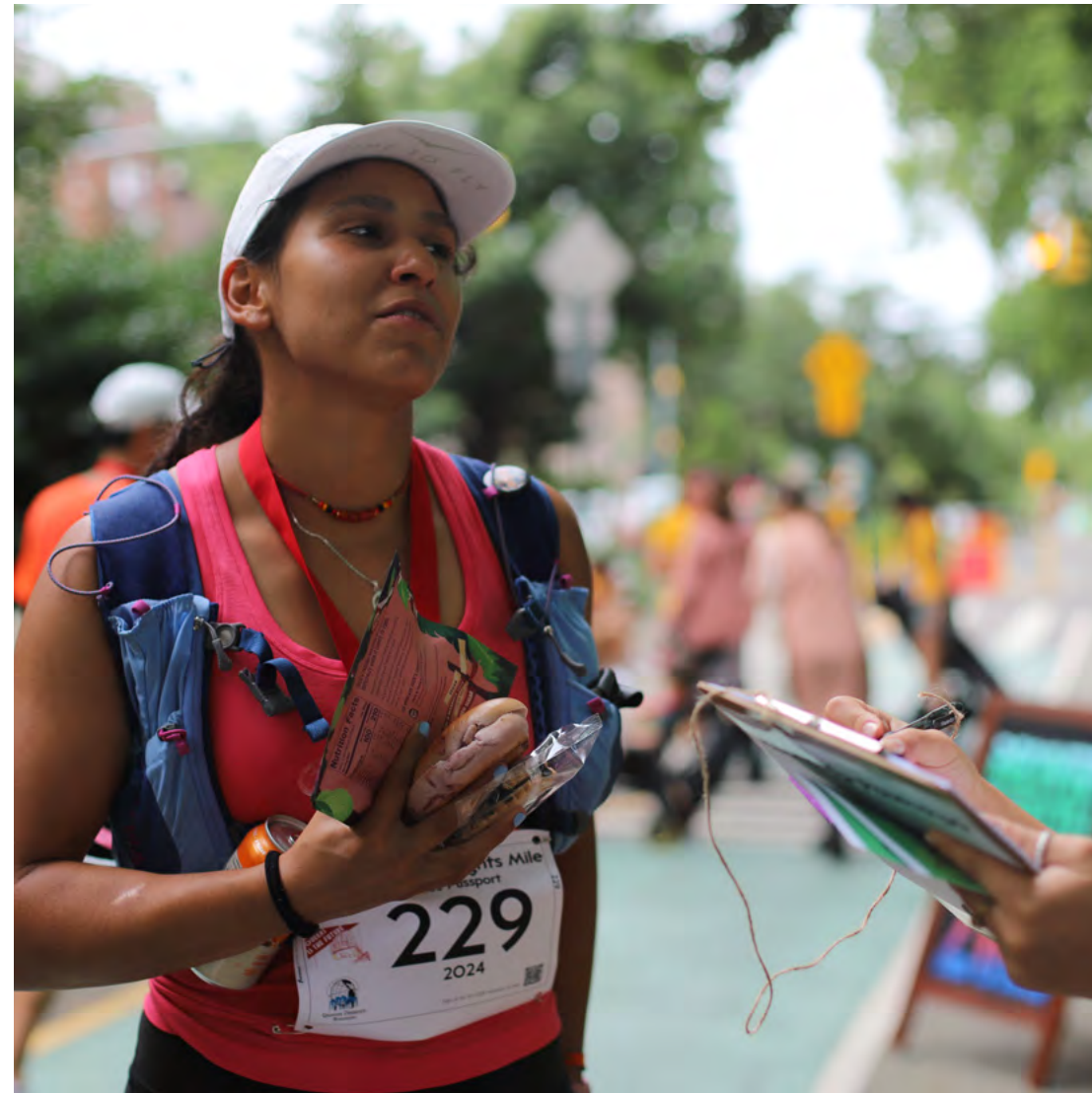
APP reached out to a dozen leaders and influencers from different parts of the community and asked them to engage their networks as "outreach ambassadors."

Ambassadors were supplied with a kit of materials, which included:

- Inspiration photos of public spaces around the world;
- An interactive map;
- And written surveys;

Ambassadors held their own conversations, and reported findings back to APP and WXY in the early fall.

[Ambassador materials can be found here.](#)





# Online and In-Person Surveys

3 languages  
242 surveys completed  
(102 paper surveys, 140 online)

APP created a survey with questions designed to solicit more qualitative responses than the city’s typical multiple-choice questionnaires. In addition to hearing how people are currently using the space, the intent was to understand what they wanted out of the space in the future.

The survey was available in multiple languages; in paper form at tabling sessions; and online for respondents to fill out at their own convenience.

### Paseo Park

**Key Questions**

**Question 1**  
What would you like to see on Paseo Park?

- DEDICATED WHEELIE SPACE/  
SKATE BOARD SPACE.  
- MORE DINING SPACE/DINING GARDEN

**Question 2**  
What kinds of uses do you want to see on specific blocks or intersections?  
(seating, play area, performance space, etc.)

SEATING / EATING - NEAR TRAVE  
DEDICATED SPACE FOR TEENS/YOUNG  
ADULTS - BIKE BOYS/WHEELIE BOYS

**Question 3**  
Do you want to see anything specific on Paseo Park adjacent to schools?  
(all schools or specific schools?)

- SECURE BICYCLE/SCOOTER PARKIN  
- SPACE FOR KIDS TO PLAY/AGE BASED

**Question 4**  
Where do you need vehicular access on Paseo Park? (Access-a-Ride, Driveways, dropoff / pick-up, etc.)

BUILDING ENTRANCES/PICKUP/DROPOFF  
BLDG GARAGE ENTRANCES

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### Paseo Park

**Key Questions**

**Question 1**  
What would you like to see on Paseo Park?

protected bike lane. No cars coming through the area.  
Designated

**Question 2**  
What kinds of uses do you want to see on specific blocks or intersections?  
(seating, play area, performance space, etc.)

more seating, outdoor activity, dance classes,  
Host more events, a mile run with markers.

**Question 3**  
Do you want to see anything specific on Paseo Park adjacent to schools?  
(all schools or specific schools?)

bike parking.

**Question 4**  
Where do you need vehicular access on Paseo Park? (Access-a-Ride, Driveways, dropoff / pick-up, etc.)

Personally don't need.

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## The Paseo Park Kids' Survey was created by Girl Scout Troop 4482, specifically for kids.

The 5th graders of the Jackson Heights Girl Scout Troop 4482 saw the outreach APP was conducting and wanted to create their own survey—for children, by children. They conducted their survey on Paseo Park in April and May 2025. The collaboration earned the Troop the Bronze Service Award.

The Girl Scouts surveyed 90 children at different hours of the day and different days of the week, along Paseo Park.





# Here are the results of Troop 4482’s Survey

## How do you use the Open Street?

- 74% – Playing with friends and family
- 68% – Biking, scootering, roller skating or skateboarding
- 17% – Walking their dog
- 53% – Walking
- 30% – Racing
- 48% – Eating
- 23% – Selling stuff
- 39% – Other

## What do you want to change about the Open Street most?

- 66% – Less mopeds and cars
- 27% – More food
- 30% – More plants
- 31% – More shade
- 27% – More seating
- 29% – More activities and performances
- 18% – Other

## Ideas to make Paseo Park better:

More greenery, Play areas for kids, Signs to keep out mopeds and cars, More stuff, Have it open longer, More shade, A space for dogs, More activities, No noise at night, Toys, Not open to cars at night, More food, A crosswalk to the park, Benches, Performances, Solar panels, Open later, Safer for kids, No cars at all, No parked cars, More seating space, Make the Open Street longer.

## Do you feel safe playing on Paseo Park?

- 70% – Yes
- 23% – No
- 4% – Not Sure
- 3% – No answer

## What would make you feel safer?

- Rail between bike lane and walking areas
- More control over mopeds and cars
- The amount of people
- There should be a bike speed limit
- Unmovable fences
- Not open to cars at night
- Lights at night
- More signs
- Sidewalks

## Girl Scouts’ recommendations:

- “Most people said that they were concerned about the mopeds and cars so we suggest putting up more signs and fences.”
- “Lots of people said that they wanted more activities so if you want more people coming to the open street we suggest having activities for all ages.”
- “Many people said that they more plants and that they wanted more shade. To please the people we suggest planting more trees that will give people more shade and more greenery.”



# Ongoing Outreach with Community Organizations and Leaders

APP continues to hold conversations with various community organizations and leaders, including those listed here. This will be an ongoing process, and APP strives to reach more people, organizations, and businesses in and around Jackson Heights.

**Deliveristas Unidos – Delivery Workers**

**Street Vendor Project**

**34th Avenue Open Streets Coalition**

**Jackson Heights Green Alliance**

**Queens Distance Runners**

**Queens Climate Project**

**Jackson Heights Beautification Group**

**PTA Leaders, parents: PS212, PS398, PS69, IS230, IS145**

**Co-Op Building Leaders and Employees**

**Local Girl Scout Troops**

**The Queensboro Restaurant**

**World’s Borough Bookshop**

**Epicenter – NYC**

**Variety Boys & Girls Club of Queens**



# Flyers for Community Visioning Session Posted all over Jackson Heights

APP posted notices for the two community workshops in October 2024 throughout Jackson Heights in the weeks leading up, in multiple languages, with the second language on each flyer matching the one most readily spoken in the part of the district where the notice was posted.

The workshops were publicized in local newsletters and on the social media accounts of local businesses and organizations, such as, Epicenter-NYC, Worlds Borough Bookstore, and The Queensboro.

Volunteers from APP handed out flyers for the workshops at after-school pick up by schools on and near 34th Avenue.

APP sent notices via email to its 3,000+ person mailing list and as well as local elected officials to include in community advisory notices.





# Two In-Person Workshops

## 150 Attendees

In October 2024, APP held two community engagement sessions at PS 212, a school located on Paseo Park.

In collaboration with WXY, APP created a “science fair-style” two-hour session that had participants move through the room engaging with interactive displays.

The displays were divided into categories, which included:

- **Safety & Biking**
- **Services & Access**
- **Schools**
- **Rest & Recreation**

Participants were given a set number of dots so they could vote on the issues and preferences most pertinent to them.

Once participants had time to move around the room, they broke into small groups for more intimate conversations. Each small gathering was given its own interactive map and professional facilitator to lead the discussion.

APP invited local elected officials to observe and listen to the discussions. Facilitators shared the key points raised from each group.





# What We Heard— Safety & Biking

Residents overall enjoy using Paseo Park and feel safer than before the Open Street existed, which is proven by data. (Pedestrian injuries fell 41% after the creation of the Open Street).<sup>25</sup> However in workshops and at tabling events, the main concerns raised related to pedestrian safety.

Neighbors voiced a desire for greater design clarity and consistency around separation between pedestrians, cyclists, moped users, and drivers. They shared a common interest in incentivizing slower traffic on the Avenue, noting ideas like: a protected bike lane on one side of the avenue, or on a nearby street; speed bumps; and more.

## Some Comments

*“Better separation between bike, car & people”*

*“Clarity in the road rules.  
Are scooters legal? All? Some? None?”*

*“The hatched bike lane does NOT slow down bikes...”*

*“Dedicated bike lanes on 35th and 37th Ave – if bikes + such are on 34th design lanes for safety + slower”*





## What We Heard— Services & Access

Neighbors readily emphasized the importance of ensuring access for emergency services, delivery vehicles, and Access-a-Ride. That was paired with a desire for better delivery infrastructure.

It was recommended that NYC DOT study delivery vehicle access. The city was urged to explore more opportunities for delivery zones on the side streets near the intersections with 34th Ave, and coordinate with delivery and navigation apps to ensure access, particularly for residents who live on Paseo Park.

### Some Comments

*“Medians become a meeting area. It’s not an accessible place to sit need more benches like at Travers Park”*

*“Access-a-Ride & building access”*

*“Citi Bike between 74 and 75 use the bikes to pedal backwards and exercise. People want equipment!”*

*“Feels confusing if and where cars are allowed”*



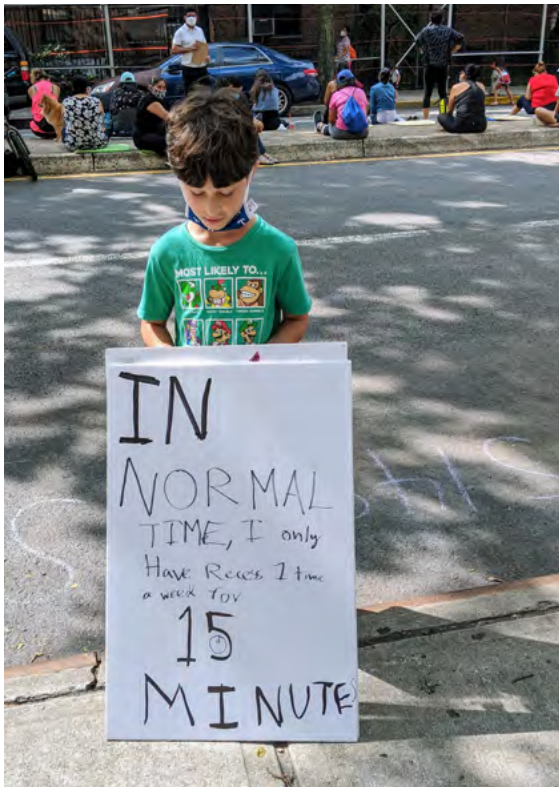


# What We Heard— Schools

Neighbors emphasized the importance of prioritizing schools’ use of this space for student access (recess, lunch, outdoor learning, etc.), especially for schools with limited outdoor space. They noted the need for softer or safer surfaces and reduced traffic during school hours.

## Some Comments

- “The golden gravel part is kind of sharp” – from a PS 398 student*
- “Open space for schools with small or no playground”*
- “Can the ‘cross-over’ on the bike lane not happen in front of the school?”*
- “School programs for K”*





# What We Heard— Rest & Recreation

Neighbors shared a desire to increase seating areas and recreation-specific spaces; more shaded areas, especially on the western end; and a need for developing and socializing community norms for sharing this space, considering impacts to neighbors such as sound, smell, etc. Future design should ensure communal gathering spaces are not near residential entrances or windows.

## Some Comments

*“Is a skate park a possibility?? Or even just a very flat smooth surface.”*

*“Stage between 89th and 94th St for public performance”*

*“Exercise equipments for seniors”*

*“Community Center!” We need it.”*





## The Interactive Map

The map below traveled with members of APP all summer at tabling sessions across the district. Each Post-it note represents a neighbor's hopes and dreams.





# Recurring Themes Based on over 500 Comments— October 18th Engagement

WXY logged all of the comments from the October 2024 workshop into a spreadsheet and then created a word cloud of the most frequently used phrasing. The larger the word, the more prevalent the topic.

The word cloud is not meant to express positive or negative views, but rather inform what issues are top of mind to community members.

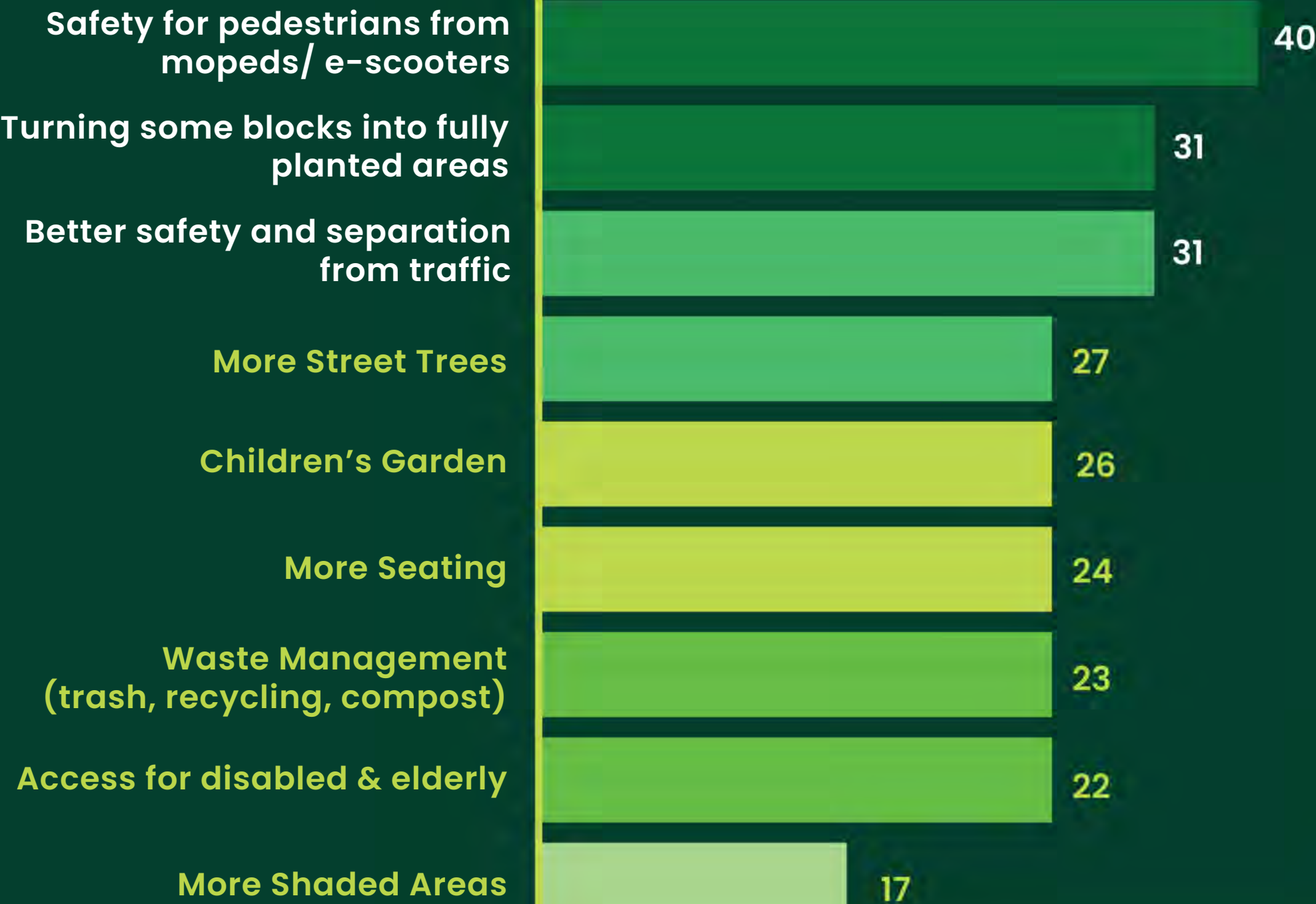




# Top Big Ideas By Theme Voted on by 150 Participants—October 18th Engagement

## Methodology

These were the top priorities as voted on by community participants at the October 2024 workshop. Each participant was given three dots to cast votes for their top priorities.





# What We Heard— Big Takeaways

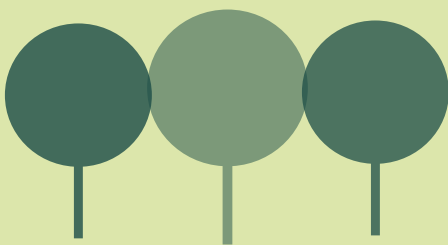
Paseo Park is trying to be and do too many things at once. To unlock its full potential, the city needs to lessen the burden on it.

The forthcoming section lays out possible design solutions to the current challenges that Paseo Park faces.

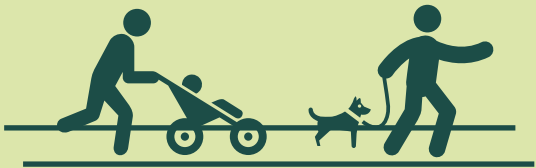
This proposal is not meant to be prescriptive, but rather to identify community wants, needs, and concerns, and illuminate pathways forward.



Make a safer street for children and families



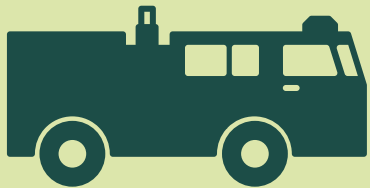
Steward a greener & sustainable Paseo Park



Create an uninterrupted pedestrian first space



Make the uses of the avenue more clear



Maintain necessary accessibility routes



Design safe outdoor space for schools to use



# 5 Usage





## To unlock the potential of Paseo Park, we need to lessen the burden on it.

There are many ways to solve this. This Roadmap is not meant to be prescriptive, but rather to explore the possibilities for removing the burden from 34th Avenue...

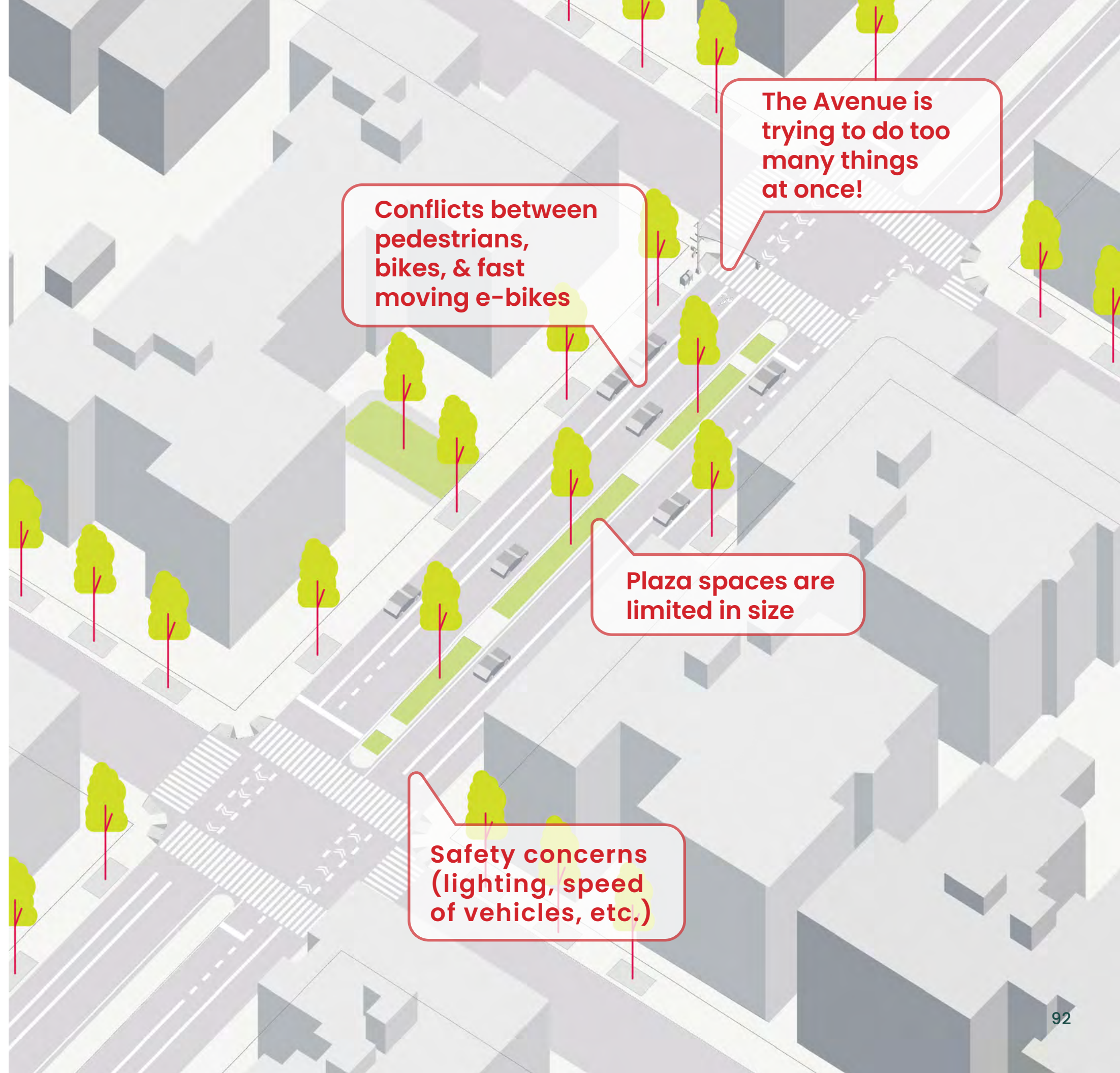
One possibility explored by WXY is to create a multi-modal lane on a nearby street.

High-speed working and commuting bikes, e-bikes, mopeds and scooters are using 34th Avenue because there is no safe passage for them. If the city designates a safe route for these higher speed working and commuting users – an express lane on a different avenue, this would remove the pressure on Paseo Park.

It would leave Paseo Park to be a pedestrian-first linear park, that is also safe for slower-speed leisure cycling, including children learning to ride a bike.

### Three ingredients for a bold plan for Paseo Park:

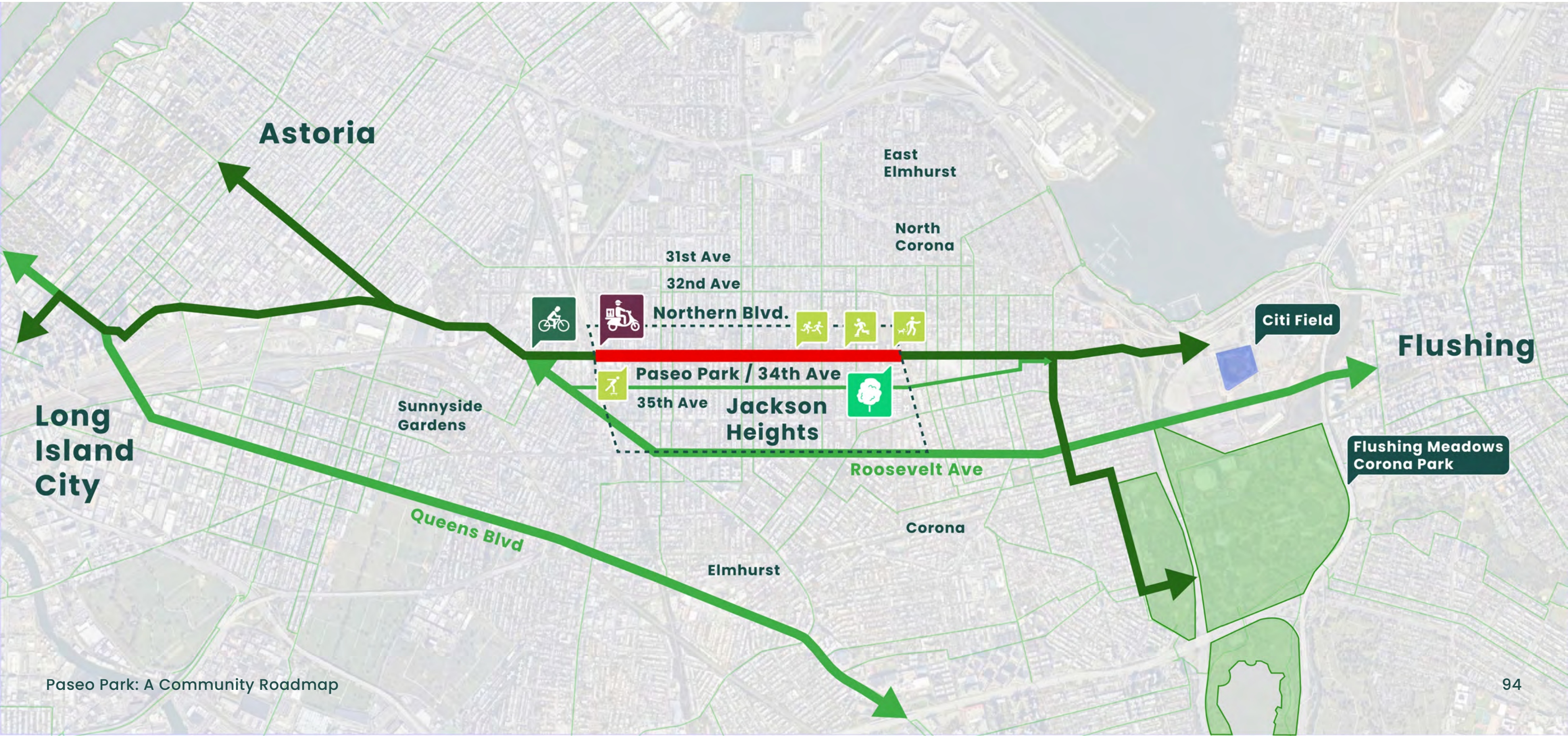
1. Rethinking Paseo within the larger street network
2. Rethinking the median and sidewalks
3. Rethinking the intersections to create an uninterrupted pedestrian experience





# Today—34th Ave is overburdened as an open space & east-west connection

Today, Paseo Park is part of a network of streets that make up a critical east-west bike connection through Queens. Paseo Park takes on simultaneous—and sometimes—conflicting roles as a cycling corridor, delivery corridor, and pedestrian walkway.



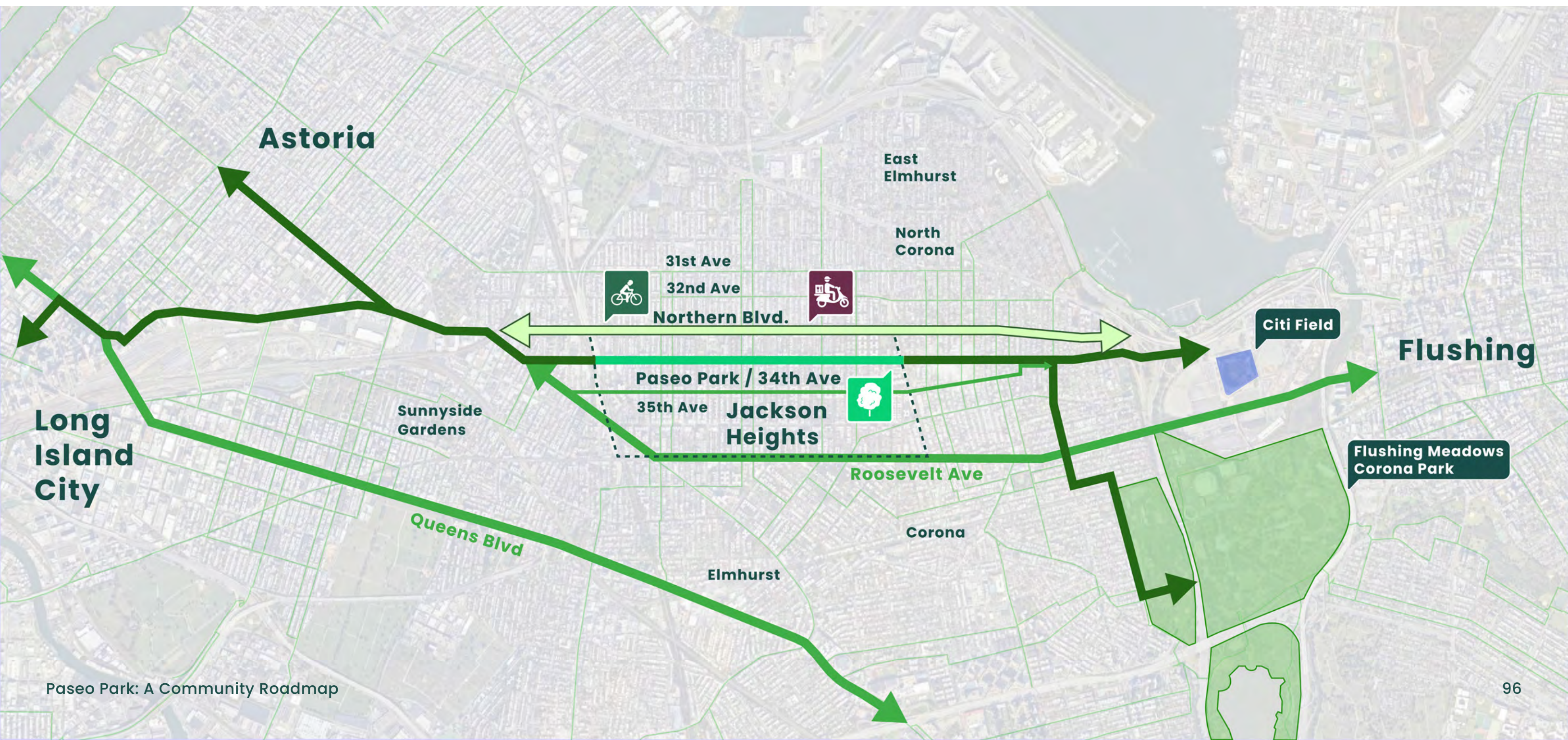


# Tomorrow—Northern Boulevard and Paseo Park working in parallel

One possibility to ease the burden of usage is to create an express multi-modal lane on a nearby street.

Speeding bikes, e-bikes, mopeds, and scooters are using 34th Ave because there is no safe passage for them. If NYC DOT designates a safe route for these working and commuting users, this would remove pressure, allowing Paseo Park to thrive as a pedestrian-first linear park.

One potential site for this intervention is Northern Boulevard, east of 54th Street.





# Local & National Precedents for a Multi-Modal Bus, Bike, and Moped Corridor

There are many precedents throughout the country for reconsidering corridors like Northern Boulevard.



Center running bus lane with boarding island NYC, Edward L Grant Highway



Bus/bike lane in NYC



Micromobility lane with passing (double wide) NYC, Second Ave



Bus island with adjacent bike lane in Chicago



Bus/bike boarding island integration in Portland, Oregon

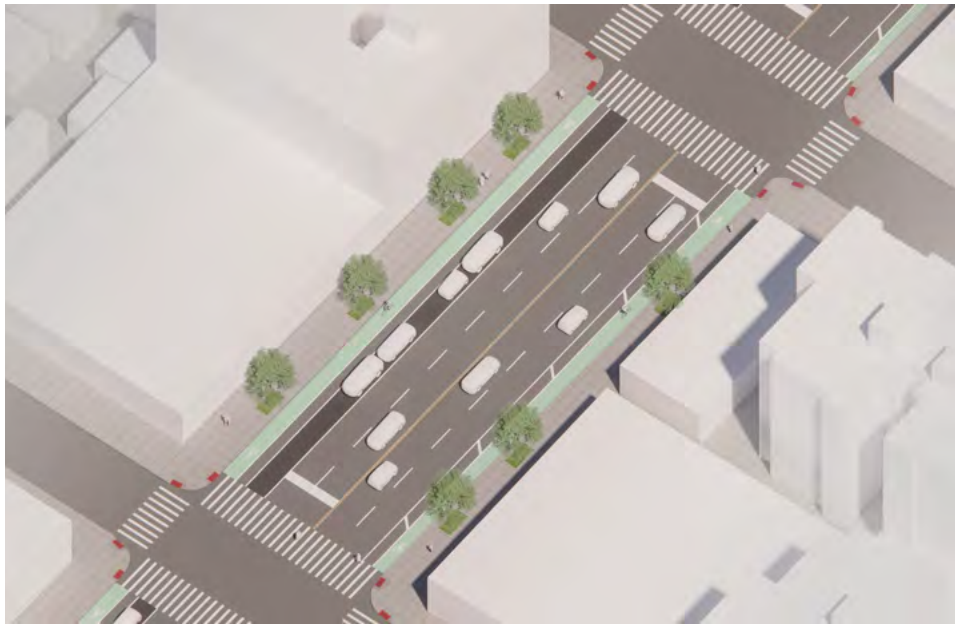


Shared bike and bus lane in Chicago



# Northern Boulevard— Today

Today, Northern Boulevard has two main configurations. East of the BQE it has a central median and dedicated bus lanes. West of the BQE there are protected bike lanes on either side of the street.



Typical Condition West of the BQE



Typical Condition Near Paseo Park



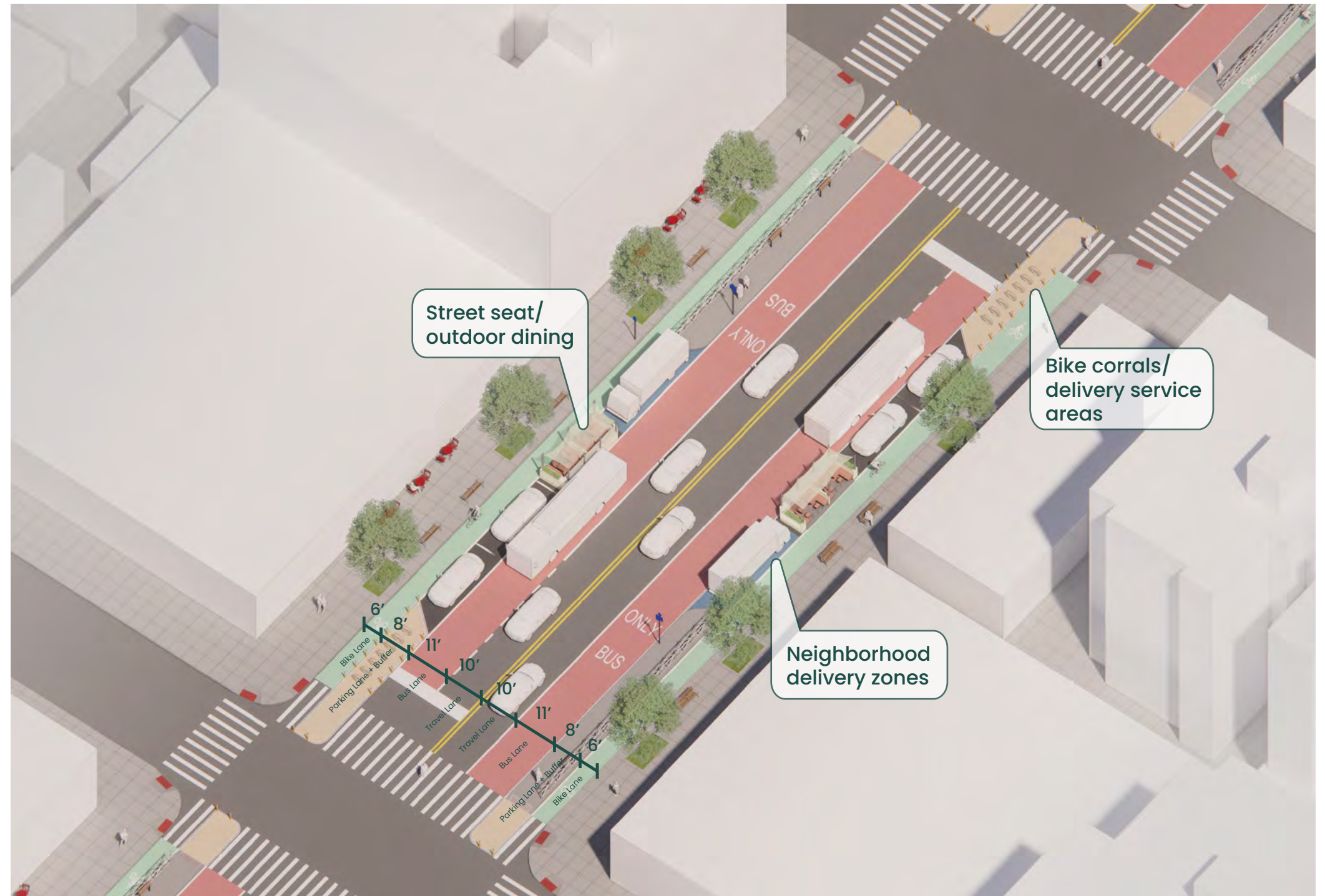
# Northern Boulevard— Tomorrow: A Vision for a Multimodal Bus, Bike, & Moped Corridor

## Possibility 1: Protected bike lanes & bus lanes

One vision for Northern Boulevard is to add bike lanes buffered by parking/loading/street seat zones on the north and south sides of the street. This would require shifting the existing bus lanes slightly inward and removing the central turning lane.

This option would include:

- Protected bike lanes on the north and south sides of the street buffered by a parking, loading, and street seat zone.
- Bus lanes shifted slightly inward to accommodate parking and bike lane along curbs.
- Removed central turning lane
- Forced right-hand turns where possible along corridor.
- Delivery worker hubs, charging stations & bike corrals located along street.





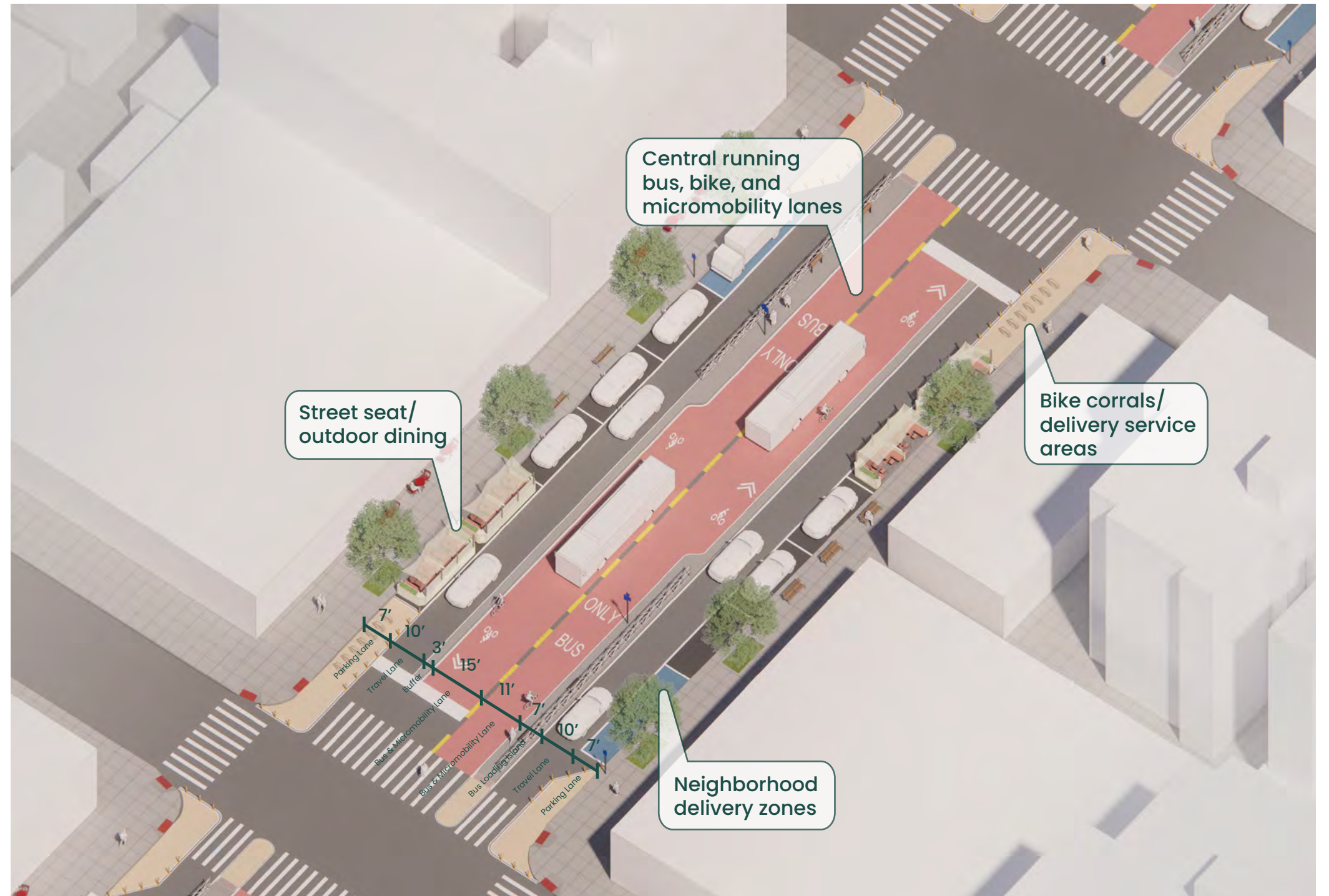
# Northern Boulevard— Tomorrow

## Possibility 2: Center-running bus, bike and moped lanes

A second option includes creating a protected, wide, center-running bus, bike, and micromobility lane. This configuration would be wide enough to accommodate all modes safely. Though not yet common in NYC, this type of street configuration can be found in cities from Chicago to Paris.

This option would include:

- Center running bus lanes with boarding island with width to accommodate bike and micromobility lanes.
- Remove central turning lane
- Forced right-hand turns where possible along corridor.
- Delivery worker hubs, charging stations & bike corrals located along street.





# 6

## Rethinking the Block





## Two Exciting Ways to Reimagine Paseo Park

The Jackson Heights community has voiced a collective dream for Paseo Park to become a truly pedestrian-first space.

Once speeding motorcycles, mopeds, e-bikes and vehicles have an “express lane” on an adjacent avenue, it becomes possible to redesign Paseo Park in a way that puts pedestrians first, while allowing access for emergency vehicles and city services, like Access-a-Ride

Additionally, removing the remaining parking spaces on 34th Avenue opens the door for two exciting ways to reimagine this pedestrian-centered space.

Currently, there are 273 parking spaces along 34th Avenue,<sup>26</sup> which is equivalent to 3.6% of the 7,557 total street parking spaces in Jackson Heights.<sup>27</sup>

In exchange for 3.6% of the neighborhood’s parking spaces, the community would benefit from 1.3 miles of park space, or 7.5 acres. This would quadruple the amount of public park space in Jackson Heights.



**Super-Sidewalk**  
Growing the sidewalk



**Super-Median**  
Growing the median



# Super-Sidewalk

## What is a Super-Sidewalk?

In pedestrian-first cities, sidewalks reign supreme. A 'super sidewalk' is the epitome of that: a widened curb to maximize space for pedestrians, typically reallocating space formerly dedicated to vehicular traffic lanes. A 'super sidewalk' is at least 10 feet in width, allowing for multiple groups to stroll at any speed, side by side. Consider it the ultimate people's promenade.

The first option would signal that 34th Avenue is a pedestrian priority space by elevating the street surface to the level of the adjoining sidewalk.

This includes all intersections, which would serve as de-facto speed bumps, forcing northbound and southbound traffic to move slowly through the elevated intersections.

Emergency and city services would still be able to access Paseo Park as required through pedestrian-oriented areas that still serve as a right of way, when needed. Regular traffic would be directed off Paseo Park and cued to take a different route.





# Super-Sidewalk Examples

Both New York's Broadway Linear Park concept and Seattle's Gemenskap Park exemplify the transformation of vehicular streets into pedestrian-oriented public spaces. The Broadway Linear Park envisions reclaiming portions of Broadway in Manhattan to create a continuous, accessible green corridor prioritizing walking, gathering, and public life.

Similarly, Gemenskap Park in Seattle converted a residential street into a community green space, replacing asphalt with landscaping, play areas, and walking paths to enhance neighborhood livability and reduce car traffic. These projects reflect a broader shift toward using public right-of-way for social, environmental, and recreational benefits.



NYC – Broadway Linear Park Concept



Gemenskap Park, Seattle



# Super-Median

## What is a Super-Median?

For streets fortunate enough to feature a 'green' (or planted) divide, a 'super-median' takes that to the next level. Greenery is greatly expanded, emphasizing the median as a place for gathering and gardening. Space is typically reallocated from sidewalks or vehicular lanes to amplify its effects and positioning. It also maximizes climate benefits, allowing for more stormwater retention, carbon mitigation, and cooling. Throughout community feedback, from tabling, to visioning sessions, to the Girl Scouts' survey, "more green spaces" was a constant refrain.

This transformation and creative reuse and redesign would allow the median to be used for a range of programs, from gardens and exercise areas to pathways and stormwater management.





# Super-Median Examples

In cities like Amsterdam, medians have been creatively repurposed to serve as vibrant public spaces that support walking, biking, and community gathering.

Along streets such as De Clercqstraat, formerly car-dominated central medians have been transformed into green buffers and seating areas, integrating stormwater infrastructure and planting to soften the streetscape. These interventions not only reduce vehicle dominance but also enhance livability by prioritizing space for people.

Mexico City has similarly leveraged medians as sites for urban regeneration. The renovation of Avenida Álvaro Obregón in the Roma neighborhood reimaged the wide central median as a linear park, complete with benches, trees, lighting, and cultural installations.

This approach enhances pedestrian connectivity while celebrating local identity, demonstrating how even narrow or residual street spaces can play a role in addressing public space shortages in dense urban environments.



Amsterdam



Mexico City



# Different Block Designs for Different Needs

Paseo Park is a 26-block long stretch through a dense community. Different blocks have different needs and serve different purposes.

This mix-and-match approach would account for community feedback by creating:

■ **Active blocks**

Designed for recreation and exercise.

■ **School blocks**

Designed to give safe outdoor learning and play space to many of the overcrowded public schools along 34th Avenue.

■ **Passive blocks**

Designed for quiet recreation and rest, with a buffer of greenery near large residential buildings.





# How They Could Work Together

Together, the blocks of Paseo Park could be designed to meet the specific needs and functions of adjacent blocks, while still working to create one seamless, continuous experience. Active blocks will be placed closest to existing parks and near key transit corridors and school blocks, with passive blocks in between.

Transit Stops

Garage Access

Bus Routes

Bike Routes

Bus Stops

Parks

A

 P.S. 398Q

B

 I.S. 230

C

 I.S. 230 Annex

D

 Garden School

E

 I.S. 145

F

 UPK Early Learning Center Annex

G

 Early Learning Center at St. Marks Church

H

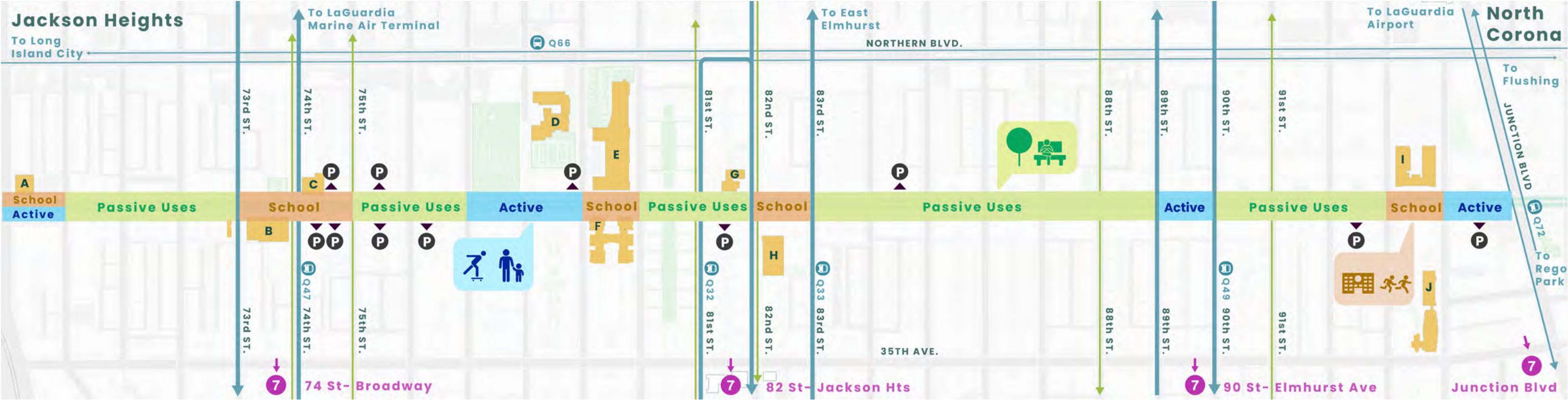
 P.S. 212

I

 P.S. 149

J

 P.S. 280Q



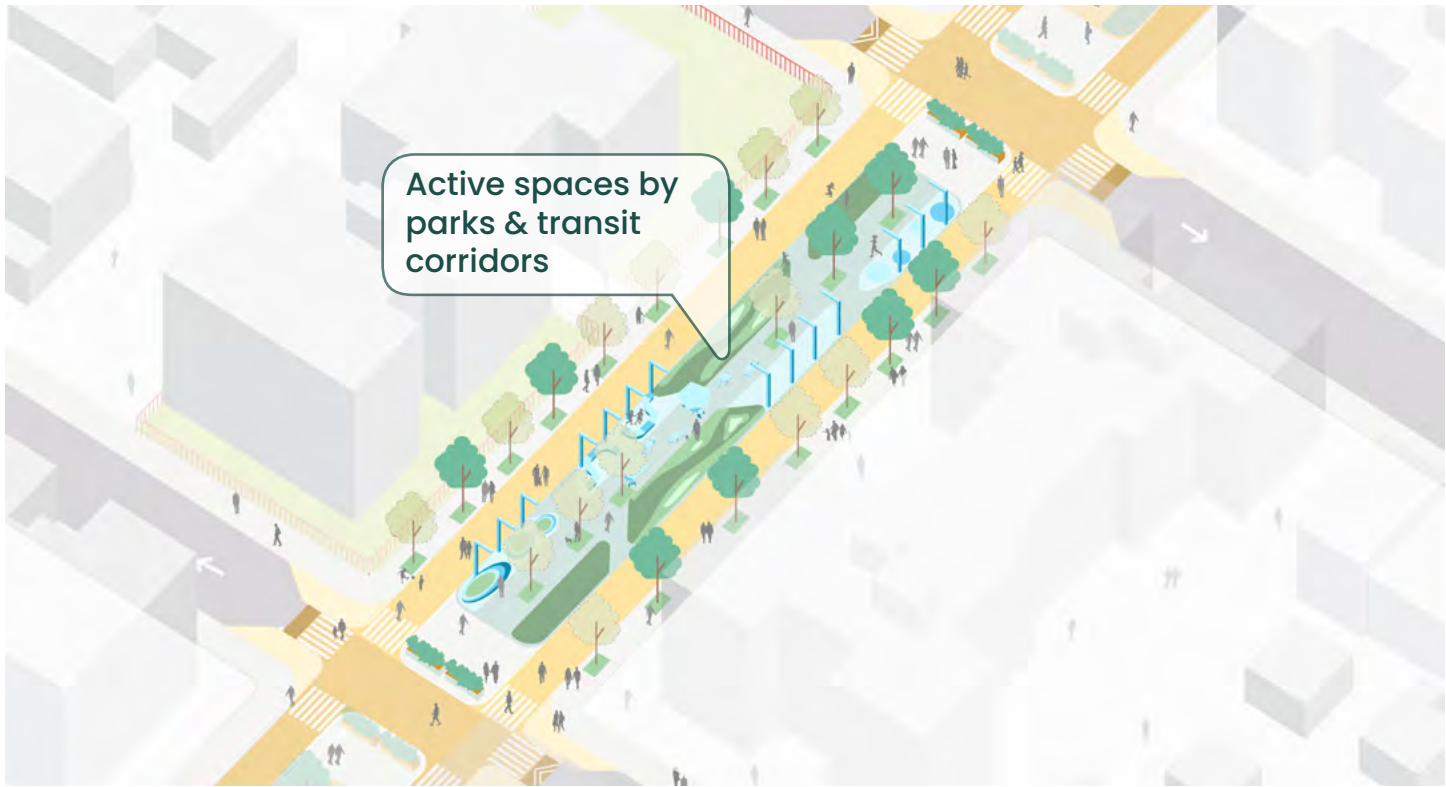


# Advantages of Varied Blocks

Paseo Park transforms the Avenue into a unified linear park made up of distinct block types tailored to their context. Active blocks near parks and transit will host high-energy uses, while school blocks create safe, accessible front yards for students. Passive blocks in between offer green, flexible spaces for quiet enjoyment.



School Blocks



Active Blocks



Passive Blocks



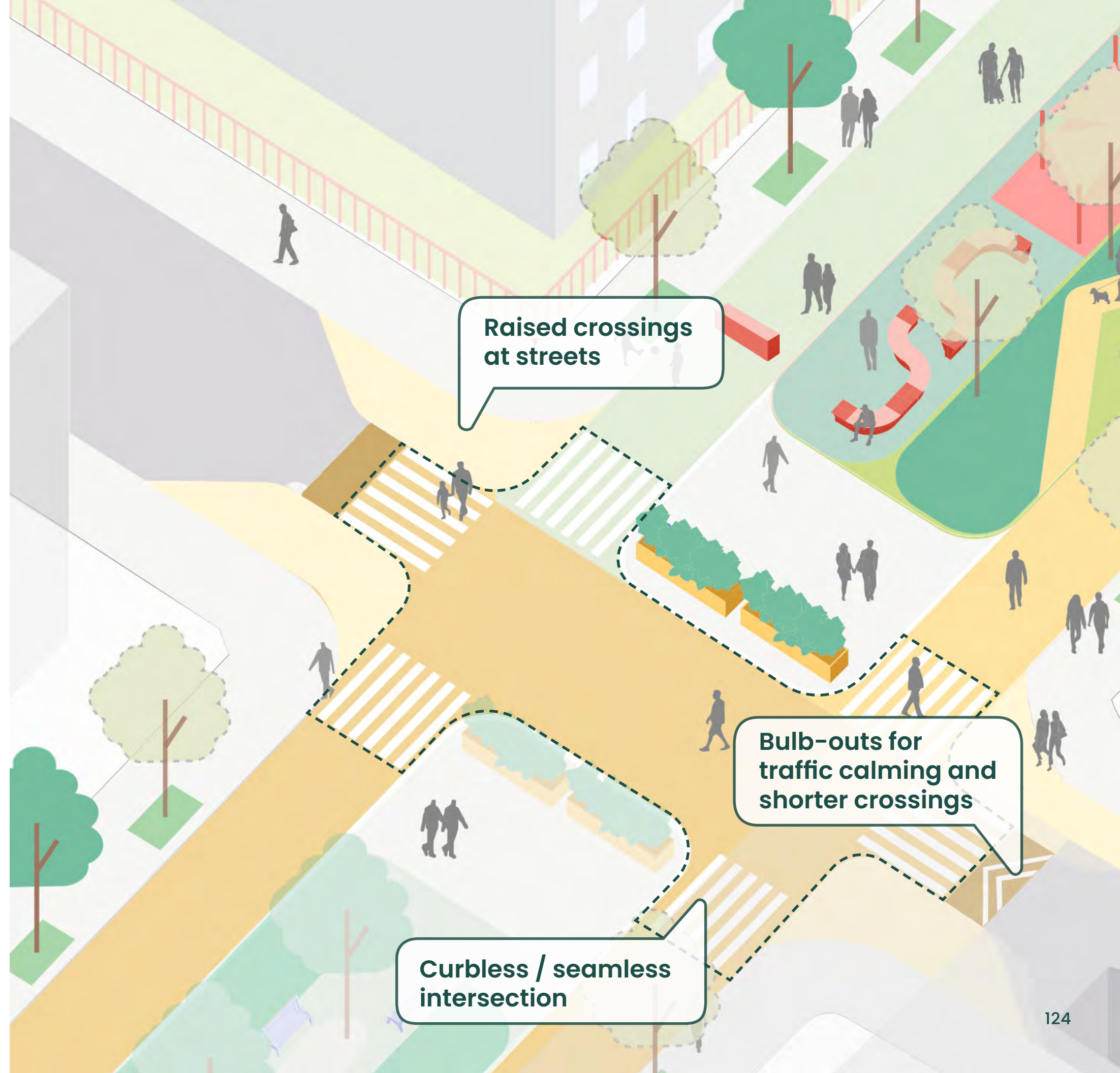
# Rethinking the Intersections

## To make them safer for everyone

Paseo Park runs from east to west from 69th Street to Junction Blvd. Traffic will still need to cross the numbered north-south streets.

Raising the intersections will:

- **Make pedestrians more visible to drivers;**
- **Indicate that this is not a typical street,** and drivers should proceed slowly;
- **Create an uninterrupted, pedestrian-first space.**





# 7

## Bringing it All Together





Bringing it All Together

Current Residential Block





Bringing it All Together

Conceptual Residential Block





Bringing it All Together

Current School Block





Bringing it All Together

Conceptual School Block





# Residential Block Current State

Residential blocks along Paseo Park currently struggle with the conflicting demands of being both a linear park and a space for car access, parking, and deliveries. These vehicle-oriented uses undermine the park’s potential as a safe, accessible space for pedestrians, cyclists, and families, highlighting the need to prioritize people over vehicles in this shared public space.



# School Block Current State

Most schools along Paseo Park have little to no dedicated outdoor space, with many relying on small, fenced yards or narrow sidewalks. This lack of space limits opportunities for play, outdoor learning, and safe circulation during busy drop-off and pick-up times.



# Conceptual

These residential blocks will feature more passive, quieter uses—like seating, planting, and informal play— offering a calm contrast to the park’s more active areas. Retractable bollards are one possible way to keep pedestrians safe—city services and other authorized vehicles would have a remote key to lower the bollards, which are typically made of steel and installed in the street, to drive through when needed. The design supports everyday neighborhood life while maintaining a safe, low-conflict environment for all users.



# Conceptual

In the future, school blocks within Paseo Park could function as extensions of the schoolyard, and be co-created with that school community, providing space for play, learning, and safe gathering beyond the building footprint. This transformation benefits the broader community by creating a shared, child-friendly environment.





## Management & Operations

Critical to the long-term success of Paseo Park will be the establishment of a new type of operating model that can ensure the space is managed and sustained indefinitely. There are a number of precedents for establishing public-private partnerships that support public spaces.

APP is committed to evaluating options and identifying a solution as part of this process, in coordination with community and government partners. This is currently being explored as the next phase of its work.





# A Word from the Alliance for Paseo Park

The Alliance for Paseo Park (APP) advocates for the transformation of 34th Avenue Open Street into a permanent linear park. We believe this is a generational opportunity for a community that has the least amount of park space in New York City.



## Our Goal

Our goal is to work with the NYC Department of Transportation to help shape the future of 34th Avenue Open Street. Throughout this process, we are committed to a robust, community-led engagement that is multilingual, culturally competent, and inclusive of in-depth conversations with different segments of our community, including those who may not share our vision. We believe that through this exchange, we can create a public space that will benefit our community for generations to come.

## Acknowledgments

Our work would not be possible without the generous support and guidance from the Central Park Conservancy, the Charles H. Revson Foundation, the Monarch Foundation, the Tiger Baron Foundation, and individual contributions from Jackson Heights neighbors.

## Contact

To learn more about our organization and support our work, visit: [PaseoPark.org](https://PaseoPark.org)



## A Word from WXY

WXY is thrilled to be working with the Jackson Heights community and Alliance for Paseo Park. The continued transformation of 34th Avenue represents a unique opportunity to rethink our streets as green oases for underserved communities, starting in the district that ranks last in public space per capita.



WXY

**“Paseo Park can serve as a model for the evolution of the Open Streets program into a long-term community asset for generations to come.”**

— Claire Weisz, Founding Partner of WXY



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Paseo Park: A Community Roadmap

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Pages 1-2	Paseo Park logo and brand identity by Zast & Co.
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Pages 11, 12	Rendering - WXY for Alliance for Paseo Park
Pages 13, 14	Summer scene - Alana Tummino
Pages 15, 16	Archival photo - Vladimir Simkhovich, "Vintage Jackson Heights," 2007, <a href="http://www.jacksonheightsproperties.com/agent/weather.php?username=vsimkhov">http://www.jacksonheightsproperties.com/agent/weather.php?username=vsimkhov</a>
Page 19, 20	1930s archival photo: Collection of Thomas Langan, <a href="https://s-media.nyc.gov/agencies/lpc/lp/1831.pdf">https://s-media.nyc.gov/agencies/lpc/lp/1831.pdf</a>  1970s photo: by Peter Magnani, courtesy of Dorothy Magnani  2020 photo: uncredited Google photos
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Pages 25, 26	Elmhurst Hospital - Ryan Christopher Jones, New York Times
Pages 27, 28	May 2020 rallies - Dawn Siff
Pages 29, 30	October 2020 rally - Dean Moses, Queens Chronicle

Pages 33, 34	Girl scouts, hula hoop, legos, kids playing - Dawn Siff; Man walking - Lori Reilly; Bingo - Todd Heisler, New York Times, Sept 23, 2020
Pages 35, 36	Cartwheel - Kisha Bari
Pages 37, 38	Rest, stroll - Lorie Reilly, Play - Dawn Siff
Pages 39-40	Table activities, dancing, chalk - Neha Gautam, New Year's - Dawn Siff, Santa Ride - 34th Ave Open Streets Instagram
Pages 41, 42	Bike - Alana Tummino
Pages 43, 44	Fire ambulance, Access-A-Ride, school bus - Uncredited, internet and stock
Pages 45, 46	2020 - Uncredited 2024 - Alana Tummino
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Pages 55, 56	Kids table, visioning - Ron Dunn
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Pages 77, 78	Kids at dismissal – Kisha Bari Kids water fight – Mary Inhea Kang, New York Times Protest signs, hopscotch, kid and mom – Dawn Siff
Pages 79, 80	Runners – Mary Inhea Kang, New York Times Brownie Scout, cartwheel, street vendor – Kisha Bari Skateboarder – Dawn Siff
Pages 89, 90	Building Blocks – Dawn Siff
Pages 105, 106	Jugglers – Dawn Siff
Pages 125, 126	Table – Kisha Bari
Pages 137, 138	Diptych of invisible labor on Paseo Park – Damaris Chamorro
Pages 139, 140	Tabling – Josefina Bahamondes
Pages 141, 142	Visioning – Kisha Bari



Additional Materials

[Additional Materials listed below can be found in this Dropbox folder.](#)

[34th Avenue Corridor Design, NYC DOT pamphlet, October 2021](#)

[Alliance for Paseo Park Ambassadors Materials, April-June 2024](#)

[DOT Presentation before Community Board 3, October 2021](#)

[Report by Dunolly Gardens Resident Kaja Whitehouse, in response to APP questionnaire, 2024](#)

[Report by JH Beautification Group in response to APP questionnaire, 2024](#)

[Queens Climate Project Letter to DOT](#)

[ARUP Report, conducted with the 34th Avenue Open Streets Coalition, May 2022](#)



*Paseo Park*