

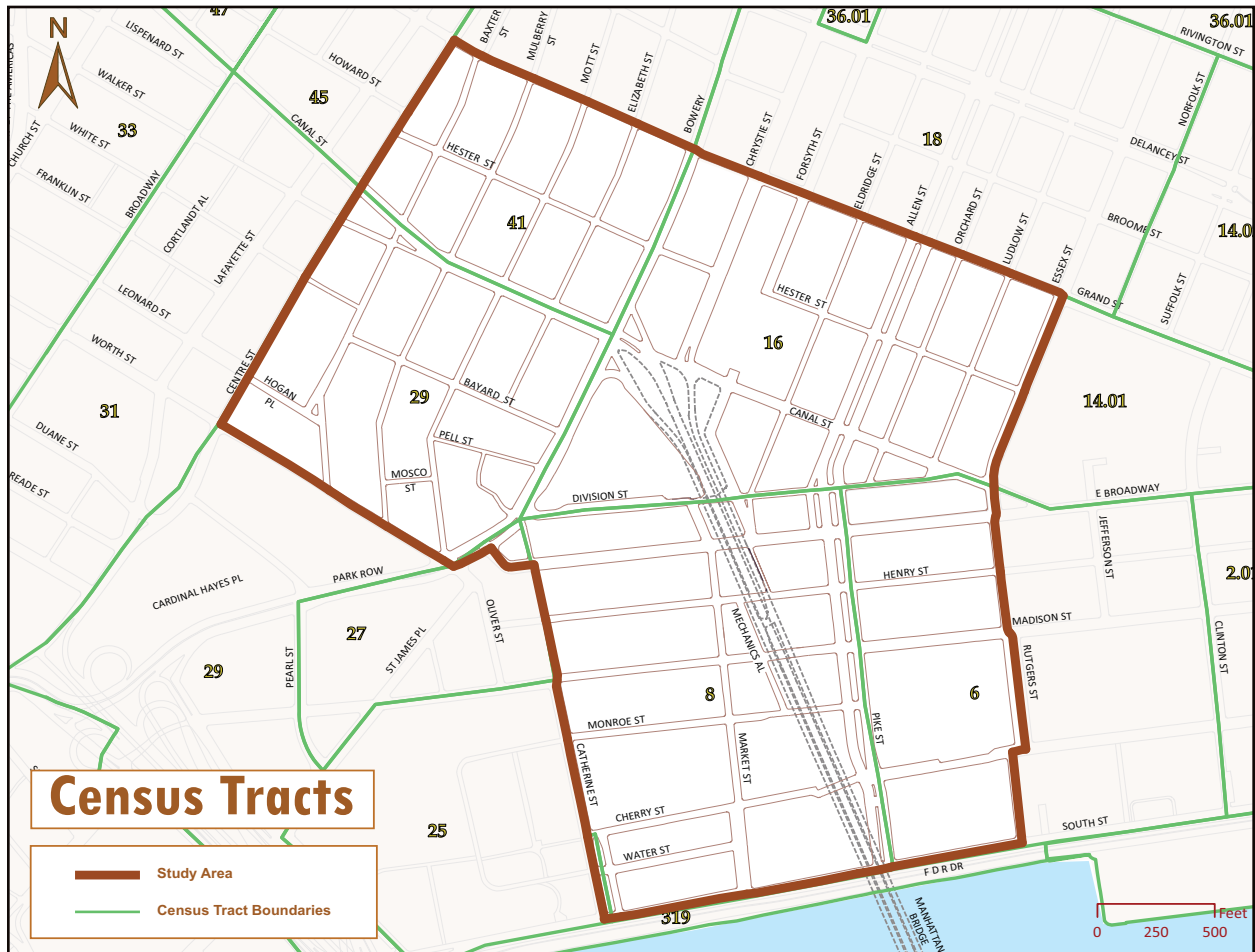
Appendix A Demographics

Demographics

Population

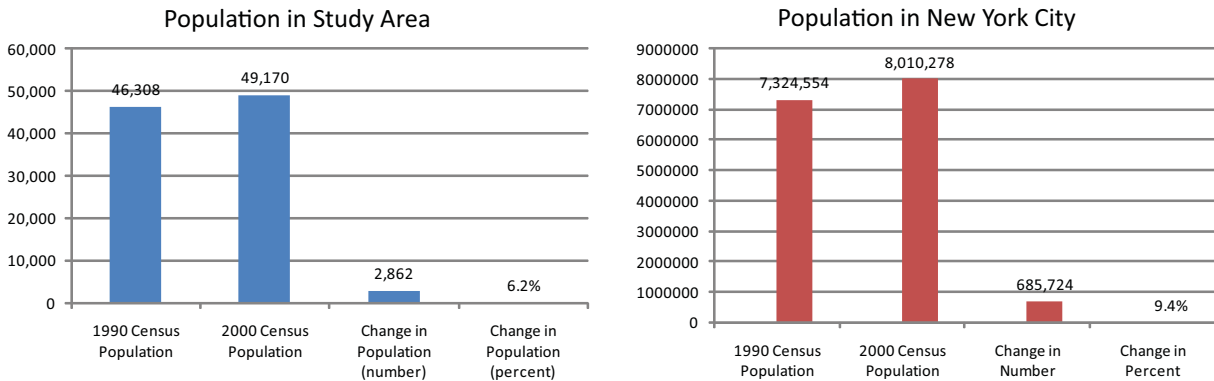
There are six census tracts (6, 8, 16, 27, 29, and 41) that fall within the study area (Figure 14). However, only a small portion of tract 27, consisting of a public plaza, falls within the study area. Since there are no residences on this public plaza the data from this census tract will not be analyzed for this study.

Figure 14



According to the 2000 decennial census, there were 16,410 households in and around the study area and 49,170 people lived in or surrounding the study area. There was a 6.2% increase in population from the 1990 census to the 2000 census (Figure 15). This increase is much smaller than the 9.4% increase in the rest of the city's population.

Figure 15: Population Change

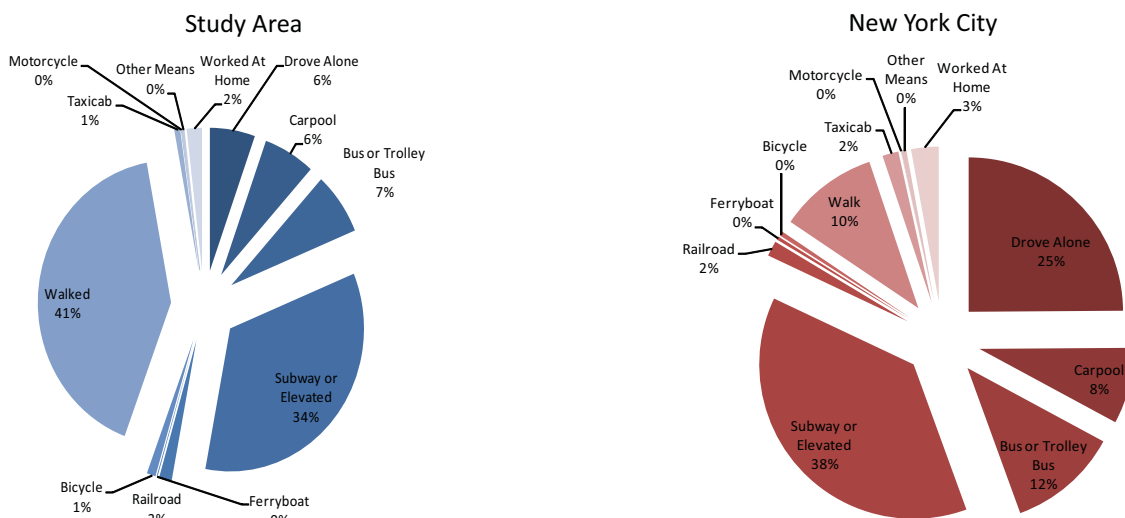


Journey to Work

The modal split analysis captures both the means of transportation to work for both the local resident labor force as well as for the people who travel into the study area to work. As part of the Census Bureau's disclosure avoidance process, the numbers are rounded in order to protect the privacy of participants. This process sometimes generates inconsistencies among the Journey to Work tables. However, the inconsistencies never exceed three percent.

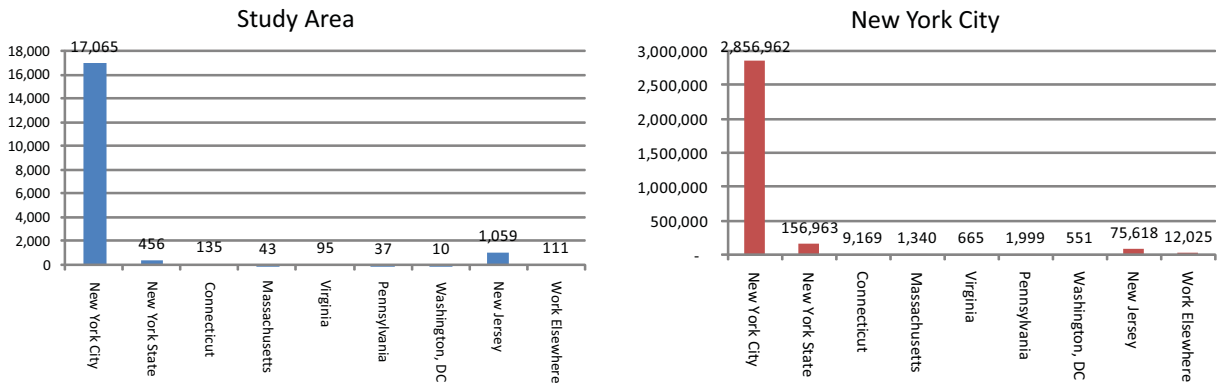
The 2000 Census shows that the local labor force consisted of 19,253 people over the age of 16. The data indicates that 7,970 (41%) people walked to work, making it the most common mode of transportation. Approximately 34% of the local workforce commuted to work by subway, the second most common mode of transportation. A relatively large portion of the Chinatown population walks to work in comparison to the rest of the City, where only 10% of the population walks to work. The most common mode of transportation to work for the rest of the City is subway (38%), followed by driving (25%). (See Figure 16).

Figure 16: Means of Transportation to Work for Local Labor Force Age 16 or Older



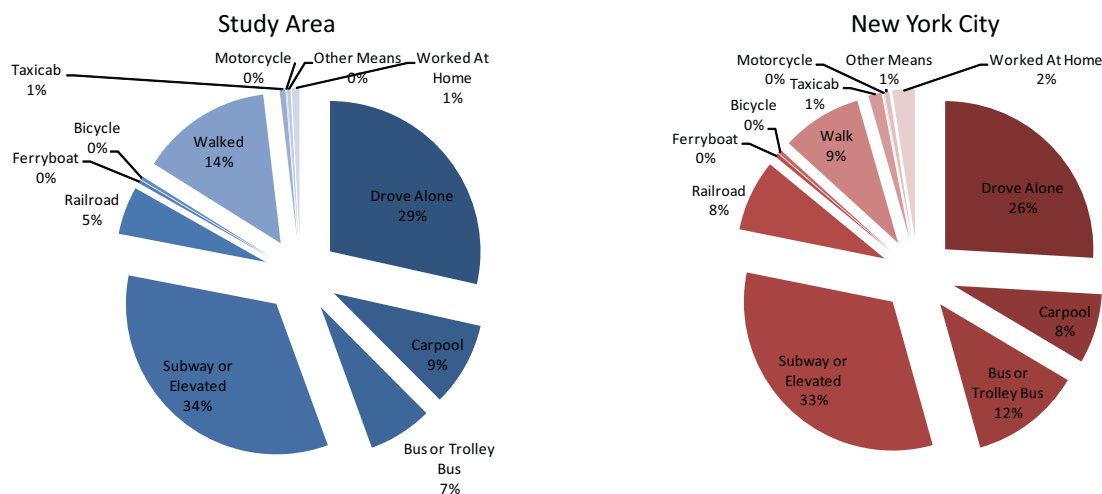
Out of the 19,253 people age 16 and older that constituted the local labor force in the study area, 17,065 people worked in New York City. The remaining labor force worked in other parts of New York State (excluding New York City), Connecticut (135), New Jersey (1,059), Massachusetts (43), Virginia (95), Pennsylvania (37), and elsewhere. This is consistent with the rest of the City, where most of the labor force works within New York City (Figure 17).

Figure 17: Place of Work for Local Labor Force Age 16 or Older



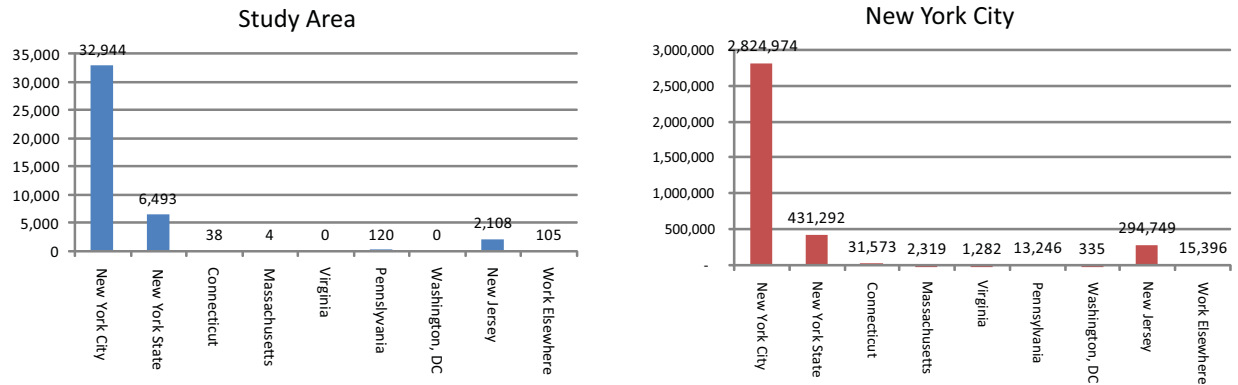
According to the 2000 U.S. Census data, 42,767 people worked in the study area. Approximately 34% of workers, 14,365, commuted to work by either the subway or elevated train. The next largest segment of workers, 29%, drove into the study area for work. There were 2,210 people who commuted to work by the railroad. There were 12,185 that drove into the study area alone and 3,869 people that carpoiled to work. A number of people, 6,080, walked to work in the study area. There were 149 people who traveled to work by ferry, 155 rode a bicycle to work, 265 traveled to work by taxi, 20 rode a motorcycle, 160 traveled to work by some other means, and 355 people worked at home. These figures are consistent with the rest of New York City (Figure 18).

Figure 18: Means of Transportation for Commuters



Out of the 41,812 people that commuted into the study area to work, 32,944 were from New York City. The remaining workers commuted from other parts of New York State (excluding New York City), Connecticut (38), New Jersey (2,108), Massachusetts (4), Pennsylvania (120), and elsewhere. These figures are consistent with the rest of New York City (Figure 19).

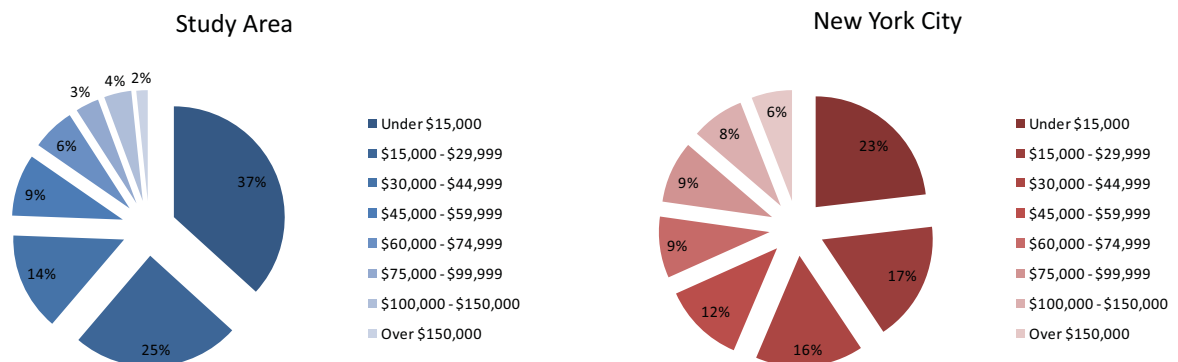
Figure 19: Place of Origin for Commuters



Households and Income

According to the 2000 Census data, there were 16,410 households in the study area. The study area was comprised of a variety of income ranges. The median salary for this study area was \$35,000 - \$37,499. Approximately 37% of the study area earns less than \$15,000 annually. This is a relatively large percentage in comparison to the rest of the City, where 23% of the population earns less than \$15,000 annually. Within the study area only two percent of residents earn more than \$150,000 annually, whereas in the rest of the City six percent of the population earns more than \$150,000 annually (Figure 20).

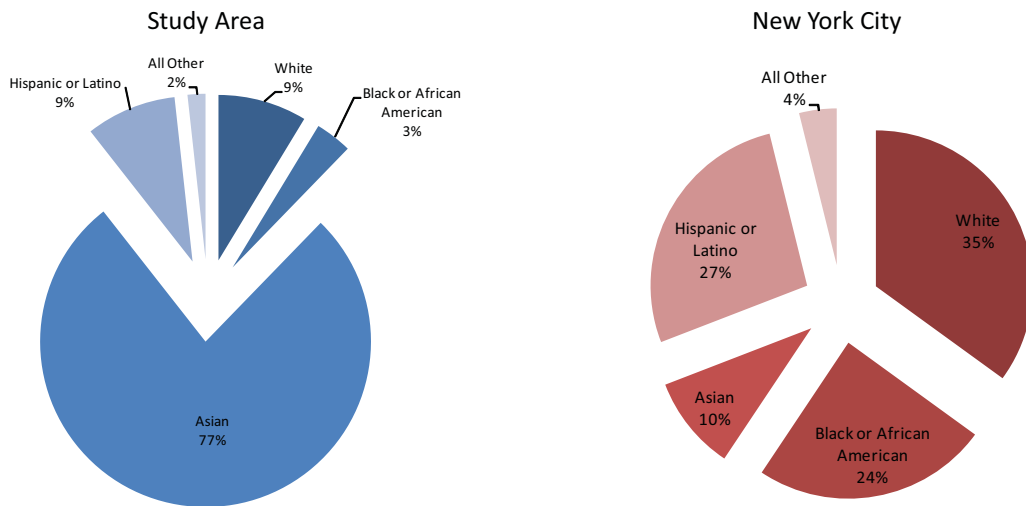
Figure 20: Income in 1999



Race/Ethnicity

The data the U.S. Census obtains is based on information people report about themselves. Based on the 2000 Census data, the study area was relatively homogeneous, with 77% of the population classifying themselves as Asian. In the rest of New York City ten percent of the population classify themselves as Asian. There were 4,325 people who identified themselves Hispanic or Latino of any race. There were 4,245 people who identified themselves as White and 1,750 that identified themselves as Black (Figure 21).

Figure 21: Racial and Ethnic Composition



Appendix B

Transportation Network

Public Transportation

Subway

The F train stops on East Broadway and Rutgers Street in the eastern section of the study area and the J, M, Z, 6, N, Q, R and W all stop at Canal and Centre streets in the western section of the study area. Entrances to this station are also located at Lafayette Street and Broadway. Just north of the study area the F, J, M, and Z trains stop at Essex and Delancey streets and the J, M, and Z trains stop at Delancey Street and the Bowery. (See Figure 22 on the following page).

Bus

Several New York City Transit (NYCT) bus lines travel through the study area. The M22 travels from Grand Street on the Lower East Side to Vesey Street in Tribeca making stops along Madison and Worth streets. The M15 travels from East Harlem to Whitehall Street by South Ferry making stops along Allen Street and Madison Street. The M15 also makes part-time stops along East Broadway and has a part-time terminal at City Hall. The M9 travels from Union Square to Battery Park City. The bus travels through the study area along East Broadway. The M1 travels from Battery Park to West 147th Street in Upper Manhattan along Centre Street at the western edge of the study area. The B51 travels from Brooklyn to City Hall part-time. The bus travels over the Manhattan Bridge across Canal Street, down Centre Street and terminates at City Hall. The M103 travels from East Harlem to City Hall making stops along the Bowery.

Truck Routes

Truck movements within New York City are currently governed by the traffic rules and regulations contained in the Rules of the City of New York, Volume II, Chapter 4-13. These regulations apply to vehicles which are designated for the transportation of property and have either of the following characteristics; two axles and six tires or three or more axles.

There are two Truck Route designations, Through and Local Truck Routes. Through Truck Routes are designated for trucks having neither an origin nor a destination within the local area. Local Truck Routes are designated for trucks with origins or destinations within an area for the purpose of delivery, loading, or providing services. See Figure 23 for the location of all study area Truck Routes.

The only Through Truck Route in the area is the Manhattan Bridge. There are several Local Truck Routes traversing the study area including Allen and Pike streets, Bowery, St. James Place, Division Street, Henry Street, Forsyth Street, Chrystie Street, Market Street, Worth Street, Canal Street, and Grand Street.

Limited Truck Zones

A Limited Truck Zone prohibits trucks from entering the designated boundaries except for the purpose of making a delivery and loading 24 hours per day, 7 days per week. Chinatown has been designated a Limited Truck Zone bounded by the northern property line of Worth Street, the eastern property line of Baxter Street, the southern property line of Canal Street, the western property line of the Bowery, and the western property line of Chatham Square.

Figure 23



Parking

The parking regulations for the Chinatown study area are grouped into nine different categories. The categories are as follows: no standing anytime; no parking anytime; no standing except authorized vehicles; truck loading/commercial parking; no standing during specified hours; no parking during specified hours; daytime alternate side parking regulations; nighttime alternate side parking regulations; and metered parking.

There are some noticeable correlations between parking regulations and land use patterns. The areas that have alternate side parking regulations are mostly residential, mixed-use residential and commercial, and open space. Commercial streets generally have parking regulations that allow commercial vehicles to use the curb space. The most common parking regulations are no parking and/or no standing during specified hours, truck loading/commercial parking, and no standing except authorized vehicles.

Near schools and other institutions the parking regulations are typically no standing at anytime and/or no standing except authorized vehicles. Parking meters are located throughout the study area, but they can be found most often near mixed-use commercial and residential buildings.

There are many places in the study area where the curb space is governed by multiple parking regulations. The parking regulations map (Figure 24) illustrates the current curb regulations. The curb regulations state the hours and types of vehicles restricted or permitted to park or stand at a specific location.

Figure 24



Street Network

The street network in New York City's Chinatown surrounds the Manhattan Bridge entrance. The bridge entrance is composed of several one-way on and off ramps which bring vehicles directly into the core of the study area. The entrance to the outbound Manhattan Bridge is from northbound Bowery and the exit from the inbound Manhattan Bridge is the intersection of Canal Street and Chrystie Street.

Through Streets

The **Bowery** is a major north-south thoroughfare within the study area. The street leads from Chatham Square in Chinatown to East 5th Street in the East Village, where it becomes Third Avenue. The street is approximately 79 feet wide and has three northbound travel lanes and three southbound travel lanes with a parking lane on both sides of the street. There is a four-foot wide median along the center of the street.

Allen Street is a north-south, two-way street that travels from East Houston Street to Canal Street where it becomes **Pike Street**, terminating at South Street. The street is approximately 112 feet wide with a 24-foot wide median. This median is referred to as the Allen Street Mall. Allen Street and Pike Street have three northbound travel lanes and three southbound travel lanes and a parking lane on each side of the street. A five-foot wide bicycle lane is striped along the entire length of Allen and Pike streets.

Centre Street is a one-way northbound street, approximately 40 feet wide, with two travel lanes and two parking lanes. The street travels from the Brooklyn Bridge to Spring Street, where it merges with Lafayette Street.

Canal Street is a major east-west thoroughfare that travels from Essex Street at the east to the Holland Tunnel at the west. The width of Canal Street varies along the length of the roadway. West of the Manhattan Bridge the street is approximately 70 feet wide and has two travel lanes and one parking lane in each direction, with a center median turning lane. West of Walker Street Canal Street narrows to 60 feet wide and has two travel lanes and one parking lane in each direction. East of the Manhattan Bridge the street is approximately 40 feet wide with one travel lane and one parking lane in each direction.

East Broadway is an east-west, two-way street that travels from Grand Street to Chatham Square. The street is approximately 50 feet from Chatham Square to Essex Street. The street narrows to approximately 45 feet east of Essex Street.

South Street runs below the FDR Drive from Wall Street to Montgomery Street. The Street varies in width from approximately 40 feet to approximately 60 feet.

Chrystie Street is a 35-foot wide northbound street which travels from the Manhattan Bridge to East Houston Street. The street has one 13-foot wide travel lane and two parking lanes on both sides of the street.

Minor Streets

Hester Street is a one-way street that travels from Centre Street to Essex Street and is bisected by Eleanor Roosevelt Park located between Forsyth and Chrystie streets. From Forsyth Street to Essex Street the street is approximately 25 feet wide and has one eastbound travel lane and one parking lane on each side of the street. From Chrystie Street to Centre Street the street is approximately 30 feet wide and has one westbound travel lane and one parking lane on each side of the street.

Division Street is a one-way westbound street that travels from Canal Street to Chatham Square. The street varies in width from approximately 25 feet at its narrowest point to approximately 55 feet at its widest point. The street has one travel lane from Canal Street to the Manhattan Bridge and two travel lanes west of the Bridge.

Henry Street is a two-way east-west street varying in width from approximately 30 to 45 feet wide. The street travels from Grand Street to Oliver Street and has one travel lane and one parking lane in each direction.

Madison Street is a two-way east-west street varying in width from approximately 30 to 45 feet wide. The street travels from Grand Street to the Brooklyn Bridge and has one travel lane and one parking lane in each direction. There is a five-foot bicycle lane striped along the street east of Pike Street. West of Pike Street the bicycle lane becomes shared.

Monroe Street is a one-way eastbound street which travels from Catherine Street to Pike Street. The street varies in width from approximately 25 feet to approximately 32 feet and has one travel lane.

Cherry Street is a one-way westbound street which varies in width from 35 feet to 50 feet. At its widest, the street can accommodate three travel lanes, however, no lanes are striped along the street and it carries observably light traffic. There is a parking lane on each side of the street.

Water Street is one block long within the study area, traveling from Catherine Street to Market Street. The street begins again just outside the study area traveling from Montgomery Street to Jackson Street. Within the study area the street is a one-way eastbound street approximately 35 feet wide.

Catherine Street is a one-way southbound street that varies in width from approximately 20 feet to approximately 50 feet. South of Cherry Street Catherine Street becomes two-way with an approximately 45-foot wide southbound roadbed and an approximately 30-foot wide northbound roadbed. The street also has an approximately 40-foot wide median between the northbound and southbound roads. Catherine Street travels from the Bowery to South Street.

Worth Street is an east-west street traveling from Chatham Square to Hudson Street. There is one travel lane in each direction.

Market Street is a one-way northbound street that travels from South Street to East Broadway. The street is approximately 30 feet wide with one travel lane and a parking lane on each side of the street.

Rutgers Street is a one-way northbound street that travels from South Street to Canal Street where it becomes Essex Street. Rutgers Street varies in width and becomes a two-way street from East Broadway to Canal Street, the intersection where it meets Essex Street.

Essex Street is approximately 54 feet wide and has two northbound travel lanes and two southbound travel lanes with a parking lane on each side of the street. The street travels from Canal Street to East Houston Street.

Ludlow Street is approximately 25 feet wide and has one southbound travel lane and parking lanes on both sides of the street. The street travels from East Houston Street to Division Street.

Orchard Street is approximately 25 feet wide and has one northbound travel lane and parking lanes on both sides of the street. The street travels from Division Street to East Houston Street.

Eldridge Street is approximately 25 feet wide and has one northbound travel lane and parking lanes on both sides of the street. The street travels from Division Street to East Houston Street.

Forsyth Street is a two-way street from East Houston Street to Hester Street and is approximately 45 feet wide. South of Canal Street Forsyth Street varies in width and becomes one-way southbound from Canal Street to Henry Street.

Elizabeth Street is a one-way northbound street that travels from Bayard Street to Bleecker Street. The street is approximately 25 feet wide and has one travel lane and one parking lane on each side of the street.

Mott Street is a one-way southbound street that travels from Bleecker Street to Chatham Square. The street is approximately 25 feet wide and has one travel lane and one parking lane on each side of the street.

Mulberry Street is a one-way northbound Street that travels from Worth Street to Bleecker Street. The street is approximately 25 feet wide and has one travel lane and one parking lane on each side of the street.

Bayard Street is a one-way eastbound street that travels from Baxter Street to the Bowery. The street is approximately 25 feet wide and has one travel lane and one parking lane on each side of the street.

Baxter Street is a one-way southbound street that travels from Grand Street to Hogan Place. The street is approximately 25 feet wide and has one travel lane and one parking lane on each side of the street.

Mosco Street is a one-way westbound street that travels from Mott Street to Mulberry Street. The street is approximately 15 feet wide and parking is not permitted. The only exception is when a funeral is in progress at a neighboring funeral home.

Pell Street is a one-way westbound street traveling from the Bowery to Mott Street. The street is approximately 15 feet wide and parking is not permitted.

Doyers Street is a one-way southbound street traveling from Pell Street to the Bowery. The street is approximately 15 feet wide and parking is not permitted.

Appendix C Accidents

Accidents

Data was compiled from the New York State Department of Transportation’s Local Accident Surveillance Project (LASP) for 2004 through 2006, the latest year for which data was available at the time of this analysis. The information gathered from LASP includes total accidents and pedestrian accidents.

Total Accidents are the number of accidents where a police report was taken at the scene of the accident. The site of the accident may either be at an intersection or at a mid-block location between two intersections. Pedestrian Accidents are accidents in which a pedestrian was involved.

There were 789 total accidents within the Chinatown study area during the period from 2004 through 2006, as indicated in Table 3. Data on the highest number of total recorded accidents over the three year period (2004-2006) revealed that one location, Bowery and Canal Street, 48 accidents occurred.

Table 3:

Intersections with the Highest Number of Total Recorded Accidents over a Three-Year Period

Intersection	2004-2006
Canal Street and Bowery	48
Grand Street and Allen Street	35
Canal Street and Centre Street	28
Canal Street and Elizabeth Street	22
Canal Street and Mott Street	18
East Broadway and Pike Street	18
Madison Street and Pike Street	18
Hester Street and Bowery	17
Grand Street and Bowery	15
Grand Street and Centre Street	14
East Broadway and Forsyth Street	14
Canal Street and Baxter Street	13
Walker Street and Center Street	12
Grand Street and Chrystie Street	12
Catherine Street and Henry Street	11
Division Street and Market Street	11
Canal Street and Mulberry Street	11
Elizabeth Street and Hester Street	10

Additionally, the intersections of Canal and Centre streets, Canal and Elizabeth streets, and Grand and Allen streets had 20 or more accidents during the same time period. Table 3 indicates the intersections within the study area that had ten or more accidents during the time period of 2004 through 2006, and Table 4 indicates mid-block locations within the study area where five or more accidents occurred during the same time period.

Table 4:

Mid-block Locations with the Highest Number of Total Accidents over a Three-Year Period

Location	2004-2006
Grand Street and Bowery/Hester Street	9
Canal Street and Bowery/ Ramp to Lower Level Manhattan Bridge	8
Grand Street and Chrystie Street/Hester Street	7
Hester Street and Allen Street/Canal Street	5
Canal Street and Bowery/Main Ramp to Manhat- tan Bridge	5
Catherine Street and Madison Street/Market	5
Canal Street and Elizabeth Street/ Bowery	5

The number of accidents that involved pedestrians and cyclists were significant during the 2004-2006 period (see Figures 26 and 27). There were 273 accidents that involved pedestrians and 51 accidents that involved cyclists over the three year period. Data on the highest number of total recorded accidents over the three-year period (2004-2006) revealed that at two intersections, Canal Street and Centre Street, and Grand Street and Allen Street, 11 accidents involving pedestrians occurred.

Table 5 shows intersections within the study area where five or more pedestrians were involved in accidents, and Table 13 shows intersections within the study area with the highest numbers of accidents involving cyclists.

Table 5:

Locations Where Vehicular Accidents Involved Pedestrians over a Three-Year Period

Intersection	2004-2006
Canal Street and Centre Street	11
Grand Street and Allen Street	11
Division Street and Market Street	10
Catherine Street and Henry Street	10
East Broadway and Forsyth Street	7
Forsyth Street and Division Street	6
Pike Street and East Broadway	6
Madison Street and Pike Street	6
Elizabeth Street and Hester Street	6
Canal Street and Elizabeth Street	5
Essex Street and Grand Street	5
Mott Street and Bayard Street	5

Table 6:

Intersections Where Vehicular Accidents Involved Bicyclists over a Three-Year Period

Intersection	2004-2006
Grand Street and Bowery	6
Madison Street and Pike Street	3
Forsyth Street and Canal Street	3

The intersection with the highest number of total accidents was Canal Street and Bowery (48). This intersection is the point of entry to the Manhattan Bridge and has observably high volumes. Fung Wah uses this location to load and unload passengers, which adds to the pedestrian traffic and general congestion of the intersection.

The intersections of Forsyth Street and East Broadway, and Forsyth Street and Division Street had seven and six pedestrian accidents from 2004 through 2006, respectively. These intersections, located near 88 East Broadway, have recently been closed off to Chinatown bus operations but until recently had the highest number of Chinatown bus arrivals and departures.

Once the buses were displaced from 88 East Broadway, many moved to nearby Allen Street between Grand and Henry streets. The intersection of Grand and Allen streets has the second highest number of total accidents (35) and the highest number of pedestrian accidents (11) in the study area.

Figure 25

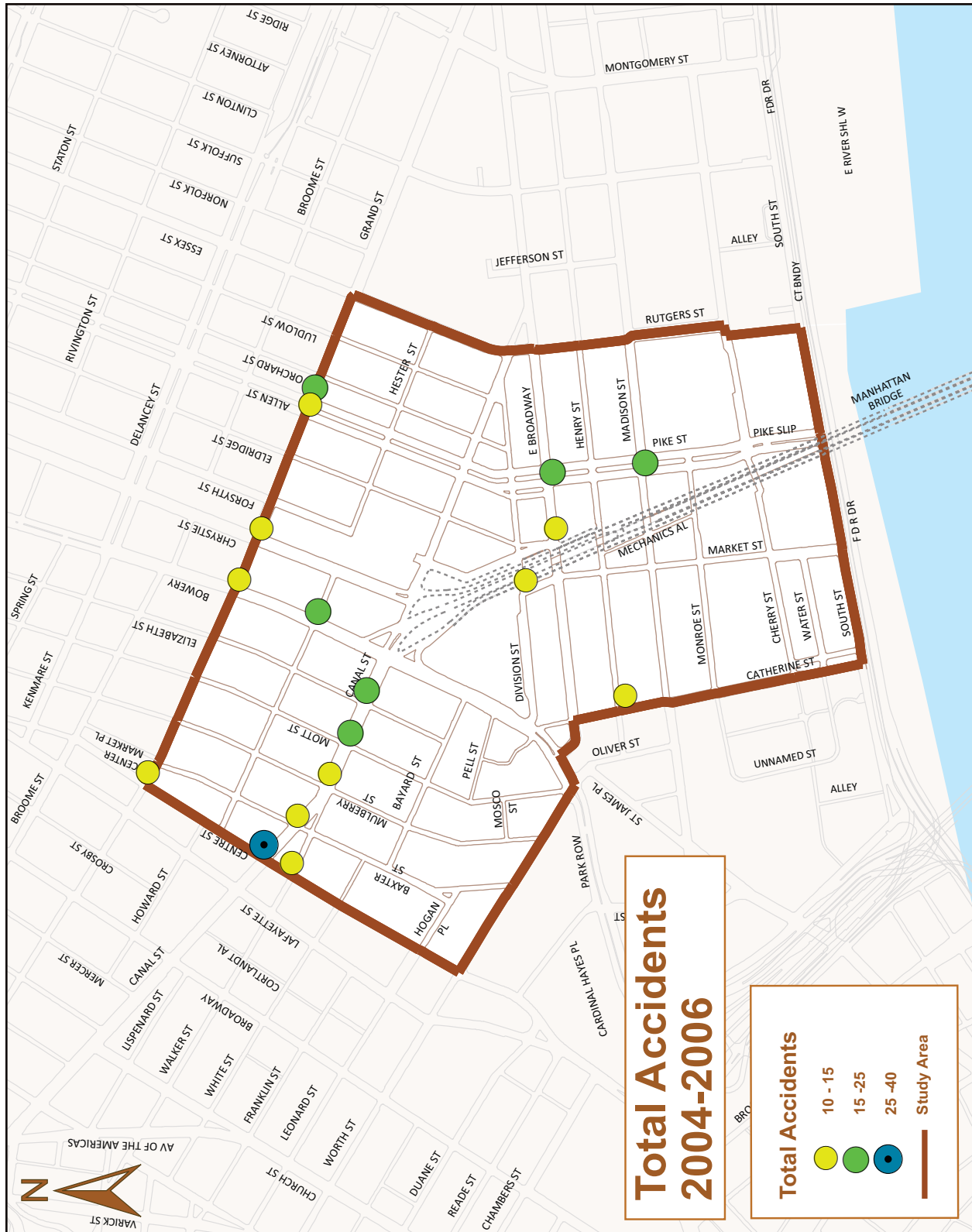


Figure 26



Figure 27



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