

New York City  
Department of Transportation

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**Downtown Brooklyn  
Traffic Calming Project**

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May 2004

**FINAL REPORT –  
APPENDIX D**

## OVERVIEW

This appendix contains catalogues of public comments from three rounds of public outreach. These comments provided critical input and suggestions for the final strategy. The rounds of outreach were:

- Open houses held in 1999 and 2000 before the pilot program and action program were developed
- Working groups A, B, and C, held in 1999, which discussed aspirations for streets, the street management framework, and ideas for the areawide strategy
- Open houses held in 2001, at which the community had its first opportunity to comment on the draft ideas that evolved into the action program

In each section, the column titled “Source” shows the public meeting at which the comment was received. These meetings are abbreviated as follows:

- WGA: Working Group A
- WGB: Working Group B
- WGC: Working Group C
- OH: Open Houses

## DOWNTOWN BROOKLYN TRAFFIC CALMING PROJECT

Summary of Comments Received, Working Groups A, B, & C, 1999-2000

Location	Idea	Specific Objective	Type	Source
Area-wide	Invite police to attend community meetings.	Communicate enforcement objectives to police.	Enforcement	WGA
Atlantic Avenue	Angled parking.	Reduce vehicle speeds, increase "Main Street" feel.	Parking/ Speed	WGA
Atlantic Avenue	Make 4 lanes.	Allow parking on both sides at all times.	Traffic Management/ Parking	WGA
4th Avenue	Reduce capacity.	Reduce traffic volume	Traffic Management	WGA
3rd Avenue	Install pedestrian refuges.	Improve pedestrian safety.	Pedestrian	WGA
Atlantic Avenue	Introduce horizontal deflections.	Reduce vehicle speeds.	Speed	WGA
Atlantic Avenue	Improve pedestrian facilities and environment.	Improve street environment and pedestrian safety.	Pedestrian/ Streetscape	WGA
Clinton Street	Remove peak hour parking restriction.	Provide additional parking spaces, allow only one lane, reduce aggressive driving.	Parking/ Safety	WGA
Atlantic @ Flatbush/4th Avenue	Roundabout.	Improve traffic flow.	Traffic Management	WGA
Atlantic @ Flatbush/4th Avenue	New traffic management scheme.	Improve traffic flow.	Traffic Management	WGA
Atlantic @ Flatbush/4th Avenue	Pedestrian underpass.	Improve pedestrian safety.	Pedestrian	WGA
Atlantic @ Flatbush/4th Avenue	Vehicle grade separation.	Improve traffic flow.	Traffic Management	WGA
Atlantic @ Flatbush/4th Avenue	Widen sidewalk, neckdowns.	Improve pedestrian safety and priority, increase pedestrian space.	Pedestrian	WGA
Atlantic @ Flatbush/4th Avenue	Improve pedestrian signals: actuation, other innovative technology.	Improve pedestrian safety and priority.	Pedestrian	WGA
Court/Smith Streets	Reverse directions at different times of day.	Improve traffic flow.	Traffic Management	WGA
Court/Smith Streets	Staggered angle parking.	Reduce vehicle speeds, increase "main street" feel.	Parking/ Speed	WGA
Court @ Carroll Street	Traffic circle or center pedestrian refuge.	Reduce vehicle speeds, improve pedestrian safety.	Speed/ Pedestrian	WGA
Bergen Street	Narrow street.	Increase pedestrian space.	Pedestrian	WGA
Area-wide	Make residential streets two-way.	Reduce vehicle speeds, increase access.	Speed/ Traffic Management	WGA
Union Street	Make two-way east of Bond.	Reduce vehicle speeds, increase access.	Speed/ Traffic Management	WGA
Area-wide	Reverse directions of lanes or entire streets during peak times.	Improve traffic flow.	Traffic Management	WGA

Area-wide	Train more police officers for truck enforcement.	Increase enforcement of truck routes to discourage trucks on inappropriate routes	Trucks	WGA
Area-wide	Physical devices (neckdowns, bollards, physical height barriers, visual gateways).	Discourage trucks from using non-truck routes.	Trucks	WGA
Expressway entrances to NYC	Automated height detection to identify oversized vehicles.	Prevent oversized trucks from entering NYC.	Trucks	WGA
Area-wide	Use texture (e.g. cobblestones) bands on Living Streets.	Reduce vehicle speeds.	Speed	WGA
Boerum Place	Neckdowns.	Improve pedestrian safety and priority.	Pedestrian	WGA
Boerum Place @ Atlantic	Access management for gas stations.	Improve pedestrian safety and priority.	Pedestrian	WGA
Boerum Place @ Atlantic	Circular traffic island in center of intersection to better channelize traffic.	Improve pedestrian safety and priority.	Pedestrian	WGA
Area-wide	Implement Downtown Brooklyn Streetscape Guidelines.	Improve street environment.	Streetscape	WGA
Fulton Mall	Improve cleanliness, trash collection.	Improve street environment.	Streetscape	WGA
Adams Street	On northbound Adams, provide new opportunity to enter service road north of Marriott Hotel.	Improve traffic flow.	Traffic Management	WGA
Schermerhorn Street and/or Livingston Street	Increase utilization as a Travel Street to help reduce traffic on Atlantic Avenue (improve signal progression, widen and two way between Jay and Boerum, protected left turn from Boerum, improve Schermerhorn/Flatbush intersection).	Improve traffic flow on Atlantic Avenue, permit environmental and pedestrian improvements.	Traffic Management	WGA, OH
Atlantic Avenue	Remove peak hour parking restriction.	Provide additional parking spaces and increase safety on sidewalks.	Parking/ Pedestrian	WGA, OH
Court @ 1st Place	Install center island/design feature.	Reduce vehicle speeds, enhance street environment.	Speed/ Streetscape	WGB
Clinton/Henry Streets	Extend bike lanes to Hamilton.	Bicycle safety, priority.	Bicycle	WGB
York/Front Streets	Reverse street directions.	Improve access to Fulton Ferry.	Traffic Management	WGB
Old Fulton Street	Narrow street, improve pedestrian facilities and streetscape.	Improve street environment and pedestrian safety.	Pedestrian/ Streetscape	WGB
Court Street	Create taxi stand.	Encourage cabs to use Court instead of Clinton. Could be combined with two-way Court Street idea.	Traffic Management	WGB
Clinton Street	Reverse direction on one block.	Discourage through traffic.	Traffic Management	WGB
Hicks Street	Slow down signal progression.	Reduce vehicle speeds.	Speed	WGB
Clinton @ Joralemon and other east/west streets.	Neckdowns.	Improve pedestrian safety and priority.	Pedestrian	WGB
"Places" in Brooklyn Heights	Speed humps.	Reduce vehicle speeds.	Speed	WGB
Area-wide	Lower speed limits.	Reduce vehicle speeds.	Speed	WGB
Area-wide	No parking at corners.	Improve safety.	Safety	WGB
Atlantic Avenue	Median.	Allow for pedestrian refuges and improve street environment.	Pedestrian/ Streetscape	WGB
Boerum Place	Narrow street and widen sidewalks	Shorten pedestrian crossing distances, increase pedestrian space.	Pedestrian	WGB
Atlantic @ Clinton	Restrict left turn from eastbound Atlantic.	Discourage through traffic.	Traffic Management	WGB

Area-wide	Construct bike lanes that are more clearly defined and separated from vehicle traffic.	Improve bicycle safety.	Bicycle	WGB
Adams Street @ Walt Whitman Park	Pedestrian signal.	Allow additional pedestrian access north of Tillary. Allow peds and bikes to get out of median before Tillary intersection	Pedestrian	WGB, OH
Pearl Street/Adams Street Service Road	Make two-way.	Improve access to Concord Village.	Traffic Management	WGB, OH
Area-wide	Honking enforcement.	Reduce honking.	Noise	WGB, OH
Court/Smith Streets	Make two-way.	Reduce vehicle speeds, improve access, increase "Main Street" feel.	Traffic Management	WGB, WGA
Furman Street	Make two-way.	Reduce NB through traffic in residential areas, use as alternate truck route to Atlantic Avenue.	Traffic Management	WGB, WGA
Atlantic Avenue	Midblock crossings (pedestrian actuated)	Provide additional crossing opportunities	Pedestrian	WGB, WGC
Area-wide	Transit signal priority.	Reduce bus delays and encourage transit use.	Transit	WGC
Flatbush Avenue	Widen sidewalks	Increase pedestrian space.	Pedestrian	WGC
Flatbush Avenue	Create bike lane with maximum separation from motor vehicles.	Bicycle safety, priority.	Bicycle	WGC
Flatbush Avenue	Make crossing perpendicular to roadway.	Shorten pedestrian crossing distances, improve pedestrian safety.	Pedestrian	WGC
Flatbush Avenue	More Leading Pedestrian Intervals (LPI's)	Improve pedestrian safety and priority.	Pedestrian	WGC
Flatbush Avenue	Construct medians with exclusive left turn lanes.	Improve traffic flow and improve street environment.	Traffic Management/ Streetscape	WGC
Flatbush Avenue	Prohibit left turns during peak hours.	Improve traffic flow.	Traffic Management	WGC
Flatbush Avenue Extension	Re-open Concord Street exit.	Improve access.	Traffic Management	WGC
Flatbush Avenue	Exclusive pedestrian signal phases	Improve pedestrian safety and priority.	Pedestrian	WGC
Area-wide	Better identify truck routes.	Reduce truck traffic on non-truck routes.	Trucks	WGC
Area-wide	Increased truck enforcement.	Reduce truck traffic on non-truck routes.	Trucks	WGC
Fort Greene residential streets (especially Clermont/ Carlton/ Ft. Greene)	Chicanes.	Reduce vehicle speeds, discourage truck traffic.	Speed/ Trucks	WGC
Fort Greene residential streets (especially Clermont/ Carlton/ Ft. Greene)	Neckdowns.	Improve pedestrian safety and priority.	Pedestrian	WGC
Area-wide	Disrupt long sight lines on residential streets.	Reduce vehicle speeds, discourage truck traffic.	Speed/ Trucks	WGC
Atlantic Avenue	Improve pavement markings at pedestrian crossings.	Improve pedestrian safety and priority.	Pedestrian	WGC
Atlantic Avenue	Reduce signal progression speed.	Reduce vehicle speeds.	Speed	WGC
Adephi/ Carlton Streets	Enhance school safety zone.	Improve safety.	Safety	WGC
Fulton @ Greene	Make hatched areas islands.	Improve pedestrian safety, increase pedestrian space.	Pedestrian	WGC
Fulton Street	Make bus only street.	Reduce bus delays and encourage transit use.	Transit	WGC
Fulton Street	Remove parking in peak hours.	Improve traffic flow.	Traffic Management	WGC
Fulton Street	Install bus lane.	Reduce bus delays and encourage transit use.	Transit	WGC
Concord Street	Restrict trucks northbound.	Reduce truck traffic.	Trucks	WGC

Atlantic Commons/ Cumberland	Improve visibility at intersection (restrict parking)	Improve safety.	Safety	WGC
Atlantic Commons/ Cumberland	Make 4-way stop	Improve safety.	Safety	WGC
Area-wide	Replace signals with 4-way stops.	Improve safety and reduce vehicle speeds.	Safety	WGC
Washington Park	Speed humps and neckdowns	Reduce vehicle speeds, improve pedestrian safety.	Speed/ Pedestrian	WGC
Ashland Place	Increase utilization as a Travel Street to help reduce traffic on Flatbush Avenue.	Improve traffic flow on Flatbush Avenue, permit environmental and pedestrian improvements.	Traffic Management	WGC

## DOWNTOWN BROOKLYN TRAFFIC CALMING PROJECT

Summary of Comments Received during and after Open Houses held in November-December 2001

Date	First	Last	Organization	Street	Comments
December 3, 2001	Steve	Faust	AICP	3RD AVE	3rd Ave - prefer bike lane/Option 1. This makes the best use of roadway space and roadway narrowing. Option 2 will guarantee cars driving in the right lane and OVER cyclists. If the second lane is marked, motorists will try to use it. See Bond St from Bergen St to Atlantic Av - pavement is two 7-foot wide traffic lanes and cars do regularly fill both lanes. Cyclists frequently use the sidewalk on Bond St. Yuk.
15-Apr-02			Community Board 6	3RD AVE (CARROLL TO 15TH ST)	We disagree with both options presented in the document and are recommending a continuation of the above treatment to extend just beyond 8th St. On 3rd Ave from 9th to 15th St we support option 2 that involves the use of gateways, neckdowns and leading pedestrian intervals.
15-Apr-02			Community Board 6	3RD AVE (WYCKOFF TO CARROLL ST)	We are recommending on this leg of 3rd Avenue a variation of option 1 from the document that would result in the creation of a bicycle lane on one side of the street (no preference to the side) and a parking lane on both sides of the street.
April 4, 2002	Pamela	Guigli	Third Street Block Association	3RD ST	While the residents are generally in favor of the study's recommendations, they do not feel the study's recommendations go far enough... We feel that the most effective way to calming the traffic in Carroll Gardens is to make Third Street one-way.
April 4, 2002	Pamela	Guigli	Third Street Block Association	3RD ST	Strongly favor: narrow the entire street between Hoyt and Smith by moving curbs and widening sidewalks to make street more pedestrian friendly and slow speeding traffic; install gateway treatments and neckdowns at west side of Third Avenue and Hoyt Street; install bus bulb for the bus stop on the west side of Hoyt; install neckdown at the southeast corner of Smith Street and gateway treatment at east side of Smith, all to promote additional pedestrian safety near the subway station and to make it more difficult for trucks to turn down 3rd Street from Smith; implement all pedestrian phase signal at Smith Street to promote pedestrian safety; post signage on Smith Street (at 4th Street and near 5th Street) to encourage trucks seeking the 3rd Street bridge to turn down 4th Street; post traffic speed limit signs between Bond and Hoyt and between Hoyt and Smith; and install traffic light at Hoyt Street.
April 4, 2002	Pamela	Guigli	Third Street Block Association	3RD ST	Also favor: painted wide center median between Bond and Smith; further investigation of midblock neckdown between Hoyt and Smith, preferably to be placed where fire hydrants are located to minimize parking loss to two or three spaces total.
15-Apr-02			Community Board 6	3RD ST	We recommend the use of gateways and neckdowns at the intersections at 3rd Ave and Hoyt St along with a neckdown and "No Right Turn for Trucks" sign at the southeast corner of Smith and 3rd Streets. Also, on the two block segment from Smith to Bond Streets, we recommend the investigation of midblock neckdowns and/or other methods preferably at fire hydrant zones that would effectively narrow the street.
15-Apr-02			Community Board 6	4TH AVE (PACIFIC TO WARREN ST)	We support the measures as proposed with the exception of the intersection at Pacific Street where we disagree with the elimination of the northbound left turn lane and would encourage the creation of a protected left turn.
15-Apr-02			Community Board 6	4TH AVE (WARREN TO 15TH ST)	We disagree with the three options presented in the document. While we support the creation of gateways and neckdowns where shown in the document, we also encourage the use of LPIs and protected left turns at every intersection in this street segment.
December 1, 2001	Fred	Kent		ATLANTIC	Atlantic is a mixed street - residential commercial, and commuter
December 1, 2001	K.H.	Stone		ATLANTIC	Something must be done about the speed of traffic on Atlantic Ave. The lights are too long and allow too much speed to the huge truck traffic. They cannot stop quickly enough for the needs of adjacent residential communities and numerous school children crossing Atlantic at Clinton, Henry, and Hicks. Also, it is dangerous to cross Atlantic from Cobble Hill to avoid being hit by turning cars.
February 28, 2002			CB6 Transport Cmte	ATLANTIC	Keep through traffic on Columbia Street from using Atlantic Ave to enter Downtown Brooklyn

February 28, 2002			CB6 Transport Cmte	ATLANTIC	Change geometry of onramp from WB Atlantic to NB BQE to shorten distance for pedestrians. Restore pedestrian signal button.
April 9, 2002			AABA	ATLANTIC	AABA would like to see signal progression at or below the speed limit of 30 mph
April 9, 2002			AABA	ATLANTIC	Atlantic Ave: Make drivers aware of the speed limit
April 9, 2002			AABA	ATLANTIC	Atlantic Ave: Install raised pedestrian refuges
April 9, 2002			AABA	ATLANTIC	Atlantic Ave: Install up-to-date pedestrian Walk signals
April 9, 2002			AABA	ATLANTIC	Atlantic Ave: AABA would like to see bus bulbs on Atlantic Ave
April 9, 2002			AABA	ATLANTIC	Atlantic Ave: AABA would like to see stronger identification of gateways and pedestrian crossings.
April 9, 2002			Atlantic Avenue Betterment Assoc (AABA)	ATLANTIC	Have there been any observations or data to measure the effect of the Water Main project on Atlantic Avenue and the surrounding area?
15-Apr-02			Community Board 6	ATLANTIC	We recommend that the concept of a two-way Furman Street, like a two-way Congress Street from Columbia Street to the east side of Hicks Street, be further studied with the community. The Brooklyn Bridge Park Transportation Access Study will provide the resources and means by which this proposal can be fully investigated. We support the concept of a protected left turn from eastbound Atlantic Avenue onto the Brooklyn-Queens Expressway entrance in addition to the gateways and neckdowns proposed at Hicks, Henry, Clinton, and Court Streets
April 23, 2002			CB2 Traffic Calming Task Force	ATLANTIC/3RD	Third Ave: Option 1 (bike lanes and neckdowns) is preferable - it will make the street safer for bikes
April 23, 2002			CB2 Traffic Calming Task Force	ATLANTIC/3RD	Atlantic-3rd Ave: An early action item would be to increase pedestrian time crossing Atlantic at this intersection.
April 9, 2002			AABA	ATLANTIC/BOERUM	Atlantic/Boerum: Pedestrians need to be able to cross on the north side. Enhanced pedestrian safety at this crossing was included in the EIS for the Federal Court House.
April 23, 2002			CB2 Traffic Calming Task Force	ATLANTIC/BOERUM	Boerum-Atlantic: Intersection is dangerous to cross. EDC and Philip Habib developed a plan to move all east-west pedestrians to the south side of Atlantic. Will DOT implement?
April 23, 2002	Sandy	Balboza	CB2 Traffic Calming Task Force	ATLANTIC/BOND	Atlantic-Bond: Use LPIs to make pedestrian crossing easier, so refuges are not necessary. This would allow all-day parking to be restored along the curbs
April 23, 2002			CB2 Traffic Calming Task Force	ATLANTIC/BOND	Atlantic-Bond: Car behavior has improved with the new white striping.
April 23, 2002			CB2 Traffic Calming Task Force	ATLANTIC/BOND	Atlantic Ave: Remove "No Parking 4-7 pm" rules. The bottleneck is at the east end of Atlantic anyway, and the pilot creates two lanes of traffic at Bond Street.
May 13, 2002			Community Board 2	ATLANTIC/BOND	Implementation of the Atlantic Ave/Bond St pilot program treatment was delayed because of the water main works being undertaken along the length of Atlantic Avenue by the DDC. Therefore, community evaluation of the effectiveness and overall impact of this treatment has not yet occurred. It is necessary that the results of this measure be properly reviewed, and we recommend that this monitoring be undertaken by NYCDOT with community input.
March 14, 2002			CB6 Transport Cmte	ATLANTIC/CLINTON	Atlantic/Clinton: Restore all-day parking
April 9, 2002			AABA	ATLANTIC/CLINTON	Atlantic Ave: AABA appreciates the LPI on Atlantic and Clinton Street. We need more of them.
April 23, 2002			CB2 Traffic Calming Task Force	ATLANTIC/CLINTON	Clinton-Atlantic: LPI is successful at improving pedestrian crossing of Atlantic.
March 14, 2002			CB6 Transport Cmte	ATLANTIC/HICKS	Atlantic/Hicks: Add LPI, establish "Hospital Safety Zone"
April 23, 2002			CB2 Traffic Calming Task Force	ATLANTIC/HICKS	Hicks-Atlantic: Protected left is necessary but drivers can't see neckdown on Hicks until it is too late. Put bollards on neckdown to make it more visible.
April 9, 2002			AABA	ATLANTIC/SMITH	Atlantic Ave: Prefer Option 1 for Smith St north of Atlantic. We see this as improving pedestrian safety.
April 23, 2002			CB2 Traffic Calming Task Force	BOERUM/PACIFIC	Boerum-Pacific: Prevent turning vehicles from using gas station to cut off corner.
December 1, 2001	Noah	Budnick	Transportation Alternatives	BQE	Include BQE in traffic study
December 1, 2001	Fred	Kent		BQE	BQE should be the only road carrying through traffic
April 23, 2002			CB2 Traffic Calming Task Force	CADMAN/CLINTON	Clinton-Cadman Plaza East: Reclaimed road and bike lane will block disabled access to apartment tower. Redesign this intersection to reclaim space but provide a fully accessible drop-off zone.

April 23, 2002			CB2 Traffic Calming Task Force	CADMAN/CLINTON	Clinton -Tillary: Residents of apartment building need fully-accessible drop-off zone. Street reclamation needs to be redesigned.
April 23, 2002			CB2 Traffic Calming Task Force	CADMAN/CLINTON	Clinton-Tillary: Make crosswalks more visible.
April 23, 2002			CB2 Traffic Calming Task Force	CADMAN/JOHNSON	Cadman Plaza West: Drawing is missing Johnson St between Tillary and Pierrepont.
April 23, 2002			CB2 Traffic Calming Task Force	CARLTON	Carlton between Park and Myrtle: Cars already park perpendicular on west curb. Turn lane between Carlton and Myrtle is not necessary since Carlton is one-way NB; this street space could be converted to a Greenstreet or dead-end parking with all access from Carlton.
December 1, 2001	Alan	Mukamal		CB6	Henry St (Amity - DeGraw) - sign saying "Bikes allowed full lane"
December 1, 2001	Alan	Mukamal		CB6	Remove Columbia/Van Brunt from "Travel streets" group - same designation as Court and Smith
December 1, 2001	Frank	Verderang		CB6	I have particular concern for the proposed neckdown for the intersection of 2nd PI and Smith St in Carroll Gardens. It appears it will not only slow down traffic on Smith St by creating one lane northbound, but it will also restrict access on the turn from 3d St on Smith and or 2nd PI, and possibly restrict a fire turn. Further, how will notices be provided to transient drivers at existing neckdowns to avoid possible accidents, such as pedestrians, seniors, and children getting hit by a car while standing on a neckdown?
December 3, 2001	John	Quadrozzi	Gowanus Industrial Park, Inc.	CB6	I request an evaluation of Richards Street in Red Hook to replace both Van Brunt and Columbia Street as a truck route. It is a wide road which can accommodate bus and truck turning, centrally located and can be a good trade-off of two truck routes for one. Bowne St at Van Brunt can be reversed to a westerly direction creating a circular access to and from Richards incorporating the existing Seabring Street. The community has long desired a method to remove Van Brunt and Columbia Streets from the local truck route network.
December 3, 2001	John	Quadrozzi		CB6	I request an evaluation of Congress St (between Hicks and Court). Currently this street is used as the only thoroughfare in a west to east direction in Cobble Hill. It is the source of the heavy congestion and all the negative results thereof. Change direction of Congress between Hicks and Henry to a westerly direction. Thus the majority of vehicles which turn right onto Henry can go up one block to Amity. Since Amity is much wider than Congress, trucks and emergency vehicles will have an easier time making turns on to Henry St and residents will no longer be disturbed because Amity is all commercial (hospital) between Hicks and Henry. Or reverse direction of Congress St bridge and put No Truck signs on Congress and Amity at Hicks
December 13, 2001	Dave	Lutz	Neighborhood Open Space Coalition	CB6	Hamilton-Columbia treatment should be similar to Hamilton-Clinton treatment. Add a neckdown to the west side of Columbia.
December 13, 2001	Dave	Lutz	Neighborhood Open Space Coalition	CB6	Neck down both sides of Hamilton westbound west of Woodhull. This would create a gateway (no raised crosswalk) into the waterfront area, while allowing two lanes of traffic through. Reclaim as much road space as possible on U-turn circle south of Hamilton.
December 13, 2001	Dave	Lutz	Neighborhood Open Space Coalition	CB6	Vacate the north leg of the Hamilton-Van Brunt intersection. Channel all traffic to the south leg stop bar. Modify existing Greenstreets median. Extend community garden onto reclaimed space.
February 28, 2002			CB6 Transport Cmte	CB6	Third Ave (Carroll-9th): TC prefers Option 2 (painted buffer, no median) because it would protect cyclists. TC suggests exploring head-in parking.
February 28, 2002			CB6 Transport Cmte	CB6	Third Ave (Third St): Why build a gateway in an area with few pedestrians?
February 28, 2002			CB6 Transport Cmte	CB6	Fourth Ave: Prefer LPIs for pedestrians crossing 4th Ave, neckdowns on all blocks and protected left-turn phases at major cross streets (3rd, 9th, Union)
February 28, 2002			CB6 Transport Cmte	CB6	Hamilton - BQE on-ramps: Don't close off move from Hamilton to Hicks; this is the only highway access to Cobble Hill north of 39th Street. Prefer Option 2 (partial barrier), but extended further west.
February 28, 2002			CB6 Transport Cmte	CB6	Hamilton/Clinton: Slowing NB right turns will cause rear-end collisions.
February 28, 2002			CB6 Transport Cmte	CB6	Hamilton Ave: Install truck route signage to direct trucks to Columbia/Van Brunt
February 28, 2002			CB6 Transport Cmte	CB6	Smith St: Short all-pedestrian phases at Carroll, 1st, 2nd, 3rd.
February 28, 2002			CB6 Transport Cmte	CB6	Henry St: Restore Class II bike lane south of DeGraw St, where Henry Street widens
February 28, 2002			CB6 Transport Cmte	CB6	Henry at Sackett and at Union: Neck down all four corners to make pedestrian crossings easier
February 28, 2002			CB6 Transport Cmte	CB6	Hicks/Congress: Reverse Congress St to make it one way westbound between Hicks and Henry

February 28, 2002			CB6 Transport Cmte	CB6	Hicks St: Pedestrian visibility on cross street islands is poor. Move fences back, place a mirror and a neckdown, and/or re-time lights to allow pedestrians to cross in a single cycle.
February 28, 2002			CB6 Transport Cmte	CB6	Hicks St/Rapelye St: Add gateway treatment on west leg to prevent traffic from using Rapelye as a shortcut to Hamilton.
March 14, 2002			CB6 Transport Cmte	CB6	Third St/Smith St: Add neckdown on southeast corner and signage at 4th and Smith to discourage truck use of 3rd St; 4th St is a better route for trucks.
March 14, 2002			CB6 Transport Cmte	CB6	Third St/Hoyt St: Gateway treatment on west leg to discourage trucks from using 3rd St
March 14, 2002			CB6 Transport Cmte	CB6	Third St: Use either painted median, midblock crossing, or angle parking to narrow road space and discourage high speed/heavy traffic
March 14, 2002			CB6 Transport Cmte	CB6	Clinton St south of Atlantic: Remove all peak hour parking restrictions
March 14, 2002			CB6 Transport Cmte	CB6	Clinton St/Union St: Lots of pedestrians, lots of illegal parking in crosswalk - add neckdowns on all four corners.
March 14, 2002			CB6 Transport Cmte	CB6	Clinton St/Hamilton Av: Make Clinton SB south of Luquer St; this would reduce through traffic. Clinton is used by drivers and pedestrians trying to reach Red Hook.
March 14, 2002			CB6 Transport Cmte	CB6	Union Street at Henry and Clinton: Neck down all four corners to prevent illegal parking and to give pedestrians priority.
March 14, 2002			CB6 Transport Cmte	CB6	Union St between Henry and Court: Introduce angle parking on one side to accommodate police, who currently park illegally.
December 19, 2001	Jerry	Armer	MetroTech BID	CLERMONT/FULTON	Clermont between Fulton/Atlantic: On the west frontage, demap part of street (approximately 7 feet) for proposed football stands (street is 50' wide)
December 1, 2001	Fred	Kent		CLINTON	Parking on Clinton and Hicks south of Atlantic during rush hour
April 2, 2002	Jane	McGroarty	BHA	CLINTON	Are there sufficient traffic calming measures to make Clinton Street a low speed zone? If not, we wish to revise the Strategy to achieve that goal.
15-Apr-02			Community Board 6	CLINTON	We support the treatments presented, but also call for the installation of a Type II bicycle lane on the west side of the street to prevent bicycle/car door accidents. We fully support the gateway treatment proposed at Hamilton Ave. In addition, we recommend the use of intersection crosswalk treatments at the intersections at Union and at Sackett Streets on Clinton St (in conjunction with Hicks and Henry Streets as well).
April 2, 2002	Jane	McGroarty	BHA	CLINTON/SCHERMERHORN	Clinton Street (p. 41) There should be a textured crosswalk on the east side of Clinton Street at Schermerhorn Street. Vehicles (even with a stop sign) feel it is their right to ease onto Clinton without stopping. There should also be a gateway treatment at Schermerhorn and Court to alert vehicles entering the neighborhood that this is a low speed zone.
April 2, 2002	Jane	McGroarty	BHA	COLUMBIA HTS	Gateway to Promenade (p 31) There is a big playground crossing at Pierrepont Place where through-traffic on Columbia Heights does not stop at the Stop sign. We like the textured intersections but wish that there was also some type of diverter at Pierrepont St/Columbia Heights/Pierrepont Place. There is too much roadway at this intersection which has very high pedestrian traffic.
December 1, 2001	Fred	Kent		COLUMBIA/VAN BRUNT	Columbia/Van Brunt should be a local road for residential and local use, future housing, and neighborhood/village settings.
December 1, 2001	Fred	Kent		COURT	Reduce green time southbound on Court to same as Clinton and Henry
February 28, 2002			CB6 Transport Cmte	COURT	Court St: Prefer bus bulbs on downstream side of intersections. Upstream bus bulbs encourage pedestrians to cross in front of the bus, where oncoming drivers cannot see them. Even when lights are red, pedestrians will jaywalk.
15-Apr-02			Community Board 6	COURT	We support the treatments presented in option 1, along with the others presented in the document, as they appear to improve actual and perceived pedestrian safety without negatively affecting the commercial nature of the street... We would welcome the opportunity to incorporate the planning of the traffic calming measures into a larger capital project for this street segment.
April 23, 2002			CB2 Traffic Calming Task Force	COURT	Court St: Bus stops should remain on the downstream side of the intersections.
April 23, 2002			CB2 Traffic Calming Task Force	COURT	Court St: FDNY access issues must be addressed for all neckdowns.
April 23, 2002			CB2 Traffic Calming Task Force	COURT/PACIFIC	Court-Pacific: A signal warrant study is needed; east-west traffic movement is dangerous for pedestrians.

April 23, 2002			CB2 Traffic Calming Task Force	COURT/REMSEN	Court-Remsen: All-ped phase is confusing; pedestrians cross when they want to. Traffic moves slowly enough.
April 23, 2002			CB2 Traffic Calming Task Force	DEKALB	DeKalb Av: This is a main cycling route and a good location for a bike lane.
April 23, 2002			CB2 Traffic Calming Task Force	DEKALB	DeKalb Av: Cars drive through red lights along the south side of Fort Greene Park. Use LPIs to let pedestrians start crossing before cross traffic starts.
April 23, 2002			CB2 Traffic Calming Task Force	DEKALB	DeKalb: Bus bulbs should remain on the downstream side of the intersections, where the bus stops are currently located.
December 19, 2001	Jerry	Armer	MetroTech BID	DEKALB/ASHLAND	Dekalb at Ashland: Neckdown on NE corner would prevent rights from DeKalb. Where would truck go to get to Brooklyn Hospital?
April 23, 2002			CB2 Traffic Calming Task Force	DEKALB/ASHLAND	Ashland-DeKalb: Most pedestrians are on the south side of the intersection; add a neckdown to shorten this east-west crossing.
April 23, 2002			CB2 Traffic Calming Task Force	DEKALB/CUMBERLAND	DeKalb Av: Bus bulbs are not needed at Cumberland, Washington Park, Adelphi, and LIU Hospital. Buses do not have trouble maneuvering here and bus stop violations are not common.
December 19, 2001	Jerry	Armer	MetroTech BID	DEKALB/FLATBUSH	Dekalb at Flatbush: Neckdown, bus bulb, and bike lane at the same corner will defeat calming effects and create a hot spot that would hinder vehicles making a right onto NB Flatbush, and cause spillbacks. A bike lane that dumps people onto Flatbush for the sake of having bike route is questionable.
April 23, 2002			CB2 Traffic Calming Task Force	FLATBUSH	Flatbush Av: Could lanes be made reversible to serve peak direction traffic, as in Washington, D.C.?
April 23, 2002			CB2 Traffic Calming Task Force	FLATBUSH	Flatbush Av: East side sidewalks are far too narrow.
April 23, 2002			CB2 Traffic Calming Task Force	FLATBUSH/4TH	Flatbush-4th Av: Rebuilt LIRR station should provide a new underpass.
December 19, 2001	Jerry	Armer	MetroTech BID	FLATBUSH/ALBEE SQ	Flatbush-Albee Sq: Extend acceleration lane south to allow safer merge. Agree with neckdown; lane drop should still be north of the stop bar.
December 1, 2001	Marilyn	Findlay		FLATBUSH/ATLANTIC	Flatbush and Atlantic Aves are a dangerous crossing, traffic comes from all ways. In front of and alongside the LIRR is impossible to cross. This area needs to be studied to prevent pedestrians from getting hit by trucks, cars, etc. There is construction along Atlantic in that area which makes pedestrian crossing extremely dangerous.
May 13, 2002			Community Board 2	FLATBUSH/ATLANTIC/4TH AVE	We concluded that the solution to the traffic problems at this intersection relies on more substantial works than can be contemplated as part of this traffic calming program.
December 19, 2001	Jerry	Armer	MetroTech BID	FLATBUSH/DEKALB	Flatbush-DeKalb: Neckdown on the SE corner, combined with proposed bike lane on the south side of DeKalb seem to be at odds. Why end a bike lane at Flatbush Ave Ext?
April 23, 2002			CB2 Traffic Calming Task Force	FLATBUSH/DEKALB	Flatbush-DeKalb: Permit MetroCard swipe access to the subway station entrance 24 hours a day.
December 19, 2001	Jerry	Armer	MetroTech BID	FLATBUSH/FULTON	Flatbush at Fulton/Nevins: One of the worst intersections in downtown. The neckdown on the NW corner of Nevins and Flatbush may create an even greater spillback than is currently seen. Add ped fencing on the SE corner, west side of Flatbush/Nevins/Fulton, and along the sidewalk in front of the ConEd building.
December 19, 2001	Jerry	Armer	MetroTech BID	FLATBUSH/JOHNSON	Flatbush-Johnson/Tech: There is little pedestrian traffic in this part of Flatbush Ave; what is the purpose of a new crossing? Shortening the left turn storage will present problems during the NB peak.
December 19, 2001	Jerry	Armer	MetroTech BID	FLATBUSH/MYRTLE	Flatbush-Myrtle: Both options prevent vehicles from directly entering Gold Street, which trucks must do to access the Chase loading docks.
December 19, 2001	Jerry	Armer	MetroTech BID	FLATBUSH/MYRTLE	Flatbush at Myrtle and Willoughby: Eliminating both northbound left turns and converting to jughandles will make truck access to MetroTech very difficult. Trucks have more problems with jughandles due to tight turns and short storage areas. BID has asked that these intersections become protected lefts, especially at Myrtle, where the southbound left is already protected.

December 1, 2001	Ken	Baker		FLATBUSH/PACIFIC	At Pacific and Flatbush a sign has been placed not allowing northbound vehicles on Flatbush to make a left to go west on Pacific St. At Bergen and Flatbush there is no such sign and vehicles have ample opportunity to cross in front of southbound traffic on Flatbush and turn left on Bergen. There is a lot of pedestrian traffic on the west side of Flatbush. Either place a "no turn" sign there or place signage for pedestrians to be careful crossing Bergen.
May 13, 2002			Community Board 2	FLATBUSH/SCHERMERHORN	We concluded that the solution to the traffic problems at this intersection relies on finalization of the design plans for the Hoyt-Schermerhorn corridor and integration of those plans into any analysis of traffic patterns for Schermerhorn St.
	Carolyn	Konheim	Community Consulting	FLATBUSH/SCHERMERHORN	Flatbush Ave: Improve connection fo Flatbush with Schermerhorn and 3rd Av.
December 1, 2001	Marilyn	Findlay		FLATBUSH/UNIVERSITY	A traffic light has been recently installed on Flatbush at University Place. There is no curb cut or wheelchair indentation on the sidewalk.
December 19, 2001	Jerry	Armer	MetroTech BID	FLATBUSH/WILLOUGHBY	Flatbush-Willoughby: Left turn from NB Flatbush was part of courthouse mitigation. SE corner neckdown needs to be analyzed in terms of pedestrian volume and effects it would have on traffic exiting the car wash. Extended center median would provide a pedestrian safety area and force cars into the single lane on WB Willoughby Street. The elimination of the long entrance lane into the parking garage and increasing the small triangle may ease the flow of traffic, though considering the pedestrian volume the need for this is questionable.
May 13, 2002			Community Board 2	FULTON FERRY/TWO-WAY FURMAN	We concluded that at this time we couldn't endorse or oppose any plan to change the status of this intersection in advance of detailed access study and access planning for the Brooklyn Bridge Park. As with the Tillary/Adams St question, we recommend that DOT's Brooklyn Borough Commissioner convene a task force with representation from all relevant stakeholders, to investigate this issue further, and to ensure that the wider road network issue be taken into account.
April 23, 2002			CB2 Traffic Calming Task Force	FULTON/GREENE	Fulton-Ft Greene Place: Preference for Option 1 (street space reclaimed, but no bus lane) - this takes away less parking.
April 23, 2002			CB2 Traffic Calming Task Force	FULTON/LAFAYETTE	Lafayette-Fulton: Southeast leg (eastbound Fulton) is the dangerous crossing in this intersection. LPIs would protect pedestrians from high-speed turning traffic.
April 23, 2002			CB2 Traffic Calming Task Force	FULTON/LAFAYETTE	Lafayette-Fulton: Don't narrow Lafayette east of Fulton - there are shops receiving deliveries along this block.
December 19, 2001	Jerry	Armer	MetroTech BID	FULTON/ROCKWELL	Fulton: street reversals at Hudson and Rockwell. Need to make drawing clearer that this is the plan at Hudson and Fulton. What would traffic control be, since painted crosswalks will not painted without traffic control? Would left and right turns be allowed onto Fulton? What is the effect of this reversal on overall traffic flow? Considering state and federal offices at that intersection, have pedestrian fences been considered? Access to 395 Fulton Extension loading docks is a concern.
December 1, 2001	Noah	Budnick	Transportation Alternatives	FULTON/S.OXFORD	S Oxford and Fulton - make sure DOT rebuilds raised crosswalk
April 23, 2002			CB2 Traffic Calming Task Force	FULTON/S.OXFORD	Fulton-S Oxford: Can fire trucks moving north on S Oxford negotiate new curbs along Fulton to continue north on S Oxford?
December 3, 2001	John	Quadrozzi		FURMAN	I request an evaluation of Furman Street to be changed from 1-way to 2-way. It appears odd that such an isolated road from residents and pedestrians is so poorly utilized. This street is a perfect service road to the BQE to carry overflow traffic. It could serve to eliminate the hazardous conditions subjected to Hicks Street between Atlantic and Middagh which is a living street being used as a travel street.
April 2, 2002	Jane	McGroarty	Brooklyn Heights Association (BHA)	FURMAN	Two-Way Furman Street (p.19) We do not oppose this providing it can be made safe at Old Fulton and that our neighbors in Fulton Ferry Landing are involved in the process. It would be essential to see this change in the context of an entire downtown Brooklyn traffic model as well as to ensure that all of the stakeholders are represented. It seems to us that DOT ought to be providing mitigation to Fulton Ferry in return for bringing two-way traffic on Furman.
April 23, 2002	Gary	VanderPut	Fulton Ferry Landing Association	FURMAN	Two-way Furman: will greatly impact quality of life in the neighborhood. We will receive more traffic, period.

April 23, 2002	Gary	VanderPut	Fulton Ferry Landing Association	FURMAN	Fulton Ferry is a destination. In the mid 1970s, Furman St was made one-way to calm pass-through traffic on Old Fulton. The change calmed the area and stimulated the redevelopment of Fulton Ferry Landing. If Furman is made two-way, we will once again become a pass-through neighborhood and destroy all that has been achieved.
April 23, 2002	Gary	VanderPut	Fulton Ferry Landing Association	FURMAN	Fulton Ferry Landing and Columbia St south of Atlantic are being sacrificed to reduce traffic in Cobble Hill and Brooklyn Hts by directing traffic off Hicks onto Columbia and then to Furman. We have been told by consultants that shifting traffic from one neighborhood to another is not a traffic calming tool.
April 23, 2002	Gary	VanderPut	Fulton Ferry Landing Association	FURMAN	Current traffic on Old Fulton is clogged enough during rush hour. Under the current plan we would face a continuous stream of traffic. As it is now, when there are problems on the BQE, we become a SB service road. Two-way Furman would make us a SB and NB service road and would completely disrupt all activity in the neighborhood.
April 23, 2002	Gary	VanderPut	Fulton Ferry Landing Association	FURMAN	Two-way traffic on Furman eliminates parking places, inhibits the development of the Greenway bike path along Furman St, will direct more traffic down Joralemon, and is premature without consideration of the proposed Brooklyn Bridge Park and it needs on Furman St.
15-Apr-02			Community Board 6	HAMILTON	We support the treatments presented in option 2 that allows Gowanus Expressway exiting traffic to access Hicks Street while preventing it from entering the Brooklyn-Queens Expressway. We also support the other treatments presented in the document.
December 1, 2001	Noah	Budnick	Transportation Alternatives	HENRY	Henry St - raised bike path, "share the road" signs with bike AND car images
December 1, 2001	Alan	Mukamal		HENRY	Raise bike lanes that are adjacent to curb (Henry St)
February 28, 2002			CB6 Transport Cmte	HENRY	Henry St: Install signage that explicitly states "Bikes have right to use the roadway"
April 2, 2002	Jane	McGroarty	BHA	HENRY	Henry Street (p. 42) There are several long stretches - Clark to Pierrepont and Remsen to State - where vehicles speed. We do not see any measures that address this problem. The enhanced pedestrian environment between Middagh and Clark is positive but there has been no attempt to lower vehicle speeds where the streets are mainly residential.
15-Apr-02			Community Board 6	HENRY	We recommend that the high visibility bicycle lane that was installed as part of the device-testing phase and that the color and texture be improved.
February 28, 2002			CB6 Transport Cmte	HENRY/ATLANTIC	Henry St/Atlantic Ave: Park/Hospital zone treatment - there is a desire line for kids to cross to the playground.
December 1, 2001	Alan	Mukamal		HENRY/CLARK	Bike box at Clark and Henry is a GREAT idea.
April 23, 2002			CB2 Traffic Calming Task Force	HENRY/CLARK	Henry-Clark: Neckdown on southeast corner should be removed because trucks will not be able to make a left from WB Clark to SB Henry.
April 2, 2002	Jane	McGroarty	BHA	HICKS	Hicks Street (p. 43) We think that the speed and pedestrian crossing issues need to be addressed more forcefully on Hicks Street. The Strategy relies on raised intersections (5 in total) but we have no assurance that the noise problems can be solved. Speeding continues to be a big complaint in the stretch between Clark and Middagh Street, past the Plymouth Church Nursery School at Orange Street. The End Speed Zone sign at Clark Street sends a wrong message and should be immediately removed.
April 23, 2002			CB2 Traffic Calming Task Force	HICKS	Hicks St between Pierrepont and Clark: This is a long, uninterrupted run for cars. The road crowns near Love Lane, and downstream visibility is poor. Introduce a midblock crossing at the fire hydrant midway between Pierrepont and Clark.
April 23, 2002			CB2 Traffic Calming Task Force	HICKS	Hicks St between Joralemon and Montague: Long, uncontrolled stretch. Stripe crosswalks at Remsen and Grace Court.
February 28, 2002			CB6 Transport Cmte	HICKS/ATLANTIC	Hicks/Atlantic: Add LPI to allow pedestrians to cross; heavy traffic flows off BQE into this intersection from the west and heavy BQE-bound traffic flows north from Hicks
December 1, 2001	Noah	Budnick	Transportation Alternatives	HICKS/PIERREPONT	Hicks and Pierrepont - raise crossing to sidewalk grade, build bulbouts
December 1, 2001	Mr.	Arentzen		HICKS/PIERREPONT	The pilot at Hicks and Pierrpont does not slow traffic but rather creates more of a problem. The problem is worst with trucks that don't slow down, so that when they hit the speed bumps they create "bedlam", the noise and vibration make it feel like they're coming into his bedroom window. Want to make a request to remove the pilot on record.

December 1, 2001	Allen	Rosen		HICKS/PIERREPONT	I live at 187 Hicks (Hicks and Pierrepont). The recent raised crosswalk has apparently reduced the number of accidents, however there are two major problems: 1. Trucks use the street all night long and do not slow down (including sanitation trucks which speed down the street) This creates a very noisy situation all night long. The bump needs to be redesigned or you need better speed limit enforcement. Neighborhood residents are being kept from sleeping due to this noise. 2. The contractor or city left a loose manhole cover that also makes noise. Please try to fix this. I agree with traffic calming, but planners need to take action to ensure the quality of life of residents.
December 3, 2001	Jonathan	Mendes		HICKS/PIERREPONT	Currently the raised intersection at Hicks and Pierrepont is "stepped" up on all 4 sides. This causes severe noise problems when trucks, especially those carrying dumpsters cross the raised step. This happens on both the south entrance and north exit from the intersection. Late at night the sound is equivalent to an explosion. Additionally, as trucks cross the intersection and bounce over the steps, my floors and walls shake at Hicks and Montague. A two-way stop would be more effective at Hicks/Pierrepont intersection.
April 2, 2002	Jane	McGroarty	BHA	HICKS/PIERREPONT	Hicks and Pierrepont continues to be a troubling intersection, with the speed table adding to noise complaints. There also needs to be some textured crossing at Remsen. It is used by pedestrians going to the Promenade to the west and to the subways to the east. Remsen is also a preferred walking street to Montague because the sidewalks are wider. There are no measures at Hicks between Middagh and Poplar where we need mitigation to increase the safety of PS 8. Cars speed through green lights at Middagh Street, past the school, heading for the highway.
April 23, 2002			CB2 Traffic Calming Task Force	JAY	Jay St: Too tight for a bike lane. Extend the sidewalk and allow cycling on the sidewalk?
April 23, 2002			CB2 Traffic Calming Task Force	JAY	Jay St: Bus and bike lanes in the CBD may be inevitable with the increasing density of the neighborhood.
April 23, 2002			CB2 Traffic Calming Task Force	JAY	Jay St: Bike lane may not be useful in the long term because eventually, bikes will use the north side path on the Manhattan Bridge, not the south side path.
December 19, 2001	Jerry	Armer	MetroTech BID	JAY/JOHNSON	Jay Street: Misnamed street "Metrotech Walk" is supposed to be "Metrotech Drive". Bus lane should be no more than peak hours, 7-10/4-7. Permit parking on west side of Jay is a problem. There is no need for bike route- it goes from nowhere to nowhere (Fulton to Tillary) and a more direct route is available on Adams St. Jay is metered from Tillary to Tech; it should be metered from Tech to Hotel on the W. side. With 12 MetroTech Center and new courthouse, traffic and parking demand will increase on Jay St. Level of service is already poor on Jay St, these suggestions would only worsen the situation.
April 23, 2002			CB2 Traffic Calming Task Force	JAY/JOHNSON	Jay St: Proposed bus and bike lanes should end at Tech Place. There is parallel parking on Jay St between Tech Place and Tillary.
December 1, 2001	Marilyn	Findlay		JAY/MYRTLE	Jay St and Myrtle Ave in the rear of the Marriot Hotel has a traffic light and a push button that does not permit pedestrians to cross and the traffic is very heavy. The street lights need to be reset so pedestrians can cross.
December 3, 2001	Steve	Faust	AICP	JAY/SANDS	Jay St - be aware that the Manhattan Bridge has a fully operational bicycle-pedestrian path that ends at Jay between Nassau and Sands. Consider extending the bicycle lanes on Jay north of Tillary to the bridge entrance and Sands. There are already substantial bicylce use on Jay.
April 2, 2002	Jane	McGroarty	BHA	JORALEMON	Joralemon Street (p. 44) Problem was identified as "cut-through" traffic. We are not sure what this means. Essentially Joralemon provides an exit from the neighborhood for traffic heading west or south. The cut-through traffic is generally during the AM rush hour using State/Remsen/Pierrepont as rat runs.
April 23, 2002			CB2 Traffic Calming Task Force	JORALEMON	Joralemon St: Not necessary to discourage through traffic onto Furman, because this is an exit from the neighborhood. The curb extension treatment is not necessary.
December 1, 2001	Ken	Baker		JORALEMON/CLINTON	Traffic dividers at Joralemon and Clinton and/or Joralemon and Henry to substantially reduce auto traffic leading to the Brooklyn Bridge park and visually discouraging pedestrian traffic on Joralemon to the park
December 1, 2001	Ken	Baker		JORALEMON/COURT	Making pedestrian crossing from one side of Joralemon to the other at Court St safer (from Borough Hall to Municipal Building). There is an island that allows traffic to make a right from Joralemon to Court without stopping for pedestrians. This is dangerous.

April 23, 2002			CB2 Traffic Calming Task Force	LAFAYETTE	Lafayette Av: Cars accelerate too fast when the green wave starts, making cycling unsafe.
April 23, 2002			CB2 Traffic Calming Task Force	LAFAYETTE	Lafayette Av: Why install gateway treatments on side streets? Once on Lafayette, drivers are already in a residential neighborhood.
April 23, 2002			CB2 Traffic Calming Task Force	LAFAYETTE	Lafayette Av: Bus bulbs are not needed. This is a residential street with schools, not a commercial center like Court Street.
April 23, 2002			CB2 Traffic Calming Task Force	LAFAYETTE/FT.GREENE PL	Lafayette-Ft Greene Pl: Install a setback stop bar on EB Lafayette to keep intersection safe.
April 23, 2002			CB2 Traffic Calming Task Force	LIVINGSTON/BOERUM	Livingston-Boerum: Restore pedestrian markings and wheelchair access to north side curb.
April 23, 2002			CB2 Traffic Calming Task Force	LIVINGSTON/SMITH	Livingston-Smith: Use textured crosswalks to protect pedestrians. Dollar vans operate dangerously in this area.
April 2, 2002	Jane	McGroarty	BHA	MONTAGUE	Montague Street (p 31) We think the textured crosswalks would reinforce pedestrian safety. We are not convinced that neckdowns are necessary at Henry and at Clinton but they would be at Hicks in order to increase safety. Speed is not a problem on Montague except at Hicks. We think that LPIs might better serve the intersections.
April 23, 2002			CB2 Traffic Calming Task Force	MONTAGUE/CLINTON	Montague-Clinton: Neckdowns wanted to allow Clinton to become a slow-speed zone, but Key Food semi-trailers may have trouble negotiating neckdowns.
April 23, 2002			CB2 Traffic Calming Task Force	MONTAGUE/CLINTON	Clinton-Montague: This intersection is too congested as is. Cars don't speed, and pedestrians walk all over. Neckdowns are not necessary.
April 16, 2002	Roy	Vanasco	CB2 Transportation Committee	MYRTLE	Myrtle Av: My suggestion for Myrtle Avenue is not to install any types of equipment on corners.
April 23, 2002			CB2 Traffic Calming Task Force	MYRTLE	Myrtle Av: The bike lane is great.
April 23, 2002			CB2 Traffic Calming Task Force	MYRTLE/ASHLAND	Myrtle Av: Midblock crossings and neckdowns at Ashland and St Edwards Place will make pedestrians safer. Neckdowns at Adelphi are not as critical.
April 23, 2002			CB2 Traffic Calming Task Force	MYRTLE/ASHLAND	Myrtle-Ashland: Introduce a protected left from SB Ashland to EB Myrtle.
April 23, 2002	Kathryn	Adams	CB2 Traffic Calming Task Force	OLD FULTON	Old Fulton St: At this time, it would be wise to table all discussions of two-way Furman and street reclamation on Old Fulton, pending the outcome of the Brooklyn Bridge access study.
April 23, 2002	Gary	VanderPut	Fulton Ferry Landing Association	OLD FULTON	Wide extension of the sidewalks on the north side of Old Fulton St from Front to Water is highly desirable and will greatly facilitate pedestrian traffic and promote restaurant interests. However, it must be done in a manner than preserves parking.
April 23, 2002	Gary	VanderPut	Fulton Ferry Landing Association	OLD FULTON	Widening and islanding of crosswalks from Old Fulton and Water to the Fulton Landing Pier will permit safer pedestrian access to the Pier and Park areas.
April 23, 2002	Gary	VanderPut	Fulton Ferry Landing Association	OLD FULTON	Establishment of physical islands and crosswalks in the middle of Old Fulton we like. Other islands are problematic.
April 23, 2002	Gary	VanderPut	Fulton Ferry Landing Association	OLD FULTON	Old Fulton: Parking plaza adjacent to pier: There is an area in Old Fulton used as a transient parking area for cars, limos, and buses. We feel the plaza should be paved in a different surface but not raised to permit some vehicular access.
April 23, 2002	Gary	VanderPut	Fulton Ferry Landing Association	OLD FULTON	Old Fulton: About a dozen metered and overnight parking spaces are eliminated; these could remain if the plaza remains the same height.
April 23, 2002	Gary	VanderPut	Fulton Ferry Landing Association	OLD FULTON	Old Fulton: Two-way truck access to the pier is eliminated. This will force trucks down to Atlantic Ave.
April 23, 2002	Gary	VanderPut	Fulton Ferry Landing Association	OLD FULTON	Old Fulton: The flow for MTA buses has not been adequately addressed. The current plans show bus stops completely blocking both entries to the River Café. We feel that some street redirection in the area would help. The islands on Old Fulton will not permit bus turnarounds. Fulton Ferry, DUMBO, and Williamsburg should be connected by a bus route.
April 23, 2002	Gary	VanderPut	Fulton Ferry Landing Association	OLD FULTON	Old Fulton: Dedicated parking for tour buses has not been addressed. We need a dedicated "park and walk" area away from the plaza, residences, and view corridors.
April 23, 2002	Gary	VanderPut	Fulton Ferry Landing Association	OLD FULTON	Old Fulton: Overall loss of 30+ parking spaces will be a major problem for residents, tourists, and restaurants.

April 23, 2002	Gary	VanderPut	Fulton Ferry Landing Association	OLD FULTON	Old Fulton: The bikeway cannot in any way reduce the number of parking places.
April 23, 2002	Gary	VanderPut	Fulton Ferry Landing Association	OLD FULTON/FURMAN	Extension of sidewalk on corner of Old Fulton and Furman will protect buildings closest to the corner who are currently under siege from buses and BQE runoff.
April 23, 2002	Kathryn	Adams	CB2 Traffic Calming Task Force	OLD FULTON/HENRY	Old Fulton-Henry: Narrowing Henry will reduce pedestrian exposure and make crossing Henry safer.
April 23, 2002	Kathryn	Adams	CB2 Traffic Calming Task Force	OLD FULTON/HICKS	Old Fulton-Hicks: Bulbouts east of underpass will help pedestrians cross Hicks.
April 23, 2002			CB2 Traffic Calming Task Force	PACIFIC	Pacific-Dean-Bergen: Use all-way stops at each intersection.
April 23, 2002			CB2 Traffic Calming Task Force	PACIFIC	Pacific-Dean-Bergen: Use bollards to reinforce new neckdowns (option 1). There are buses and trucks on Bergen St, so raising these intersections will not work.
December 19, 2001	Jerry	Armer	MetroTech BID	PRINCE/JOHNSON	Prince/Johnson: The purpose of these reversals must be explained in detail. The only change that meets the written reason is Prince St between Tillary and Johnson. As for Gold St, changing the direction between Johnson and Tillary is not needed and may create a new through unusable shortcut to the BQE. However, if the change in direction is made on Prince St, then the change on Johnson is a must, otherwise vehicles will not get out.
March 23, 2002	Carolyn	Konheim	Community Consulting	SCHERMERHORN	The long-range plan must facilitate, not impede flow on major travel routes. On some routes, either nothing is proposed, or worse, measures are proposed to reduce capacity. Another example is Schermerhorn, onto which CB 2 has been trying for years to shift some Atlantic Ave traffic in the p.m. by extending the 2-way pattern one more block to Boerum Place and providing a left-turn bay on Boerum. Instead, one traffic calming step would narrow Schermerhorn with parking along a median.
April 2, 2002	Jane	McGroarty	BHA	SCHERMERHORN	Schermerhorn Street (p. 33) We would like to see parking returned to the south side of Schermerhorn as we did on Clinton Street.
April 9, 2002			AABA	SCHERMERHORN	Atlantic Ave: AABA oppose the configuration of Schermerhorn with vehicle parking in the median. Why not use the median as an opportunity for greening?
April 9, 2002			AABA	SCHERMERHORN	Atlantic Ave: AABA would urge the installation of two-way traffic on Schermerhorn between Smith and Boerum Place. This would prevent traffic generated by new development on Schermerhorn to be diverted onto Atlantic.
April 23, 2002			CB2 Traffic Calming Task Force	SCHERMERHORN	Schermerhorn St: This street is underutilized and should be used to relieve traffic pressure on Atlantic.
April 23, 2002			CB2 Traffic Calming Task Force	SCHERMERHORN	Schermerhorn St: Midblock parking schemes between Hoyt and Nevins is "asking for trouble" - it will be dangerous for traffic and make the street less passable.
	Carolyn	Konheim	Community Consulting	SCHERMERHORN	Boerum-Livingston/Schermerhorn: Divert SB Adams traffic onto Livingston and Schermerhorn to reduce congestion at Atlantic Ave.
April 23, 2002			CB2 Traffic Calming Task Force	SCHERMERHORN/3RD	Schermerhorn-Third Av: Close slip lane from EB Schermerhorn to SB Flatbush. Pedestrians in this area are unsure of the safest way to walk.
February 28, 2002			CB6 Transport Cmte	SMITH	Smith St: Move bike lane to left side of road; this would make cyclists more visible to drivers
15-Apr-02			Community Board 6	SMITH	With regard to the bicycle lane, considering our previously stated reservations, we would encourage the relocation of the proposed bicycle lane from the east to the west side of Smith Street to reduce the potential for bicycle-car door accidents, as a variation to the options presented in the document. We also suggest the use of all pedestrian phase crossing at the intersection of Smith and 2nd Pl/3rd St (a busy offset crossing). Lastly, we would also encourage the use of advanced signage on the blocks south of 3rd St to further discourage truck traffic from using 3rd St to cross the Gowanus Canal.
April 23, 2002			CB2 Traffic Calming Task Force	SMITH	Smith St: One way Smith will make traffic movement through Smith-Atlantic intersection safer.
February 28, 2002			CB6 Transport Cmte	SMITH/SCHERMERHORN	Smith St: One-way Smith north of Atlantic would cause a bus re-route from SB Smith to SB Boerum via Schermerhorn. When this was the route, the bus ran much more smoothly.

April 23, 2002			CB2 Traffic Calming Task Force	SMITH/SCHERMERHORN	Smith-Schermerhorn: Dollar vans need a designated area. Buses making SB rights will stop traffic, and won't be able to negotiate the neckdown on the northwest corner. (Buses would have to turn right here if Smith is made one-way northbound between Atlantic and Schermerhorn)
March 3, 2002	Ursula	Hahn		TILLARY	Extending the widened Tillary Street medians into the intersection is a good idea.
March 3, 2002	Ursula	Hahn		TILLARY	Move the pedestrian crossing north by 10-15 feet. This will widen the radius for turning traffic from both directions of Tillary to create more visibility for drivers.
December 1, 2001	No name			TILLARY/ADAMS	Tillary-Adams - members from Concord Village are concerned about local vehicular/emergency access in Option 1. Like Option 2 but are worried about loss of parking.
December 3, 2001	Steve	Faust	AICP	TILLARY/ADAMS	Tillary-Adams intersection - I prefer option 2 maintaining the service road as a separate roadway. Widen the ramps onto the Brooklyn Bridge for cyclists on and off.
December 19, 2001	Jerry	Armer	MetroTech BID	TILLARY/ADAMS	Adams-Tillary: prefer option 2. Option 1 makes right turns difficult for traffic traveling from MetroTech to eastbound Tillary because this traffic has to merge onto Adams. Also, the service road will always have parked cars, whether this is permitted or not. The EIS for 12 MetroTech Center will convert Johnson/Tech to a westbound street that connects Jay St to the center lanes of Adams.
March 3, 2002	Ursula	Hahn		TILLARY/ADAMS	Tillary/Adams: At the northeast corner, emergency vehicles approaching on Tillary from both directions would be forced into the Mahattan-bound lanes of Adams before they must swerve into the northbound service road. The feasibility seems questionable at best and the maneuver fraught with danger for trucks.
March 3, 2002	Ursula	Hahn		TILLARY/ADAMS	Include mid-block pedestrian crossing on Adams Street in final submission to DOT. This will result in substantial improvements in the Tillary/Adams intersection due to fewer pedestrians crossing at the intersection and no bicyclists' anarchy by total disregard of the laws.
March 5, 2002	Ann-Louise	Brackbill		TILLARY/ADAMS	Tillary-Adams: Detailed recommendations: Move the north leg crossing 15 feet north, keep service roads open for local turning traffic, time signals to be intuitive, install logical road signage for naïve drivers. DBTC has squandered an opportunity and paid little attention to common sense.
April 4, 2002	Brian	Ketcham	Community Consulting	TILLARY/ADAMS	Adams St: A crosswalk located 500 feet south of the curve on the SB Brooklyn Bridge off-ramp meets sight distance stopping standards of AASHTO for vehicles traveling up to 45 mph. During the p.m. peak, queues back up beyond the curve, so sightlines to the back of the queue are not a problem for Brooklyn-bound drivers. During off-peak periods, fine-tuning the signal timings at the crosswalk and at the Tillary-Adams intersection could minimize the length of the queue. (Detailed traffic analysis attached in letter)
April 14, 2002	Mark	Zimmerman	Concord Village Owners, Inc.	TILLARY/ADAMS	Adams-Tillary: Option 2 is the only acceptable proposal. Our community is staunchly opposed to blocking the service roads which would seriously limit access to our property by emergency vehicles, delivery trucks, and private autos. Modifications will have to recognize safety measures mandated for the Federal Court House.
April 14, 2002	Mark	Zimmerman	Concord Village Owners, Inc.	TILLARY/ADAMS	Adams-Tillary: Detailed design recommendations: no curb extension on NE corner to facilitate WB Tillary-NB Adams right turn, barriers to channel pedestrians to crosswalks and reduce exposure, lane markers painted in intersection to outline travel paths, relocated signage and signals, sequencing of lights to reduce conflicts between pedestrians and turning vehicles, curb extensions on Tillary on both sides of Adams, moving bike lanes to the outside of the roadway, keeping crosswalks clear with red light cameras, and new signage telling NB right turners to use the service road.
April 14, 2002	Mark	Zimmerman	Concord Village Owners, Inc.	TILLARY/ADAMS	Adams-Tillary midblock crossing: This suggestion has tremendous support among the population of Concord Village. This would improve westbound connectivity and divert considerable pedestrian and bicycle traffic away from the Adams-Tillary intersection. This crosswalk should be straight, not offset.
April 14, 2002	Mark	Zimmerman	Concord Village Owners, Inc.	TILLARY/ADAMS	Use land east of the Manhattan Bridge, north of the BQE to create a link from Flatbush Ave to Sands St. This would divert Brooklyn Bridge traffic away from Tillary and Adams.
April 23, 2002	Ann-Louise	Brackbill	CB2 Traffic Calming Task Force	TILLARY/ADAMS	Adams-Tillary: The staggered midblock crossing on Adams Street north of the intersection is shown incorrectly.
April 23, 2002	Ann-Louise	Brackbill	CB2 Traffic Calming Task Force	TILLARY/ADAMS	Tillary-Adams: If the DBTC study is not to solve the Tillary-Adams issue, DOT needs to identify a clear avenue for moving forward on this problem.

April 23, 2002	Ann-Louise	Brackbill	CB2 Traffic Calming Task Force	TILLARY/ADAMS	Tillary-Adams: Signal timings are poor; only 3 seconds of east-west green "WALK" time is provided before flashing "DON'T WALK"
May 13, 2002			Community Board 2	TILLARY/ADAMS	We recommend that DOT's Brooklyn Borough Commissioner convene a task force with representation from all relevant stakeholders, to investigate this issue further. This task force should have a well-defined timetable for completion of its task and scope for investigation.
	Carolyn	Konheim	Community Consulting	TILLARY/ADAMS	Tillary-Adams: Facilitate SB through drivers off Brooklyn Bridge to use service road on the west side of Adams St.
April 23, 2002			CB2 Traffic Calming Task Force	TILLARY/CADMAN	Tillary-Cadman Plaza East: New 3-cycle timing is an improvement for pedestrians.
December 19, 2001	Jerry	Armer	MetroTech BID	TILLARY/FLATBUSH	Flatbush-Tillary: Enlargements of medians present some positive improvements for pedestrians. Signalize right turn channel or make some provision to protect pedestrians.
December 19, 2001	Jerry	Armer	MetroTech BID	TILLARY/FLATBUSH	Tillary at Jay and Flatbush - Proposals are fine.
April 23, 2002			CB2 Traffic Calming Task Force	TILLARY/FLATBUSH	Flatbush-Tillary: Restore SB left off of Manhattan Bridge.
April 23, 2002			CB2 Traffic Calming Task Force	TILLARY/FLATBUSH	Tillary-Flatbush: Lots of students cross Tillary west of the crosswalk. Revisit traffic signal timings.
May 13, 2002			Community Board 2	TILLARY/FLATBUSH	We concluded that at this time we couldn't endorse or oppose any plan to change the status of this intersection in advance of detailed access study and access planning for the Brooklyn Bridge Park.
March 3, 2002	Ursula	Hahn		TILLARY/JAY	Tillary/Jay: Consider a long pedestrian walk phase between the northwest and southwest corners - since lefts from Manhattan Bridge to Tillary have been banned, all MB-BQE traffic must use Concord and Jay Streets. Tillary/Jay gridlock is particularly bad in the morning.
April 14, 2002	Mark	Zimmerman	Concord Village Owners, Inc.	TILLARY/JAY	Jay-Tillary: More enforcement is required. Vehicles block the intersection and crosswalks. Curbs extensions into Tillary and lights to protect pedestrians from turning vehicles should be considered.
December 3, 2001	Patrick	McCarty		WARREN	Speed table Warren St between 4th and 5th Aves
April 23, 2002			CB2 Traffic Calming Task Force	WILLOUGHBY	Willoughby St: Fold in Downtown Brooklyn Council's ideas for rehabilitating the Willoughby corridor.
December 19, 2001	Jerry	Armer	MetroTech BID	WILLOUGHBY/ASHLAND	Ashland: Neckdowns at Willoughby would contribute to pedestrian safety. The neckdown and bus bulbs at DeKalb are a good addition.
April 23, 2002			CB2 Traffic Calming Task Force	WILLOUGHBY/ASHLAND	Ashland-Willoughby: Neckdowns may not be necessary; Willoughby is a virtual dead end east of Ashland.
December 19, 2001	Jerry	Armer	MetroTech BID	WILLOUGHBY/BRIDGE	Willoughby at Bridge: Neckdowns will improve pedestrian crossing while increasing turning problems for trucks that make deliveries to the merchants on Willoughby, Bridge, and Fulton.
December 19, 2001	Jerry	Armer	MetroTech BID	WILLOUGHBY/DUFFIELD	Willoughby at Duffield: Neckdowns do not seem to provide enough benefits for pedestrians, in light of the impacts they will have on turning traffic.
December 19, 2001	Jerry	Armer	MetroTech BID	WILLOUGHBY/LAWRENCE	Willoughby at Lawrence: With a truck loading zone and a dropoff for Helen Keller Services on the NW corner, the placement of the neckdown on the SW corner will create a vehicle conflict.
December 19, 2001	Jerry	Armer	MetroTech BID	WILLOUGHBY/LAWRENCE	Willoughby: It seems the consultant did not realize the difference between a community street and a street in a business district. The definition of community street, when applied to the MetroTech BID area, fails to take into account the commercial/retail character of the area. The definition seems to be for a retail strip in a residential neighborhood.
March 14, 2002			CB6 Transport Cmte	WYCKOFF	Baltic and Wyckoff Streets: Prefer midblock neckdowns to chicanes; install raised crosswalk and possibly a speed hump upstream of the crossing. Traffic currently moves too fast to allow midblock crossing.
December 1, 2001	Lisa	Gesson	Eastern Paralyzed Veterans Association		As an advocate for people with disabilities, I am concerned about the safety and access for wheelchair users who will not be visible from many cars on busy streets and from all raised vehicles on "traffic" and other streets. Wheelchair users must be able to cross safely and independently utilize crosswalks, intersections, curb cuts, raised islands, etc, as do all other pedestrians. If you have any questions or would like further information, please do not hesitate to contact me at 718-803-3782, ext. 303. Thank you for this opportunity.
December 1, 2001	Fred	Kent			Explain that these are beginning, not advanced measures.
December 1, 2001	Fred	Kent			Reduce progression on all north/south streets to 15-18 mph
December 1, 2001	Fred	Kent			Limit access during rush to Hicks/Clinton (AM), Court (PM), and Columbia/Van Brunt

December 1, 2001	Fred	Kent			Lane width reduction on street reconstruction projects.
December 1, 2001	Alan	Mukamal			Raised intersections should all be 4 inches. Two inches is next to useless.
December 3, 2001	Steve	Faust	AICP		Bulbs - for buses and crosswalks - ensure that catchbasin covers are bicycle- and pedestrian-safe - do not catch wheels or feet. E.g. Campbell Foundry parallel bar grates eat bike wheels, vs Nina Foundry makes bike-safe gratings; see waffle grates on Fulton Mall. Be careful of lane widths past the bulbs - is it sufficient for bicyclists to share the lane with cars/trucks/buses? Often this is too tight?
December 3, 2001	Jerry	Armer	MetroTech BID		We are in the process of reviewing the solutions and would like to meet with Arup to discuss the suggestions
December 3, 2001	Peter	Kaufman			Priority - speeding, excessive commercial traffic. Solutions - no half-measures!
December 13, 2001	Dave	Lutz	Neighborhood Open Space Coalition		Provide space for a continuous Brooklyn Bridge - Red Hook greenway on the west side of Van Brunt Street.
March 23, 2002	Carolyn	Konheim	Community Consulting		Long-range strategies need to relate to each other and to development plans. Without an area-wide traffic model or a database of development projects, citizens have to project the strategies against what they know of future conditions.
March 23, 2002	Carolyn	Konheim	Community Consulting		The public needs tools and data to evaluate the effectiveness of the proposals. Traffic models and data reports shown to date do not address the premise of the area-wide approach, and do not address traffic speeds, which are a concern in off-peak hours.
March 23, 2002	Carolyn	Konheim	Community Consulting		The public is now asked to make choices for long-term implementation in advance of having results of the pilot projects. No criteria are applied across the board. And without reference to empirical data from other cities such as Philadelphia, Chicago, Seattle, and Portland, choices are necessarily subjective.
March 23, 2002	Carolyn	Konheim	Community Consulting		We need effective ways to deter through traffic, reduce speeds, and prevent spillover impacts. The real problem is that the areawide proposals do not address the principal motivations for taming traffic, which are deterring through traffic from neighborhood streets and reducing killer off-peak speeds on high-traffic streets.
March 23, 2002	Carolyn	Konheim	Community Consulting		Bulbouts on narrow streets are a luxury until the most hazardous streets get full treatment. Bulbouts don't deter entries or slow traffic. They aren't cost-effective on narrow side streets. Funds would be better spent to make high-visibility, high accident Atlantic Avenue a showcase of multiple measures to enhance the pedestrian environment and slow off-peak speeds.
March 23, 2002	Carolyn	Konheim	Community Consulting		More problematic are untested bus bulbouts where they may preclude trying more effective measures to slow traffic, such as cobblestone cross-strips, or two-way traffic.
March 23, 2002	Carolyn	Konheim	Community Consulting		Build an areawide traffic operations model to test combined measures. The city would expose itself to liability without a technically sound basis for permanent changes in the traffic operations of the city's third largest CBD. The remedy: reassign some of the implementation money to optimizing the overall design with traffic operations models.
April 2, 2002	Jane	McGroarty	BHA		Public feedback on the pilot measures has centered on the speed table, which is too low to slow cars but high enough to be very noisy; and on the substandard neckdown at Hicks and Atlantic. Nobody sees it and motorists behavior is virtually unchanged.
April 2, 2002	Jane	McGroarty	BHA		We would like to see more utilization of the following: Bollards to protect pedestrians and signal gateways to motorists; Speed control - the entire neighborhood (except for travel streets) should be a low speed zone; All-way Stop Signs
April 14, 2002	Mark	Zimmerma	Concord Village Owners, Inc.		Landscaped medians: Widened medians should provide for landscaping and irrigation wherever possible - thus advancing a beautification policy which Concord Village residents enthusiastically support.
April 23, 2002	Gary	VanderPut	Fulton Ferry Landing Association		We are happy to see that the Arup proposal incorporated many of the elements of prior plans that have been put forth by Fulton Ferry Landing Association, by the Brooklyn Bridge Development Corporation's Master Plan, the CB 197a plan, and a recent proposal by City Parks.
	Carolyn	Konheim	Community Consulting		Long-term: Study feasibility of EZ-Pass road pricing to encourage use of most efficient travel routes and reduce excessive use of Brooklyn's bridges.

	Carolyn	Konheim	Community Consulting		Neighborhood Gateways in need of through traffic diversion: Water/Old Fulton, Middagh/Cadman Plaza West, Myrtle/Ashland, Hicks/Atlantic, Clinton/Schermerhorn, Clinton/Atlantic, Congress/Columbia, Hicks/DeGraw, Clinton/Hamilton, Smith/Hamilton, Court/Congress, Court/Atlantic, Smith/2 Pl, Atlantic/Boerum, Bond/3 St, Pacific/3 Av, Flatbush/4th Av/Hanson, Lafayette/Ft Greene Pl, Greene Av/S Oxford, Atlantic/Carlton
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## DOWNTOWN BROOKLYN TRAFFIC CALMING PROJECT

Summary of Comments Received during and after Task Force meeting, June 23, 2003

Date	First	Last	Organization	Street	Comments
June 19, 2003	Carolyn	Konheim	Community Consulting Services	3RD AVE	At the community's insistence, Third Avenue was designated as a Travel Street, which is designed to facilitate vehicular travel through the area. The summary of comments of the working group meetings doesn't report this strong preference. As a result, the proposals for Third Avenue inappropriately call for reducing capacity by providing all day parking and instituting dual bike lanes with stripped buffers. This reduction of capacity limits the incentive for southbound traffic to use Schermerhorn as a route to Third and adds to the volumes at the Flatbush intersection that ARUP reports could not be processed (Appendix F, Modeling, not available).
June 19, 2003	Carolyn	Konheim	Community Consulting Services	4TH AVE	Discourage pedestrian crossings of 4th where left turn bays reduce medians.
June 19, 2003	Carolyn	Konheim	Community Consulting Services	4TH AVE	Series of Signs in median of on 4 <sup>th</sup> Ave. to motivate drivers to regulate speed: Signals Set for Best Traffic Flow 30 MPH; Go With the Flow- 30 MPH Gets You There Faster.
June 19, 2003	Carolyn	Konheim	Community Consulting Services	ADAMS	Encourage SB drivers off BB to use service road, west side of Adams
June 6, 2003	Sandy	Balboza	Atlantic Avenue Betterment Association	ATLANTIC	The Downtown Brooklyn Traffic Calming Project makes several conclusions that make the case for 24 hour parking on Atlantic Avenue. The restoration of the 4- 7 parking is important to the merchants and pedestrians on Atlantic Avenue: During the 4-7 evening rush hour Atlantic Avenue is cleared of parked cars and becomes a highway. It is difficult for merchants to do business during the 4-7 PM parking restriction. Their customers cannot park and shop. At the same time pedestrians feel unsafe with speeding cars traveling along the curb so that shoppers avoid the Avenue during those hours. (extracted from a longer letter arguing for 24-hour parking on Atlantic Ave)
June 19, 2003	Carolyn	Konheim	Community Consulting Services	ATLANTIC	Shift centerline on Atlantic one lane south, west of Hicks Street and expand sidewalk one traffic lane on north side of Atlantic, west of Hicks to create wide sidewalk approach to BB Park, right angle turn onto BQE to reduce speed of vehicles.
June 19, 2003	Carolyn	Konheim	Community Consulting Services	ATLANTIC	Limit left turns, e.g., off Atlantic Ave onto Clinton
July 31, 2003	Nancy	Wolf	Community Board #2, Traffic and Transportation Committee	ATLANTIC	The Report appears to make a case for the restoration of 4-7PM parking on Atlantic Avenue. This is a low cost measure which Atlantic Avenue merchants and others have consistently asked for. This restoration, would assist businesses and also help prevent Atlantic Avenue from becoming an out-of-control speedway during the restricted hours.
June 19, 2003	Carolyn	Konheim	Community Consulting Services	ATLANTIC/BOERUM	Facilitate left turn from Atlantic EB onto Boerum Pl.
June 19, 2003	Carolyn	Konheim	Community Consulting Services	BERGEN	Angle parking on north side of Bergen Street, Smith St/half-way to Court.
June 19, 2003	Carolyn	Konheim	Community Consulting Services	BOERUM	Neck down Boerum Place south of Atlantic Avenue to one lane to de-emphasize through traffic on Court Street, protect walkers.
June 19, 2003	Carolyn	Konheim	Community Consulting Services	BQE	Educate drivers fastest travel times, even in AM/PM peaks, are on the BQE.
June 19, 2003	Carolyn	Konheim	Community Consulting Services	BQE	Signage on BQE northbound— <i>Trucks merge to left lane before Atlantic Ave Overpass. Exit at Atlantic Ave. only for local deliveries or if taller than 12'2"</i> . Gets trucks out of queue of passenger cars going onto Brooklyn Bridge. For trucks seeking to reconnect with BQE, install truck pathfinder signs.
June 19, 2003	Carolyn	Konheim	Community Consulting Services	CLINTON	Create diverters at gateways. Angle parking on one side of Clinton St, Hamilton Ave–Huntington Street. Traffic island at base of Old Fulton St. to channelize through traffic and prevent it from entering pedestrian area

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Date	First	Last	Organization	Street	Comments
July 31, 2003	Judy	Stanton	Brooklyn Heights Association	CLINTON	We were not able to find any evaluation of the removal of the AM rush hour restrictions on Clinton Street. Residents report that it has calmed and channelized the traffic; and eliminated the frenzy of AM rush hour lane changing. This was a relatively inexpensive measure and perhaps has applicability elsewhere. It would be useful to have some real data on its effect.
June 19, 2003	Carolyn	Konheim	Community Consulting Services	COMMUNITY STREETS	Two way traffic to reduce speeds, discourage thru traffic, improve mobility, e.g. Court Street south of Joralemon, Schermerhorn betw. Smith & Adams, Furman Street- York St. to provide direct access from Old Fulton onto Brooklyn Bridge, Bergen Street between Smith and Court.
June 19, 2003	Carolyn	Konheim	Community Consulting Services	COURT	Options for Court Street, the quintessential Community Street, were limited by "not compromising traffic capacity in the peak hour," which is premised as being determined by the capacity of the intersections at Atlantic and Hamilton Avenues. Even if this is the case, drivers are attracted to Court by the relative free flowing operation for most of its length, resulting in speeds that are out of place in a predominantly pedestrian environment. It is misleading to suggest that traffic will be significantly slowed by having to stop behind 5-6 buses an hour and that, if they are, it will take no longer to drive the length of Court. The option of two way traffic on Court to better serve local trips and discourage through traffic was never investigated on the specious grounds that "many successful shopping streets in New York carry high traffic volumes." That is obvious on Seventh Avenue in Park Slope and Fifth Avenue in Sunset Park and Bay Ridge—it's the nature and behavior of the traffic that is different, due to the speed constraint of opposing traffic. This option, along with many trial changes of street direction, e.g., State and Schermerhorn west of Court, should
June 19, 2003	Carolyn	Konheim	Community Consulting Services	COURT	Remove parking on west side of Court from north side of Montague to south side of Joralemon; Resurface with distinctive paving material, consider extending to all Borough Hall area.
July 31, 2003	Terra	Ishee	NYC Dept. of City Planning	COURT/REMSEN	The discussion in Section 6.3.2.1 Design describes the APP as coming immediately following the north-south movement on Court St. While I think that this is the preferred order for the phasing plan, it is not the order that was tested in the pilot program, as is discussed in Section 6.3.2.2 Evaluation. In reality, the APP comes after the Remsen St. vehicle movement phase. The sections should be revised for consistency, and you might want to make reference to the fact that the phasing should be changed so that the APP comes before the Remsen St. movement. I think this would improve the results of the test dramatically, since currently pedestrians start walking across Court St. as soon as the Court St. traffic has stopped, despite the fact that there are vehicles trying to turn from Remsen St.
June 19, 2003	Carolyn	Konheim	Community Consulting Services	FLATBUSH	While the proposals for Flatbush are improvements over current conditions, they are very modest, especially for the heavy crossing at DeKalb and at other strong desire lines.
July 31, 2003	Nancy	Wolf	Community Board #2, Traffic and Transportation Committee	FLATBUSH/TILLARY	Major points referred to in the May 2002 letter were not addressed, particularly the study of Flatbush/Tillary, one of the most dangerous intersections in the area.
June 19, 2003	Carolyn	Konheim	Community Consulting Services	FRONT/OLD FULTON	Use striped area on Front St., off Old Fulton, for angle parking for restaurants on Old Fulton.
July 31, 2003	Judy	Stanton	Brooklyn Heights Association	FURMAN	The Plan for Brooklyn Bridge Park does not allow vehicular traffic to enter Furman Street from Joralemon Street. We suggest that this be included in the DBTC Area Wide Strategy.
July 17, 2003	Michael	Rossmly	Office of the Brooklyn Borough President	GENERAL	The scope of work provided for the application of traffic calming measures on an areawide basis through the development of a plan through a collaborative process involving DOT, the community, and the Task Force.
July 17, 2003	Michael	Rossmly	Office of the Brooklyn Borough President	GENERAL	Some of the critical elements which make this project unique included the size of the area under study, and community outreach, which was used to gather information and for developing and refining a pilot program and areawide strategy on an interactive basis.
July 17, 2003	Michael	Rossmly	Office of the Brooklyn Borough President	GENERAL	Report should note when the consultant was selected, when work began, the size of the study area, and the number of signalized and unsignalized intersections in the study area.

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Date	First	Last	Organization	Street	Comments
July 31, 2003	Judy	Stanton	Brooklyn Heights Association	GENERAL	The major deficiency of the project is one imposed by DOT from the beginning - that is, the concept that all existing traffic must be accounted for, i.e. the denial that some traffic does disappear from an area if it becomes more inconvenient for drivers. Because all vehicles have to be accommodated, the goal of reducing through traffic on community and living streets is difficult since the travel streets are already fairly saturated.
July 31, 2003	Judy	Stanton	Brooklyn Heights Association	GENERAL	Too much of the consultant's time was spent trying to solve traffic problems in downtown Brooklyn - problems that DOT should have addressed for the past ten years. Instead DOT has relied on making minute changes to signal timing required by various Environmental Impact Statements for new developments. It has not addressed the overall traffic network.
July 31, 2003	Judy	Stanton	Brooklyn Heights Association	GENERAL	The first two goals of the traffic calming project were to: 1. Improve pedestrian safety and access, including safer crossings at problem locations, reduce vehicular speeds and enhance mobility between neighborhoods. 2. Reduce unwanted traffic impacts, including congestion, excessive traffic volumes, speeding noise, air pollution, and damage to infrastructure. DOT relied on this project to solve long-standing, difficult traffic problems that were ignored for many years.
July 31, 2003	Judy	Stanton	Brooklyn Heights Association	GENERAL	The BHA has repeatedly noted the inability of drivers to see pedestrians at certain intersections. Often it is because parked cars (both illegal and legal) at some corners block the sight line of an approaching driver. Installing neckdowns would help to solve this problem but may not be feasible at all locations. Moving the No Standing or No Parking signs back from affected corners, together with improved enforcement, should be done.
July 31, 2003	Judy	Stanton	Brooklyn Heights Association	GENERAL	The ineffectiveness of the pilot gateway (Hicks and Atlantic) treatment was disappointing. We believe that strong entrance features, followed by repetitive measures are critical in order to alter driver behavior (speed, honking, aggressiveness). We are dissatisfied with the lack of creativity in terms of gateway solutions.
July 31, 2003	Nancy	Wolf	Community Board #2, Traffic and Transportation Committee	GENERAL	The "Possible Short Term Implementation Measures" should not be regarded as a part of the Calming Report, but will be studied by the Committee and replied to at a later date.
July 31, 2003	Nancy	Wolf	Community Board #2, Traffic and Transportation Committee	GENERAL	Given the advent of the Environmental Impact Statements for the Brooklyn Bridge Park and the Downtown Brooklyn Development Plan, it is imperative for the Calming Report to be as comprehensive as possible. The Committee rejects the discrete studies that have the effect of "bit-by-bit" planning. New plans involving major construction and the anticipation of new vehicles entering the Downtown area will have the effect of superseding the narrow focus of the Calming Report; the Report cannot and must not suffice for those EIS studies. Indeed, the Report should be augmented by the introduction of transportation modeling for the entire Downtown area.
July 31, 2003	Nancy	Wolf	Community Board #2, Traffic and Transportation Committee	GENERAL	Given the acknowledged major traffic congestion shown in the Report, it is crucial that ALL entry points providing traffic for Downtown be studied. These would include the Verrazano Bridge, East River Bridges, the Brooklyn-Queens Expressway and highways from the east (Long Island.)
July 31, 2003	Nancy	Wolf	Community Board #2, Traffic and Transportation Committee	GENERAL	The failure of the Report to adequately deal with pedestrian safety and vehicular speed must be addressed. One of the key points in the original calming request from the community was related to making streets safer for all, especially for pedestrians and bicyclists. Posted speeds, such as 30 miles per hour, are not adhered to and need to be regularly enforced.
July 31, 2003	Nancy	Wolf	Community Board #2, Traffic and Transportation Committee	GENERAL	On Page 5 of the Report Executive Summary, there was a recommendation that increased traffic capacity through the area not be allowed, since Downtown and adjacent communities are deemed saturated with traffic. This is totally inconsistent with plans for Downtown Brooklyn, where new parking capacity is proposed to be created, with up to 2,000 parking spaces. The planned movie and TV studios for the Brooklyn Navy Yard anticipate 1,000 new parking spaces. How will cars even reach the planned garages through an area already totally congested, as the Report states?

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Date	First	Last	Organization	Street	Comments
July 31, 2003	Nancy	Wolf	Community Board #2, Traffic and Transportation Committee	GENERAL	The Report makes a distinction among "Travel Streets", "Community Streets," and "Living Streets." It was the unanimous opinion of the Committee Members that traffic, particularly truck traffic, has breached this distinction, resulting in regular and illegal truck traffic on "Community Streets" and even "Living Streets." In addition, through traffic, which should be kept on expressways or "Travel Streets," constantly seeks other routes, particularly through "Living Streets." This situation, made worse by almost complete non-enforcement, has created perhaps the most concern overall. The Report's recommendation of "discouraging" this illegal traffic, is simply not possible, given the extremity of the situation faced by Downtown Brooklyn communities.
July 31, 2003	Nancy	Wolf	Community Board #2, Traffic and Transportation Committee	GENERAL	Overall, the Calming Report should be considered only as one small part of the necessary comprehensive planning and should also not substitute for transit studies that are mandatory in the EIS studies for the larger projects of the Brooklyn Bridge Park and Downtown Brooklyn Plan. Community Board 2 and its Traffic and Transportation Committee will continue to seek appropriate involvement in the critical issue of traffic in all its aspects for the Downtown Brooklyn area.
July 31, 2003	Judy	Stanton	Brooklyn Heights Association	HICKS	The speed hump at Pierrepont and Hicks proved to reduce speed but greatly increased noise. After years of complaints to DOT regarding this dangerous intersection, a recent warrant study revealed that the intersection required a traffic signal. Although traffic-calming purists decry traffic lights, the senior citizens who cross are appreciative of the safety of the traffic light. The lesson is: a) speed humps are too noisy, esp. when trucks cross them; and b) unless driver behavior alters through an entire area, pedestrians are not safer with one or two isolated measures.
July 31, 2003	Judy	Stanton	Brooklyn Heights Association	HICKS/ATLANTIC	Some of the problems at Hicks and Atlantic stem from three lanes of northbound traffic entering the intersection with three possible routes - right turn, left turn and straight ahead. Often the cars are in the wrong lane, which causes bad behavior, including speeding up Hicks Street. A right turn and left turn ONLY overhead sign might assist drivers in getting into the proper lane ahead of time. This is not a traffic calming issue; rather it is a traffic management problem.
June 19, 2003	Carolyn	Konheim	Community Consulting Services	INTERSECTIONS	Set-back Stop Bar at Crosswalks to Improve Driver/Pedestrian Visibility, 10 foot setback on side streets, 20 foot on major streets. At angled intersections, align stop bar w/vehicles, not crosswalk. Create incentive to use "safer" sides of intersections, e.g, where medians are wider along 4 <sup>th</sup> Avenue by installing Signal Eyes pedestrian signal, signage and more prominent cross walks.
June 19, 2003	Carolyn	Konheim	Community Consulting Services	LIVING AND COMMUNITY STREETS	Examine reversing all one-way streets in project area on patterns of thru traffic. Appears would better serve neighborhoods and motorists.
June 19, 2003	Carolyn	Konheim	Community Consulting Services	LIVING AND COMMUNITY STREETS	Signage: Entering Low Speed Zone, Pedestrian Priority Zone, Community Street Install and alert drivers to enforcement cameras at signals & stop signs, fines
June 19, 2003	Carolyn	Konheim	Community Consulting Services	LIVING STREETS	CCS has identified 23 "gateways" to Living Streets. Deterrents to cut-through traffic-- needed even more in the future--can not rely on neckdowns unless they are like the one on Clinton at Hamilton. There should be more turning restrictions, e.g. Pacific off Atlantic, and changes of street direction. A model could test the effect of reversing all one-way street directions south of DUMBO
June 19, 2003	Carolyn	Konheim	Community Consulting Services	LIVING STREETS	Designate Low Speed Zones (15 mph) for networks of Living Streets: Install signage at all gateways. Cover up signal heads, install All-Way Stop Signs (City of Philadelphia has replaced many signals with 4-way stops, found <i>much</i> safer—drivers don't race for light.) Reinforce with bands of rumble strips.
June 19, 2003	Carolyn	Konheim	Community Consulting Services	LIVING STREETS	Pavement Measures to Control Speeds: Bands of cobblestones across streets, every 300 feet, slows vehicle w/o speed hump noise impact of vehicle slamming on road, durable, no interference w/snow plows, emergency vehicles, not noisy at low speeds.
June 19, 2003	Carolyn	Konheim	Community Consulting Services	LIVING STREETS	Surface Treatments, Signage and Signals to define pedestrian priority zones
June 19, 2003	Carolyn	Konheim	Community Consulting Services	PACIFIC	(Note: Correct direction of Pacific on drawing, 144, photo of Clinton/Atlantic, p.56).

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Date	First	Last	Organization	Street	Comments
June 19, 2003	Carolyn	Konheim	Community Consulting Services	PEDESTRIAN PATHWAYS AND MIDBLOCK CROSSINGS	The Downtown study provides a second chance to develop some signature redesigns of Downtown Brooklyn's most prominent pedestrian pathways, e.g., Adams Street, in addition to Tillary Street, at the Marriott and at Fulton/Joralemon Streets, and Court Street between Montague and Livingston Streets, and to examine convenience benefits of mid-block crossings on long blocks.
July 31, 2003	Shirley	McRae	Community Board #2, Traffic and Transportation Committee	PROBLEM AREAS	Community Board Two perceives traffic calming as a reduction in the harmful effects of excessive car traffic and improvement for all other modes of transportation. We urge the City to make pedestrian safety and access by the disabled to popular destinations a priority.
July 31, 2003	Shirley	McRae	Community Board #2, Traffic and Transportation Committee	PROBLEM AREAS	Better traffic management and safe access by pedestrians, bicycles and the disabled to: The LIRR /Atlantic Terminal/BAM and Atlantic Avenue through the congested Flatbush Avenue/Atlantic Avenue/Fourth Avenue intersection; BAM from the Boerum Hill/ Park Slope through the Schermerhorn corridor and the 3rd Ave./Flatbush Ave. intersection; Concord Village, Brooklyn Heights and downtown subways through the extremely congested and often dangerous Tillary Street/Adams Street intersection should be given a priority in terms of study and solutions offered; Fort Greene and subway/bus stops through the Tillary Street/Flatbush Avenue remains problematic since this is the major connection between mass transit in downtown Brooklyn and Fort Greene housing developments; and the re-conversion of a Two-Way Furman Street to facilitate proper egress to Brooklyn Bridge Park and as a way of keeping traffic out of adjacent neighborhoods.
July 31, 2003	Shirley	McRae	Community Board #2, Traffic and Transportation Committee	PROBLEM AREAS	Since vehicular speed has a direct relationship to the severity of injury to pedestrians in an accident, we feel that the study's lack of success in controlling speeds is very disturbing. For each type of street (travel, community, living) the report recommends "discouraging excessive speeds and aggressive driving." We believe that this is a direct mandate to the DOT to correct speeds.
June 19, 2003	Carolyn	Konheim	Community Consulting Services	SCHERMERHORN	Restore two way traffic on Schermerhorn betw. Court and Smith to create alternate to Atlantic; install "Must Turn Left" lane on Boerum Place at Schermerhorn; improve connection of Schermerhorn to Flatbush.
June 19, 2003	Carolyn	Konheim	Community Consulting Services	SIGNAL TIMING	Signal Timing Changes – Low capital cost, flexible--use extensively. Reduce cycle times to reduce build up of vehicle speed (increases capacity, absorbs more vehicles, reduces pedestrian impatience, incentive to jay walk.) Add pedestrian lead phase to all signals. Mid-block signals, cross walks on long blocks and at "desire lines." Use Signal Eyes to prompt "searching behavior," esp. near schools. Apply on all Travel Streets: Ashland, Flatbush, Atlantic, 4 <sup>th</sup> , 3 <sup>rd</sup> , Adams/Boerum Place, Tillary, Old Fulton, Furman. Others?
June 19, 2003	Carolyn	Konheim	Community Consulting Services	SMITH	Create chicane of wide opposing bulb outs at Smith and 3 <sup>rd</sup> Street/2 <sup>nd</sup> Place to make drivers more cautious at gateway to Smith Street.
June 19, 2003	Carolyn	Konheim	Community Consulting Services	TILLARY	Angle parking on north side of Tillary St., west of Adams Street.