



COMMUNITY BOARD No. 1

435 GRAHAM AVENUE - BROOKLYN, NY 11211- 8813

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Email: bk01@cb.nyc.gov

Website: www.nyc.gov/brooklyn1

HON. ERIC L. ADAMS
BROOKLYN BOROUGH PRESIDENT



SIMON WEISER
FIRST VICE-CHAIRMAN

DEL TEAGUE
SECOND VICE-CHAIRPERSON

GINA BARROS
THIRD VICE-CHAIRPERSON

MARIA VIERA
FINANCIAL SECRETARY

SONIA IGLESIAS
RECORDING SECRETARY

PHILIP A. CAPONEGRO
MEMBER-AT-LARGE

DEALICE FULLER
CHAIRPERSON

GERALD A. ESPOSITO
DISTRICT MANAGER

HON. STEPHEN T. LEVIN
COUNCILMEMBER, 33rd CD

HON. ANTONIO REYNOSO
COUNCILMEMBER, 34th CD

COMBINED PUBLIC HEARING AND BOARD MEETING VIA WEBEX OCTOBER 12, 2021

PUBLIC HEARING

ROLL CALL

Chairperson Ms. Fuller requested a roll call. The roll was called at 6:04 PM, and there were 21 board members present, a sufficient number to call the hearing to order. Chairperson Ms. Fuller requested that the presentations begin.

PRESENTATION: NYC DOT: REGARDING PROJECT HWCSCHPKR, SAFE ROUTES TO SCHOOLS (PS 380)

DOT proposes capital improvements in Collaboration with NYC DDC to improve safety for students accessing several schools in the South Williamsburg neighborhood. The proposed improvements will include new sidewalk extensions, new and expanded pedestrian islands, pedestrian ramp upgrades, and markings updates at the following intersections: Wallabout St, Lynch St & Bedford Av; Wallabout St, Lorimer St & Lee Av; Division Av, Marcy Av & Williamsburg St West; Union Av; Lorimer St & Harrison Av. --- Seek to present and receive a letter of support. – by Rochelle Brahall, Project Manager, NYC DOT and consultant team: Brett Levy & Jason Tannebaum, AECOM. (see attached)

The was presentation was made by Ms. Brahall (DOT) and Mr. Levy (consultant/AECOM). They provided a Powerpoint presentation. Mr. Levy discussed the details of the plan. Noted that work would take 2-4 months. Chairperson Ms. Fuller noted that if DOT is seeking the board's approval, would have to go through the Transportation Committee. Mr. Levy spoke about discussions with the community. Ms. Kuonen asked if they have reached out to the persons (day laborers) who wait at the intersection for work Rabbi Niederman asked that it go through the Transportation Committee for review. Chairperson Ms. Fuller stated that it would appropriate to go through the committee. Mr. Gross related that an island at the location is needed to reduce the traffic conflicts. Mr. Weiser noted that there were local schools nearby and that children pass the intersection. A clear plan is needed. Mr. Levy related that they would share a plan with the board

in a couple of days. In relation to rain gardens, Mr. Levy said that they have contacted DEP, but rain gardens are not included in this project.

PRESENTATION: PRESENTATION: NYS INDEPENDENT REDISTRICTING

COMMISSION (IRC) - Update on information regarding redistricting and maps. The IRC has heard from residents across the State of NY regarding their communities of interest and changes that should be made to their Congressional, State Senate, and State Assembly district lines. – by Isis McIntosh Green, Deputy Co-Executive Director, NYS Independent Redistricting Commission (IRC).

Ms. McIntosh addressed the board members. She noted that the presentation she displayed and discussed it (attached). She serves as the deputy Co-executive director on the Independent Redistricting Commission (IRC), and they have public hearings coming up. People can sign up for the hearings on the IRC's website. The upcoming public hearings specifically for the Brooklyn area, the public hearing is going to be at Medger Evers College. They will also allow for testimony to be provided virtually that's going to be on Tuesday, November 16, 2021 at 3PM. Comments can be sent to the commissioners and can also send in draft maps for communities of interest. These maps can be submitted through IRC's website. There are changes for the Congressional maps (moving down the number). They are waiting for the current census to be released. The Constitution requires initial maps to be drawn and then public engagement, but the commissioners thought that it was important to have this process prior to drawing maps.

LIQUOR LICENSES:

Chairperson Ms. Fuller asked all to review the list.

NEW

- 1) 451 Graham Avenue Corp., dba The Richardson, 451 Graham Avenue (Extension onto Municipal Property, existing on premises liquor license)
- 2) 544 Pizza Corp., dba TBD, 544 Manhattan Avenue, (New, liquor, wine, beer, cider, pizzeria, rest)
- 3) Amant Foundation Corp, db TBD, 932 Grand Street, (New, wine, beer, cider, museum café)
- 4) Bar at 66 Greenpoint LLC, dba Bar at 66 Greenpoint, 66 Greenpoint Avenue, (Bar/Tavern, recorded and live music, liquor, wine, beer & cider)
- 5) Avant Gardner LLC, dba Avant Gardner, the Great Hall, the Kings Hall, and the Brooklyn Mirage, 111 Gardner Avenue and 140 Stewart Avenue, (All Night Permit for New Year's Eve)
- 6) George Restaurant Corp., dba George's Latin, American Bistro, 11 Graham Avenue, (New, wine, beer, cider, rest)
- 7) Inday 658 LLC, 658 Driggs, (New, liquor, wine, beer, cider, rest)
- 8) Le Bird LLC, 1 Dunham Place, (New, liquor, wine, beer, cider, rest)
- 9) Macoletta II LLC, dba Macoletta, 56 North 9th Street, (New, wine, beer, cider, rest)
- 10) Nealtican Deli Grocery Corp., 1125 Flushing Avenue, (Corporate Change, wine, beer, cider, rest)

- 11) Nexta USA Corporation, dba Borsalia, 79 Grand Street, (Class Change, liquor, wine, beer, cider, rest)
- 12) Nobars LLC, 23 Greenpoint Avenue, (New, liquor, wine, beer, cider, rest)
- 13) Pizza Lobo Brooklyn, 1145 Manhattan Avenue, (New, liquor, wine, beer, cider, bar, tavern)
- 14) Up 640 LLC, dba Upside Pizza, 640 Manhattan Avenue, (New, liquor, wine, beer, cider, bar, tavern)
- 15) Vantage Point Hospitality LLC, dba Area 53, 616 Scholes Street, (New, wine, beer, cider, recreation facility/Exhibition hall with the restaurant, bar area)

RENEWALS

- 1) #1 Pho Inc., dba Zenyai, 208 Grand Street, (Renewal, liquor, wine, beer, cider, rest)
- 2) 184 Kent Avenue Inc, dba La Nonna Ristorante Bar Enoteca, 184 Kent Avenue, (Renewal, liquor, wine, beer, cider, rest)
- 3) 227 Grand Corp., dba Beats Karaoke & Belly Korean Bacon Shop, (Renewal, wine, beer, cider, karaoke Café, rest)
- 4) Amitufo Vegan Cuisine Inc., 19 Bogart Street, Store 2, (Renewal, wine, beer, cider, rest)
- 5) BK Noodles Inc., 280 Bedford Avenue, (Renewal, wine, beer, cider, rest)
- 6) Bunker Brothers LLC, dba Bun-ker, 97 Scott Avenue, (Renewal, liquor, wine, beer, cider, rest)
- 7) Café Argentino NY, 499 Grand Street, (Renewal, liquor, wine, beer, cider, rest)
- 8) Capri Social Club Inc., 156 Calyer Street, (Renewal, liquor, wine, beer, cider, bar, tavern)
- 9) Christina’s Polish Restaurant Inc., 853 Manhattan Avenue, (Renewal, wine, beer, cider, rest)
- 10) Clouet LLC, 113 Franklin Street, (Renewal, liquor, wine, beer, cider, rest)
- 11) Dollys Swing & Dive LLC, 101 Kent Avenue, (Renewal, liquor, wine, beer, cider, bar, tavern)
- 12) Elite BK Inc., dba Elite, 128 Metropolitan Avenue, (Renewal, wine, beer, cider, rest)
- 13) El Golpe LLC, dba Lama Inn, 50 Withers Street, (Renewal, liquor, wine, beer, cider, rest)
- 14) Grand Republic Inc., 19 Greenpoint Avenue, (Renewal, liquor, wine, beer, cider, bar, tavern)
- 15) Jomyga Enterprise LLC, dba Oak & Iron, 147 Franklin Street, (Renewal, liquor, wine, beer, cider, bar, tavern)
- 16) Karczma Inc., 136 Greenpoint Avenue, (Renewal, liquor, wine, beer, cider, rest)
- 17) Lambdabk Inc. 1031 Grand Street, (New, liquor, wine, beer, cider, bar, tavern)
- 18) La Cocina II Restaurant Corp, 100 Moore Street, (Renewal, liquor, wine, beer, cider, rest)
- 19) Magda Sayeg/USRA Group LLC, dba Magdalene, 524 Lorimer Street, (Renewal, liquor, wine, beer, cider, bar, tavern)
- 20) Mizu Sushi NY Inc., dba Mizu, 314 Bedford Avenue, (Renewal, liquor, wine, beer, cider, rest)
- 21) New York Distilling Company LLC, dba Shanty, 79 Richardson Street, (Renewal, liquor, wine, beer, cider, bar, tavern)
- 22) One Stop Beer Shop, 134 Kingsland Avenue, (Renewal, liquor, wine, beer, cider, rest)
- 23) Pippilocca LLC, dba IL Passatore, 14 Bushwick Avenue, (Renewal, wine, beer, cider, rest)

- 24) Red House BK LLC, dba Kings County Imperial, 22 Skillman Avenue, (Renewal, liquor, wine, beer, cider, rest)
- 25) Sea Thai Hospitality Inc., 114 North 6th Street, (Renewal, liquor, wine, beer, cider, rest)
- 26) Selamat Pagi LLC, 152 Driggs Avenue, (Renewal, wine, beer & cider, rest)
- 27) Silenth LLC, 79 Berry Street, (Renewal, liquor, wine, beer, cider, rest)
- 28) Starlite Walker LLC, 113 Franklin Street, (Renewal, liquor, wine, beer, cider, bar, tavern)
- 29) The Geezers LLC, dba Harefield Road Pub, 769 Metropolitan Avenue, (Renewal, liquor, wine, beer, cider, bar, tavern)
- 30) The 709 Lorimer St Corp, dba Pete's Candy Store, 709 Lorimer Street, (Renewal, liquor, wine, beer, cider, bar, tavern)
- 31) Tomo Japanese Restaurant Inc. 1077 Flushing Avenue, (Renewal, liquor, wine, beer, cider, rest)
- 32) Vanessa Dumplings, dba Vanessa Dumpling House, (Renewal, liquor, wine, beer, cider, rest)
- 33) Vinegar Hill NYC LLC, dba Lucky Dog, 303 Bedford Avenue, (Renewal, liquor, wine, beer, cider, rest)
- 34) WD49 LLC, dba Du's Donuts and Coffee, 55 Wythe Avenue, (Renewal, liquor, wine, beer, cider, café)
- 35) W/G Hospitality Group Inc., 524 Graham Avenue, (Renewal, liquor, wine/beer, cider, bar, tavern)

There were persons who signed up to speak regarding liquor licenses.

- Ms. Heather Rush Meeks, resident, spoke about problems with Black Squirrel on Greenpoint Avenue (drifting crowds around the establishment). They should not be renewed.
- Ms. Charlotte Bell, resident, spoke about the problems with Black Squirrel on Greenpoint Avenue. The establishment is out of control (large outdoor space with live music). They are not managing the outdoor space and the Staff is not equipped.
- Ms. Sarah Epter, resident, spoke about problems with Meeker Bar (noise and trash).
- Mr. Abraham Abdul, resident, spoke about 66 Greenpoint Avenue, their lease and establishment subject to a NYSLA 500ft. rule.

Chairperson Ms. Fuller noted that public hearing's agenda was completed and moved to conduct the board meeting portion.

BOARD MEETING

MOMENT OF SILENCE

Chairperson Ms. Fuller called for a moment of silence at 6:57 PM.

ROLL CALL

Chairperson Ms. Fuller requested a roll call at 7:00 PM. There were 34 members answering the call, a sufficient number for a quorum. The board meeting was opened.

APPROVAL OF THE AGENDA

Chairperson Ms. Fuller requested a vote on the agenda. Mr. Caponegro made a motion to approve the agenda as written. The motion was seconded by Ms. Cabrera. The motion was unanimously carried.

APPROVAL OF THE MINUTES

Chairperson Ms. Fuller called for approval of the Combined Public Hearing and Board Meeting for September 14, 2021. Ms. Kaminski made a motion to approve the minutes as written. The motion was seconded by Mr. Vega. The motion was unanimously carried.

PUBLIC SESSION

(Reserved for the Public's expression. Board Members will not be allowed to speak.)

NOTE --- All persons who wish to speak during this portion of the meeting must:

Register (by 2P.M.) using the link:<https://www1.nyc.gov/site/brooklyn1/meetings/speaker-request-form.page> Each scheduled participant for this session will have an allowance of two (2) minutes [time permitting.] (No questions will be entertained. Speakers are requested to submit their testimony in writing)

Persons from the public that signed up were not on the call. The agenda was expedited.

ELECTED OFFICIALS

There were no speakers at this time.

COMMITTEE REPORTS

- Transportation Committee Report: Mr. Eric Bruzaitis submitted a written report on behalf of the committee. The report was distributed to the board members. He noted that there were items to vote on. (see attached)

Vote 1. Letter to DOT: RE: Removal of the Temporary Bridge on Maspeth Avenue from the Options for the Grand Street Bridge's Reconstruction - Brooklyn Community Board No. 1 vehemently opposes any consideration of the construction of a bridge on Maspeth Avenue across the Newtown Creek as part of its traffic mitigation plan during the re-construction of the Grand Street Bridge. The vote was: 33 "YES"; 0 "NO"; 0 "ABSTENTIONS".

Vote 2. Letter to DOT: Brooklyn Community Board No. 1 requests that the NYC Department of Transportation (DOT) address safety concerns by installing "All Way Stop Controls" and all safety measures available to NYC DOT including but not limited to bike corrals, curb extensions, bulb outs, day lighting, etc., to address observed unsafe conditions at the locations of: Norman Avenue/Jewel Street; Skillman Avenue/Leonard Street; Manhattan Avenue/Conselyea Street. The vote was unanimously carried. The vote was: 30 "YES"; 0 "NO"; 0 "ABSTENTIONS".

Vote 3. Letter to DOT: RE: Williamsburg Street East and Wythe Avenue Safety Concerns
Brooklyn Community Board No. 1 requests that the NYC Department of Transportation (DOT) address safety concerns at Williamsburg Street East and Wythe Avenue by adding additional paint markings or other appropriate measures to resolve potential conflicts between pedestrians and left-turning vehicles. Mr. Chesler made a motion to approve the report for item. The motion was seconded by Mr. Caponegro. The vote was unanimously carried. The vote was as follows: 29 "YES"; 0 "NO"; 0 "ABSTENTIONS".

The board members discussed a motion raised by Mr. Weiser about DOT projects in CB#1. The motion was not seconded. It was agreed that the motion was too broad, and it was referred to the Transportation Committee for further discussion. There was also concern about the safety with the barriers gone (for both pedestrians and bicyclists in the area). Ms. Nieves asked to take these concerns up at the Transportation Committee's meeting.

PARKS DEPARTMENT MINUTE – A written report was submitted and distributed for review. There were no comments at this time. Chairperson Ms. Fuller expedited the agenda.

OLD BUSINESS

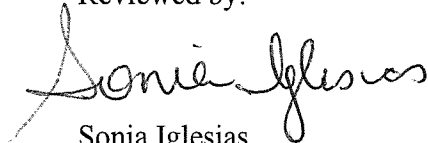
Ms. Sabel raised traffic issue concerns at the BQE exits (Wythe Avenue/Kent Avenue). There are always backups. There is no traffic light. Trucks, coming from the highway, want to make the right turn.

Ms. Iglesias spoke about the CCRB hosting discussions. There was a registration link for those who want to learn more or participate.

ADJOURNMENT

A motion was made by Mr. Caponegro to adjourn the meeting. The motion was seconded by Ms. Leanza. All were in agreement to adjourn. The meeting was adjourned.

Reviewed by:



Sonia Iglesias
Recording Secretary

- DATE: _____
1. P/H call @ 6:04 P.M.
 2. Bd MEET @ 7 P.M
 3. 10/12/21
 4. _____
 5. _____

NAME	ROLL CALL 1ST	ROLL CALL 2ND	ROLL CALL 3RD	ROLL CALL 4TH	ROLL CALL 5TH
GINA ARGENTO		/			
BOGDAN BACHOROWSKI		/			
LISA BAMONTE		/			
GINA BARROS		/			
TEON BROOKS					
ERIC BRUZAITIS		/			
THOMAS J. BURROWS		/			
IRIS CABRERA	/	/			
PHILIP CAPONEGRO	/	/			
FRANK P. CARBONE					
STEPHEN CHESLER	/	/			
MICHAEL CHIRICHELLA	/	/			
THERESA CIANCIOTTA					
GIOVANNI D'AMATO	/	/			
ERIN DRINKWATER	/	/			
ARTHUR DYBANOWSKI	/	/			
T. WILLIS ELKINS		/			
JULIA AMANDA FOSTER		/			
DEALICE FULLER	/	/			
JOEL GOLDSTEIN					
JOEL GROSS	/				
KATIE DENNY HOROWITZ	/	/			
SONIA IGLESIAS	/	/			
MOISHE INDIG					
BOZENA KAMINSKI		/			
RYAN KUONEN		/			
YOEL LANDAU					
MARIE LEANZA	/	/			
ABRAHAM LEBOVITS					
YOEL LOW					
TRINA McKEEVER	/	/			
SANTE MICELI	/	/			
TOBY MOSKOVITS		/			
MARTIN NEEDELMAN					
RABBI DAVID NIEDERMAN		/			
KAREN NIEVES	/	/			
MARY ODOMIROK		/			
JANICE PETERSON		/			
DANA RACHLIN	/	/			
BELLA SABEL		/			
ISAAC SOFER					
ROBERT SOLANO					
DEL E. TEAGUE	/	/			
TOMMY TORRES					
WILLIAM VEGA	/	/			
MARIA VIERA	/				
STEPHEN WEIDBERG	/	/			
SIMON WEISER	/	/			
TOTAL:	21	34			
TIME:	6:04	7 PM			



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TRANSP Committee
Reso on Safety improvements to
streets

BOARD MEETING AND PUBLIC HEARING DATE: 10/12

	YES	NO	ABS		Yes	NO	ABS
GINA ARGENTO	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	RYAN KUONEN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
BOGDAN BACHOROWSKI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YOEL LANDAU	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LISA BAMONTE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	MARIE LEANZA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GINA BARROS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	ABRAHAM LBOVITS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TEON BROOKS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YOEL LOW	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ERIC BRUZAITIS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TRINA McKEEVER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
THOMAS J. BURROWS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	SANTE MICELI	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
IRIS CABRERA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TOBY MOSKOVITS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PHILIP CAPONEGRO	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	MARTIN NEEDELMAN	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
FRANK CARBONE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	RABBI DAVID NIEDERMAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
STEPHEN CHESLER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	KAREN NIEVES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MICHAEL CHIRICHELLA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	MARY ODOMIROK	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
THERESA CIANCIOTTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	JANICE PETERSON	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GIOVANNI D'AMATO	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	DANA RACHLIN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ERIN DRINKWATER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	BELLA SABEL	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ARTHUR DYBANOWSKI	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	ISAAC SOFER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
T. WILLIS ELKINS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	ROBERT SOLANO	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
JULIA AMANDA FOSTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	DEL TEAGUE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DEALICE FULLER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TOMMY TORRES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
JOEL GOLDSTEIN	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	WILLIAM VEGA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
JOEL GROSS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	MARIA VIERA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
KATIE DENNY HOROWITZ	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	STEPHEN WEIDBERG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SONIA IGLESIAS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	SIMON WEISER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MOISHE INDIG	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
BOZENA KAMINSKI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Time: _____ Tally: _____ YES 30 NO 0 ABS 0 RECUSAL 0



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TRAMP'S Committee
Motion to remove TRAMP
Bridge on Macbeth from the options

BOARD MEETING AND PUBLIC HEARING DATE: 10/10

	YES	NO	ABS		Yes	NO	ABS
GINA ARGENTO	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	RYAN KUONEN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
BOGDAN BACHOROWSKI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YOEL LANDAU	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LISA BAMONTE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	MARIE LEANZA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GINA BARROS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	ABRAHAM LEOVITS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TEON BROOKS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YOEL LOW	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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FRANK CARBONE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	RABBI DAVID NIEDERMAN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
STEPHEN CHESLER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	KAREN NIEVES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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THERESA CIANCIOTTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	JANICE PETERSON	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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KATIE DENNY HOROWITZ	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	STEPHEN WEIDBERG	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
SONIA IGLESIAS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	SIMON WEISER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MOISHE INDIG	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
BOZENA KAMINSKI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Time: _____ Tally: _____ YES 33 NO 0 ABS 0 RECUSAL



COMMUNITY BOARD NO. 1
 435 GRAHAM AVENUE – BROOKLYN, NY 11211
 PHONE: (718) 389-0009
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 Website: www.nyc.gov/brooklyn1



TRWS Committee Reso
on letter to DOT on
Wills East

BOARD MEETING AND PUBLIC HEARING DATE: 10/12

	YES	NO	ABS		Yes	NO	ABS
GINA ARGENTO	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	RYAN KUONEN	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
BOGDAN BACHOROWSKI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YOEL LANDAU	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
LISA BAMONTE	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	MARIE LEANZA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GINA BARROS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	ABRAHAM LBOVITS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
TEON BROOKS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	YOEL LOW	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ERIC BRUZAITIS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TRINA McKEEVER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
THOMAS J. BURROWS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	SANTE MICELI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
IRIS CABRERA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TOBY MOSKOVITS	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
PHILIP CAPONEGRO	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	MARTIN NEEDELMAN	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
FRANK CARBONE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	RABBI DAVID NIEDERMAN	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
STEPHEN CHESLER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	KAREN NIEVES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
MICHAEL CHIRICHELLA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	MARY ODOMIROK	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
THERESA CIANCIOTTA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	JANICE PETERSON	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
GIOVANNI D'AMATO	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	DANA RACHLIN	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ERIN DRINKWATER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	BELLA SABEL	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
ARTHUR DYBANOWSKI	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	ISAAC SOFER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
T. WILLIS ELKINS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	ROBERT SOLANO	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
JULIA AMANDA FOSTER	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	DEL TEAGUE	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
DEALICE FULLER	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	TOMMY TORRES	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
JOEL GOLDSTEIN	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	WILLIAM VEGA	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
JOEL GROSS	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	MARIA VIERA	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
KATIE DENNY HOROWITZ	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	STEPHEN WEIDBERG	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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MOISHE INDIG	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
BOZENA KAMINSKI	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>		<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Time: _____ Tally: _____ YES 29 NO 0 ABS 0 RECUSAL

Meetings

Please be advised that all written comments submitted to the New York Independent Redistricting Commission are public records, and that written comments may be published on the New York State Independent Redistricting Commission website.

[SIGN UP TO ATTEND A MEETING](#)[SUBMIT TESTIMONY WITHOUT ATTENDING A MEETING](#)

Meeting Schedule

[VIEW PREVIOUSLY RECORDED MEETINGS](#)

Meetings

- **Wednesday, October 27, 2021**
4:00 PM
North Country
Location: Virtual
[ARCHIVED VIDEO](#)
- **Monday, November 1, 2021**
4:00 PM
Albany
Location: University at Albany (SUNY) Page Hall

Downtown Campus 135 Western Avenue Albany, NY 12203

Please Note: sign-up for this meeting ends at 4:00 PM October 30th 2021

- **Monday, November 8, 2021**
3:00 PM
White Plains
Location: Haub School of Law at Pace University Gerber Glass Moot Courtroom

78 North Broadway White Plains, NY 10603

Please Note: sign-up for this meeting ends at 3:00 PM November 6th 2021

- **Tuesday, November 9, 2021**
3:00 PM
Bronx County
Location: BronxWorks Gymnasium

1130 Grand Concourse Bronx, NY 10456

Please Note: sign-up for this meeting ends at 3:00 PM November 7th 2021

- **Wednesday, November 10, 2021**
3:00 PM
New York County
Location: Hunter College (CUNY) Kaye Playhouse

695 Park Avenue New York, NY 10065

Please Note: sign-up for this meeting ends at 3:00 PM November 8th 2021

- **Monday, November 15, 2021**
3:00 PM
Richmond County
Location: Catholic Charities of Staten Island CYO Center at Mount Loretto

6541 Hylan Boulevard Staten Island, NY 10309

Please Note: sign-up for this meeting ends at 3:00 PM November 13th 2021

- **Tuesday, November 16, 2021**
3:00 PM
Kings County
Location: Medgar Evers College (CUNY) 2nd floor Dining Hall

1650 Bedford Avenue Brooklyn, NY 11225

Please Note: sign-up for this meeting ends at 3:00 PM November 14th 2021

- **Wednesday, November 17, 2021**
3:00 PM
Queens County
Location: York College (CUNY) Milton G. Bassin Performing Arts Center

94-45 Guy R. Brewer Boulevard Jamaica, NY 11451

Please Note: sign-up for this meeting ends at 3:00 PM November 15th 2021

- **Monday, November 22, 2021**
4:00 PM
Nassau County
Location: Nassau Community College (SUNY) College Center Building - Multi-Purpose Room

1 Education Drive Garden City, NY 11530

Please Note: sign-up for this meeting ends at 4:00 PM November 20th 2021

- **Tuesday, November 23, 2021**

4:00 PM

Suffolk County

***Location:** Stony Brook University (SUNY) Charles B. Wang Center*

100 Nicolls Road Stony Brook, NY 11794

Please Note: sign-up for this meeting ends at 4:00 PM November 21st 2021

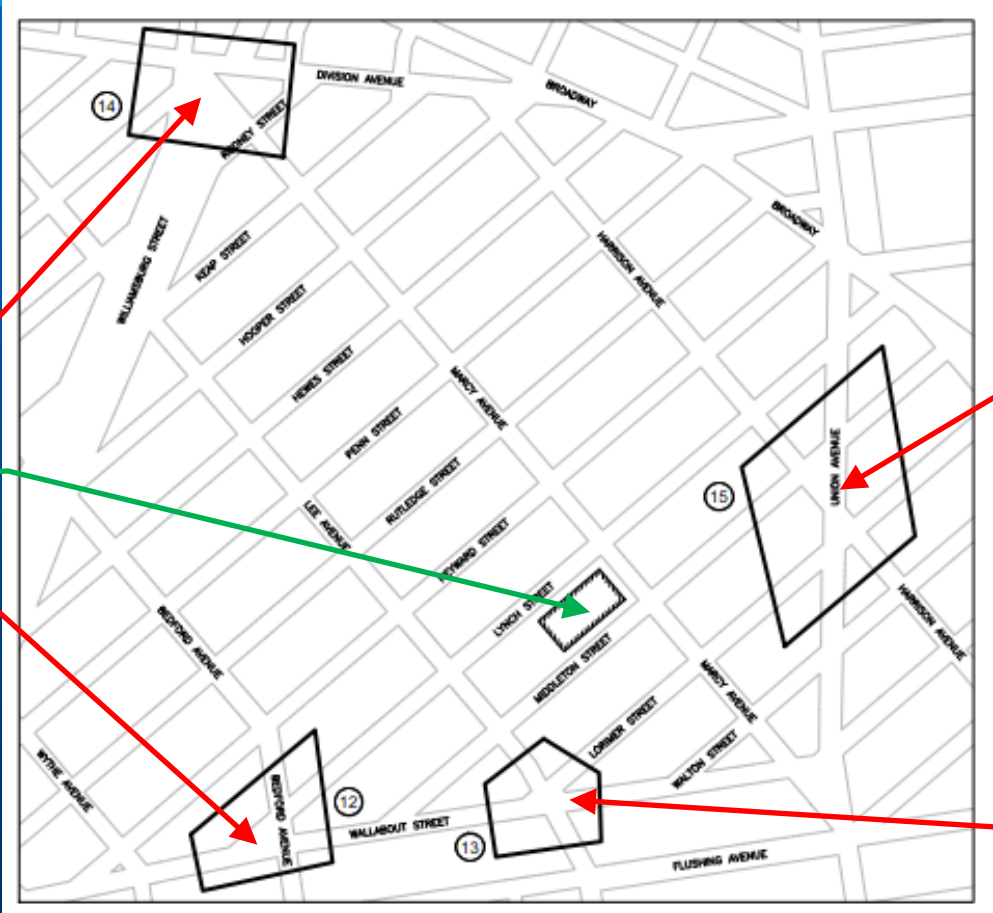
Safe Routes to Schools
Project ID:
HWCSCHPKR
P.S. 380 Located in South
Williamsburg School Area
Brooklyn
Community Board #1



- Wallabout Street / Lynch Street / Bedford Avenue
- Wallabout Street / Lorimer Street / Lee Avenue
- Division Avenue / Marcy Avenue / Williamsburg Street West
- Union Avenue / Lorimer Street / Harrison Avenue



Project Location



Division Ave. / Marcy Ave. /
Williamsburg St. West

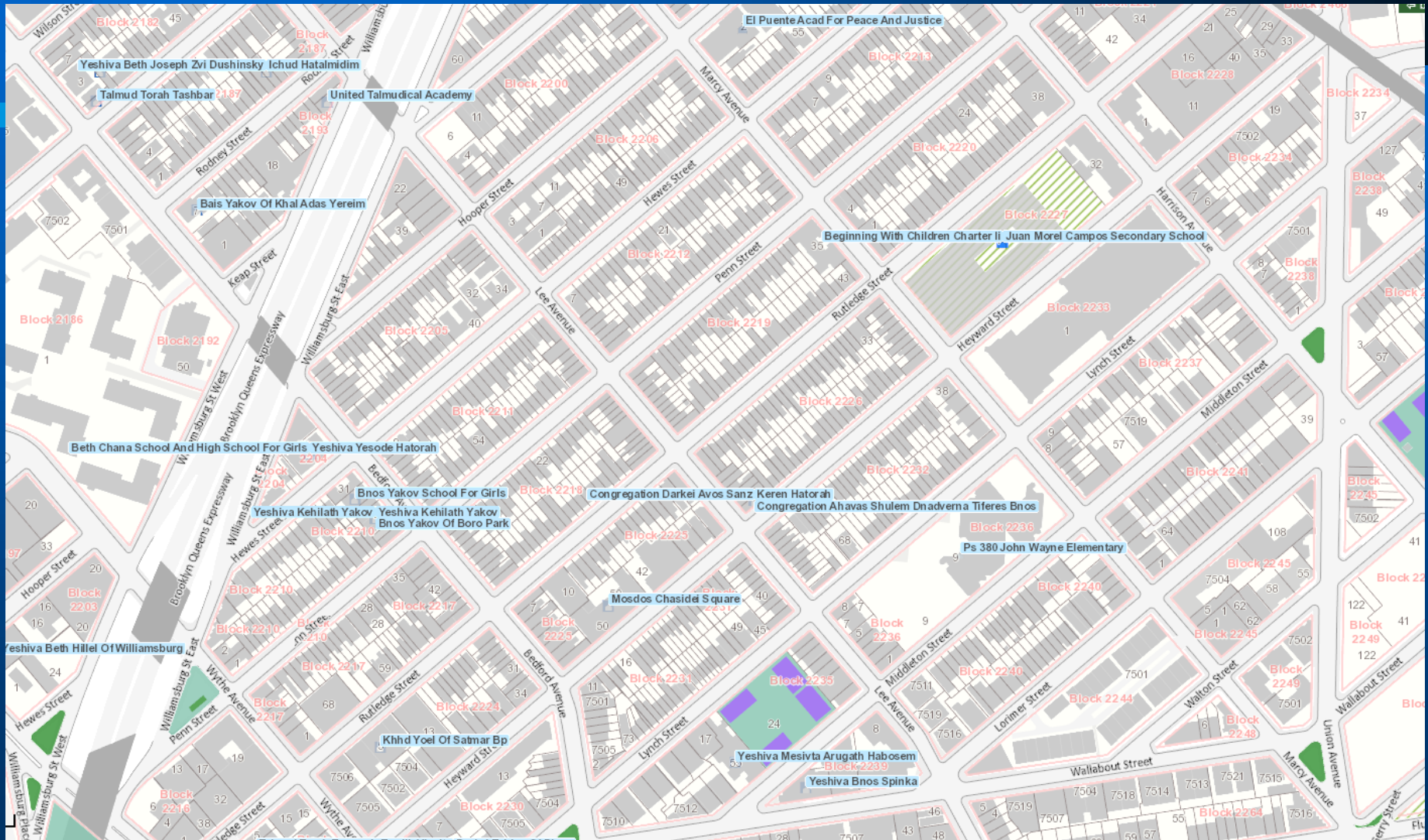
P.S. 380

Wallabout St. / Lynch St. /
Bedford Ave.

Union Ave. / Lorimer Ave. /
Harrison Ave.

Wallabout St. / Lorimer St. /
Lee Ave.

Additional Schools in Area



Project Goal



The Safe Routes to Schools Initiative is an ongoing effort by NYCDOT to improve pedestrian safety around schools that have the most serious crash histories.

- Reduce vehicle and pedestrian conflicts and reduce accidents
- Improve traffic safety

Safety Improvements

● Curb Extensions

- Provide additional space for pedestrians waiting at corners
- Reduce the crossing distance for pedestrians
- Improve line of sight for pedestrians
- Reduce the speed of vehicles approaching and turning at intersections



● Medians and Traffic Islands

- Provide pedestrian crossing refuge
- Reduce the speed of vehicles approaching and turning at intersections



Safety Improvements

● Repainted Pavement Markings

- High visibility Crosswalks/Stop Bars
- Traffic Lane/Bike Lane markings
- Parking lane markings

● Upgraded ramps

- New ADA compliant ramps at all pedestrian crossings

● Traffic Signal Upgrades

- APS (Accessible Pedestrian Signals) at all intersections



Wallabout Street / Lynch Street / Bedford Avenue



Site Photos

Intersection of Wallabout Street / Lynch Street / Bedford Avenue



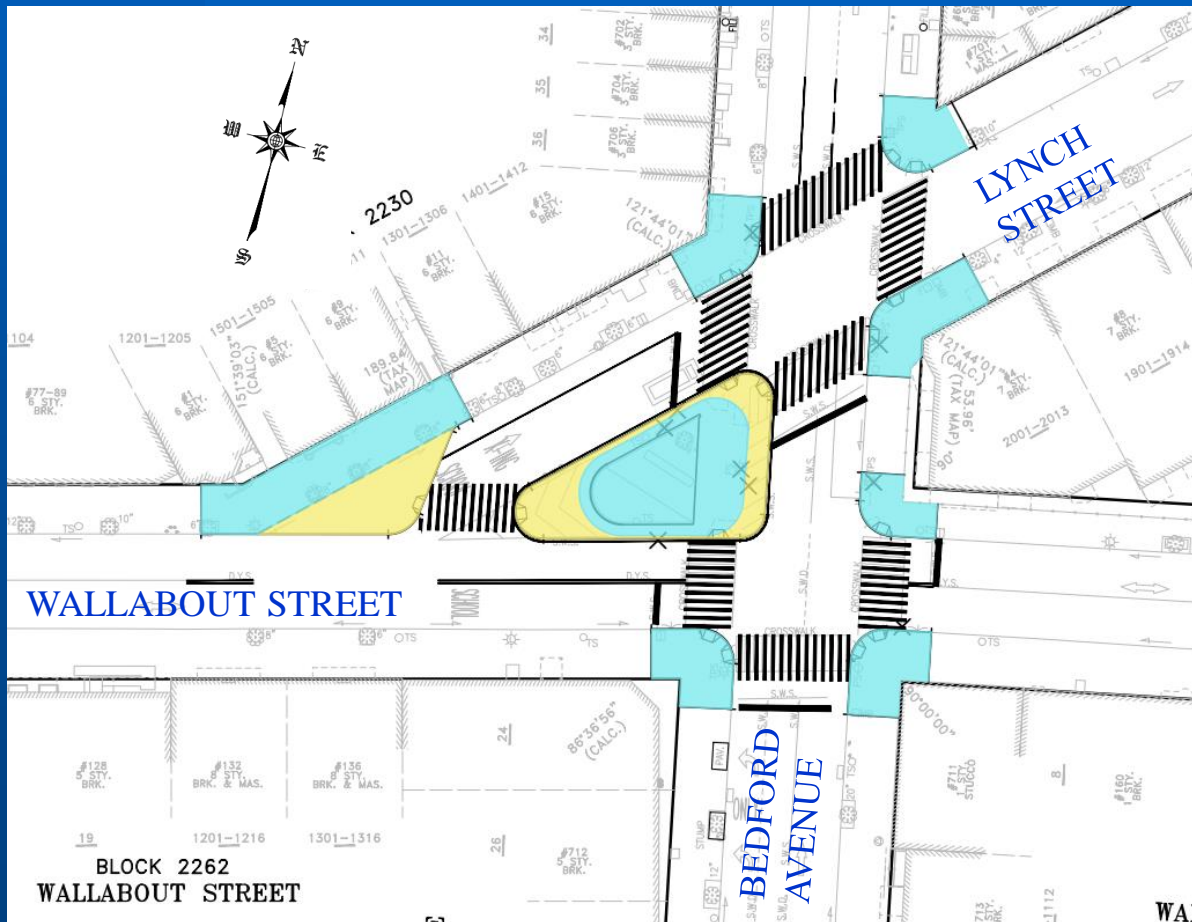
Existing channelized area-
Concrete island to be
expanded



Existing corner to be
reconstructed with new ramps

Proposed Improvements

Intersection of Wallabout Street / Lynch Street / Bedford Avenue



LEGEND

- Reconstruction of Existing Concrete Sidewalk
- New Concrete Sidewalk

Wallabout Street / Lorimer Street / Lee Avenue



Site Photos

Intersection of Wallabout Street / Lorimer Street / Lee Avenue



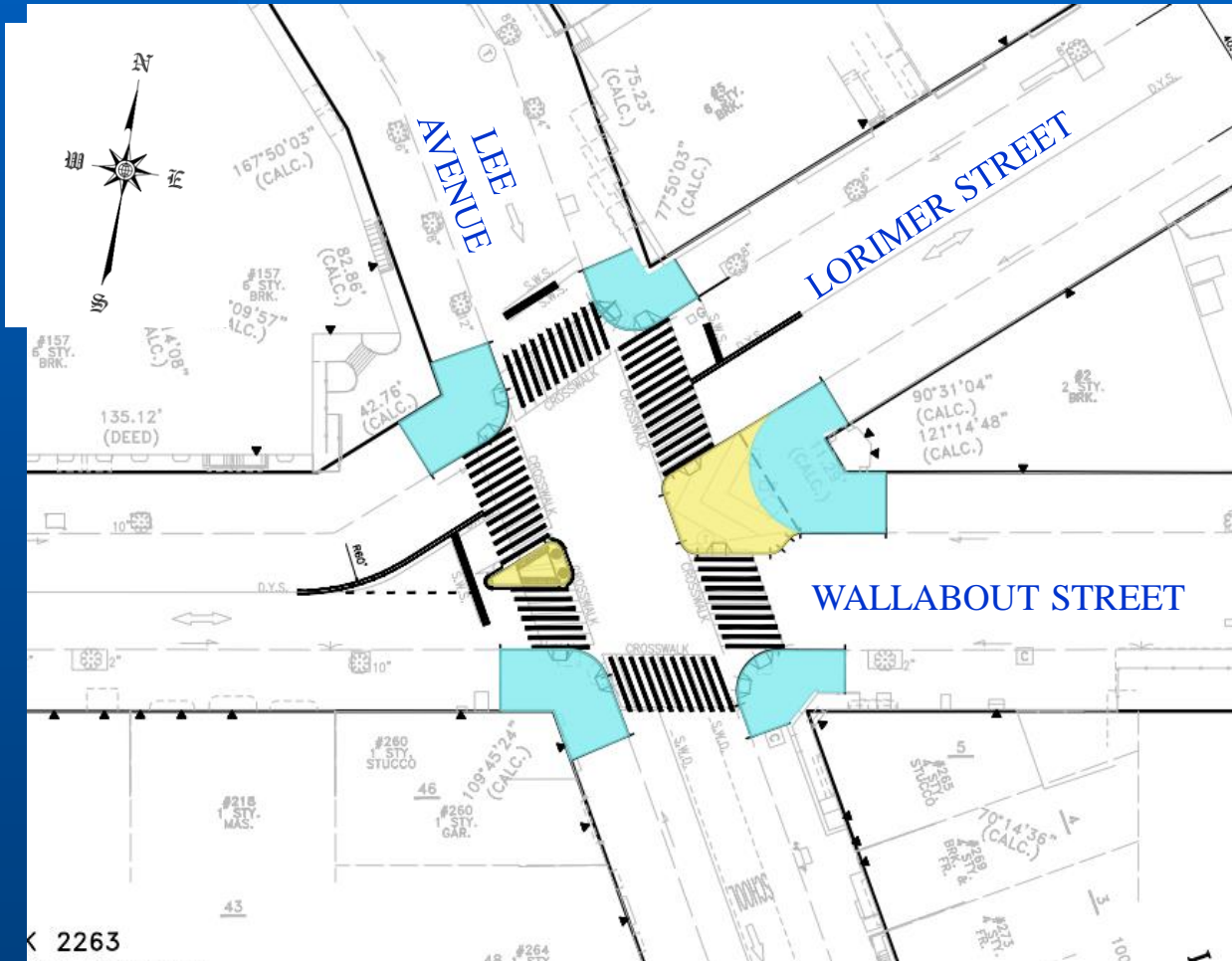
Existing channelized area-
Concrete island to be built



Existing channelized area-
Concrete island to be built

Proposed Improvements

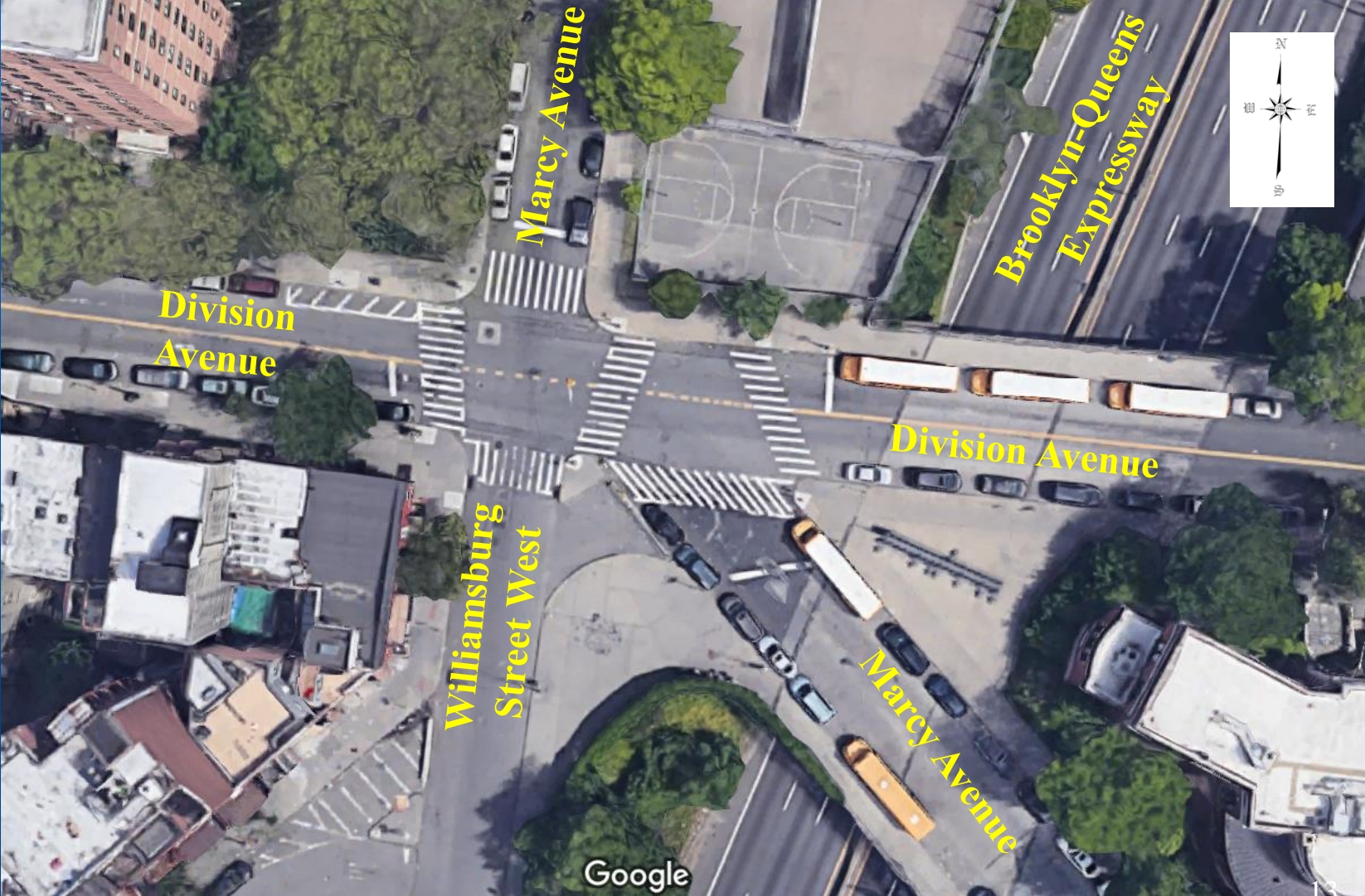
Intersection of Wallabout Street / Lorimer Street / Lee Avenue



LEGEND

- Reconstruction of Existing Concrete Sidewalk
- New Concrete Sidewalk

Division Avenue / Marcy Avenue / Williamsburg Street West



Site Photos

Intersection of Division Avenue / Marcy Avenue / Williamsburg Street West



Existing slip lane to be reopened, jersey barrier removed, and concrete island expanded



Existing sidewalk to be reconstructed with new ramp

Site Photos

Intersection of Division Avenue / Marcy Avenue / Williamsburg Street West



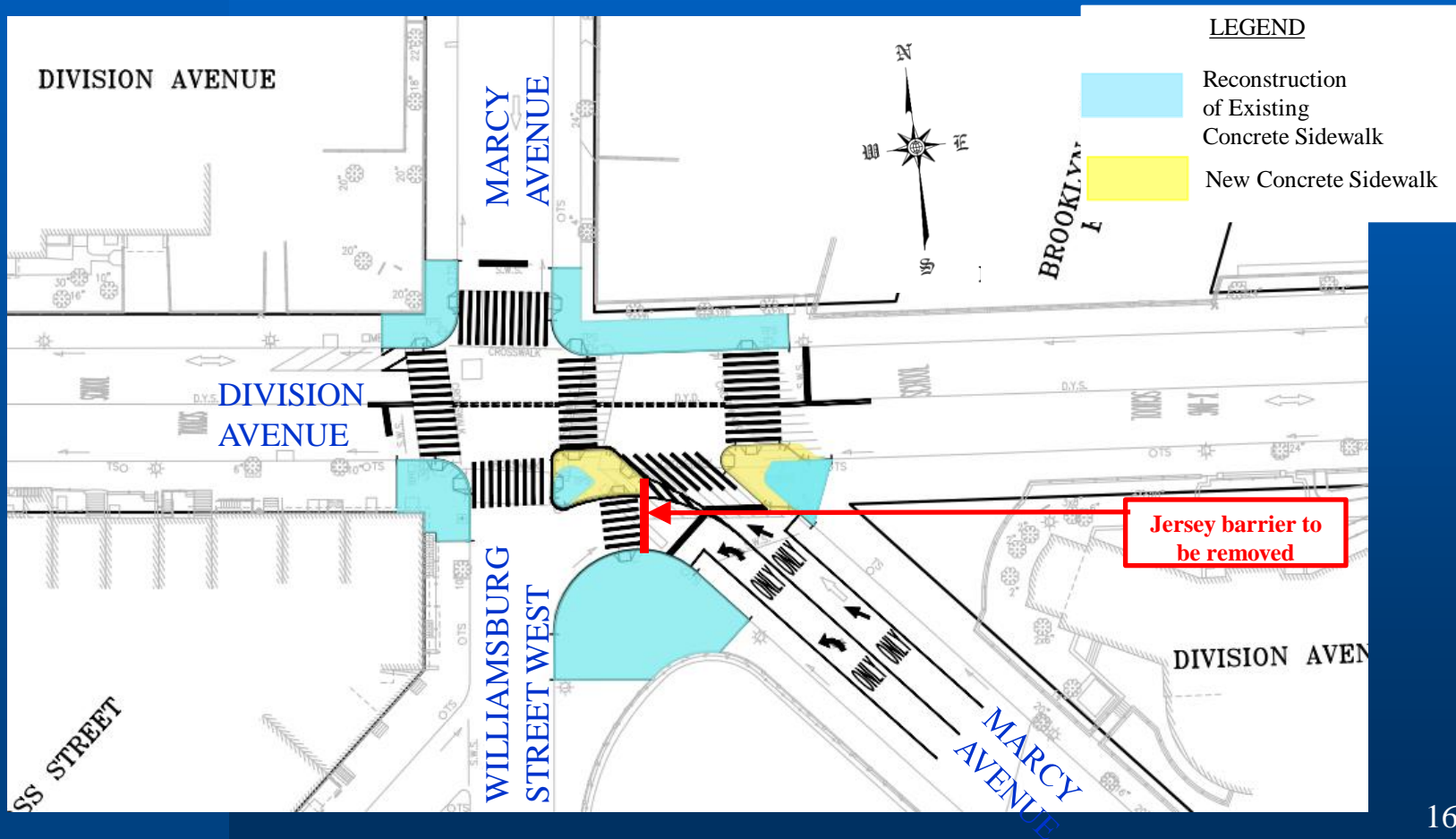
Existing corner to be reconstructed with curb extension and new ramps



Existing corner to be reconstructed with new ramps

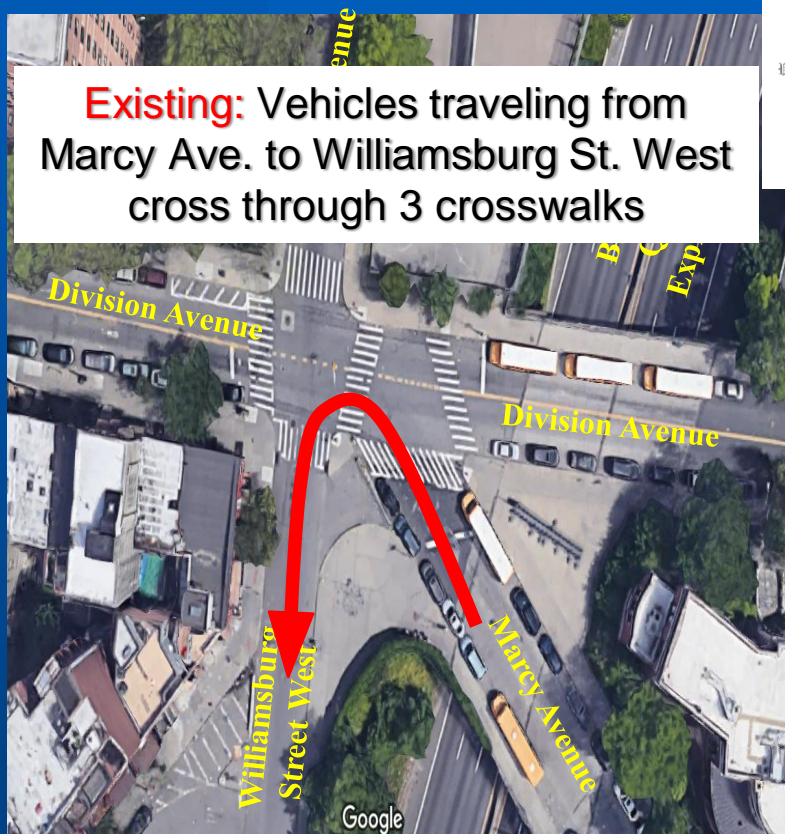
Proposed Improvements

Intersection of Division Avenue / Marcy Avenue / Williamsburg Street West



Proposed Improvements

Intersection of Division Avenue / Marcy Avenue / Williamsburg Street West



Union Avenue / Lorimer Street / Harrison Avenue



Site Photos

Intersection of Union Avenue / Lorimer Street / Harrison Avenue



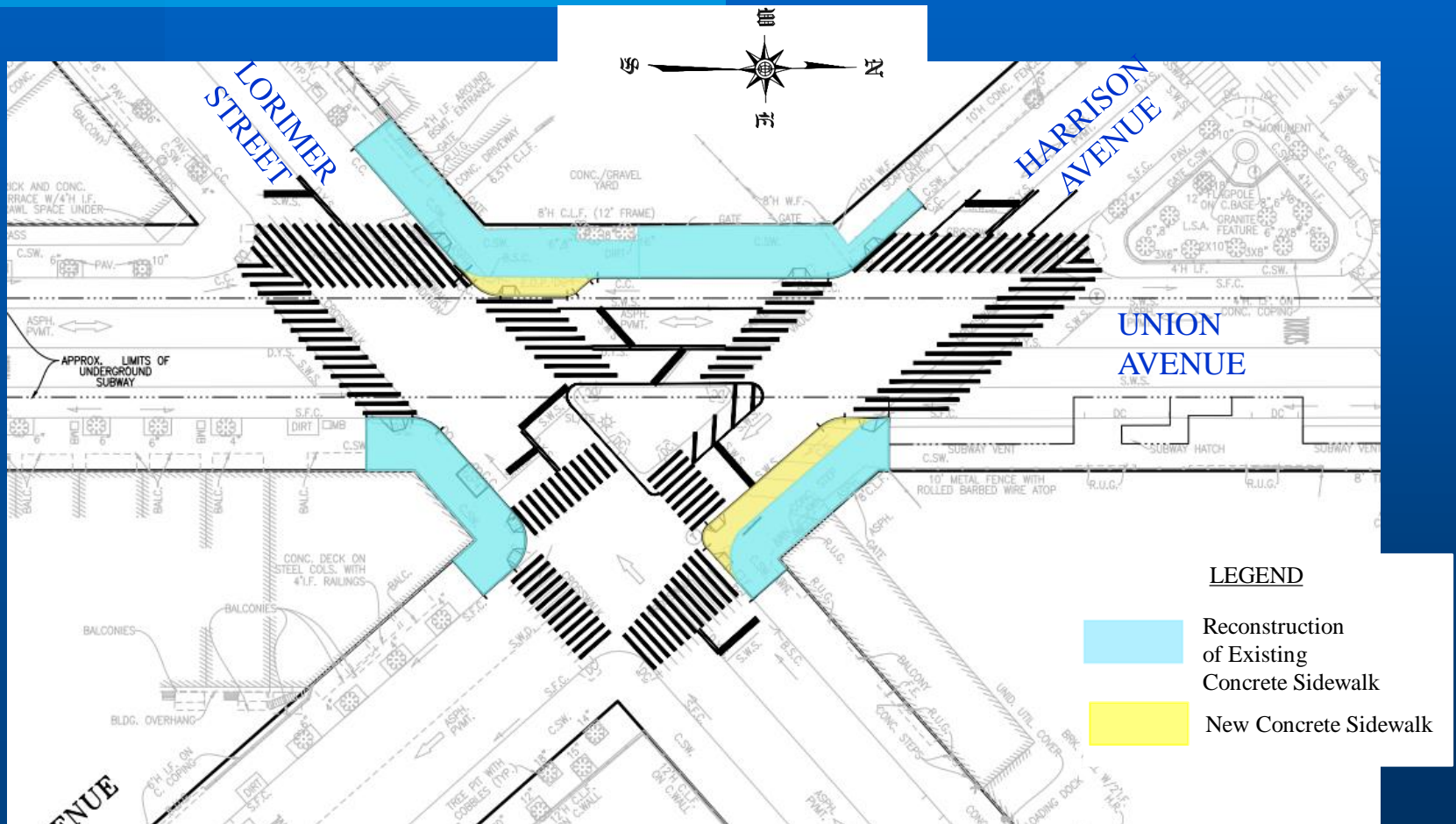
Existing channelized area-
Concrete sidewalk to be
expanded



Existing crossings without
crosswalks – new crosswalks
to be installed

Proposed Improvements

Intersection of Union Avenue / Lorimer Street / Harrison Avenue



Other Issues

- **Right-of-Way (R.O.W.)**
 - No R.O.W. issues are involved. All work is within Street boundaries and NYCDOT jurisdiction
- **Utility Work**
 - Relocation of Signal and Light Poles
 - Relocation and Replacement of Catch Basins



Schedule

- **These locations are 4 of 17 locations that are included in the Safe Routes to Schools Project**
- **Final Design complete in Summer/Fall of 2022**
- **Construction for all locations anticipated to begin in Spring 2023 with a total project construction duration of approximately 2 years**
- **Approximate 2 - 4 month duration at each individual location**

QUESTIONS?



COMMUNITY BOARD No. 1

435 GRAHAM AVENUE - BROOKLYN, NY 11211- 8813

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HON. ERIC L. ADAMS
BROOKLYN BOROUGH PRESIDENT



SIMON WEISER
FIRST VICE-CHAIRMAN

DEL TEAGUE
SECOND VICE-CHAIRPERSON

GINA BARROS
THIRD VICE-CHAIRPERSON

MARIA VIERA
FINANCIAL SECRETARY

SONIA IGLESIAS
RECORDING SECRETARY

PHILIP A. CAPONEGRO
MEMBER-AT-LARGE

DEALICE FULLER
CHAIRPERSON

GERALD A. ESPOSITO
DISTRICT MANAGER

HON. STEPHEN T. LEVIN
COUNCILMEMBER, 33rd CD

HON. ANTONIO REYNOSO
COUNCILMEMBER, 34th CD

October 12, 2021

TRANSPORTATION COMMITTEE REPORT

TO: Chairperson Dealice Fuller
and CB #1 Board Members

FROM: Mr. Eric Bruzaitis, Committee Chair

RE: Transportation Committee Report from Tuesday,
October 5, 2021 Meeting

The Transportation Committee met Tuesday, October 5, 2021 (CALLED TO ORDER: 6:34 PM; ADJOURNED: 9:58 PM) via Webex virtual meeting platform. A quorum was met.

ATTENDANCE:

Present: Bruzaitis; Weiser; Argento; Drinkwater; Elkins; Kuonen; Odomirok; Vega; Breitner*; Costa*; Kelterborn* [* - Non board committee members]

Absent: Goldstein; Lebovits; Nieves.

AGENDA

Committee Chair Bruzaitis opened the meeting by asking that all attendees are respectful of other attendees, do not engage in personal attacks, or impugn the motives of speakers.

1. Progress on Meeker Avenue Project.

Written update from NYC DOT Project Managers.

Mr. Bruzaitis announced that the project manager for the Meeker Avenue Project was not available to attend the Transportation Committee meeting. Mr. Bruzaitis asked Ms. Ronda Messer of NYC DOT to communicate to the committee the status of the project.

Mr. Bruzaitis read the following statement from NYC DOT:

With the end of the season fast approaching we are doing as much work as we can on the eastern half the corridor:

Resurfacing within the parking field for the new bike and pedestrian path is complete between Sutton St and Graham Ave.

Concrete work is ongoing from Monitor St to McGuinness Blvd, with work nearing completion at N Henry St.

The Parking unit has begun the installation of some signs in the parking field between Sutton St and Graham Ave

Markings and initial signal work will begin this month as well.

Public Comments:

Ms. Lucy Ferrari; Mr. Stephen Griesgraber; Mr. Darren Sultan; Ms. Dorian Montalvo; Ms. Chris Trotta; Mr. Randy Rhodes; Christopher Rooney:

- Several speakers noted that they live directly on or within a few blocks of Meeker Avenue.
- Many residents have been parking under the BQE for decades, and losing this long time public amenity will drastically impact their quality of life. Some stated that part of their decision to move to the neighborhood was based on the access to parking under the BQE as they need their cars for work. Among these, there were several speakers who stated they were either essential workers or workers that cannot do their jobs without the use of a vehicle. With the lack of parking this plan will result in will be a major disruption to there lives here.
- One speaker reported that she and several of her neighbors were surprised by tickets in advance of the construction work being performed.
- The majority of speakers noted that they had only recently become aware of the installation of metered parking, or by the start of construction.
- There was round criticism of NYC DOT and Community Board 1 that the outreach for the details of the project was very poor.
- Construction is causing a bottleneck at several intersections. In addition, the combination of construction noise and aggressive car horn use has made life on the corridor very unpleasant.
- One speaker noted that adequate lighting should have been a priority years ago, and that the NYC DOT should have focused on fixing this problem long before project work started.
- The installation of meters by the city is a price gouge, and favors revenue generation over the needs of the community, and there is a serious lack of public parking. Even reasonable paid public parking is limited to only 8 lots providing this service. Many of the new buildings offer parking to their residents, but longtime residents are left out and are forced to compete for limited street parking. Restaurant sheds have only made this problem worse.
- Several speakers were concerned that NYC DOT has not implemented a comprehensive traffic study or and environmental impact study (EIS) to assess the impacts this plan will have on the community. They also stated that the plan should not have been approved without and EIS being done.
- NYC DOT should revert to alternate side parking under the BQE at the end of the construction season.

- Metered is not accepted by the community and all work to install meters should be stopped. There is a petition circulating to oppose this metered parking program (attached)

Mr. Kevin LaCherra:

- Noted that the number of fatalities and serious crashes involving pedestrians and cyclists are up in the community and the improvements under the BQE will be important to increasing safety. The improvements are the result of years of community organizing and pressing NYC DOT to address the safety problems with Meeker Avenue.
- Emphasized that initially NYC DOT proposed the metered parking without reference to its necessity to ensure proper maintenance of the safety improvements.

Committee Chair Bruzaitis explained that Community Board 1 was only informed about the program in October 2020, without an invitation to review. At the insistence of District Manager Esposito and Mr. Bruzaitis, NYC DOT project managers were asked to appear at the November, 2020 Transportation Committee meeting. (excerpt of that meeting attached). The committee insisted that any plans to begin work be stopped until NYC DOT could report back to the Board with answers to its concerns.

At a subsequent meeting, NYC DOT explained that the metered parking was necessary to properly maintain the bike and pedestrian improvements that have resulted from years of community and CB1 engagement with NYC DOT.

At a meeting of the full Community Board in the spring of 2021, CB1 voted to approve the improvements under the BQE and along the Meeker Avenue corridor, however that vote also opposed the introduction of metered parking.

While Committee Chair Bruzaitis and agreed with many of the public comments opposing the installation of metered parking under the BQE, he encouraged those organized against it to work with their elected representatives, and those seeking their offices in the November 2021 elections to reverse the plan.

2. Progress on McGuinness Boulevard Safety Improvements.

Public Committee Member, Ms. Bronwyn Breitner to present progress by the McGuinness Avenue Coalition on their efforts. Written update from NYC DOT from project managers.

Mr. Bruzaitis announced that the project manager for the McGuinness Blvd Project was not available to attend the Transportation Committee meeting. Mr. Bruzaitis asked Ms. Ronda Messer to communicate to the committee the status of the project.

Mr. Bruzaitis read the following statement from NYC DOT:

McGuinness Blvd:

NYC DOT collaborated with Assembly Member Gallagher to collect comments and concerns about McGuinness Blvd to provide DOT a local understanding of the street at two virtual workshops.

The first workshop had about 106 attendees and the second had 84 attendees. Anyone that did not attend can go to bit.ly/McGuinnessFeedbackMap, where they can contribute to the over 480 comments. The feedback map will open for

additional comments for the remaining year.

We are working on holding an event in Polish, along with using the DOT Street Ambassadors in November to collect comments on the street.

Simultaneously, we are collecting traffic data this fall to have accurate counts of turns and vehicle types along McGuinness Blvd.

We plan to present a draft redesign in the spring.

Ms. Breitner was recognized to make her presentation on the work of the Make McGuinness Safe Coalition.

Ms. Breitner detailed the some of the current conditions that exist on the McGuinness Blvd corridor. She continued by outlining some of the proposals that have resulted from coalition meetings and workshops with NYC DOT. Among these are the removal of one lane of traffic in either direction, extended sidewalks, green infrastructure, improved bike lanes and other measures.

Presentation attached.

Committee Comments:

Mr. Kevin Costa:

- Thanked Ms. Breitner for her presentation and efforts over the summer . He noted that McGuinness Blvd is very dangerous and these safety improvements are critical.

Ms. Ryan Kuonen:

- Commented on the presentation graphic on sections of McGuinness Blvd where travel lanes increase, and that “opening up” of the boulevard encourages speeding. The reduction of travel lanes will have a psychological effect that will keep speeds down.

Public Comment:

Ms. Lucy Ferrari; Mr. Randy Rhodes; Ms. Chris Trotta; Mr. Christopher Rooney:

- Many believe that fixing light timing, adding speed bumps and other traffic calming should be the priority for McGuinness Blvd.
- The BQE On Ramp/Exit need to be redesigned to achieve safety goals.
- The plan to remove one lane of traffic will be more dangerous.
- There was concern that under the proposal, Citibike is being given a lot of space to install bike docks. Some residents felt that giving over sections of a public street to private company is very problematic.
- While many felt that there are safety concerns are warranted, the fact that McGuinness Blvd as it currently functions is an important connector for three neighborhoods: Greenpoint, Williamsburg and Long Island City. It has become an essential route and should not be changed without a lot of community input in advance.
- Some speakers had attended the NYC DOT workshops related to McGuinness Blvd. They were critical that following the break-out groups, the designated person who reported back to the larger group did not list any of the comments that expressed concern that the project

would have negative community impacts.

- As with the Meeker Avenue project, many felt that a full study should also be done to properly address impacts.

Ms. Breitner addressed some of the concerns raised:

- Ms. Breitner DOES NOT represent NYC DOT. She has been coordinating community efforts to address the safety concerns and has worked with Assemblywoman Gallagher's office.
- The Workshops have been hosted by NYC DOT.
- She noted that NYC DOT has been asked to do a comprehensive study both by the Make McGuinness Safe coalition and requested by CB1.
- The Make McGuinness Safe coalition is a public group that seeks input from all its neighbors. They have established an Instagram account to inform interested neighbors of upcoming meetings and workshops. They have also distributed fliers with QR codes to make it easier for the community to engage.

Committee Chair Bruzaitis noted that those surprised by the metered parking are looking at a “ground floor” effort on behalf of the community and NYC DOT to address the safety issues of McGuinness Blvd. At this meeting, several resources were cited for the public to inform themselves and to engage in the planning process. It is the responsibility of concerned citizens to engage with city agencies and their elected representatives to make sure their concerns are noted and addressed.

This will NOT be the last time McGuinness Blvd will be taken up by the Transportation Committee.

3. **Discussion: Safety Improvements & Stop Controls for the following Intersections:**
Norman Ave/Jewel St. Presentation by local resident, Ms. Clara Smith:

Ms. Smith informed the committee of the chaotic traffic patterns and pedestrian/cyclist conflicts that result from the current conditions at this intersection. She also showed a video of how the traffic works that was recorded from her apartment window (attached). Her presentation included a number of suggestions to re-organize the block for safer conditions for all road users.

Presentation attached.

Skillman Ave/Leonard St. Presentation by local resident, Mr. Elliot Drabble:

Mr. Drabble informed the committee of a number of issues to create unsafe conditions for all road users. There are particular visibility issues and other street/sidewalk conditions that he believes have contributed to incidents at this intersection. His presentation included a number of suggestions to re-organize the block for safer conditions overall.

Presentation attached.

Manhattan Ave/Conselyea St. Presentation by Public Committee Member, Mr. Paul Kelterborn:

Mr. Kelterborn high-lighted several visual obstructions, as well as pedestrian volumes and motorist behaviors at this intersection. He also noted that the fact that PS 132 sits on the Southeast corner should automatically trigger the installation of at least an all way stop control, if a light is not warranted.

Presentation attached.

Committee Comments:

Ms. Ryan Kuonen:

With respect to the conditions at (but generally for all such stop control requests) Jewel St & Norman Avenue, she noted that since NYC DOT bases approval of stop controls on pedestrian and vehicle volume counts as outlined in the Federal DOT Warrants. Because of this, she is concerned that nothing will be done since many past requests have been denied.

NYC DOT should base their determination on a number of other factors that contribute to unsafe conditions.

She was complimentary of Ms. Smith's presentation, but noted that as members of the public bring these presentations to the committee and full board, the public should be aware of other traffic calming measures that can be installed to calm traffic with a lower threshold for approval.

She also questioned whether the Vision Zero guidelines can be more strictly adhered to by NYC DOT, and noted that she has done some research to inform the committee of certain factors that can help to focus the asks to NYC DOT (email with research links attached).

Mr. T. Willis Elkins:

Mr. Elkins echoed many of Ms. Kuonen's comments.

He thanked Ms. Smith for her presentation, and noted that additional day lighting at this intersection would improve visibility.

William Vega:

Mr. Vega thanked the presenters and agreed with Ms. Kuonen's comments.

He noted that he was helpful in pushing NYC DOT to install a stop sign at the intersection of Humboldt and Jackson Streets. He mentioned that there were other city agencies' concerns that contributed to the approval of the stop control, however it was clear to him that Ms. Kuonen is correct that there are ways to achieve traffic calming thru other methods.

District Manager, Mr. Gerry Esposito:

Informed the committee that the Board Office has been requesting a stop control at Conselyea St. & Manhattan Ave at the opening of each mandated 18 month traffic study window. There are two outstanding requests that have yet to be addressed by NYC DOT.

The committee requested that the Board Office ask NYC DOT for a status of the current inquiry.

Ms. Bronwyn Breitner:

Ms. Breitner stated that she lives very near to the Norman Ave/Jewel St. intersection and agrees with the assessment by Ms. Smith and thanked her for her presentation.

She also thanked Mr. Drabble for his presentation and noted that her offices are only a few blocks

away and she has observed some of the concerns raised.

Ms. Breitner also thanked Ms. Kuonen for her information on the Federal Warrants and ways to be creative in the communities approach to dealing with NYC DOT to get action.

Ryan thanks for info on warrants.

Committee Chair Bruzaitis thanked the presenters and Ms. Kuonen for her information. Mr. Bruzaitis was particularly affected by Ms. Smith's video and felt it was nerve-wracking to watch. He noted that Councilman Antonio Reynoso has pushed in the past for local control of traffic calming determinations which have not been addressed by the City Council. He suggested that in the next class of City Council members may be more amenable to revising the city code to allow for more weight by the community be factored into NYC DOT determinations. It may also be worth reaching out to other community boards to push for action along these lines.

MOTION: Mr. Kevin Costa

The Transportation Committee recommends the Board draft letter to NYC DOT in support of all way stop controls and all safety measures available to NYC DOT including but not limited to bike corrals, curb extensions, bulb outs, day lighting, etc. to address observed unsafe conditions at the following intersections:

Norman Ave/Jewel St

Skillman Ave/Leonard St

Manhattan Ave/Conselyea St.

SECOND: Mr. William Vega

MOTION APPROVED WITHOUT OPPOSITION OR ABSTENTION (WITH 3 NON-BOARD MEMBERS VOTING IN THE AFFIRMATIVE).

4. Discussion: Grand Street Bridge Project:

Committee will address the proposal by NYC DOT to use Maspeth Avenue as a temporary alternative route during the demolition and construction of the new Grand Street Bridge.

Committee Chair Bruzaitis stated that at the last meeting of the full board, NYC DOT presented a preliminary plan for the long awaited re-construction of the Grand Street Bridge. Included in that plan, among several scenarios for the re-routing of traffic, was a proposal to construct a temporary bridge connecting Maspeth Ave from Brooklyn to Queens across the Newtown Creek. Mr. Bruzaitis recounted his efforts as a member of GREC, before joining the Community Board, to reduce the illegal truck traffic that transits Maspeth Ave between Morgan Avenue and Woodpoint Road. He mentioned that District Manager Esposito had reached out to him with his concerns that if this proposal was approved, it would have serious negative impacts for residents of Maspeth Avenue and Cooper Park Houses.

Since it is early in the project's process, Mr. Bruzaitis agrees with Mr. Esposito that a NYC DOT should be made aware of the community's objection to this proposal.

Mr. T. Willis Elkins was asked by Mr. Bruzaitis for his comments due to his expertise as Director of the Newtown Creek Alliance. Mr. Elkins noted that Maspeth's designation as an avenue dates

back to the original Maspeth Avenue bridge that connected the boroughs in the 19th century. He was in agreement that construction of a bridge across the Newtown Creek would have many negative impacts. He also stated that there would be a bureaucratic log jam since the Army Corp of Engineers would inevitably be drawn into the process. This would undoubtedly create delays to the sorely needed re-construction of the Grand Street Bridge.

MOTION: Mr. T. Willis Elkins

The Transportation Committee recommends the Board draft letter to NYC DOT and the Grand Street Bridge re-construction project leader to vehemently oppose any consideration of the construction of a bridge on Maspeth Avenue across the Newtown Creek as part of its traffic mitigation plan during the re-construction of the Grand Street Bridge.

SECOND: Mr. William Vega

MOTION APPROVED WITHOUT OPPOSITION OR ABSTENTION (WITH 3 NON-BOARD MEMBERS VOTING IN THE AFFIRMATIVE).

5. Old Business.

Committee:

Ms. Ryan Kuonen;

Following up on the discussion from Item 3, the committee decided that the December committee agenda should include a discussion with newly elected City Council Members, the Brooklyn Borough President-Elect and Mayor Elect to recommend a revision to the City Code to allow for more consideration of community input into NYC DOT determinations for stop controls and other traffic calming measures.

Mr. Paul Kelterborn:

Asked that the Board Office ask NYC DOT for the status of the traffic study regarding several intersections along the Graham Avenue corridor approved by the full board.

Ms. Bronwyn Breitner:

Asked that the Board Office ask for an update from NYPD Highway Patrol and the Kings County District Attorney's office as to the status of their investigation or actions regarding the fatalities of Shimon Fried, Matthew Jensen and Angel Aguilar-Duran. The inquiry letter was approved the full board at the June 2020 meeting.

1st Vice Chair, Mr. Simon Weiser:

During Mr. LaCherra's comments on the Wythe Ave safety improvements (below), Mr. Weiser took the opportunity to discuss his conversations with the NYC DOT construction crew as to their traffic management during the work at this location. He also noted that the changes that are being implemented have had the unexpected consequence of creating an unsafe condition for pedestrians crossing Williamsburg Street East who are in conflict with the south-bound Wythe Ave traffic making the left-hand turn onto Williamsburg Street East.

Prior to the meeting, Mr. Weiser, Rabbi David Neiderman and Mr. William Klagsbald have communicated their concerns with the work with Mr. Bruzaitis and NYC DOT (email thread

attached). Mr. Wisner has also communicated his concerns with NYC DOT Borough Commissioner Keith Bray (attached). In light of this communication, Mr. Bruzaitis asked Ms. Ronda Messer of NYC DOT to provide the committee with an explanation of the work being performed, and to address the concerns raised.

Mr. Bruzaitis read selectively from the statement from NYC DOT:

Wythe Ave Bike Lane between Williamsburg Street West and Penn Street:

Following the unfortunate death of cyclist Sarah Pitts in September 2020 at the intersection of Wythe Avenue and Williamsburg Street East, and in response to a letter from CB 1 requesting a safety study, DOT re-evaluated the existing bike lane design of the two block stretch between Williamsburg St West and Penn St.

The Wythe Avenue bike lane is an important local and borough bike route for cyclists traveling from Greenpoint to Williamsburg and neighborhoods further south. For the section of Wythe Avenue within the vicinity of Williamsburg Street East and Williamsburg Street West it can be a challenging experiencing during certain times of the day. The original bike lane was against the curb between Williamsburg Street West and Williamsburg Street East and incorporated a buffer between the cyclists and moving vehicles, but the block between Williamsburg Street East and Penn Street did not.

For Motorists Wythe Avenue provides access to and from the Brooklyn-Queens Expressway from Williamsburg Street East and Williamsburg Street West so traffic congestion can occur on a routine basis throughout the day as motorist's access or leave the highway. In addition, many motorists continue south on Wythe Avenue. As a result, there were many contributing factors that lead to the redesign of these two blocks such as a lack of protection of the bike lane, which motorists regularly used to negotiate around traffic, so cyclists safety was compromised; the block between Williamsburg Street East and Penn Street had a 20-foot wide travel lane, which conceivably could be two travel lanes, so vehicles regularly utilize that extra space and the bike lane to merge into one lane south of Penn Street; and school buses regularly parked in the bike lane forcing cyclists into traffic.

The bike lane design upgrade currently being implemented is primarily to add jersey barriers to protect the cyclists through these two blocks, while organizing and realigning the travel lanes.

The project is expected to be completed before the end of October.

Mr. Bruzaitis noted that his concerns are valid, but that the installation of the concrete barriers are a separate issue from the threats presented by the current plan of work being performed at this location.

After some discussion among the committee the following motion was entertained:

MOTION: Ms. Ryan Kuonen

The Transportation Committee recommends the Board draft letter to NYC DOT to address safety concerns at Williamsburg St East and Wythe Ave by adding additional paint markings or other appropriate measures to resolve potential conflicts between pedestrians and left-

turning vehicles.

SECOND: Mr. Simon Wiser

MOTION APPROVED WITHOUT OPPOSITION OR ABSTENTION (WITH 2 NON-BOARD MEMBERS VOTING IN THE AFFIRMATIVE).

Public:

Mr. Kevin LaCherra:

- Mentioned that the concrete barriers are being installed on Wythe Avenue between Williamsburg Streets East & West.
- Commented on the personal attacks on himself and Ms. Breitner and interruptions during his comments during the discussions of agenda items 1 & 2.

Mr. LaCherra also wanted to discuss the community's efforts to close the "Bedford Slip" at the intersection of Bedford/Nassau/Lorimer. Mr. Bruzaitis apologized that in the interest of time, that announcement would be tabled in favor of a formal agenda item at a meeting of the Transportation Committee in the near future, but well before the opening of NYC DOT's Plaza Program application process in April of 2022.

Mr. Christopher Rooney:

Mr. Rooney stated that the inappropriate comments in the chat and interruptions from the attending public came from their frustration with the board and city regarding the metered parking, but that he does not condone those members of the public in support of his position who contributed to the lack of decorum.

Mr. Bruzaitis was sympathetic to the anger of the public regarding NYC DOT's absence, and the prospect of metered parking over the objections of the community. However, he was clear that he was disappointed in the behavior of some members of the public, especially since he opened the meeting with a reminder to attendees that they should comport themselves respectfully, refrain from personal attacks or making unsupported accusations of speakers motives. He noted that after several admonishments to the attendees, they refused to adhere to the decorum of the meeting and he asked District Manager Esposito to disable the Webex chat function.

Mr. Bruzaitis did note that Mr. Rooney conducted himself as all members of the public should, with respect and a clear statement of his complaints without personal attacks.

Mr. Bruzaitis will make a determination as to how the chat function will be used for future Transportation Committee meetings.

6. New Business.

None.

EXCERPT OF NOVEMBER 2020 TRANSPORTATION COMMITTEE MEETING
REPORT

November 10, 2020

TRANSPORTATION COMMITTEE
REPORT

TO: Chairperson Dealice Fuller

and CB #1 Board Members

FROM: Mr. Eric Bruzaitis, Committee Chair

RE: Committee Report from Thursday, November 5, 2020 Meeting

AGENDA:

7. **The New Meeker Ave Parking Lot - Phase I**

Discussion of NYC DOT plan to introduce 307 metered parking spaces under the Brooklyn/Queens Expressway from Union Avenue to Leonard Street. DOT presentation and representatives pending.

Mr. Jeremy Resk and Mr. Carlos Torres from NYC DOT Bureau of Parking Operations, presented the plan for introducing metered parking from and electric vehicle (EV) charging stations along Meeker Avenue under the BQE. The proposal in phase I would affect the parking from Metropolitan Avenue to Lorimer street.

Mr. Michael Marisco, Assistant Commissioner, Bureau of Parking Operations, Modeling and Data Analysis, fielded the majority of questions following the formal presentation.

The board office is awaiting the power point presentation from this meeting. However, the plan can be seen on Youtube at this address: <https://www.youtube.com/watch?v=QXQFzN6ebok>

The plan was roundly criticized by the committee and the public who attended online.

Committee comments:

Committee Chair Bruzaitis-

-NYCDOT was asked to present to the Transportation Committee following an email sent to the board office giving notice that metered parking would be installed beneath the BQE. Several board members and the District Manager raised concerns that this announcement was not appropriate for the kind of drastic change being imposed on the community. Preparations that have already begun such as trash removal, painted markings and electrical towers, indicate that the planning had begun some time ago with no outreach to the community. Clearly, a decision at some higher

level was made to move ahead, and the token notice is not appreciated by the advocates that have asked for a very different plan for this area.

-Based on meetings with NYCDOT going back to at least 2015, and as represented in a 2017 presentation, the expectation for those following the progress of the efforts to improve the conditions under the BQE was more people-friendly uses. Nowhere, has there been a discussion of additional parking, especially as aggressive as this new plan details.

Vice Chair Wisner-

-Initially asked that we consider it as a pilot as suggested by Mr. Marisco. However, he later stated that he would withdraw that comment in opposition to the plan as presented.

District Manager Esposito:

-NYC DOT should come to the community with a fully realized plan that incorporates the changes that have been asked for, before imposing a piece-meal plan, and one no one asked for.

-We were told this plan was being implemented, and only after our objections DOT expressed the sentiment that “we want to work with you”. This is disingenuous.

-Sanitation was working on the illegal dumping, but now there is a human-rights concern with those living under the BQE. A better plan would have supported the homeless as well as kept the area clean and safe.

Ms. Karen Nieves –

-Board Members, Transportation Alternatives and concerned citizens participated in a walk-thru of the area with Council Member Antonio Reynoso. At that time NYC DOT was presented with suggestions that would have lead to better maintenance of the area, which would have avoided a massive clean up that has become necessary.

-DOT's suggestion (from the presentation) that the growing businesses justifies the metered parking, are not correct. The majority of the corridor is residential, and use the area as they would on any other residential block. The community does want it kept clean, but with the people-friendly uses that have been communicated to DOT. We had asked for planters and other amenities as a stop-gap until funding could be secured for a more robust rehabilitation.

-There are some sections in later phases that are used by workers in the IBZ, this plan would have a negative effect on these businesses.

-The community does not want this parking plan.

Mr. T. Willis Elkins-

-This is not what the community has been asking for since the conditions under the BQE have been under discussion with DOT.

-Echoed the District Manager call for a comprehensive plan before a one-off solution to a problem that does not really exist.

-Asked what metrics were used to make the determination, and what was the analytical process

Mr. Marisco it was primarily based on the agency's understanding of the conditions based on complaints to them. But that no studies or formal traffic analysis was done.

Mr. William Vega:

- Clean up should strictly be a DSNY issue, and not based on revenue generated from metered parking.*
- The complete failure of DOT on Grand Street in anticipation of the L train shut down does not help the case for this plan.*
- NYC DOT has not listened to the community's concerns regarding the area.*
- This feels like a “money-grab” by the city which is now looking to generate income to meet a pending budget crisis.*
- The latest efforts to open up the area has led to trouble from people using the area inappropriately for drug use and other activities. There needs to be better enforcement by the NYPD.*
- The city's priorities for this are should be: 1. No long term car storage; and 2. humane relocation of homeless residents.*

Public Comments:

Mr. Kevin LaCherra:

- Very disappointed with this proposal.*
- There has been a lot of visioning regarding this area and parking has never been part of it. In fact, the opposition to parking has been widely expressed for future uses, and it is insulting to hear that residents will now have to pay for the privilege to park here.*
- Took issue with DOT seeking parking revenue to maintain a future bike lane.*

Mr. Resk noted that if bike lanes are installed under the BQE, DOT would maintain them regardless of parking revenue.

Mr. Alex Rodiger:

- Echoed previous comments and added that although the space is very dirty, it is a useful parking amenity at the moment.*

Mr. Lincoln Restler:

- Although he is glad that DOT has come to the table to discuss this plan, he does not like the way in which we have gotten to this point.*
- Asked if the plan was on hold because of new opposition, and how will you proceed if it is?*

Mr. Marisco answered that if the board does not support the plan DOT will work with the community to find a solution.

Ms. Elizabeth Adams (representing CM Stephen Levin's office):

- The office has heard many calls for bike lanes, open space etc. Hearing that metered parking is going in has caused a lot of community concern.*
- The community is as surprised as the board was when it found out this plan was going thru.*
- The entire issue needs to be a separate conversation from “cleaning”. Cleaning under the BQE is a conversation we have been having for years. Cleaning it now is not a “goodie” that is being handed to the community, it is the responsibility of the city as a matter of regular business.*
- Asked, what needs are really being met by this plan? There does not seem to be a direct benefit based on the expected usage.*

-The Councilman needs to hear more before it can endorse this plan.

-Thanked District Leader Esposito for his concern that \ relocating those living under the BQE is a human rights issue.

The District Leader interjected at this point to ask if Department of Homeless Services was involved in the relocations. Mr. Torres noted that DOT did all the contact and relocation. DOT was able to work with them directly and there was not conflict. Had there been, that agency would have been called in to assist.

Ms. Katie Denny Horowitz (North Brooklyn Parks Alliance):

-In NBPA's work with the Parks Department and DOT under the Kosciusko Bridge they have seen many innovative ideas that could be implemented at this location. These ideas include ways for the city to earn revenue while meeting the area which is undeserved by open space.

-This plan is particularly disappointing, because it goes against the good ideas DOT has suggested in the past.

-Public partners have been instrumental in moving good ideas forward and should be looked to in this case for the best result.

-With COVID-19 an ongoing issue, open public space is essential for the health of the community.

Mr. Tomas Huzij (Transportation Alternatives):

-TA feels DOT is implementing this plan strictly as a revenue generator.

-Regardless of claims that the plan can be reversed for other uses post full implementation, once the city realizes revenue, it will not be reconsidered.

-More parking turnover will increase cars into the neighborhood, not reduce it.

-DOT should focus on was to reduce car usage in the city, not increase it.

In the interest of time, the discussion was ended. However, comments from the chat section of WEBEX are attached at the end of the report for the record.

Although a vote is not required for NYC DOT to continue implementation of the plan, the committee chair entertained a motion on the plan, citing the overwhelming opposition from both board members and the public.

Motion: Mr. T. Willis Elkins

Community Board 1 opposes the Meeker Avenue Parking Plan Phase I as proposed; and asks that NYC DOT suspend implementation until they can return with a comprehensive plan that incorporates the previous suggestions of the community.

2nd: Mr. William Vega

Approved unanimously, without objections or abstentions (with one non-board member voting in the affirmative).

Communications From 1st Vice Chair Weiser Regarding Wythe Ave Construction:

SAM KIGEL <sam.kigel@gmail.com>

To:Bray, Keith

Cc:eric bruzaitis,Messer, Ronda J.,BK01,David Rabbi Niederman

Sun, Oct 3 at 4:51 PM

Dear commissioner bray

re resurfacing wythe ave between williamsburg west and penn st

The plan was to put a barrier between the vehicles and the bikers ,supposedly for the safety of the bikers ,but now at the same time the new makings of the streets have made it very dangerous situation for pedestrians ,because till now there was a painted barrier on left side of wythe Ave on the corner of williamsburg east ,so that vehicles that make the left turn ,would to go around that ,in order to make the left turn ,and the drivers would see pedestrians in the intersection ,in the current painting it has been removed and creates a major safety concern .

also, we discussed that the plan would add additional 2 ft of travel lane to the vehicles ,so far it doesn't look that way,because they made a new barrier between the curbside and the bike lane (for some odd reason)

please rectify the situation

best

simon weiser

First vice cb1 Brooklyn /co chair transportation cb1

718 812 7980

On Fri, Oct 1, 2021 at 11:30 AM Rabbi David Niederman <DNiederman@unitedjewish.org> wrote:

Very valid points. Thank you Simon.

Sent using voice dictation, please excuse any typos or grammatical errors.

On Fri, Oct 1, 2021, 11:23 AM eric bruzaitis <ebruzaitis@yahoo.com> wrote:

Thank you, Simon.

On Thursday, September 30, 2021, 04:51:42 PM EDT, SAM KIGEL <sam.kigel@gmail.com> wrote:

Dear all

As per my conversation with Ronda Messer from DOT this morning ,I think its important that this incident be documented for further discussion.

this is to understand the way how DOT started the repaving of wythe ave between Williamsburg west and Penn st this morning .

This morning,Wythe ave was closed off in order to start the repaving ,this created a big traffic mess that affected the whole area especially the traffic coming down wythe ave ,traffic using Williamsburg east , traffic using Kent ave and all the traffic trying to get onto the BQE heading to queens.

Also the dot crew blocked off one lane of traffic (they stage their their parked cars (quite selfish) along Williamsburg east .so all the traffic had to squeeze by the one lane .

I went over to the supervisor and asked him why he is creating this traffic fiasco and at least ,can you have a flag man at wythe ave and Williamsburg east to let the traffic pass the red light to ease up the situation .he said well that's illegal ,i said don't you realize the traffic fiasco you are creating & this is the first day of school after the holidays and school is starting a bit late .well nothing was done to ease the problem .

i feel that DOT needs to consider when they do any work that closes a main artery of traffic,this project could have been done in night hours ,also using a flag man would have helped greatly .

I feel that dot needs to have a plan going forward when they close any main ave intersection.

best

Simon Weiser

1st vice Cb Brooklyn /co chair transportation committee

Ryan Kuonen <ryanlachica@>

To:eric bruzaitis,Argento Gina,Erin Drinkwater,Tim Willis Elkins,Joel Goldstein

Wed, Oct 6 at 2:39 PM

Hola Committee

Here are the various links i was referencing in the discussion last night - a good article that outlines how activists have gotten stop signs, the fed regs, and the NYC DOT explanation of how they use the regs and determine if a stop sign is warranted.

Getting a Stop Sign GOTHAM GAZETTE 2005

The 135page Federal Register that NYC DOT uses as their mandate

Pertinent info below from this NYC DOT website

How does DOT decide whether a traffic signal should be installed at an intersection?

DOT uses a detailed process called an intersection control study to determine if traffic signals or multi-way stop signs are appropriate for a location. The study includes (but is not limited to) these steps:

DOT inspectors check all agency records (e.g. sign orders, pavement marking orders, school maps) for the location.

A DOT inspector conducts a field investigation to create a Condition Diagram of the location. This diagram shows street and sidewalk widths, location geometry, street directions, location and conditions of DOT signs and markings, land use, street furniture, distance to the nearest traffic control device, and other information.

The inspector completes a Field Observation Report which has a checklist of conditions at the location. This includes drivers' compliance with existing controls, geometric or sight distance issues, and violations of the speed limit.

DOT inspectors conduct manual counts of the number of vehicles and pedestrians, usually during morning and evening rush hours. Counts include the number of turning vehicles, and may also include counts during and after school hours or during off-peak hours.

DOT may install Automatic Traffic Recorders (ATRs) to collect hourly vehicle volumes over a period of several weekdays or weekends.

At designated school crossings, DOT determines the number of safe crossing opportunities for schoolchildren by recording the frequency and adequacy of gaps between vehicles.

Sometimes DOT conducts spot speed studies to determine the 85th percentile speed of vehicles (the speed at which 85% of vehicles are traveling at or below) as they approach the location.

DOT reviews the New York Police Department Accident Index System, which contains up-to-date summaries of accidents at the location. DOT also evaluates individual accident reports (MV-104) for the location.

DOT then compares all of the data collected to the warrants outlined in the Federal guidelines to determine if it is appropriate to install a traffic signal or a multi-way stop. If the data does not meet the warrants, DOT will not install a traffic signal or multi-way stop sign. In these instances, DOT frequently finds other ways to improve traffic conditions.

What are the Federal Guidelines for traffic signals?

The federal standards for traffic control devices can be found in the Manual on Uniform Traffic Control Devices (MUTCD), which is published by the Federal Highway Administration (FHWA). The MUTCD establishes criteria known as "warrants" which are used to determine if a new traffic signal is appropriate.

The latest edition of the MUTCD, published in 2009, sets forth nine warrants, which are summarized below. Learn more about the MUTCD on the FHWA web site

Eight-Hour Vehicular Volume — For each of any 8 hours of an average day, there is a heavy volume of intersecting traffic, or the traffic volume on a major street is so heavy that traffic on a minor intersecting street suffers excessive delay or conflict in entering or crossing the major street.

Four-Hour Vehicular Volume For each of any 4 hours of an average day, there is a heavy volume of intersecting traffic.

Peak Hour — For a minimum of 1 hour of an average day, the minor-street traffic suffers undue delay when entering or crossing the major street.

Pedestrian Volume — The traffic volume on a major street is so heavy that pedestrians experience excessive delay in crossing the major street.

School Crossing — The number of adequate gaps in the traffic stream during the period when schoolchildren are using designated school crosswalks on the major street must be less than the number of minutes in the same period.

Coordinated Signal System — A signal is necessary as part of a coordinated signal system to maintain proper platooning of vehicles.

Crash Experience — The severity and frequency of preventable crashes that have occurred within a 12-month period reduce the thresholds in the vehicle volume warrants.

Roadway Network — A signal might be justified to encourage concentration and organization of traffic flow on a roadway network when two or more major routes intersect.

Intersection Near a Grade Crossing — There is proximity to the intersection of a grade crossing on an intersection approach controlled by a STOP or YIELD sign and heavy vehicle volumes.

Ryan Kuonen
Organizer, Southside CSA, www.southsidecsa.org

ATTACHMENT 1.

P. 1

Norman Ave. & Jewel St. Safety Improvements

Clara Smith for 10/5 CB1 Transportation Meeting

Current State

The intersection of Norman Ave. & Jewel St. is in dire need of safety improvements.

- Of 16 thru-streets intersecting Norman Ave., this is 1 one of 3 intersections that isn't an all-way stop, and of those, the closest to McGuinness Boulevard.
- Businesses operate at 3 of the 4 intersections, yet there are no crosswalks along Norman Ave.

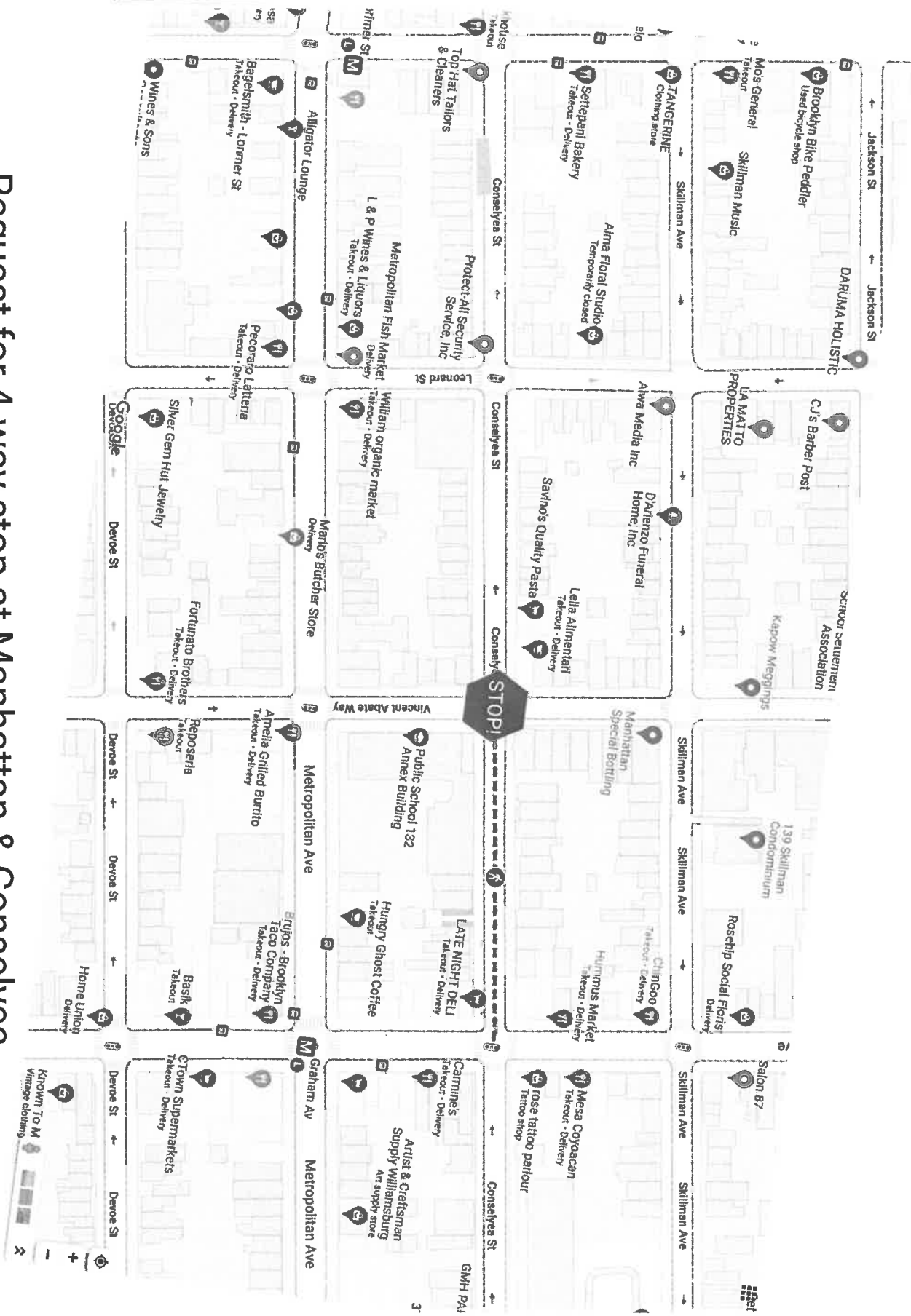
Conflict Points

- The intersection at Norman Ave. and Jewel St. is a dangerous one: cars speed to or from McGuinness Blvd down Norman Ave and there is no stop sign to slow them at this intersection. They also speed to make the green lights at the intersections in either direction on Norman (at Diamond and at Humboldt).
- Additionally, the cars parked on the south side of Norman Avenue at the intersection drastically reduce the visibility of incoming traffic. A car stopped at the stop sign has nearly no visibility of traffic beyond the intersection itself.
- As a result, cars at Jewel do not stop at the stop sign but rather roll through it, often ending up completely in the intersection before committing to crossing.
- Finally, there are businesses at 3 of the 4 corners at this intersection, and pedestrians and children in this area have to cross Norman Avenue without crosswalks. They instead must contend with poor visibility and cars speeding to beat the lights in either direction.

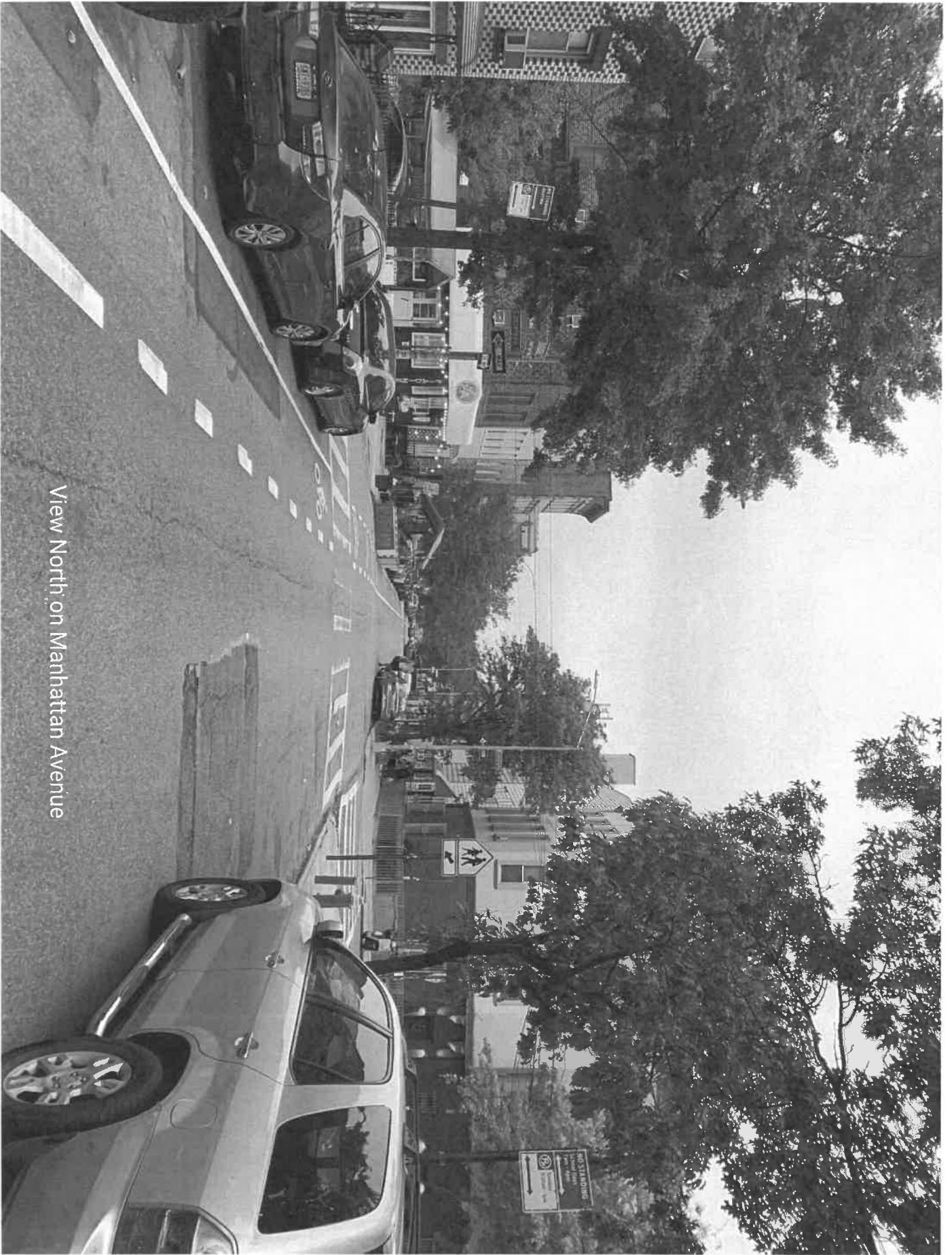
Our Proposal

- Add stop signs in either direction on Norman Ave at Jewel St. and N/S crosswalks to calm traffic and make safer crossing conditions for pedestrians and cars on Jewel St.

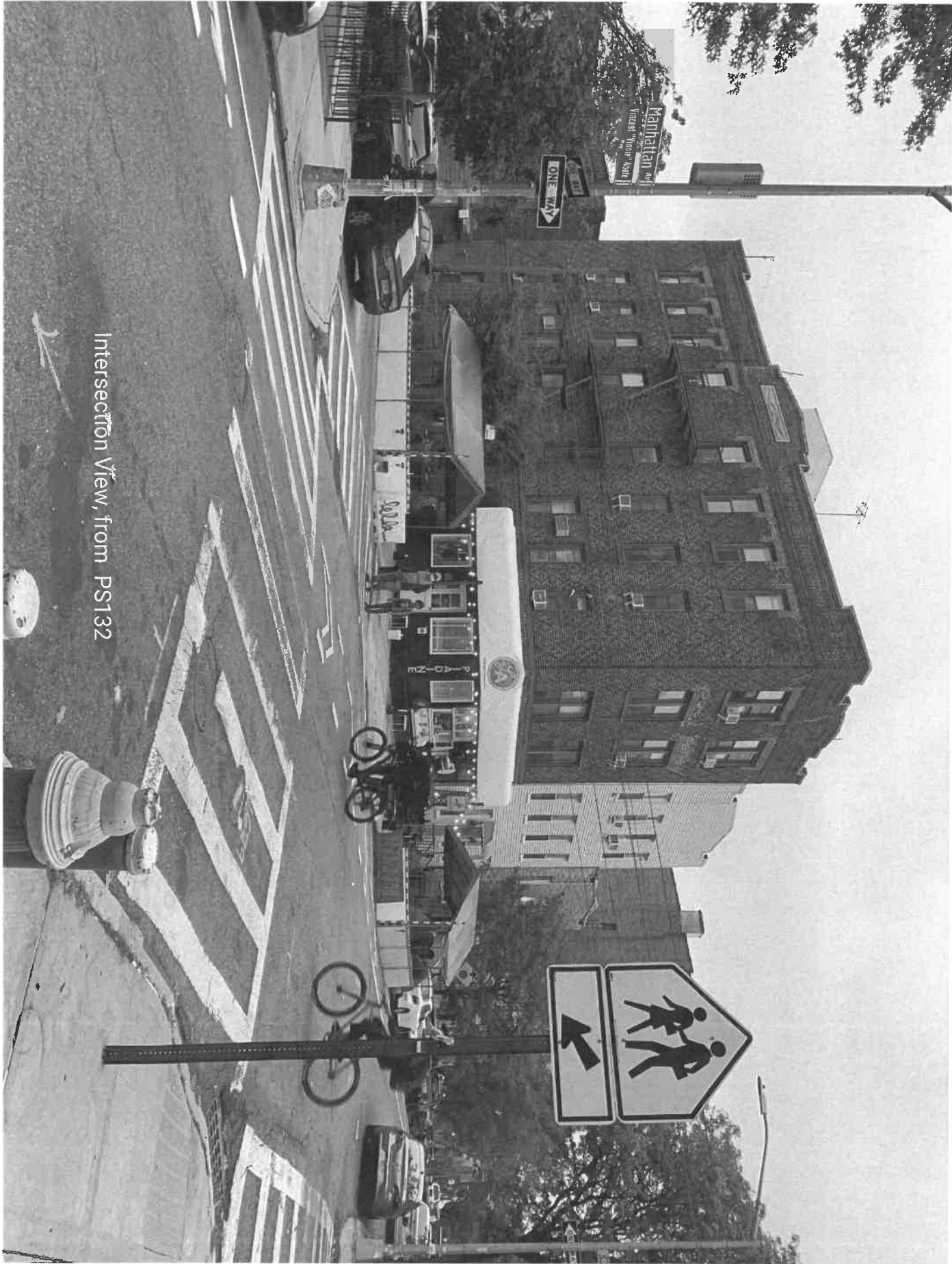
ATTACHMENT 2.



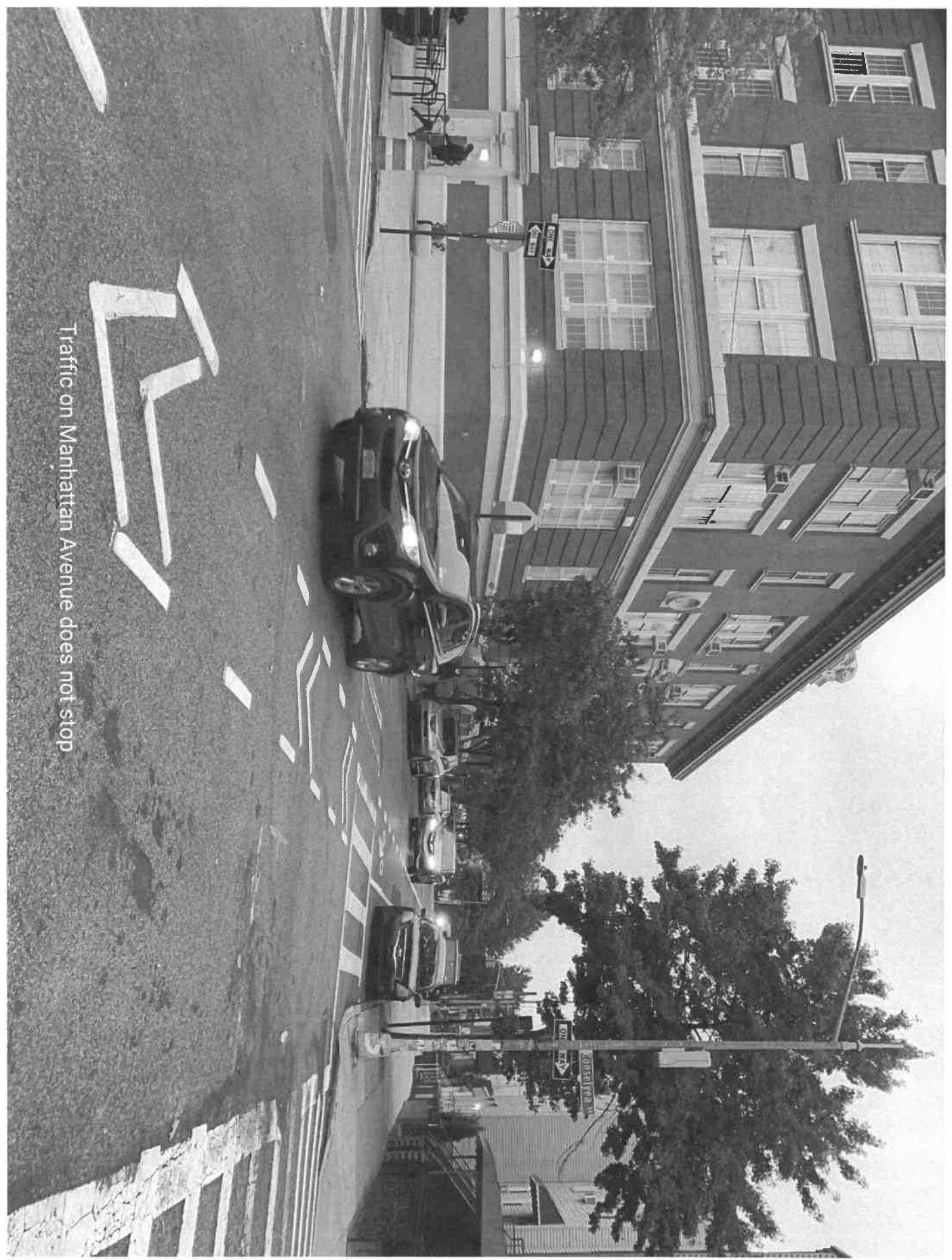
Request for 4-way stop at Manhattan & Conselyea



View North on Manhattan Avenue



Intersection View, from PS132



Traffic on Manhattan Avenue does not stop

Leonard St & Skillman Av Safety Improvements

Elliot Drabble for 10/5 CB1 Transportation Meeting

Current State

The area of Williamsburg in focus for this proposal is bounded by Meeker Av to the north, Union Av to the west, Metropolitan Av to the south and Kingsland Av to the east. In this area, Leonard St and Manhattan Av each have an unprotected bike lane, running south and north, respectively. There are few opportunities for bike parking in this area, aside from signposts, despite the high residential density.

Starting at the BQE, Leonard St crosses Withers St, Jackson St and Skillman Av, each without crosswalks or stop signs, with a traffic signal and crosswalk at both Conselyea St and Metropolitan Av.

Conflict Points

Drivers attempting to cross Leonard St on Skillman Av have limited visibility due to frequent illegal blocking of the fire hydrant and other parked vehicles (see picture from stop bar). So, drivers often do not stop at the stop bar on Skillman, dangerously entering and blocking the crosswalk. Pedestrians crossing on the eastern side of Leonard, and cyclists using the bike lane are put at risk as drivers on Skillman “shoot the gap” of Leonard vehicle traffic.

Drivers often speed down Leonard St between Meeker Av and Conselyea St; there have been at least 3 “t-bone” crashes in the past 3 months at this intersection. See attached slides for graphics.

Our Proposal

- Add a stop sign and paint crosswalks on Leonard St at Skillman Av to calm southbound traffic, reduce conflicts between drivers, cyclists, pedestrians
- Add bike corrals and curb extensions to daylight intersection, prevent illegal blocking of the fire hydrant, improve sight lines for drivers, shorten crossing distance, slow turns and provide much-needed bike parking



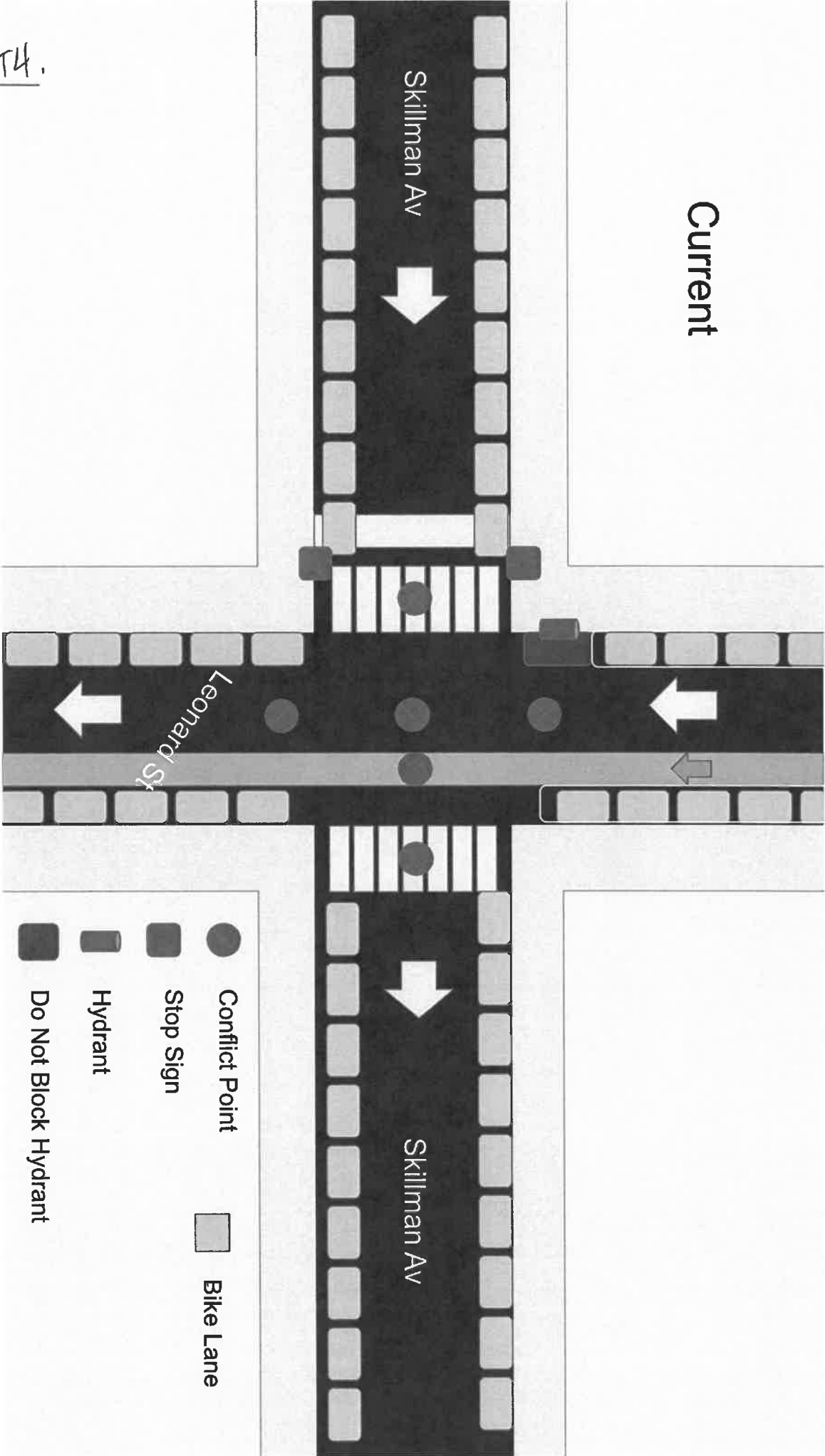
Perspective from Skillman Av, with hydrant blocked



Leonard & Skillman Safety Improvements

10/5 CB1 Transportation - Elliot Drabble

ATTACHMENT 4.



Current State: Conflicts

- Western crosswalk
 - Crosswalk often blocked by drivers attempting to cross Leonard (**poor sight lines**)
- Eastern crosswalk
 - Drivers on Skillman “shooting the gap” of Leonard traffic, pedestrians in danger
 - Drivers looking left while driving straight
- Vehicular traffic collisions
 - Poor sight lines & speeding on Leonard, frequent crashes, countless close calls
- Vehicular traffic vs bicycle collisions
 - Shooting the gap, similar to eastern crosswalk
 - Leonard bike lane used heavily, connection to Southside & rest of BK
- Poor accessibility for crossings

ATTACHMENT 4.



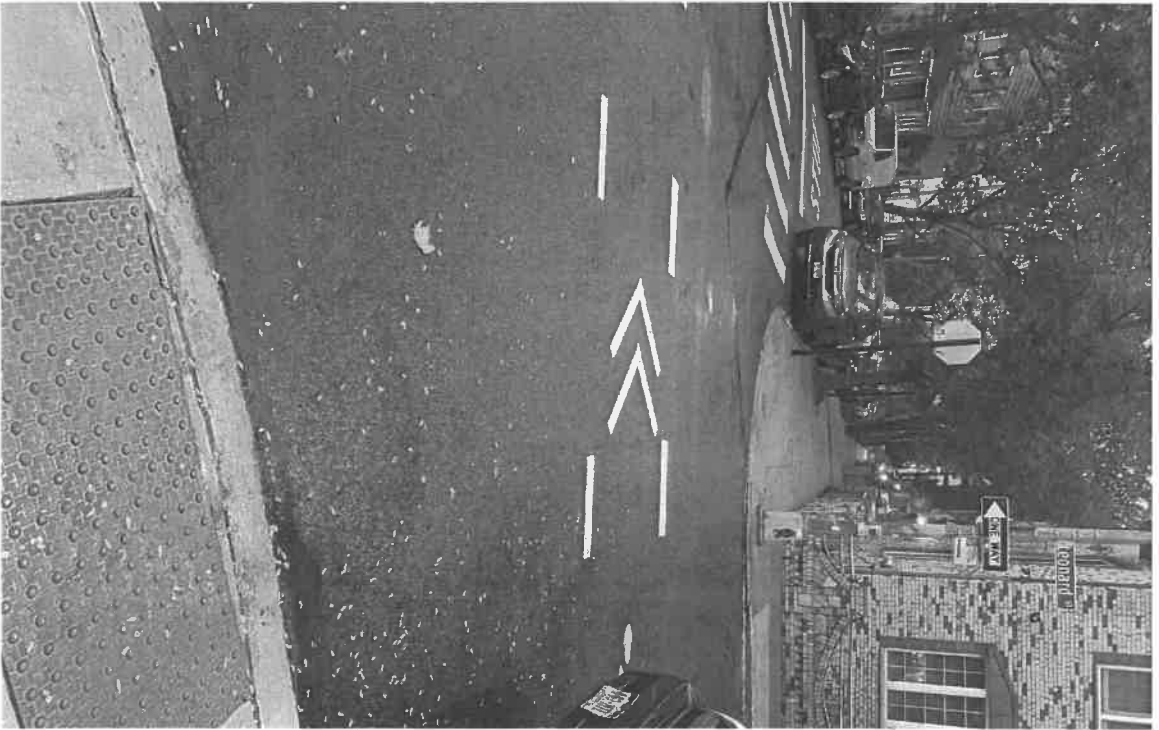
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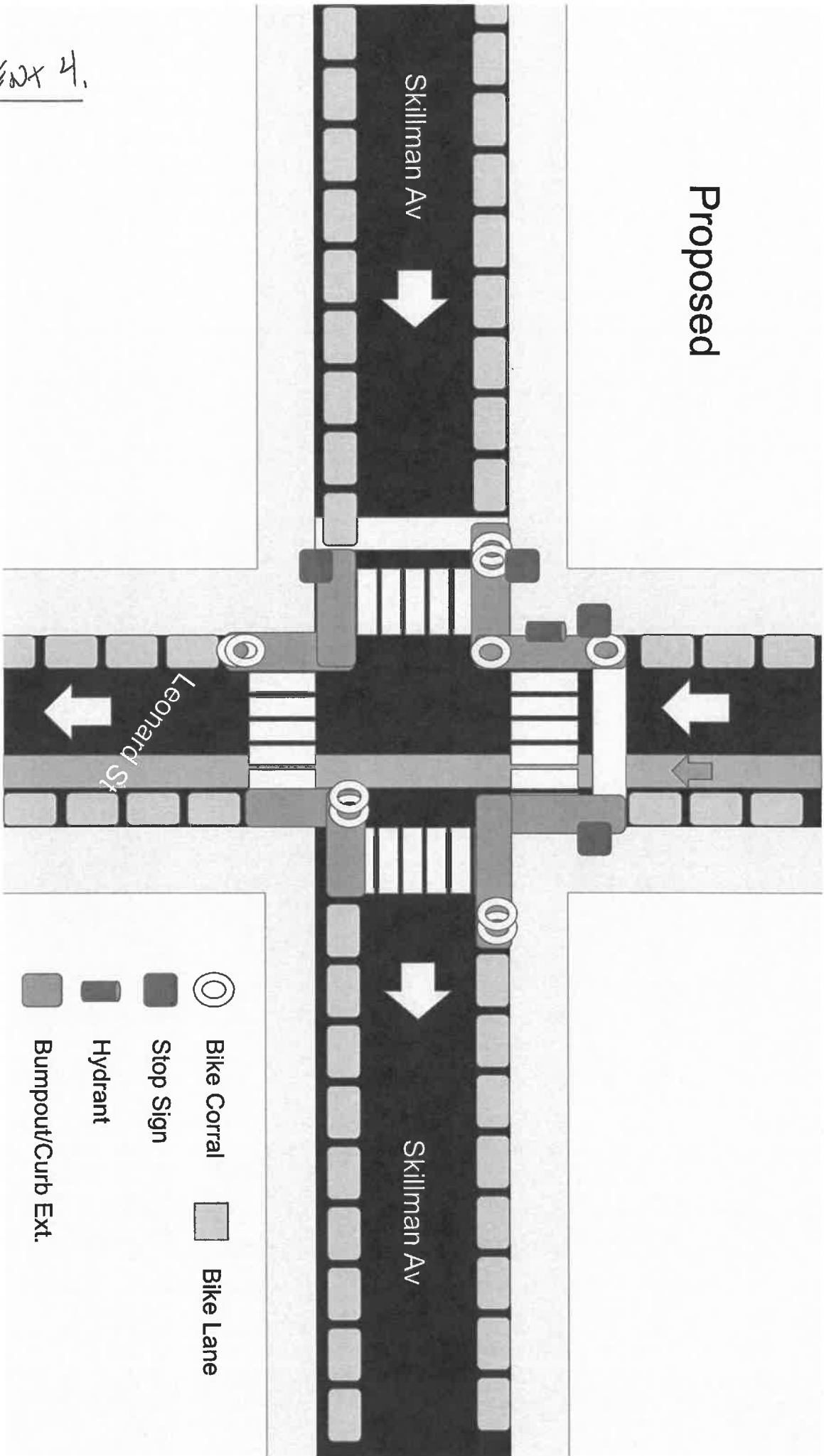
**View from Stop
Bar on Skillman
(hydrant blocked)**



**View from NE
corner (tactile pad
but no crosswalk?)**



ATTACHMENT 4.



Future State Solutions

- Stop sign will **calm traffic**, **improve safety** on both Leonard and Skillman
 - Enable safer crossing and biking on Leonard
 - Drivers on Skillman will not need to “shoot the gap” to cross Leonard
 - Reduce/eliminate serious, high-speed crashes at this intersection
- New intersection **improves access** for people with limited mobility/vision impairment
 - Update tactile pads and curb cuts
 - **Daylighting**; crosswalk less likely to be blocked
 - Currently no crosswalks or right of way for pedestrians to cross Leonard for 3 blocks
- Bumpout/curb extension will **prevent illegal parking** in front of hydrant
 - Maintain hydrant access for FDNY
 - Improve sight lines for drivers, decrease crosswalk blocking
 - Curb extensions also improve safety by slowing turn speeds and shortening crossing distance
- Bike corrals also help prevent illegal parking and provide **much-needed bike parking**

ATTACHMENT
4.

Overall Asks:

- **Stop sign, crosswalks & accessible intersection w/ daylighting**
- **Protected bumpouts/curb extensions, especially at hydrant**
- **Bike corrals**
- **Letter of support for these changes**