

**BROOKLYN COMMUNITY BOARD 6**  
**TRANSPORTATION/PUBLIC SAFETY COMMITTEE**  
**APRIL 16, 2015**

**ATTENDANCE:**

D. ABRAHAM	J. ARMER	J. COHN
D. GORDON	S. LONIAL	S. MATHEWS-NOVELLI
E. MCCLURE	T. MISKEL	M. MURPHY
J. SMITH		

**EXCUSED:**

M. SILVERMAN	U. ZIMMERMAN
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**ABSENT:**

W. BLUM	D. DECOSTANZO	D. GIULIANO
R. GRAHAM	A. KRASNOW	R. RIGOLLI
R. SLOANE	J. THOMPSON	

**GUESTS:**

P. JOHNSON	H. GREENIDGE	S. WILLIMS
M. THOMAS	C. MCKEARNIN	F. MO
M. WONG	J. OLEWAICKI	D. KOEHLER
A. MARACIC		

**\*\*\*MINUTES\*\*\***

The meeting was called to order at 6:36pm by the Co-Chair, Tom Miskel.

Eric McClure called on the Department of Transportation to present their proposal.

**Presentation and review of a proposal by the Department of Transportation to install a bicycle parking facility (bike corral): (1) in front of 248 5<sup>th</sup> Avenue (northwest corner 5<sup>th</sup> Ave/Carroll Street) and (2) in front of 143 7<sup>th</sup> Avenue (between Carroll St/Garfield Pl).**

Elena from DOT presented for 248 Fifth Avenue, Al Di La Trattoria bike corral. There are 45 on street public bike corrals citywide and 6 are in CB6.

- Applicant based dependent on maintenance partners to maintain plantings and monitor derelict bikes.
- They need to be 15 feet away from hydrants and bus stops, not in travel lane.
- High demand near Carroll Street and Fifth Avenue so additional bike parking appropriate.
- Will accommodate 8 bikes and beautify streetscape with two planters.
- 156 signatures in support have been filed.
- One parking space will be removed.
- Al Di La chef/owner Anna promises good care of bike corral.

Eric McClure moved to approve the 248 Fifth Avenue bike corral and Doug Gordon seconds it.

**VOTE: 6.....YEAS 0.....NAYS 0.....ABSTENTIONS**  
**MOTION APPROVED**

**Follow up report by representatives for the Department of Transportation on the impact of the 4<sup>th</sup> Avenue Redesign, and preliminary discussion on future 4<sup>th</sup> Avenue Median Restoration project (8<sup>th</sup>-15<sup>th</sup> Streets).**

Jesse, Project Manager from DOT, presented Brooklyn Priority Map including 4<sup>th</sup> Avenue; data shows 72% of KSI (killed, severely injured) for whole borough.

The project addresses many community requests for safety improvements. In the prior 5 years, 2012 Sunset Park had 5 fatalities and in 2013 Park Slope had 2 fatalities.

Fixes:

- Reduce from 3 to 2 lanes
- Add 4 foot buffer to either side median
- Widen parking lanes “bike friendly”

Community Outreach:

- 2010 Borough President Envisioning
- 2012 Sunset Park Workshop, CB7 presentations, school Principal outreach.
- 2013 Park Slope outreach
- 2014 Sunset Park and Federal Funds
- 2015 Park Slope participating budgeting winner

Banned left turns where appropriate near schools. Overall design fixes = successful corridor.

- Pedestrian injury down 29% from 15 to 65<sup>th</sup> Streets
- Down 61% from Atlantic Avenue to 15<sup>th</sup> Street
- Total crashes down 13% from 15 to 65 Streets
- Down 20% from Atlantic Avenue to 15<sup>th</sup> Street

Left turn bans working well, too:

- 4<sup>th</sup> Avenue and 3<sup>rd</sup> Street: crashes down 41%
- 4<sup>th</sup> Avenue and 9<sup>th</sup> Street: crashes down 59%
- Pedestrian and motor volume unchanged
- Travel times unchanged except near F/G subway construction.

Great Streets Capital Median Proposal:

- Build out median buffers to be fully raised with greenery and subway vents that can be raised too to prevent flooding. Jackson Ave, LIC is model for intended redesign of medians.
- Curb extensions south corners of 4<sup>th</sup> and Prospect Avenues.
- Widen east sidewalk along Greenwood Cemetery (outside of CB6 area).

Urban art: since 2013, hosting art, including temporary art installations on medians in Capital Projects.

Phase I includes 8 to 18<sup>th</sup> Streets and 33<sup>rd</sup> to 52<sup>nd</sup> Streets. Coordinating with the MTA. Seeking future funding for additional phases.

Q: Are we losing any grates?

A: No

Q: How will the medians appear?

A: With trees and planters. Additional raised wall provides enough dirt for a tree. Blocks with left turn bays, the medians won't have enough room for trees.

Q: What kinds of changes in types of accidents?

A: Addressing confusing areas in Sunset Park, none in Park Slope section.

Q: Thanks for life saving improvements. DOT revisit corridor for annual, regular maintenance, Please!

Q: Automated watering/irrigation?

A: Details pending – Phase II.

Q: What is funding process for Phase III?

A: Federal grants and City Council/Hall.

Q: Still not used by bikes. Any possible design improvements to come?

A: DOT aware of demand and conditions. No current plans.

Eric made a motion to approve the plan and Madelaine Murphy seconded. Jonathan Cohn asked should we add bike infrastructure? Discussion ensued and it was decided not yet.

**VOTE: 9.....YEAS 0.....NAYS 1.....ABSTENTIONS**  
**MOTION APPROVED**

**Presentation and review of a proposed by the Department of Environmental Protection to relocate the electrical equipment for the Van Brunt Pumping Station at Van Brunt and Reed Streets.**

NYC Department of Environmental Protection Wastewater Treatment Bureau. Looking for public comments to present to the PDC.

- Electrical equipment to be relocated. Currently below grade. Backup diesel pump on sidewalk due to Sandy flooding.
- Need to move everything above flood level to improve reliability, reduce traffic and pedestrian impact of temp. box, forward federal sustainability goals.
- 1 ½ million gallons of sewage pumped per day.
- Mid-block Reed Street on sidewalk will be new location (along Fairway parking lot) for all electrical components.
- Build a permanent structure with walk-up access.
- 11 foot elevation gain from current infrastructure.

## Design

- Brick-work base
- Awning to protect workers from rain
- Security fence matches existing fence.
- Stainless steel panels
- Shallow against fence line.
- Maintains DOT sidewalk clearance guidelines.

## Next Steps/Permitting

- Con Ed okay
- DSBS no permitting
- Will be presenting to Community Boards and Design Commission
- DOT coordination

Q: Construction traffic impact and other test\_\_\_\_\_

A: Hopefully not much at intersection. Just a cut in sidewalk. Pour concrete foundation, Install prefab top. Six month time frame. No street closures – sidewalk temporarily closed for a few weeks. DEP willing to adjust construction schedule to reduce impact.

Q: Do property owners know?

A: Not yet, but planning outreach.

Q: Will smell improve?

A: Yes! Open hatch to sewage well now closed and will be minimally open in future.

Q: Will you build a temporary sidewalk? Into roadway?

A: No sidewalk on other side will be part of design phase.

Q: Maintenance between unit and fencing? Debris.

A: Will take a look at design. Might need crew to access from parking lot.

Q: Might site be developed?

A: Consider future use in design.

Q: Will existing fence remain? Might pushing it back into fence make sense?

A: Please raise idea of agreement with owner.

Q: Finish in stainless? Non-directional would be best regarding maintenance?

A: Will take into account.

Q: Any chance to incorporate art or public bulletin board along panels?

A: Maintenance issues. DEP has art program but not budgeted for this program.

Q: Trees pre-existing?

A: Yes and will remain.

Sayar Lonial made a motion to support relocation of electricals and consider public art integration. Madelaine Murphy seconded.

Duiscussion: Jonathan Cohn doesn't think site is ideal. Doesn't integrate with public realm well. DEP is trying to compromise technical and community needs.

Q: How far is \_\_\_\_\_ to pump?

A:  $\frac{3}{4}$  of block – workable distance. It's the highest spot.

**VOTE: 8.....YEAS 1.....NAYS 0.....ABSTENTIONS**  
**MOTION APPROVED**

A motion to adjourn was made by Madelaine Murphy at 7:41pm.

The minutes of this meeting were submitted by Joanna Oltman Smith.