



BROOKLYN COMMUNITY BOARD 9

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TO: Fred Baptiste (Ex-Officio); Felice Robertson, CB9 Member;
Binyomin Rosenberger, CB9 Member; Lorianne Wolseley, CB9
Member; Dave Paco Abraham, Resident Member; Calista
DeJesus, Resident Member; Valerie Fleming, Resident Member;
Jeffrey Grannum; Stanley Greenberg, Resident Member; Andrew
Magnus, Resident Member

FROM: Ethan Norville, Committee Chair

RE: Transportation Committee Meeting

DATE: Friday, March 29, 2024

The virtual meeting of the Transportation Committee has been scheduled as follows:

DATE: Monday, April 8, 2024

TIME: 7:00 PM

PLACE: Brooklyn Community Board 9
890 Nostrand Ave,
Brooklyn NY 11225

Livestreamed on CB9 YouTube:

https://www.youtube.com/channel/UCciPIIJ01pLvrG0xodI_LvQ

AGENDA

1. Welcome/Greetings
2. Review of Previous Decisions
 - a. Resolutions on Traffic Calming on Washington Avenue
 - b. MTA Station Accessibility
 - i. Franklin Avenue
 - ii. Winthrop Street
 - iii. Parkside Avenue
3. Unfinished Business:
 - a. Community Fair Planning
 - i. Determination of cost, location, and other needs
 - b. Personal bike rack installation at Major Owens Community Center
 - c. FDNY Sidewalk Parking 249/113 – Rogers Avenue
4. New Business





BROOKLYN COMMUNITY BOARD 9

- a. Traffic Calming – Lefferts Avenue
 - b. Traffic study on Remsen Ave – East New York Avenue –
Utica Avenue- Empire Blvd intersection including light
timing and driver behavior
5. Adjournment





Kingston Avenue in its Current Form

Kingston Avenue With a Protected Bike Lane

Below, see an example of New York City's Bike Lane Table according to current street design.

	Shared Lane	Conventional Bike Lane	One-Way Protected Bike Lane	Two-Way Protected Bike Lane	Grade-Separated Bike Lane
Space Required	None	5'-6" standard	4' min. lane + 3' min. buffer + 4' min. buffer if no maintenance plan (does not apply if parking-protected)	2' min. 1/2 min. each-lane + 3' min. buffer if no maintenance plan + 2' if protected by Jersey barrier	3' min. one-way; 8' min. two-way + buffer for edge treatments and any obstructions
Ideal Application	<ul style="list-style-type: none"> One- or two-lane street No excess road space Connected to other bike facilities 	<ul style="list-style-type: none"> One- or two-lane street Excess road space Low potential for intrusion into bike lane 	<ul style="list-style-type: none"> Excess road space Low-speed vehicular traffic High potential for intrusion into bike lane 	<ul style="list-style-type: none"> Favorable edge conditions Excess road space Adjacent to parks and waterfront public spaces Within industrial areas 	<ul style="list-style-type: none"> As part of a continuous "Greenway" Adjacent to or through parks and waterfront public spaces
Advantages	<ul style="list-style-type: none"> Clear, easy to follow bike route Highlights driver awareness of cyclists Preserves curbside access Simple implementation 	<ul style="list-style-type: none"> Dedicated roadway space for cycling Preserves curbside access Simple implementation 	<ul style="list-style-type: none"> Protection for cyclists Proven safety benefits for all modes Enhanced pedestrian safety and comfort Allows for pedestrian improvements like safety islands 	<ul style="list-style-type: none"> More spatially efficient than two separate one-way bike lanes Enhanced visibility of cyclists Enhanced access and evacuation next to parks and public spaces Safer passing for cyclists traveling at different speeds 	<ul style="list-style-type: none"> Greatest safety benefit to cyclists Connects cycling facilities where on-street facilities are infeasible Preserves curbside access
Disadvantages	<ul style="list-style-type: none"> Does not provide dedicated roadway space for cycling Cyclists not separated from traffic 	<ul style="list-style-type: none"> Vehicular intrusion remains possible Cyclists have minimal separation from traffic Perceived as less safe than protected lanes 	<ul style="list-style-type: none"> Parking impacts Loading activity occurs across bike lane Challenging to regulate floating parking Bike signal timing may impact traffic Maintenance plan required at paid safety islands for lanes under 11' wide Complex review and implementation 	<ul style="list-style-type: none"> Parking impacts Bike signal timing may impact traffic Requires turn controls or restrictions on a two-way street Complex review and implementation 	<ul style="list-style-type: none"> Often requires costly reconstruction Complex review and implementation
Green Pavement	None	<ul style="list-style-type: none"> Standard if lane is immediately adjacent to curb, especially in areas with high pedestrian volumes Standard if lane is located between a travel lane and a turn lane ("pocket lane") 	<ul style="list-style-type: none"> Standard if there is high parking turnover; not recommended at locations with low turnover Not used when protected by a permanent, continuous vertical element 	<ul style="list-style-type: none"> Preferred if lane is exclusive to cyclists and/or is in an area with high pedestrian volumes 	<ul style="list-style-type: none"> Not used when protected by a permanent, continuous vertical element (e.g., curb, Jersey barrier)
Informational Treatments	<ul style="list-style-type: none"> Chevrons to indicate bike facility 	<ul style="list-style-type: none"> Chevrons to indicate bike facility 	<ul style="list-style-type: none"> Turn restrictions may be needed at complex intersections Shared crossing ("mixing zone"), separated crossing ("protected turn"), or offset crossing ("protected intersection") to manage turning conflict Chevrons to indicate bike facility 	<ul style="list-style-type: none"> Turn restrictions may be needed at complex intersections Separated crossing ("signal-protected turn") or offset crossing ("protected intersection") to manage turning conflict Chevrons to indicate bike facility 	<ul style="list-style-type: none"> Separated crossing ("signal-protected turn") or offset crossing ("protected intersection") to manage turning conflict Chevrons to indicate bike facility

VOTE: [] In Favor [] Opposed [] Abstention



SUMMARY: A proposal to improve mobility and enhance street connections along Lincoln Road between Flatbush Avenue and Ocean Avenue

Proposed by: Ethan Norville, Chair

At the [DATE] Board meeting of Brooklyn Community Board Nine, the Board adopted the following resolution:

WHEREAS

1. Brooklyn Community District Nine contains diverse neighborhoods connected by our shared values for family safety and active street life; recognizing that residents and visitors to Prospect Park and other esteemed public spaces have a right to safety, accessibility, and ease of access, and that improved and sustained connections to our prized local features will increase the quality of life experienced by both residents and visitors;
2. Lincoln Road experiences congestion due to its proximity to the park from the east and the primary entrance to B / Q / S subway service. This congestion is exacerbated by the rapid turnover of buses and refrigerated trucks that frequently get stuck on the street, impeding the flow of traffic and delaying public transit access to multiple routes;
3. The current bike lane on Lincoln Road stops on this stretch of roadway, and there is no dedicated Eastbound street marking towards Flatbush Avenue to assist cyclists with the potentially confusing and congested intersection;
4. There are limited bicycle lanes and paths in the district but are well-used;
5. Protected bike lanes reduce risk to cyclists and improve pedestrian safety; along this single block, there have been 63 traffic collisions in the last decade resulting in 94 serious injuries, and the proposed street limits are proximate to DOT priority corridors;
6. Citibike Bike Share numbers continue to grow steadily, seeing the busiest usage in the program's history in third quarter 2023; and Citibike's equity and expansion area discounts greatly benefits residents of the District and finally enables them to achieve steps toward mobility parity;
7. DOT has a Neighborhood Loading Zones program, which provides loading zones for commercial vehicles and also for taxi and FHV pick-up and drop-off, and for loading and unloading of personal vehicles. DOT currently accepts suggestions for new loading zone locations.

THEREFORE, BE IT RESOLVED that Brooklyn Community Board Nine recommends the New York City Department of Transportation (NYC-DOT) and Metropolitan Transportation Authority (MTA) to consider the implementation of the following initiatives, and to assess the feasibility and potential benefits of implementing the proposed alternatives given in priority order, based on the below locations and descriptions of their use:

1. Implement a bi-directional protected bicycle lane along Lincoln Road between Flatbush Avenue and Ocean Avenue, being vehicle separated from main motor traffic, having bollards that prevent vehicles from entering unlawfully, Jersey barriers, and/or raising the bike lanes above the street grade, pursuant to the NYC-DOT Street design guidelines (Ref. DOT-580814-R4D4, DOT-612655-G3F9);

2. Convert Lincoln Road to a one-way (westbound) roadway to improve traffic flow and reduce congestion, following the NYC-DOT street calming best practices toolkit, ensure that navigability by busses, access-a-ride, and other mass transit vehicles are not negatively impacted (Ref. DOT-614461-Y8C8);
3. The proposed bike lane should be equipped with appropriate bicycle parking and docking along the route, according to the NYC-DOT street design manual (Ref. DOT-616930-K5Y4);
4. Restripe the street to include appropriate loading zones and bus clearances, addressing concerns about rapid turnover by buses and refrigerated trucks by allotting the appropriate road and curb access;
5. Create and improve dedicated bus parking, bus shelters, and other mass transit support infrastructure to allow a more seamless mode shift at the curb;
6. Intersection signals may be re-timed to assist the flow of pedestrian and bicycle traffic (Ref. DOT-603368-G5W0, DOT-538826-P9Q1, DOT-528355-T7C3, DOT-601933-F5P1);

BE IT FURTHER RESOLVED that for each item listed above, Community Board Nine respectfully requests that for any study conducted according to the policies and protocols of NYC-DOT, such results be shared with the Board, regardless of the outcome of NYC-DOT's decision. Such documents requested include but are not limited to traffic control studies, intersection control data, transportation and mobility analyses, and correspondence with other agency stakeholders such as the Metropolitan Transportation Agency (MTA), the Prospect Park Alliance, and the Department of Parks and Recreation (Parks) if applicable.

BE IT FURTHER RESOLVED the Brooklyn Community Board Nine supports collaboration with DOT, City Council, and State Lawmakers on consolidated measures to:

1. Allow DOT the flexibility to conduct automated enforcement of bike lanes where necessary in the District;
2. encourage the NYPD to work with the community to identify areas with the highest need for visible enforcement of bike lanes.
3. Create a legally enforceable timeline to follow the investment tiers described in the NYC Streets Plan to ensure equitable roll-out of these improvements to the curb, prioritizing underserved communities first.

VOTE: [] In Favor [] Opposed [] Abstention

SUMMARY: A proposal to extend a bike lane along Brooklyn and Kingston Avenues, to connect the pair of bike lanes to the East New York Rd / Maple Street pair, and to extend the bike lanes to encircle Wingate Park at Winthrop Avenue

Proposed by: Ethan Norville, Chair

WHEREAS

1. Brooklyn Community District Nine contains diverse neighborhoods connected by our shared values for family safety and active street life; recognizing that residents have a right to safety, accessibility, and ease of access; and that improved and sustained connections to our neighboring districts will increase the quality of life experienced by both residents and visitors;
2. Many bike lanes stop abruptly at the entrance to the community district, including the North and South paired bike lanes on Brooklyn and Kingston Avenues, which run for 4.4 miles from Greenpoint before ending at the district border, Eastern Parkway.
3. The southeastern quarter of the district around Wingate Park and the Kings Hospital Complex is disproportionately removed from subway and select bus service access, often six or more blocks from the nearest dedicated bike lane;
4. There are limited bicycle lanes and paths in the district and are well-used;
5. Bike lanes reduce risk to cyclists and improve pedestrian safety; along the corridor, there have been 528 traffic collisions in the last decade resulting in 727 serious injuries, and two deaths - both lives lost by pedestrians - and the proposed street limits are DOT priority corridors;

THEREFORE, BE IT RESOLVED that Brooklyn Community Board Nine recommends that the New York City Department of Transportation (NYC-DOT) consider the implementation of the following components, with alternatives given in priority order, based on the below locations and descriptions of their use:

1. Extend conventional bike lanes on Brooklyn and Kingston Avenues from Eastern Parkway to Maple Street in a way that minimizes reduction of parking or travel lane space, according to the NYC-DOT Street design guidelines (Ref. DOT-600749-L3C7, DOT-600742-Z3P6, DOT-600740-S2G7, DOT-600756-X6T7, DOT-600828-P9S6, DOT-574635-K8G6);
2. Create conventional bike lanes on Brooklyn and Kingston Avenues from Lincoln Road to Winthrop Street encircling Wingate School and Park according to the NYC-DOT Street design guidelines. On Brooklyn Avenue between Lefferts Avenue and Winthrop Street, a protected bike lane would be preferred as the road space allows (Ref. DOT-600742-Z3P6);
3. Ensure safe and timely connections to other biking infrastructure at Empire Boulevard, Lincoln Road, and Maple Street in such a way that minimizes (i) pedestrian and bicycle mingling, (ii) the reduction of street parking spots and (iii) does not disturb navigability by busses, access-a-ride, and other mass transit vehicles (Ref. DOT-506651-C8H2, DOT-601558-H5K2, DOT-600734-W0F4, DOT-601869-G1C5, DOT-601783-S4B5, DOT-600698-K9Y2, DOT-600736-T6N8);

4. The proposed bike lane may be equipped with appropriate bicycle parking and docking along the route, in a fashion that minimizes reduction of street parking spots according to the NYC-DOT street design manual;
5. Intersection signals may be re-timed to assist the flow of pedestrian and bicycle traffic (Ref. DOT-616947-Y1R2, DOT-613783-J9G8, DOT-506482-R6L7, DOT-569059-K7H1);

BE IT FURTHER RESOLVED that for each item listed above, Community Board Nine requests that for any study conducted according to the policies and protocols of NYC-DOT, such results be shared with the Board, regardless of the outcome of NYC-DOT's decision. The documents requested include, but are not limited to: traffic control studies, intersection control data, transportation and mobility analyses, and correspondence with other agency stakeholders such as the Metropolitan Transportation Agency (MTA), and the Department of Parks and Recreation (Parks) if applicable.

BE IT FURTHER RESOLVED the Brooklyn Community Board Nine supports a collaboration by DOT, City Council, and State Lawmakers on consolidated measures to:

1. Allow DOT the flexibility to conduct automated enforcement of bike lanes where necessary in the District;
2. encourage the NYPD to work with the community to identify areas most in need of visible enforcement of bike lanes.
3. Create a legally enforceable timeline to follow the investment tiers described in the NYC Streets Plan to ensure equitable roll-out of these improvements to the curb, prioritizing underserved communities first.

As proposed, the attached diagrams detail the extent and approximate location of these interventions.



Current Bike Lane Coverage

Proposed Post-Resolution Bike Lane Coverage

SUMMARY: A proposal to extend and support the bike lane along Empire Boulevard and to connect the bike lane to the Flatbush Avenue protected bike-way and Parkside Circle via a protected Greenway along Ocean Avenue.

Proposed by: Dave (Paco) Abraham

At the [DATE] Board meeting of Brooklyn Community Board Nine, the Board adopted the following resolution:

WHEREAS

1. Brooklyn Community District Nine contains diverse neighborhoods connected by our shared values for family safety and active street life; recognizing that residents and visitors to Prospect Park, Brooklyn Botanic Garden, and other esteemed public spaces have a right to safety, accessibility, and ease of access. Improved and sustained connections to our prized local features will increase the quality of life experienced by both residents and visitors;
2. A proposed 2018 bike lane along the route has not materialized, and the corridor has again been highlighted for bicycle infrastructure in the Mayor’s Office proposal for “Five Boroughs of Greenways;”
3. There are limited bicycle lanes and paths in the district; and though well used, current lanes are only vehicle-protected or grade-separated along less than 4% of district streets, and non-protected lanes are frequently blocked by parked drivers, delivery vehicles, or other opportunistic traffic;
4. Citibike Bike Share numbers continue to grow steadily, seeing the busiest usage in the program’s history in the third quarter of 2023; and Citibike’s equity and expansion area discounts greatly benefit residents of the District and enable them to achieve steps toward mobility parity;
5. Protected bike lanes reduce risk to cyclists by up to 60% and have been shown to double ridership along the highest-risk streets; along the corridor, there have been 439 traffic collisions in the last decade resulting in 610 serious injuries, and the proposed street limits are proximate to multiple DOT priority corridors;
6. protected bike lanes improve pedestrian safety. On streets with protected bike lanes, seniors saw a 39% drop in death and severe injuries and a 22% drop in overall injuries while non-senior adults saw a 24% drop in death and severe injuries and a 9% drop in overall injuries;
7. The current configuration of the Bike lane at Flatbush, Empire, and Ocean Avenues puts cyclists, motorists, and pedestrians at risk due to abrupt and unpredictable changes in traffic conditions.

THEREFORE, BE IT RESOLVED that Brooklyn Community Board Nine supports the Parks Department’s and Mayor’s Office plan to create a cycling greenway along Ocean Avenue, and would encourage these agencies to prioritize connections to Flatbush Avenue and Empire Boulevard;

BE IT FURTHER RESOLVED that Brooklyn Community Board Nine urges the New York City Department of Transportation (NYC-DOT) and the New York City Department of Parks and Recreation (Parks) to consider the implementation of the following components, with alternatives given in priority order, based on the below locations and descriptions of their use:

1. Extend the Empire Boulevard bike lane west between Bedford Avenue and Flatbush Avenue / Ocean Avenue, and convert it to a protected lane. (Ref. DOT-598633-Z6Q2, DOT-613114-T7S4, DOT-605786-T3X8)
2. Upgrade the current bike lane on Empire Boulevard to a vehicle-protected lane; having bollards that prevent vehicles from entering unlawfully, Jersey barriers, and/or raising the bike lanes above the street grade. (Ref. DOT-598633-Z6Q2, DOT-577694-L7W6)
3. Adopt the proposed Ocean Ave Greenway, including safe connections to and from Ocean Avenue at the Parkside Bike Land at the South, and the Flatbush Bike Lane at the North, in such a way that minimizes (i) pedestrian and bicycle mingling, (ii) the reduction of street parking spots and (iii) does not disturb navigability by busses, access-a-ride, and other mass transit vehicles. (Ref. DOT-573025-S9Y5, DOT-577694-L7W6, DOT-617540-Q1D5, DOT-605682-H3B9)
4. The proposed bike lane should be equipped with appropriate bicycle parking and docking along the route, according to the NYC-DOT street design manual (Ref. DOT-608821-H6N6, DOT-623877-K8K4);
5. Intersection signals should be re-timed to assist the flow of pedestrian and bicycle traffic (Ref. DOT-544853-R8S2, DOT-503558-C3F0);

BE IT FURTHER RESOLVED that for each item listed above, Community Board Nine respectfully requests that for any study conducted according to the policies and protocols of NYC DOT, such results be shared with the Board, regardless of the outcome of NYC-DOT's decision. Such documents requested include, but are not limited to, traffic control studies, intersection control data, transportation and mobility analyses, and correspondence with other agency stakeholders such as the Metropolitan Transportation Agency (MTA), and the Department of Parks and Recreation (Parks) if applicable.

BE IT FURTHER RESOLVED the Brooklyn Community Board Nine supports collaboration with DOT, City Council, and State Lawmakers on consolidated measures to:

1. Allow DOT the flexibility to conduct automated enforcement of bike lanes where necessary in the District;
2. encourage the NYPD to work with the community to identify areas with the highest need for visible enforcement of bike lanes.
3. Create a legally enforceable timeline to follow the investment tiers described in the NYC Streets Plan to ensure equitable roll-out of these improvements to the curb, prioritizing underserved communities first.

VOTE: [] In Favor [] Opposed [] Abstention