# BROOKLYN COMMUNITY BOARD 9

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## BROOKLYN COMMUNITY BOARD 9 RESOLUTION
## KINGSTON-BROOKLYN AVENUES SCHOOL SAFETY PLAN

**Summary:** Brooklyn Community Board 9 **supports** an alternative plan to the current Kingston-Brooklyn School Safety Project which proposes using raised crosswalks, daylighting, and buffered conventional bike lanes to narrow pedestrian crossing distances and encourage drivers to refrain from excessively speeding instead of using protected bike lanes.

**WHEREAS**

1. The Kingston-Brooklyn School Safety Plan clearly aims to improve pedestrian and cyclist safety by reducing drivers' speeds, reducing crossing distances, and installing bike lanes;
2. Community members have repeatedly expressed significant concern about the use of protected bike lanes to improve street safety and have pointed to the incidents involving children crossing Bedford Avenue's protected bike lane as a weak point in their design;
3. Pedestrians may have an increased risk of involvement in bicycle collisions while jaywalking due to parked cars blocking the field of vision for cyclists;
4. A wide buffer on a conventional bike lane can help improve safety for younger and older cyclists, especially on residential streets not as subject to frequent double-parking as busy business corridors;
5. Raised crosswalks are another method used around the world to reduce speeding at intersections, where pedestrians mostly cross the street — and where most pedestrian collisions happen;
6. NYC-DOT launched a program to install 100 raised crosswalks per year to aid in traffic calming efforts;
7. The Federal Highway Administration recommends raised crosswalks for roads with two to three travel lanes, a speed limit of 30 mph or less, and daily traffic numbers of no more than 9,000;
8. The National Association of City Transportation Officials (NACTO) notes that cities can ideally use raised crosswalks in an area where two one-way streets intersect;
9. Raised crosswalks are uniquely positioned to reduce turning speeds and draw attention to crosswalks;
10. Federal Highway Administration statistics show that raised crosswalks can reduce pedestrian crashes by as much as 45%.

# BROOKLYN COMMUNITY BOARD 9

**THEREFORE, BE IT RESOLVED**, Brooklyn Community Board 9 supports a school safety and traffic calming plan that:

1. Utilizes raised crosswalks at the following locations:
    a) At intersections along Kingston and Brooklyn Avenue from Empire Boulevard to Winthrop Street, near schools, and around Wingate Park;
    b) At entry points or at intersections near Wingate Park to facilitate safe entry for pedestrians crossing Brooklyn or Kingston avenues;
2. Implements conventional bike lanes and marked parking lanes instead of protected bike lanes in order to visually narrow the roadway to discourage excessive speeding;
    a) On Kingston and Brooklyn Avenue, the bike lanes should extend from East New York Avenue to Winthrop Street and loop around Wingate Park if possible;
3. Implements daylighting at intersections near schools and places of interest where additional pedestrian safety considerations may be needed;
4. DOT consults with Community Board 9 on the most suitable intersections and locations for the raised crosswalks and daylighting treatments before their installation.

**BE IT FURTHER RESOLVED**, for each item listed above, Community Board 9 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.

**ADOPTED: December 11, 2025**

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