

Brooklyn Community Board 9
890 Nostrand Avenue
Brooklyn, New York 11225

Transportation Committee Meeting
November 12, 2025

Location: In-Person, CB9 Office

Chair: Ethan Norville; Vice Chair: Andrew Magnus; Secretary: Paco Abraham

Attendance (Board Members): Ethan Norville; Vadim Gaboys; Felice Robertson; Khurshid Abdul-Mutakabbir; Andrew Magnus

Attendance (Community Resident Members): Valerie Fleming

Absent (Board Members): Hasaan Qazi

Absent (Community Resident Members): Paco Abraham; Calista DeJesus

Guests: Chana A.; Mindy Abergel; Sholom Artzow; Israel Bryski; Aaron Chernick; Aaron Cohen; Eli Cohen; Z. Dubov; Tzvi Filler; Meyer Fischer; Michael Fishman; Mendy G.; Rod Herbert; Shmuel Hildesheim; Naomi Hippolyte; Moshe Hus; Joel Klein; Reuven Lakein; Moshe Leeds; Yisroel Lerner; E. Lewis; Meir New; Zev Melker; Zev Nelken; Ephraim Oster; Yisroel P.; Sora Posner; Jacob Rosenblum; Simon Rosenblum; Avraham Serisky; Mendy Simon; Catherine Small; Shmuel Turk; Yitzchok Vail; Jacob Vorcheimer; Theresa Westerdahl; Yosef Wolf; Shmuel Wolvovsky; Sholom Zirkind

Minutes:

1. Special Public Feedback Session: Brooklyn/Kingston Avenue School Safety Plan Proposal 3

- a. The Feedback session began at 6:20 PM. Chair explains the original plan (from DOT), the first alternative plan (Version 2) with pared down bike lane locations, and the further compromise plan (Version 3) with less intrusive bike lanes and more crossings. DOT maintains discretion to enact, in part or in whole, any elements of the plan.
- b. Chair Norville provides an overview of the timeline for the plan and the new proposal; raised crossings at intersections (usually at the main approaching direction of the intersection), maximizing daylighting, minimizing the reduction in parking spaces lost, and the implementation of a conventional bike lane.
- c. Public Speakers:
 - i. Amer (school bus driver): stated that because cyclists disregard lights and rules, we shouldn't give them any more infrastructure. The Netherlands has insurance requirements for bikers, and the NYPD should be more active in enforcement. Anecdotal feeling that daylighting encourages jaywalking and should be limited.
 - ii. Naomi (636 Brooklyn Avenue Cooperative - Mutual Apartments): congestion and double parking on BK Ave are serious concerns for

- residents, esp. seniors and kids. Upset at lack of consideration and involvement of the Coop in the creation of the plan.
- iii. Catt: strong supporter of the bike lane; feels that biking is ‘gambling with my life’ on Kingston Ave. The north side of Eastern Parkway has a bike lane and is a breath of fresh air. Safety is everyone’s priority
 - iv. Rod (Board member, lives on Troy between Winthrop and Rutland): the Vehicle Crash Report form MV4 notes where crashes are most significant/deadly; across the district, highlights PS221 and IS391 (across from Lefferts/71st Precinct). Concern that the MV4 and Crashmapper Reports should not prioritize Brooklyn and Kingston above corridors like Bedford, Rogers, Nostrand, Albany, Schenectady. \$4.2B project over 10 years (source?).
 - 1. Kingston is still listed as a DOT Vision Zero priority corridor but still concerned that traffic and congestion spills over from the project to adjacent streets.
 - 2. Concern from Rod and others how this project got prioritized among so many other needs.
 - 3. **Chairman Norville agrees to follow up with DOT about how the decision to prioritize was made.**
 - 4. Andrew Magnus notes that capital improvements were also made along Schenectady in the last decade, at Empire and ENY.
 - v. Guest: stated that because Brooklyn Avenue and Kingston Avenue around Wingate Park are *so* wide, any narrowing could be considered here without changes to the rest of Crown Heights; felt that DOT should limit implementation only to the Wingate superblock.
 - vi. Guest: raised concerns about school buses bumping over the raised crossings nauseating schoolchildren.
 - vii. Guests: various concerns about water flow and flooding at the curb if crossings are raised- DOT would work with DEP to ensure geotechnical drainage. Rod says to do Geotech/hydraulic assessment. Several others felt that flooding and recent death on Kingston Av / Rutland Road should prompt a more in-depth assessment.
 - viii. Guests: Raised concern about ‘testing out’ the raised crosswalks in this area, which would be new for drivers. Others spoke that the raised crossings currently exist in Williamsburg and appear to work well there.
 - ix. Conversion from a protected to a conventional bike lane received applause to avoid bikes moving between parked cars and the curb, and the Chair noted that DOT would try to maintain all vehicle travel lanes.
 - x. Some public comments regarding the need to improve bus drop off and loading areas, and to accommodate deliveries.
 - xi. Guest: further raised concerns about (a) compatibility with large families, (b) increased incidence of angry drivers moving through red lights that have a pedestrian leading interval *because* of safety improvements for pedestrians/bikers.

- xii. Aaron: wants DOT to come back and get stakeholders to reach mutual consensus, otherwise the plan is an unwanted imposition on the community.
 - xiii. Yosef: students who walk to Beth Rivkah may conflict with the proposed bike lane; traffic and congestion with family travel negatively impacted; Brooklyn Ave is a hospital route; keep both lanes of traffic open and accommodate deliveries.
 - xiv. Yisroel (Paramedic): State that he, as a biker, was sometimes nervous to bike without safe infrastructure. Asked the committee how many bikes travel down these streets today? Feels the CB should say “no” to the entire proposal because a bike lane is not the solution to lack of enforcement to solve drag racing.
 - 1. Other concerns: currently, gridlock at Brooklyn and New York Ave at Empire every morning. Feels that, when cars can move, drivers will be less irritated and will be safer and more kind to bikers and pedestrians, anecdotally. Parkside Ave left turns and plastic bollards restrict traffic, and DOT should learn from the mistakes made at Parkside to avoid a similar fate here.
 - xv. Zev: A physician who stated that his DOT patient admitted the goal of the agency is to turn NYC into Amsterdam and remove as many cars as possible. Said that, as a biker, he feels bigger safety concern comes from electric scooters and mopeds rather than cars. Notes commuting from Manhattan and Downtown Brooklyn lack safe routes and ‘get hairy’ at times. Feels we should not be shoving the minority cyclists' opinions being shoved down the majority’s throat.
 - 1. Can safety be improved without bike lanes? Speed bumps on BK/Kingston
 - 2. On the Superblock: Reduce the street width, maybe even plazas, medians and bigger sidewalks on Kingston and Rutland.
 - 3. Get the DOT and schools to sit down with community and community leaders.
 - 4. Drag racing does not happen during the school day, and the schools are not occupying the building night.
 - xvi. Emailed feedback from Mattis: living near Kingston and Lefferts, strongly supports the bike lane on these streets.
 - xvii. Yisroel: the Community Board should say NO to the DOT and Mayor, as a representative of the community.
 - 1. Valerie / Felice: The Community Board will vote to send an update and letter to the DOT.
- d. Transportation committee debrief:
- i. Vadim: The current proposal is a bike lane to nowhere, but it's a safety improvement, nonetheless. When it was super dangerous to bike, only jerks would bike, because only daredevils would even consider it. Better infrastructure leads to better behavior, and more people sharing the streets.

- ii. Ethan: Despite our compromise position, DOT wants to keep the bike lanes.
- iii. KAM: We should say no to the entire proposal.
- iv. Andrew: split the proposal; targeted safety improvements around the superblock, and consider biking improvements on another north south paired street (like Troy and Schenectady)
- v. Rod: the eastern half of the district is forgotten
- e. **Vadim moves: a MOTION** for The Community Board to focus a traffic study for Schenectady and other avenues on the Eastern side of the district; focus on speeding downhill, school safety and access, come up with suggestions that are minimally intrusive, and present the recommendations to the community.
 - i. Seconded: Ethan
 - ii. Discussion: No set ‘vision’, but the committee can visit the area and see what elements are causing, in Rod’s words, disinvestment and problems’ everyday. Andrew noted it is hard for a small volunteer group to do a multi-corridor analysis, and that specific targeted areas would be appreciated, but Rod and community members could not give more specifics.
 - iii. Opposed: KAM
 - iv. Approved: All others [4]
- f. **KAM moves: a MOTION** For the Community Board to send a Letter to DOT that the community in attendance at the November meeting asked to reject the bike lane proposal in its entirety ~~[amendment (withdrawn): sharing that there is significant community concern, more than 50 voices against the process, the CB would like to continue to work with DOT for a safety, along with a more limited proposal around the ‘Superblock’ and raised crossings where permissible]~~
 - i. Second: Felice
 - ii. Discussion: Andrew questioned if it makes sense to send DOT a letter rejecting the entire plan and also send proposal Version 3 (approved October 2025). Valerie and KAM notes the letter should state that the committee, reflecting the community members who came to express their concerns, should be the priority.
 - iii. In support: KAM, Valerie, Ethan
 - iv. Oppose: Vadim, Andrew
- g. No modifications to the proposal version 3 (raised crosswalks) with sidewalk extensions around the superblock and bus loading areas at the Wingate campus school entrance. The earlier Version 3 proposal, with raised crosswalks and limited daylighting, will still be shared.

- Regular Meeting -

- 2. Approval of October Minutes (5m)
 - a. No action taken - deferred to December.
- 3. Washington Avenue Plan visual review and adjustment (20m)
 - a. Map plan discussed for Washington avenue, incl. Enhanced crossing, enforcement
 - b. Felice puts a motion to agreed upon map, and to send plans to the DOT
- i. Second Valerie, all others approved [5]
- 4. New business - None

5. Adjournment
 - a. Motioned by Chair Norville, Seconded Felice, adjourned 9:16 PM.