

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

Transportation Committee Meeting
October 22, 2025

Location: In-Person, CB9 Office

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

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

Attendance (Community Resident Members): Paco Abraham; Valerie Fleming; Calista DeJesus

Absent (Board Members): Vadim Gaboys; Hasaan Qazi

Absent (Community Resident Members):

Guests: Theresa Westerdahl, Matt Brumbeck (Lefferts Ave), Pearl Harmon (owner of Bike Life on Lincoln Road); Sean Harmon; Abigail Timm

I. Welcome/Greetings

- a. Meeting is called to order at 6:01pm. Members reintroduced themselves as part of the new board year. Roles and tenure briefly discussed.

II. Appointment of Committee Officers

- a. Positions up for election: Vice Chair and Secretary.
- b. Vice Chair Role discussed & candidates introduced
 - i. Andrew Magnus – returning committee member and recently became a full board member; works as an architect within MTA construction and development, emphasized active engagement and experience drafting motions; aims to continue building on past work.
 - ii. Felice Robertson – longstanding board and community leader; serves as liaison to the 71st Precinct, involved with Washington Avenue Block Association, and works at OATH; highlighted commitment to safety, community engagement, and unfinished transportation issues (e.g., Washington Avenue).
 - iii. **Vote Result: Andrew Magnus elected Vice Chair (3–2 vote, w/ 2 abstentions).**
- c. Paco Abraham volunteered to continue serving as Secretary. No one ran in opposition.
 - i. Discussion on best practices for minutes (brevity vs. detailed record, inclusion of guest names). Agreement that transparency was to be prioritized.

- ii. **Vote Result: Paco Abraham unanimously reappointed Secretary.**
- III. Approval of June and September Minutes
 - a. Review of past meeting minutes. Theresa Westerdahl notes that Andrew Magnus was a full board member already in June and minutes should be corrected. Also suggested that Vadim Gaboys was present in September and attendance should be corrected.
 - i. Later in meeting Theresa Westerdahl flags the September minutes did not include a ~1000-person petition opposing DOT's plan for protected bike lanes on Brooklyn & Kingston Ave. Chairman Norville notes that too can be added to the minutes.
 - b. Calista motions to approve the June & September minutes conditional on including the amendments as discussed. Valerie seconds. **Motion passed by unanimous consent.**
- IV. Follow-Up on Car Share parking Spaces (Ludlum & Sullivan)
 - a. Theresa Westerdahl flags that paint markings are still missing after two years & residents being ticketed/towed due to poor signage.
 - b. Chairman Norville said the board can forward the past letter. Valerie Flemming notes she had some success sending letters about missing bike racks directly to the DOT Commissioner.
 - c. Chairman Norville said he can send a new letter to make sure last requests didn't get lost.
- V. Public Comment – Lefferts Avenue Speeding
 - a. Guest Matt Brunck (resident, Lefferts Ave between Washington & Bedford) requested the committee's help to revisit a DOT denial of a speed hump request. He suggested that the block experiences frequent speeding due to its width & adjacency to Flatbush Avenue. He cited nearby plastic curbs that have been destroyed and a speed camera that has not yielded any clear data. He notes nearby blocks that do have speed humps and said he and local residents are seeking some sort of traffic calming.
 - b. The committee acknowledged this location as a long-standing issue, with group discussion about the block. Paco Abraham asked what the appetite was for changes to the street in search of traffic calming and if the large apartment buildings had a board that could also send letters to boost urgency. Ethan suggested they can push DOT for an explanation of why the speed hump request was denied and include the requests in broader requests for a district wide traffic calming plan.
- VI. District 9 Traffic Calming Plan
 - a. Kingston/Brooklyn School Safety Plan alternative
 - i. Chairman Norville gave a recap of the NYC DOT School Safety Plan for the area surrounding Wingate Park, along Brooklyn & Kingston Avenues. He notes the proposal aims to reduce speeding, improve pedestrian safety, and create safer access for students and cyclists. The plan would use daylighting, pedestrian islands, & protected bike lanes south of East NY Avenue. After previous committee and community feedback in 2024–

2025, DOT scaled back parts of the proposal—especially near Beth Rivkah School—to remove protected lanes directly in front of the school. September’s committee meeting included significant community opposition, including a petition with more than 1,000 signatures from local residents and parents opposing the installation of protected bike lanes near schools.

- ii. Teresa, Kurshid, Valerie, & Felice noted the large turnout of community members at last month’s meeting about this and asked to make sure the community’s opposition was reflected in the minutes and considered as formal input.
- iii. Paco noted that much of the opposition was concerned about the Beth Rivkah Yeshiva and potential conflicts of bikes and students by the school, yet the last version of the DOT plan already eliminated the protected bike lane on that block. He questioned if those who opposed the plan were aware of the new details in the design.
- iv. Valerie questioned whether DOT safety data distinguishes between crash times (school hours vs. off-hours) and asked if raised crosswalks or longer signal cycles could be more effective than bike lanes near schools.
- v. Chairman Norville clarified that DOT’s crash analysis shows most collisions occur at intersections, not mid-block, which supports use of raised crosswalks and daylighting to slow turning vehicles.
- vi. Andrew & Paco noted that DOT data consistently shows protected bike lanes reduce crashes and injuries, and that data-driven design should guide the committee’s recommendations. Andrew pulled up the neighborhood petition against the plan and noted how it stressed pedestrian safety and suggested narrowing the roadway was the way to achieve that result.
- vii. Kurshid expressed skepticism of DOT data and noted concern that protected lanes can cause conflicts between cyclists and pedestrians, especially where people exit vehicles or cross mid-block.
- viii. Members spoke of differing definitions of “safety” and who ought to contribute to the discussion whether it is just residents of the blocks or also people using the blocks. Some wondered if the committee ought to table the topic again. Chairman Norville emphasized the need for respectful dialogue and evidence-based decisions. With that, he suggested a plan B option to pitch.
 1. Replace protected bike lanes with conventional painted lanes and buffer zones. Add raised crosswalks at key intersections to slow turning traffic. Maintain daylighting and curb extensions for improved visibility. Explore speed cushions where appropriate (pending emergency route feasibility).
 2. Group discussion about this proposal raised concerns if raised crosswalks were even feasible because of the proximity to hospitals and emergency access.
 3. Chairman Norville makes a motion for the committee to adopt this non-protected bike lane version of the DOT plan. Felice seconds.

Five votes in favor with Paco being the sole vote against. **Motion passes by majority 5-1.**

- VII. Washington Avenue Project
 - a. Revisited previously approved safety improvements for Washington Avenue.
 - b. Committee to create a **map of problem spots and requested changes** (crosswalks, curb extensions, pedestrian safety). Andrew and Ethan volunteered to prepare the visual map for DOT in hopes of spurring them to give committee updates.
- VIII. Lincoln Road survey - Resident & bike shop owner Pearl asked for an update.
 - a. Chairman Norville recapped that the committee ran a community survey about traffic and street conditions on Lincoln Road during the summer. The purpose was to gauge how residents, workers, and visitors felt about congestion, safety, and traffic flow — not to advance any pre-approved plan or redesign. Results indicated some congestion, especially on weekends near Smorgasburg, but no majority support for any specific plan or traffic direction change.
 - b. Several residents voiced frustration that few locals knew about the survey.
 - c. Some participants felt the survey questions were “leading” or biased, focusing too heavily on congestion and negative phrasing.
 - d. Others noted that rumors about converting the street to one-way caused confusion and opposition, despite the committee never formally proposing that change.
 - e. Members debated the survey design and process and suggested it should have been drafted collaboratively by the full committee to focus on neutral language (e.g., “traffic flow” instead of “congestion”).
- IX. Boulder Placement for Traffic Calming, Lefferts Avenue between Flatbush & Washington
 - a. Committee members and residents reported **repeated incidents of cars mounting the sidewalk or cutting across pedestrian space** at the gas station’s corner. The area previously had granite boulders as deterrents, but recent sidewalk renovations seem to have removed the boulders and not returned them. The lack of **protective barriers** is making it unsafe for pedestrians using the sidewalk or crossing nearby.
 - b. Andrew Magnus makes a motion for the committee to send a letter to DOT asking for the boulders to be returned. Paco Abraham seconds. **Motion passes by unanimous consent.**
- X. New Business
 - a. Andrew Magnus makes a motion for the committee to send a letter to DOT asking for the agency to send the CB a milling & resurfacing schedule in advance, rather than just a few days ahead of time, so that the committee can better plan its safety requests. Paco Abraham seconds. **Motion passes by unanimous consent.**
- XI. Adjourn
 - a. MOTION - Felice Robertson made a motion to adjourn at 8:30p. Valerie Flemming seconded the motion. **Motion passed by unanimous consent**