

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

Transportation Committee
June 10, 2026

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

Attendance (Board Members): Ethan Norville; Andrew Magnus; Felice Robertson; Khurshid Abdul-Mutakabbir; Theresa Westerdahl; Isaiah Pecou; Zlati Mochkin

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

Absent (Board Members): None

Absent (Community Resident Members): Calista DeJesus; Vadim Gaboys

Guests: Eva Rippeteau; Julie Fissinger

CB9 Staff: Allison Henry, Community Associate

Agenda:

- I. Welcome/Greetings
 - a. The meeting is called to order at 7:03 pm.
- II. Approval of May Minutes
 - a. Review of past meeting minutes.
 - b. Chair Norville re-flags a typo in the May minutes that mention a correction from April's minutes. The word "Unanimously" had been misspelled and should be corrected, but the last note was autocorrected accidentally when trying to point it out.
 - c. Khurshid flags that the May minutes overlooked a concern about Rochester Avenue's traffic flow at Eastern Parkway. He asked for a bullet point to be added to the Rochester project's discussion which notes that a likely reason for DOT's data showing high number of crashes at this intersection might be because of poor signal timings that create a conflict between vehicles and pedestrians.
 - d. Andrew Magnus moves to approve the minutes with the typo corrected and Khurshid's correction added. Valerie seconds. **Motion passes by unanimous consent.**
- III. Chair Updates

- a. Ethan reported that he discussed the committee's Brooklyn Bus Network Redesign working principles with Anthony Drummond of MTA. Mr. Drummond indicated that the submission was more comprehensive than those received from other community boards. No timeline was provided for next steps in the redesign process.
- b. Ethan reported that DOT indicated Community Board 9 may receive its first raised crosswalk at New York Avenue and Rutland Road, potentially as a pilot project for the district. Although this location differs from those discussed during the board's review of the Brooklyn-Kingston School Safety Plans, where storm drain placement presented implementation challenges, raised crosswalks were included among the board's recommendations. DOT's plans for the Brooklyn and Kingston corridors remain under discussion.
- c. Ethan reviewed the feedback he got from the CB9 community fair in which he offered a survey to passersby about our working principles reply to the Brooklyn Bus Network redesign. He reported the feedback was largely positive, with the only questions being in response to community consultation about curb space usage and concern that MTA would only use the upper limits of the stop spacing we proposed. There was then a group discussion about the OMNY program and its flaws. Ethan returned to the surveys and said he will bring finished versions to the committee in September.

IV. Rochester Avenue Traffic Plan

- a. Khurshid restates his concern about the injury data DOT noted at Eastern Parkway & Rochester Avenue in their presentation.
- b. Group discussion was had about the reasons there may be pedestrian and vehicle conflicts there and if signal changes would help reduce the chance of injury.
- c. Khurshid motions to ask DOT to 1) re-evaluate the signal timing of the traffic lights at Eastern Parkway and Rochester Avenue 2) look to give pedestrians a dedicated phase for crossing that does not conflict with dedicated time for southbound vehicles turning off of Eastern Parkway 3) add additional signage to the intersection for all users to have more certainty of safe crossing times. Ethan seconds. **Motion passes by unanimous consent.**

V. Lefferts Avenue Traffic Calming

- a. Chair Norville gives an overview of the long standing request for safety enhancements on Lefferts Ave, between Washington & Bedford Ave. Though the committee has already sent a letter from the district office, he says DOT has expressed a desire to hear an official CB9 resolution on specific asks, with the knowledge that the current presence of a speed camera prevents the addition of

speed bumps that had previously been requested. He also notes that DOT is open to other speed calming measures too.

- b. Lefferts Ave residents Eva Rippeteau, her daughter, and Julie Fissinger all speak in support of improvements on this block.
 - i. Eva highlights that she's been asking for safety enhancements for years already and has spoken with electeds, the CB, the precinct, and DOT and none of it has been effective. She recently spotted cars driving down the pedestrian ramps of the gas station across the street and it reignited her desire for a change on the street.
 - ii. Eva's daughter says the speed camera is only catching problems after the fact and not doing anything to slow cars down.
 - iii. Julie describes the efforts as "so circular" and asks "what do we need to do to get attention." She goes on to say it feels like they're being penalized by having the current speed camera.
 - iv. The residents say they'd prefer to not have the speed camera and instead have at least two speed humps, which would mirror other blocks nearby that have the same configuration. Eva asks that in whatever the CB does "please just you could say implement intersection calming, traffic calming. I swear it's elsewhere. We see it around the city."
- c. Khurshid suggests that some of the speeding is from drivers coming south on Flatbush and making the left turn to Lefferts. He says there is "momentum of people coming down Flatbush and and seeing that green light and say, "I can get that and gunning it." He encourages a reevaluation of the traffic light at Lefferts and Washington Avenue so that drivers will not be enticed to speed by a long stretch of green lights.
- d. Andrew asks about DOT's reply to the previous letter CB9 sent in April that made a clear ask but left the specifics vague and he wonders if the lack of specific treatments in our request was an issue.
- e. In addition to the above, committee members and residents continued discussing potential measures, including
 - i. Removal of an existing speed camera and installation of two speed humps.
 - ii. Review and possible adjustment of traffic signal timing at Lefferts Avenue and Washington Avenue to discourage speeding.
 - iii. Installation of intersection-calming measures, including narrowing crossing distances through curb extensions/bump-outs.
 - iv. Replacement of bollards previously removed near the gas station adjacent to the intersection
- f. Discussion included differing views on whether the resolution should focus narrowly on speed humps and signal timing or include broader intersection-calming measures. Some members expressed concern that adding additional

requests could reduce the likelihood of DOT action, while others argued that intersection design changes were necessary to address pedestrian safety concerns.

- g. Motion is made to formally request that DOT remove the speed camera & install two speed humps/speed bumps. An addition (treated as part of the discussion and later incorporated) is added to also examine/retime traffic signals. Andrew offers an amendment to add intersection-calming measures to the proposed resolution, including consideration of curb extensions/crossing-distance reductions and replacement of bollards near the gas station. **Vote on the amendment** is approved, with one member opposed.
- h. During consideration of the above resolution, members debated the proper procedure for amending a motion. Questions were raised regarding whether amendments could be introduced after voting had begun and whether committee proceedings were required to follow Robert's Rules of Order in the same manner as the full board. To clarify the committee's intent, the Chair Norville agreed to restart the voting process and clarify.
- i. A final motion is made that recommends that DOT:
 - i. Replace the speed camera with two speed humps on Lefferts Avenue.
 - ii. Review and adjust traffic signal timing in the area.
 - iii. Replace bollards near the gas station where previously removed.
 - iv. Evaluate intersection-calming measures, including narrowing pedestrian crossing distances.
- j. **Motion passed by majority**, with four voting in favor and two voting against
- k. The committee directed that the item be advanced to the full board as a formal resolution. Members agreed that supporting maps and diagrams should be prepared to illustrate the locations of the traffic signals and proposed improvements before presentation to the full board.

VI. Bus stop blockage Troy and ENY (B12)

- a. Discussion about bus stop blockage by auto body repair shop at East New York Avenue and Troy. Community members noted the stop is blocked by perpendicularly parked vehicles that require the bus to drop off and pick up passengers in the street. General discussion that enforcement is not likely to de-escalate. People, including the elderly, have to walk into the street because of the mechanics work. Traffic is backed up down to Troy and into the intersection.
- b. Paco says that ideally camera enforcement (ABLE - Automatic Bus Line Enforcement cameras, are located on this route) would help, but the camera does not work if cars are perpendicularly parked on the curb or are missing bumpers. Paco suggests that perhaps the right approach is to ask the MTA to relocate the bus stop to avoid this conflict.

- c. Valerie suggests the CB should ask 71st precinct or community affairs to check into the auto body shop. Member Felice agrees and says she can bring it up at the next precinct community council meeting. Paco says he will send images of the situation to Felice.

VII. New Business:

- a. Teresa Westerdahl states that carshare paint is still in parking spots that have been abandoned and neighbors continue to get tickets despite the signage being incorrect.
- b. Teresa also comments that the bike lane project at Flatbush Avenue and Ocean avenue is currently hazardous because of the limited sidewalk space offered during construction. She requests a sign for cyclists to dismount and says she witnessed a collision at the on-ramp that required ambulance services.
 - i. Ethan moved to request that DOT install temporary "Cyclists Must Dismount" signage in the construction area. **Motion passes 4-1.**

VIII. Old Business:

- a. Member Robertson requests a sign for Washington avenue as part of traffic calming, Chair Norville says this is old business and still ongoing, no additional action is taken.

IX. The meeting was adjourned at 8:35pm.