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

Transportation Committee
May 13, 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

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

Absent (Board Members): None

Absent (Community Resident Members): Vadim Gaboys

Guests: David Kupferberg (NYC Passengers United)

CB9 Staff: Allison Henry, Community Associate

Agenda:

I. Welcome/Greetings
   a. The meeting is called to order at 7:09 pm.
   b. Chairman Baptiste thanks the committee for its continued service.

II. Approval of April Minutes
   a. Review of past meeting minutes.
   b. Chairman Norville flags a typo in April minutes under items 7-F-i… the word "Unanimously approved" has a typo. It should read "Unanimously approved."
   c. Teresa Westerdahl notes the minutes reference a letter that was sent out by the district office and asks if CB9 has any formal system for sharing letters that have gone out to agencies. Group discussion about best practices for sharing CB correspondence.
   d. Andrew Magnus moves to approve the minutes with the above typo corrected
      i. Roll Call vote. 6 out of 7 approve with one abstention. **Motion passes.**

III. DOT Street Improvement: Rochester Avenue between Fulton Street and East New York Avenue
   a. Chairman Norville presents a summary of a DOT plan previously presented to CB8 in June of 2025. It includes painted neckdowns, enhanced crossings, loading

zones, and turn calming treatments and is set for installation in coming weeks. A few intersections affected do fall within CB9, prompting committee review. Conversation included -

- Crash statistics, and consideration of Rochester as a Vision Zero priority corridor (which it is)
- Questions about Rochester as a truck corridor (which it is not)
- Concern about safety of the painted neckdowns. Teresa and Valerie discuss it potentially being a false sense of safety and that "paint is not enough". Paco agreed that "something physical" would be better.
- Felice references the similarity in design of Rochester Avenue with Washington Avenue, which the committee long ago requested DOT provide safety enhancements for. Valerie asks if the committee can again follow up on the existing request to DOT. Andrew agrees and asks, "Where are we with Washington Avenue?" Ethan says DOT has our request and the ball is in their court.
- Andrew asks if this Rochester project was an internal project of DOT or if it was the result of a specific request by the community or elected officials.
- Ethan says we do not need a vote necessarily on this project as the information was simply given to CB9 for awareness it is proceeding, but he reminds the committee he has asked DOT to show up in the meeting and address this corridor, along with last month's request for details on school safety speed limit changes proposed, and the long standing request for safety enhancements to Washington Avenue.
- Felice reads correspondence from board member Rod Herbert which flagged concern with DOT decision to advance new school slow zones on Kingston and Rutland Road, as well as a school safety project on Brooklyn and Kingston Avenue (only one of which is a vision zero corridor) ahead of any speed limit changes near two schools, M.S. 061 Dr. Gladstone H. Atwell & P.S. 221 Toussaint L'Ouverture, both of which sit on Empire Blvd, which was already identified as a Vision Zero Corridor.

IV. Review Brooklyn Bus Network redesign, determine district needs and redesign framework

a. David Kupferberg from NYC Passengers United offers a general assessment of the current Brooklyn Bus redesign plan on the table from the MTA. He leads a group discussion about elements which he and his colleagues oppose in the proposed changes. A broad-ranging conversation noted concerns with the lack of any 24-hour east/west route in CB9, that many bus stops don't have shelters or comfortable infrastructure, and there are concerns with the terminus of the B16 and the wait time for the B44 on weekends.

b. Chairman Norville leads the conversation to a consensus with several guiding principles and committee votes on each idea.
    i. Chairman Norville moves to propose a standard for the MTA's bus redesign where they optimize for overall travel time rather than just bus speed. Calista seconds. No opposition and so the motion passes by unanimous consent.
    ii. Andrew moves that the MTA makes bus stop environments more pleasant and enhance the pedestrian experience so that any route changes should come in tandem with infrastructure improvement (i.e. seating, shade, lighting etc.) Paco seconds. No opposition and so the motion passes by unanimous consent.
    iii. Ethan moves that the MTA provide our district with a true east-west route, running 24 hours a day (i.e. the to-be-created B10 running along Empire Blvd is not sufficient if its hours are only 6a to 8p as currently planned). Paco seconds. No opposition and so the motion passes by unanimous consent.
    iv. Ethan moves that the MTA aims to balance the frequency of service across the district. Calista seconds. No opposition and so the motion passes by unanimous consent.
    v. Andrew moves to prioritize subway connections over bus-to-bus transfers (i.e. having the B16 termination at Utica Ave to connect with the B46 is less useful than extending it to the Sutter Avenue–Rutland Road station served by the 3 train. Paco seconds. No opposition and so the motion passes by unanimous consent.
    vi. Ethan moves that the MTA set a hard cap of 1200 feet between subway stops (approximately six street-to-street lengths) with a preference for 1000 feet or less between stops (i.e. removing the B48 bus stop at Washington/ Sullivan adds 250 feet between bus stops). Andrew seconds. No opposition and so the motion passes by unanimous consent.
    vii. Paco moves that the MTA & DOT consult with the CB about new uses for any curb space made available by the removal of bus stops in the redesign. Ethan seconds. No opposition and so the motion passes by unanimous consent.

V. New Business

a. Paco inquiries about the long stretch of time between committee votes and next steps by the executive board and/or district office. The committee discussed how to ensure items do not get lost in the mix and that existing spreadsheets are updated. Ethan agrees to let the committee know when relevant letters have been sent out to agencies. Andrew and Valerie note adding a column for turnaround time on spreadsheets would be wise and help show transparency of communication, such as a 60 day (~2 meeting) stretch for updates.

VI. The meeting was adjourned at 8:56pm.