

**BROOKLYN COMMUNITY BOARD 6
TRANSPORTATION/PUBLIC SAFETY COMMITTEE
FEBRUARY 21, 2013**

ATTENDANCE:

D. ABRAHAM	E. ANDERSON	J. ARMER
W. BLUM	M. CHIRICO	D. DECOSTANZO
D. GIULIANO	S. LONIAL	E. MCCLURE
A. MCKNIGHT	T. MISKEL	M. PETTIT
R. RIGOLLI	M. SILVERMAN	R. SLOANE

EXCUSED:

G. REILLY

ABSENT:

J. COHN	D. GORDON	K. KRASE
J. THOMPSON	M. VERRET	

GUESTS:

C. HRONES – REP. FROM DEPARTMENT OF TRANSPORTATION
M. BLAKELY – REP. FROM DEPARTMENT OF TRANSPORTATION
J. SZENDE – ATLANTIC AVENUE BID
M. PURYEAR L. SCHINDLER

*****MINUTES*****

Meeting called to order at 6:40pm.

Presentation and discussion with representatives for the Department of Transportation on a proposal to implement the PARK Smart program along the Court and Smith Street corridors, between Atlantic Avenue and Sackett Street in Cobble Hill.

The presentation was made by Chris Hrones and Manzell Blakeley on the proposal to implement the PARK Smart program.

- CB6 has also seen and approved previous versions of the PARK Smart program in Park Slope.
- This was brought up by a need for more vehicle turnover – suggested by Charlie Sahadi and Sandy Balboza. DOT also met with over 100 merchants in the study area and has the full support of the Atlantic Avenue BID.

Proposal - to extend meter time limits to 2 hours in entire project area.

- Provide loading zones
- Begin progressive rates for meters
- Data collected found high usage with very little available parking and long average durations (at times nearly 2 hours.....which means some are parking for 4-5 hours, balancing out those who only park for a few minutes).

Progressive Rate Structure – the longer you stay – the more you pay.

- Wants to preserve low hourly rate for those who turn over spots often.
- Encourages people to only park as long as they need to rather than hog spots all day.
- 2 hour limit:
 - \$0.25 for 15 minutes
 - \$0.50 for 30 minutes
 - \$1.50 for 60 minutes
 - \$2.50 for 90 minutes
 - \$4.00 for 2 hours

Implement in Spring and will evaluate program over the year and report back to the committee.

Q & A:

Q. Only a few commercial blocks south of Sackett Street on Smith Street – why extend now?

A. Rather do it in smaller chunks now, then expand.

Q. Already some people are willing to feed meters, won't that encourage residential spots being used?

A. Yes, but it's already hard to find spots on residential blocks. In Park Slope, it had little impact.

Q. Placard parking. What percentage is that the problem?

A. This can't directly solve that. It's based on motorists following the laws.

Q. Where were surveys done?

A. On Court and Smith Streets and in tandem with Josef Szende of the Atlantic Avenue BID. Not that many merchants attended the open houses unfortunately but there was a heavy effort made by DOT to outreach. Lack of "outrage" suggests businesses may be willing to try.

Q. Thank you for holding open house. Did businesses ask for this or did DOT suggest?

A. Atlantic Avenue BID came to DOT but Court/Smith Streets are adjacent corridors of business.

Q. Signage and enforcement are vital to loading zones.

A. Agreed. In fact, businesses were already making their own zones...or double parking.

Q. Where do you expect off street parkers?

A. There are several lots nearby and it could encourage less unnecessary parking/driving.

Q. As a committee, we have not heard any complaints of Park Slope PARK Smart. When you come back, please compare Park Slope vs. this area's progressive rates

A. That is not permanent and in other areas where community wants it changed, they did. We could adjust accordingly here too.

Q. Meter sensors in the spots? Piloted in the Bronx?

A. That system is not yet finalized so we have not used it here yet.

Q. What will you do to let motorists know rates have changed?

- A. 1. The rate plate makes it legible.
2. Branding on meters – yellow band on top of meter.

Eric McClure moves that the committee recommend full support of the proposal if DOT comes back to report measurements of success.

MOTION PASSED: UNANIMOUSLY

Update and presentation from representatives for the Department of Transportation on the department's Atlantic Basin/Red Hook Greenway project.

The presentation was made by Ted Wright from DOT.

- Worked with Port Authority and Economic Development Corporation to get access to the Atlantic Basin.
 - Waterfront has seen major changes.
 - Brooklyn Bridge Park, Pier 6 has more than 1000 weekend pedestrians and more than 300 weekend bicycles
 - After many (400-500 people) workshops, DOT created 24 capital projects and some implementation plans.
 - Van Brunt Street will be open next summer with a redesign.
 - Kim Rancort, project manager
1. Access to Atlantic Basin
 - Gate at Verona Street
 - Gate at Pioneer Street
 - Greenway will cement public access to Basin
 - Path along fence line, tree-lined
 2. Summit Street and Imlay Street
 - Low vehicle volume and close to water. Cyclists already enjoy using it.
 - Imlay is only 30 feet wide and two-way. Proposing it to be one-way. Northbound, as a 19 foot combined parking/loading/moving lane with a 3 foot buffer and 8 foot – two-way bike path.
 3. One way conversion could pull some heavy volumes off Van Brunt Street and offer other connections. Summit Street – east bound, Imlay Street – north bound, Pioneer Street – east bound, Conover Street north of Sullivan Street – north bound.

Sharrow treatment – King Street – west bound, Sullivan Street – east bound.

Community interest also in making Van Brunt Street as a complementary bike route to the recreational route on the water's edge. Van Brunt is narrow and would only get sharrows similar to 5th Avenue in Park Slope.

Q. Van Brunt – trucks, school buses, make it dangerous?

A. We see it as an opportunity to better frame the existing conditions which already have cyclists. This could lay claim to an improved street as neighborhood continues to develop. (Imlay). It is little impact to drivers on Van Brunt but lets them know bikes may be there.

Q. Van Brunt has truck volume, bus route. Think it's dangerous to mix bikes. Could create conflict. Van Brunt has destinations that make cyclists want to use it.

A. If we signed route at Summit, it could encourage families and less strong riders to only use Greenway Path.

Q. Bikes will use Van Brunt regardless, so let's sign it properly.

Q. Route inside Basin – is there actual water access? Why not?

A. Agreed but EDC does not yet want a permanent route right to the water.

Q. Another person mentioned Van Brunt will still be used by riders. Add the sharrows.

Q. Lighting. Imlay gets desolate.

A. Good point. We'll talk to street lighting people.

Q. Reinforce riders will still use Van Brunt. It needs sharrows.

Q. Bike Share near cruise ship?

A. Some ships offer tours supposedly.

Q. Any way to green the Greenway route? It still looks like biking through a plain parking lot. Follow up Q – perhaps work with EDC to improve access so it's not just a parking lot.

DOT recommending Conover Street – one way North of Sullivan or perhaps all of Conover, if Community Board wants it.

Bill Blum commented that one-way Conover – northbound makes perfect sense.

Q. Are you presenting to Red Hook?

A. We'd be happy to present.

Q. Implemented when?

A. Summer 2013

Bill Blum moves to support implementation of proposal. Marilyn Pettit seconded the motion and asked DOT to further evaluate one-way north bound conversion of Conover, sharrows on Van Brunt and further study Reed and Beard as one way conversions.

Eric McClure moves to approve the minutes of the previous meeting and Bill Blum seconded.

Q. Roger Rigolli asked about dangers at the merge of Hamilton to Hicks Street in Red Hook.

A. Chris Hrones at DOT will look into it.