

**BROOKLYN COMMUNITY BOARD 6
TRANSPORTATION & PUBLIC SAFETY/ENVIRONMENTAL
PROTECTION/PERMITS/LICENSES COMMITTEES MEETING
APRIL 21, 2011**

ATTENDANCE:

J. ARMER
J. COHN
H. LINK
G. REILLY

W. BLUM
N. COX
T. MISKEL
R. SLOANE

S. BURZIO
J. LEVIN
R. OBERLENDER

EXCUSED:

D. ABRAHAM

R. RIGOLLI

ABSENT:

D. GIULIANO
V. MILNE
J. THOMPSON

J. IGNERI
M. MURPHY
M. VERRET

A. MCKNIGHT
L. NAPOLITANO

GUESTS:

E. MCCLURE

Update and presentation from representatives for the Department of Transportation on the final design and construction plans for enhancements to the Grand Army Plaza area.

There will be no changes to the design. The parking protected bike lane on Plaza St will not move forward at this time.

The 4 primary goals in the current project

- 1)Shorten Pedestrial Crossings
- 2)Add Pedestrial Crossings
- 3)Reduce vehicle conflict
- 4)Add connections to the park for Bikes

Schedule for construction:

June 6 -concrete work will begin at night.

July- new island construction and new signal installation, day and night.

August- all concrete work complete, begin milling and paving at night.

Discussion:

CB6 is very disappointed that the bike lane will not move forward.

Transportation Committee proposes pervious pavement in the pedestrian accessible area.

Transportation Committee asks that the noisiest work be done earlier in the evening than later.

DOT responds that night work takes place for worker safety. The statue of Lincoln will come to GAP from the concert grove.

Transportation Committee asks if traffic cameras can be installed @ GAP.

DOT responds that traffic cameras are in limited number.
Transportation Committee asks if the street markings can be repainted on Union St.
DOT responds that repainting must wait for repaving.

Presentation and discussion with representatives for the Department of Transportation on the findings from their Brooklyn Streetcar Feasibility Study, which studied the possibility of providing streetcar service within Red Hook with a connection to Downtown Brooklyn.

Funds from Congresswoman, Nydia Velazquez supported the study. The full report is on the DOT Website

Key points:

- Red Hook is a very transit dependant area 81% of households do not own vehicles.
- The streets are very narrow and cannot support 2 way streetcar transportation, as well as, bicycle lanes and 2 way vehicular traffic.
- Improved bus transportation is offered as an alternative.

CB6 expressed disappointment

Blum: Are buses really cheaper than a streetcar?

Armer: Is DOT committed to improved surface transit offered as an alternative?

Transportation Committee asks about differences in bus capacity and streetcar capacity

DOT answers: Buses have a capacity of 80 people vs. 200 person capacity in streetcar.
B61 bus will be considered for real time reporting (where is the bus). It is next in line after Staten Island buses.

Transportation Committee asks that:

1. MTA board move forward on addressing transit inequity in Red Hook.
2. Transportation Committee asks for a comprehensive Red Hook transit plan.
3. Transportation Committee asks for alternative bus schedules @ peak times, making every other bus a truncated run.
4. Transportation Committee asks if a speed bump can be installed on Hamilton Avenue to slow traffic for pedestrians.

Red Hook Waterfront will stay a working waterfront for a while.