

**COMMUNITY BOARD 9
890 NOSTRAND AVENUE
BROOKLYN, NY 11225**

**MINUTES OF THE COMMUNITY BOARD MEETING
HELD ON MAY 20, 2014
MIDDLE SCHOOL 61 AUDITORIUM
400 EMPIRE BOULEVARD, BROOKLYN, 11225**

Members Present

Amy Albert
Pastor Robert Ambrose
Fred Baptiste
Warren Berke
Michael Cetera, AIA
Veta May Clarke
Josette Coicou-Brioche
Shirley Dor
Shelia Foster-Golding
Rabbi Jacob Goldstein
Tessa Hackett-Vieira
Sylveta Hamilton-Gonzales
Myra Holmes

Members Present

Laura Imperiale
Maurice Jean-Baptiste
Demetrius Lawrence
Frank Nicholas
Rosemarie Perry
Gerald President
Diana Richardson
Chanina Sperlin
Rabbi Joseph Spielman
Yvonne Straker
Timothy Thomas
Evelyn Williams

Members Absent

Stuart Balberg
Simone Bennett
Rev. Phyllis Brown - sick
Aldith Clarke
Edmund Fanning
Theopia Green
Rabbi Nochum Gross
Aron Hershkop
Ruby Hodge - sick
Brenda Hutto-Lucas
Daniel Ingvaldstad
Samuel Marmulzsteyn – sick
Dwayne Nicholson
Mary Rollerson-Blackett
Roosevelt Rose
Brenda Scott
Victoria St. Clair
Jacqueline Welch

Elected Officials/Agency Representatives Present

Arna Lipkind – Hon. Darlene Mealy
Charles Jackson – Hon. Yvette Clarke
Levi Halberstam – Hon. Karim Camara
Kristia M. Beaubrun - Hon. Laurie Cumbo
Brian Cunningham – Hon. Laurie Cumbo
Zulema Blair - Hon. Kevin Parker
William H. Boone - Medgar Evers College

PUBLIC SESSION:

Consider application submitted by Mr. Earl Crookendale to the NYS Liquor Authority for the renewal of the on-premises license for the sale of Liquor, Wine and Beer at Albany Manor, Inc., 585 Albany Avenue, Brooklyn, NY 11225.

Chairperson of the Public Safety Committee, Rosemarie Perry addressed the Board. On May 1, 2014, the Public Safety Committee met with Mr. Earl Crookendale and his nephew, Dain Crookendale. They came before the committee with an application for the renewal of a Liquor, Wine and Beer license. Also in attendance was Sergeant Alfred Kelley from the 71 Precinct, who provided an incident report for the past thirty-six months, from 2012, 2013 and 2014 to date. The application is noted by District Manager, Pearl Miles as incomplete. Earl and Dain Crookendale completed the application at that meeting. In addition the incident report provided by the 71 Precinct provides a report on open incidents, meaning that they are still under investigation or open because they could not be solved due to someone not pressing charges, or not being able to be notified. Also,

there were a number of charges that were closed that were serious criminal offenses. The committee asked a series of questions of the manager, Dain Crookendale, and the owner Earl Crookendale regarding the incidents to find out if first they were aware of the incidents that were occurring inside the cabaret or outside of the cabaret, because they were occurring in both locations. Both Earl and Dain Crookendale responded that they were not aware of these incident reports and they have security inside of the cabaret, if these incidents had occurred they would have known about them. They also mentioned that the incidents that were reported that occurred outside of the establishment were because of other establishments across the street not theirs.

We then focused our questions to Sergeant Kelley and asked if he knew anything about the incident report, if these were up to date. Sergeant Kelley said that he was responsible for putting the report together three weeks before the meeting. The detectives involved in these cases inform the proprietor of an establishment when there is criminal activity on reports in the precinct. Sergeant Kelley also reported that there was a decrease in the number of incidents recently at their establishment however; there is an excessive amount of criminal activity occurring on a consistent basis for thirty-six months.

The committee then went back to Mr. Crookendale, Dain and Earl and asked if they were doing anything to remedy the situation, if they wanted to talk about some of the issues they were experiencing, or anything that they could add for clarification. Both Mr. Earl and Dain Crookendale said that they were not aware of any of these incidents and any incidents that were occurring were not their fault, it was because of the other establishments across the street.

The committee voted and unanimously decided not to support the application for the Liquor, Wine and Beer license.

Chairman Rabbi Jacob A. Goldstein provided the applicant, Mr. Earl A. Crookendale, an opportunity to make a statement.

Earl A. Crookendale: I don't know anything about those incidents; I was there for twenty-four years. I never knew about any shooting or fighting in my club. I don't know where these incidents come from. It's always a police presence outside of my club, and they never notified me of any wrong doing. Twenty-four years, I'm there I have never have any shooting, I never have no stabbing, nothing, So, I think it is very bad do not to renew my liquor license because I don't have no problems in my club. I have been there twenty-four years; why won't they renew my liquor license? I haven't done anything wrong, I haven't done nothing, so why won't they renew my liquor license, it's not fair.

Chairman Goldstein: We are not in the position of renewing your license, we gather facts, we are going to take a vote as to whether we should support your application. It will belong to somebody else to either approve or disapprove based on the recommendation.

Earl A. Crookendale: But I haven't done anything wrong, I have been there for twenty-four years. I never had no shootings, I never had no nothing, why don't they want to renew my liquor license, I haven't done anything wrong.

Chairman Goldstein: Thank you very much sir, we appreciate that, we've heard you. Does anyone else want to comment on this matter? Please tell us who you are.

Dain Crookendale: Hi, I'm Dain Crookendale, the manager of the club. And we don't have no fighting, no shooting. We have cameras in our building, we have cameras outside the building plus we have police outside the building every time we have a party. The new club across the street, if you go and check the records, they

have problems all the time. We are only open on Fridays and Saturday so, no problems by our club. I don't see why you don't want to give him his liquor license, twenty-four years. It doesn't make no sense.

Chairman Goldstein: Let me restate what I just said again, we are not the issuing authority for licenses. We are the authority here as a Board to take a vote tonight as to whether we recommend approval or not. It is somebody else who is going to dealing with that, and you will be able to state your case to the next authority, whoever issues licenses. Is there anybody else on this matter?

Consider application submitted by Mr. Winston Williams, owner of ACE-VIP Transportation, Inc., to the New York City Department of Transportation, Inc., for the authority to operate a new commuter van service in Brooklyn; area of service includes a portion of Community District 9, specifically, Utica Avenue going north to Fulton Street.

District Manager – Pearl Miles: Good evening everyone, I met with Mr. Williams, who is the owner for this new company. Mr. Williams is not a stranger to Community Board 9; he also has another van service called BlackStreet Van Lines, and we just approved them last year 2012, I think. We've never had any problems with Mr. Williams and his other company; his same company can have different routes within the same geographic areas. He has a new company which will be doing the route that encompasses the blocks from Utica Avenue all the way to Eastern Parkway on Utica, that's within our district. Barring any other comments regarding Mr. Williams, I recommend that we support the application.

Chairman Goldstein: Thank you Pearl, is there anybody in opposition, anybody who wants to speak about this matter?

Winston Williams: Good evening everyone, I currently have another company by the name of BlackStreet Van Lines which I have been running since 2001. I have no incidents and the situation that came about, I got approved before by Community Board 9. When I got approved, I put in an application for about twenty vehicles. I currently have ten and filled up all the spots that were available to affiliate. However, I had more employees that wanted to be able to drive and through going around the neighborhood, I came to find out that there are other parts of the neighborhood that people needed transportation to go to downtown Brooklyn. Whereas I geographically map out the area where it consists of practically having the same authority in the current one that I have, but I wasn't able to do it with this one company, I had to have another company to start it, since it overlaps the same area. And what came about is that I formed ACE-VIP, hoping that the other employees that would like to join the company, who were not able to join the current one which is BlackStreet, I'm moving them to ACE-VIP hopefully to employ them there to be able to move people from East New York, Crown Heights and Bedford Stuyvesant to downtown Brooklyn.

Chairman Goldstein: Just wanted to add that we only have a small part of it, so we are voting on our part. He has to make presentations to other community boards. Our vote is just from Eastern Parkway to Empire Boulevard. Does anyone have any questions or comments?

Community Resident: What is the specific route? **Winston Williams:** The specific route will start from Kings Plaza running along Ralph Avenue. That's eastbound Flatlands to Remsen, down Remsen to Utica Avenue, down Utica Avenue to Fulton Street, Fulton Street down to Livingston and Jay Street.

Chairman Goldstein: That's a lot of community boards, and a lot of meetings. You're touching a lot a whole lot of boards, Good Luck.

Ms. Nancie Katz will inform the community about Seeds in the Middle's new Farmers' Market locations in the District.

Chairman Goldstein: This is Nancie Katz, if you don't know who she is; she is one determined person to help people. In our case, various people kids even adults with their diets and meals. Nancie, it's always a pleasure.

Nancie Katz: I was just telling the Rabbi that I am looking for kosher vendors for our farmers' market. We are on tonight for several reasons; we are Seeds in the Middle. We are a small not-for-profit; that was born in P.S. 91 with Mr. Long right there, who is now retired. He is going to get on a bicycle and try to ride twenty miles to raise money for our farmers' markets. We opened our first one in Crown Heights; most people know it's on the corner of Albany and Lefferts. And then we have these beautiful farmers who offered to come on Fridays as well and with the Parkside Committee, we decided to put it at Parkside Plaza.

Today, we just got approvals for our WIC FMNP – Farmers' Market Nutrition Program permits, for both Thursday and Friday. We're adding a Saturday market, we hope Prospect Park at Empire and Flatbush the beautiful little entry across from the Botanical Gardens. And we also have an invitation to Bed Stuy to open one there. We are working on a very innovative proposal to the State, which is a little bit troublesome because the reason you don't have farmers' markets out here is because farmers won't come out here. Because they don't think they are going to make money and it's very expensive for them to come from their farms and sell, even in the city.

We are trying to come up with an innovative solution where we would hire local residents. They would be trained they, they would shadow the farmers at the bigger farmers' markets, they also may even visit the farm and they would sell for the farmers in our neighborhood. It's great we create a job, they invite everybody from the neighborhood to come and we get more products sold for farmers. We are trying to convince the state to approve it, so that we can accept WIC FMNP and EBT there. It's a new model and it's a little bit tricky, so it's something we are working on. For that reason, we have had a petition up; we have no funding of course so we had a petition, Tim put up a petition for us, for the farmers' market online, where you can sign and say that you support the farmers' market. We are not even asking you for any money, we are just asking you to sign it.

You can go to Seedsinthemiddle.org and get links to these different things or you can email us at info@seedsinthemiddle.org. I just put up a website today called youcaring.com. with Seeds in the Middle, that features Mr. Long. He was in the Daily News and on News 12 and he is inspiring a lot of people because he is 340 pounds and he is going to get on a bike to get fresh food in the same neighborhood he grew up in, which didn't have any fresh food. Which is part of the reason he is 340 pounds, right Mr. Long? He is our poster boy and I am trying to get him on national TV. because he is quite an example. Come up Mr. Long; tell everyone what you told the reporters. Mr. Long was principal at P.S. 91 right here at Albany and East New York Avenue for eighteen years. I met him because I was covering education for the Daily News and he was exemplary, we have a famous story together.

Solomon Long: As I told Nancie, most of the weight is water weight. I'm water weight and muscle. For the children, Seeds in the Middle was started about five years ago in P.S. 91. And it started out getting programs for children like arts, music things that we didn't have in the schools and it blossomed into getting healthy. We found out that this neighborhood Crown Heights has one of the highest rates of diabetes in the country. So we had to do something about getting our children healthy, teaching how to sell healthy foods, how to eat healthy foods and where they come from. And it just blossomed into me riding a bicycle.

Nancie Katz: Seeds in the Middle was named by Mr. Long's fourth graders and our Hip to be Healthy market which inspired the farmers' market. We opened a market with children at P.S. 91, it was so mobbed that I was

hauling vegetables from Borough Hall, that we said we better open a farmers' market. That's where our farmers' market came from, because the idea is that we are empowering the kids in the schools themselves to create their own healthy environment and we are integrating it into curriculum. So that they are growing food, they are marketing at their own little Hip to Be Healthy markets. Chefs are coming in to do Chef Night; some schools might be familiar with those. Our pilot school now is P.S. 221, his sister school and we started soccer. Now we are going to start a basketball program so that there are fitness options for the children as well.

In fact the NYPD is going to join us on June 26, when we open the Crown Heights Farmers' Market on Albany and Lefferts, Hamilton-Metz Field to play basketball with the community, so that we get people to come to the opening day of the market there on the 26th. The flyers for basketball are in the back, we have a soccer program starting at ages three going up, it has been amazing. Most of our coaches are volunteers so that we can keep the price very low. We have a lot of volunteers coming in to this community, both through the farmers markets; the whole program is built on volunteers.

The thing is, I put up a site today on youcaring.com that says "Go Mr. Long!" and you can pledge on him. The big thing is, you can bet on how far he can make it and if you win, you get a free lunch with him, based on a gift certificate from restaurants that support us. You get a free lunch and a bet on Mr. Long. If you would like to ride with us it's TourdeBrooklyn.org. and then you just contact us, we will do a sign-up in the back. If you want to ride with us, it's going to sell out pretty fast, so let us know. They saved us slots for one hundred riders, we've got about eleven, we will take everybody, it's only twenty bucks to sign up and we can make a statement. The bike ride actually goes through Crown Heights and Flatbush, which by the way has no farmers' markets, we would like to open one there. Its break is at Canarsie Pier, for those of you who know Canarsie.

A couple of other quick things, I know you have a lot on your agenda. We started as an education program; we started to create a model Hip to be Healthy school. We could show that kids could learn at the same time as eating healthy and growing food. We started at P.S. 91 and finished the model at P.S. 221, I'm trying to get funding to replicate and continue. But the bottom line is that P.S. 221 and also P.S. 161, I think Mr. Baptiste is here somewhere, are schools that we've done programming at. Actually, the P.S. 221 kids worked with P.S. 161 kids to grow a garden there.

Both P.S. 221 and P.S. 161 both applied for pre-k seats and were denied two classes of pre-k, even though they have people on waiting lists, wanting to go in to their school. Both of them have charters moving in, I don't know if that's the reason or not, I'm not going to go there. But the point is that we have a petition going to show community support to show that they want to allow those Pre-K seats. They have the room and they have excellent teachers and they have excellent leadership. They actually have a waiting list, so if you would like to support those schools by signing your name on these petitions we have one online and also we'll have it in the back there to show the chancellor that they should get these Pre-K seats. I think each of them asked for two classes of thirty-six, and there is a very high need and we are not quite sure why they were denied. I think Ms. Kirkland told me that it might be that one of the electric sockets did not have a cover on it, that was one of the reasons that I heard. I don't know why these things are, but the point is that if you want these pre-k seats in your community you got to speak up because that's what everybody else is doing, who's getting them.

Chairman Goldstein: It's great to see this vigorous push and Mr. Long has gone from Principal Long into a great inspiration for that. For those of you in the community, that want to fix your bikes there is a guy on Empire Boulevard a block and a half from here that would be more than happy to fix your bikes if they go down, he's open on Sundays, right Tim?

The Department of Transportation will make a presentation on proposed safety and mobility improvements to Franklin Avenue from Atlantic Avenue to Empire Boulevard, improvements to Franklin Avenue from

Atlantic Avenue to Empire Boulevard, improvements include widened parking and travel lanes, a dedicated bicycle lane, loading zones and improved vehicular flow. These proposed improvements are based upon community from a workshop held on Wednesday, April 2nd 2014.

Nick Carey: Hello everybody, my name is Nick Carey; I am from the Department of Transportation, Division of Traffic and Planning, thank you for having me. I am here to talk about some proposed transportation improvements to Franklin Avenue. The background is, in 2011 the Crow Hill Community Association submitted a request for a bike lane on Franklin Avenue south of Atlantic Avenue. Their letter included a petition with over three hundred signatures. Last year, Assembly Member Mosley sent us a letter requesting that we look in to possibly making some transportation improvements to Franklin Avenue because, his office had received a lot of complaints about congestion and friction between cars, cyclists and buses along the corridor. Last month we held a community workshop to help identify some of the big transportation issues facing Franklin Avenue. The goals of the project are to increase safety, mobility and connectivity for all roadway users. Whether you're on foot, on a bike, or you're on the B48 bus or you're driving. So the limits of the project are Franklin Avenue between Atlantic Avenue and Empire Boulevard. But tonight I will be speaking only about the portion within Community Board 9, between Eastern Parkway and Empire Blvd.

One of the interesting things about the workshop we found was that many of the transportation issues that face Franklin Avenue are so different north of Eastern Parkway versus south of Eastern Parkway. Just because there are such different neighborhoods with such different land use and issues. But if you are interested in the Community Board 8 portion north of Eastern Parkway, we are giving another presentation next week at the Community Board 8 - Transportation Committee, at 727 Classon Avenue at about this time. So before I talk about what happened at the workshop, I just want to briefly mention the typical existing conditions on Franklin Avenue right now. It's a thirty-four foot wide, one-way south bound street with two travel lanes and two parking lanes. Which generally speaking is pretty tight, usually if a street has this many lanes it's wider than thirty-four feet, or put another way, a street this wide usually has fewer lanes than this. We consider it substandard. As I said on April 2nd last month, we had a joint Community Board 8 and Community Board 9 workshop. Medgar Evers College just around the corner was nice enough to host us. The idea behind the workshop was that before we propose any solutions, we want to make sure that we were aware of all of the issues.

The locals obviously know Franklin Avenue better than we do, because you live here, we wanted to take advantage of that knowledge and local expertise. You might have seen some of our flyers maybe on poles or under the windshield wipers of a car. We had a great turnout and there was a great variety of people there, we had both residents and business owners at all the different tables. We had people who self-identified as pedestrians as well as cyclists and bus riders and drivers, which is really important so that we could get a well-rounded idea of some the issues facing Franklin Avenue. The way it works is I give a quick presentation like what you have seen so far and then everybody sat down around really big maps of Franklin Avenue and discussed their issues and wrote and draw all over the map. Identifying transportation issues as well as specific problem locations on the corridor.

The four groups identified twenty-seven unique issues on Franklin Avenue and these varied from broad things like speeding or congestion to really specific things like a particular bodega has trucks double parked outside all day. We identified seven issues that at least three out of the four groups all identified as main issues that they really wanted to see solved, and those were: narrow travel lanes, hostile cycling environment, jay walking, double parking, congestion, speeding and pedestrian crossing at Atlantic Avenue, which is a Community Board 8 issue so I won't be speaking about that specific one tonight. The way is going to go from here is, I'm going to go through each of these issues that the community brought up, describe them and then talk about our proposed solution.

First, narrow travel lanes, the travel lanes on Franklin Avenue are very narrow, and this can make driving awkward and uncomfortable, so much so that many drivers choose to drive down the middle of the street over the center lane line, straddling both lanes. This is a problem because it makes motorists behavior unpredictable. Some people are driving down the middle, some people are following lane markings, you don't know what to expect. Another issue that wasn't brought up in the workshop but is a closely related issue to the narrow travel lanes is the narrow parking lanes. If you look at this photo here, there is so little space between the parking lanes and the travel lanes; it is very difficult to get in and out of a parked vehicle. It also creates an issue in that if it's a slightly wider car parked like an Access-A-Ride van or a box truck the parked car will impede on the travel lanes and then moving vehicles have to merge to get around them and its more unpredictability and chaos.

Many people at the workshop complained about uncomfortable cycling on Franklin Avenue. There is an existing bike lane on Franklin Avenue, north of Atlantic Avenue. It goes all the way through Williamsburg and Bed Stuy and many cyclists choose to continue to biking down Franklin Avenue south of Atlantic Avenue even though there isn't a dedicated bike lane. But they struggle with some of the issues I just mentioned because of the narrow travel lanes, there is a lot of friction and it's difficult for vehicles to pass them. Because of narrow parking lanes cyclists are forced in to what we call the door zone, which is the area where cyclists are at risk of being hit by opening car doors. So if you can imagine yourself as this cyclist on the street, he is feeling back pressure and friction on the left from cars trying to pass him as well as friction on the right from opening car doors, very uncomfortable place to be.

Another issue brought up is jay walking, which is closely related to an issue with the signal cycle length. Signal cycle length is the total time it takes for all the phases in an intersection to turn green. On the minor intersections on Franklin Avenue not Franklin and Eastern Parkway but say Franklin and President, smaller streets like that. There is a ninety second signal cycle, which is kind of usually long for such a minor intersection, and what it does is it forces pedestrians to wait an unusually long time for a walk signal. In a way the signal timing operation encourages jay walking. Another obvious issue is double parking, there are a variety of businesses on Franklin Avenue and they have loading needs, and when there isn't a parking space open for them that's when we have trucks parked in the street, so that's an issue.

Congestion is an issue but really in Community Board 8, north of Eastern Parkway. Part of what happens with the congestion on Franklin Avenue is that the signal cycles vary, some are ninety seconds, some are one-hundred seconds, some are one hundred-twenty seconds and the green phases aren't coordinated. You can get a green light at an intersection and then 200 feet later at the next light it's just turned red. That can create a lot of congestion and delay particularly approaching Eastern Parkway. But again this is a much bigger issue in Community Board 8 than in Community Board 9; the vehicle volumes are much higher in Community Board 8. Additionally, in Community Board 9, many of the intersections aren't signalized, some of them are stop controlled, and some of them are free flow. But it is an issue we are looking at and we'll discuss.

The last issue I'm going to talk about that the community brought up in large, was speeding. Because people complained about speeding we conducted two spot speed studies, one in each community board. In Community Board 9 we went to the long block of Franklin Avenue between Montgomery Street and Sullivan Place, it's like a thousand foot block. We went there at about 8:00 pm, typically if you're going to speed; this is when you're going to do it. After the peak hour, on a long block, long distances between synchronized intersections. We sat there with our radar gun, and found that at least eight-five percent of the vehicles that we observed were traveling thirty-one miles per hour or less. Based on the data, it doesn't appear to be speeding issues on Franklin Avenue at the moment. One possible explanation is that sometimes people confuse reckless driving for speeding. Another possibility is that people are feeling the tension and friction

from the narrow travel lanes and narrow parking lanes altogether, but either way we will continue to monitor speeding on the corridor. If it becomes an issue, we can come back to the Board and compose a design solution as well as approach the Police Department about targeted enforcement.

Those are the issues, now I'm going to talk about some of our proposals to help fix them. The first piece of the proposal; is this cross-section, the top is the existing condition and the bottom is our proposal. Firstly, we want to take the two substandard travel lanes that often function as one travel lane, and just make one good travel lane. One lane that works all the time, that's predictable. We also want to widen the parking lanes and stripe them, so that it's easier to get in and out of cars, and make a dedicated bicycle lane on the right side of the street. This is more or less what that would look like. I'm sure you have all seen a bike lane, there's a bike lane out front. This is Dean Street and this is pretty similar width to Franklin Avenue, the only difference in this photo is that the bike lane is on the left side if you're driving down the street but on Franklin Avenue we are proposing the bike lane on the right side because the existing bike lane on Franklin Avenue, north of Atlantic is on the right side. As you can see, there is a wider travel lane; there is no ambiguity about where cars should be, so that solves the narrow travel lane issue. The parking lane is much wider; it's more comfortable and safe to get in and out of a parked car that settles the narrow travel lane issue. Cyclists can travel at his or her own speed, they don't have to worry about vehicles coming close and passing them or car doors hitting them.

While this is primarily a safety and mobility project, it's not specifically about expanding the bicycle network, as a policy we don't like to create bicycle routes that just dead end. If you were to be cycling down this proposed Franklin Avenue bike lane, we wouldn't want to just dump you on Empire Boulevard and leave you high and dry; we like to give some kind of guidance on how to get somewhere else. Franklin and Empire happens to be very close to Prospect Park, so for the sake of the network we are proposing a shared lane connection via westbound Empire Boulevard to the Prospect Park entrance at Flatbush and Empire. We will do that through shared lane markings which are shown here on the right, in the westbound lanes of Empire Boulevard between Franklin and Flatbush and with bike stamps on the western sidewalk of Flatbush, just for the short distance between Empire and the entrance maybe a hundred feet north. If you are not familiar with shared lanes and what they are, the idea is that when we don't have enough space for a dedicated bike lane we use the shared lane design, which doesn't give them dedicated space but the markings on the roadway help identify and help bring awareness to motorists about the presence of cyclists. That combined with signage, helps cyclists with way-finding, so they can find their way to the park.

We also are proposing some signal timing changes; the first thing is that we are proposing to standardize all signal cycle lights to sixty seconds on the minor intersections. One advantage of that is that as a pedestrian that minimizes the maximum amount of time you would have to wait for a walk signal. We would also coordinate the green phases on Franklin Avenue, so that you can get all the way down the street and not get stuck at red lights all the time. This is really again more of an issue in Community Board 8, but the interesting thing about it is that through the signal timing improvements we can actually decrease congestion and decrease travel times despite losing the travel lane. The final improvement I want to propose to you guys is a loading zone. People complained about double parking, so we did a two day study and monitored the Franklin Avenue corridor, to see when and where people were double parking. The one spot in Community Board 9 on Franklin Avenue that looked like it could really benefit from a loading zone is in front of the Associated Market Place grocery store at 905 Franklin Avenue, on the east side of the street between Carroll and Montgomery. The current regulation is one hour parking 8:00am to 7:00pm, Monday through Saturday. On both days that we were there, throughout the day, there was just an array of trucks double parked. Box trucks, tractor trailers everything you can imagine on this block. We are proposing to change approximately one hundred feet, in front of the grocery store to, "No Standing Except Trucks Loading and Unloading" 7:00am to 5:00pm – Monday to Saturday. We spoke with the manager there; he thought it would really help. We thought it would really help vehicular flow and safety on the street. To summarize the proposals, for markings we are proposing

to create one standard travel lane by removing the two substandard travel lanes. Widen parking lanes, install a dedicated bicycle lane on the right side of the street the west side, and install a shared lane bicycle connection to Prospect Park via Empire Boulevard. For the signals, we're proposing to standardize all signal cycle lengths to sixty seconds and coordinate the green phases to improve flow, and we are proposing a loading zone in front of 905 Franklin Avenue. The benefits, this would mean safer streets for all users. It would make driving more comfortable, it would make getting in and out of parked vehicles more comfortable. It would improve traffic flow and crossing for pedestrians due to the improved signal timing. This will improve bicycle travel by giving cyclists a comfortable space to go at their own speed. It will improve loading by getting double parked vehicles out of the street in front of the Associated, and with your support we could install this as soon as July of this year. That is the end of my presentation, are there any questions?

Chairman Goldstein: Great presentation, really good visuals. We can really understand what the game plan is and what the proposed plan is, and it's really good especially talking about our part of Franklin Avenue going to Eastern Parkway to Empire Boulevard. That's like a no man's land up there. I drive it all the time to avoid driving Eastern Parkway, now that we striped it; it's really a rough way to go. So I want to thank you, we are going to take some questions now, or we going to move on with our agenda.

Questions and Answers:

Tim Thomas: Hey, I'm Tim Thomas. I'm with Community Board 9. I ride this road all the time, on a bicycle and I completely agree with all of your fixes. I just curious about one statistic you threw out, you said that speeding wasn't a problem; you said eight-five percent of the cars clocked thirty-one in a thirty-mile zone. **Answer:** It's a thirty-mile zone, that's true. **Tim Thomas:** So that's fifteen percent are speeding right? In this city we consider that not a problem. **Answer:** Typical sort of engineering estimate, it's called the eighty-fifth percentile. Because we don't want to design necessarily for the most extreme cases, in a situation like that where there is a very small chunk of the population that's speeding, a very small number of vehicles that are speeding. It's small enough that it's more of an enforcement issue than a design issue. I was actually the one in the car that was clocking the speeds; I was surprised; I thought there was speeding in this corridor too. I think the fastest speed I saw was thirty-six, which is speeding; you should not drive thirty-six miles per hour in a thirty-mile per hour zone. But what we felt that a lot of people's perception of speeding may be confused with the perception of other issues that have manifested because of some designed issues along the corridor.

Frank Nicholas: Frank Nicholas CB9, I noticed that the illustration of the map, the same space, your just trying to design it, I just want to know if there was any research done should there be an emergency during rush hour and a fire truck has to come or what have you. **Answer:** Well, there wouldn't be any difference I guess, if there is traffic in the way. People have to pull over when a fire truck comes through; just the same here they can pull over. **Frank Nicholas:** Would that increase the delay of that truck to the destination? **Answer:** No, because it won't increase intuitively, if you removed a travel lane it makes it seem like the congestion is going to double. But the vehicle volume, particularly CB9 south of Eastern Parkway is so low; it's really easy for traffic to be accommodated by one travel lane. For the most part, the time that I have spent on Franklin Avenue, vehicles are traveling in one lane anyway, down the middle lane. We don't see any increased congestion that will come from this or any increased delays. Just a more predictable behavior on the account of drivers and cyclists.

Frank Nicholas: Was there a study on that statistic? **Answer:** No, when we install concrete aspects to a project if we building out curbs, then we always meet with the fire department, they review our drawings to see if they are okay with the turning and if their trucks can make it but in this case we're not doing anything to constrict fire trucks.

Frank Nicholas: Inaudible **Answer:** No, we don't meet with the fire department, it's just markings. **Frank Nicholas:** Did you check to see what would happen (inaudible) **Answer:** I'll tell you this, and this is true for the bus line on this route as well, many tiny little sedans, feel as though they can't fit in these little lanes. The buses and fire trucks they definitely drive down the middle.

Chairman Goldstein: Let's move on, I just want to add one thing; I drive Franklin Avenue quite often, up to Eastern Parkway it's really jammed up. Once they break loose at Eastern Parkway, a lot of people take the right and left handed turns, the traffic kind of eases up. I really would like you to relook at the speeding piece, because the I think that Franklin Avenue, people move quite quickly once they pass Carroll Street, because it's a long stretch.

Community Resident: What time did you say you were sitting on President Street? **Answers:** 8:00 to 9:00pm. **Community Resident:** 8:00pm and 9:00pm, not during in the morning, not during rush hour? **Answer:** No, our data indicate city-wide that people tend to speed more non during the rush hour because of the capacity constraints that arise during peak volumes. **Community Resident:** But if these kinds of changes are made, shouldn't that be done during rush hour because once the bus lane changed on Nostrand those traffic patterns changed the bus. **Answer:** Well yes, when we were analyzing the vehicle volumes we looked at the rush hour. The speeding is different, for vehicle volumes we always look at the worst hour and then the worst fifteen minutes within that hour, to make sure we account for the worst possible scenario. For speeding, it's counter intuitive because speeding usually occurs off-peak.

Community Resident: You're saying moving Franklin Avenue down to one lane we're not going to notice a difference. **Answer:** Correct, in fact more specifically in Community Board 8, you will find it faster. **Community Resident:** But in Community Board 9, you cutting between Eastern Parkway and Empire. **Answer:** In Community Board 9, I don't think you'll see a huge change, in fact I don't think you'll see any change at all. Most of the intersections are not signalized, they are either stop controlled or free flow and half the time it's a one vehicle line anyway and the volumes are very low. The volumes on Franklin Avenue, I don't want to encourage anybody but, in Community Board 9, the vehicle volumes could double and still stay in one travel lane.

Chairman Goldstein: We are going to take one more question we have other items to move on to tonight. Thank you very much Department of Transportation, and we hope you come and you tell us when you're getting ready to fire.

BUSINESS SESSION

The business session began at 8:30 pm with 25 members present.

Minutes of the March 2014 Meeting.

The minutes of the March 2014 meeting was presented for adoption on a motion by Warren Berke and seconded by Amy Albert.

Minutes of the April 2014 Meeting.

The minutes of the April 2014 meeting was presented for adoption on a motion by Rosemarie Perry and seconded by Demetrius Lawrence.

District Manager's Report – Pearl Miles

District Manager Pearl Miles announced the following:

- Cycle to Break the Cycle of Teen Dating Violence – Thursday, June 5th – Brooklyn Day. Will be held on Kingston Avenue between Winthrop and Rutland Road. Being done in coordination with the Department of Transportation’s Bike Unit. The event begins at 10:00AM, if you would like more information please contact Roslyn Bacon at (347) 432-4617 or roslynb@jonahvillage.org.
- Medgar Evers College – Community Health and Wellness Fair – Thursday, June 5th from 10:00AM to 4:00PM - 1638 Bedford Avenue, Brooklyn, NY 11225.
- The 71 Precinct in partnership with the 71 Precinct Community Council, presents the 20th Annual Family Day Picnic. This picnic started following the riots we had in 1991, and it’s be going strong for twenty years. It’s going to be held at Hamilton Metz Park, they start with a parade at Empire Boulevard and New York Avenue. They march down Empire Boulevard to Albany and then to East New York Avenue to Hamilton Metz Park. The picnic begins right after the march, everything is free and there’s lots of fun for the kids. Marching bands, food and children’s rides and there is kosher and non-kosher foods, it’s a picnic for all the families in the community. For more information, call Community Affairs at the 71 Precinct, (718) 735-0527, or email Vincent.martinos@nypd.org.

Committees Reports

Economic Development Committee – Warren Berke, Chairperson (See written report)

Environmental Protection Committee – Timothy Thomas, Chairperson

Timothy Thomas: It was Pearl, me and this gentleman from the Department of Sanitation. Basically, the idea here with sanitation, everybody knows that trash is a big problem along the commercial corridors, is to try to do some real outreach. Because ultimately it really comes down to the merchants, and if the merchants aren’t taking care of that little area in front, you can’t expect the landlords, you can ticket them all you want. But unless the merchants are actually out there keeping an eye on the trash, you don’t see places improve. This is from his experience. Pearl was kind enough to write him a letter, stating that we would like to try this outreach. What happens is that they send representative to go door to door at all of the businesses, and say here are the rules. Making sure that they have their private carting stickers and that they are up to date on that. Telling them about what the tickets are, when they actually write them, which is usually one hour in the morning and one hour in the afternoon, etc., etc. Then after they canvas that area, they get tough, because there is really no excuse to say that you don’t know what the rules are. They are also talking about doing an Adopt a Basket, where if you have a basket on the corner, they give you a bunch of bags and you actually keep your eye on that basket. Because, a lot of what’s going on is people dumping their household trash. The idea is that we are going to try to get the Sanitation, more involved and dealing directly with merchants, so it’s not necessarily an us against them but a partnership there. I thank Pearl for the one person in attendance besides myself.

Health and Social Services Committee – Pastor Robert Ambrose, Chairperson

Robert Ambrose: I just want to let you know what we are doing, on September 27th. On Crown Street between Nostrand and Dearborn Court there will be a health fair. The reason why we are bringing this up to you now is because in a couple of months we will be in down time. So next month we will be sending out

flyers electronically as well as save-the-date. So we want to keep looking for your email and the save-the-date. We will have all of that information ready for you when you come to the next meeting in June.

Housing Committee – Laura Imperiale, Chairperson

Laura Imperiale: Good Evening, my name is Laura, chair of Housing. In lieu of a traditional meeting last week, our Housing Committee hosted an event on Community Zoning – and the Impacts on our Community. It was held on Wednesday, May 14th at Kings County Hospital. Which is actually a really nice space, Warren Berke; Chair of the Economic Development Committee secured the space for us. I think it was a very successful evening; we had about forty people there. Richard Bearak, who is the Director of Land Use, gave the presentation and he customized it for Community Board 9. We are hoping to do a second run of this in the Fall for those who were not able to attend. Richard is talking to his IT folks to see if they can post it in the Borough President's website and hopefully on Community Board 9.

Treasurer's Report – Diana Richardson

Diana Richardson: Good Evening Community Board 9, I'm Diana Richardson, the newly elected Treasurer of the Community Board, thank you guys for that vote again. As you know part of my role, I am supposed to cause the financial report to the Board. During the last Executive Committee meeting, we had the opportunity to go through what purchasing looks like for Community Board 9. I wanted to share that information with you guys as a Board. Also, just to let you know that in order for me to cause a full financial report of the Board, I'm going to need some time because, I will have to go line by line through our budget, through our purchases and then tie that all together, which is impossible to do in three weeks' time, since I was last voted in. Gratefully, I saw the Nomination Report, so it looks like I'm going to have the necessary time that I need to get this job done.

Let me just read off how the process goes: Funds have to be encumbered for the Board, the District Manager encumbers the necessary funds for the purchases of goods and services through a mechanism called a purchase order. The information on the purchase order is then entered into the City of New York's Financial Management System. The purchase order is then sent to the vendor. The vendor then provides the goods and services to the Board. Then we submit the invoice for the payment. The District Manager of the Board is responsible for ensuring that the payments of the Board is done in a timely fashion. Which I have to give her credit, it's been done through first look. Then this information is then entered in to the City Financial Management System which is also known as FMS. Most vendors are paid electronically, some of them require checks but ninety percent of the time we are paying people electronically directly into their accounts.

Everything that we purchase is all put into codes. For instance, supplies are coded as 100 and furniture is coded as 341. The Office of Management and Budget provides a book and you have to go through back and forth and get that all together. I have a meeting coming up very shortly with the District Manager and other members of the Board can feel free to join me as we venture in going through the financial records and getting everything in order so that we have a nice financial report ready for you guys as soon as possible. I anticipate that this will get me through until the summer, to be very honest with you. Just to say, I met with Council Member Eugene, earlier today through my job, but I mentioned to him that Friends of Community Board 9; submitted something that he should take a second look at.

Nomination Committee – Maurice Jean-Baptiste, Chairperson

Maurice Jean-Baptiste: Good evening everyone, my name is Maurice Jean-Baptiste; I am the Chair of the Nomination Committee. During the last two weeks we tried to contact every member of Community Board 9

to gauge their interest in the vacancy to fill the Executive Committee. As a result, we come with a preliminary select of candidates.

Chairman - Rabbi Jacob Z. Goldstein – incumbent
Dwanye Nicholson - challenger

First Vice Chair - Michael Cetera, A.I.A. – incumbent
Laura Imperiale – challenger

Second Vice Chair - Demetrius Lawrence – unopposed

Secretary - Rosemarie Perry

Member-at-Large - Evelyn Williams – incumbent
Jacqueline Welch – challenger
Timothy Thomas – challenger

Treasurer - Diana Richardson - unopposed

Maurice Jean-Baptiste: Some of the members we had problems getting them on the phone and some of them did not made up their minds at the time of the call. So tonight they have a chance, if they are interested to run for any of the offices, to get up and present their candidacy. We are going to make two calls for each of the offices, after two calls, the office is closed. After tonight we cannot have any more candidates. Everything is closed after tonight.

Chanina Sperlin: I would like to nominate Bishop Gonzales for Chair. **Maurice Jean-Baptiste:** Anyone else? That office is closed.

First Vice Chair? That office is closed.

Second Vice Chair? Shirley Dor: Second Vice Chair, My name is Shirley Dor, this is my second year on the Board and I nominate myself for Second Vice Chair.

Maurice Jean-Baptiste: Treasurer? That office is closed. **Secretary?** That office is closed.

Member-at-Large? Michael Cetera: I would like to nominate **Shelia Foster-Golding.** **Maurice Jean-Baptiste:** Member-at-Large anybody else? That office is closed.

By the next meeting we will issue the final slate for the elections.

Voting Items

The Department of Transportation presentation on proposed safety and mobility improvements to Franklin Avenue from Atlantic Avenue to Empire Boulevard.

Motion to accept the Department of Transportation’s proposal on safety and mobility improvements to Franklin Avenue was made by Shirley Dor. The motion was seconded by Pastor Robert Ambrose.

Discussion

Fred Baptiste: For this proposal and actually the other proposal, were those brought before the Transportation Committee, did they evaluate it and have any findings?

Chairman Goldstein: The answer is no. However they had to come tonight to ask us. We have to get this done by July, because if we don't get this done and vote tonight, this thing will start in September or October and I think it's an important issue.

District Manager Pearl Miles: The Transportation Committee Chair attended the meeting and he has no issues with it.

Chairman Goldstein: The District Manager, just informed me that the Transportation Committee Chair was present, so was the District Manager. The Transportation Chair has no issues with it, on behalf of the committee.

Fred Baptiste: Shouldn't the committee do that work too?

Chairman Goldstein: The answer is yes, the District Manager was there, I'm talking in the essence of time here, we are going to shave off time to make this happen. If we take this again back to the committee, we're talking four or five months again; I'd rather make the improvements now. If you don't want to vote for it you have a right not to vote.

Laura Imperiale: I would just like to announce that if we are going to bypass the committee, listen to me, if we are not going to vote through the normal process of going through committee for the sake of expediency that that's announced, we shouldn't have to ask has it gone before the committee.

Chairman Goldstein: I'll take that advisement; we generally do not do this, but we try to keep on a timeline and a forum was held to get input from the community, it did not bypass the members of the public.

Diana Richardson: I just want to say that I have some reservations while we are in discussion because I remember when the Department of Transportation came and showed us the presentation on Nostrand Avenue. It looked very nice on the screen and I said oh this would be really good, with the new bus lane and everything going on now. But in terms of the implementation it's just a mess. I'm a pedestrian, I'm a driver, I'm about to get my Citi bike thing, so I'm a cyclist. I would just like to see more go in to this, because if your taking out a whole lane on Franklin Avenue, just to accommodate bicycles, nothing against the cyclists, congestion is going to be really, really, crazy. From a driver's standpoint, at this point Franklin Avenue is one of the, I live in Community Board 9 but I travel through Community Board 8 because I come from 278 and Franklin Avenue is really the only avenue that you can get down on because starting from Lee Street ** (Avenue) going up turns into Nostrand Avenue is just a disaster. In fact I will publicly tell you guys that I'm going to vote no because I want us to go back and do more.

Fred Baptiste: My concern becomes this, as much as it sounds like a good idea I have already heard it's mixed reactions with what's going on with Nostrand Avenue. The one thing I don't want to the Board to do is to go on record saying, we wanted to do the Franklin Avenue thing because it was expedient. My understanding is with the DOT is that you do things with balance. I'd rather go on the record saying that we did our due diligence, and invested our time and actually had a rational well thought out decision, because as a Board we are going to be held accountable for it any way.

Chairman Goldstein: Fred, the Dept of Transportation held a joint community workshop to hear from the residents of community boards 8 and 9; it was advertised in both communities, on the website, announced at last month's board meeting. The forum was well attended to get community input; the community laid out a whole lot of problems; DOT took that and they addressed them, and this is the outcome. This is not about speeding it's about moving traffic, making it safe, making it better, having cars, there was a whole presentation. I personally drive Franklin Avenue all the time; I can tell you that Eastern Parkway is a disaster. Hopefully they are going to clean that up that piece and with us I think it will get better. It's good now it will get better.

Timothy Thomas: I just want to point out that what's going on here is way different than Nostrand Avenue. Nostrand is much wider, it's Select Bus Service they gave it a dedicated bus lane. None of that is happening here. What we are talking about is a street that is too narrow for two lanes of traffic to move. As a bicyclist and even when I have driven it, it's impossible to maintain two lanes for the entire way. I think what this proposal is doing is a nice solution to that, because already people are driving in one but they are curving in and out and merging in and out actually making more congestion.

Board Member: I'm just concerned about the time the observation was done for the speeding because rush hour time is a critical moment for life in this district. Some one's child or elderly parent might be in need of an ambulance, don't forget the fire engines. I need DOT to go back during the time of rush-hour or run a synopsis with a fire-engine or an ambulance to see if it can get to the destination between the points.

Warren Berke: I want to make a motion to send this back to the committee.

Chairman Goldstein: No, I want to take a vote, and after we take the vote,

Warren Berke: I have a motion on the floor.

Chairman Goldstein: Alright, we'll take a vote on the motion. We have a motion on the floor to send it back to committee, call the roll. To send it back to the committee, a vote Yes means send it back a vote No, means we take the vote tonight. Call the roll.

Motion

A motion was made by Warren Berke to send the issue of the Franklin Avenue Traffic Safety presentation, back to the Transportation Committee. **Voting:** Yes-9; No-11; Abs-3. The motion is defeated, the Board will vote on the original motion.

The Department of Transportation presentation on proposed safety and mobility improvements to Franklin Avenue from Atlantic Avenue to Empire Boulevard.

Voting: Yes-10; No-11; Abs-3. This issue will be sent back to The Department of Transportation.

Consider application submitted by Mr. Earl Crookendale to the NYS Liquor Authority for the renewal of the on-premises license for the sale of Liquor, Wine and Beer at Albany Manor, Inc., 585 Albany Avenue, Brooklyn, NY 11225.

The Public Safety Committee's report that the Board deny support for the application was seconded by Amy Albert.

Fred Baptist: I just want to make sure, just because of the seriousness. If we vote no, we do not support, this will go on to what authority?

Chairman Goldstein: The New York State Liquor Authority, with our comments.

Fred Baptiste: what is the process for appeal?

Chairman Goldstein: That's between Mr. Crookendale and the State Liquor Authority. They have a lawyer, I'm sure they will be talking.

Voting: Yes-10, No-7; Abs-7 – The motion carried, the report of the Public Safety Committee stands.

Consider application submitted by Mr. Winston Williams, owner of ACE-VIP Transportation, Inc., to the New York City Department of Transportation, Inc., for the authority to operate a new commuter van service in Brooklyn; area of service includes a portion of Community District 9, specifically, Utica Avenue going north to Fulton Street.

Motion to accept and support the application was made by the District Manager – Pearl Miles and seconded by Amy Albert.

Laura Imperiale: Was this discussed with Transportation Committee?

Pearl Miles: No, I reviewed it and I am familiar with this. This is something that I am authorized to do as the district manager. The gentleman has a deadline for a hearing.

Laura Imperiale: Is there a written report prior to tonight?

Pearl Miles: A report? Yes, I did it tonight.

Laura Imperiale: No, I'm saying like a written report, like we are required to write like written minutes. I'm saying to present something for the first time on the floor that we are expected to vote on is not reasonable. That's why we have committees for review, my point is if you're going to review something to the Board prior to a full Board meeting, we should receive something in writing that states that, Transportation did not meet and in lieu of Transportation not meeting, I discussed with so and so all these issues and I am recommending approval and it would be calendared for tonight's meeting.

Pearl Miles: Well, I don't know how that's going to function because I make decisions on behalf of this Board every day in my job. I'm authorized as a City of New York employee, to do so on behalf of this Board. Not every thing can wait for thirty days, until we have a Board meeting to do that. I'm authorized to do it, that's why I'm doing it. I'm not going out of jurisdiction. I made a report to the Board it's in the record tonight that we are familiar with Mr. Williams, that he has a company in this district; he's been in the district for twenty-four years. We have had no problems with him as a company operating a van service. He's having a new service that's going to encompass a few blocks within this district. This gentleman has to go to a hearing on the 30th of this month. I made my recommendation as the district manager.

Chairman Goldstein: If you heard the district manager, this is a time sensitive issue.

Pearl Miles: I make decisions every day, on behalf of this Board.

Laura Imperiale: Then why can't that be put in an email?

Fred Baptiste: As a matter of process, I think we do a disservice to a lot of other organizations go through the process and make sure they schedule these applications to be reviewed by the Transportation Committee.

Pearl Miles: The Department of Transportation sent it this month for a hearing, yes they sent it late after the last meeting.

Chairman Goldstein: Let me clarify something that I just heard from the district manager, DOT sent this after the last meeting, which is onus on them, they did not give us enough time to be able to do this, and we just got it.

Shirley Dor: Can you tell us exactly when you received it? Because to come to us tonight with this is wrong, when was this received? **Pearl Miles:** I said after the last Board meeting.

Fred Baptiste: I just made a motion which was seconded.

Chairman Goldstein: I did not hear the motion.

Warren Berke: No, because you were talking.

Chairman Goldstein: No, because people were talking over my head, thank you.

Fred Baptiste: I will restate; I move that we refer this proposal to the Transportation Committee for review.

Chairman Goldstein: Let me answer your question, if you do that you've just hurt this man, he has a deadline to appear before the New York City Department of Transportation –Taxi and Limousine Commission at the end of the month. He has had a business here for twenty-four years, never had any issues. The issue is, if we do that, and that's fine he will now jeopardize this part of his operation. That's all I have to say.

Shirley Dor: When was this received? That question still has not been answered.

Chairman Goldstein: Pearl has said that she cannot give you that exact date right now because she did not bring that information. She'll be more than happy to share that information with the Board in an email tomorrow. Then vote against it, I'm willing to take the vote. I'm willing to take the heat, let's vote up or down.

Laura Imperiale: There is a motion on the floor you need to recognize Rabbi.

Chairman Goldstein: What's the motion?

Fred Baptiste: I made a motion to refer this to the Transportation Committee for vetting and presentation at the June Board meeting.

Chairman Goldstein: And who seconded it?

Warren Berke: I did.

Chairman Goldstein: Let me just amplify on that motion, since we are going to discuss this motion. If we do that, this person does not have a business. (Inaudible bickering) **Chairman Goldstein:** Excuse me, if you're not

a Board member, I am the Chairman, you are not a Board member; I am the Chair and I'm making that comment.

Community Resident: Well you are doing that inappropriately.

Chairman Goldstein: Thank you, whoever you are, thank you.

Pearl Miles: There is a hearing on May 30th; there is no going back and forth.

Chairman Goldstein: On May 30th, there is a hearing. If this person does not have a vote one way or the other then he can't go to the hearing.

Pearl Miles: He can go to the hearing; we are just not supporting his application.

Fred Baptiste: Under the consideration by the Transportation Committee (inaudible)

Pearl Miles: No, that don't fly, that's not how it works.

Chairman Goldstein: That doesn't fly, I'm prepared to vote on your motion, call the roll. No the discussion is not with Mr. Williams, it's with us.

Warren Berke: I just want to make clear here that at first I was in favor of this gentleman making his meeting but what I'm very upset with is that for the second time tonight our management did not put it through the proper procedures. I think that the purpose of a community board is to talk about things, evaluate things and get input. So when the Rabbi says, we are hurting this man, they are hurting this man because they don't follow procedure.

Chairman Goldstein: Ok, so do we vote on the motion yes or no? There is a motion on the floor, it's been seconded.

Bishop Gonzales: I think this is trivial, in all honestly not everything is going to come at a time when we can sit down and decide. We are talking about this young man's livelihood. And if we cannot make an exception based on the fact that the district manager has already had a conversation then what are we saying?

(Inaudible bickering)

Timothy Thomas: The concerns are real concerns however I don't believe that this application should suffer due to us arguing about procedure. I think these are real concerns that you brought up and they should be brought up perhaps at the next Executive Committee meeting. And I think they really need to be addressed, however I would encourage everybody to vote in favor of this application, and we will move on in a more private and probably in a more conducive manner to discussing the issues that have been brought up.

Fred Baptiste: Will all due respect, and I totally understand and with that being said this is a Community Board and there are community issues that we have to consider. We need to consider the traffic impact that this will have with ten, fifteen or twenty extra vans going down. What I'm saying is, and this is not to say that this is a bad thing, it's all those considerations that get hashed out in committee. To understand what is in the best interest of this community. This is a Community Board and with all due respect this is nothing personal against the gentleman, but it's a matter of the process is there to make sure that all the community issues are weighed when we make this decision.

Chairman Goldstein: Fred, are we going forward with your motion?

Fred Baptiste: Yes.

Chairman Goldstein: The motion again, so we know what we are voting for, repeat it, it's a lot of talk.

Motion made by Fred Baptiste to refer this proposal to the Transportation Committee for consideration and seconded by Laura Imperiale.

Chairman Goldstein: The vote is to defer to the committee; as I said before May 30th he has a deadline to appear in front of the New York City Department of Transportation. A vote yes is for the motion to send it back to the committee for review, a vote no is not to do that and to move forward. **Voting:** Yes-3; 20-No; Abs-1. Motion defeated.

Motion to accept and support the application submitted by Mr. Winston Williams, owner of ACE-VIP Transportation, Inc., to the New York City Department of Transportation, Inc., for the authority to operate a new commuter van service in Brooklyn; area of service includes a portion of Community District 9, specifically, Utica Avenue going north to Fulton Street, was made by Chanina Sperlin and seconded by Veta May Clarke.

Voting: Yes-21; No-0; Abs-3. Motion carried.

Acknowledgements

Chairman Goldstein acknowledged Brian Cunningham representing Councilmember Laurie Cumbo; Charles Jackson representing Congresswoman Yvette Clarke; Levi Halberstan representing Assemblyman Karim Camara; Zulema Blair representing Senator Kevin Parker; Kristea M. Beauburn representing Council Member Laurie Cumbo and William Boone representing Medgar Evers College.

Adjournment

A motion to adjourn was made by Amy Albert and seconded by Rosemarie Perry. The meeting was adjourned at 10:05 pm.

**Respectfully submitted,
Shelia Foster-Golding
June 24, 2014**