

**COMMUNITY BOARD NO. 9
890 NOSTRAND AVENUE
BROOKLYN, NEW YORK 11225**

**Minutes of Transportation Committee Meeting
November 13, 2019**

ATTENDANCE:

Committee Members:

Jeffrey Grannum (Community Member)
Carmen Martinez (Committee Chair, CB 9)
Valerie Fleming (Community Member)
Calista DeJesus (Community Member)
Kim Robinson (Representative for Council Member
Allicka Ampry-Samuel – Ex-Officio Member)

Guests:

Oliver Keane (Fenimore I Block Association)
Suman Ganguli (Community Resident)
Judith Ogoe (Community Construction Liaison, NYC DDC)
Nicolas Almonor (Community Resident)
Bernadette Lewis (Community Resident)

Absent Members:

Karen Fleming (Community Member) - Excused
Felice Robertson (Community Member) - Excused
Dave Paco Abraham (Community Member)
Desma Ross (CB 9)

Augustine Blackwell (CB 9) - Excused
Shloma Hetch (CB 9)
Stanley Greenberg (Community Member)

Committee Chair Carmen Martinez convened meeting at 7:05PM and welcomed attendees.

Following greetings and introductions, Ms. Judith Ogoe, Community Construction Liaison for the New York City Department of Design and Construction, briefed the committee on the status of the Infrastructure Upgrades Along Utica Avenue | Utica Avenue Select Bus Service Project HWK100BUS. The project is at its final phase; bus pad construction at Utica Avenue between Eastern Parkway and Union Street. Construction work is scheduled for weekends only from 7AM to 6PM due to the heavy traffic in the area, and will begin on Saturday, November 9 thru December 29. There will be No Parking; Sidewalk, Curbside and Driveway Access will be restricted during construction hours. Existing north and south bound B46 and B17 bus stop on Utica and Eastern Parkway have been temporarily relocated to Utica between Union and President Streets.

Background: The Infrastructure Upgrades Along Utica Avenue | Utica Avenue Select Bus Service Project HWK100BUS is a \$15M dollar construction project along Utica Avenue from Avenue N to Eastern Parkway in the Flatlands, East Flatbush and Crown Heights neighborhoods, within CB's 8, 9, 17, 18 districts. The project began in Fall 2017 and has an anticipated completion date of December 29, 2019. This is a full reconstruction project with both NYC Departments of Transportation (DOT) and Environmental Protection (DEP) design elements and managed by the Department of Design and Construction (DDC). A significant aspect of this project is the installation of bus pads/stops and Select Bus Service (SBS) with a full-time dedicated bus lane throughout the project limits. The SBS is a directive initiated by DOT and the MTA/NYC Transit.

Ms. Kim Robinson and Ms. Bernadette Lewis shared information with the committee about a longstanding severe ponding situation on Midwood Street between Utica and East 48th Street. Currently, the residents' quality of life is disrupted each time it rains due to the excessive accumulation of water which also causes icy conditions during winter months, creating a hazardous situation for motorists and pedestrians alike. Although the residents attribute the ponding condition to a catch basin/storm drain having been paved over during a street repaving project that reportedly took place over 10 years ago, the Department of Environmental Protection (DEP) Bureau of Water and Sewer Operation claims to have no records of a catch basin having existed at the location in question.

Despite numerous meetings and communication with elected officials, the DOT Borough Commissioner, and DEP, there hasn't been a temporary nor a permanent solution to this persistent problem. The pooling location was referred to DEP's Green Infrastructure Program for consideration for the installation of a rain garden, but DEP advised that it is not taking requests for rain gardens installation. Per DOT, a standalone capital project for the

collects multiple pieces of evidence to ensure that vehicles making permitted turns from bus lanes are not ticketed. The package of evidence is transmitted to NYC DOT for review and processing. Motorists who remain in a bus lane without exiting at the first possible right turn, or are captured as blocking the bus lane by two successive buses are considered violating traffic laws and will be ticketed. During the initial 60-day grace period, motorists are issued a warning that does not carry a fine. At the end of the grace period, motorists who continue to block bus lanes will be subject to a fine of \$50 for the first violation; \$100 for a second offense; \$150 for a third offense; \$200 for a fourth offense; and \$250 for a fifth offense and each subsequent offense thereafter within a 12-month period.

- The MTA-NYC Transit, in collaboration with the NYCDOT and the NYPD, continues its analysis of bus performance in Brooklyn as part of its effort to redesign the Brooklyn Bus Network. The bus route network has not substantially changed in decades, even as Brooklyn has undergone massive changes, bus ridership has been decreasing, and bus speeds have slowed as traffic congestion has worsen. Through a process of customer consultation and analysis of travel pattern, the MTA is working towards redesigning the bus route network based on customer needs. The redesign will include redrawing routes, providing high frequency, high capacity bus service on major corridors, eliminating under-utilized stops and consolidating closely-spaced bus stops, improving off-peak service frequency and coverage, and installing modern bus shelters that include real-time information and are fully accessible for customers with disabilities.

Other Transportation Initiatives:

- School Bus Safety Programs and Initiatives:

Approximately 150,000 New York City students take a school bus every day. These students rely on the Department of Education, bus companies, and more to consistently deliver a safe and quick ride to school. As families have raised concerns about this process, stakeholders have proposed and implemented a variety of solutions to better protect students and keep parents more informed.

City and State NY will be hosting a free School Bus Safety Forum on Tuesday, December 3rd from 8:30AM – 12:30PM. Panelists will discuss new innovations, such as the use of stop-arm cameras, GPS tracking, and other legislative and regulatory tools to build a 21st century school safety ecosystem. For additional information and to register, please visit

https://impactflow.com/event/school-bus-safety-11279?mc_cid=b47941cd50&mc_eid=1241f18518

Transportation Safety Issues Raised by Community Residents:

- CB9 was recently contacted by the daughter-in-law of decedent Zenita Thompson, inquiring about the "missing" Zenita Thompson Place street sign that should have reportedly been installed on McKeever Place between Sullivan Place and Montgomery Street upon the street co-naming in 2006 in honor of her mother-in-law.

Upon researching this matter, the street co-naming was verified. However, it appears that another street co-naming was subsequently done honoring Mr. Reginald Nero, a Medgar Evers College founder. While there are currently two street signs at the corner of Montgomery Street and McKeever Place identifying that intersection as McKeever Place / Reginald Nero's Way, there are no signs displayed anywhere on McKeever Place from Empire Boulevard to Montgomery Street reflecting its co-naming to include Zenita Thompson Place. The committee is currently working with Council Majority Leader Laurie Cumbo's office on this matter.

- Several streetlights outages along the Flatbush Avenue strip from Empire Boulevard to Eastern Parkway, both southeast and northwest bound, have been reported to the DOT.

Meeting was adjourned at 9:00 PM

Respectfully submitted by Carmen L. Martinez, Chair, Transportation Committee
November 25, 2019

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