

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

**Minutes of Transportation Committee Meeting
October 3, 2019**

ATTENDANCE:

Committee Members:

Valerie Fleming (Community Member)
Desma Ross (CB 9)
Jeffrey Grannum (Community Member)
Stanley Greenberg (Community Member)
Carmen Martinez (Committee Chair, CB 9)
Karen Fleming (Community Member)
Felice Robertson (Community Member)
Dave Paco Abraham (Community Member)

Guests:

Danny Marquez (Revel Representative)
Lauren Vriens (Revel Representative)
John White (Revel Presentative)

Absent Members:

Augustine Blackwell (CB 9)
Shloma Hetch (CB 9)
Calista DeJesus (Community Member) - Excused

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

Following brief remarks and introductions, representatives from Revel, a Brooklyn-based company offering electric moped rideshare in Brooklyn and Queens, made a presentation about their ride-share program. Revel has its headquarters in Gowanus and warehouse in Red Hook. Their services were expanded to Community Board 9 in May, and currently has 1,000 electric mopeds throughout Brooklyn and Queens. Revel offers free lessons seven days a week at its Gowanus headquarters. Two mandatory helmets are provided with each Revel. Speed limit is 30 MPH. Users must be 21+, have a valid driver's license, and a clean driving record. Revel costs \$1/per person to unlock, ride fee is \$0 .25 cents/minute; public assistance recipients are offered 40% discount through its Equitable Access Program. Revel offers employment opportunities; visit its website . The Revels representatives were invited to make presentation to the full board at the October general board meeting.

The committee discussed the Utica Avenue Corridor: A Study in Feasibility and Opportunity report prepared for Borough President Eric Adams, by the NYU Capstone Team, comprised of four NYU-Wagner School of Public Policy urban planning graduate students to study the feasibility and benefits of a 4-Train extension from Eastern Parkway to Kings Highway.

In 2015, as part of his OneNYC plan, Mayor Bill de Blasio asked the state to study the possibility of creating a subway line along Utica Avenue. This would be to extend the 4 line from Eastern Parkway south down Utica Avenue into East Flatbush. Extending the subway line was first proposed in 1910, another effort was made in 1928, and again in the 1970s. Although the mayor allocated \$5 million for the MTA study in 2015, no steps have been taken to move this proposed study forward between 2015 and April 2019. In April, the MTA and the City revived the idea of the Utica Avenue subway extension. Other options to be considered include adding faster buses, a new subway line, extending the existing 4 line either underground or as an elevated rail line, and building a light rail line. The MTA study is also supposed to investigate possible funding sources for the subway line.

The Borough President's Utica Avenue Corridor study area extends across Brooklyn Community Boards 8, 9, 17, and 18. The NYU Capstone Team solicited input and feedback from stakeholders and held a community workshop on April 11, 2019 at the Eastern Parkway Library. The study lists six intersections for potential subway stations as follows:

- Utica Avenue and Eastern Parkway
- Utica Avenue and Empire Boulevard
- Utica Avenue and Linden Boulevard
- Utica Avenue and Clarendon Road
- Utica Avenue and Foster Avenue
- Utica Avenue and Kings Highway

As the MTA plans to study extending the subway along the transit-starved Utica Avenue corridor, it is also planning to run less buses along the B46 route's Select Bus Service from Williamsburg to Mill Basin as of January 2020. New longer buses will be added, which will increase capacity from 85 to 115 riders, but it will also increase the wait an extra one to three minutes between buses. Utica Avenue is the busiest bus route in Brooklyn and the third busiest bus route citywide.

Pursuant to the MTA's selection of 48 out of the 78 subway stations to be made ADA-compliant as part of its 2020-2024 Capital Plan and, after noting that none of the 21 Brooklyn stations selected are within CB 9, the committee discussed the need for elevators at the Eastern Parkway/Franklin Avenue station (transfer hub for the 2, 3, 4, and 5 lines), as well as the Nostrand Avenue/Winthrop Street station (stop for Kings County Hospital Center). The committee will assess accessibility need at all train stations within CB 9.

CB 9 received transportation-related updates from city and state agencies as follows:

DOT:

- Increase parking meter rates in Brooklyn as of September 4th. Metered zone within CB9 will increase from \$1.00/hr. rate to \$1.25/hr.
- Illumination study to be conducted on Kingston Avenue between Carroll and Crown Streets following the installation of six LED light fixtures heads on September 18th, which failed to remedy the existing lighting problem.

DDC/DOT:

- Preliminary design is beginning for Project ID.HWK1672, Washington Avenue Safety Improvements, which include the intersection of Washington Avenue at Classon Avenue and President Street, and the intersection of Washington Avenue and Montgomery Street. The intersection improvements will include curb/sidewalk extensions and realignments, installations of pedestrian ramps, pavement markings, traffic/pedestrian signals, streetlights, bus pads, reconstruction, and other amenities to meet current design standards. Copies of design drawings will be provided to CB 9 once completed.

MTA:

- Due to the start of the Eastern Parkway-Brooklyn Museum 2, 3. Station ADA elevator project, from September 30 through early November 2019, one eastbound lane of Eastern Parkway (b/t Underhill and Washington Avenues) will be closed to traffic.
- The fines associated with bus lane violations captured using a new automated bus-mounted camera system will be subjected to a new graduated fee structure starting at \$50 and going up to \$250 for repeat bus blockers. The new automated enforcement system will expand to include the B44 in October.
- CB9 Chair Fred Baptiste shared information about the Brooklyn Bus Network Redesign Project, a collaborative effort of the MTA-NYCT and NYCDOT to do a full assessment of all local, SBS, and express bus service in the borough to determine if current and future market needs and travel trends are being met and "improve" customer experience. Project Kickoff Open House events to introduce the project and solicit customer feedback are scheduled to be held throughout Brooklyn beginning in October. An Open House will be held in District 9 on Wednesday, October 30 at 6PM at the Crown Heights Library, 560 New York Avenue.

Transportation Safety Issues Raised by Community Residents:

- Traffic and pedestrian traffic concerns at the intersections of Flatbush and Lefferts Avenues, and Washington and Lefferts Avenues as follows: a) dollar vans routinely running red lights on Flatbush Avenue and stopping in crosswalks; b) motorists speed on Lefferts Avenue between Washington and Flatbush Avenues to beat traffic light on Flatbush Avenue; c) motorists drive over the pedestrian ramp at Washington and Lefferts Avenues to enter/exit the gas station; d) the B43 and B48 city buses

traveling south on Washington Avenue and turning right onto Lefferts Avenue speed when making the turn, rarely yielding to pedestrians, to beat the light on Flatbush Avenue. Constituent also complained of need for speed bumps on Lefferts Avenue between Washington and Bedford Avenues due to motorists speeding through the block in order to beat the lights at Bedford, Washington, and Flatbush Avenues.

- Dangerous Traffic conditions on Parkside Avenue from Ocean to Bedford Avenues due to the B12 bus running Eastbound on Parkside and turning right Southbound onto Bedford Avenue, and the Parkside Q train station. With three schools located on Parkside from Bedford to Nostrand Avenues, there is a large influx of school children walking east down Parkside towards one of the schools. The crosswalks at Bedford Avenue are therefore overwhelmed with the children and pedestrians, thus the buses must wait through the entire green signal and usually make the right turn onto Bedford Avenue on a red light. This situation with the buses causes a block-long traffic build-up several times per hour, leading to drivers honking their horns as they see the green light but cannot move. In addition, there is the creation of air and noise pollution as early as 5:30AM the several cars, buses and trucks idling and honking at the same time. Constituent is therefore requesting CB 9's assistance with some potential solutions such as rerouting the B12 bus line, among other options.
- Although after many efforts, signage has been posted on Washington Avenue indicating 25 MPH speed limit and camera enforcement, motorists are not adhering to the speed limit and there are no actual speed cameras installed. Therefore, request have been made for CB9 to request the installation of the much-needed speed cameras.
- Bike lanes on Empire Boulevard being block by Heart to Heart Senior Day Center

Meeting was adjourned at 8:35PM

Respectfully submitted by Carmen L. Martinez, Chair Transportation Committee
October 15, 2019

