Community Board Ten

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April 22, 2015

Commissioner Keith Bray
Brooklyn Borough
Department of Transportation
16 Court Street
Brooklyn, NY 11201

Re: Community Board Ten Bicycle Route Network

Dear Commissioner Bray:

At a duly publicized meeting of Community Board Ten held on Monday, April 20th, members voted overwhelmingly in support of the Community Board Ten District Wide Bicycle Route project. I have attached a copy of the Traffic and Transportation Committee report for your perusal.

I want to take this opportunity to extend our appreciation to the members of DOT’s Bicycle Program especially Hayes Lord and Aaron Fraint who worked with members of our Traffic and Transportation Committee. As you know this project seeks to implement designated bike lanes to improve bicycle routes between neighborhoods and connects to existing bike routes. It also includes pedestrian safety enhancements including curb extensions and a lane assignment at 7th Avenue and 65th Street; a Lead Pedestrian Interval and Curb Extension at 86th Street at Fort Hamilton Parkway and Curb Extensions and a Lead Pedestrian Interval at 92nd Street at Fort Hamilton Parkway.

In light of the above, we ask that you move forward with the installation of the designated bicycle route approved by Community Board Ten as well as the implementation of the pedestrian safety enhancements that are part of this project.

Again, thank you and I look forward to hearing from you regarding its installation schedule.

Sincerely,

Josephine Beckmann
District Manager

Cc: Hayes Lord
DC Workman

ERIC ADAMS, BOROUGH PRESIDENT
Chair: Jaynemarie Capetanakis

Committee Members:
- Lizabeth Amato
- Jumana Bishara (excused)
- Doris Cruz
- Judith Grimaldi (absent)
- Steve Harrison (excused)
- Victoria Hervas-Castaneda (excused)
- Brian Kaszuba (excused)
- Nick Nikolopoulos
- Dean Rasinya (excused)
- Joseph Sokoloski
- Larry Stelter

Other CB Members:
- Bob Hudock
- Chair Brian Kieran
- DM Josephine Beckmann

The membership of the Traffic and Transportation Committee met on Thursday, April 16, 2015 at 7:15 pm.

The Traffic and Transportation committee then reviewed the following items:

1. Department of Transportation presentation for 65th Street Safety Improvements.
   - This presentation involved Corridor Safety Improvements along 65th Street from 6th Avenue to 12th Avenue. CB 10 had requested that DOT study safety improvements for this area in April 2013.
   - For purposes of this report, this stretch is then broken down into two sections:
     - From 6th Avenue to Fort Hamilton Parkway
       - This is the more commercial and light industrial segment
       - Currently, this has what are referred to as “rush hour regulations” meaning that there is no parking, creating a third lane during rush hour facing westbound from 7:00 to 10:00 am and eastbound from 4:00 to 7:00 pm.
     - From Fort Hamilton Parkway to 12th Avenue
       - This is the more residential segment of 65th Street
       - Here there is curbside parking without any “rush hour regulations.”
   - It is common knowledge in our Community Board that 65th Street is an area where there is major traffic and speeding—which is why we had requested it be studied in 2013. It is also a Vision Zero Priority Corridor based on the statistic that it falls in the top 10% of the worst corridors in Brooklyn—there have been 22.5 people killed or severely injured, which is known as a KSI statistic, per mile along 65th Street. The priority intersection is 10th Avenue and 65th Street—this is the site of the most severe accidents, although there have been additional fatalities and severe injuries along the entire section of 65th.
   - Of the pedestrian crashes from 2009-2013, 74.4% were referred to as “failure to yield” crashes. This means, the pedestrian was doing the right thing and crossing with the light, but the car—and the car driver—failed to yield to the pedestrian. Potentially, these are vehicles making the turn
onto 65th Street. Additionally, speeding has been identified and confirmed as an issue along 65th Street—although the DOT could not confirm the percentage of truck vs. automobile speeding.

- The Proposal is to:
  - Remove the “rush hour regulations” that created the third lane from 6th Avenue and make it consistent with the parking pattern from Fort Hamilton to 12th Avenue. This will create 24 hour parking lanes on both sides of 65th Street. There will be street sweeping regulations and truck zones will remain for delivery zones.
  - They will make Corridor Marking Upgrades, which includes painting parking lane lines to indicate an 8 foot parking lane with two moving lanes that are 11 feet wide in each direction. Another Corridor Marking Upgrade is to paint higher visibility crosswalks, known as zebra stripes, in all crosswalks along 65th Street.
  - There will be an installation of LPDs, which are Leading Pedestrian Intervals, at 8th Avenue, 9th Avenue, Fort Hamilton Parkway, 10th Avenue, 11th Avenue, and 12th Avenue. This will give pedestrians a 7 second “head start” to cross when the light changes before the cross street of 65th Street will get a green light. This will help increase pedestrian visibility and hopefully reduce those “failure to yield” pedestrian crashes.
  - There are many upgrades in store for 7th Avenue and 65th Street. Here they will install “Qwick-Kurb” to prevent shallow left turns from 7th Avenue onto 65th Street (these are those ballasts that separate lanes and are bendable). They will install lane designations northbound on 7th Avenue (which is going toward 64th street) that will include a new left turn only bay—they estimate that there are 500 vehicles per hour taking the left turn from 7th Avenue to 65th Street. They will add a proper merging lane with curbside channelization and a new No Standing Anytime. On the southbound side of 7th Avenue, they will construct curb extension and realign the crosswalk to increase visibility and install channelization to designate existing No Standing Anytime and define lanes.
  - Additional safety treatments included a markings upgrade along 12th Avenue, which stems from our request for traffic calming near IS 187, Christa McAuliffe. They will be improving the parking lane stripes and adding new crosswalks at 64th Street, Tabor Court, and 62nd Street, which also helps PS 176.

- We were asked by DOT to give our approval of this proposal.
- All of these designs should help to reduce speeds, reduce crashes, improve safety and they are a direct response to the Community Boards request.
- The committee voted and all were in favor to support this proposal. This proposal was given committee endorsement.

2. The second item on our agenda was the approval of Community Board 10 Bike Route Projects. This came from CB 10 Requests in 2012 and DOT’s report first shared in June 2014 with implementation for now in 2015, perhaps as early as June.

- This project is organizing the traffic with designated bike lanes to improve bicycle routes between neighborhoods and connects to existing bike routes. There are no planned parking removals with this proposal.
- Streets for improved bike lanes are:
  - 6th Avenue from 67th Street to Fort Hamilton Parkway
  - Fort Hamilton Parkway from 6th Avenue to 92nd street
  - Fort Hamilton Parkway from 92nd Street to 101st Street
• Marine Avenue from Colonial Road to Fort Hamilton Parkway
• 68th Street from 3rd Avenue to 6th Avenue
• 68th Street from Shore Parkway to 3rd Avenue
• 72nd Street from Colonial Road to 6th Avenue
• 7th Avenue from 66th Street to 67th Street, which is a proposed alternate route around the Gowanus Expressway for cyclists

• On each of these streets, they have taken the existing lanes and designated between 7 to 9 feet as a parking lane, and the remainder as either a shared lane for cars and bikes (which ran from 10.5-13 feet wide), and where the street was even wider, you may have a specific designation of 5 feet for bicycle traffic. In the bike lanes and where there are shared lanes, it will have the painted symbol for bicycle paths. If anyone is interested in more information, please go to the CB 10 website to view the Power Point that has the mapping of these changes.
• The committee voted and all were in favor of this proposal.

3. The third item on our agenda was a presentation by Groundswell, with a design concept for installation of a mural on part of the bridge at Fort Hamilton Parkway between 61st and 62nd Street, which also wraps around the corner at 62nd Street opposite P.S. 310. This project was part of a CASA grant (CASA is Cultural After-School Adventures) funded by Councilman Carlos Menchaca and the NYC Department of Transportation Urban Design and Art Department. Groundswell’s goal is to not only beautify these public spaces, but to teach that “creativity is a tool for change.” They use a collaborative art-making process to generate activism and their quote, “art creates community and community creates change.” For this mural, Groundswell has been working with the 5th graders from P.S. 310, who are the first graduating class, to involve them in the creation of this design. This includes student ideas of planting seeds, jumping rope, teamwork and the connection between home and school working together. This project is due to be completed by June 2015.
• Committee discussion included that this grant, which is about $20,000) only covers cost for a mural of 110 feet, which is only part of the wall facing Fort Hamilton Parkway. We discussed asking our other representatives from this area to consider continuing this project in the future. CB 10 will also ask DOT if the remainder of the unpainted area can be power-washed. We also discussed a recommendation that the mural has a protective coating to keep it graffiti-free and we recommend the completion of the remainder of the wall.
• The committee voted and all were in favor of this proposal.

The meeting was adjourned at 9:00 pm.

Respectfully Submitted,

Jaynemarie Capetanakis
April 19, 2015