

**BROOKLYN COMMUNITY BOARD 6
TRANSPORTATION COMMITTEE MEETING
SEPTEMBER 28, 2010**

ATTENDANCE:

D. ABRAHAM	W. BLUM	S. BURZIO
J. COHN	N. COX	D. KUMMER
T. MISKEL	R. OBERLENDER	G. REILLY
M. VERRET		

EXCUSED:

J. ARMER	J. LEVIN	H. LINK
A. MCKNIGHT	V. MILNE	R. RIGOLLI
R. SLOANE		

ABSENT:

D. GIULIANO	J. IGNERI	M. MURPHY
J. THOMPSON		

GUESTS:

C. HRONES – DEPARTMENT OF TRANSPORTATION
R. CAHILL – NORTH FLATUSH BID

*****MINUTES*****

Minutes of joint meeting – Transportation Committees CB6 & CB8
9/28/2010

Presentation by Chris Hrones of the Department of Transportation about the Flatbush Avenue Scoping.

Chris introduced Regina Cahill of North Flatbush BID who gave a brief description of the background of the project:

1. BID extends from Atlantic Avenue to Grand Army Plaza
2. Was established in 1984.
3. Started operation in 1986.
4. A design charrette was held in 2008 to solicit ideas for the improvement of Flatbush Avenue.
5. W Architecture prepared a master plan in 2009 based on community input.

Chris noted that the project is a ‘capital’ project, which is usually a larger project with longer time frame. DOT will establish the scope then pass the project to DDC for final design and implementation. He presented the DOT’s proposals for alterations to the triangles and street intersections; following are highlights:

1. DOT committed \$2M to the project in 2010.
2. Stakeholder meetings were held to establish final scope. Main stakeholder interests are:
 - a. Increase pedestrian safety
 - b. Use standard materials for ease of maintenance.
 - c. 'Engage' the triangles with the adjacent communities.
3. The opportunities that were identified by stakeholders and DOT and forming the basis of the preliminary designs were:
 - a. Increase planting.
 - b. Provide more seating.
 - c. Enlarge sidewalks.
 - d. Improve traffic function
 - e. Create shorter crosswalks.

Design concepts presented included:

1. Triangles redesigned to provide additional planting and seating. Existing mature trees will be kept.
2. Triangles enlarged in some areas to shorten crosswalks.
3. As a result of community input, showed an alternate scheme for the 8th Avenue triangle which maintained the St. Johns Place extending to Flatbush.
4. Reviewed construction standards and amenities: bike racks will be provided (the new standard 'O' shaped design), a solar powered compacting rubbish bin is proposed, and ornamental streetlights.

Chris presented the anticipated timeline for the project:

5. Finalize scope: 1 – 3 months, then transfer to DDC.
6. DDC bidding process for design consultant: 3 – 6 months.
7. Design and award for construction: 9 – 12 months.
8. Construction: 12 – 18 months.

Question and answers:

Q – Will the work be done simultaneously at all locations or sequentially?

A – Probably sequentially.

Q – Are all street neck-downs on side streets?

A – Yes, no alterations will change travel lanes on Flatbush.

Q – Will there be work on Carlton triangle.

A – Yes.

Q – Is there planting in addition to existing trees.

A – Yes, final landscaping will be determined during final design.

Q – Can existing trees be removed/relocated.

A – No, not Parks Dept. policy to remove trees; new trees are likely to be added.

Q – Could parking at St. Johns be eliminated and make a loading only zone?

A – No, loading zones only permitted for commercial areas.

Discussion and comments:

There was a lot of discussion and comment regarding the closure of St. Johns Place. Many people at the meeting expressed opposition, saying that the safety and convenience of residents at the building at the corner would be compromised. They were concerned that emergency vehicles could not get to the building and that the proposed drop off space on Flatbush was not safe due to its location. There was also a lot of concern that the closing would make congestion worse at the intersection of 8th Ave and Flatbush.

Chris said DOT was comfortable with both schemes (street closed or open) and that DOT did not feel that congestion would be increased by closing the street. DOT feels that closing the street increases safety by removing a problematic intersection. Chris noted that all DOT plaza designs allowed clearances for emergency vehicles and lowered curb sections for access.

Concern was expressed about the plaza planting areas becoming littered.

A comment was made that more trees should be provided and that perhaps sidewalks were being made too wide; also a request for consideration of permeable paving materials. Chris noted that final design was still to be done, would probably include additional street trees. Sidewalks were not wider than DOT standards and would not unduly reduce planting areas and where possible sustainable design principles would be incorporated.

Recommendation for a motion made by Bill Blum and seconded by Norman Cox:

Support the proposal with 2 conditions:

1. DOT to return to Community Board when designs are more developed.
2. Support the plan that closes St. Johns Place.

VOTE: 4.....YEAS 5.....NAYS

Revised recommendation for motion made by Daniel Kummer seconded by Monique Verret.

Support the proposal with one condition:

1. DOT to return to Community Board when designs are more developed.

Recommendation passes

Minutes by Norman Cox