

**BROOKLYN COMMUNITY BOARD 6
TRANSPORTATION/PUBLIC SAFETY COMMITTEE
FEBRUARY 18, 2016**

ATTENDANCE:

PRESENT:

J. ARMER	P. BLAKE	B. CHANCEY
K. GURL	E. MCCLURE	M. MURPHY
R. RIGOLLI	M. SILVERMAN	R. SLOANE
U. ZIMMERMAN		

EXCUSED:

D. GORDON	T. MISKEL
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ABSENT:

S. AVERY	D. DECOSTANZO	D. SCHNEIDER
J. SMITH	J. THOMPSON	

GUESTS:

J. ANDREWS – REP. FOR HON. CARLOS MENCHACA, CITY COUNCIL MEMBER		
J. HARVEY – REP. FOR HON. JOANNE SIMON, STATE ASSEMBLY MEMBER		
S. ANCRUM – CIVILIAN COMPLAINT REVIEW BOARD, OUTREACH COORDINATOR		
J. BAYER	J. TAMPAKIS	C. PARKER
C. SALGUEDO		

*****MINUTES*****

Meeting began at 6:38 PM, introduced by Eric McClure

Presentation and update from representatives for the Economic Development Corporation on the Citywide Ferry Service plan, with particular emphasis on the City's further investigation into Red Hook site locations for ferry stops.

Presentation by Justine Johnson and Alex Brady of NYC EDC:

As part of the Mayor's goal to implement the Citywide Ferry Service, 5 new ferry routes will be launched in 2017.

Ferry service will have a \$2.75 base fare, but will not be connected to the MTA's fare system.

Ferry stations will have an ADA compliant gangway connecting landing to barge.

Representatives presented four potential options under consideration for the Red Hook station, including Van Brunt Street, Valentino Park, IKEA/ Erie Basin, and Atlantic Basin.

The EDC is considering connecting transportation access, route impacts, navigability, upland ownership, zoning requirements, and costs as factors in deciding the location.

Van Brunt Street:

- Considered because of walking distance and accessibility, water depth, land ownership, and commercial corridor

Erie Basin:

- Considered because of walking distance and accessibility, existing infrastructure, but route impacts could be negative (could increase time on nearby road)

Atlantic Basin:

- Considered because of security, infrastructure condition, agency coordination, existing uses, walking distance and accessibility, and more central location
- Doesn't conflict with cruise terminal, container terminal, portside, or Dock NYC nearby
- EDC has conceptual approval from the Coast Guard and is in discussion with Port Authority

Valentino Park:

- Not at top of list for EDC but still being considered

Implementation:

- EDC is currently conducting outreach to Community Boards, elected officials, and Civic Associations
- Draft of Environmental Impact Statement released in February 2016, and the final draft will be released in April 2016 after a 30 day review period.
- Will get permits in mid-2016, and barges are currently being constructed.
- www.nycedc.com/ferry, citywideferry@edc.nyc

Questions and comments:

Do the sites in consideration have to comply with zoning requirements?

All sites would have to comply with zoning requirements except those with Port Authority status.

Hopes that jobs will be created for local workers

Community jobs will be created, and EDC has goals to hire a target number of low-income and local workers.

Support for the Atlantic Basin location because it's centrally located, closer to residential areas, and closer to bus stops and other transportation options

Why is the Citywide Ferry Service not on the future MTA fare card?

The MTA is phasing out MetroCards so EDC will be open to further discussion

There are free transfers between ferry lines but not with MTA subways and buses

How many trips per day are expected?

About 100 individual trips per day are expected from the Red Hook location.

Suggested ferry link from Brooklyn to Staten Island

Jerry Armer introduced a motion to support Atlantic Basin as the Red Hook stop for the Citywide Ferry Service, seconded by Roger. Eric McClure proposed an amendment to integrate the Citywide Ferry Service into the MTA fare system, seconded by Jerry Armer.

The motion passed unanimously.

Presentation and review of a proposal by the Department of Transportation to install temporary seasonal seating in the parking lane in front of 63 5th Avenue (southeast corner St. Marks/ 5th Avenues), under the City's Street Seats program.

A Representative from the Department of Transportation and the owner of the partner business Sky Ice (a Thai food and ice cream shop) presented the Street Seats program.

- Street Seats is application based and needs to be approved by local Community Boards.
- The Street Seats area will seasonally (open to the public from March to December) take the space of approximately 1.5 parking spots. The temporary structure will be 6 feet wide and 20 feet long, and have a standard Department of Transportation design to cut costs. It will flush with the curb to be ADA accessible. It will have wheel stop bars on both ends, with moveable furniture.
- The partner business of the Street Seats program signs a contract with the Department of Transportation and is responsible for maintenance and for removing furniture at night. This proposed location is in front of Sky Ice.
- Benefits: more street life, greenery, and seating, with a projected 10-15% increase in nearby small business sales.

Questions and comments:

Do all neighbors (businesses and residents) know about this? The proposed location borders a bus stop and could hurt parking.

Currently trying to get all nearby businesses to sign petition, and came to the Community Board to look for community support and representation. At the end of the season for the Street Seats location, they will come back to the Community Board for feedback.

Will there be zoning changes in order for this structure to exist on the street?

No, because the structure is temporary and seasonal.

If the business owner will take in the moveable furniture at night, will the actual structure remain in place?

Yes, but Street Seats is seasonal in the hopes of the structure not being impacted by snow or other winter weather.

A similar project on Smith and Warren got similar feedback from people prior to its implementation, but afterwards community members liked the project's results a lot.

The partner business holds all liability.

Jerry Armer made a motion to approve the Street Seats location on St. Marks and 5th Avenue, with the condition that the temporary structure will only be in place until December of 2016, and any extra time will need further Community Board approval. Motion seconded by Pauline Blake, adding that the Community Board must receive a copy of the signed contract between the partner business and the Department of Transportation. Seconded by Madeline Murphy.

The motion passed unanimously.

Presentation and discussion with representatives for the Civilian Complaint Review Board (CCRB), a city agency that investigates and mediates complaints filed against police officers.

Sylvia Ankram discussed the services of the Civilian Complaint Review Board.

- The CCRB is made up of investigators and attorneys and is not affiliated with the NYPD. In addition to investigating and mediating, it serves to teach communities about the rules police officers must follow in their interactions. Complaints can be filed online or at a local police precinct.
- Last year 28% of cases were substantiated because of videos. Around 6,000 total complaints were made in 2015, and 61% of officers chose to mediate complaints.

Jerry Armer made a motion to approve minutes from previous meeting held on December 17, 2015 approved with the correction that Jerry Armer and Madeline Murphy were excused, instead of absent. Seconded by Madeline Murphy.

The meeting was adjourned at 7:52 PM.

Minutes submitted by Kara Gurl