

BROOKLYN COMMUNITY BOARD 6
TRANSPORTATION/PUBLIC SAFETY COMMITTEE
February 20, 2014

ATTENDANCE:

E. ANDERSON	J. ARMER	J. COHN
D. GORDON	R. GRAHAM	S. LONIAL
T. MISKEL	G. REILLY	M. SILVERMAN
J. THOMPSON		

EXCUSED:

W. BLUM	D. DECOSTANZO	R. RIGOLLI
R. SLOANE		

ABSENT:

D. ABRAHAM	D. GIULIANO	E. GOTTLIEB
D. MAZZUCA	E. MCCLURE	A. MCKNIGHT

GUESTS:

C. ZINNEL – REP. FOR HON. BRAD LANDER, CITY COUNCIL MEMBER
CRAIG BAERWALD-NYC DEPARTMENT OF TRANSPORTATION
PATRICK KENNEDY-NYC DEPARTMENT OF TRANSPORTATION
CHRIS HRONES-NYC DEPARTMENT OF TRANSPORTATION
K. KRAMER

*****MINUTES*****

Presentation and discussion with representatives from the Department of Transportation on a proposal to install a new bicycle lane on Bond Street between 3rd Street and Schermerhorn Street. The new bike lane would be a Class III shared lane between 3rd-Douglass, a Class II bike lane between Douglass-Wyckoff and a Class III shared lane between Wyckoff-Schermerhorn. (Note: The segment of Bond Street between 3rd-Wyckoff is in Brooklyn CB6, and will be the subject of review.)

Approximately 400 bicyclists use northbound Bond Street each weekday, and they make up about 8% of the traffic volume during the morning rush and 16% of the traffic volume in the evening. The new lane will be a Class III shared lane between Third Street and Douglass Street, a Class II lane between Douglass Street and Wyckoff Street and a Class III shared bike lane north of Wyckoff Street. The part of Bond Street north of Wyckoff Street is in CB2. CB2's Transportation Committee approved the plan two days prior to this meeting. Bond Street is not wide enough for a Class I bike lane. Also you lose parking in the turning lanes if there is a Class I protected bike lane. There will be no loss of parking spaces with this plan. The DOT does not believe that Bond Street is the kind of street that has a lot of double parking.

Jerry Armer made a recommendation seconded by Gary Reilly that the DOT go ahead with the plan as presented. The motion passed unanimously.

Presentation by and discussion with Chris Hrones on Prospect Park West traffic changes, Vision Zero and Bicycle Deliverymen

Prospect Park West

The maximum speed on Prospect Park West has been reduced to 25 MPH. Signage has been posted and traffic signal progression has been changed to reflect the new 25 MPH speed limit. Cars are driving more slowly.

Vision Zero

The new Vision Zero plan has been posted and is discussed in detail on the DOT's website. It is a multi-agency initiative that envisions high level coordination among the DOT, the Police Department and the TLC, with regular meetings, especially between the Police Department and the DOT.

Vision Zero identifies that 1. speeding and 2. failure to yield are the elements that most contribute to serious injury and death and contemplates that the police will aggressively enforce the laws in this regard. Additionally, Corridor Slow Zones with traffic signal progression appropriate to the new lower speeds will be implemented, making it harder to speed.

The DOT will also look to do more with neighborhood slow zones. In Boerum Hill, preliminary reports show the slow zone has had the effect of reducing the 85th percentile speed to just over 20 MPH from closer to 25 MPH. The gateway slow zone signs have not been particularly effective, however, in reducing turning speeds. A number of the signs have been struck by vehicles and moved to the sidewalk.

As part of Vision Zero, the DOT will be looking for community input in a systematic way and will combine this input with its extensive traffic and accident data to make the streets safer for everyone. Reducing the general citywide speed from 30 MPH to 25 MPH will require state approval.

Commercial Bike Deliverymen

Commercial bike deliverymen are required to wear reflective vests and helmets and to obey traffic laws. The vests and the bikes are supposed to have identification signs with the name of the establishment and a number to call. The DOT can give summonses and warnings to business owners but does not ticket the deliverymen.

There being no further business to come before the committee, the meeting was adjourned.

The minutes were submitted by Judith Thompson.