

**COMMUNITY BOARD 7
COMMITTEE Report**

**Transportation Committee
2023-1-23, 6:30pm**

1. Revocable consent for City Harvest to operate at 150 52nd Street

- A team from City Harvest presented plans to add an entrance ramp to their Community Food Rescue Center facility between 1st and 2nd Ave on 52nd St.
- Board members raised questions regarding access to the building by members of the public, costs to rent meeting rooms and other facilities, the planned storefront portion of the building, and why this application was presented to the Transportation Committee.
- Additional questions were asked regarding the size of the sidewalk, lighting and visibility features for the building and ramp, the presence of security personnel and cameras at the building, ADA requirements, ramp materials, elevators inside the building, sidewalk parking, placement of street trees, how the building will be used, bike parking, security cameras, and signage.

1) Names of the committee members present

- Katherine Walsh, Sandra Alfonso, Joan Botti, Jerry Chan, John DeLooper, Diana Gonzalez, Gabino Morales, Julio Peña, Sam Sierra, Cynthia VandenBosch

2) Corrections and amendments to previous meeting minutes (if any)

- No corrections or amendments were made

3) Additions to the current agenda

- Walsh shared announcements about the Brooklyn Bus Network workshop for CB7 on Tuesday, 1/31 and about the BQE South Revisioning meeting on March 23

4) Motions taken or rejected (if any)

- Julio Peña introduced a motion to support the Revocable Consent Decree, seconded by Jerry Chan. **Motion passed** with 10 yes votes and 0 no votes.

5) Actions taken or agreed to be taken

- CityHarvest Team agreed to add signage indicating no parking is permitted on sidewalks outside their building

6) Next steps

- Passed motion will go before full Board at February 15 meeting

7) Old Business

- None

7) Any new business items

- None

8) Public comment

- None

9) Next meeting date and time

- February 1, 2023

10) Time of adjournment

- 7:22 p.m.

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Appendix A: LinkNYC Information

Presentation URL:

https://www.google.com/maps/d/u/1/edit?mid=1LYNrlcW_YRqsf1KyfRj5jTO1q1jtzM&usp=sharing.

5G Health/Safety Information: <https://www.nyc.gov/content/oti/pages/franchises/5g>

CEQR Memo: <https://a002-ceqraccess.nyc.gov/Handlers/ProjectFile.ashx?file=MjAxNVwxNURJVDAwMVldGVjaF9tZW1vXDE1REIUMDAxWV9UZWNobmljYWxfTWVtb3JhbmR1bV9fMDUyNjIwMjEucGRm0&signature=7bff46e8f4492ec7ca05ec25ebaaf6462822bfde>

Update from OTI: Following meeting feedback, 111 58th Street site by the ferry terminal (picture below) will include an advertising screen

Link5G Candidates - CD 307

Site ID	Community District	Lat	Long	Street Address	Kiosk Design Type
BK-07-GF34913	307	40.646536	-74.025701	111 58TH STREET	Link5G Non-Ad



Data and maps about LinkNYC sites are also available on Open Data here:

<https://data.cityofnewyork.us/browse?q=linknyc>

List of Current LinkNYC locations in CB7:

- 941 4 AVENUE
- 601 5 AVENUE
- 948 3 AVENUE
- 691 4 AVENUE
- 650 5 AVENUE
- 776 4 AVENUE
- 899 4 AVENUE
- 615 4 AVENUE
- 968 4 AVENUE
- 4201 4 AVENUE
- 875 4 AVENUE
- 784 4 AVENUE
- 825 4 AVENUE



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620 5 AVENUE
799 4 AVENUE
875 4 AVENUE
731 4 AVENUE

Appendix B: Brooklyn Bus Network Redesign Info

- MTA hosted a CB7-focused workshop on January 31 regarding changes to Brooklyn's Bus Network.
- The full plan is available at <https://new.mta.info/project/brooklyn-bus-network-redesign>
- Affected routes in our district include B5, B9, B11, B16, B35, B37, B55, B61, B63, B64, B67, B68, B69, B70, B81, B103, BM3, BM3C, BM4, BM7, BM7C, BM33, BM34, BM37, and more
- Route profiles can be viewed at <https://new.mta.info/project/brooklyn-bus-network-redesign/routes>
- Interactive maps also available for local routes at <https://platform.remix.com/project/0a258263?latlng=40.66998,-73.91416,10.973&public=true%C2%A0> and express routes at <https://platform.remix.com/project/1d4eae64?latlng=40.66918,-73.95513,11.118&public=true>
- Comments can be sent to MTA at <https://contact.mta.info/s/forms/bus-network-redesign>

Appendix C: BQE Revisioning Information

Planned Events BQE South/Gowanus/3rd Avenue (Sunset Park)

This list was compiled by the Community Board 7 Transportation Committee
It will be updated regularly as events and surveys are organized; email BK07 <bk07@cb.nyc.gov> to add or change an event

The BQE Survey organized by NYCDOT is open until Feb 24th
[BQE Survey | Brooklyn-Queens Expressway \(BQE\) \(bqevision.com\)](#)
<https://www.surveymonkey.com/r/BQENorthSouth>

Date	Time	Title	Host	Registration
2/15/2023	5 pm	Know Your District Taller en linea en Español Virtual Event; conducted in	Mixteca	https://bit.ly/MixtecaOnline

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		Spanish		
2/16/2023	4-5:30 pm	Southwest Brooklyn Industrial Development Corporation (SBIDC) Business Feedback Session In-person and Virtual Event	SBIDC 241 41st street Brooklyn	https://www.eventbrite.com/e/bqe-south-vision-sbidcs-industrial-business-feedback-session-tickets-519849392527
2/22/23	6:30pm -8:30pm	Community Board 7 Transportation Committee Meeting w/NYC DOT on BQE South Virtual meeting	Community Board 7	https://bit.ly/3lqxoWs
2/25/2023	11 am - 1 pm	BQE Learning Circle and Community Discussion In-person Event; Spanish Translation provided	UPROSE 462 36th St Brooklyn	https://docs.google.com/forms/d/1ZhY7pzSFrpIRPnC8M1rwtW-qCVfDVHyU0-6Ph2NFy5c/viewform?edit_requested=true
3/18/23	Afternoon - To be announced	BQE South Walk Through	Transportation Alternatives	
3/21/2023	6:30 - 8:30 pm	NYCDOT organized BQE South Workshop 2 (in-person)	NYCDOT	BQE Events Brooklyn-Queens Expressway (BQE) (bqevision.com)
3/30/2023	6:30 - 8:30 pm	NYCDOT organized BQE	NYCDOT	BQE Events Brooklyn-

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		South Workshop 2 (virtual)		Queens Expressway (BQE) (bqevision.com)
April		3rd Avenue Community Forum run by NYCDOT	NYCDOT	TBD

KNOW YOUR REPRESENTATIVES ONLINE WORKSHOP!

JOIN US ON FEBRUARY 15 2023 @5PM

Know your
district!

Who's in
office?

What do they
stand for?

Do they align with your
best interests?



VOTE



REGISTRATION LINK HERE:



<https://bit.ly/MixtecaOnline>

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Corridor Vision
Safety, Equity and Resiliency

Eric Adams, Mayor | Ydanis Rodriguez, Commissioner



**BQE South Vision | SBIDC's Industrial
Business Feedback Session**

In-person: Join us at: **241 41st Street, Brooklyn, 11232**
or the **Zoom** link provided after registration

Meeting: **Thursday, February 16th, 4pm-5:30pm**

Details: The New York City Department of Transportation is developing community-driven plans to fix the Brooklyn-Queens Expressway between Atlantic Avenue and Sands Street, and to reconnect communities all along the expressway in Brooklyn. Share your ideas to help shape this vital part of our transportation system and create the safe, modern, resilient roadway we need.

RSVP: Click the QR link below to RSVP!

Contact: Brady Meixell
Government Relations & Business Services Manager, SBIDC
bmeixell@sbidc.org
718-965-3100 ext. 108



BQE Corridor Vision Community Partners are community-based organizations that will help lead education and/or engagement activities that expand upon and proceed in parallel with planned NYC DOT-led engagement.



**VISION
ZERO**
Building a
Safer City



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 **JOIN US!** 

WHAT: BQE LEARNING CIRCLE AND COMMUNITY DISCUSSION
WHY: TO HEAR YOUR CONCERNS & IDEAS TO IMPROVE THE BQE
WHEN: SATURDAY, FEBRUARY 25 FROM 11AM-1PM ET
AND FACEBOOK LIVESTREAM
WHERE: UPROSE'S OFFICE AT 462 36TH ST, BROOKLYN, NY 11232



Lunch + refreshments are provided. Please let us know if you need childcare.
Contact: info@uprose.org

Space is limited,
please RSVP



UPROSE 

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Appendix D: Neighborhood Loading Zones

<https://nyc.streetsblog.org/2022/01/14/up-next-for-dot-city-law-requires-500-new-neighborhood-loading-zones-every-year/>

<https://www1.nyc.gov/html/dot/downloads/pdf/nlz-mn-bsc-apr2021.pdf>

<https://www.nyc.gov/html/dot/downloads/pdf/nlz-bk-sunsetpark.pdf>

Red is the response Community Board 7 Transportation Committee sent in reply to the email from NYCDOT. We asked if they would present to the Transportation Committee on this request but they cited lack of resources.

1. How successful were the pilot NLZ's and how was that determined?

The growth of e-commerce deliveries on residential streets (further accelerated during COVID) and for-hire vehicles trips throughout the city have changed the way New Yorker's use our curbs. The NLZ program was first launched in 2019 to address this growth. And as communities continue to have an increasing need for deliveries, loading zones can help balance the pressures at the curb. With the use of time-lapse cameras and field observations, DOT examined several factors including, but not limited to double parking occurrence before/after installation, utilization, and siting effectiveness. Based on our assessment, Pilot NLZ locations saw up to a 73% reduction in double parking after installation.

In response to question #1 "How successful were the pilot NLZ's and how was that determined?" Please provide this specific to our district.

2. What criteria did we use to choose locations?

Commercial loading zones aim to enhance safety and reduce double parking, particularly on congested corridors and narrow high-density streets with bike lanes and/or bus routes. Our criteria incorporate geometric constraints (such as roadway width and number of travel lanes), land use, infrastructure elements such as bike lanes, and safety metrics such as double-parking violations and crash data. This information will be included as part of our public-facing report that summarizes the methodology for expansion.

In response to question #2, please provide us with the information on the methodology applied to determine the locations you selected in our district. You just tell us that "This information will be included as part of our public-facing report that summarizes the methodology for expansion."

3. How did we inform the public and any outreach standards. Where there any in the local law?

DOT is proud to work with local communities and are open to suggestions for loading zone expansion. The public is welcome to identify locations through our NLZ Projects & Initiatives

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feedback portal (soon to be replaced by a loading zone expansion suggestion portal) or submit comments, feedback, concerns through our website or DOT's Borough Commissioner Office. For loading zone expansion efforts, DOT will inform the local community boards of the pending changes through a notification letter and allow opportunity for input. Outreach may vary for loading zones that are installed through other programs or projects, such as a larger street improvement project.

These responses are insufficient and do not give us the information needed to reach an informed response in reply to your request.

In response to Question #3 on engaging the public. "DOT will inform the local community boards of the pending changes through a notification letter and allow opportunity for input." Opportunity is for *DOT to come to a committee meeting on loading zones.*

Appendix E:

On Friday January 19th, Community Board 7 convened an organizing meeting of the electeds identified in the cb7 area of the district to discuss the BQE South/Gowanus Expressway/3rd avenue issues.

On Thursday Feb 9th, Community Board 7 convened an organizing meeting of the identified CB7 area of the community organizations who received funding from NYCDOT for the BQE South on 2/9/23. Full list here of those organizations: [BQE North and South Partners | Brooklyn-Queens Expressway \(BQE\) \(bqevision.com\)](#)

The minutes for both sets of organizing meetings are posted below.

January 19th

Attendees:

Jeremy Lauffer (CB7), Mayra Molina (Dan Goldman), Emmitt Mendoza-Gaspar (Marcela Mitaynes), Edward Cerna (Alexa Aviles), John DeLooper (CB7), Katherine Walsh (CB7), Tori Kelly (Andrew Gounardes), John Blasco (Dan Goldman), Mary Kay Seerey (Robert Carroll), Susannah Pasquantonio (Jo Anne Simon), Carlos Calzadilla (Andrew Gounardes)

Followups:

- Mendoza-Gaspar to send ATTAIN highway sensor grant letter to John Blasco
- CB7 to send copy of grant support letter to John Blasco
- All should send Blasco any info about Reconnecting Communities, when it was due and any other info we have about similar federal grant
- Mendoza-Gaspar to reach out to assembly colleagues re Cross Bronx and reconnecting communities; Kelly to reach out to state senate colleagues
- John Blasco to invite collaboration from additional electeds Nydia Velazquez, Nicole Malliotakis, other congress members?

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- Cerna to ask Bray about BQE repairs, staging equipment and vehicles under BQE and report back. Cerna will also try to find out about expected traffic backups due to BQE construction (will ask for data CB7 is waiting on about this) and anything else - Loading Zones, HotSpots
- If needed, Cerna and Mendoza-Gaspar can help with finding local schools for DOT events
- CB7 to host meeting of community partners awarded from the BQE revisioning process - before convenings start in Feb
- CB7 to share out hot spots, timeline related to 3 Ave with all electeds in attendance

- Mendoza-Gaspar and Kelly to reach out to Tanousis/Brook-Krasny staff for next meeting -WEEK OF FEB 21ST

- *All to attend BQE Revisioning meetings in March - MARCH 23RD (changed to March 21st)*
- All to attend DOT 3 Ave meeting in March - MARCH 8TH (changed to April no date set yet by NYCDOT)
- All will help with PR help/spread the word about 3 Ave forums
- Laufer to ask next precinct commander for help with enforcement of traffic/transportation issues
- Walsh will talk to Julio Peña about how to report out this at next CB meeting
- DeLooper to write up meeting notes, setup Google Drive folder

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Discussion

- Emmitt Mendoza-Gaspar convened the meeting at 12:35 p.m. noting BQE process involves both city and state; using this meeting to come together to address longstanding issues and share interactions.
- Mendoza-Gaspar reached out to the state DOT in February. Had Assembly Speaker Heastie visit Red Hook, Gowanus, and Sunset Park to see BQE issues, and had a separate visit with William Magnarelli (state transportation committee chair) in conjunction with City DOT. From these, looks like state reps feel that city should have more involvement/leadership re: BQE process.
- City DOT asked AM Mitaynes for a letter in support of air monitors for a Infrastructure Reinvestment Act grant. Grant also supported monitoring tucks?
- Discussion by attendees about historic lack of accountability and enforcement for things agreed on between city and state.
- Walsh discussed 3 Ave study and BQE – and how process appears separate, but how meetings like this can help bridge gap. How to best coordinate – task force?
- Kelly noted that BP Reynoso convened a meeting of involved elected officials previous week. Goal from this is to meet representatives from Governor Hochul and find out why governor's office has seemingly had limited involvement in BQE Revisioning Process.
- Pasquantonio noted lack of clarity in terms of BQE revisioning, for example whether BQE will have two or three lanes. Mentioned how electeds have had to coordinate on a letter to Secretary Buttigieg asking for BQE have two lanes.
- Walsh noted 3 Ave traffic/truck studies have been asked to City DOT for years, but no followup.
- Division of process – BQE North/Central/South – Laufer notes this confused process. Ex. BQE South means little to people in CB7 who have known it as Gowanus Expressway.
- Pasquantonio noted that in Williamsburg, Nydia Velazquez funded a study about mitigating trench; but nothing seems to have happened. She hopes that there will be a meeting with the governor's staff related to the Triple Cantilever
- In light of upcoming 3 Ave study, Walsh noted DOT needs a forum for March 6 meeting.
- Pasquantonio – city can't get funding directly – hence need for state involvement in grants like reconnecting communities
- Confusion about which projects the city sought Reconnecting Communities Funding for. Bray told CB7 that they sought funding for Cross Bronx Expressway and for Conduit Blvd, but supposedly each agency can only apply for funds for one location each cycle.
- Walsh observed lack of coordination among community partners from DOT. Noted recent talk with Mixteca, upcoming talk with Womens Empowerment Project
- Several new electeds here – they need to reach out to their new communities to gather feedback about what is wanted from their new constituents - what is the vision for our community *from* our community?
- Laufer and Molina noted importance of translation at 3 Ave meetings, urged electeds to fund this if DOT doesn't.

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Hot Spots along 3rd avenue specifically – compiled January 25th 2023 sent to Elected leaders following Jan 19th meeting

- None of these issues are new
- Longstanding problems with NYSDOT, NYCDOT making any changes
- Hotspots in particular – major concerns unaddressed; and lack of enforcement
- We need accountability

Everywhere that has had a fatal crash since 2011 along 3rd avenue:

- 60 St
- 55 St
- 56 St
- 52 St
- 51 St
- 50th St
- 48th St
- 39th St
- 38th St
- 35th St
- 26th St
- 24th St

60th St (unfixed pavement due to city/state fighting, crossing trucks, small medians, 40 seconds to cross 9.5 lanes, drainage onto street)

- 61st (no crossing, but used heavily anyway - people climbing over guardrails)
- 51st and 3rd (named high KSI in Borough Vision Zero Report)
- 53rd and 3rd (named high KSI in Borough Vision Zero Report)
- 65th St: Very wide intersection with dangerous amount of turning cars and tucks, no leading pedestrian interval crossing 65th.
- 65th St Extension (especially drainage)
- 64/65th St - Where BQE merges with belt, chunks fall off highway, requires park to be closed for several weeks each year
- 38th St (chunks falling off BQE)
- 31st St (no crosswalks)
- 20th St - Sunset Industrial Park (soon to dramatically expand)

Community Board7 Statement of Community District Needs 2023

Link to the [NYC Planning | Community Profiles](#)

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TIMELINE (prepared by Vice Chair, Transportation Committee - Community Board7) DRAFT
V.1

Date	Event
1939 - 1942	Gowanus Expressway built; requiring demolition 100 stores and 1,300 homes, creating lasting scars and divisions in community
1958 - 1964	Expressway expanded to 6 lanes; hundreds of additional homes demolished
1993	Community Members, Elected Officials call for demolishing Gowanus Expressway, replacing it with surface road
1995	NY State performed an Environmental Assessment for Gowanus Expressway but did not present it, promised to redo study in 2000
1997	Regional Plan Association calls for tunnel to replace Gowanus Expressway
1998	Federal government awards \$16 million for tunnel feasibility study. Jo Anne Simon calls for tunnel to be built to replace Gowanus Expressway
1998	1 mile of Gowanus Expressway temporarily closed due to cracks in steel
2007	CEDC 15 Calls for a traffic study of 3 and 4 Ave

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2008	Safe Routes to School Project - DOT promises improvements after children killed at PS1, PS124
2013	CB7 sends letter requesting "nearly two dozen street safety measures from DOT and NYPD"
2014	CB7 hosted street safety forums, focus on Avenues
2015	Sunset Park is noted as high KSI area on Brooklyn Pedestrian Safety plan. Priority Intersections include 53rd St and 3 Ave
2016	NYC DOT BQE Tunnel Feasibility Study Released
2017	NYC EDC/Sam Schwartz Engineering Study found significant areas of need for improvement on 3rd Ave and proposed potential solutions
2018	Elected official, trade group renew calls to bury Gowanus Expressway
2019	Borough Pedestrian Safety Action Plan Update Notes that 51st St and 3 Ave is a high KSI intersction
2019	Regional Plan Association's "Reimagining the BQE" Report Released
2019	In response to several deaths on 3 Ave, CB7 sends letter asking for comprehensive safety study
2019	Pedestrian safety measures between 59th and 65th street win in Participatory Budgeting - but project is not implemented
2020	City announces start of bike lane on 3rd Ave between Smith and 29th St, planned in 2014, expected to be completed in Fall 2022
2020	DOT lowers speed limit to 25 mph on Third Ave

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2021

After several last mile warehouses constructed in Red Hook and Sunset Park, largest last mile warehouse is proposed, prompting CB7 to create Special Subcommittee on Last Mile Trucking

2022

Mayor Adams Announces BQE Revisioning Engagement Process

Feb 9th - Community Partners Meeting

Agenda:

1. Welcome/Introductions
 - a. We have been talking about in different conversations, it is important to get our heads together to develop a unified approach.
 - b. How does the work on 3rd Avenue connect to the broader work that community partners are doing
2. Community Guidelines
3. CB7 Update (Katie Walsh, Chair of Transportation Committee)
 - a. We have asked for a 3rd avenue study, we want to be proactive in engaging our neighbors about their lived experiences living near this corridor.
 - b. There was supposed to be a community session that was supposed to be in early March, but it was moved to a TBD date in April.
 - c. We organized a meeting of electeds 3 weeks ago.
4. Partners' Priorities and Plans
 - a. What are you planning to undertake regarding this BQE work?
 - i. Transportation Alternatives: Mission for better walking, biking, and transit. TA feels a walking tour would be one of the most effective methods of engaging the community. South Brooklyn doesn't yet have one planed.
 - ii. Mixteca: Event Feb 15th by Zoom. Uses survey provided on BQE site.
 - iii. UPROSE: Hoping to agree on a set of purposes and principles. Center how larger organizations can support rather than supplant local voices. Leading an event on Feb 25th
 - iv. Women's Empowerment Coalition: Hosted meeting to understand people's concerns surrounding the BQE. Uses their own survey not the one from the website

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- v. Chinese-American Planning Association: Community education efforts via workshop and survey. A booklet deliverable is being worked on.
 - vi. SBDIC: Directing people to DOT survey. Hosting this event: <https://www.eventbrite.com/e/bqe-south-vision-sbidcs-industrial-business-feedback-session-tickets-519849392527>
 - vii. CPC: Approach is similar to Mixteca in educating the community via surveys and workshops.
 - viii. 5th Avenue Committee: In a program centered around adult education, a series of presentations and workshops will be conducted. Working on promoting a survey that the BQE Working Group has put together.
 - ix. Environmental Justice Alliance: Seconded point by UPROSE that there should be a commitment to reverse the harm done by historical neglect. Any report should center
 - x. AMPHS: Dr. Brown-Malta: Wants to center health impacts and cooperation
- b. Common Themes:
- i. We don't want to duplicate efforts
 - ii. Contact information should be shared
 - iii. Information needs to be organized
5. Next steps
- a. Sen. Gounardes working to push back against reports that the State DOT has no plans to redesign the BQE.
 - b. Areas around the cantilever get more resources, there are lobbying interests vying for funds that the Sunset Park could apply for.
 - c. How will the community be protected after the project is done? Potential displacement impacts.
 - d. How can we coordinate better? Plan to have another organizing meeting after the Feb events
 - e. Community Board is hosting a Transportation Committee will be held on Wednesday, February 22 at 6:30 p.m. via Zoom Register to join the Zoom webinar as an attendee: <https://bit.ly/3lgxoWs> Agenda is 1. Discussion with NYC DOT about the BQE South/Gowanus Expressway project and 2. Update from DOT on BQE community engagement. We've asked NYCDOT to ask the state to attend this meeting, especially in light of the streetsblog article and NYSDOT's lack of commitment on BQE South.

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