

COMMUNITY BOARD 7

COMMITTEE Report

Transportation Committee Meeting

2025-04-28 6:30pm

1. Names of the committee members present: Katie Walsh, John DeLooper, Joan Botti, George

Cardona, Jerry Chan, Jamie Fried, Daniel Kaminsky, Fay Walker

Other Board Members Present: Pat Ruiz, Damaris Santiago

Quorum Achieved

2. Agenda

1. Express Bus Inc. Application for CB review on 8th Avenue from 60th Street to 61st Street
 - a. Bill Li, Eric Lin, and Roman Idturenne from Express Inc. presented their application for a permit to use a city bus stop for pickups and dropoffs for an intercity bus service between Brooklyn and Philadelphia. The stop proposed is on 8th Avenue, between 60th and 61st St. Tickets will cost \$18 each way.
 - b. Li, Lin, and Idturenne discussed their application, noting 34 years of operating experience, a strong safety record, and changes the company made to improve customer service.
 - c. Li stated that while the company is based in North Carolina, they plan to provide local customer service, including having employees present at pickups and staffing a customer service phone number, which would include speakers of Mandarin and Spanish.
 - d. Board members asked questions including how much time the bus would take to load, whether Express Bus's service would conflict with city bus operations, accessibility of their buses, training programs for bus drivers, and their permit status.
 - i. Li stated that his role would require him to be present to try to clear double parked cars in the bus stop a few minutes prior to loading, and that loading would typically take between 30 seconds to 5-10 minutes max. Applicants stated that drivers would be trained to pull forward/not block the bus stop from use by city buses and to not idle the bus during loading. In addition, buses would be instructed not to wait in the stop for loading; rather, they

would be dispatched just before pickup. Buses can accommodate approximately 55 customers, of which 1-2 two accessible seats for wheelchair users would be available. However, if several customers purchased accessible tickets for a run, the company would be prepared to accommodate them by using additional buses or by using minibuses.

- e. Members asked why this location was chosen, especially given the frequent traffic congestion on 8th Ave.
 - i. Li noted that the company also considered spots at 8th Ave and 55th St, and on 60th St at 7th Ave.
 - ii. This location was ultimately chosen due to its location near the 8th Avenue subway stop, which would allow both local customers and customers from other neighborhoods easier access to use this service and to arrive via public transit.
- f. Members also asked about where the buses would be stored when not in use and whether the bus would conflict with AM pickups by the B70 bus.
 - i. The applicants stated that this bus stop is larger than other stops, so both a city bus and their bus could fit during a pickup, and that they store their buses in their own facilities when not in use.
 - ii. The applicants also stated that they are working with a gas station at 65 St which they would use as a layover spot prior to drop offs. The operator plans to keep buses there beginning approximately 15 minutes prior to each pickup.
- g. Members asked about how much knowledge the company had of the neighborhood and what language access would be provided via the customer service phone line.
 - i. Representatives noted that they have three customer service operators, of whom one person speaks Mandarin and Cantonese, one who speaks Mandarin/Fujianese, and one who speaks Spanish.
- h. Members noted concerns including that the gas station at 65th St is not large enough to accommodate layover operations, and concerns about casino buses operating out of the same bus stop. Members also stated that they thought spots on 4th Ave, 9th Ave, or 10th Avenue might be less congested.
- i. Members suggested several ideas for stipulations for the application. These ideas included that the company provide a nearby in-person ticket sales booth, offer a senior discount, that the company choose a different layover spot than the gas station, and that the company consider other locations off of 8th Avenue for their service.
- j. Katie Walsh moved to disapprove the application for Express Bus Inc., with the condition that the company return after choosing a different layover location. The motion was seconded by Fay Walker.

conditions like 11 lanes and traffic lights that frequently break, vulnerable populations like children at the four nearby schools and daycare, and reduced mobility users of the physical therapy rehabilitation center.

- e. Azzolino encouraged community involvement to address these issues, beginning with education, and also working collectively to advocate for street improvements. Azzolino noted that advocacy can be done in several ways, including joining groups that advocate for your values, reaching out to friends on social media, reporting dangerous conditions via 311, reaching out to school PTAs and administrators, and encouraging these groups to bring needs and concerns to local officials that they can facilitate changes to street designs.
 - f. Eppur Si Muove/Get Women Cycling have also created tools to help in the advocacy, including a YouTube video that is now shown in driving schools, and the Ask-M \bar{O} (mo being short for mobility) tool that allows folks to ask questions about traffic safety which Azzolino and others from the organization can respond to.
4. Committee discussion on the DOT delays of the 3rd Avenue redesign
- a. Walsh provided an update on the lack of progress on the 3rd Ave street improvement plan and a recap of actions so far.
 - b. The NYC DOT 3 Ave outreach process ran parallel to the BQE revisioning, and many Board and community members participated from 2022-2023. The NYC DOT presented three design proposals to the Transportation Committee in November 2023, which voted to approve option 3. The full Board voted to support option 3 in February 2023.
 - c. DOT was supposed to come back in Spring 2024 with a built out plan but they delayed it to summer of 2024, then Fall 2024.
 - d. In October 2024, DOT told the Board that they are doing more outreach and engagement along the 3 Ave corridor.
 - e. In March 2025, District Manager Jeremy Laufer was told by a DOT representative that that we should not expect anything on the 3rd Ave plan in 2025, and he announced this at a board meeting.
 - f. Walsh stated that this is not an outcome that addresses issues on 3rd Ave, nor a satisfactory response. The Board and community know how bad conditions are on 3rd Ave, what the safety concerns are, and knows that action is needed.
 - g. Following March notification of delay, CB7 called a meeting with CBOs that participated in [BQE Visioning community partners program](#). Elected officials also sent representatives. Together, there was a discussion about the current issues and next steps.
 - i. Councilmember Aviles's office is following up with DOT to find out what additional outreach the DOT has done, what they learned, and how that would impact the 3rd Avenue redesign and the timeline for implementation.
 - h. Walsh invited attendees to discuss other ideas for addressing the delays.

- i. Ideas discussed included street protests, press rallies, involving schools, and asking mayoral candidates for their thoughts on the issues.
- i. Daniel Kaminsky stated that press coverage stated that the Brooklyn Chamber of Commerce had objections to the redesign. He asked if they were reached out to, and if the Board could work with them to address the issues.
- j. Walsh stated that we know from public records that there have been meetings with them, but they have said and weren't invited. Our understanding is that they were one of the stakeholders to whom DOT said they had to do additional outreach.
- k. Other ideas included writing a letter stating the issues with the delay, and circulating this to local elected officials and community organizations, which could show a wide consensus.
- l. Other members noted that while changes are not made, the road continues to generate injuries, and that if DOT will not take action on the wider project, certain smaller changes could be made in the interim, like addressing red light running at 60th St, and that the Board should work to setup site visits at dangerous intersections like 60th St/3rd Ave.

3) Next meeting:

- 5/14/2025 Joint Committee Meeting with Transportation and Land Use/Landmarks Committees

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

- None

5) Additions to the current agenda

- None

6) Motions taken or rejected (if any)

- Motion to disapprove Express Bus Inc.'s Application to use a city bus stop for intercity bus service on 8th Avenue between 60 and 61st St. passed 6-2

7) Actions taken or agreed to be taken

- None

8) Next steps

- Committee motion on Express Bus Inc. will be presented to full Board meeting on 5/21

9) Old Business

- None

10) Any new business items

- None

11) Time of adjournment

- 8:19 p.m.

Appendix A: Resources related to Meeting

- YouTube recording of Committee Meeting:
 - <https://www.youtube.com/watch?v=sWC2BMWGCWo>
- Get Women Cycling website:
 - <https://www.getwomencycling.com/>
- Loca-MO Information Page <https://www.getwomencycling.com/locamo> and Ask-MO tool: <https://form.jotform.com/251103953038148>
- NYC DOT 3 Ave Presentation, presented in November 2023:
 - <https://www.nyc.gov/html/dot/downloads/pdf/3rd-ave-prospect-ave-62nd-st-nov2023.pdf>