

# COMMUNITY BOARD 7 Transportation Committee Report

March 6, 2026 at 6:30 PM

## Names of the committee members present:

- Katie Walsh, John DeLooper, Joan Botti, George Cardona, Danny Debare, Matthew Florkiewicz, Jamie Fried, Gabino Morales, Julio Peña III, Sam Sierra. **Quorum Achieved.**

## Agenda

### 1. Community Feedback on current street/traffic status and safety gaps adjacent to K280, MS442, and BUGS schools (area surrounding 19th/20th street and 10th Ave)

- Colby Black, parent of a child at K280 spoke about traffic safety issues surrounding the K280, MS442, and BUGS schools.
- While DOT has applied minor spot fixes to safety issues in the area, they have yet to solve the structural problems related to the interconnected nature of traffic going to and near these schools.
  - o DOT has also not provided details or answers to many questions that the community and elected officials raised in previous letters.
- All three schools have had to stop doing full fire drills because it is too dangerous for children to cross the adjoining streets. At building safety meetings, traffic safety has been the primary topic raised by parents and school administrators.
- Parents and staff of the schools are asking DOT, NYPD, MTA, and elected officials to treat the traffic conditions around these schools as one interconnected corridor and reflect plans, and develop solutions, such as:
  - o Adding permanent crossing guards
  - o Daylighting all 4 corners at intersections near these schools
  - o Installing raised crosswalks at 19<sup>th</sup> St and 10<sup>th</sup> Ave.
  - o Enforcing existing no standing rules at the 10th Ave bus stop (or relocate stop to McDonald Ave)
  - o Conduct a comprehensive corridor traffic study.
  - o Enforce 53-foot tractor trailer law and add signage noting 53' trailers are illegal.
  - o Work with routing apps like Waze to prevent unnecessary driver cut throughs.
  - o Address issues stemming from one-way conversion of 20<sup>th</sup> St.
  - o Prepare these solutions before a fourth school opens at this location in Fall 2026.
  - o Black invited attendees to join him for walkthroughs during pickup/drop-off times, which he has previously conducted with representatives from Councilmember Hanif, Assemblymember Carroll, and Transportation Alternatives.
- Board and Committee members asked questions and provided comments about safety issues in the area including responses from elected officials, responses from NYCDOT, responses from NYPD, and whether there would be effects of possible changes to safety conditions related to a proposed DOT reconfiguration of McDonald Ave.
- Members also asked questions about the lack of enforcement of cars parking in the area's bus stops, lack of response from NYPD to issues like broken traffic lights, and questions about the area's overall road design and conditions.
- Katie Walsh noted that CB7 sent a letter in early February cataloging problematic intersections and corridors. This location was included in the letter. DOT responded via email, saying they want additional clarification about treatments for certain problematic corridors and intersections. That said, the area around these schools was not one of those they asked for feedback about.
- The Transportation Committee will report on this discussion at CB7's March 18 meeting and will write a letter to DOT about the issues Black and Committee members raised.

### 2. Low Traffic Neighborhood presented by Open Plans

- Emily Chingay from Open Plans presented about the Low Traffic Neighborhoods (LTNs) concept.

- Research has shown that a significant quantity of traffic in many neighborhoods is related to cut through traffic and reroutes from tools like Google Maps or Waze which encourage cars and trucks to drive through residential areas, increasing traffic and congestion.
- Open Plans believes that reconfiguring streets with tools like modal filters, parklets, diverters, opposing one-way streets, chicanes, and changes to turn patterns could be used to reduce cut-through traffic.
- This could potentially address climate issues by adding new trees and can help address school safety issues by reducing traffic in front of school buildings.
- LTNs allow people who need cars to use them but discourages cut through traffic, using design to route through traffic along “boundary” roads.
  - LTNs also reduce the need for bicycle lanes because they slow traffic to speeds where both cycling and car traffic are at the same speed.
- LTNs were started over 10 years ago in London, UK and have been deployed in other countries including Spain and Colombia.
- Experience has shown that while trips for emergency vehicles can be physically longer, response time is improved due to less time being stuck in traffic.
- Board and community members asked questions about examples of LTNs, use of barricades to make temporary LTNs like school streets, use of daylighting, impacts on bus routes, the advantages and disadvantages of using paint vs. permanent infrastructure, and whether traffic is actually reduced or just moved.
- Jamie Fried introduced a resolution to support Low Traffic Neighborhoods (attached as Appendix B). The motion was seconded by Danny Debare and passed via unanimous consent.

### **3. Sammy’s Law Implementation presented by Families for Safe Streets**

- Jane Martin-Laveaux, Kevin Lacherra, and Alexis Spikas from Families for Safe Streets presented on Sammy’s Law.
- Martin-Laveaux discussed the personal impact of traffic violence on her family; her daughter was killed along with several others by a reckless speeding driver.
- Martin-Laveaux noted the importance of building infrastructure and reducing vehicular speed to safeguard the lives of children, seniors, the disabled, and everyone in the community. She noted Families for Safe Streets efforts to improve community safety such as creating road treatments to reduce speed, adding speed and red light cameras, developing lists of the most dangerous “super-speeder” drivers, and the ten-year fight to pass Sammy’s Law, which gives New York City permission to lower speed limits on most roads below the typical minimum speed of 25 miles per hour.
- LaCherra noted that Sammy’s law was named for Sammy Cohen Eckstein, who lost his life in a tragic crash, and discussed the epidemic of traffic safety deaths, including the deaths of 206 people citywide last year.
- Research shows that reducing speeds significantly increases crash survival rates. Unfortunately, speed and red-light cameras only enforce speeds at 10+ miles per hour greater than the speed limit, meaning drivers are not ticketed for speed violations in 25 mph zones until they go 36 mph – above the threshold where most crashes are fatal.
- So far, several community boards have passed resolutions to support lowering speed limits in accordance with Sammy’s law, and twelve Boards are considering this proposal now. Other boards have asked for district-wide slow zones. In addition, Mayor Mamdani’s campaign noted support of Sammy’s Law.
- Jamie Fried moved to adopt a resolution requesting that DOT lower the speed limit on all City streets in the CB7 to 20mph except those adjacent to Schools, which would be lowered to 15mph in accordance with Sammy’s Law. The full text of this motion is attached as Appendix C.
  - The motion was seconded by Matthew Florkiewicz. There was discussion on the motion, and the motion passed by unanimous consent.

### **4. Committee discussion on Greenway Event Plans for Spring 2026 (Hamilton Ave to 29th street) and Third Ave Street Improvement Plan Engagement**

- K. Walsh provided an update on 3 Ave Greenway plans, which have been discussed in previous Transportation Committee meetings.

- Walsh noted ideas previously discussed for the opening and ribbon cutting and provided a recap of recent brainstorming sessions with community partners and with J. DeLooper and J. Fried. Suggestions ranged from a block party/carnival to just a more focused press event where attendees can note progress on the Greenway and call for actions such as finishing that and the 3 Ave Street Improvement plan.
- The ribbon cutting event will take place in early May, with a plan to meet at Hamilton Ave with community organizations, then move in a celebratory fashion further down the Greenway.
- Anyone interested in supporting this event should contact the Board office at [bk07@cb.nyc.gov](mailto:bk07@cb.nyc.gov).

## New Business

- Sam Sierra will be introducing an event on 3/17 at the Brooklyn Army Terminal Climate Innovation Center focused on freight issues. Sierra will provide opening remarks discussing challenges CB7 faces related to micro freight issues. Sierra will provide an update on this at the next Transportation Committee meeting.
- Katie Walsh noted that the Board received a response from NYC DOT related to the recent letter about problem intersections/corridors. The DOT noted questions/desire for more detailed feedback about some intersections but not others. With the few they named, DOT asked CB7 to tell them what treatments we wanted.
  - The Board sent a response asking DOT to come to the Board to talk about the ideas and ideas stated in the letter.
- CB7 received notice about renewals for the existing carshare locations at 182 22<sup>nd</sup> St, 275 4<sup>th</sup> St, and 170 33<sup>rd</sup> St. Please send questions or feedback related to these to [bk07@cb.nyc.gov](mailto:bk07@cb.nyc.gov) or call the Board office.
- The Transportation Committee will host more Third Ave business engagement walks in late March or April and is exploring options to engage in Earth Day activities such as the Fifth Ave Open Street.
- Gabino Morales encouraged Committee and community members to send pictures of issues at dangerous corridors and intersections, along with 311 ticket numbers, to the Board office.

## Time of adjournment

- 8:10 p.m.

## Appendix A: Resources related to Meeting

- YouTube recording of Committee Meeting: [https://youtu.be/qySHXFB\\_dLw?si=QrhHTJAeQ33qQqiu](https://youtu.be/qySHXFB_dLw?si=QrhHTJAeQ33qQqiu)
- Open Plans Low Traffic Neighborhoods Information Page: <https://www.openplans.org/low-traffic-neighborhoods>

## Appendix B: Low Traffic Neighborhoods Resolution

### Low Traffic Neighborhoods

**Summary:** *This resolution requests that DOT pilot a Low Traffic Neighborhood (LTN) in Brooklyn Community Board 7. An LTN is a neighborhood approach to managing traffic in a way that redirects cut-through traffic away from residential areas. The primary aim is to enhance neighbors' quality of life and safety for everyone who uses the street. The resolution asks that DOT collaborate with the community and elected officials to design an LTN, prioritizing streets around schools, libraries, medical centers and senior centers.*

WHEREAS,

- Between 2015-2025, CB7 experienced 6,687 total crashes—43 fatalities, 29 of which were cyclists and pedestrians and an additional 8,758 injuries.<sup>1</sup>
- 76% of drivers in Brooklyn CB7 are only driving through the neighborhood and are not residents, do not park to visit family or friends, or to patronize local businesses.
- With only 17% of people commuting via car on a daily basis, residents want to be able to walk to schools and parks safely and enjoy quiet streets. Local residents who do drive want to avoid traffic.

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<sup>1</sup> [Crashmapper data](#)

- **A 2023 poll by Data for Progress found that:**
  - 69% of New Yorkers believe that neighborhoods' streets need to be designed more for pedestrians and their safety than for cars
  - 65% of New Yorkers believe that traffic in their neighborhoods endangers children
  - 63% of New Yorkers believe that traffic reduces the quality of life in their neighborhoods
- Low Traffic Neighborhoods (LTNs) are a neighborhood approach to traffic management that redirects cut-through traffic away from residential areas by using methods including traffic diverters, additional signage, school streets, parklets, school streets, parklets, bike boulevards, and more.
- Unlike Open Streets, LTNs are self-enforcing and don't require programming or other daily maintenance like moving barricades.
- By reorienting the neighborhood's traffic patterns, extra space can be allocated for community needs, trees can be planted, and public seating areas or plazas can be added.
- With lower traffic volumes and speeds, LTNs can naturally integrate into the micromobility network without needing further investment and separate infrastructure.
- LTNs are inexpensive to implement and, over time, save the city money through the health benefits associated with them.<sup>2</sup>
- London neighborhoods with LTNs saw a 46.9% reduction in car volume inside the neighborhood, and even traffic on the boundary roads decreased slightly.<sup>3</sup>
- Other than reducing traffic, LTNs provide a number of other benefits evidenced by the results in London's LTNs:<sup>4</sup>
  - A 50% reduction in car-related casualties
  - A reduction in crime of up to 18%
  - A decrease of emissions in both the neighborhood and on boundary roads, 5.7% and 9% respectively
- LTNs boost active travel, leading to health benefits that include increased life expectancy, reduced mortality and fewer sick days. Active travel went up by 25% for people living in LTNs.<sup>5</sup>
- With the LTN approach, residents retain vehicle access to streets and emergency responders and other services are entirely maintained. This treatment is simple and inexpensive to install, and NYC DOT already uses many of the designs on many corridors throughout the city.

THEREFORE, IT IS RESOLVED THAT Community Board 7

- Hereby expresses its full support for a pilot program of Low Traffic Neighborhoods in CB7, and requests that DOT evaluate the current patterns of cut through traffic in the neighborhood.
- CB7 requests that the DOT start with streets around schools, senior centers or facilities for the disabled. These streets should be used to strengthen social and transportation networks, by creating green spaces, places to gather and spaces that support bike or bus transportation.

<sup>2</sup> Aldred, Rachel, Anna Goodman, and James Woodcock. "[Impacts of Active Travel Interventions on Travel Behaviour and Health: Results from a Five-Year Longitudinal Travel Survey in Outer London.](#)" Journal of Transport & Health 35 (March 2024): 101771.; Postaria, R. "Superblock (Superilla) Barcelona—a City Redefined." World Cities Forum, 2021.

<sup>3</sup> Transport for London. "[The Impacts of Low Traffic Neighbourhoods in London: A Summary of Evidence.](#)" London: Transport for London, 2024

<sup>4</sup> Mueller, Natalie, David Rojas-Rueda, Haneen Khreis, Mark Nieuwenhuijsen, David Rojas-Rueda, and Mueller Natalie. "[Changing the Urban Design of Cities for Health: The Superblock Model.](#)" Environment International 134 (2020): 105132.

<sup>5</sup> Aldred, Rachel, Anna Goodman, and James Woodcock. "[Impacts of Active Travel Interventions on Travel Behaviour and Health: Results from a Five-Year Longitudinal Travel Survey in Outer London.](#)" Journal of Transport & Health 35 (March 2024): 101771.

## Appendix C: Sammy's Law Resolution

### BROOKLYN COMMUNITY BOARD 7

#### 20 MPH SLOW ZONE-SAMMY'S LAW-RESOLUTION

**Summary:** *This resolution requests DOT lower the speed limit on all City streets in the District to 20mph except those adjacent to Schools which would be lowered to 15mph in accordance with Sammy's Law of 2024 (amendments to VTL §1642(a)(26)&(27)). Implementing Sammy's Law in the District would significantly improve the safety of all road users.*

#### WHEREAS,

- In Brooklyn Community District 7, there have been 25 traffic fatalities and 4,209 injuries in the last 5 years.
- New York City's Vision Zero statement says, "no level of fatality on city streets is inevitable or acceptable". According to Vision Zero, "For too long, we've considered traffic deaths and severe injuries to be inevitable side effects of modern life. While often referred to as "accidents," the reality is that we can prevent these tragedies by taking a proactive, preventative approach that prioritizes traffic safety as a public health issue."
- Despite the City's intention to eliminate traffic violence, the threat remains, diminishing the ability of community members, especially seniors and children, to move about the neighborhood freely and independently.
- We know reducing speeds lowers the risk of serious injury crashes;
- In 2024 Amendments to VTL §1642(a)(26)&(27) known as Sammy's Law granted NYC the authority to lower speed limits on most city streets to 20 miles-per-hour and to 15 miles-per-hour on streets adjacent to schools by the NYC DOT specifically so that the lowering of these speed limits would save lives;
- The NYC DOT issued a short list of streets around the City where speed limits will be lowered, but these ultimately made up only 1.5% of all city streets

#### THEREFORE, IT IS RESOLVED THAT

- Brooklyn Community Board 7 requests the NYC DOT lower the speed limit of all streets in Brooklyn Community District 7 with fewer than three lanes of traffic to 20 miles-per-hour and lower the speed limit on all streets adjacent to schools in the District to 15 miles-per-hour as authorized by Sammy's law;
- Brooklyn Community Board 7 is supportive of a city-wide 20 mph speed limit and;
- In the event NYC DOT determines not to lower speed limits on any such street in Brooklyn Community District 7 it provides the Community Board with a written explanation for that determination.