

COMMUNITY BOARD 7 Transportation Committee Report

April 7, 2026 at 6:30 PM

Names of the committee members present:

Katie Walsh, John DeLooper, Joan Botti, Jerry Chan, Matthew Florkiewicz, Jamie Fried, Daniel Kaminsky, Roberto Martinez, Maria Roca, Fay Walker. **Quorum Achieved.**

Agenda

1. Presentation by MTA about IBX (Interborough Express)

- Katerina Patouri, Jordan Smith, and Charlie Gans presented about the MTA's IBX planned light rail project. They have been coming to Community Boards and other organizations this Spring as part of the environmental review and design work for the project.
- MTA plans to keep freight running adjacent to two passenger tracks for IBX. The line will have 18 stations that connect to 17 subway stops and 50 bus routes. MTA believes this will significantly increase transit access for individuals and businesses.
- State Environmental Quality Review Act (SEQRA) review for the IBX began 10/2025. Scoping meetings were held in Fall 2025, and a draft Environmental Impact Statement (EIS) is expected later this year.
- MTA believes need for property acquisition is minimal compared to other projects because this is an already-existing rail corridor.
- MTA has been flyering about the IBX, and will host public workshops beginning April 28 to get feedback regarding safety, wayfinding, street lighting, passenger info, treatments for fencing/barriers, and station design.
- Board and community members asked questions about stormwater management; whether the IBX would affect electrical power delivery to the community; whether workshops and flyering will be presented in multiple languages, especially Spanish, Chinese, and Arabic; whether or not current flyering efforts are sufficient/effective; the need for security fencing, and concerns about illegal dumping along the IBX corridor.
 - MTA noted that they are working with DEP to develop stormwater management systems. The presenters stated that IBX is electric, so the agency is working with Con-Ed to make sure the power needs of the project won't detract from the power needs of the community. The presenters stated that flyering will happen in all Title VI languages, and that the MTA plans to address illegal dumping as part of their maintenance activities, and this activity will benefit from improved security fencing around the IBX.

- Board and community members also asked questions about which specific land plots would need to be acquired by the MTA; which signaling technology would be used; which tracks are owned by the MTA's Long Island Railroad vs. CSX and how that would affect operations; what is budgeted in the MTA capital plan and whether that budget relies on federal funds; concerns about land cave-ins due to station construction; whether there would/could be local manufacturing of railcars or other components for the IBX project; whether there are plans to integrate sustainable resources like solar panels into station design; how the IBX could factor into the GRID 2.0 plan; whether the MTA would do pedestrian improvements near stations such as 4th Ave; and whether they can create new out-of-system transfers like to the F train at McDonald Ave.
- Board and community members also asked whether greenways would be integrated into the IBX to facilitate multimodal transportation, and whether there will be rezoning attached to this project.
 - MTA representatives noted that the agency would not commit to, but were "willing to entertain" consideration of an expanded outreach effort that includes door-to-door flyer-ing of properties adjacent to the tracks.
 - They stated that MTA works with the New York Power Authority on electrical generation and sustainability, and that light rail technology is more standardized, meaning that it is not limited to the same vendor pool that subway cars require. Accordingly, the agency is conducting outreach to potential vendors.
 - The representatives said that MTA would reach out to community organizations like UPROSE, and that decisions like whether there should be installation of solar panels have not been made, so the community can feel free to express these ideas at the upcoming workshops.
 - New out of station transfers may be possible, but which stops will or will not have this has not been determined yet.
 - The MTA does not control zoning and is not aware of any plans for rezoning along the IBX corridor.
 - MTA is also part of a resiliency working group with city agencies including DOT and DEP, where they discuss issues such as stormwater management and greenway planning/implementation.
- Walsh encouraged board and community members to send questions or comments about the IBX to bk07@cb.nyc.gov so feedback can be shared with the MTA.

2. Presentation from Greenwood Cemetery for a proposal for a greenway around Greenwood Cemetery

- Meera Joshi, president of Green-Wood Cemetery, presented a proposal to add a greenway bicycle path adjacent to the southern perimeter of the cemetery.

- The cemetery plans to present a proposal for funding this project to the Borough President, and has talked with several members of the Brooklyn City Council delegation to discuss funding this project.
- Green-Wood's proposal seeks to change the street configuration from 4th Ave to McDonald Ave, a 1.5 mile "no-man's land" where conditions include broken sidewalks, illegal dumping, and illegal parking of trucks, RVs, and other vehicles.
- The cemetery has installed new cameras to help address these issues, but Green-Wood feels that the problems on this stretch can be solved with greenway infrastructure. In addition, this project would increase public access to Green-Wood's 478 acre space, as well as its public programming and cultural events.
 - As part of this greenway, they also want to open another gate and widen the sidewalk in the 1.5 mile stretch.
- The request for CB7's support is happening now due to NYC budget season.
- Board members provided feedback, including:
 - Concerns that the plastic bollards often used by DOT are not adequate protection for cyclists and do not prevent illegal parking
 - Concerns that DOT's other typical protection, jersey barriers, such as those on 20th St, are also problematic, and the Green-Wood should explore other possible barriers, such as a sidewalk level greenway similar to 3rd Ave from Hamilton Ave to 29th St, a line of trees or plants, or other types of protection.
 - If jersey barriers are required, Green-Wood should choose ones that are visually appealing and resistant to graffiti, rather than the current designs that are typically used
 - Members also asked that Green-Wood's plan maintain existing crosswalks so pedestrians can more easily cross. Joshi stated that Green-Wood plans to incorporate design features like rumble strips, zebra stripes, and other visual cues to prevent conflicts between cyclists and pedestrians.
 - Joshi noted that this plan would remove a lane of parking, some of which is used by employees at the Jackie Gleason depot. In the meeting she said that this plan will remove at least 12, possibly as many as 20 or more parking spaces, depending on final design. In the subsequent follow-up to the board, the estimate they provided of spaces being removed is 150 spaces.
 - While the greenway will likely cost \$15 million in total, Green-Wood's current goal is \$3.3 million for an outreach and design stage, which will include a robust engagement plan.

- Board and Community Members also provided feedback such as concerns about the high costs of capital construction in NYC, questions about how Green-Wood would help maintain the space after the project finishes, feedback that the proposed bike lane would be a much needed connector between CB7's Sunset Park and Windsor Terrace neighborhoods, and consideration that this lane could add additional recreational fitness users, necessitating a wider sidewalk than Green-Wood proposes, along with desire for multilingual outreach in English, Spanish, Chinese, and Arabic.
- Additional feedback included suggestions to involve the local middle and high schools, especially via art programs, and a suggestion that Green-Wood would need to get feedback from neighbors.
 - Joshi noted that Green-Wood plans to add additional security as part of this project, and that the greenway's design would factor in the width of buses, trucks, and emergency vehicles. She also noted that under NYC's Streets Master Plan, DOT has an obligation to install a certain quantity of bike lanes or greenways, and uses its capital budget to support this. Implementing this plan would help ensure that CB7 gets a portion of these DOT infrastructure improvements. Green-Wood is willing to shepherd the process to advocate for this infrastructure and plans to help with design and maintenance, which will require use of their horticultural staff.
- Daniel Kaminsky moved to write a letter supporting Green-Wood's request for funding to create a Greenway adjacent to Greenwood, which would note the importance of
 - Robust outreach/engagement process also making sure schools and MTA Bus depot is included
 - design improvements like no plastic bollards (given how they are so ineffective)

The motion was seconded by Fay Walker

- There was discussion on the motion. Jerry asked whether "car owners" who would be impacted by the Greenway could be included in outreach. This was not considered a friendly amendment because of how hard it is to implement, though acknowledged that outreach fliers for the events could be posted around the area where cars are parked.

A roll call vote was conducted and the motion passed unanimously, 10-0.

- Walsh clarified that the letter, if approved by the full Board, would make it clear that the Board supports Green-Wood's proposal for the initial funding request, and does not take a position on the lane's design given that's what would need to be developed.

3. Greenway between Hamilton Ave and 29th St:

- Walsh discussed an email from the Department of Design and Construction seeking input and feedback about the Greenway construction, as part of their close-out procedures.
- Feedback to the agency is due on April 20th. Walsh asked attendees to send their insights and concerns between now and the full Board meeting on April 15th.
- Following the Transportation committee meeting on Friday April 10th, Chairperson Pena, John Delooper and Katie walked (biked and scootered with John's kids) along the completed portion of the Greenway to take notes for what is looking good and still needs work on the Greenway to be part of the feedback. Many notes including missing signage, pooled water which could be from the construction, missing shrubs/plants, etc. Positives include the overall construction is in place. If there is any additional feedback, please send by Friday, April 17th, so it can be included in the final letter on Monday April 20th.
- Walsh also provided an update on the planned ribbon-cutting event, which would include community partners and elected officials. The event will take place on Monday, May 4th at 12 p.m.
- A meeting place will start at 19th street and 3rd avenue and attendees can do a parade on foot or on bicycle to the celebration's location at 23rd and 3rd avenue.
- Walsh encouraged anybody interested in helping plan the ribbon-cutting, or who would like to contribute to the work of creating materials and organizing, to contact the Board office.

Time of adjournment:

8:05 p.m.

Appendix A: Resources related to Meeting

- YouTube Recording of the Meeting: <https://www.youtube.com/live/kvbx0NFS4E8>
- MTA IBX project website: <https://www.mta.info/project/interborough-express>
- Schedule of upcoming IBX Public Workshops
 - Tuesday, April 28, 6 to 8 p.m. — PS 7Q, 80-55 Cornish Av, Elmhurst, Queens
 - Saturday, May 2, 10 a.m. to 12 p.m. — Christ the King, 68-02 Metropolitan Av, Middle Village, Queens
 - Thursday, May 7, 6 to 8 p.m. — PS 235K, 5811 Ditmas Av, Brooklyn

- Wednesday, May 13, 6 to 8 p.m. — Maimonides Medical Center, 4802 10 Av, Brooklyn
- Thursday, May 28, 6 to 8 p.m — PS 88Q, 60-85 Catalpa Av, Ridgewood
- Saturday, May 30, 10 a.m. to 12 p.m. — East New York Arts & Civic HS, 800 Van Siclen Av, Brooklyn