

COMMUNITY BOARD 7 Joint Public Safety/Transportation Committee Report

April 28, 2026 at 6:30 PM

Names of the committee members present:

Transportation

- Katie Walsh, John DeLooper, Joan Botti, Jerry Chan, Matthew Florkiewicz, Jamie Fried, Gabino Morales, Fay Walker. **Quorum Achieved.**

Public Safety

- Cynthia Jeffers, Jerry Chan, Joan Botti, K. Ramos, Kalina Soorma

Agenda

1. Presentation from Port Authority of New York & New Jersey (PANYNJ) on cargo drone pilot

- Stefan Pezdec from the Port Authority of New York and New Jersey (PANYNJ) presented about the agency's drone pilot program.
- PANYNJ has been looking at drone/cargo options since 2019 and conducted its first test flight between NJ and 65th St Rail Yard in 2013 (cargo was a box of Girl Scout Cookies)
- In 2024, they engaged with UK-based Skyports to run a pilot program. For this pilot, a local nonprofit hospital will start with dummy cargo, then move to medical supplies such as gauze and low risk cargo like paperwork back and forth across the East River from the downtown heliport to the Brooklyn Marine Terminal.
- The drones can carry cargo payloads of up to 11 lbs. They will be piloted by humans, and are not permitted to fly over people, cars, or boats. The pilot program includes two drones, which are only permitted to travel one at a time.
- Drone operators are FAA Section 107 certified.
- In future, PANYNJ/Skyports want to expand this pilot program to include medicines, blood, and tissue samples, but can't do that yet as they do not yet have a FAA Hazardous Materials certification.
- PANYNJ and Skyports said these drones are significantly quieter than a helicopter, saying their sound/decibel level is the same as an electric toothbrush at a distance of 25 feet.
- In 6-9 months, they want to expand this program to using drones out of the 65th St rail yard as well.
- Even though this will do the same type of transporting currently done by humans in trucks, PANYNJ and Skyports say that no jobs will be impacted.
- Skyports has hired 3 NYC-market employees to work on this program and may look to hire more depending on the growth of this service.
- PANYNJ says they have no plans regarding drone operations beyond the 12 month pilot.
- PANYNJ believes this will reduce miles driven and idling in traffic, offsetting emissions from 660 vehicle miles travelled (approximately 40-45 gallons of gas a week).
- Board members shared feedback that PANYNJ should have presented to CB7 committees first instead of the smaller group they originally spoke to, and that they should begin future outreach much earlier if they attempt additional pilot programs or expand drone activities.
- PANYNJ has agreements with NYC EDC that allows use of their facilities like the downtown heliport and crossing Brooklyn Army Terminal to access 65th St Railyard.
- PANYNJ and Skyports noted that they are in regular contact with the NYPD, and must get a weekly permit from them for drone use. They have also consulted FDNY's Drone Operations team and the United States Coast

Guard, and are working with other stakeholders including the FAA, Port Authority Police Department, Port Authority Emergency Management, NYC Emergency Management, NY and NJ State Emergency Management departments, NY Department of Homeland Security, NY State DOT, and NJ DOT. They have also alerted ferry operators, the helicopter pilots association, and the towers at LaGuardia and JFK airports.

- Drones will operate from 9 a.m. to 8 p.m., at 21 knots max speed (approximately 33mph). They will not operate if precipitation is greater than 10mm, or if the temperature is less than 20 degrees Fahrenheit.
- Drones use 4 redundant cell phone signals, and this pilot will not involve drones approaching or being used near bridges.
- Drones also have an emergency parachute, and the capability to fall back from 5G to 4G to 2G or satcom to maintain signal.
- Board members noted concerns about the busyness of water traffic on the Hudson River compared to Skyports operation in rural Scotland, problems with cell phone signal reception on the river, and desire for better and more frequent communication from PANYNJ and the operator.
- Walsh and Jeffers invited the presenters to return in October to provide an update on the drone pilot program. In the meantime, PANYNJ is taking comments via 311.

2. Discussion on priority streets, intersections, and corridors related to public safety and transportation issues

- The Committee previously submitted a list of approximately 50 priority intersections and corridors.
- DOT sent a detailed response detailing responses and asking for clarifications (attached).
- DOT also requested the Board/Community send more specific treatments such as daylighting, speed bumps, traffic signal changes, etc. as suggestions for each intersection.
- Board members are encouraged to continue sending submissions of problem locations to bk07@cb.nyc.gov and via 311.

3. DOT report back on outreach taken on 3rd Avenue Street Improvement Plan

- DOT said they were unable to attend this meeting but provided written feedback that said they are reviewing the corridor with a “fresh perspective.”
- The Transportation Committee will be hosting an upcoming Make Third Avenue Safe/Greenway Opening Celebration Event on Monday, May 4th at 11:00 a.m.
- The event will begin at 19th St/3rd Ave, then attendees can walk or bicycle to a meeting place at 23rd outside of NY Power Authority Site (next to carwash.)
- Walsh stated that this event would celebrate the opening of the Greenway from Hamilton Ave to 29th St and to advocate for further infrastructure improvements.

4. Brooklyn Army Terminal New Parking roll-out

- NYC Economic Development Corporation was unable to attend but sent a presentation in advance.
- EDC plans to begin charging for parking at Brooklyn Army Terminal. This program will be managed by NYC EDC through a contract with operator ProPark, the same vendor that operates NYU Brooklyn Hospital's parking lots
- Implementation is expected at some point in May (date TBD) starting with 500 spaces at Pier 4, then will roll out to include another 1,400+ spaces on the rest of the Army Terminal campus.
- Proposed rates are as follows:
- Special Rates: existing leases (free truck loading of up to 3 hours), NYU Validation (free), Ferry riders (25% discount), and weekend community day rate (8 a.m. to 8 p.m., \$5)

- Daily rates: Free up to 1 hour, \$5 1-2 hours, \$6.50 up to 4 hours, \$8.50 up to 12 hours, and \$17 for up to 24 hours.
- Monthly Rates: \$250 for non-tenants, \$200 for NYU monthly, and \$125 for tenant monthly)
- Walsh stated that at a previous meeting with EDC representatives, CB7 asked about several issues:
- If Pier 4 closes at 10, could the community rate go up to 10 p.m.?
- Asked for bigger discount for ferry riders
- Advocated for better understanding of community benefits from parking fees, i.e. would EDC add bathrooms to the pier or other amenities for the community to use?
- Board members highlighted issues such as
- Impacts of fees on tenants who currently receive free parking
- Lack of fairness of pricing and discounts (e.g. why is NYU cheaper than residents?)
- Request that there be a discount for seniors/veterans, as EDC offers for NYC Ferry
- Confusion regarding entry/exit logistics, especially in terms of overnight access for workers at NYU Hospital, who may have long hours and be unable to return to cars when they expect to or when lot is open
- Lack of transparency on the structure of how parking fee payments will be distributed between EDC and vendor
- Concern that EDC is coming to CB7 after a vendor has been selected.
- Walsh invited Board and community members to send additional comments to bk07@cb.nyc.gov

Time of adjournment

- 8:00 p.m.

Appendix A: Additional Resources

- YouTube recording of Committee Meeting: <https://www.youtube.com/live/soP3aRvEQK4?si=mvbTlhMnCD8M2ahv>
- Port Authority Drone Press Release: <https://www.panynj.gov/port-authority/en/press-room/press-release-archives/2026-press-releases/port-authority-and-skyports-drone-services-to-commence-yearlong-.html>
- MTA IBX Workshops: <https://www.mta.info/project/interborough-express>
- MTA Service Changes on G Line in Summer 2026: <https://www.mta.info/article/service-changes-g-line-2026>
- City Record Notice regarding Procurement of Parking Lot Operator for Brooklyn Army Terminal: <https://a856-cityrecord.nyc.gov/RequestDetail/20251105023>
- NYC Truck Route Redesign Information <https://nycdotprojects.info/project/1848/overview> and draft plan: <https://www.nyc.gov/html/dot/downloads/pdf/truck-network-redesign-report.pdf>

Appendix B: Response from NYCDOT Re: Priority Areas

CB 7 2/11 PROBLEM LOCATIONS

- 3rd Avenue corridor Street Improvement Plan implementation. No update

- * Dangerous conditions at all portions of the intersection at 7th Avenue and 4th Street, immediately adjacent to park entrance.

- Harden painted curb extensions at 3rd Avenue and 65th Street and address the bus boarding situation at the stop. The new paint, as presently installed, is making more cars park illegally and having them block pedestrian ramps and the bus stop as illustrated in DOT's presentation has yet to be moved. (A) There is currently a citywide shortage of granite blocks, and DOT is actively working to address this issue. In the meantime, we will continue to monitor availability and explore implementation in the future once materials become accessible.

- * 2nd Avenue, 55th to 56th Streets has busy/chaotic conditions with a Level One Trauma Center and bus stop on the block and lots of illegal parking and pick up/drop-off for the hospital and ambulances parked at the bus stop.

- 3rd Avenue/60th Street intersection as a whole. Also, infrastructure is wearing out. Some tactile pedestrian ramps are loose, others have fallen off and bollards are missing.

(B) This intersection is assigned to active pedestrian ramp contract HWPR24KR.

(C) This repair was completed on 3/9.

One crosswalk signal is repeatedly knocked down and there aren't enough crossing guards. In addition, many lights beneath the highway are burned out and it has never been clearly explained whether DOT has any regularly scheduled maintenance process to keep lighting adequate. (D)– we surveyed this stretch of underdeck back in October 2025. At 3rd Ave and 60th Street, there are 6 LED standard underdeck, and they were all working when we surveyed. Between 56th and 58th, there are 4 HPS underdeck lights which we will change to LED in the coming weeks when in-house crews become available. In total, there are 444 lights in this stretch and in October we found 26 outages which were given to the contractor – we are checking now to make sure those 26 were addressed.

- * 3rd Avenue at 52nd and 53rd Streets. Various issues, several of which were raised by City Harvest but have yet to be addressed.

- 4th Avenue and 35th Street. Various issues (currently undergoing MTA construction.) Waiting for a response from School Safety.

- Need to harden daylighting on 4th Avenue As we explained to CM Aviles we currently can not harden the daylighting unless DSNY can use a smaller vehicle for sweeping and snow cleaning in the bike lane. Otherwise, they will keep getting removed and interfering in their operations.

- 58th Street between 2nd and 3rd Avenues. Speeding issues. request submitted DOT 739-446-P2W3

- Completion of McDonald Avenue Two-Way Protected Bike Lane outreach/study. We will report back when we are ready to restart outreach.

- 60th Street from 3rd to 8th Avenues. [What are you asking for in this stretch? Thanks.](#)
- Updates on the 7th and 8th Avenue one-way study. [No update](#)
- 4th Avenue and 38th Street needs traffic calming. Adjacent to highway exit and PS 24. [Waiting for a response from School Safety.](#)
- 2-way protected bike lane circumnavigating Green-wood Cemetery. [Study will be initiated.](#)
- 3rd Avenue pedestrian protection in the vicinity of Industry City. [This would be done with any possible corridor treatment on 3rd Avenue.](#)
- 5th Avenue from 36th to 64th Street. Complete rehabilitation was supposed to begin in 1988. 5th Avenue north of 24th Street will soon undergo at least its 3rd rehabilitation in that time.
(F) Yes, DEP has a capital project on 5th Ave from 34th Street to 65th Street that DOT has submitted several New Need requests to OMB to request funding to improve the sidewalks and install curb extensions, raised crosswalks, and bus bulbs. We do not yet have funding secured though. FMS ID is BED780.
- 3rd Avenue/59th Street daylighting next to PS 503/506 is in the wrong direction.
(G) The intersection of 3rd Avenue and 59th Street was inspected in the field, and we also conducted a review of our internal records regarding the existing curb regulations at this location.

Our review found three “No Standing Anytime” regulations at the intersection, located both east and west of the 3rd Avenue mainline. These are as follows:

- 3rd Avenue East Service Road, east side, from 59th Street to 58th Street – installed to maintain truck turning radius.
- 3rd Avenue West Service Road, from 58th Street to 59th Street – also installed for truck turning radius.
- 59th Street, north side, from 2nd Avenue to the 3rd Avenue West Service Road – installed for truck turning radius as well.

Based on both the field inspection and our records, none of these regulations were installed for daylighting purposes. The direction, placement, and positioning of the signs and their support were found to be consistent with the existing sign orders and regulations on file.

- 5th Avenue and 64th Street needs daylighting. Daylighting already exists on the NWC, dating back to 11/2/2019 as part of KBE 20647 Michael team will inspect to see if they are missing. NSA is installed confirmed 3/31/26
- 10th Avenue and 16th Street need an all-way stop and pedestrian crossings. [Request submitted DOT -739-449-M1L8](#)
- * 8th Avenue/61st Street has poor visibility of pedestrians due to elevation.

- 7th Avenue/42nd Street has no traffic controls and no pedestrian crossings. One block from PS 169 and adjacent to the park. (H) DOT 710345K1J6/ reference# CK25-2669. We have not conducted counts at this intersection (CK25-2669, DOT-710345-K1J6), please let us know if it needs to be expedited. Request to expedite.

- * 41st Street at 4th Avenue safety issues for students at MS 136.

- 6th Avenue/21st Street/ Is the revision plan complete? Review of last year's changes.

- Updates regarding safety plans and solutions for 10th Avenue and 19th Street adjacent to K280, **MS442** and BUGS schools. We have a letter from CM Hanif, AM Carroll and CB7 about suggestions to pursue here and we are routing them to the appropriate Units for future responses.

- 3rd Avenue/39th Street pedestrian plaza has become illegal parking. Heavy bollards. previously requested. In our design point of view, we are not in favor of flexible bollards for protecting parking. Flexible bollard is for guidance and visible purpose only. It cannot be used for protecting vehicles who don't want to obey the traffic rules. We are considering this as an enforcement case.

- 3rd Avenue and 56th Street have no pedestrian ramps. The NE corner of this intersection is assigned to HWP20KRC, and the NW corner is assigned to HWP21KRC, two complex pedestrian ramp contracts that are in design and are scheduled to start construction in FY27. The other corners were constructed by one of our simple contracts.

- 5th Avenue at 63rd Street has no pedestrian crossing. DOT 565338-K8P4 approved letters sent out 10/3/25- Honorable Daniel Goldman/Honorable Iwen Chu/Honorable Alexa Aviles/Jeremy Laufer- Installation timeline for a particular signal may vary depending on the complexity of the intersection but typically will take minimum of 6 months.

- Prospect Park West at Prospect Avenue, which needs traffic calming measures, and the lack of a left turn signal creates conflicts with pedestrians. We closed these cases on January 3, 2025, and April 1, 2025. Please see the attached letters for your reference.

New Request submitted DOT 739-474-HOH8

- Prospect Park Southwest has a lack of cycling infrastructure and there should be a discussion of bicycle lanes to circumnavigate Prospect Park. Under review

- 8th Avenue and 18th Street, where pedestrian crossings are very difficult and whether infrastructure such as a pedestrian crossing button can be added. We recently received study Case Number **DOT-729845-B9X1 (CK26-0306B)**. The expected completion time for this study is approximately **4 to 6 weeks**. - If CB7 has APS locations they want to request. DOT website to learn about and request APS and request the push buttons for ped signal actuation:

<https://www.nyc.gov/html/dot/html/infrastructure/accessibilepedsignals.shtml>

Repairs were made 3/31/26