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39TH DISTRICT

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Keith Bray
Brooklyn Borough Commissioner
New York City - Department of Transportation
April 25th, 2022

Commissioner Bray

Over the last two years, our neighbors Arcellie Muschamp (5th Avenue and Union Street), and Federico Zaput Palax (East 7th and Caton Avenue) died in crashes. Imran Hossain survived a hit-and-run a few weeks ago and remains in critical care -- he was biking through another dangerous intersection in the 39th: 18th Street and 10th Avenue. Other deadly intersections include Church Avenue and Ocean Parkway and Church Ave and Coney Island Avenue. I know you and the DOT team are well aware of the conditions of the 39th District that continue to take the lives of our neighbors. I want to work collaboratively to ensure 2022 is a year where we are not memorializing neighbors dying in a crash in my district.

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Traffic Issues/Hotspots (Road Closures/Communications/Dangerous intersections/Schools+Crossing Guards)

- **Seeley Street:** Huge traffic problem – 135 neighbors have organized meetings and are engaged with DOT and our offices - an update would be great!
 - Residents really want to make sure their voices are heard in this process - how can they do that effectively?
 - Studying one-way request - wants the support of CB 7
- **Traffic calming at Church Ave & McDonald Ave Intersection**
 - The intersection of Church and McDonald Avenue is extremely dangerous and demands attention. Over the last five years, at least 19 vehicle-related crashes were reported at this intersection, resulting in more than 20 individuals injured, including pedestrians, cyclists, and motorists – far more than what any community should see. Cars and trucks regularly speed through, run red lights, and intimidate pedestrians crossing in crosswalks, which include a large number of school children and families with young children and strollers who cross here to get to PS 130/230. The intersection also has high pedestrian traffic due to the several food markets, restaurants, a bar, and retail stores on or next to all four corners.
- **Crosswalk at Vanderbilt Street and Prospect Avenue**
 - Brooklyn desperately needs a crosswalk and light at Prospect Avenue and Vanderbilt Street with several schools in the area and increased use of the park during COVID, as well as increased car traffic during this time, it has become increasingly dangerous.
- **Prospect Expressway**
 - Can we design and construct a sound barrier along the Prospect Expressway to improve the air and noise pollution at Greenwood Playground? There is also interest from the community for a mural.
- **Grand Army Plaza**
 - Reduce rats at Grand Army Plaza by using sealed garbage cans around the berms
 - Make Union Street one-way with an added bike lane from 3rd Ave to Grand Army Plaza
- **Street lights/red lights**
 - 7th/8th Avenues
 - Plaza St West between Flatbush and Berkeley
 - Motorbikes running red lights at Bartel Pritchard Square
 - Adding lights to some of the soccer fields at the Parade Ground
- **Safety issue at 1 River Park on Atlantic and Hicks**
 - No street lamp
 - Ignoring stop signs
- **Reopen Carroll Street Bridge to bike + pedestrian traffic only**

- School fire lanes are regularly illegally parked in. One of the most glaring and dangerous examples is at MS 51 on 5th Ave where the buses double-park into the bike and traffic lane on 5th Ave causing very dangerous situations for all road users and dismissed students.
- **Berkeley and 8th Avenue** around 5 pm on a weekday -- increase in trucks and larger vehicles trying to take that route along with a larger number of vehicles of all types.
- **Caton Avenue** is one-lane road in each direction south of the Parade Grounds. It is currently designated as a local truck route and is frequently clogged with trucks that reduce air quality along the Parade Grounds, an area specifically designed to elicit heavy breathing.
- **Union Street - traffic, trucks, etc.**
 - Concerns are raised to our office about the Union Street Squad 1 fire department being stuck in avoidable traffic on Union between 6th-7th Aves.
 - **6th ave between Union and Flatbush** has been turned into a one-way street due to the construction of the new water main project.

Bus Needs

- Bus Shelter requested at **Flatbush Ave and Grand Army Plaza**

Bike lanes/Bicyclists

- Repave Ocean Parkway Bike Lanes
- Protected Court Street Bike Lane
 - Biking down Court Street going south after Atlantic Ave. is a harrowing experience. Despite the right lane being designated as a "shared" lane, and the bike traffic on Court being quite high, cars pretty much always try to edge around anyone on a bike; it's dangerous and scary. Furthermore, because there is no southbound bike lane any further than Amity St. on nearby Henry St either, biking into Cobble Hill and Carroll Gardens from the north is very difficult.
- Bike parking needed at President St. between Columbia and Hicks
- Bicycle traffic at Smith Street, between President St. and 1st Place
- On the corner of Union and 8th Avenue, DOT adhered these rubber and plastic raised speed bumps and they have since fallen off the road. Can we get them replaced?
- Possibility of a protected bike lane on Union Street?

Accessibility

- Ramps at Chester Avenue
- Crosswalk assistance for the visually impaired: 207 Prospect Park Southwest, Brooklyn, NY 11218

- **Grand Army Plaza**
 - Currently walking through the center of Grand Army Plaza (past the fountain) is very difficult with a stroller or wheelchair. The cobbles are uneven and there are stairs on one side with no ramp. Create easy walk-through access so people can walk through the center of GAP instead of going around the outside. Add seating so the area can be used as a space to relax.
- **Sidewalk repairs:**
 - Sidewalks damaged by roots in Park Slope
 - PPW between 18th street and Bartel Pritchard Square – which is paved with brick, many seniors trip over the bricks. Assembly Member Bobby Carroll tried to repave the street
 - ***Green-Wood Cemetery:***
 - The sidewalks are in disrepair, the metal fencing needs to be scraped/painted, the cement needs to be repaired/replaced and garbage is constantly being dumped in various perimeter locations and Green-wood’s hard-working staff just cannot keep up while dealing with the additional burden the pandemic has brought onto its already overworked staff
 - The southern entrance has no pedestrian crosswalk, people cross through traffic, and need a proper crosswalk

Speed humps

- Seeley Street
- 12th Street between 6th and 7th Avenues. We desperately need speed bumps to be installed
- Speed signs near all schools and at certain entrances to Prospect Park called radar signs that are lit
- Streets in desperate need of a redesign (including most of Flatbush Ave and its intersecting streets
- 9th street between PPW and 8th Avenue
- Speed Bump on 1st street between 7th and 8th ave – neighbors have requested speed bumps multiple times. This street is one of the streets very close to the school PS 321.
- School speed zone at PS 107 in 8th Ave and Park Slope
- Speed bumps are needed on all corners of East 2nd and Avenue C
- Northbound turn lane on 11th ave to 18th Street

Open Spaces/Open Streets

- **Ocean Parkway: are there any plans to revitalize this stretch of open space?**

- **Two NYC Parks' Greenspace cement triangles at 36th Street and Church Avenue & Old New Utrecht and 37th Street, Old New Utrecht, and 14th Ave** would be much improved if given the bench and landscape treatment of the triangle at Flatbush and 7th Ave. They are very attractive and welcoming to passersby--unlike the ones on edge of Kensington which are forgotten abandoned spaces.
- **Col Cook Sq.** attracts delivery people and bicyclists for lunch as well as locals, but doesn't have enough benches or flexible seating to handle the assorted groups.
- **Caton** facing Greenwood Cemetery: more seats and/or flexible seating, more trash cans so people have assigned spots to dump their garbage.
- **Park Slope Plaza: 4th St. off 5th Ave:**
 - 4th St. off 5th Ave. is a cul-de-sac in between a middle school (student population: 1400+) and an overutilized playground and small park. The area is currently utilized as a private parking lot. It would better serve the community if it was a car-free plaza with tables and chairs, where people can play, eat and relax. We have seen this space dedicated to relaxation and entertainment one day per week as a result of the work of the 5th Avenue Business Improvement District and Old Stone House. Doing this kept people safe because they could be outside during COVID, for example

Brooklyn Waterfront Greenway

There is also a growing issue of people driving and parking cars along the greenway.

There are 2 main hot spots:

- Real protection around the greenway in the form of permanent rigid bollards or other vehicle blockers.
- Several DOT employees who work out of the new temporary operations site on Columbia Street between Kane and Degraw parked on the greenway earlier this month. Our office received multiple emails about this!
- Drivers of privately owned and commercial vehicles are driving on and sometimes parking on the greenway along Van Brunt Street between Degraw and Hamilton. Some of this is due to traffic on Van Brunt and some is due to Port Authority operations (particularly problematic when ships arrive and vehicles queue on the greenway). The Port Authority said they addressed the situation internally back in November but it continues to this day. We need your help reaching into PANYNJ leadership and potentially asking them to address it by adding physical barriers/bollards at their entrances to keep vehicles from driving onto the greenway.

Sincerely,

Shahana Hanif

Shahana Hanif
New York City Council Member
39th Council District, Brooklyn