



Community Board Ten

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June 20, 2019

Polly Trottenberg, Commissioner
NYC Department of Transportation
55 Water Street, 9th Floor
New York, NY 10041

Dear Commissioner Trottenberg:

At a duly publicized meeting of Community Board 10 held on June 17, 2019, members voted in support of two motions pertaining to the expansion of the bicycle lane network within Community District Ten. I have attached a copy of the Traffic and Transportation Committee report for your perusal.

I would like to first express my appreciation to your agency for accepting our request for a collaborative initiative to expand the bicycle network in Community Board Ten following the rejection of DOT's original bike network proposal for 91st/92nd Street East/West connection that was presented to Community Board Ten in fall of 2018.

In January 2019 a workshop hosted by Community Board Ten was very successful with over 70 participants in attendance. The effort involved the hard work of members of your bicycle team, cyclists, residents and members of our Traffic and Transportation Committee. The presentation of 10 new routes in May of 2019 was reviewed at two meetings held by CB10 to encourage public participation and feedback. This led to the adoption of the following:

Unanimous support for the following locations

1. 11th Avenue southbound from 62nd to 86th Street
2. 10th Avenue northbound from 62nd to 86th Street
3. 64th Street eastbound from 7th to 14th Avenues
4. 66th Street westbound from 7th to 14th Avenues
5. Ovington Avenue Bridge at 7th Avenue
6. Leif Ericson Park crossings

Await conclusion of DOT pending traffic safety studies Ridge Blvd from 66th Street to Marine Ave –

- a. Ridge Blvd – 67th Street to 72nd Street pending signal, speeding reduction studies DOT -375702-K1H6; DOT397-195-P7K5, DOT4148889-X7W3 and DOT 410434-H2P6

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- b. Ridge Blvd – 95th Street and Marine Avenue – Safety Improvements Study- DOT 411770-W8DO

In addition, safety concerns were also raised relating to the lack of adequate traffic control signals throughout the Ridge Blvd corridor leading to speeding and in some cases poor visibility including: at 94th Street (All way stop), 93 Street (All way stop), 92nd Street (no traffic control signal), 91 Street (All way stop), 89 Street (no traffic control signal), 88 Street (no traffic control signal), 87 Street (All way stop), 84 Street (no traffic control signal), 83 Street (All way stop), 82 Street (no traffic control signal), 80 Street(no traffic control signal), 79 Street (All Way Stop), 77 Street (All way stop), 76 Street (no traffic control signal), 74 Street (Dead end block, no traffic control signal) , Ovington Avenue (no traffic control signal), 70 Street(no traffic control signal), 67 Street - no traffic control signal, roadway curved, offset intersection, and Wakeman Place – highway exit, heavy southbound turning movement

Request further study to review safety concerns along 84th Street between Shore Road and 14th Avenue

- a. 84th Street is not a thru street and is separated by a pedestrian overpass over I-278. Concerns for pedestrian and cyclist safety crossing the pedestrian bridge.
- b. 13th Avenue – Post Office, growing truck fleet back into bays will block the proposed bicycle lane. How will this be addressed?
- c. 12th – 11th Avenue – Steep incline, with limited visibility approaching 11th Avenue
- d. 11th Avenue – no traffic control signal, poor visibility
- e. 10th Avenue - no traffic control signal, poor visibility
- f. 7th Avenue - no traffic control device, poor visibility, double parking outside stores on 7th Avenue
- g. 3rd Avenue to Ridge Blvd. – hill headed toward Ridge Blvd. where there is no traffic control device. Church block with double parking to drop off/pick up elderly worshipers on a daily basis.
- h. Colonial Road – t-intersection, no traffic control device

Request further study to review safety concerns along 85th Street – Colonial Road to 14th Avenue

- a. Several residents expressed safety concerns that many of the intersections did not have clear visibility for cyclists as they are void of traffic control signals.
- b. 4th Avenue – Offset intersection
- c. 5th Avenue – DOT’s municipal parking lot location has a heavy right turn movement into and out of the lot creating potential conflict with bicycle lane
- d. Ft. Hamilton Parkway – Highway dead end, where do cyclists go to continue? Heavy traffic during rush hour, cyclists might be forced onto 86th Street to continue up to 7th Avenue to get back to 85th Street. Making a left turn onto 7th Avenue from 86th Street is difficult with heavy oncoming traffic.
- e. 10th Avenue – no traffic control device, poor visibility, utility pole and large tree blocking visibility on northwest corner
- f. 11th Avenue – no traffic control device, heavy rush hour volume
- g. 12th Avenue - no traffic control device, heavy rush hour volume
- h. 13th Avenue – no traffic control device, poor visibility

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Reject 3rd Avenue from 65th Street to 101st Street

Safety concerns were present to the Members of Community Board 10 from the Merchants of Third Avenue, residents and cyclists. Third Avenue is a bustling commercial strip with double parked delivery trucks and vehicles and is a bus route. Concerns from the Merchants of Third Avenue that as a linear commercial strip the addition of bicycle lanes would require delivery trucks to park in the traffic lane and create hazardous conditions in the roadway.

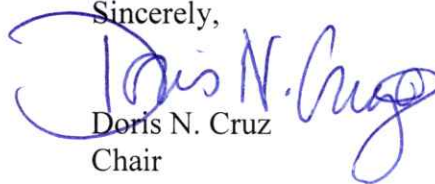
Reject Bay Ridge Parkway from Shore Road to 14th Avenue

Safety concerns from cyclists and residents about steep incline west of Ridge Blvd toward Shore Road; double parking to drop off/pick up patients along Doctor's Row between 4th and 5th Avenue; unsafe street conditions raised by cyclists at the 7th Avenue overpass which often has backups caused by heavy traffic volume during peak hours. In addition, unsafe left turn movement at both 7th Avenue and Fort Hamilton Parkway, as well as heavy right turn movements have made both intersections high crash locations. Requests to add left turn signals at both intersections to improve pedestrian safety have been denied numerous times by DOT. Finally, several residents expressed concern about heavy bus and truck traffic and cyclist safety maneuvering around these obstacles.

It was surprising to learn in statements made to the press that DOT opted to proceed with bicycle lanes on Ridge Blvd before the conclusion of active DOT studies taking place at its north and south ends, and that DOT has chosen not to review or consider the safety concerns raised regarding 84th and 85th Streets and Bay Ridge Parkway.

In light of the above, I respectfully request that you reconsider and review the totality of Community Board Ten's recommendation prior to implementing the expansion of the bicycle network within Community District Ten.

Sincerely,


Doris N. Cruz
Chair

DNC:jb

cc: Borough President Eric L. Adams
State Senator Diane Savino
State Senator Andrew Gounardes
Assemblywoman Nicole Malliotakis
Assembly Member Peter Abbate
Assembly Member Mathylde Frontus
Council Member Justin Brannan
Keith Bray, Brooklyn Borough Commissioner

ERIC L. ADAMS, BOROUGH PRESIDENT