

BOARD MEMBERS PRESENT

AARON KOHN
ADAM COHEN
AKIVA KIZELNIK
ALAN DUBROW
AVI GRRENSTEIN
AVROHOM WOLFSON
DAVID FRIEDLANDER
EDGAR GLUCK
ELLIE KASTEL
JACOB DASKAL
JACOB HASS
JACQUE FRIEDMAN
JULES FLEISCHER
LILY MARINELLI
MAMNUNUL HAQ
MENDEL REINER
MORDECHAI KATZ
MORRIS SENDEROVIC
MORTON PUPKO
MOSHE WIEDER
SHARON FUCHS
SHLOMIE RIEGER
SHLOMO HELLER
SOL WAHBA
YAAKOV KAPLAN

STAFF PRESENT

BARRY SPITZER – DISTRICT MANAGER
ANN MARIE HONAN- COMMUNITY ASSISTANT

LIASON'S PRESENT FROM 66th PCT

SGT. RALPH POSTIGLONE

COMMUNITY RESIDENTS

APPROXIMATELY 17 RESIDENTS

BOARD MEMBERS ABSENT

ABUL HASNAT
ANNA CALI
ANNIE FERDOUS
BERNARD FREILICH
DAVID SHLOMOVICH
DOUGLAS JABLON
HERSH DEUTSCH
JACOB ASKAL
JACOB EISDORFER
JEFFREY DWECK
JOSEPH GROSS
LARRY JAYSON
MAYER WEBER
MONIQUE WALLACE
NYDIA DAVILA
PETER REBENWURZEL
ROCHELLE ZAMI
SAM STOBER
YAAKOV SCHAPIRO
YANKY SCHIFF
YECHIEL MALIK
YERUCHIM SILBER
YIDEL PERLSTEIN
YOEL VIZEL

ELECTED OFFICIALS

PINNY RINGEL, REP. MAYOR OFFICE
GABBY FRIEDLANDER, REP. CM
BRAD LANDER
MATTHEW EUGENE, COUNCILMAN
JOSEPH LANGSAM, REP. SEN.FELDER
SHARON FUCHS, REP. SEN.FELDER
NICOLE HUNT, REP. ASSEMBLYMAN
BOBBY CARROLL
SHLOMIE RIEGER, REP. ASSEMB.
SIMCHA EICHENSTEIN

PLEDGE OF ALLEGIANCE:

CHAIRMAN'S REMARKS –ACTING CHAIRMAN MOSHE WIEDER:

- Mr. Wieder welcomed all members.
- He requested all members remain standing for a moment of silence and prayer for the fifty victims and survivors of the horrific attack on two mosques in Christchurch, New Zealand. People being attacked in houses of worship makes it even more horrific. The Board sends deepest sympathies to the victims, survivors, friends and families and to the entire nation of New Zealand. Thanks to the NYPD for immediately increasing security at NYC mosques in an effort to keep our citizens safe, as they always do.
- He hoped everyone who celebrated Purim had a Happy & Safe Purim, regardless of the rainy weather.
- The MTA voted to keep the basic bus and subway fare at \$2.75 a ride — but commuters will pay more for unlimited ride Metro Cards. Riders will also have to say goodbye to Metro Card bonuses, the break on fares that comes when they refill their cards with \$5.50 or more. Thirty-day unlimited ride Metro Cards will now cost \$127.00. The card for riders buying 7-day unlimited ride will cost \$33.00. These pay increases would go into effect on April 21st.
- The next board meeting will be Tuesday, April 30th. Due to the Passover Holiday the meeting will be postponed a week.
- Mr. Wieder wished everyone who celebrates a Happy & Safe Passover and Easter.

PUBLIC SESSION:

Anthony Loum-on behalf of the Brooklyn Public Library

- Mr. Loum reminded those gathered that at the last community board meeting he spoke generally about a special program being hosted at the Brooklyn Public Library as part of a *Multi-branch Exhibition, Film and Discussion Series*. It is a program that has probably never been done before regarding Jewish Refugees in Shanghai in the 1930s and 1940s, when Adolf Hitler issued a series of Anti-Semitic decrees, depriving Jews of their civil rights. There were details on the program available at the front desk for interested members.

The exhibition on display was scheduled for March 4th to April 12th at the Mapleton Library.

- A film called *Above the Drowning Sea* was scheduled to be shown on Thursday, March 28th at 3:30 pm at the Mapleton Branch of the Brooklyn Public Library.

The documentary is the epic story of the dramatic escape of tens of thousands of Jewish refugees, on the eve of WWII, from Vienna to Shanghai. Questions and Answers with Rene Balcer (Law & Order) have taken place on March 14th at the Central Library following the screening.

- *Survival in Shanghai* will be held on Thursday April 18th, at 3:30 pm at Mapleton Library. It is a documentary film tracing the history of Jewish Refugees in Shanghai during WWII.
- *Ask Shanghai* will be shown May 16th at 3:30 pm at Mapleton. It is a documentary film tracing the history of Jewish refugees in Shanghai during WWII. Produced by the Shanghai Jewish Refugees Museum.
- Mapleton Library will host a discussion on the Jewish people in Harbin during WWII on Thursday April 4, at 3:30pm. Tiger Wang Senior Librarian at Brooklyn Public Library's Central Library will lead a discussion on how the Jewish people went to Harbin as refugees and what contributions they made to their new communities.
- Representatives from the embassy of China planned to attend some of the programs, most probably at the central library. The Israeli embassy had not confirmed yet regarding its representation. Representatives from Shanghai and the City of New York were expected to attend. Princeton University and the city of Washington DC have been invited to the Brooklyn Public Library to present this program.

- There were brochures available with details of these events.
- There was another flyer available with details of all the computer classes offered at the Mapleton library from May through August 2019.

Richard Navas- Resident:

- He hoped all celebrants of Purim had a good time.
- Mr. Navas had concerns regarding the Purim celebrations. There were school buses at 12 in the morning with loud music. This is unacceptable, celebrants need to have consideration for neighbors as well as for seniors. The buses were at 41st Street and Ft. Hamilton Parkway. This was right in front of a church, the buses were making loud noises with blasting music right in front of a house of worship that needs to be respected.
- Perhaps the Board has some authority to supervise these celebrations as it was not supervised. At his intersection, at 40th Street and Fort Hamilton Parkway, he heard the music so loud that the windows were shaking, which was uncalled for and unnecessary.
- Mr. Navas inquired about any follow up to the incident where a resident called an officer a Nazi. There was no open apology. There is out roar whenever someone puts up swastikas, there should be the same out roar for the disrespect of calling a cop a Nazi. It is wrong to protect one group, but not another. The Board said it supports the police, but does it really? There should be an apology.

Moshe Wieder - Acting Chairman:

- Mr. Wieder responded to Mr. Navas. The Community Board does not supervise the Purim celebrations. If there is a noise problem, residents should call 311 and file a noise complaint. Complaints get passed on to the appropriate agency.

(Mr. Navas asked to discuss this with acting Chairman after the meeting as he was unable to hear.)

A neighboring resident responded to Mr. Navas' comment: and said that she lives on Ft. Hamilton Parkway and 41st Street right where incident took place on Purim. She found fault with the disrespect to the Catholic Church. Although the Board does not supervise, there were kids sleeping. She called the precinct and was told quote unquote: Ma'am this happens every year it'll die down sooner or later, live with it".

Moshe Wieder - Acting Chairman:

- While Mr. Wieder can't respond for the police department. He can only advise to call 311. As a Community Board there is no policing authority that is available to the Board. This matter can be brought up with the Police Department. At the same time, Mr. Wieder is not condoning this obviously disrespectful behavior.
- Regarding the incident with traffic control officer and the individual who called him a Nazi; this behavior is not a comment made by the community as a whole. Whoever made the comment should be held responsible, not the whole community. Mr. Wieder doesn't know who the individual is, but that person should be responsible. The behavior is disgraceful, but it is not from the community as a whole and so the community as a whole does not need to apologize.

Kate Ustrzycki - Resident:

- Ms. Ustrzycki will not bore the Board with all the problems she has, because it is already all well known.
- She questioned who is supposed to execute the decisions resulting from the meeting that was held with (Rabbi) Landau? The school was supposed to look for a parking lot for guests to parties at their location, but instead they still use the street like a free parking lot.
- Because of the nightly parties there is traffic every night. There aren't any parking spots for residents. Then when the parties finish, cars block 36th Street and use their horns so no one can sleep. All this doesn't even include the generators that make noise.

- Rabbi Landau said the school would find the parking for the partygoers. He also said that before parties they would to notify the precinct so someone can be at the location and nothing has been happening. This is a nightmare.
- The school buses were still a nightmare. It blocks the street 20 minutes. That is too long. Twice a day is 40 minutes a day. The blocks are filled with pollution because of engines running. How will this be fixed? She presented a proposal: There are 7 spots around the corner. The buses are numbered. The kids can be brought around to the buses. Why is it that the streets were closed off to residents who live on these streets?

Barry Spitzer- District Manager:

- Mr. Spitzer responded to the issues brought up. Regarding the buses, the Community Board office was on the phone with Ms. Kate during this occurrence. The buses were there less than 10 minutes. Ms. Kate called after 5, and the buses were gone 10 minutes past 5.

Ms. Ustrzycki interjected: Saying the buses were there longer than 10 minutes. They arrived 5 minutes before 5 and were there until 5:15.

Barry Spitzer- District Manager:

- Mr. Spitzer verified the timing with Community Assistant Ann Marie who was on the phone together with Mr. Spitzer. Kate was told that if the buses were still blocking the street after 10 minutes Mr. Spitzer would go down to the school and make sure the issue is resolved. Ms. Kate called back to report the buses had moved.

Ms. Ustrzycki insisted the bus stayed for longer than 15 minutes. She said she called back at 5:10 that the buses were gone.

Barry Spitzer- District Manager:

- Kate called at 5 pm. She was told to call back if the buses were there longer than 10 minutes. Mr. Spitzer advised her that if the buses would be out longer than 10 minutes he would go down to the school. 5:10 she called back and the buses were gone. That means the school dismissed 2,000 children in 10 minutes.
- Mr. Spitzer called the school a few times to discuss this problem. They proposed a solution. They said there is a wide sidewalk and if they move the buses onto the sidewalk they won't block the street. They get complaints even when the buses block the streets for a few minutes. So the school parked the buses on the street one day and Georgette called yelling and screaming how come the bus is on the sidewalk and that it doesn't belong on sidewalk and the Board should call the police.

Ms. Ustrzycki thought Georgette was probably upset because there are cars on the sidewalk and if the buses park than no one can walk on the sidewalk.

Barry Spitzer- District Manager:

- The school would ask those parking there to move the cars so that only buses would be there.

Ms. Ustrzycki stated she would be satisfied with that arrangement, as long as there would be place to move cars it would be fine.

Barry Spitzer- District Manager:

- Mr. Spitzer sympathized. But he noted that 10 minutes for dismissal is the shortest dismissal of any school in the district, and this is compared to complaints from all over district.

Ms. Ustrzycki reiterated that the buses were blocking the street for longer than 10 minutes.

Barry Spitzer- District Manager:

- Stated that he explicitly asked Ms. Kate what time the buses started blocking the street and Ms. Kate said it was at 5.

- The Board will continue to try to help. But he just wanted to say that compared to other schools, while it doesn't better the situation, the school is trying to work with the residents. To dismiss 2,000 kids in 10 minutes is very fast.
- He reiterated that he confirmed the timing with Ms. Kate when she called, and was told the buses were out from 5:00 until 5:10.

Ms. Ustrzycki questioned what the response was to the problems with the parties.

Barry Spitzer- District Manager:

- Advised the Board will talk to the police, specifically to the NCO who said they would be there.
- Additionally, in 2 weeks all parties will stop for the duration of the summer. From mid-April through May, June, July and August there will be no parties. And then the school will close the building for the summer. So Ms. Kate Ustrzycki will have reprieve.

Moshe Henig-Resident:

- Mr. Henig said he is a paramedic instructor who has taught many Hatzolah members and EMT's in the field. Some of his students were sitting in the room at the time.
- He asked for availability for high school students to attend classes. The classes are overwhelmed. Maybe they can open these classes to students so they can take classes with more comfort.

Moshe Wieder - Acting Chairman:

- Advised the board can't offer its offices as a training center, per his conversation with Mr. Henig before the meeting. Mr. Henig should put together a brochure and it can be made available and handed out at board meetings. Per the district manager, the space can only be provided for non- profit ventures. But the Board can help get the word out.

Ellie Kastel-Board Member and CEO of Boro Park Y

- Advised that the event can be held at the Boro Park Y

DEPARTMENT OF TRANSPORTATION (DOT) PRESENTATION ON:

INTERSECTION OF OCEAN PARKWAY AND CHURCH AVENUE SAFETY IMPROVEMENTS

Introduction by:

Leroy Branch on behalf of DOT Brooklyn Borough Commissioner Keith Bray

- The Department of Transportation is presenting the plan in place to try to make this intersection safer for pedestrian, bicyclists and motorists. The plan was presented strictly for informational purposes, not for any voting purposes.
- Elisha Posner was introduced as the presenter of the proposal.

Elisha Posner- DOT presenter:

- Thanked the board for allowing her to present the presentation.
- The Church Avenue, Prospect Expressway/ Ocean Parkway has more than the typical obstacles:
 - The north side of this intersection is the location where Ocean Parkway merges into the Prospect Expressway, which flows into the Brooklyn Queens Expressway.
 - Both the Prospect Expressway and Church Avenue are Truck Routes. The heaviest class of vehicles use this road. This mean that trucks are turning left and right into the Expressway.
 - The bike path for cyclists Ocean Parkway greenway is along the West side of Ocean Parkway.
 - There is substantial bus traffic from numerous MTA City Bus routes both express lines and regular lines. The BM3, BM4 & the B103 all turn northbound onto the Prospect Expressway. The B35 bus travels along Church Avenue, in both directions.

Background on why the changes were to be implemented:

- There was a Pedestrian Fatally Struck in February 2018, in the north crosswalk at the entrance to the prospect expressway.
- There were additional pedestrian fatalities, similarly at the north crosswalk, in 2013 and 2008.
- There were a number of severe and moderate injuries resulting from pedestrian- vehicle accidents in the north crosswalk.
- Town Hall Meeting in April and November 2018 with attendance by elected officials and concerned citizens demonstrated strong support from the community to improve safety for pedestrians.

Previous safety improvements, 2010 Project:

This project was a joint New York State Department of Transportation (NYSDOT)- DOT project

- A safety island was added to the south side of the crosswalk, to improve pedestrian safety.
- Pedestrian and bicycle markings were improved at the intersection.
- A countdown clock was added for pedestrians.

Previous Safety Improvements, 2013/2014 Project:

This project was a joint NYSDOT- NYCDOT project

- A pedestrian safety median was constructed in the north crosswalk.
- 10 seconds for Leading Pedestrian Interval were added for the Ocean Parkway/Prospect Expressway crossing, giving pedestrians time to begin crossing before motor vehicle traffic begins.
- A flashing yellow arrow was added for traffic coming from Westbound Church Avenue turning right onto the Prospect Expressway
- The results of these implemented changes was a 35% reductions in injuries at this intersection.

CURRENT CRASH DATA INDICATES THE ISSUES TO BE ADDRESSED:

- There is an unusually high rate of Pedestrian- Vehicle Conflict. Both simultaneously vie for the road space spanning the entrance of the Prospect Expressway. This highway entry is not the typical kind where there is a dedicated 'on ramp', this highway entry is an open road. Not only are multiple cars using this highway entrance, it is also a crosswalk for pedestrian crossing.
- Likewise, Cyclists are in conflict with vehicles as well as pedestrians. There is not a lot of room on the median for bikes and pedestrians. So cyclist and pedestrians are trying to avoid each other.
- There are a lot of different competing factors at the North Ocean Parkway intersection: Pedestrians and Cyclist need to avoid each other and look to the east and west to avoid turning vehicles.
- Turning Vehicles conflict with each other as vehicles turning left and right onto the Prospect Expressway need to avoid each other.
- Right Turning vehicles also conflict with vehicles driving westbound on Church Avenue.
- The crosswalk is 190' wide. Pedestrians might not have enough time to get to the other side of the street.
- Because this intersection is part of a truck route, 15%-25% of traffic at the intersection is heavy vehicle traffic. Drivers of these vehicles may not always see pedestrians crossing.

Principle Goals for Improvement:

1. Simplification. Reduce the conflicts at the intersection and clarify procedure.
2. Calm the northbound turns onto Prospect Expressway. The turns have been a major factor responsible for crashes.
3. Reduction in the impacts of heavy vehicles, making it easier for them to move through the intersection.
4. Shortening the crossing distance to allow more time for pedestrians to cross

5. Maximizing the safety benefits while at the same time keeping in mind the surrounding streets. This means solutions reached should not overly negatively impact neighbors and the community at large.
6. Preserve as well as enhance the residential aspect of the location. Because this is a residential location with children and seniors the highway-like features should be minimized.

DOT PROPOSAL:

Marking Improvements and Lane Realignment:

- Church Avenue westbound currently has 3 existing lanes; Left bound onto Ocean Parkway, Straight ahead continuing along Church Avenue and Right bound onto the Prospect Expressway. Traffic studies found that the left-turning traffic was very low volume. This left lane was also restricted to trucks. This lane will be restructured to better serve the existing needs. The lanes will be reconfigured into 2 lanes; a right bound lane and a straight lane. This will make the right turn easier to do as it won't need to be as sharp.
- There will be signage changes allowing buses that had to merge into the 'straight ahead' lane in the past, to remain in the right turning lane while driving straight ahead along Church Avenue.
- A quick curb, or street markings restricting traffic, will be added to the outermost right bound lane to prevent double rights onto the Prospect Expressway.

Expanded Medians:

- The service road median on the north side of Ocean Parkway, at the entrance to the Prospect Expressway, will be expanded to better allow pedestrians and cyclists to wait safely.
- The Northwest median will be expanded from 10 feet to 17 feet by widening the median and adding and improved ramp
- The Northeast Median will be expanded from 30 feet to 37 feet by expanding the concrete median to cover part of the existing buffer. The 2 lines for those coming off the Prospect Expressway will remain the same.
- Safety bollards will be installed strategically to protect pedestrians and cyclists on the greenway.
- Bicycle ramps will be improved

Painted Curb Extensions:

- Responding to concerns voiced by the community, there will be a painted curb extension prohibiting right turns from the parking lane for vehicles coming off of the Prospect Expressway. This will slow down turn off of the southbound Ocean Parkway Service Road This will have the additional benefit of shortening the crossing distance.

East 7th Street and Church Ave Restructuring:

- The substandard island currently located at the in the middle of the road will be removed. The island is not effective. Instead, the curb at the Northwest corner will be extended via painting to shorten the crossing distance by 3 feet. This will help calm the turns off of Church Ave in a way the island does not.
- The restructured street will eliminate 2 parking spaces and allow buses to merge into the 'right turn' lane.

Signal Timing:

- DOT looked into a lot of options to best schedule the signals.
- The intersection has many turns happening at the same time. There are both left and right turns onto northbound Prospect Expressway. DOT tried different iterations, such as both left and right separate phases, but that was not feasible. Such a system would lengthen the light and that addition impacts rest of street. OBth on Church Ave and Ocean Parkway would have big spill-backs. And DOT would still somehow need to maintain the crossing time for pedestrians.
- The existing Leading Pedestrian Interval (LPI) will be extended an additional 5 seconds so that pedestrians will exclusive rights to the crosswalk for a total of 15 seconds. This will be a significant head

start, it will not get them all the way across, but will allow pedestrians to make their way to one of the medians.

- A flashing yellow arrow will be added for vehicles driving Eastbound down Church Avenue as they turn left onto Ocean Parkway. This would serve to remind these drivers to be cautious and yield to pedestrians.

Summary of Proposal:

- Marking improvement and lane realignment on Church Avenue
- Simplifying intersection by removing turning conflicts, such as preventing double turn from church Avenue onto northbound prospect expressway. And this also sets up what DOT would need to expand concrete medians onto ocean and makes more room for buses to maneuver easily.
- Expanding concrete medians to shorten crossing distances and allow for more space for pedestrians and cyclists. and encourages slower turns
- Painted curb extension where feasible to shorten crossing distance and promote slower turning.
- There are approximately 6 parking spaces lost which is very minimal for a project such as this one.
- Extend the signal time which allows increased crossing time for pedestrians and helps remove conflict and clarifies vehicle movement and discourage speeding.

Adam Cohen - Board Member:

- Thanked Ms. Posner for the clear presentation. Advised that this has come up previously at meetings.
- In slide 8 DOT presents that the major issue is a 190 foot crossing distance on the north side. The simplest way and safest way to prevent any fatalities would be to extend the concrete. DOT should put metal guards on both sides, Church Ave and Ocean Parkway and prohibit crossing at the north intersection altogether. Only allowing crossing at the south side of the street is the simplest answer. Sometimes simplest is the best.

Elisha Posner- DOT presenter:

- Appreciated the comment and advised the issues were discussed a lot with engineers and community members weighing in.

Adam Cohen -Board Member:

- Pointed out that the community was right in the room here.

Elisha Posner- DOT presenter:

- In situations such as these (intersections near highways) pedestrians won't be prevented from crossing at the intersection.

Adam Cohen- Board Member:

- DOT should put up a high a metal guard so that pedestrians won't be able to walk at the north intersection.

Elisha Posner- DOT presenter:

- That is not something DOT is pursuing at this time. At this time, they believe what is best is to make the intersection as clear as possible.

Yaakov Kaplan - Board Member:

- He read online that per NYS DOT there are 85,000 cars that go onto the Expressway every day.
- Nowhere else in the city is there an expressway that goes onto a regular city street. The DOT saying that cars and pedestrians will live mutually together at the same intersection is something that everyone knows realistically won't work. Even with these changes.
- Most of the fatalities involve tractor trailers. They make very wide turns, as long as you allow people to cross there will be conflict with trailers. It is a recipe for fatalities. A lot of times trucks cannot see pedestrians. There was a fatality involving a tractor trailer who couldn't see a pedestrian at McDonald

Ave, and that street was a regular street. This street is a highway with extreme traffic. It's a no brainer to put up a fence not to allow crossing at this intersection. The board members don't understand why DOT would go through all this trouble, including reducing parking in the neighborhood which is already a problematic situation. Six spots in this neighborhood is a really big deal.

Adam Cohen -Board Member:

- Trucks turn onto the Prospect Expressway, not onto Ocean Parkway. If DOT were to take pedestrian access away it would eliminate all the accidents from trucks from this intersection. That would be the smartest way.

Yaakov Kaplan - Board Member:

- Advised that this (putting up a metal barrier) was done at Empire Boulevard in Queens and the fatalities stopped.

Jacob Haas- Board Member:

- Why would DOT push a 190' crossing when there is a smarter solution? The north intersection is not a heavy pedestrian traffic crossing.
- He compared this intersection to an intersection along Eastern Parkway where pedestrian crossing has been completely restricted.

Barry Spitzer- District Manager

- Added that Mr. Cohen proposed his comment to the Board previously and there was a lot of support for the idea. The proposal (to eliminate pedestrian crossing) was proposed and had heavy support from the community at the meeting at the public school.
- The Board is of the opinion that a turning signal, together with no pedestrian crossing at the north side, would alleviate at least 90% of the problems.

Moshe Wieder- Acting Chairman:

- Added that it appeared from the opening remarks that DOT already made up its mind about what it will do. DOT made a comment saying this presentation is for informative purposes. The community has no say in what DOT will do at this intersection.
- The Community Board does not support the proposal and feels it's asinine. It makes no sense, but DOT will do it anyways. These actions will not cut down fatalities. Without a barrier people will continue crossing at the dangerous intersection. Big truck will continue turning in from both sides.
- DOT will go through this proposed process with a lot of expense. The Board Members, are from the community and know this problem. The Board presented an alternate suggestion which is beneficial to the community. The Board wants to fully address the problem, but the solutions proposed by DOT do not make sense. If you don't have the barriers it won't cut down 100% of the problem.

Adam Cohen - Board Member:

- Proposed a motion to issue letter of condemnation to DOT for not considering the proposal from the Board to restrict crossing on the north side. This should be a formal letter that goes on the record as opposing the DOT proposal.

Yaakov Kaplan - Board Member:

- Recommended adding to the proposal that all elected officials at the meeting, including Councilmember Dr. Matthew Eugene and a representative from Councilmember Brad Lander should sign on to the letter.

Moshe Wieder- Acting Chairman:

- When DOT built the medians on Fort Hamilton Parkway. They spent millions on something that was detrimental to the community. Here the DOT is trying to save money, this is a matter of safety.

A resident questioned if DOT considered making the turning onto Prospect Expressway restricted to commercial vehicles?

Elisha Posner- DOT presenter:

- Advised that the restriction was discussed in house with the Freight Unit who manages the truck routes. That change was not feasible at the time. But, DOT is looking into all freight routes.

Moshe Wieder- Acting Chairman:

- Requested Board Member Adam Cohen reiterate his motion request.

Adam Cohen -Board Member:

- Proposed the motion: The Community Board will send a letter to DOT condemning them for not considering restricting pedestrian crossing on the north side of Ocean Parkway, as proposed by the Community Board. This letter should be sent to DOT. This will be the Board, on record, stating that restricting crossing at the north side of Ocean Parkway and adding turning signals will save lives and is the safest alternative solution to this dangerous intersection.
- Additionally, elected officials will sign on to the letter.

Morty Pupko - Board Member:

- Proposed adding into the letter a request for the DOT to explain why, in their opinion, the DOT proposal has merit over the Board's proposal.

Jacob Haas- Board Member:

- DOT did not share the reasons why their plan has merit. This member has programmed traffic lights in the past and knows that everything is based on some mathematical computation. He requested DOT share that information.

Ann Marie Doherty-Senior Researcher of Safety at DOT with Vision Zero:

- While DOT agrees with everything the Board is stating, and knows this is an unsafe location. DOT knows this proposal will not work. They have looked at restricting pedestrian crossing as a possibility. But it won't work because people will walk wherever they want as this is NYC. Pedestrians will simply walk around barriers.

(Various Board Members rejected this claim stating pedestrians would not walk on a highway.)

Ann Marie- Senior Researcher, DOT:

- Requested no interruptions. She stated that everything DOT does is mathematical. DOT looks at the crash data. This is very important to the mission of Vision Zero. DOT is trying to not kill more people. The job is to save lives. They looked at this and there is no other way. DOT plans are to shorten the crossing distance and to widen the medians. DOT intends to increase the LPI by 5 seconds to total 15 seconds when all cars are stopped and pedestrians will have 15 seconds of exclusivity. DOT will add a flashing yellow that will warn drivers of pedestrians present.
- These are the tools in the DOT toolbox that are used all around the city. Everyone is in agreement that this is a dangerous intersection. This intersection has been dangerous since forever. Since the damn highway exit came onto the city street. But DOT must use these tools. DOT cannot implement things that people will not follow. We all agree this is a dangerous area.

Adam Cohen -Board Member:

- Proposed making the gate taller so that no one can get on the sidewalk at all.

Ann Marie Doherty- Senior Researcher, DOT:

- Advised that would not be feasible.

Adam Cohen-Board Member:

- Stated that the simplest solution would be the most effective. A gate would make it so that it would be impossible for people to go through the intersection. Board Members indicated that Ms. Doherty said a moment ago that people will cross at the intersection anyways. If that's going to be the logic then why have red lights or walking signals.
- If eliminating the ability of people to cross at the intersection will solve the problem and it can be done in a manner that completely prohibits crossing, then people would use the other side. They will go to the south side rather than risking their lives.

Ann Marie Doherty – Senior Researcher, DOT:

- Pointed out the comparison between 33rd and Park Ave in Manhattan. That is an example of a location. The tunnel exits onto local streets, so DOT put up fence. But people cross there anyways. They go between the fences. That's the experience DOT has with putting up fences.

Mamnunul Haq- Board Member:

- He knows exactly where Ms. Doherty (DOT) is talking about 33rd Street & Park Ave. He works one block away from the Ocean Parkway, Church Avenue intersection. People hardly cross at this intersection. He believes putting up fences would work.

Adam Cohen -Board Member:

- People jay walk all the time in Manhattan.

Mamnunul Haq- Board Member:

- Board Member pointed out that DOT is offering one sided solutions. But the Community Board is more familiar with the area being discussed. This Board Member's office is just a block away from the intersection, and also lives nearby, so he has some insight from years of observation. There is not much foot traffic along the north side, no one crosses there. If they shut down the north side it will solve the problem. He has been interviewed on television. DOT can shut down the north side and if people want to die they can continue to go there.
- The argument presented by Ms. Doherty is not right.

Ann Marie Doherty - Senior Researcher, DOT:

- Proposed a counter example of 5th Avenue in Manhattan where pedestrians constantly walk around the fences.

(Board Members interjected that Manhattan and Brooklyn are different, pedestrians routinely Jay walk in Manhattan unlike Brooklyn.)

Jacque Friedman- Board Member:

- Proposed another solution previously presented by Morty Popko. At one point there was a tunnel on the north side of Ocean Parkway for trolley access. If there is a tunnel in existence and there is only the question of cleaning it out. It might be a better solution than all those proposed by DOT.
- Requested a brief review by Morty Popko.

Morty Pupko -Board Member:

- Outlined very briefly the parameters of the tunnel, as it was discussed in depth at the November meeting. He said that DOT can go through a myriad of solutions, but it is doubtful it will be better than opening the tunnel. The DOT actions are like scratching your left ear with your right hand, it doesn't make sense.

Moshe Wieder- Acting Chairman

- Motion by Adam Cohen to send a letter of condemnation to the DOT for not considering restricting pedestrian crossing on the north side of Ocean Parkway, as proposed by the Community Board. This will be the Board, on record, stating that restricting crossing at the north side of Ocean Parkway and adding turning signals will save lives and is the safest alternative solution to this dangerous intersection.

VOTE TAKEN: UNANIMOUS

MOTION PASSED

Mr. Spitzer advised a resolution will be sent to the DOT.

Mr. Wieder asked the DOT to please not take offense. The Board appreciates the professionalism of the DOT but at the same time the Community Board should be heard.

Elisha Posner - DOT

- Said there would be more conversations, but the Community Board's comments are appreciated.

Moshe Wieder – Acting Chairman

- Reiterated that this is not an adversarial conversation.

Public Session Continued:

Grace Genko- Resident:

- She said she was told to speak to the Department of Buildings for more information on the project being built between 19th Avenue and 20th Avenue by Shoprite. But it is hard to do anything if the project managers paid for the permits. There is nothing DOB can tell her. But she is sure there is a lot of hocus pocus going on.
- But she wanted to know who will address the problems that there will be with all the traffic and garbage that will be outside the building. The area is so diverse and multicultural, there are so many cars in Shoprite. Now there will be more cars.
- It's like a game. If the apartment complex will have 100 apartments, there must be at least 200 people and kids and then there will be 200 cars. She wanted to know who she can speak to about this.
- There are still so many problems with the school at 51st street and 21st avenue that need to be addressed.
- She also wanted to know what happened with the DSNY as she was asking for them to attend for 3-4 months. She was told they would be at the meeting. She doesn't understand why they have a right not to be at the meeting. The Sanitation Department works for the people. What the community wants is for DSNY is to clean the damn streets. But the workers just fling the pails. And they leave debris all over the streets.
- She wanted the guy from the 19th Avenue garage to come to the Board Meeting. As they are not sending anyone, someone from DSNY should be summoned.

Barry Spitzer- District Manager:

- DSNY said they would send someone from Community Affairs to the Board meeting. Mr. Spitzer didn't know why they did not show up. On April 1st he will meet with some top people from DSNY including the Chief, the Deputy Chief, Sanitation Enforcement etc, and he will discuss DSNY not attending the meeting.

(Grace interjected wanting to know if she could attend so she can watch DSNY lie to Mr. Spitzer.)

- The meeting scheduled for Aprils 1st would be regarding Passover, and it has nothing to do with what Grace brought up. But DSNY will be there. The meeting is closed, and Mr. Spitzer will take the opportunity to also address this issue.

Ms. Genko- Resident

- Wanted to know if Passover is the holiday when they change the inside of the house.
- She wanted to know if they will come back to collect all the extra garbage because the trucks can't hold all the garbage.

Barry Spitzer- District Manager

- Assured Ms. Genko that DSNY will send out additional trucks so all trash will be picked up.

(Resident wanted to know about the building on Fort Hamilton Parkway, If there was some way to mandate all buildings with over 4 floors have a parking garage? There is no parking anywhere. The Acting Chairman advised her that residents must sign a public session form to participate.)

Piera Jimenes - Resident:

- Wished everyone well.
- There are a lot of people who throw trash on 18th Ave near where she lives. Boro Park is very dirty, and it brings lots of negative things. This is a very important matter to her, but she doesn't know what she can do. When she sees anyone throwing trash on the floor, she approaches them. Maybe the Board can make an education campaign.
- The drains are an issue, the one near her house is always clogged.
- She reported a problem with the free newspapers on the corners, there are tons of them on the ground.

(Edith Lowinger – was called to speak, but she advised that she doesn't need to speak because others before her already talked about her issues.)

Joanne Mejias – Resident

- Thanked board members.
- She requested an update on the plans for 182 Minna Street. Although it has been quiet so far, 2 weeks ago they met with 2 elected officials who informed her to stay vigilant as a project is in the works. So, she wants the board to make every effort to contact the 2-point people on her street, Karen Chan and herself, Joanne Mejias.
- There are lots of commercial vehicles parked on the residential street near her house. The whole block participated in contacted 311 and the NCO. It worked in the end. There was a school bus parked there on Wednesday, it took until Friday, but the bus was removed.
- The neighbors are trying to get information on 36 Minna Street as it was turned down.

Adam Cohen - Board Member:

- He added to the Ms. Mejias comment that there is the same issue at East 10th street and Ave I. Buses from other schools park near Yeshiva of Flatbush (YOF). The Yeshiva doesn't have buses, they contract out the bussing. Many community members complain to 311. When NYPD responds they say buses are allowed to park, or that the buses belong to school. This is a habitual problem.

The only solution is to have the NYPD constantly ticket. This is a 1) a safety hazard because these buses block views 2) these buses shouldn't be parking on public streets in front of residential homes.

Jill Reinier – Resident

- She introduced herself as the parent coordinator of PS230 as well as the Community Director for an arts project called *The Singing Winds*.
- She came to ask for help on 2 matters.
 - She is a volunteer at the participatory budgeting process. There is an item on the ballot to transform hoping to transform the concrete yard on 3 sides of the library into a reading garden, with wifi. Visitors will be able to eat and drink outside. She encourages all residents in district 39 to vote. She wants to work with anyone who can support the effort. Voting week is March 30th and residents can vote online
 - She is sponsoring a Bengali event at the Ave C Plaza on Saturday, April 13. They put in a permit to use the plaza from 12:00 pm to 4:00pm, but they need the Community Board assistance. They want to close McDonald Avenue from Church Ave. There will be lots of children coming from 4 different schools. The problem is the original permit filed months ago was for April 21st. At the time they did not realize that it conflicts with Passover and Easter Sunday. When they realized

they resubmitted the request, but because it is so late in the process, they can't submit the request as a block party. So, they need support from Community Board to get this event taken care of.

Barry Spitzer-District Manager – Mr. Spitzer said he would be in touch.

ELECTED OFFICIALS AND REPRESENTATIVES:

Councilmember Dr. Matthew Eugene –District 40

- He thanked all Board Members for their service. As a previous Board Member himself he appreciates the sacrifice it takes to serve.
- He informed that he hosted a press conference with the Simon Wiesenthal Center against anti-Semitism. Specifically, to call attention to address hate spread on the internet. The internet is a powerful tool and they use the internet against innocent people. There were flyers available at the table. He will try to work with the City Council on how to prevent this crime.
- There will be budget cuts on health. It will affect all hospitals. 1199 union, doctors and nurses. Ambulance companies will be affected. The Councilman asked everyone to call their state and federal representatives. Health is the most important thing because without medical services people cannot enjoy anything
- The councilman also states that he supports police officers getting paid at least the same money as other government employees. They put their lives in danger they should receive the same pay.
- He is offering free legal services to anyone who is in need. NYC is a land where people come from all over. Some are fortunate to get a good job, but many face challenges. So, his office is offering free legal assistance.

Board Member Jacob Daskal asked the Councilman to clarify what his position is on the fur ban being proposed at City Council.

- Councilman responded that the matter is not out of committee and he has not thought about it. He would like to sit down with community to talk about this and hear how this will affect the community. He is a strong supporter of the Jewish community and if they don't like it then he doesn't either.

ELECTED OFFICIALS AND REPRESENTATIVES CONT.:

- The Mayor's Office was represented by Pinny Ringel.
- Councilmember Brad Lander's office was represented by Gabi Friedlander.
- Senator Simcha Felder was represented by Joseph Langsam and Sharon Fuchs.

Sharon Fuchs Rep. Senator Simcha Felder

- Informed those gathered that there would be shredding services in Boro Park on April 9th and in Flatbush on April 11th.
- Councilmember Robert Carroll was represented by Nicole Hunt
- Assemblyman Simcha Eichenstein was represented by Shlomie Rieger
- The 66th Precinct of the NYPD was represented by Sergeant Ralph Postiglione.

ADOPTION OF FEBRUARY MINUTES:

MOTION TO ADOPT JANUARY MINUTES
MINUTES ADOPTED

DISTRICT MANAGER'S REPORT:

- DOT is getting their schedule ready for the Spring & Summer paving, if anyone knows of any streets that need paving, they should call the office so it might be put on the list
- Mr. Spitzer had a meeting last week with National Grid regarding their services as well to advise them what they need to improve on. Issues discussed were construction on the street and the lengthiness it takes to reconnect for certain issues such as when there is a gas leak.
- This year on Purim DOT was very good about not blocking streets, and now they are already in talks about Passover. There was an issue on Purim with Verizon putting FiOS in on 51st street and 14th Ave. DOT sent down HIQA within half hour. Then Verizon trucks double parked nearby. HIQA went back and ordered them off the streets. The commissioner's office was very responsive throughout the day.
- Based on this previous experience and many others it is apparent that these companies can't be trusted to stick to their stipulations. So, the Community Board office together with Councilman Yeger, Senator Felder and Assemblyman Eichenstein are sending a letter to Transportation Commissioner Trottenberg to instate a moratorium on all street work. This will begin 2 weeks before Passover. 98% of permits require open streets as part of the stipulations, but because these are habitually disregarded, they are asking for a moratorium. Mr. Spitzer hopes DOT will cooperate.
- There was a meeting with community leaders regarding the Census. He met with Eli Kastell, the CEO of the Boro Park Y, and Avi Greenstein, Executive Director of the Boro Park JCC. They discussed putting together a focus group to work on ways to get the community to respond to the census. They hope to increase community participation
- The Sanitation pickup schedule for before, during and after Passover will be made available once it is set.
- There are copies of the containers permit approved in the district. They are on the front desk. Any containers on the streets after April 23rd must be reported to the office as they are likely without any permits. Any containers observed on the street not on list should be reported to the office. All permits, besides for 2, expire by the 23rd. And will be removed on Tuesday of Chol Hamoed.
- The list of Bread Burning sites will be available soon after the meeting with FDNY, DSNY and NYPD.
- CB12 received cases of children's diapers from DCAS (sizes, ex-large, large and medium) if members know anyone in need of FREE diapers, they should advise them to call the office to arrange for pickup.
- Mr. Spitzer was notified by DEP that the ramp that goes under Caton Ave onto the Prospect Expressway will be closed the week after the Board Meeting so they can work on the pumping station, the PS 281 Prospect Expressway pumping station.

OLD BUSINESS:

Jacque Friedman -Board Member:

- He said he comes for the purposes of the community.
- To that end he brought up the matter of the parking at 1504 Coney Island Ave. This is an area where something went wrong. A survey was made and approved. Then the people who control building went to BSA and asked for a reduction of parking spots needed underground.
- 70 spots were removed from underground.
- Mr. Friedman thanked the District Manager for helping him get the documents to see the change in the parking spaces. The district manager works tirelessly for the community and deserves to be applauded.
- He wanted to have the project referred to BSA. The Community Board should draft a letter protesting. It will be disastrous when the cars start coming around. There is also a school right nearby there will be lots of kids crossing.

Barry Spitzer - District Manager:

- Thanked Mr. Friedman for the kind words, it is much appreciated.

- Mr. Spitzer recapped the discussion he had with Mr. Friedman on Friday. This matter has been ruled on by BSA there is nothing to be done. The Community Board cannot do anything because there is nothing pending. Mr. Spitzer testified against this, and elected officials opposed it as well. BSA acknowledges the opposition, but they found for the applicant.

NEW BUSINESS- No New Business

MEETING ADJOURNED.

Respectfully submitted by: Gittel Fekete