



THE CITY OF NEW YORK COMMUNITY BOARD SIX

Marty Markowitz
Borough President

Richard S. Bashner
Chairperson

Craig Hammerman
District Manager

June 20, 2007

Janette Sadik-Khan
Commissioner
Department of Transportation
40 Worth Street
New York, New York 10007

Dear Commissioner Sadik-Khan:

I am writing to advise you that at its June 14, 2007 general meeting Brooklyn Community Board 6 resolved by a vote of 17 in favor, 14 against, with 2 abstentions, to conditionally support the Department of Transportation's (DOT) Traffic Calming Plan for 9th Street in our district, subject to the following:

First, DOT should, as promptly as possible, establish a Class II bicycle path on Prospect Park West (PPW) from the Grand Army Plaza (GAP) to Bartel Pritchard Square (BPS), to connect the proposed 9th Street bicycle path with the 15th Street (BPS), 3rd Street, and Grand Army Plaza vehicular entrances to Prospect Park, as well as the 3rd Street/2nd Street bicycle paths. Furthermore, DOT should study traffic-calming measures on PPW, including the possible installation of a one-way or two-way Class I bicycle path on the eastside of PPW.

Second, DOT should coordinate with the Department of Parks & Recreation and the Prospect Park Alliance to ensure that bicyclists are guided to appropriate vehicular entrances to the park and are discouraged from using the 9th Street pedestrian entrance. Appropriate directional signage together with enforcement measures should be utilized to implement this. In any event, bicycles shall continue to be prohibited from entering the park at 9th Street while being ridden and signage shall also discourage bicyclists from entering, which is illegal, even while bicycles are being walked. The signage shall also include advice to cyclists who wish to exit the park onto 9th Street to use the 3rd Street or BPS exits, and to cyclists who wish to enter the park from 9th Street to use the BPS entrance.

"Appropriate directional signage" to us means the use of terracotta-colored signs which are in keeping with the historic nature of Prospect Park and the Park Slope Historic District, of minimally invasive quantity and size so as not to detract from the park vistas and neighborhood viewplanes, similar to the ones DOT installed with community support around the GAP in 2000.

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Third, DOT and the Police Department should take affirmative steps to eliminate off-truck-route truck traffic and non-local delivery truck traffic on 9th Street between 4th Avenue and PPW, including signage, engineering solutions, and additional regular enforcement. The agencies should post appropriate directional signage on feeding avenues to discourage trucks not making local deliveries from using 9th Street.

Fourth, DOT should undertake a curbside management study aimed at alleviating the serious double parking problem on 9th Street. Such a study should propose solutions for both commercial and residential blocks in order to accommodate those who need to pick up and drop off passengers and goods, including establishment of pick-up and drop-off zones at appropriate locations on 9th Street. The study should be submitted and presented to CB6 for public review sufficiently in advance of its proposed implementation that the Community Board will have the opportunity for meaningful input.

Finally, DOT should study and monitor the effects of the 9th Street proposal after implementation. This monitoring should include traffic flows; traffic speeds; accident rates (for vehicles, bicycles, and pedestrians); other safety issues; and quality of life impacts on residents of 9th Street and the Park Slope community in general. DOT should report in writing to CB6 within 12 months of implementation as to the results of this study including their recommendations and proposals as to any suggested changes or improvements. In any event, the report should be submitted to CB6 for public review sufficiently in advance of its proposed implementation that the Community Board will have the opportunity for meaningful input.

We understand that it was always DOT's intent to go ahead with this plan and that the department attended our Transportation Committee meetings of March 29 and May 17, 2007 more to present and share information than solicit our feedback and input. From the debate that occurred on this matter at our general meeting it was clear that there were a handful of our members who found the plan objectionable; however, it is important for me to distinguish that the majority of dissent arose from members who found the process of having to accept a plan created by a government agency without the ongoing and meaningful involvement of the affected community in the plan's development to be the source of their objection.

We look forward to working more closely with you to explore together how to best improve our transportation, safety and air quality, and in the manner most acceptable to the community. We are well-positioned to help you receive and process community feedback to make achieving your goals easier, and we would like to begin regularly meeting with the department throughout all planning stages, particularly the earliest ones. In so doing we expect productive exchanges between the department, the Community Board and our community will help shape future plans. We understand why you want to move forward with this plan, because we do too, having approved it.

We believe that this is a good example of how community partnership and involvement can add substantial value to the important work your department does each day to make our streets safer and our neighborhoods more livable. Please therefore accept our conditions in the cooperative spirit in which they are offered. We look forward to your responses on each of them.

Thank you for your attention.

Sincerely,

Richard S. Bashner
Chairperson

cc: Hon. Marty Markowitz
Hon. Bill de Blasio
Hon. Jim Brennan
Hon. Eric Adams
Hon. Yvette D. Clarke
Dep Comm Michael Primeggia, DOT
Boro Comm Joseph Palmieri, DOT/Brooklyn
Administrator Tupper Thomas, DPR/Prospect Park
Captain John Argenziano, 78th Precinct
Ken Freeman, Park Slope Civic Council

