



TRANSPORTATION ALTERNATIVES

February 26, 2025

Dear Mayor Eric Adams, DOT Commissioner Ydanis Rodriguez, and DOT Brooklyn Borough Commissioner Keith Bray,

We have a crisis of inaction on the streets of Community District 14 (CD14). It has been almost a decade since NYC DOT identified our district as a "priority bicycle district," a neighborhood with disproportionately many cyclists killed or seriously injured while simply trying to get around. Yet we have seen practically no action from the city — as deaths and injuries continue year after year. We are writing to urge you to start building the protected bike lane network that DOT has presented and the community supports in CD14.

Over 1,400 residents of Flatbush and surrounding neighborhoods have signed a [petition](#) addressed to your offices demanding action. These residents know firsthand that the current design of the streets where they live is ill-suited to how they and their neighbors use those streets and prioritizes car and truck speeds over safety. Even though the vast majority (75%) of residents do not drive to work and more than half (53%) of households do not even have a car at all, streets in and around Flatbush are disproportionately dedicated to moving and storing cars instead of prioritizing the majority of people who walk, bike, and take public transit.

Since 2017, Flatbush residents have been promised street safety improvements:

- Over seven years ago, in 2017, DOT's [Safer Cycling](#) report identified Community District 14 as one of twelve districts citywide that are particularly dangerous to cyclists but lack significant bicycle infrastructure. The report promised that "the agency will prioritize these areas for bicycle network expansion," and found clear safety benefits from bicycle infrastructure: "only 11% of cyclist fatalities occurred on streets with a bicycle facility."
- Four years ago, in 2021, DOT presented a bike network expansion plan consisting solely of painted markings, many of which were just sharrows, not even bike lanes. [It was roundly panned by attendees](#) as not meeting the safety needs of the district.
- Three years ago, in 2022, Mayor Adams picked the intersection of Caton Avenue and Coney Island Avenue as an apropos spot for a [press conference to promise citywide improvements to street safety](#).

111 John Street, Rm 260 New York, NY 10038

 (212) 629-8080  (212) 629-8334

www.transalt.org



- Two years ago, in 2023, DOT returned to CD14 with a [bike network expansion plan](#) consisting also of painted lanes, along with plans for potential protected bike lanes. The fuller plan, including the potential protected bike lanes, received strong support from the attendees.
- In early 2024, [Streetsblog reported on the complete lack of progress](#) in CD14 or the three neighboring "priority bicycle districts." All of the priority bicycle districts in other boroughs had seen at least one new bike route get a protected bike lane.
- In late 2024, a year and a half after the last DOT presentation, DOT's [update on the bike network expansion](#) showed the exact same proposal with no progress on even the paint-only lanes, let alone the potential protected lanes. At the meeting, DOT representatives noted other projects had been prioritized, delaying progress in CD14. The full plan, including the proposed protected bike lanes, received unanimous support, and many attendees called on DOT to go further to create a true network of protected bike lanes in CD14.

Meanwhile, cyclists continue to be killed or seriously injured on unprotected streets:

- Kala Santiago, a 25-year-old mother of two, was killed on Parkside Avenue in October 2022. The 2024 mid-block connection to the bike lane recently installed on the north side of Parkside Avenue would have created much safer conditions for her.
- In August 2024, 16-year-old Juraed Umedjon was killed by a box truck turning right from Ditmas Avenue onto Coney Island Avenue, an area with no east-west bicycle lanes. The 2023/2024 bike network proposal adds painted lanes and proposes potential east/west protected bike lanes, which would have physically separated Umedjon and his friends from dangerous truck traffic.

A protected bike lane network will make our streets safer not just for people riding bikes, but also pedestrians and people driving. DOT's own data shows that "street designs that include protected bike lanes increase safety for all users" with a "15% drop in all crashes with injuries" and a "21% drop in pedestrian injuries."

We ask for your support and partnership in addressing this crisis by prioritizing the following changes within the next 12 months within CD14:

- Build additional east-west protected bike routes, including one near or on bustling Cortelyou Road such as DOT's proposal on Dorchester Road and Ditmas Avenue
- Upgrade currently unprotected bike routes, which are perpetually blocked by deliveries and double parking, especially the key north-south route along Ocean Avenue

111 John Street, Rm 260 New York, NY 10038

 (212) 629-8080  (212) 629-8334

www.transalt.org



- Protected bike lanes on dangerous, consistently double parked Coney Island Avenue
- Work with the Parks Department to ensure shared path stamps are marked throughout the Parade Ground
- Redesign the intersection of Parkside Avenue & Ocean Avenue to create safe spaces for bicyclists making turns and calm traffic
- Daylight all intersections in CD14
- Ensure these new protected bike lanes don't end abruptly at Community District boundaries, including these changes:
 - Complete the two-way protected bike path loop around Prospect Park with two-way protected bike lanes on Prospect Park Southwest and Ocean Avenue
 - Connect all westbound protected bike paths at least to Ocean Parkway
 - Continue all eastbound protected bike paths through neighborhoods further east

We again ask you to meet this urgent need for safe infrastructure in Flatbush and surrounding neighborhoods by building a protected bike lane network that matches the needs of residents and visitors. These changes will make our neighborhoods safer for everyone — bicyclists, pedestrians, and drivers — and we are looking forward to building on your commitment to keep New Yorkers safe and healthy.

Signed,

Rita Joseph, Council Member for District 40

Liz Denys, Co-Chair, Transportation Alternatives Brooklyn Activist Committee

Alex Morano, Co-Chair, Transportation Alternatives Brooklyn Activist Committee

Kathy Park-Price, Brooklyn Organizer, Transportation Alternatives