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FY26 District Needs & Priorities

Capital & Expense Budget Requests

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OVERVIEW OF COMMUNITY DISTRICT

Brooklyn Community Board 12 includes the neighborhoods of Borough Park, parts of Kensington, Sunset Park, and Midwood. Borough Park is known for its large Hasidic Jewish community. Kensington is home to a rapidly growing population of Pakistani and Bangladeshi residents. Sunset Park, particularly 8th Avenue, which borders both District 12 and District 7, is home to Brooklyn's Chinatown. Midwood's Ocean Parkway stretches 4.86 miles, connecting Coney Island Beach to Prospect Park.

Community Board 12 serves a diverse population with a wide range of needs. These differences require us to address and accommodate the unique challenges faced by various groups within our district. Notable variations can be found in the 2018 American Community Survey by the U.S. Census Bureau, as well as the 2019 and 2021 ACS data from the NYU Furman Center and the 2020 Decennial Census data.

The 2019 ACS reports a birth rate of 10.1% in this district, more than double the New York City average of 4.7% (calculated as the percentage of women ages 15-50 who gave birth in the previous year). This results in a higher proportion of infants, children, and youth who require childcare and other youth services. In fact, 33.6% of the population in this district is under the age of 18, the highest percentage of any community district in NYC (according to NYC Planning). These children, many of whom attend non-public schools, are entitled to the full range of city services, including regular trash collection. Our residents should not have to deal with excessive garbage in the streets, especially around school areas.

In Community Board 12, 63.3% of residents speak English as a second language (ESL). Of these, 57% speak an Indo-European language at home—significantly higher than the New York City average of 9% and the national average of 3%. Notably, Yiddish, the primary language of the Hasidic community, as well as languages from the Indian subcontinent, are part of this Indo-European group. According to the 2013-2017 American Community Survey 5-Year Estimates, Community Board 12 is the only district in NYC where Yiddish is the most spoken non-English language. This presents a challenge, as the city lacks sufficient accommodations for ESL speakers who use Yiddish. While services are well-developed for Spanish-speaking ESL residents, those whose primary language is Yiddish often encounter poorly translated materials, with awkward wording and syntax that can be difficult to understand. This district requires services that are tailored to the specific needs of its diverse, non-English-speaking residents, ensuring they receive information in a language and format they can easily comprehend.

Community Board 12 is home to a diverse array of cultural and ethnic communities. According to the 2010 U.S. Census, along with data from OpenStreetMap, 22% of the population in Kensington, a neighborhood within CB12, identifies as ethnically Asian, reflecting the vibrant Pakistani, Bangladeshi, and Indian communities in the area. The 2020 Census revealed that this demographic grew by 24.9% in the district. Kensington has also become a popular destination for new families, many of whom have young children.

Brooklyn's Chinatown is located along 8th Avenue, which forms the boundary between Community Board 7 and Community Board 12. Over time, this area has seen a shift in its ethnic makeup, evolving to reflect the growing Asian cultural presence. On certain streets between 8th and 9th Avenues, 75% to 90% of residents now identify as ethnically Asian, highlighting the area's status as a dynamic and desirable cultural enclave.

Due to the religious and cultural needs unique to the diverse communities in this district, Community District 12 has become a highly sought-after place to live. All areas of the district are seeing an influx of large families, which is increasing the overall density. As a result, the district faces challenges such as traffic congestion, insufficient parking, sanitation issues, and infrastructure concerns. Borough Park, in particular, remains the most densely populated area in the district. Religious and cultural factors, along with the presence of places of worship, kosher food options, and schools, keep large families anchored to this community.

Traffic congestion in the district is largely a result of its high density. For example, an estimated 300-350 school buses are needed daily to transport children to school. While traffic and parking challenges are common in dense urban areas, we believe there are a few practical, cost-effective solutions that can help alleviate some of the congestion. The ongoing growth of the community, coupled with continuous construction and infrastructure upgrades, only intensifies the issue. Although the Department of Transportation (DOT) requires permits for such work, the stipulations designed to maintain traffic flow are often ignored. These illegal street closures create chaos and add to the already significant traffic burden. Increasing DOT HIQA oversight would help ensure construction is managed as efficiently as possible. With the additional strain of BQE construction detouring traffic through our district this year, we expect traffic to worsen even further.

We also propose exploring innovative solutions to address traffic congestion. Some of the busiest streets in our district experience traffic patterns that vary depending on the time of day. Therefore, we recommend implementing a middle lane that can change direction based on morning and evening rush hour traffic patterns. This approach, already used in other major cities, would help better manage the flow of traffic during peak commute times. Additionally, we urge serious consideration of residential parking permits to help ease the parking burden on our district's residents.

Borough Park is in urgent need of affordable housing to support its growing population, many of whom are drawn to the area for its cultural richness rather than its financial opportunities. A significant portion of the population lives in poverty and cannot afford the high market prices for housing. According to the 2018 ACS, 60.3% of CB12 residents spend 35% or more of their income on rent, the highest percentage among all 59 NYC community boards. The latest data from the Furman Center reveals that 43.5% of renter households in Borough Park are "severely rent-burdened," spending more than 50% of their household income on rent.

Our children, comprising a large percentage of the population, are largely educated in religious private schools. Ever since *Everson v Board of Education* (1947), the largely held legal opinion was that *all* school children are entitled to essential services:

*"cutting off church schools from these services * so separate and so indisputably marked off from the religious function would make it far more difficult for the schools to operate. But such is obviously not the purpose of the First Amendment. That Amendment requires the state to be a neutral in its relations with groups of religious believers and nonbelievers; it does not require the state to be their adversary."*

*this statement was made in reference to transportation needs.

While New York City prides itself on its cultural and religious diversity, the Department of Sanitation does not provide the same level of service to private schools as it does to public schools. Private schools are serviced only twice a week, the same as residential pickups, but this becomes a significant issue in Borough Park, which is home to the largest concentration of private schools in the city. Some of these schools serve between 2,000 to 4,000 children—many times larger than local district schools. As a result, garbage piles up quickly and spills onto the streets. During the summer months, this leads to unpleasant odors. Sanitation workers often cannot fit all the waste into their trucks, leaving piles behind until the next scheduled pickup. This impacts the overall cleanliness of the area and significantly reduces the quality of life for residents. Given that private schools also provide three meals a day, generating large amounts of rapidly decaying waste, daily trash collection is essential. Community Board 12 met with Commissioner Tish, who acknowledged the validity of this request and the negative impact the lack of service has on street cleanliness.

A major concern for residents in the district is the lack of effective oversight in sanitation services. Many report finding large amounts of trash scattered in the streets after what should be routine trash collection. The reality is that some sanitation workers are negligent in performing their duties. At the same time, residents complain about being ticketed for minor infractions, such as candy wrappers blown onto their sidewalks after they've already cleaned in front of their homes. Despite the addition of more supervisors, this issue persists. We propose installing cameras on all sanitation trucks so that supervisors can monitor and review the work of their crews. It's time for the sanitation department to provide photo evidence with every ticket issued. The accountability these cameras would provide will help ensure more responsible trash collection and enforcement. This technology already exists and is successfully used to guarantee the proper delivery of other essential services.

Community Board 12 is, and continues to be, an important contributor to the city's tax base. However, the unique demographics of the district present distinct challenges. The role of the Community Board, as outlined in the NYC Charter, is to ensure the delivery of essential services, and as the most localized form of government, the Board is uniquely positioned to do so. The makeup of this district is vastly different from other areas, with diverse cultural, familial, and social characteristics. As such, the district requires a tailored approach to communication with the government, a need that was particularly evident during the COVID-19 pandemic. However, this challenge extends beyond the pandemic. The government should work more closely with the Community Board, which possesses the in-depth knowledge of the community's specific needs and how best to communicate effectively. We are part of this community, we work within it, and we are ready, willing, and able to support New York City in its efforts to promote and celebrate diversity.

TOP THREE PRESSING ISSUES OVERALL

The three most urgent issues facing Brooklyn Community Board 12 are:

1. Traffic Congestion
2. Trash removal and cleanliness
3. Affordable housing

Community Board 12 serves a dynamic, rapidly growing, and diverse population. This growth has contributed to severe traffic congestion, as many residents own motor vehicles, leading to a significant parking shortage. The high volume of school buses (both morning and afternoon), combined with other traffic, puts considerable strain on the roads, often resulting in frequent breakdowns. While intermittent pothole repairs and resurfacing provide temporary relief, they do not address the underlying issues. We recommend conducting comprehensive studies of traffic and parking flow across the district to identify cost-effective solutions for modernizing traffic patterns and bringing the infrastructure up to 21st-century standards.

Community Board 12 has long struggled with sanitation issues that not only affect the quality of life but also pose serious public health and safety risks. Illegal dumping is a major concern, with hazardous materials sometimes being discarded carelessly, putting passersby—especially young children—at risk. This district has a significantly larger number of private schools compared to public schools, and as a result, the student population in private schools far exceeds that of public schools. However, while public schools receive daily trash collection, private schools do not. The lack of daily service creates a health and quality of life hazard, particularly due to the buildup of rotting organic waste left for days at a time.

Community Board 12 is a densely populated area with many large families, including one of the largest Jewish religious communities in the city, which naturally attracts many members to the neighborhood. This vibrant community is in high demand as a center that meets the unique religious, social, and community needs of its residents. As a result, the housing supply is limited while demand remains high, driving property values up and making affordable housing nearly impossible to find. The shortage of available properties—both for sale and for rent—has made homeownership out of reach for most families, and finding reasonably priced rental units is extremely difficult. The lack of sufficient, reliable public transportation means that most families rely on private vehicles, making parking a crucial consideration for any new housing. However, many developers seeking to profit from the district often build small units without parking spaces, exacerbating the housing shortage and failing to address the needs of current residents. It is vital to explore realistic solutions for affordable housing to meet the needs of this community.

(The solution is not to develop skyscrapers in already dense areas which exacerbates our first two pressing issues. The solution, rather, is finding innovative ways to address this problem, like developing underdeveloped areas that are littered with body shops, etc., or something like a project that is currently in the early stages of ULURP, which will develop above the rail line.)

BUDGET REQUESTS AND PRIORITIES FOR FY 2026

Our most important budget requests for FY25 are mainly focused on quality-of-life issues, specifically: Transportation, Sanitation and Affordable Housing.

Transportation:

Community Board 12 serves a dynamic, rapidly growing, and diverse population. The increasing number of properties in the area has led to severe traffic congestion. With limited space for new housing, developers often build upwards, which results in more cars without enough parking spaces to accommodate them. The situation is further complicated by the large number of school buses (morning and afternoon) transporting thousands of children, competing for space with other vehicles. Traffic is also frequently worsened by unpermitted street closures, creating a chaotic and inefficient flow. The infrastructure simply can't handle the heavy usage, leading to potholes, sinkholes, cave-ins, and standing water. To address these challenges, we need comprehensive studies of traffic and parking patterns throughout the district to identify cost-effective solutions for modernizing traffic systems and better accommodating the growing population. Additionally, we need more HIQA officers in the district to enforce street closure permits and reduce disruptions.

Sanitation:

Community Board 12 has long struggled with sanitation issues that negatively impact the quality of life and pose serious public health and safety risks. The district is home to a large number of private schools that serve parochial school students. These schools generate the same amount of trash per capita as public schools, but unlike public schools, they do not receive daily trash collection. As a result, organic waste often sits for days, rotting in the streets. Additionally, there are frequent complaints about regular and recycling pickups, with many residents reporting that trash is either not collected at all or that collections are incomplete. More oversight is needed to ensure sanitation workers are performing their duties properly. In the past, there have been numerous instances of trash spills, leaving streets even dirtier after collection than before.

Affordable Housing:

Community Board 12 is a densely populated area with many large families, and is home to one of the largest Jewish religious communities in the city, attracting many members who naturally gravitate toward this vibrant neighborhood. As a center that meets the religious, social, and community needs of its residents, this area is in high demand. However, the demand for housing far exceeds the supply, driving property values up and making affordable housing nearly impossible to find. The limited availability of homes for sale or rent has pushed prices to levels that are out of reach for most families. Additionally, the lack of reliable public transportation means that most families rely on private vehicles, making parking a crucial requirement for any new housing. Despite this, many developers, focused on maximizing profit, build small housing units without providing parking spaces, which only exacerbates the housing crisis. Realistic, sustainable solutions to the affordable housing shortage are essential for the well-being of this community.

CAPITAL BUDGET REQUESTS FOR FY 2026

1. NYPD Facilities and Equipment:

- The request for a new 66th Precinct Station House has been included in budget proposals for over 38 years. However, funding for the construction of a new station house was eliminated in the FY 12 budget. Currently, the 66th Precinct operates out of what is likely the smallest precinct house in the city, which is insufficient for the needs of the officers. The station house urgently requires either an expansion, a complete rebuild, or relocation to a larger facility.

2. Transportation Infrastructure:

- 37th Street between 14th and 15th Avenues is in urgent need of reconstruction. Community Board 12 has requested funding for this project in multiple years (FY 2018 212201807C, FY 2022 212202204C, FY 2023 212202305C). However, we were informed that it does not qualify for standard street repaving due to unique features of this street, such as the lack of curb cuts. This section is plagued by potholes, sinkholes, and cracked pavement, which pose a danger to both drivers and pedestrians. The untreated potholes and depressions lead to frequent flooding with every rainstorm. The Department of Transportation (DOT) recommended funding for this request last year, and we continue to stress that this infrastructure upgrade is essential.
- We request the installation of a pedestrian crossing at the intersection of Ave. K & Ocean Parkway. Currently, there is no pedestrian crossing for nearly a half-mile, from Ave. J to Ave. L. It is a critical safety issue that requires a traffic light to allow pedestrians to cross safely. A traffic light would also help slow down traffic, as cars frequently speed through this stretch due to the lack of traffic calming measures. Recently, there has been an increase in midnight drag racing, speeding, and dangerous driving behavior. A traffic light and crosswalk would significantly address these issues. This request was recommended for further study last year, and we request that it be revisited.
- We also request an increase in funding for annual street repaving. Many of our streets remain in poor condition, and not enough of them are being repaired. This leads to damage to vehicles, underground infrastructure, and presents a safety hazard for pedestrians.

3. Parks:

- **COL. MARCUS PARK** - A comfort station is urgently needed in the playground area. Currently, many children and adults must cross East 5th Street to reach the restrooms on the other side of the park. This is a busy, heavily trafficked street, and requiring park-goers to cross it to use the restroom creates unnecessary risks. A restroom located within the playground area, especially for the children using the park, is essential for their comfort and safety.
- **RAPPAPORT PARK** - Rappaport Park (at 53rd Street & Fort Hamilton Parkway) is the last remaining roller hockey rink in Brooklyn and is in urgent need of renovation. Additionally, the panels surrounding the rink are in poor condition and need to be replaced. The Parks Department has recognized this as one of the top capital needs for our district.

- **OCEAN PARKWAY MALLS** - We are requesting a dedicated mini packer specifically for servicing Ocean Parkway. This would be a new vehicle for the job. Ocean Parkway Malls is often neglected and rarely maintained, despite being a nearly 5-mile long bike and pedestrian path running through a high-density area with many taller-than-usual buildings. It serves as a popular park for elderly residents, dog walkers, joggers, and cyclists—likely the most frequented bike path in the area. However, this space is in poor condition, with litter, overgrowth, cracked pavement, and general neglect. After successfully advocating for the installation of waste baskets, we have discovered that a malfunctioning mini packer is causing frequent trash overflow. Our residents deserve better. While Ocean Parkway may be an unconventional park, it is vital to the quality of life for thousands. Last year, we were advised to bring this issue to the attention of elected officials. However, this is a basic city service, and our community should be able to rely on the regular city budget to meet this need.

4. Transit:

- Due to the large number of young children, senior citizens, parents with strollers, and individuals with mobility challenges (including those using walkers or wheelchairs), many residents struggle to access train platforms. There is an urgent need to install elevators at the D and F lines. While the F line is slated for accessibility improvements at the Avenue I station by 2024, the 18th Avenue and McDonald Avenue stations are key transfer points to several bus lines and remain inaccessible. Additionally, the 50th Street and New Utrecht Avenue station on the D line, which is the closest subway stop to Maimonides Medical Center—a major trauma center and one of New York State's busiest birth centers—also requires accessibility upgrades. We urge NYCTA to prioritize these stations for accessibility improvements. These requests have been made for some time, and despite announcements of increased accessibility at other stations, these particular locations remain underserved. Governor Hochul's recent statements on expanding accessible stations are encouraging, but adding these critical locations to the list would greatly alleviate the accessibility challenges faced by our residents. These concerns have been shared with all relevant government agencies to advocate for the necessary improvements.

EXPENSE BUDGET REQUESTS FOR FY 2026

1. Childcare and Youth Services:

- Our Community-Based Organizations (CBOs) rely heavily on DYCD funding to sustain their essential programs, which are a critical lifeline for our residents. Several programs, in particular, require increased funding to meet growing demand. These include food pantry services, crisis intervention programs, and general social services. Additionally, our CBOs offer valuable digital literacy programs that are currently underfunded. Enhancing digital literacy is key to improving access to information, which in turn can positively impact many aspects of daily life. Increased support for these programs would have a far-reaching effect on the well-being and empowerment of our community.

2. HRA (Human Resources Administration):

- **Social Services:** In previous years, we have requested the establishment of an HRA service center in our district. While we understand that funding for this request may not be feasible, we are now asking that HRA provide resources and personnel at our office, including a specialized scanning machine for clients to upload documents. ACCESS HRA is a valuable tool for those with internet and smartphone access, but for many residents of CB 12, who lack these resources, it becomes a significant barrier. These individuals are left with no choice but to travel to distant job centers, which is both inconvenient and burdensome. Since we are a city agency with the capacity to provide these services, HRA should be able to support our community by offering these essential resources locally. We have the space and capability to make a meaningful difference in the lives of our residents.

3. NYPD:

- **TCAs (Traffic Control Agents):** Our district is in urgent need of Traffic Control Agents who can be assigned to address areas of concern throughout the community. Specific locations of high concern include 18th Avenue from 45th Street to Ocean Parkway, 15th Avenue from 42nd Street to 45th Street, 14th Avenue from 49th Street to 42nd Street, 13th Avenue from 39th Street to 54th Street, Avenues I and J from McDonald Avenue to Coney Island Avenue, and Fort Hamilton Parkway from 36th Street to 46th Street. These are some of the most congested areas, though other locations may require attention based on seasonal traffic fluctuations and other variables. Traffic congestion and excessive horn honking are particularly problematic during the AM and PM rush hours.
- We are requesting an increase in officers dedicated to the enforcement of regulations regarding mopeds, electric bikes, and electric scooters on sidewalks and streets. With the rise of moped-sharing services and other electric-powered bikes, the instances of pedestrian injury have significantly increased. These vehicles should be operating safely and obeying all traffic laws. Yet, it has become nearly impossible to walk even a few blocks without having to dodge them on city sidewalks or nearly causing accidents with other motor vehicles due to the disobeying of traffic laws. Additionally, the safety of cyclists on the Ocean Parkway bike lane is being compromised. Bike lanes are designed for cyclists, including e-bikes, not mopeds. In light of the growing emphasis on alternative transportation, it is crucial to ensure that our bike lanes are safe. Unfortunately, incidents of cyclists being hit by mopeds are becoming all too common.

- We are requesting the city to increase its heavy equipment tow capacity to address the growing problem of commercial vehicles and vehicles with invalid plates parking on residential streets. This issue is a parking and public safety problem. Parking is already scarce in our district, and with a growing population and city policies that reduce available spaces, the demand for parking continues to rise while the supply decreases. While parking scarcity is inevitable in any congested area, having many illegal vehicles—such as commercial trucks, abandoned cars, unregistered vehicles, and those with invalid plates—occupy valuable spaces only worsens the situation. The laws providing on-street parking for residents are ineffective if not properly enforced, and we must ensure that our streets are being used as intended—by the people who live here. In addition to the parking issue, there is a serious safety risk posed by commercial trucks parked on dark, quiet streets. We’ve received multiple reports of large groups loitering and engaging in inappropriate behavior around dead ends, the cemetery, and train lines. Illegally parked trucks create an environment that invites such activity, putting our residents at risk. Our residents deserve the ability to park and walk safely at night. Specifically, we are requesting increased use of, or a dedicated NYPD tow truck – with the capacity to remove heavy vehicles – to be at the local precinct’s disposal.

4. Sanitation Services:

- Illegal dumping has significantly increased in our district, with several hotspots requiring consistent attention. An increase in enforcement is critical to serve as a deterrent. If the threat of a \$4,000 fine and vehicle impound becomes a genuine possibility, we may see a reduction in the frequency of cleanup requests. One of the most common complaints we receive concerns the unsanitary conditions and rodent infestations near these dumping sites. This has become a serious quality of life issue. Notable hotspots include the areas around Washington Cemetery (21st Ave., Bay Pkwy., McDonald Ave.), the LIRR freight line on 61st St. between 11th and 12th Ave., 56th St. between 15th and 16th Ave., 55th St. between 16th and 17th Ave, and 37th Street (along Greenwood Cemetery). While we appreciate the installation of two mobile cameras, we request two additional mobile cameras to be deployed – at the direction of the superintendent – to strategic locations to further combat illegal dumping. This is an urgent quality of life issue, contributing to a surge in vermin, including rats and roaches. We strongly urge funding for this initiative, as the fines collected should offset the costs. DSNY’s camera program has proven effective in identifying offenders, and we believe expanding this effort will significantly reduce illegal dumping in our district.
- Public schools receive daily trash collection, but private schools in our district—serving approximately 100,000 children who receive three meals a day, including perishables—only get trash picked up twice a week. The amount of trash generated, particularly from perishable food waste, is substantial, and twice-weekly pickups are insufficient to address the health and quality of life concerns related to decaying food. In FY22 (212202001E), the request was not considered a budget item, and DSNY has continued to deny service, citing funding constraints. Last year, in FY23 (212202301E), the request was again not recommended for funding. However, during a meeting with (former) DSNY Commissioner Tisch, she acknowledged the impact this lack of service has on our community and stated it would be carefully reviewed. We are reiterating the urgency of this request and urge the city to prioritize daily trash collection for all schools in CB12. Historically, we had daily

pickups just for the largest schools in our district, which was discontinued under Commissioner Garcia. We are asking that at least this be reimplemented until DSNY can fulfil our request to have all schools picked up daily

- We are also requesting funding for a dedicated school truck for Bk12. Currently, Bk12 shares its school truck with other districts. Due to the large number of schools in Bk12, the shared school truck is not sufficient in servicing all Bk12 schools. Therefore, it is essential that Bk12 gets a dedicated school truck.
- We are asking to increase the number of brooms from five to six to be able to complete the broom routes on Mondays, Tuesdays, Thursdays, and Fridays, and increase the Wednesday broom route from three to four. DSNY has claimed in the past that there are no available resources to accommodate this request.
- In Manhattan and some parts of Brooklyn there are 3-times-a-week pickups. Since our district is very congested and consists of large families, which makes us unable to comply with the new bin rules, we are requesting – in certain areas of the district – garbage pickup three times a week. With more trash pickup days, garbage won't be overflowing and thus our district would be able to comply with the new rules.
- We are also requesting the reinstatement of the mechanical sweeper on the midnight shift (12:00 AM to 8:00 AM), six days a week. Our district consistently receives low ratings on the cleanliness scorecard, and restoring this service would greatly help improve this situation. DSNY continues to state that no resources are available for this service.
- We are requesting the return of a dedicated cleaning officer for the district. Currently, CB12 lacks a permanent cleaning officer. Having such an officer would significantly help address the chronic littering issues in high-traffic, litter-prone areas.
- We are requesting the installation of cameras on sanitation trucks to ensure that essential services are carried out properly. Similar to the body worn cameras worn by police officers, having such footage will ensure that duties are carried out properly and we'll be able to substantiate any complaints we and our elected officials get.
- Similarly, we ask for photographic evidence to be included with sanitation violation notices issued to residents. This would provide accountability and ensure that violations are documented with clear proof.
- We are asking for a dedicated MLP (Mobile Litter Patrol) to be used daily in BK12 to help keep our area clean. According to DSNY officials, this will go a long way in helping keep our district clean and help address troubled areas.

5. Transportation:

Traffic Congestion:

- Since we are a very congested district and many sections of our district suffer from major traffic congestion, we are asking for a comprehensive traffic study to be conducted of our

entire district to come up with innovative ideas to ease traffic congestion in general. Below, we will outline some of the most congested areas in particular:

- a) **AVENUE I** - A comprehensive traffic study is needed for Avenue I, from McDonald Avenue to Coney Island Avenue. The area experiences significant congestion and frequent horn honking during both the AM and PM rush hours. Travel time along this stretch can take up to an hour during peak traffic times.
- b) **AVENUE J** - A full traffic study is needed for Avenue J, from McDonald Avenue to Coney Island Avenue, with particular focus on the intersection of Avenue J and Bay Parkway, where traffic consistently bottlenecks. The misalignment of the streets often causes drivers to unknowingly drive into lanes that don't exist. The congestion during both AM and PM rush hours is severe, and travel times along this stretch, especially from Bay Parkway to Ocean Parkway, can be excessive.
- c) **13th AVENUE** - 13th Avenue is the commercial heart of CB12, attracting shoppers from all over due to its unique ethnic vibe. On any given day, over 10,000 people pass through this bustling shopping strip. With parking at a premium, it can take up to an hour to travel the 23 blocks. The avenue hasn't seen any major redesign in over 21 years, and it's in urgent need of a comprehensive engineering study to identify solutions for the severe traffic and parking congestion, particularly during rush hours. We are requesting such a study to explore potential improvements, such as adding a reversible lane based on time of day, creating dedicated turning lanes, or possibly restricting parking at certain times to improve traffic flow. While we were informed that more data is needed before any decision can be made, we have yet to receive the necessary information to proceed.
- d) **14th AVENUE** – Many private and public schools are located along Fourteenth Avenue, with buses transporting children to and from school. This causes significant traffic congestion during both morning and afternoon hours. A comprehensive study is needed to identify effective solutions to ease this congestion.
- e) **15th AVENUE and 16th AVENUE**- Both of these two-way avenues are consistently congested, often made worse by double-parked vehicles that block traffic and make the streets nearly impassable. A study should be conducted to explore the feasibility of converting these streets to one-way or other potential solutions to alleviate the traffic congestion.
- f) **18th AVENUE** - Traffic congestion on 18th Avenue, particularly between 45th Street and Ocean Parkway, is a significant issue, especially during morning hours. As a major thoroughfare, 18th Avenue intersects with McDonald Avenue, home to the F-line subway station, which adds to both vehicle and pedestrian traffic. We are requesting a comprehensive engineering study to evaluate potential solutions to ease the congestion. This could include options such as adding an additional lane with adjustable directions depending on the time of day (as implemented in other cities), or introducing turning lanes to improve traffic flow.

Street Signs and Markings:

- We request that the Department of Transportation (DOT) upgrade street signs and markings throughout the district, as needed. Specifically, we need improvements at the intersection of 60th Street and 13th Avenue. Drivers on 13th Avenue heading toward the lower streets are required to turn left or right when they reach 60th Street, as 13th Avenue becomes a one-way street. However, we have observed multiple vehicles traveling the wrong way, southbound from 60th Street to 59th Street. Clear and visible signage is necessary on the traffic lights to direct drivers properly. This could include a sign indicating that only turns are allowed or traffic lights with arrows indicating right or left turns. This issue was raised in FY2022 (212202230E), and we were told the work was completed in FY2021, but the problem persists. The solution is simple and could be easily addressed by adding clear signage below the traffic light to prevent drivers from going the wrong way. Community Board 12 is concerned that it may take a serious injury or fatality for DOT to recognize the urgency of this issue.

Street Construction Permit Enforcement:

- There are simply not enough HIQA inspectors to make an impact. HIQA's mission is to "increase the level of safety for both pedestrian and vehicle travel" and to "expedite the flow of traffic around construction zones." However, street permit regulations are frequently ignored, resulting in significant disruptions. Sometimes our district comes to a complete standstill because violators feel they have a right to close any street anytime they want. To address this issue, it is essential to increase the number of HIQA inspectors to ensure better enforcement and compliance. Often, DOT inspectors are not dispatched quickly enough to be effective, with many arriving only after construction is completed. More inspectors, and therefore faster response times, would be highly beneficial. Additionally, we request that a dedicated inspector be permanently assigned to the CB12 area and work in close coordination with the Community Board, which is often the first to identify permit violations. This request was denied last year, but the problem persists and requires a solution.

6. Land Use:

- A major issue in our district is the lack of affordable housing. We are asking for studies to be done on the commercial areas, especially along 60th and 61st Streets, to explore the possibility of rezoning them for residential development, with a strong focus on affordable housing. *(To be clear, we are not asking for high-rises to be built in low density areas, just for underdeveloped areas to be identified for housing.)*

7. Small Business Services:

- **Employment-** A large number of residents in our district do not have college degrees, and many also face language barriers. Investing in targeted vocational training, along with English language classes, is a priority that could help raise the low incomes many families are currently experiencing. Our residents are intelligent and capable, and they would benefit from training focused on high-paying, in-demand skills, as well as improving their English proficiency. Currently, there are no Work Force 1 (WF1) centers nearby to serve our district, so providing funding to fill this gap would be a valuable investment. We are

requesting that Work Force 1 collaborate with our local CBO, the Boro Park Jewish Community Council, and our local public libraries to provide these vital services to our community.

8. Parks:

- We are requesting funding for additional Parks personnel to secure and lock all parks in our district after dusk like Gravesend Park due to many incidents happening at nighttime. Elected officials have invested significant funds to upgrade our parks into state-of-the-art facilities that provide safe, enjoyable outdoor spaces for children. However, the absence of proper security has led to undesirable activity in these parks, which discourages young people from engaging in positive, recreational activities. It is unfortunate that these substantial investments are at risk of being undermined due to security issues.
- Ocean Parkway is a Special District. We request increased use of Parks Personnel and Resources along Ocean Parkway. This request was made FY15 (212198703E). While we were told ‘The agency will try to accommodate this issue within existing resources’, unfortunately not much has changed since. The beauty of Ocean Parkway must not be allowed to deteriorate. Maintenance must be ongoing to make sure upgrades and beautification are a priority. We request additional cleaning along ocean parkway malls to address the buildup of litter and debris.
- The bike path is cracked and bumpy from the tree roots growing. This is dangerous. Bicycles need to keep their eyes ahead to navigate other bikes and pedestrians, not on the ground to avoid bumps. A crew should be assigned to maintain the area, to alleviate homelessness and to ensure general order. The Malls and trees must receive regular and concentrated attention so that the Parkway can be properly maintained. Last year we were told it would require a larger expense budget. So be it. It is a year since then and the conditions on Ocean Parkway have deteriorated.
- While PARKS follows a multi-year pruning cycle, many trees fall into disrepair long before that time frame. The number of incidents involving falling trees or branches has been increasing in our district, due to delays in the treatment and removal of diseased or dying trees. Recent storms have underscored the serious damage caused by falling trees, not only to personal and public property but also to downed power lines. These outages are both disruptive and costly. It should not be the burden of NYC residents to pay out-of-pocket for tree trimming. Our community is forced to make an unfair choice: either allow the trees to damage their property and disrupt their surroundings or spend money they may not have—and likely won't recoup—on trimming overgrown, invasive trees. This is further complicated by a permitting process that is often confusing and difficult to navigate. We are requesting additional resources to ensure a safer, more proactive approach to tree maintenance, with a specific focus on monitoring tree health and preventing falls during severe weather. Additionally, the current timeline for replacing trees is far too long. We request more resources to expedite this process. It is the city's responsibility to maintain its trees in a way that ensures the safety of its residents, preventing the risk of falling branches and other hazards.

- PARKS has informed us that a contract will be in place this year to fund the repair of sidewalks damaged by trees. The number of locations that need to be repaired (and have already been evaluated by Parks) have increased. However, this contract has not yet led to any actual repairs. We urge PARKS to follow through on their commitment to fix the damaged sidewalks. Some of these areas are a significant safety hazard for pedestrians and have needed repair for an unreasonably long time.

9. Department of Health:

- Our district faces a persistent mosquito problem from spring through fall, with swarms throughout the streets. We urgently need increased mosquito spraying to address this issue. Small pools of standing water throughout the area serve as breeding grounds, making regular spraying essential to keep the mosquito population at manageable levels.
- Rats also contribute to property damage by gnawing on wires, insulation, and other building materials. The surge in the rat population, combined with the ongoing mosquito issue, creates a public health concern that requires urgent attention. Effective pest control strategies, including enhanced waste management and targeted rodent control measures, are essential to mitigate the impact of both pests on the community.

10. Department of Environmental Protection:

- Regular cleaning of catch basins is crucial. Recent storms have highlighted that the current reactive approach to cleaning is ineffective. Every time it rains, we experience consistent flooding throughout the district, and the flooding often disrupts daily life for days. Catch basins should be cleaned proactively, before issues are reported. The city's infrastructure is severely lacking in its ability to manage rainfall, as demonstrated by the severe impacts recent storms have had. One straightforward way to ease the strain on our already inadequate stormwater system is to ensure that the drains are clear and unobstructed.
- The areas around 18th Avenue and 60th Street, as well as the length of 13th Avenue, are particularly hard-hit by heavy rains, with many videos circulating on social media showing the extent of the flooding. These are high-traffic areas, and the flooding makes it difficult for both residents and city buses to navigate through knee-deep water. It's clear that these areas may require not only regular catch basin cleaning but also infrastructure upgrades, as the problem has been worsening over time.
- The population in Boro Park has been steadily growing, and our current water pipes are struggling to keep up with this increase. This issue is becoming more pressing as the demand for water continues to rise. We are requesting that the DEP Engineering conduct a study of the water pipes in the Boro Park section of our district to assess their capacity and ensure they can meet the needs of our expanding community.

11. Department for The Aging:

- The senior centers in our district are in urgent need of funding to support essential programming for older adults. As the senior population evolves, centers have worked to modernize their offerings to meet the needs of a younger generation of seniors (ages 65-75) who are recently retired or have lost their jobs due to COVID-19. These seniors, many of whom are second-generation children of Holocaust survivors, require stimulating programs, counseling, and specialized services to enhance their lives. Additionally, our

kosher residents rely on kosher centers, which are currently severely underfunded, and extra funding is needed to cover the increased cost of kosher food. The shifting demographics of the senior population also call for adjustments— for example, there is an increasing number of Polish-speaking seniors, requiring translation services. While we were informed last year that further study is needed, we request that this study be conducted as soon as possible to ensure that our senior centers can adapt to these changing needs.

- Our community-based organizations are requesting an increase in funding for the SOS (Supporting Our Seniors) Initiative due to the growing number of younger seniors in the community. This initiative is specifically designed to assist seniors with navigating the process of applying for programs they are newly eligible for, such as Medicare, SSI, Social Security benefits, and other need-based programs like Medicaid and SNAP, which they may qualify for due to a reduction in income. Additionally, there is a pressing need for funding to support social events and activities that help seniors stay connected, engaged, and active within the community. This funding is crucial to ensure our seniors continue to receive the support and opportunities they need to thrive.
- We are requesting funding for health education programs, which are essential for improving the health and well-being of our community. These programs help people learn how to take better care of their health, prevent diseases, and live healthier lives. By supporting health education, we can reduce health problems, encourage healthier habits, and build a stronger community. Your help will make sure these programs reach those who need them most and have a lasting positive impact.

12. Library:

- We are requesting more funding for Brooklyn Public Library (BPL) branches to improve and expand the programs they offer. Right now, each branch has a basic set of programs, but with extra funding, they can provide more. This could include things like Creative Aging art classes for older adults, kids' events with paid performers, author talks for schools, and workshops like podcasting that need special equipment. Each branch decides which programs and supplies they need based on their community's interests. Some branches already get extra funding from local elected officials to help with these kinds of programs. More funding will allow BPL branches to better serve our communities with more programs and better resources for everyone.

13. Community Boards:

- Community boards are in desperate need of a base-line budget increase. Current community boards' budgets leave little room for competitive salaries, making recruitment and retention of professional staff difficult. At a recent NYC Council hearing, many Boards testified that they only have one or two employees, some of them working only part time. This makes our main function of service delivery very difficult. The cost of goods and services has also increased, which further eats into our meager budgets.