



# BROOKLYN COMMUNITY BOARD 9

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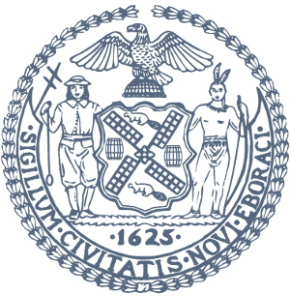
## **BROOKLYN COMMUNITY BOARD 9 RESOLUTION CALLING ON THE MTA TO ADDRESS ACCESSIBILITY IN COMMUNITY DISTRICT 9**

**SUMMARY:** A resolution calling for the MTA to consider and address accessibility improvements at stations in our district.

At the March 26, 2024, General Board meeting of Brooklyn Community Board 9, the Board adopted the following resolution:

### **WHEREAS**

1. Brooklyn Community District 9 contains neighborhoods connected by our shared values for family safety and active street life; recognizing that residents have a right to safety, accessibility, and choice of modality; and that improved and sustained connections to our transit system will increase the quality-of-life experience for both residents and visitors;
2. The Metropolitan Transportation Authority (MTA) uses [selection criteria](#) for the strategic location planning and implementation of accessible stations, and the Community Board wishes to exercise its consultation power as enabled by the *June 2022 Accessibility Settlement Agreement* based on the criteria as enumerated; (i) *Coverage* to “reduce gaps in distance” between ADA-compliant stations (ii) *Destinations* based “local preferences and priority destinations” including medical and school use (iii) *Ridership*, (iv) *Demographics*, taken to include the entirety of Community Board Nine as a Social Vulnerability Indexed Location (SVI-Listed) and Opportunity Zone (NYS-OZ), and (v) *Transfers*;
3. Out of nine (9) stations in our district, only two (2) are ADA-Compliant and accessible for all New Yorkers, which fail to meet coverage requirements and service to the majority of riders in the community;
4. The MTA’s current Capital Plan has *no* station accessibility improvements planned for design or construction in our district through 2025, and future Capital Program Plans have not been brought to the community;
5. Undergoing elevator and accessibility enhancements at MTA Stations have other tangible and intangible benefits, such as the refinishing of outdated or decrepit structures, and the hiring of local Minority and Women Business or Service-Disabled Veteran ventures;
6. The current accessible mass-transit landscape, comprising roughly half of the MTA-Bus Fleet with hydraulic lifts, Access-A-Ride, and private carriers, leave much to be desired for users. Seniors, the disabled, and other users frequently and



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publicly report slow or infrequent service, harassment, and discriminatory treatment in violation of New York's laws for equality and access.

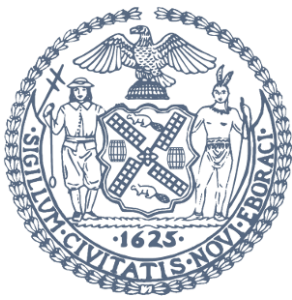
**THEREFORE, BE IT RESOLVED** that Brooklyn Community Board 9 urges the Metropolitan Transportation Authority (MTA) to consider the design and construction of accessibility enhancements at the following stations, given in *priority order*, based on the below locations and descriptions of their use:

1. **Franklin Av - Medgar Evers College (2, 3, 4, 5) and Botanic Garden (S):** Complex, to provide accessibility enhancements in both directions and provide an ADA-compliant connection between the IND-Shuttle and IRT-Eastern Parkway based on Criteria (i), (ii), (iii) and (v) listed above.
2. **Winthrop St (2, 5):** to provide accessibility enhancements in both directions due on its relatively high ridership and proximity to many outpatient hospital facilities, per Criteria (ii), (iii), and (iv) listed above.
3. **Parkside Av (Q):** to provide accessibility enhancements in both directions due to its relatively high ridership and proximity to parks, per Criteria (ii), and (iii) listed above.

**BE IT FURTHER RESOLVED**, while Community Board 9 is optimistic that a fully accessible system will be possible, the most impactful enhancements should be made today to ensure the greatest return on investment for New Yorkers. We strongly prefer the stations listed above rather than low-ridership and closely proximate stations, such as the **Nostrand Av (3)** and **President St (2,5)** stations, for consideration.

**BE IT FURTHER RESOLVED**, the Community Board wishes to uphold the standards of hiring, maintenance, and encourages the MTA to seek opportunistic enhancements where feasible:

1. The MTA should make every effort to prioritize local employment in the design, construction, and maintenance of these enhancements in compliance with MWBE/SDVOB hiring practices.
2. Construction activities, testing, and maintenance should limit adverse impacts to daily service; while we hope that no full shutdown or suspension of service is required, we submit that the MTA should provide shuttle bussing, *and* increase frequency services on supplementary bus lines (B44-SBS, B41, B49, or similar pending ongoing Bus Redesign effort) during interruptions to service to offset ridership impacts.
3. Due to station age and general wear-and-tear, any accessibility enhancements should coincide with, or permit in addition, the cleaning, renovation, and repair



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of damaged surfaces and structures, similar to the MTA’s Re-New-ation program underway at stations across the city.

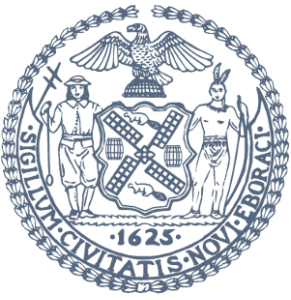
4. Low-tech and durable solutions like ramps, where space permits, are preferred over high-tech solutions like Elevators based on their longevity and ease of maintenance (i.e. Ramps don’t break down and require monthly maintenance and testing like elevators do).

**BE IT FURTHER RESOLVED** that for each item listed above, Community Board 9 respectfully requests that for any study conducted according to the policies and protocols of MTA, such results be shared with the Board, regardless of the outcome of MTA’s decision. Such documents requested include, but are not limited to, traffic and ridership pattern studies, First-Mile-Last-Mile transportation and mobility analyses, and correspondence with other agency stakeholders such as the Department of Transportation (DOT), and the Department of Parks and Recreation (DPR) for street and sidewalk re-designs, master-lease efforts, or land acquisition as applicable.

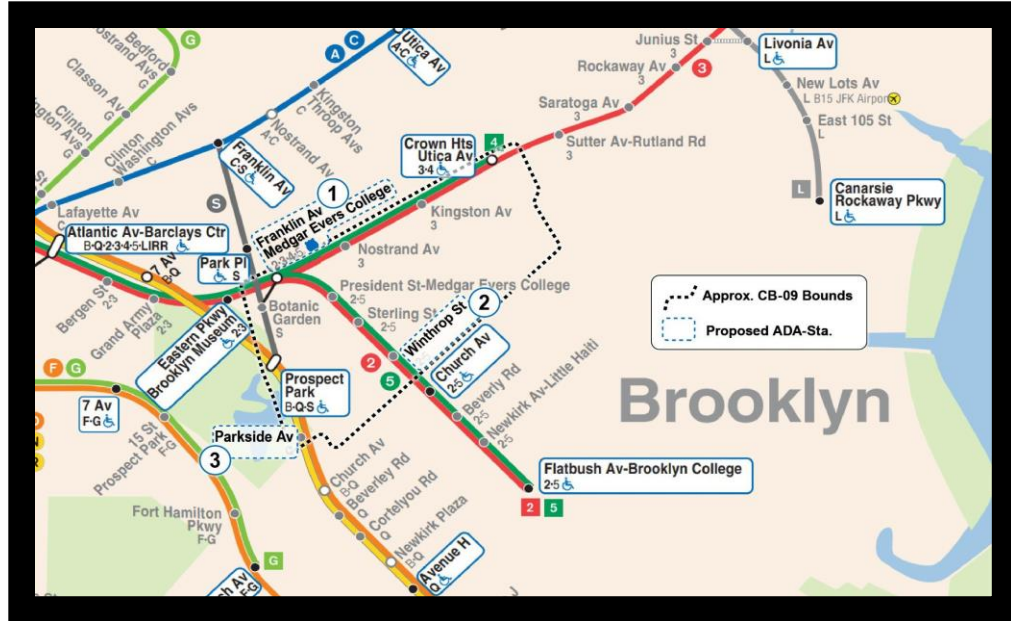
**SEE ATTACHMENTS** (i) 2022 Ridership Summary Data and (ii) Proposed Mapping for the district

<b>Annual Subway Ridership</b>					
Station (alphabetical by borough)	Boro	2022	2021-2022 Change		2022 Rank
Crown Heights-Utica Av (3,4) (ADA)	B	4,584,880	648,460	16.5%	49
Franklin Av (2,3,4,5)/Botanic Garden (S)	B	2,870,917	733,610	34.3%	97
Prospect Park (B,Q,S) (ADA)	B	2,077,169	472,660	29.5%	147
Winthrop St (2,5)	B	1,499,531	295,602	24.6%	192
Parkside Av (Q)	B	1,256,444	186,281	17.4%	232
Sterling St. (2,5)	B	1,128,133	217,075	23.8%	255
Kingston Av (3)	B	914,558	169,295	22.7%	298
Nostrand Av (3)	B	745,179	142,165	23.6%	338
President St (2,5)	B	692,595	133,188	23.8%	345
<b>Brooklyn</b>					
Brooklyn		232,489,655	48,902,112	26.6%	
Bronx		81,067,948	8,147,214	11.2%	
Manhattan		546,640,695	165,091,044	43.3%	
Queens		153,227,167	31,308,374	25.7%	
Systemwide Adjustment			0		
<b>System Total</b>		<b>1,013,425,465</b>	<b>253,448,744</b>	<b>33.3%</b>	

(i) 2022 Ridership Summary Data for the District, accessed at <https://new.mta.info/agency/new-york-city-transit/subway-bus-ridership-2022>



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(ii) Proposed Mapping showing Requested Stations in Priority Order

**ADOPTED: 3/26/2024**