



COMMUNITY BOARD 11

*Serving Communities of Auburndale, Bayside, Douglaston,
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Jerry Iannece
Chair

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District Manager

TRANSPORTATION COMMITTEE REPORT

September 2, 2011

Bernard Haber & Chris Petallides—Co- Chairs

On Monday, August 22, 2011, the Transportation Committee met to discuss various issues. Committee Members present were Bernard Haber and Chris Petallides, Frank Skala, Andy Rothman, Henry Euler, Allan Palzer, Susan Cerezo, Joan Garippa, Joseph Sollano, Gordon Keit, Mario Ferrazzoli, Chris Haider, Dennis Novick, and Steve Newman. Also present were Susan Seinfeld, District Manager, John Mulvey representing Councilman Dan Halloran and eleven residents.

1- Two years ago the committee reviewed the request for a one way street conversion for Leith Road between Brattle Ave. and Browvale Lane. A majority of homeowners signed a petition in favor of the change. The NYCDOT agreed to the change and the street was made one-way in July. The Board office then received requests to have the street changed back to a two- way operation. A new petition was brought to the office and 8 people on the block had changed their mind. At the request of Councilman Halloran, another survey was sent by the Board office to homeowners. The majority now want the street to be two-way. Residents spoke on both sides of the issue. Gordon Keit and Mario Ferrazzoli who live on the block spoke in favor of keeping the one- way. The rest of the Committee members polled voted in favor of changing the operation of the street back to a two-way. Frank Skala made a motion to submit the request, to revert back to a two-way operation, to the full Board in September for a vote. Joe Sollano seconded the motion. Members voted in favor with one abstention by Bernie Haber.

2- A request was made to place a speed hump on 255 Street between 58 Ave and 60 Ave. The NYCDOT requested community consensus. A letter was sent to the 26 residents on the street. We received a petition and calls from residents indicating that the majority (21 out of 26 residents) were in favor of the speed hump. Only one resident called in opposition. The Committee agreed, that since the majority wanted the speed hump, we would advise DOT accordingly.

3- Guy Palumbo, representing the Livery Car Service Industry, spoke to the committee about the Livery Street Hail legislation that is waiting to be signed by Gov. Cuomo, and is opposed by the industry. The bill would allow livery cars to accept street hails. They would pay a \$500. fee every two years and outfit the cars like taxis. They believe that there would be too much confusion with calls ups and pick up hails. The industry wants the Governor to reconsider the legislation and consider their proposal to allow some livery cars to be used strictly for street hails if the base wants it. They would call them “green” medallions. Jerry Iannece did write a letter to the governor asking that he not sign the legislation but hear the oppositions concerns. Frank Skala made a motion not to take a position at all. Steve Newman seconded. The Committee voted 10 against and 2 in favor of that motion. Steve Newman then made another motion to lay over a decision until the board hears from both sides of the issue at a full board meeting. Henry Euler seconded the motion. The Committee voted 10 in favor and 2 opposed.

4- The Committee looked at requests, made by Mel Meer, for additional bike lanes. At several locations there were gaps with the existing bike lanes and it would make sense to continue and join the lanes. NYCDOT also asked us to form an opinion about continuing the bike lane on 73 Ave. between FLB and

230 St. Steve Newman felt that bikers should use the existing, protected, Vanderbilt Motor Parkway and bike lanes should not be added. Frank Skala stated that he dislikes all the bike lanes. Dennis Novick, who bikes frequently and uses the bike lanes, feels safer where there are lanes. Chris Petallides took photos and watched bikers at various locations and felt the bikers did seem more comfortable when riding in bike lanes. Joan Garippa made a motion to endorse the addition of bike lanes for locations specified unless there is a specific reason by DOT why not to do so. Joe Sollano seconded the motion. The committee voted 10 in favor and one opposed (Note: Bernie Haber and Christine Haider had left the meeting before the vote). It was agreed that the support for the 73 Avenue bike lanes would be tabled until Susan reaches out to the store owners near Bell Boulevard and Windsor Park apartment manager to determine if they have objections to the bike lanes.

5- Susan Seinfeld reported that Northern Blvd. would be resurfaced this week, but the section from the CIP to Douglaston Pkwy. was not being done. She discussed this with the Queens Commissioner but the contract was limited and the board ran out of lane miles. At her request, potholes were filled. This stretch of Northern Blvd., however, will be resurfaced next year.

6- Susan reported that she will be going to budget consultations with DOT this September, but it will not be individual consultations but, at the request of other district managers, will be done jointly with all Queens Boards.

7- Susan attended a meeting with MTA with CM Weprin and CM Vacca at City Hall regarding the discontinuation of the Q79. The Queens Civic Congress proposed an extension of the Q36 on Hillside/Jamaica Avenues to continue up LNP. Although the MTA did not think it was a bad idea, they will not entertain it because they do not have the funds. The route would still cost \$400,000. to \$600,000.

8- Frank Skala invited two residents to the meeting to add to the agenda on an issue with St. Mary's Hospital. Mr. Chin explained that the community opposed to St. Mary's moving their driveway to realign with 29th Ave. They were requesting public review. Andy Rothman stated that he had attended numerous meetings over the years with the hospital, the Borough President and residents and the community wanted the realignment, believing it is safer. Frank strongly disagreed that this was the case. Susan had reviewed the files and stated that the records show that Andy was correct, that the community advisory group discussed this as early as 15 years ago, and that her predecessor had even reached out to DOT and DOB on the issue. Dennis Novick stated that this was a construction not subject to public review. Joe Sollano stated that if 29 Avenue had been extended, into what is now the undeveloped street, it would have been the intersection, so if the driveway is moved there, there is no issue. Chris Petallides stated that, if in fact, the proposed driveway was within the boundaries of a "mapped street", St. Mary's can have this realignment "as of right", that is without special permission. All Committee members, other than Frank Skala, agreed that this was not an issue for the Board and the meeting was adjourned.

Note: Since the committee meeting, DOT has sent the Board five approvals for speed humps, for which, they have asked the Board to solicit community support before installation. Resident letters have been sent out. The locations are as follows:

- 1-53 Ave. between 188 and 194 Streets
- 2-220 Street between 56 and 58 Avenues
- 3-75 Avenue between Bell Blvd. and Springfield Blvd.
- 4- 75 Avenue between Bell Blvd. and 210 Street
- 5- 45 Ave. between Utopia Pkwy. and Francis Lewis Blvd.