The City of New York

Melinda Katz
Queens Borough President

Community Board No. 2

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Denise Keehan-Smith
Chairwoman
Debra Markell Kleinert
District Manager

May 31, 2016
Transportation Committee Meeting Minutes

Committee Members-
Present
Denise Keehan-Smith, Chairperson
Bessie Cassaro
Claudia Chan
Jordan Levine
Sheila Lewandowski
Regina Shanley

Committee Members-Absent
Charles Markey
Donald McCallian
Santiago Vargas

Community Board 2 Staff
Debra Markell Kleinert, District Manager

Guests
Jason Banrey, NYC DOT
Elana Ehrenberg, Council, NYC GOV
Dylan Cepeda, Council, NYC GOV
Michael Klatsky, NYC DOT
Daniel Brzac, NYC DOT/HDR
Luigi Casinelli, NYC DOT/HDR
Vitali Ogorodniikov, NY YIMBY
Penny Lee, DCP
Charles Yu, LIC Partnership
David MCPhillips, Student

Denise Keehan-Smith, Chairperson, welcomed everyone to the Transportation Committee Meeting.

AGENDA

PRESENTATION BY COUNCIL MEMBER ELIZABETH CROWLEY

Presentation and Discussion on the light rail on the Lower Montauk branch of the LIRR

Hon. Council Member Elizabeth Crowley provided a map, and a presentation covering the parameters of the light rail on the Lower Montauk branch of the LIRR along Newtown Creek.

Council Member Crowley stated:

- This branch was called Southside Railroad until the 1870's, when the LIRR bought the line. It actually ran all the way from Williamsburg to East Islip.

- The name of the proposed line presently is QNS.

The presentation provided data from the Center for Urban Future, showing that presently, there are many more people working within the borough in which they live. While Manhattan is the city's employment center, New Yorkers are actually more likely to work in their home borough.

Hon. Council Member Crowley talked about Queens as being the fastest-growing borough, not only in population but in workforce and economic development. She stated that as a city, it is imperative that we support this growth with improved public transportation, and Brooklyn-Queens transit which is needed to ease the burdens that this growth has brought.

- Commercial corridors such as Fresh Pond Road, Myrtle Avenue, Metropolitan Avenue and Grand Avenue are plagued with congestion, unreliable bus service and overcrowded subways.

- This rail track is already open and available for use, and can be implemented as an efficient and accessible light rail service from Glendale and through other neighborhoods to LIC.

- A study was performed showing the ridership on the line, as related to the development in the area.

- The proposal has received support from Borough President, Melinda Katz, Council Member, Jimmy Van Bramer, and several Assembly Members.

There was a discussion regarding a study that will be performed to determine the source of energy to be used for the implementation of the proposed project. It was requested that the source of energy that is chosen be friendly to the environment.

A copy of the presentation is attached. See Attachment 1 – QNS.

The Committee agreed to support the proposal. Ms. Markell Kleinert, District Manager, stated that CB 2 would provide a letter of support for the proposal.

Chairperson, Denise Keehan-Smith, thanked Council Member Crowley for coming to the Transportation Committee Meeting, and for her informative, comprehensive presentation on the proposed light rail on the Lower Montauk branch of the LIRR.

DEPARTMENT OF TRANSPORTATION

Presentation and update on the Maspeth Bypass

Michael Klatsky, DOT, Project Manager of the Maspeth Bypass Project, and his DOT Project Team, presented proposed updates regarding the project. He stated that:

An Intersection Normalization Study had been performed.

Peak Hours for the study were based upon –	AM Peak Hour	7:30 AM – 8:30 AM
	Midday Peak Hour	1:00 PM – 2:00 PM
	PM Peak Hour	5:00 PM – 6:00 PM

It was determined that:

1. Peak Hour Truck Traffic along Grand Avenue-there was a 20% drop in truck traffic along Grand Avenue during the peak hours.

2. Peak Hour Truck Traffic along 58th Street and Maurice Avenue-there was a 32 % truck traffic increase along Maurice Avenue and 58th Street.

3. Proposed - Traffic signal be installed at Page Place and Grand Avenue.

4. Proposed - Traffic signal be installed at Maurice Avenue and 56th Avenue.

5. Proposed - Installing additional signs over the LIE (I-495) to direct trucks to Bypass Route - would be done on the 69th Street Pedestrian Overpass. The sign would say - Trucks to Maspeth use Exit 18. I think this should say 69th street, not 99th street

6. Proposed - Installing additional signs to guide trucks throughout the Bypass Route – would be done on the 61st Street Pedestrian Overpass. The sign would say – Maspeth Industrial Area & Brooklyn. This is aimed at eliminating double parking.

There was a discussion regarding how to resolve the problems that still exist within the present parking situation. There was a discussion about how traffic could flow more freely in the loading and unloading zones.

One proposed DOT change included the possible extension of the one way conversion from Maurice Avenue, all the way to Borden Avenue.

Jason Banrey, DOT, stated that DOT would be looking into all proposed solutions; and all possibilities prior to presenting their final proposals.

Michael Klatsky, DOT, stated that their next steps would be to:

- Continue developing the master plans for Maspeth, and the Maspeth Bypass.
  Meeting with the appropriate community groups to discuss the input and ideas brought about at the Transportation Committee Meeting.

Chairperson Denise Keehan-Smith thanked Michael Klatsky and the DOT team for their update on the Maspeth Bypass.

TRANSPORTATION ISSUES

Update on walk through of 57th-63rd Streets and 43rd and 44th Avenue to discuss one way conversions and day lighting with DOT

Ms. Keehan-Smith stated that there was an interest in changing 61st Street northbound on the north side of Queens Blvd. She reported on a walk-through with DOT.

Follow-ups on DOT Issues

The spacing/safety of the slips
Congestion relief of West bound traffic at 63rd Street
65th Place exit ramp Eastbound. Discussion of adding temporary digital signage to direct drivers to use both lanes for through traffic.

DOT stated that they would get back to CB 2 regarding these issues.

Clarification Items

Discussion and clarification of the 48th Street north of Northern Blvd. between Northern Blvd. and Broadway. The effects on the CB 2 Community.
Discussion on the parking in LIC
Discussion on the 12 hour meters
Discussion on 41st Street/48th Avenue

DOT stated that they would get back to CB 2 regarding these issues.

Ms. Keehan-Smith spoke about the residents' concerns regarding the intersection of 41st Street/ 48th and Greenpoint Avenues. Vehicles continue to make illegal left turns and there are serious safety issues. Jason Banrey, DOT, stated that perhaps another on site visit and walk through during the morning rush hour (8:30 to 9:30 AM) would be appropriate to readdress this issue. DOT and CB 2 would schedule.

OLD BUSINESS/NEW BUSINESS

Discussion of roundtable meeting for the LIC Re-design

This issue was previously discussed, and a date of June 20, 2016 Meeting.

Follow up and continue discussion on 70th Street Conversion to one way

Ms. Keehan-Smith stated that DOT was working to schedule a meeting with community residents.

There was a motion to provide a letter of support for Council Member Elizabeth Crowley's QNS Proposal. The motion was seconded, and the vote unanimous.

Ms. Keehan-Smith thanked everyone for attending the Transportation Committee Meeting.

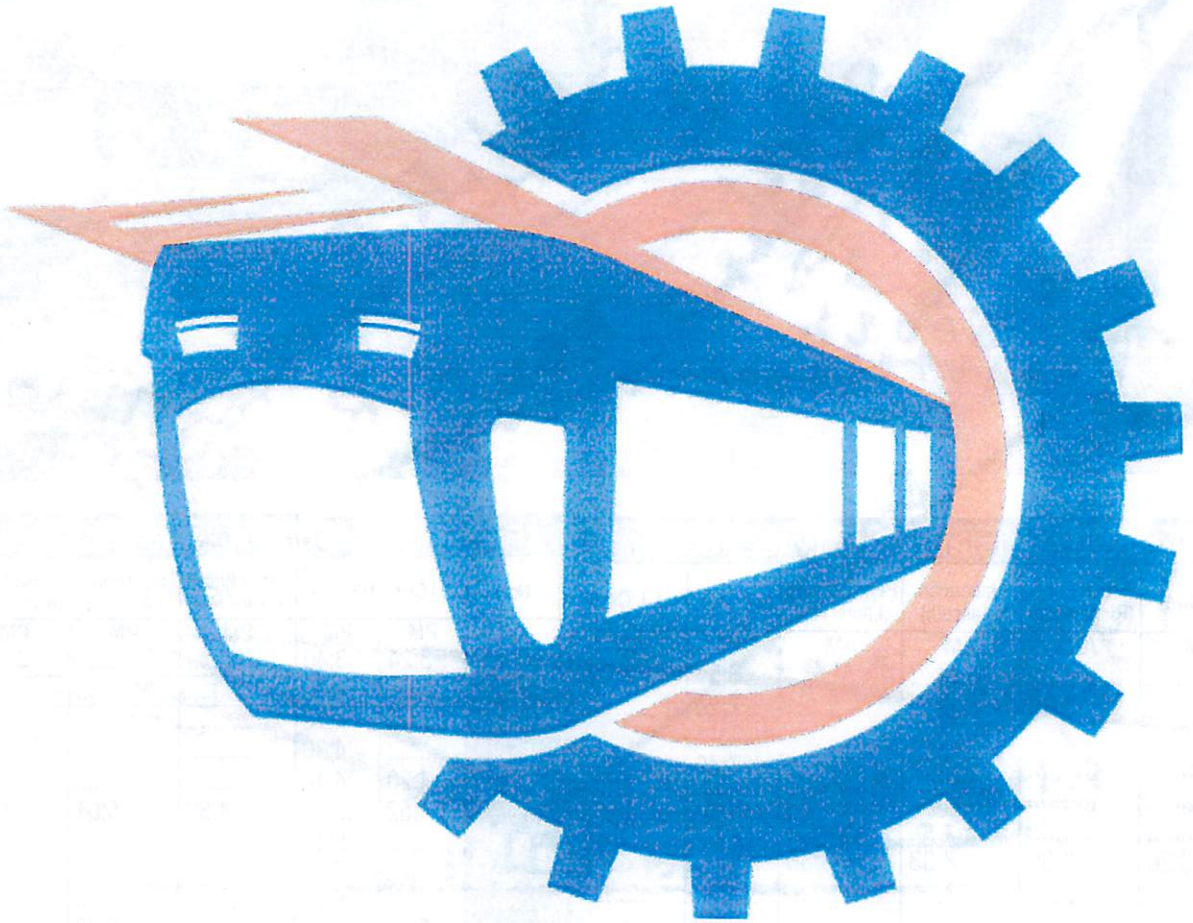
The meeting was adjourned.

Respectfully submitted by:

Joan Bergman/Debra Markell Kleinert

05 31 2016 Transportation Committee Meeting Minutes

Attachment 1 – QNS



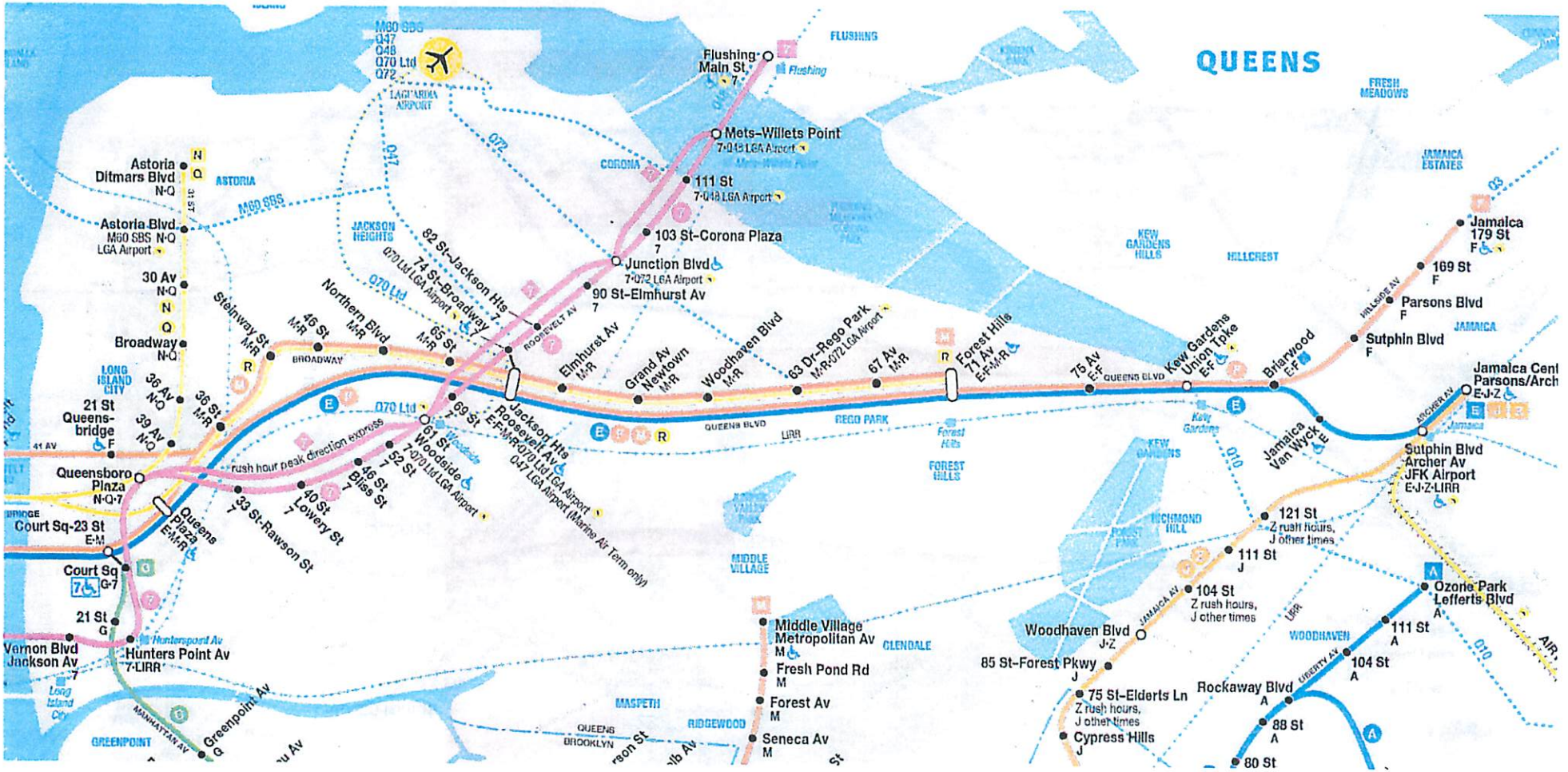
Freight rail
Runs overnight
This could
Run other
hours

To Hunterspoint Ave & Long Island City (Weekdays)

Note	Jamaica	Richmond Hill	Glendale	Fresh Pond (Ridgewood)	Haberman (Maspeth)	Penny Bridge (Laurel Hill)	H.P. Ave.	L.I. City
	AM	AM	AM	AM	AM	AM	AM	AM
Peak	6:40	.....	.....	.....	.....	.....	6:57	7:03
Peak	7:09	.....	.....	.....	.....	.....	7:26	.....
Peak	7:23	.....	.....	.....	.....	.....	7:40	.....
Peak	7:31	.....	.....	.....	.....	.....	7:49	.....
Peak	7:44	.....	.....	.....	.....	.....	8:01	8:07
Peak	8:11	.....	.....	.....	.....	.....	.....	8:34
Peak	8:15	8:21	8:26	8:30	8:33	8:36	.....	8:43
Peak	8:19	.....	.....	.....	.....	.....	8:36	.....
Peak	8:28	.....	.....	.....	.....	.....	8:45	.....
Peak	8:38	.....	.....	.....	.....	.....	8:55	.....
Peak	9:10	.....	.....	.....	.....	.....	9:28	9:34

From Hunterspoint Ave & Long Island City (Weekdays)

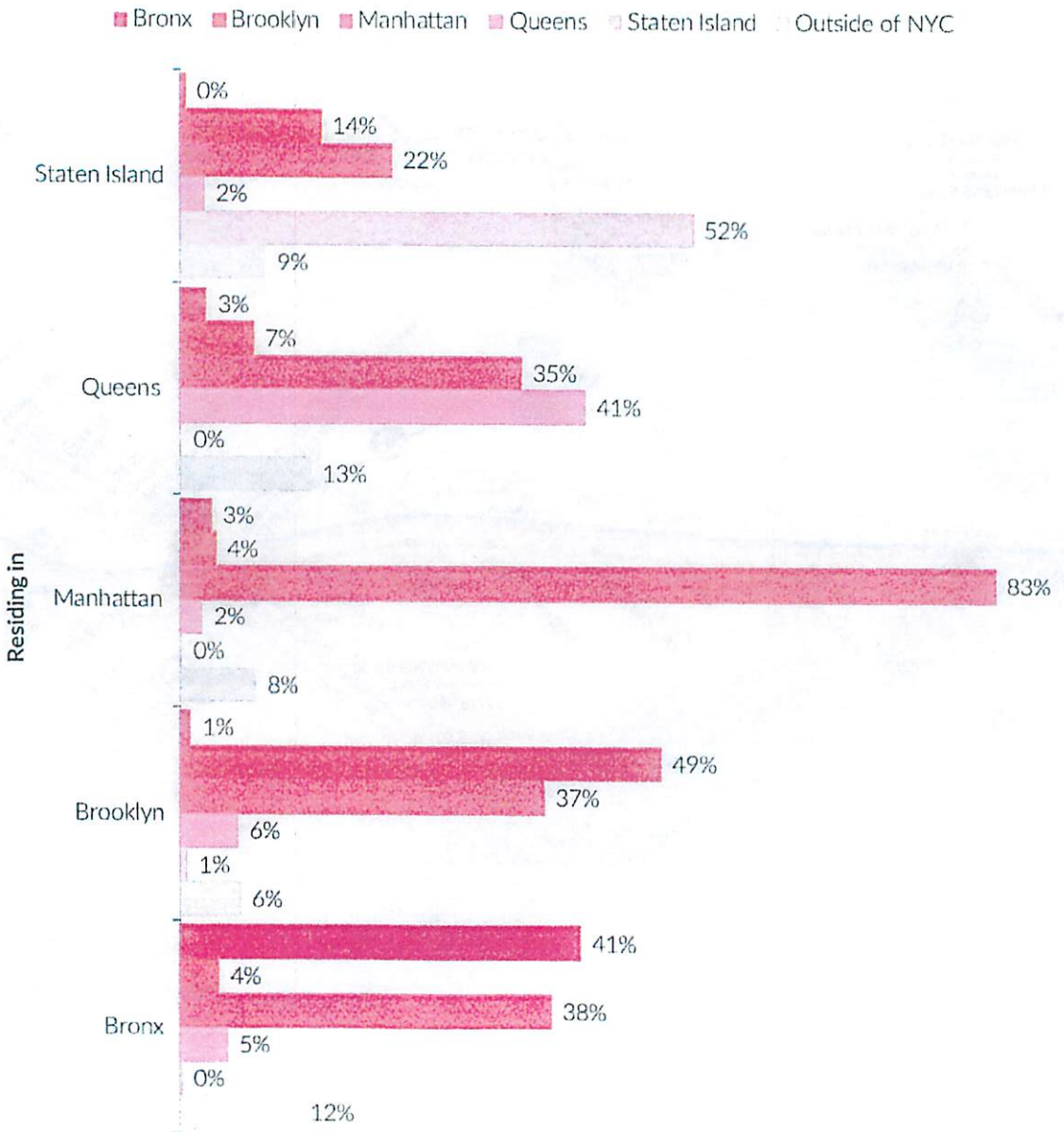
Note	L.I City	H.P. Ave.	Penny Bridge (Laurel Hill)	Haberman (Maspeth)	Fresh Pond (Ridgewood)	Glendale	Richmond Hill	Jamaica
	PM	PM	PM	PM	PM	PM	PM	PM
	3:24	3:40	.....	.....	.....	.....	.....	3:57
Fri Only	.....	4:06	.....	.....	.....	.....	.....	4:22
Peak	.....	4:18	.....	.....	.....	.....	.....	4:34
Peak	.....	4:30	.....	.....	.....	.....	.....	4:45
Peak	4:28	4:44	.....	.....	.....	.....	.....	5:01
Peak	4:52	.....	4:59	5:01	5:06	.....	.....	5:16
Peak	.....	5:11	.....	.....	.....	.....	.....	5:27
Peak	.....	5:17	.....	.....	.....	.....	.....	5:33
Peak	.....	5:29	.....	.....	.....	.....	.....	5:45
Peak	5:30	.....	5:36	5:38	5:43	5:46	5:50	5:58
Peak	.....	5:47	.....	.....	.....	.....	.....	6:04
Peak	5:52	6:08	.....	.....	.....	.....	.....	6:25

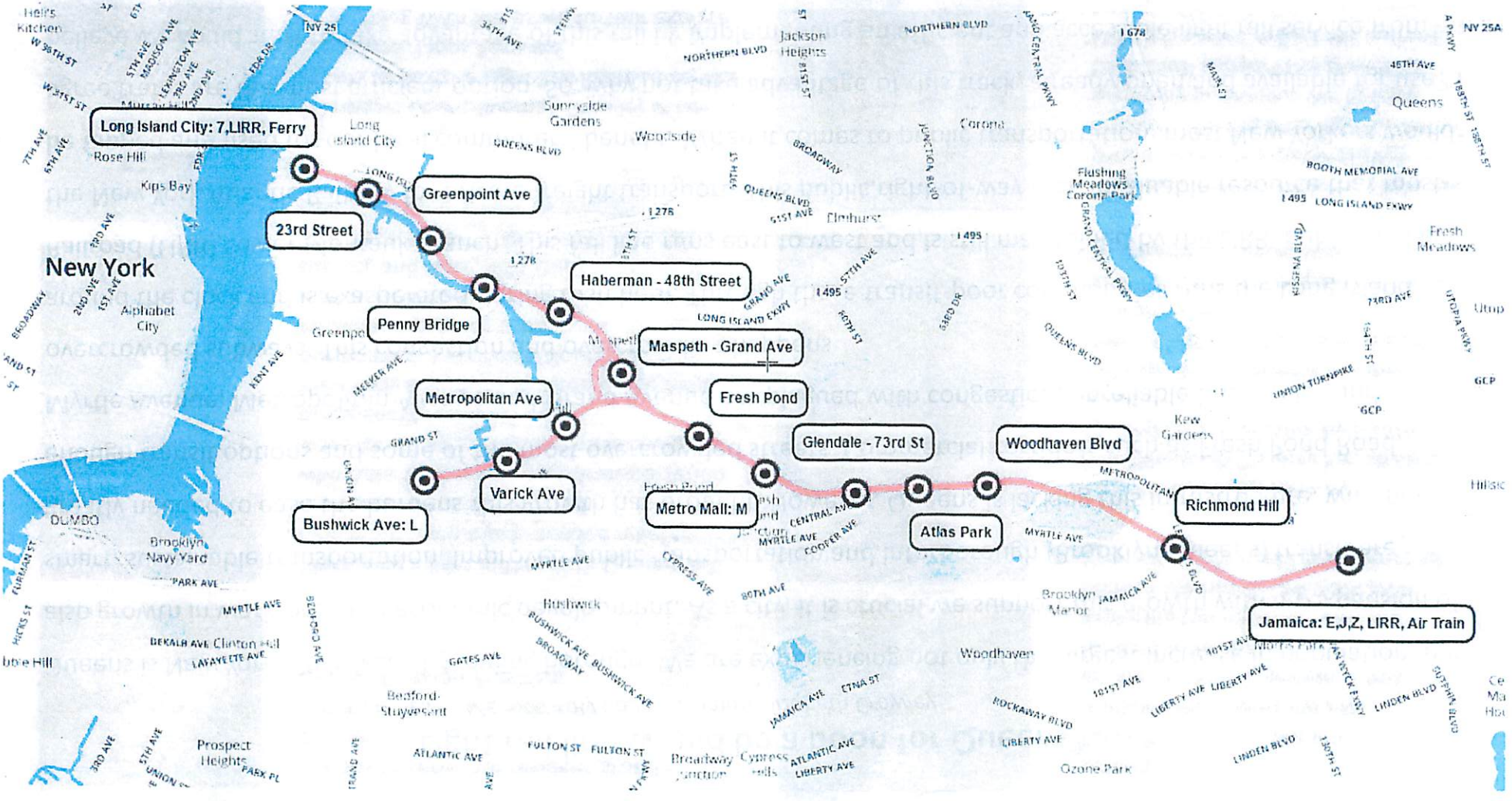

QUEENS
FLUSHING
Flushing Main St
Mets-Willets Point
111 St
103 St-Corona Plaza
Junction Blvd
90 St-Elmhurst Av
82 St-Jackson Hts
74 St-Broadway
Northern Blvd
65 St
Elmhurst Av
Grand Av Newtown
Woodhaven Blvd
63 Dr-Rego Park
67 Av
Forest Hills 71 Av
75 Av
Kew Gardens Union Tpke
Briarwood
Jamaica Van Wyck
Sutphin Blvd
Parsons Blvd
169 St
Jamaica 179 St
Jamaica Cent Parsons/Arch
Sutphin Blvd Archer Av JFK Airport
Astoria Ditmars Blvd
Astoria Blvd
30 Av
Broadway
Steinway St
46 St
36 St
21 St Queens-bridge
Queensboro Plaza
Court Sq-23 St
Court Sq
21 St
Vernon Blvd Jackson Av
Hunters Point Av
Queens Plaza
33 St-Rawson St
40 St Lowery St
46 St Bliss St
52 St
61 St Woodside
69 St
Jackson Hts Roosevelt Av
rush hour peak direction express
Middle Village Metropolitan Av
Fresh Pond Rd
Forest Av
Seneca Av
Woodhaven Blvd
85 St-Forest Pkwy
75 St-Elderts Ln
Cypress Hills
121 St
111 St
104 St
Ozone Park Lefferts Blvd
111 St
104 St
Rockaway Blvd
88 St
80 St
Greenpoint Av
M60 SBS
Q47
Q48
Q70 Ltd
Q72
LAGUARDIA AIRPORT
ASTORIA
CORONA
JACKSON HEIGHTS
LONG ISLAND CITY
GREENPOINT
MASPETH
RIDGEWOOD
GLENDALE
MIDDLE VILLAGE
REGO PARK
FOREST HILLS
KEW GARDENS HILLS
HILLCREST
KEW GARDENS
RICHMOND HILL
WOODHAVEN
JAMAICA ESTATES
JAMAICA
FRESH MEADOWS
QUEENS BLVD
LIRR
Q70 Ltd
Q47
Q72
Q10
Q3

Center for Urban Future

Where Do New Yorkers Work, 2014

While Manhattan is the city's employment center, New Yorkers are actually more likely to work in their home borough.




Long Island City: 7,LIRR, Ferry
Greenpoint Ave
23rd Street
Haberman - 48th Street
Penny Bridge
Maspeth - Grand Ave
Metropolitan Ave
Fresh Pond
Glendale - 73rd St
Woodhaven Blvd
Varick Ave
Metro Mall: M
Bushwick Ave: L
Atlas Park
Richmond Hill
Jamaica: E,J,Z, LIRR, Air Train
New York
Long Island City
Sunnyside Gardens
Woodside
Jackson Heights
Corona
Queens
Flushing Meadows Corona Park
Elmhurst
Fresh Meadows
Kew Gardens
Rose Hill
Kips Bay
Alphabet City
Greenpoint
Maspeth
Fresh Pond
Bushwick
Woodhaven
Brooklyn Manor
Ozone Park
Bedford-Stuyvesant
Prospect Heights
Clinton Hill
DUMBO
Brooklyn Navy Yard
Hell's Kitchen
NY 25
NY 25A
I 278
I 495
I 678
GRAND ST
MYRTLE AVE
CENTRAL AVE
COOPER AVE
CYPRESS AVE
80TH AVE
JAMAICA AVE
LIBERTY AVE
ROCKAWAY BLVD
LINDEN BLVD
UNION TURNPIKE
GCP
BOOTH MEMORIAL AVE
LONG ISLAND EXWY
QUEENS BLVD
NORTHERN BLVD
BROADWAY
ATLANTIC AVE
FULTON ST
BUSHWICK AVE
GATES AVE
BEKALB AVE
LAFAYETTE AVE
PARK AVE
MEEKER AVE
KENT AVE
UNION ST
FURMAN ST
HICKS ST
BROADWAY
2ND AVE
1ST AVE
3RD AVE
5TH AVE
7TH AVE
6TH AVE
W 36TH ST
W 31ST ST
5TH AVE
MADISON AVE
LEXINGTON AVE
3RD AVE
2ND AVE
FDR DR
34TH AVE
STEINWAY
NORTHERN BLVD
81ST ST
JUNCTION BLVD
GRAND CENTRAL PKWY
MAIN ST
45TH AVE
188TH ST
KISSENA BLVD
73RD AVE
UTOPIA PKWY
154TH ST
GRAND AVE
LONG ISLAND EXWY
60TH ST
63RD DR
57TH AVE
51ST AVE
59TH ST
STH ST
STH AVE
107TH ST
101ST AVE
LIBERTY AVE
LINDEN BLVD
130TH ST
SUTPHIN BLVD
JAN WYCK EXWY
Hillside

THE QUEENS COURIER
QUEENSCOURIER.COM

Light rail line would be a boon for Queens*

By Councilwoman Elizabeth Crowley

Queens is New York City's fastest-growing borough. We are experiencing not only the largest increase in population, but also growth in workforce and economic development. As a city, it is crucial we support this growth with an expansion of smart, sustainable transportation. Improved public transportation and interborough (Brooklyn-Queens) transit are greatly needed to ease the burdens this growth has brought. However, Queens is lacking this infrastructure, with not enough transit options and some of the most overcrowded streets. Commercial corridors such as Fresh Pond Road, Myrtle Avenue, Metropolitan Avenue and Grand Avenue are plagued with congestion, unreliable bus service and overcrowded subways. This congestion and overcrowding happens

around the clock and is exasperated during rush hour. Through these transit-poor communities runs the Long Island Railroad (LIRR) Lower Montauk branch. This rail line runs east to west and is still maintained by the LIRR, but is used by the New York Atlantic Railway for private freight transport. This public right-of-way is an invaluable resource that must be tapped and used for our local commuters' benefit. When it comes to public transportation, most New Yorkers would agree trains are the most efficient option. So, why not take advantage of this track, already open and available for use? I believe we could start to take advantage of this rail by implementing an efficient and accessible light rail service from Glendale and through other neighborhoods to Long Island City, and since bringing this proposal to the Ridgewood Times last month, it has been met with great local support. Light rail is exactly the smart, sustainable service that would accommodate Queens' continuing growth.

Queens Tribune

West Queens Light Rail: Get On Board*

We wholeheartedly endorse Councilwoman Elizabeth Crowley's proposal for a light rail line in Western Queens, and are pleased to see it has gotten key support from Borough President Melinda Katz. It's been said here before, but the dearth of public transit options in the Borough is staggering, especially now that Queens continues to grow and develop. While Western Queens is not as public transit-starved as the eastern part of the borough, neighborhoods such as Glendale and Maspeth have no direct subway connections and the only means of public transit are overcrowded, slow and often late. The light rail line, which would run from Long Island City to Jamaica, would give these neighborhoods a new, faster and more efficient means of traveling. The only issue we have with Crowley's plan is she wishes to terminate the service at Atlas Park Mall in Glendale. This is shortsightedness on planners. We think it should continue all the way to Jamaica. The right of way, currently used by freight trains, exists, as does the infrastructure, including an abandoned station at Hillside Avenue in Richmond Hill. Such a route would take pressure off the E and F subway line and give Glendale, Maspeth and Middle Village another quick connection to Jamaica – a major hub and developing community. Lets keep our vision on connecting all of our neighborhoods when possible. There are some other kinks in the plan, notably what would be done about at-grade crossings, especially at 88th Street in Glendale, but these issues can easily be worked out. And they must be. If we are ever going to turn the page from being a Borough where the car is the primary source of transportation – and it seems that's where City Planners have lost their vision– then we need new, innovate ideas to improve public transit. We urge leaders from across the Borough, especially in Eastern Queens, to continue to come up with new ways.

*Appeared in the Queens Tribune on March 10th 2016

The City of New York

Community Board No. 5

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Vincent Arcuri, Jr.
Chairperson

Gary Giordano
District Manager

WHEREAS, much of the Borough of Queens suffers from lack of transportation options;

WHEREAS, the communities of Queens County, such as Maspeth, Middle Village, Glendale, and Ridgewood are in need of better east-west transportation options to serve our residents and business communities;

WHEREAS, there exists rail infrastructure available to capitalize on in the Long Island Railroad's Montauk branch that could easily accommodate public transit services;

WHEREAS, CB5, Queens is committed to providing modern and safe transportation and public transit options to all the residents of our communities and the Borough of Queens;

THEREFORE, BE IT RESOLVED, that Community Board 5/Queens Transportation Services Committee and Public Transportation Committee recommend supporting Council member Elizabeth Crowley's concept for a commuter rail system being installed in the existing LIRR Lower Montauk Line Right of Way.

This concept would include considering new passenger stations located at appropriately determined facilities such as: Jamaica LIRR Station, Atlas Park Mall, the M train Metropolitan Avenue Station, the abandoned Fresh Pond Road Station beneath the existing Fresh Pond Road/Metropolitan Avenue bridge, Flushing Avenue where a connection could be made to the Bushwick Branch of the LIRR, and Hunters Point Terminal in Long Island City.

This Commuter Rail Line should be considered as part of a Master Plan for a new commuter rail system for the residents of Queens County that would connect the Jamaica LIRR station to the Hunters Point Terminal in Long Island City. Further phases to possibly include the re-activation of the old Rockaway Branch Line of the LIRR, reactivation of the Bushwick Branch of the LIRR, and connections to LIRR's East Side Access to Grand Central or LIRR's existing Penn Station Access should also be considered.