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Patrick A. O'Brien
Chairman
Debra Markell Kleinert
District Manager

April 11, 2016

Transportation Committee Meeting Minutes

Committee Members-

Present

Denise Keehan-Smith, Chairperson

Bessie Cassaro

Donald McCallian

Santiago Vargas

Ira Greenberg

Committee Members-Absent

Claudia Chan

Dana Frankel

Jordan Levine

Sheila Lewandowski

Charles Markey

Community Board 2 Staff

Debra Markell Kleinert

Guests

Stephen Miller, Council Member/Majority Leader Jimmy Van Bramer's Office

Elizabeth Lusskin, President/Executive Director, LIC Planning

Vikram Sinha, NYC DOT

Michael Klatsky, NYC DOT

Heidi Wolf, NYC DOT, PPG

Aaron Sugiuri, NYC, DOT

Casey Gorrell, NYC, DOT

Alexis Wheeler, DCP, Queens

Lydon Sleeper, EDC

Luigi Casinelli, HDR, Inc.

Daniel Brzac, HDR, Inc.

Shannon Ayala

Jim Condes

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

AGENDA

ECONOMIC DEVELOPMENT CORPORATION – LYDON SLEEPER

Presentation and Overview on the BQX Connector

Lydon Sleeper, NYCEDC, provided an overview of the BQX connector. He stated:

EDC faced many challenges when developing this project:

- The dense urban area – 405,000 people living there, and 296,000 people working along this corridor, and the area is rapidly growing.
- The missing links – No reliable North-South transit connections between the many opportunities along the waterfront.
- The poor transit access – Too many residents that lived more than half-mile from a subway.
- Limited connectivity – North and South - Job hubs, parks, academic institutions, and cultural centers.

There was an opportunity for an efficient, state-of-the-art transit link to support the growing Brooklyn and Queens waterfront, which entailed:

- A 16-mile corridor from Astoria to Sunset Park - comprising a dozen neighborhoods.
- 13 NYCHA developments with more than 40,000 tenants.
- Innovation clusters at LIC, Astoria, Brooklyn Navy Yard, the Brooklyn Army Terminal, Cornell Tech, and the Brooklyn working waterfront.
- Transit oriented developments and street design that would encourage walkable neighborhoods and increase access to employment and housing.
- Connection to the City's major transit systems.
 1. 10 Ferry stops.
 2. 30+ different bus routes
 3. 15+ different subway lines
 4. 100+ CitiBike stations

Lydon Sleeper provided the proposed project features, stating that a transit system of this type would avoid congestion and improve the quality of life.

The Proposed Primary Project Elements were, as follows:

- 30+ stops spaced approximately ½ mile apart.
- 5-10 min between arrivals during peak hours.
 - -60 vehicles in operation.
- As much exclusive lane as possible.
- 10-12 mph (average speed with stops_
- Modern streetcar vehicles can carry twice as many passengers than buses.
- Routes would be considered to maximize connectivity to subway, ferries & buses.
- Opportunities for improving overall streetscape and urban amenities along the corridor.
- Quiet, emission free operations.

In addition, the Proposal would insure that:

- There would also be a reduction in greenhouse gas emissions of 80% by 2050 - 80 x 50 priority.
- There would be a calming of traffic-Vision Zero priority.
- There would be an increase in access to jobs-OneNYC priority. Access to jobs would be within a 45 minute frame time.

Lydon Sleeper stated that according to preliminary estimates, the proposed BQX Plan would attract approximately 45,000 to 50,000 weekday riders at full capacity, or 15 million annually. (Ridership estimates were based on East River Ferry model).

Base year ridership assumes that all projections will be as proposed.

Lydon Sleeper provided a slide showing the various options of the proposed Brooklyn Queens Connector (BQX) and the proposed transportation benefits. He stated that a streetcar with its own lane will have significant travel time savings compared to other modes. BQX will connect to subway lines at 20+ locations along its route.

The proposed Transportation benefits are listed below:

A streetcar with its own lane will proposedly have significant travel time savings compared to other modes BQX will connect to subway lines at 20+ locations along its route:

Neighborhoods	Astoria to Williamsburg	Greenpoint to DUMBO	Navy Yard to Red Hook
Current Options	N L	B62	B62, B61
Current Travel Time	60 Minutes	51 Minutes	65 Minutes
BQX Travel Time	30 Minutes	27 Minutes	50 Minutes
Estimated Travel Time Savings	30 Minutes	24 Minutes	15 Minutes

(Source: HDR)

Note: The above proposed estimated time savings, ridership, and costs are preliminary and will be refined through further alignment and service planning, street management and operations design, and technology selection.

Proposed installation of streetcars to possibly provide safety routes, and alignments along the corridor.

Examples of streetcars in other major cities-Portland Streetcar, Strasbourg, and Toronto, were provided. These systems will be studied in order to provide the best possible streetcar, and streetcar safety for our area.

Proposed components that will help determine the best route to be chosen:

- Safety, first and foremost.
- Underground infrastructure.

- Bridge crossings along the route – two main ones in Astoria to Sunset Park, and the Gowanus Canal as the third one, are being considered for feasibility, only if they could handle the added weight of the streetcars.
- Street functions and safety. This factor goes hand in hand with the coordination of all appropriate agencies, and considers the following elements:
 1. Street cleaning.
 2. Garbage collection.
 3. Snow removal (plowing, salt corrosion).
 4. Deliveries (Commercial, fuel).
 5. Emergency response.
 6. Truck routes.
 7. Construction.
- Maintenance & Support Facilities.
 1. Site selection would be critical at key locations along the corridor.

Proposed element of driving economic growth:

- Would generate over \$25 billion in economic impact to NYC over the next thirty years.
- Approximately 28, 000 construction jobs over full build out.
- Dramatic increase in access to jobs within a 45 minute commute.

Proposed conjecture of how to pay for BQX:

- Proposed preliminary capital cost: \$2.5 billion.
- Proposed funding sources –
 1. Capital funds generated through a new entity able to issue bonds.
 2. Debt will be repaid by capturing a percentage of increased real estate value along the corridor.
- Proposed Operations & Maintenance: - \$30 million per year.
 1. BQX fare “pegged” to MTA subway fare.

Proposed timeline – What to expect from NYCEDC:

2016 - Commence detailed plan in close partnership and coordination with community engagement.
 2017 – Initiate approvals process.
 2018 – Start final design of initial segment.
 2019 – Select contractor/operator and break ground.
 2024 Begin streetcar operations.

Proposed detailed 2016 timeline:

February/March – Presented to Elected Officials, advocates, key stakeholders.
 April – Presented to Community Boards, Civic Associations, continuing discussions with Elected Officials.
 May/June – Discussions with community - Visioning sessions, and on-going discussions with community boards.
 Summer – There will be a hiatus in the summer months.

Fall – Proposed preliminary report, along with a second round of community events, and visioning sessions.

There was a discussion regarding the use of streetcars and the infrastructure, and how many community boards will be affected:

Lydon Sleeper stated that this is proposed to be an eight or nine year project. It is the hope of EDC that with this dense and growing area, these streetcars will be used as a mode of transportation that New Yorkers will come to rely on. On the Queens waterfront, Community Boards 1 and 2 will be affected. On the Brooklyn side, there will be four, possibly five community boards affected. There are several large manufacturers for the streetcars, many of them of foreign origin, but the streetcars will be produced in New York State.

Lydon Sleeper stated that all possibilities will be examined, and explored, to make the best possible choices for this project.

Ms. Keehan-Smith thanked Lydon Sleeper and EDC team for their extensive and informative presentation.

DEPARTMENT OF TRANSPORTTION

DOT Presentation and discussion on Northern Blvd., Newtown Road to Broadway

Casey Gorrell, NYC DOT, provided the following slide presentation regarding the Proposed Northern Blvd., Honeywell to Broadway, Corridor Safety Improvement Project. He stated that there was a request from Council Member/Majority Leader, Jimmy Van Bramer’s Office for safety improvements at the intersection of Northern Blvd. and Broadway, and for improvements at 41st Street and 36th Avenue, and Northern Blvd.

There was also a request from community members for improvements at the intersection of 37th Street, 37th Avenue, and Northern Blvd.

Mr. Gorrell reported:

- Northern Blvd. is a Vision Zero Proioity Corridor.

He stated that according to safety data, 22 individuals between 2010-2014 (5 Year span), have been killed or severely injured in the project area:

Injury summary

43 Pedestrians	9 with severe injuries	1 killed.
21 Bicyclists	3 severe injuries	
265 Motor Vehicles Occupants	9 with severe injuries	

- There have been conflicts between turning vehicles and pedestrians, and long crossings which created a primary corridor issue.

The slide presentation compares the present situations, and the proposed safety improvements to remedy them:

1. Primary Corridor Issue:

Conflicts between turning vehicles and pedestrians and long crossings

Proposals -

To construct 14 pedestrian safety islands.

Improve operations at 3 locations.

Improve signal timing at 1 location.

Investigating sidewalk treatment where driveways are signalized.

2. Existing Conditions – 48th Street

No continuation of curb along Northern Blvd.

Northbound movement conflicts with southbound movement.

No crossing on west side of intersection

Marked parking lane, but no parking allowed.

Proposed Conditions at 48th Street –

Reverse 48th Street to one-way northbound from Northern Blvd. to Broadway.

Add curb extension to shorten crosswalks.

Construct islands in channelization (pending completion of transit work)

Add two new crosswalks.

Mark two moving lanes.

*Pending completion of transit work.

3. Existing Conditions – 49th Street

No crossing on east side of intersection.

Proposed Conditions at 49th Street –

Bay not needed with new street direction - Close bay and build island.

Reverse 49th Street to one-way southbound from Broadway to Northern Blvd., creating pair with 48th Street.

Add crosswalk on east side.

Build island in existing channelization.

4. Existing Conditions – Broadway/Newtown

One way street forced southbound.

Lack of crosswalks.

Proposed Conditions – Broadway/Newtown

Reverse one block of Newtown Road.
Convert one block of 49th Street to two-way.
Reverse 48th Street to Northbound.
Reverse stop control from 49th Street to Newtown Road.
Reverse 49th Street to Southbound
Paint curb extension and mark crosswalks.
Southbound traffic diverted to 49th Street.

5. Existing Conditions – Woodside Avenue –

Substandard island and triangle.
Wide radius corner lengthens crosswalk and encourages high speed turns.

Proposed Conditions – Woodside Avenue

Mark dedicated right lane and thru/left lane.
Expand island.
Move stop bar back and signalize slip movement.
Expand Triangle.
Expand corner.

6. Existing Conditions – Broadway –

All pedestrian phase unclear, predominant pedestrian movement.
Long crossing.

Proposed Conditions – Broadway –

Mark pedestrian phase crossing
Construct island.

Casey Gorrell provided a proposal summary, stating that DOT was seeking support from CB 2 for the following:

- Expand triangles and corner at Newtown/Woodside Avenue.
- Construct pedestrian safety island at Broadway.

Ms. Keehan-Smith thanked Casey Gorrell, NYC DOT, for his informative presentation.

DOT Presentation and discussion on Maspeth Bypass Project Phase VII. (Tentative)

DOT provided a slide presentation describing Phase VII of the Master Plan of the Maspeth Bypass Project.

The representative stated that the project was begun in 2009. DOT provided an executive summary and an outline, and provided the Maspeth Bypass History, reporting how the bypass evolved, along with a map showing the project area.

The goal of the project was to implement a bypass that deterred truckers from using Grand Avenue.

The presentation/proposal outlined existing conditions, and proposed solutions both short term and long term, for compliance and enforcement.

There was a discussion regarding truck traffic with regard to UPS, 54th Avenue, and 48th Street, and Freight Mobility, trucks travelling on Grand Avenue, and how the bypass would help to resolve these issues.

Ms. Markell Kleinert, District Manager, reported that there have been complaints regarding truck traffic on Skillman Avenue by P.S. 150, 41st Street and 40th Streets. A request was made for Freight Mobility to investigate the situation. Vikram Sinha, DOT, advised that positive signage, a truck route sign, was installed approximately a year and a half ago, at the base of Skillman Avenue reminding truckers to remain on Roosevelt Avenue, rather than veer off to Skillman Avenue.

Denise Keehan-Smith advised she has received complaints that oversized trucks are trying to access Roosevelt Ave. They are hitting the elevated structure of the 7 train causing it to shake. This could eventually cause serious damage and we'd like DOT to address the issue.

DOT – Proposed Next Steps:

- Incorporate public input into Draft Master Plan.
- Present Draft Master Plan during second round of public outreach.
- Incorporate public input into Final Master Plan.
- Present Final Master Plan during subsequent round of public outreach.

Ms. Keehan-Smith thanked the DOT Representative for his presentation.

A copy of the presentation/proposal is attached - See Attachment 1 – Maspeth Queens Truck Impact Reduction Project-Maspeth Queens Master Plan-April 2016

TRANSPORTATION ISSUES

Provide an update on the 33rd Street and Van Dam initiative

No update was provided at this meeting.

**Continue discussion of Queens Blvd. Safety Improvement Project
Backup onto the BQE at Queens Blvd. exit-westbound (CB 2 received many complaints)**

Vikram Sinha, DOT, advised that DOT would look into implementing better signage, although not digital signs, in this area, to help to alleviate some of the backup.

Discussion on feasibility study of a one-way southbound conversion to one-way northbound on 36th Street between Hunters Point Avenue and 48th Avenue. (DOT-283976-H9S9)

No update was provided at this meeting.

Discussion and vote on speed bumps:

There was no quorum to provide a vote on the following issues:

- **Installing one speed bump at 41st Avenue between 69th Street and 73rd Street. (DOT-233737-F2P9)**
- **Installing one speed bump at 41st Avenue between 72nd Street and 73rd Street. (DOT-233727-F2P9)**
- **Installing a speed bump at 37th Avenue between 58th Street and Woodside Avenue. (DOT-213496-G3S6).**
- **Installing a speed bump at 64th Street Between Roosevelt Avenue and Trimble Road. (DOT-270058-B8X6-118K1).**
- **Installing a speed bump at 58th Place from Laurel Hill Blvd. to 52nd Avenue. (DOT56895- Z9Q5).**
- **Installing a speed bump at 37th Avenue from Woodside Avenue and 54th Street. (DOT-237423-G8MO)**

OLD BUSINESS

Continue discussion on 70th Street Conversion to one way.

No information was provided on this issue at that time.

Discussion on 29th Street and 28th Street one way Street Conversions.

No information was provided on this issue at this time.

Discussion of the issue on Greenpoint Avenue between 36th Street ?? and Borden Avenue.

There was a discussion regarding the plan to reverse 36th Street to the opposite direction. No further updates were available.

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

The meeting was adjourned.

Respectfully submitted by:

Joan Bergman/Debra Markell Kleinert

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Attachment 1 – Maspeth Queens Truck Impact Reduction Project-Maspeth Queens Master Plan-April 2016



Maspeth Queens Truck Impact Reduction Project

Maspeth Queens Master Plan

April 2016



Executive Summary

- ▶ DOT implemented roadway changes in Maspeth, but with limited success in rerouting truck traffic
- ▶ DOT has developed potential solutions to more successfully reroute truck traffic
- ▶ DOT is conducting public outreach to gain buy-in before implementing additional improvements
- ▶ Goal is to increase truck usage of Bypass route, and reroute trucks away from Grand and Flushing Avenues

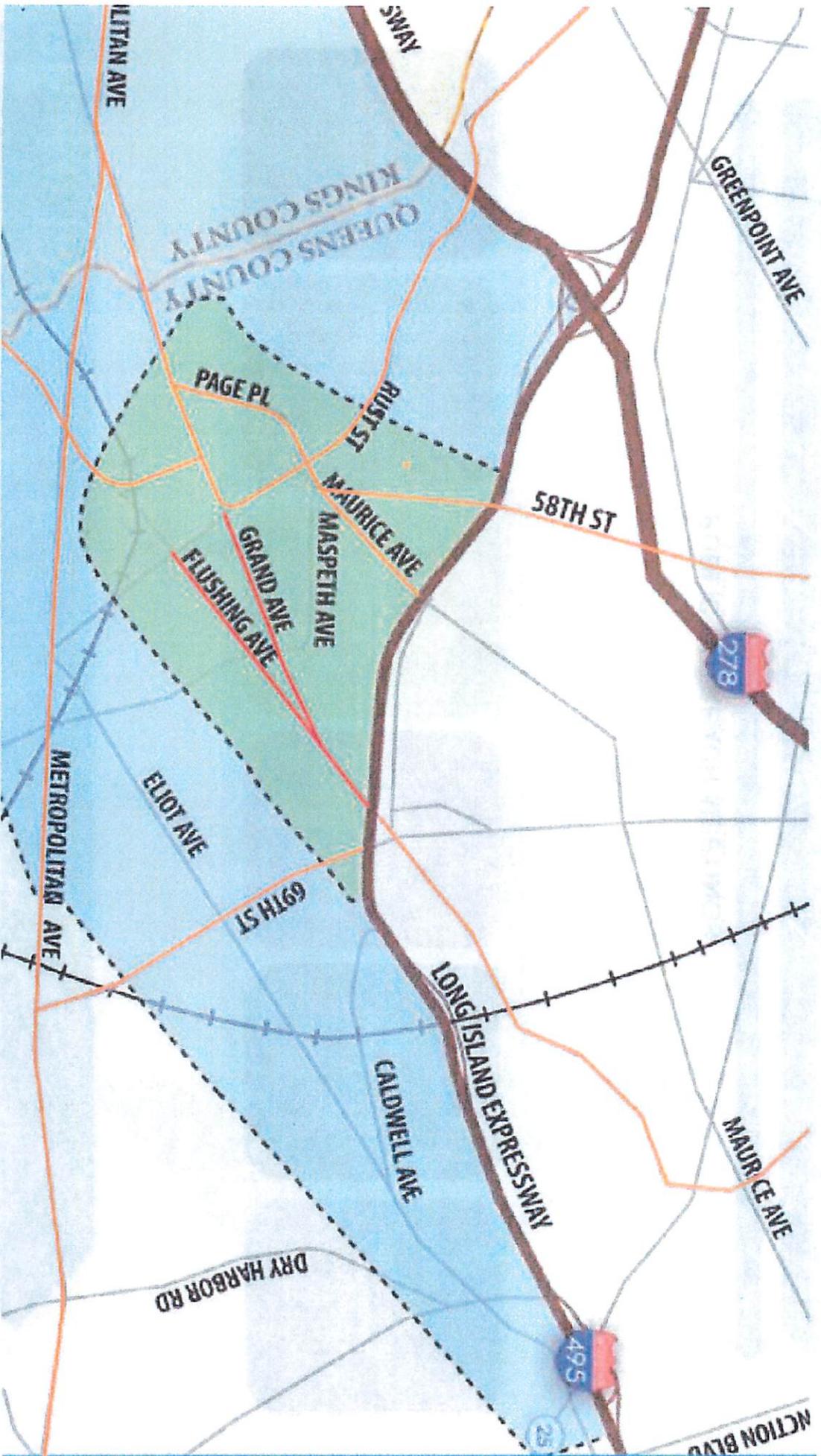
Outline

- A. Review of Maspeth Bypass history
- B. What isn't working and why?
- C. Solutions to address non compliance
- D. Gather input from the community

A. Maspeth Bypass History

- ▶ Objective: Reroute trucks away from Grand Ave and Flushing Ave
 - Grand Ave and Flushing Ave were De-mapped from the truck route network
 - A new bypass truck route was created for trucks through the Maspeth industrial area
 - Signage was installed to clarify legal routes
 - Infrastructure changes were made to make bypass more attractive for trucks.
 - Compliance is a challenge due to high truck volumes and limited compliance personnel

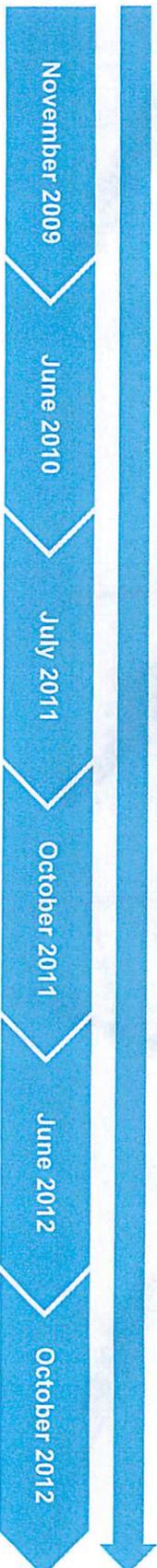
A. Project Area



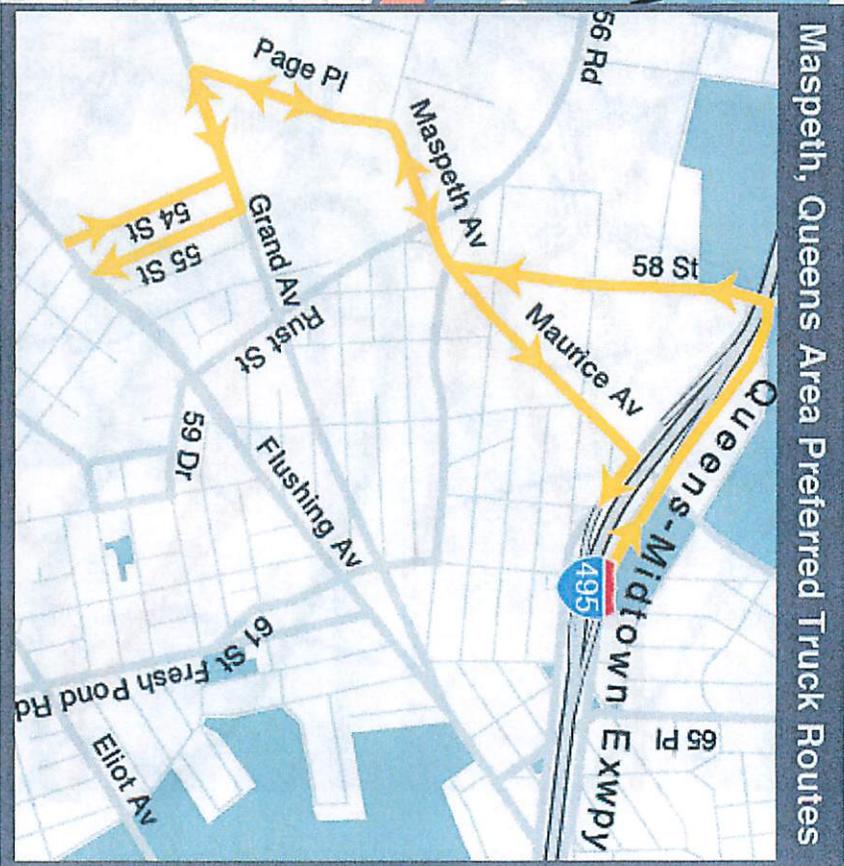
A. Maspeth Bypass History: Phase I-VI



PUBLIC OUTREACH MEETINGS



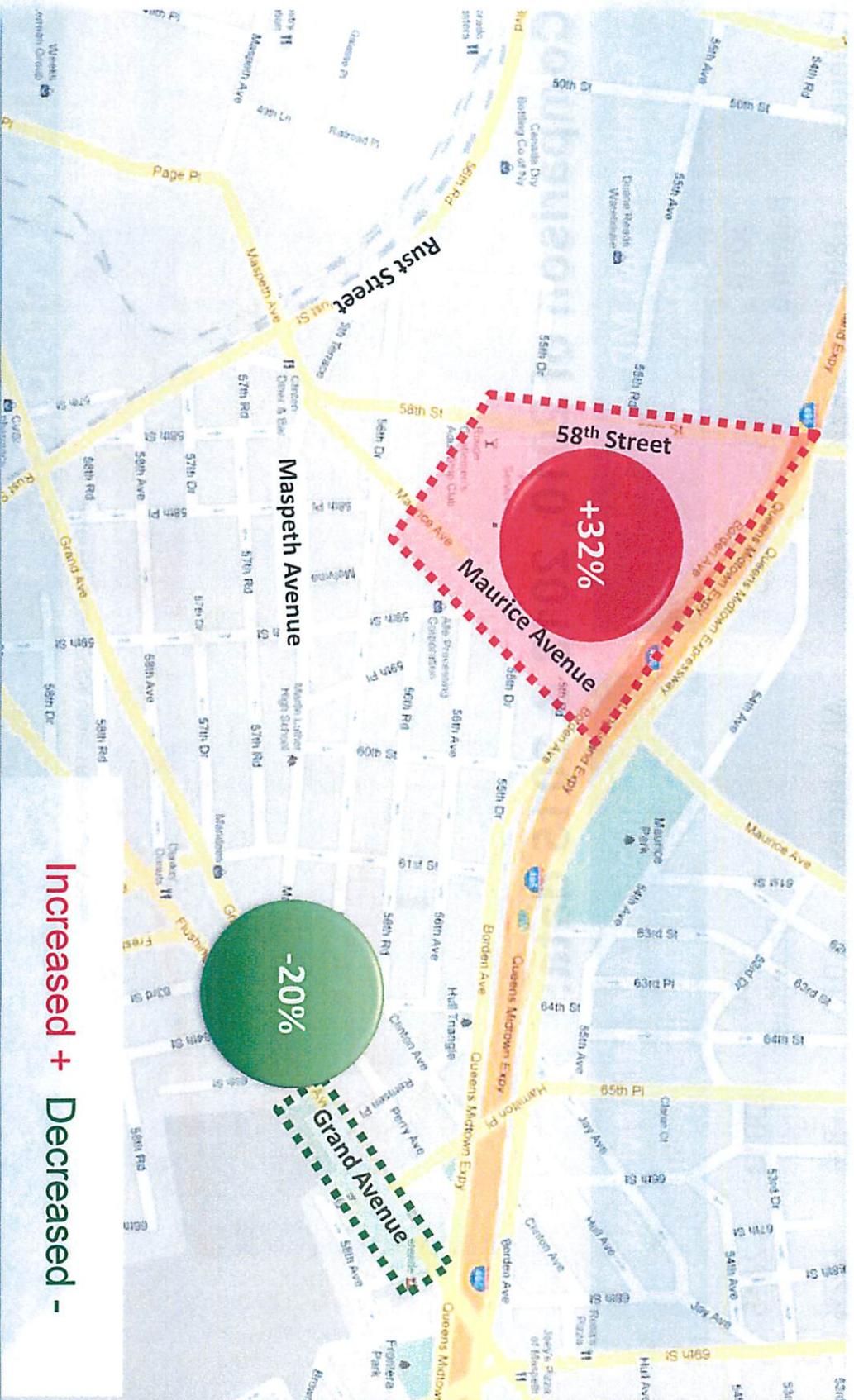
A. 2015-Present Truck Routes in Maspeth



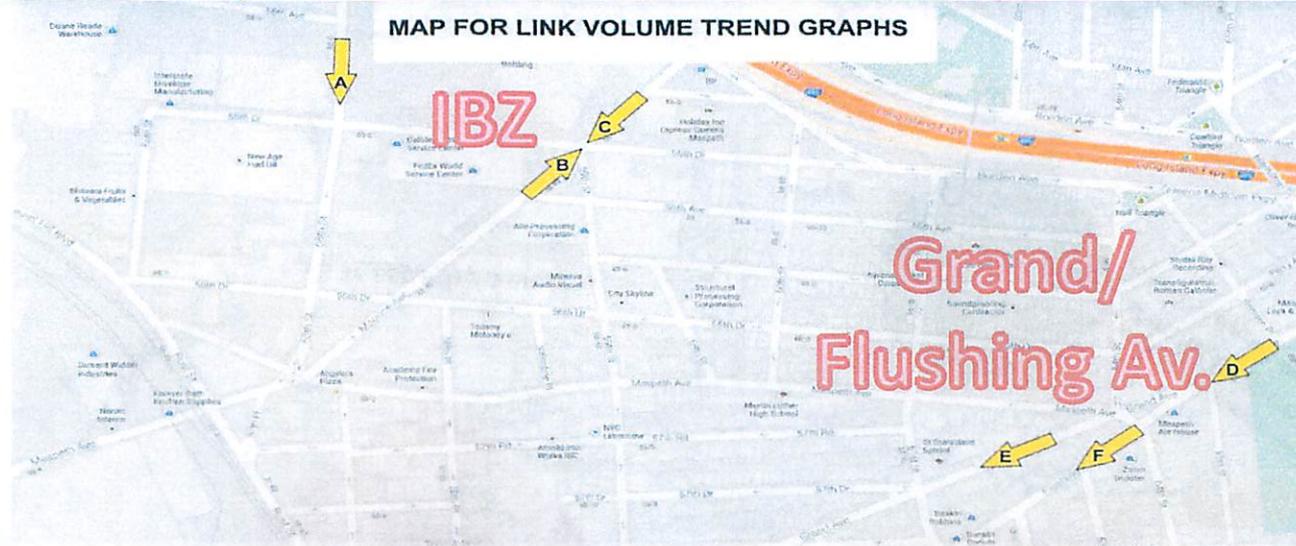
- Local Truck Route
- Through Truck Route
- Through Truck Route on Expressway

A. Peak Hour Truck Traffic – 2009 to 2012

Peak Hour Truck Traffic (2009 and 2012)



A. Peak Hour Truck Traffic: 2015 Data Comparison



Comparison of 2010, 2013 & 2015 data:

Combined AM, MD, PM Peak IBZ			
	2010 Baseline	2013	2015
All Vehicles	1,806	+62%	+78%
All Trucks	329	+35%	+50%
Heavy Trucks	105	-8%	+16%

Combined AM, MD, PM Peak Grand/Flushing Avenue			
	2010 Baseline	2013	2015
All Vehicles	2,019	+8%	+12%
All Trucks	151	-14%	-21%
Heavy Trucks	33	-39%	-18%

B. What Isn't Working and Why?

- ▶ Trucks are still traveling along Grand Avenue and Flushing Avenue
- ▶ Additional signage needed along the Bypass
- ▶ Truck drivers uninformed about the Bypass



B. Why Non-Compliance?

- ▶ Bypass not recognized by truckers
 - Perceived to be longer and unattractive for trucks
 - Not aware of the bypass route
 - Additional signage needed at key intersections
 - Signage along highway not being followed
- ▶ Compliance activity not feasible 24/7 due to personnel constraints

C. Solutions: Operations/Infrastructure

▶ Improve Bypass

➤ Short Term

- Communication (Outreach, Wayfinding/Signage)
- Traffic Control (Signal Timing, Stop Signs)
- Temporary Enforcement

➤ Mid-Term

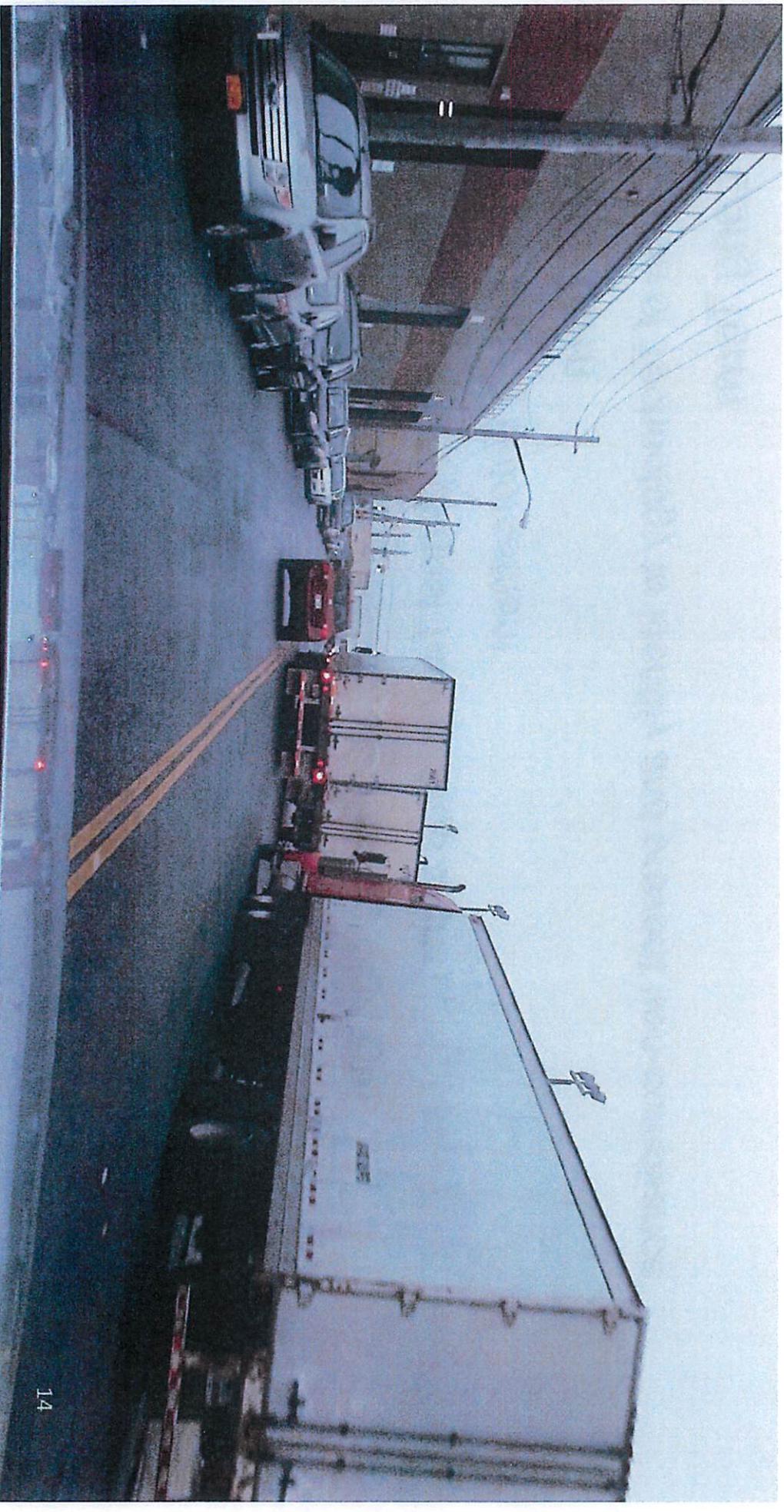
- Use of Technology to identify and prevent non-compliance

➤ Long Term

- Infrastructure Improvements
- Permanent Enforcement

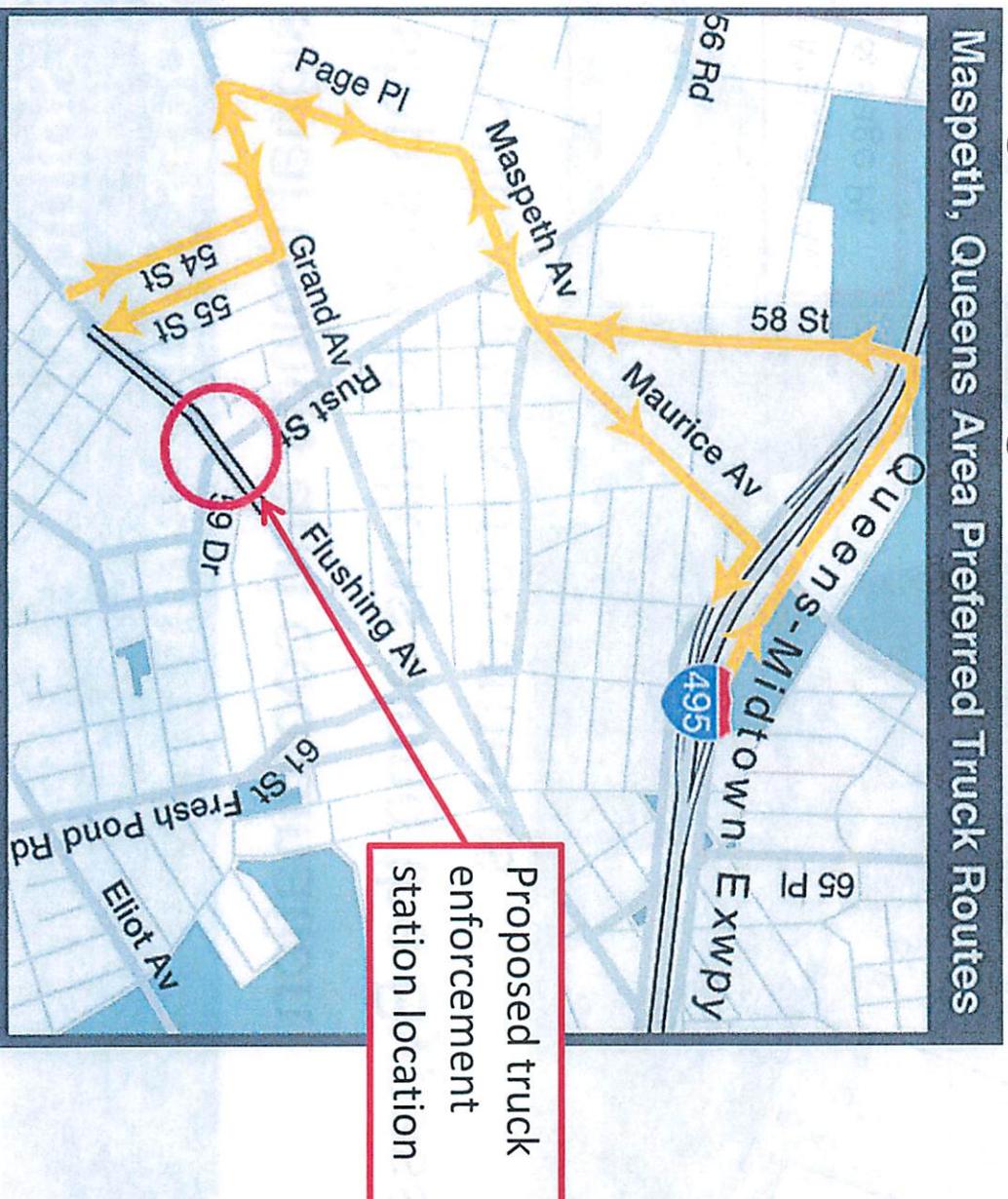
C. Potential Solution: Compliance

- ▶ Additional compliance activity to eliminate double parking



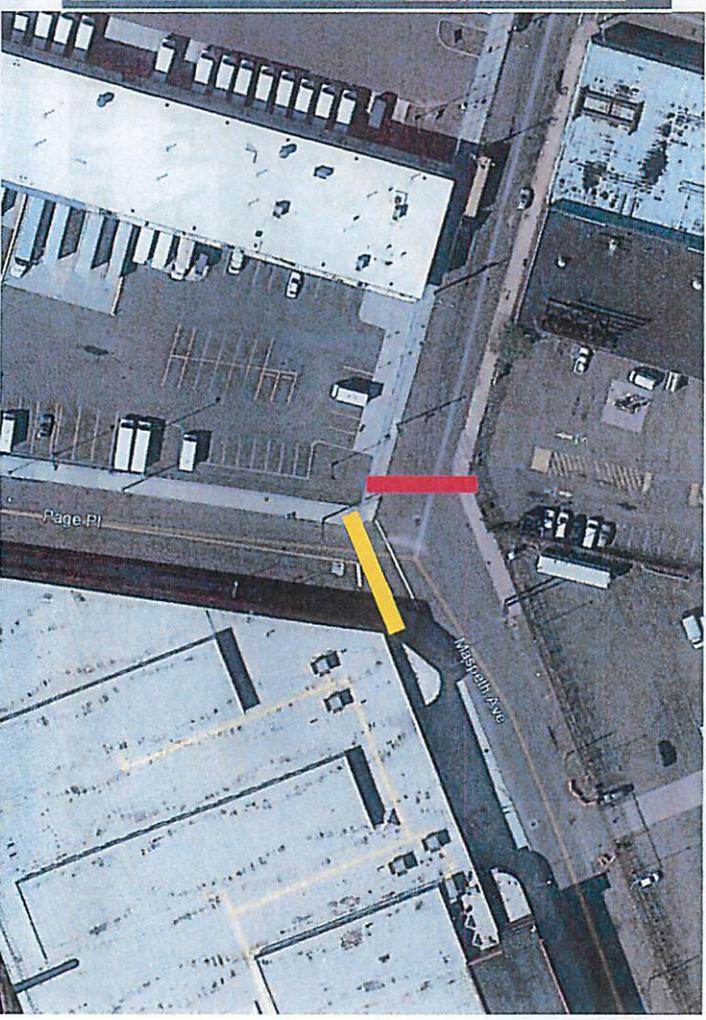
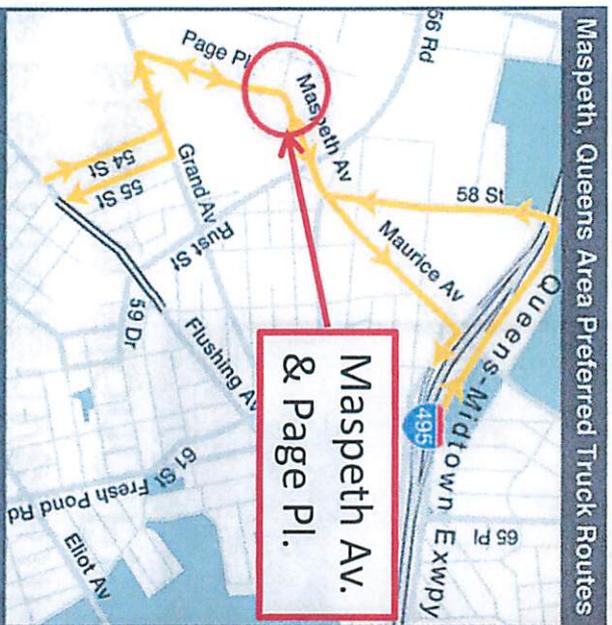
C. Potential Solution: Enforcement

- ▶ Permanent/semi-permanent truck enforcement station along Flushing Avenue



C. Potential Solution: Improve Bypass Short Term

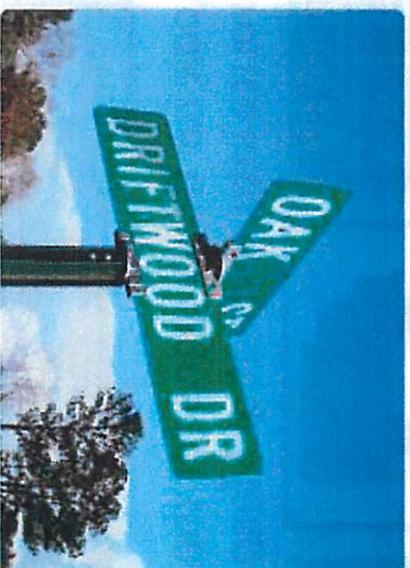
- ▶ Review signal timings and coordination
- ▶ Change stop sign locations along the Bypass route to prioritize truck movements



- Existing Stop Sign Location to be Removed
- Proposed Stop Sign Location

C. Potential Solution: Improve Bypass Short Term

- ▶ Install high visibility street name signs
- ▶ Install standardized high visibility business address signs



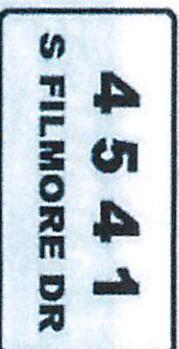
Green



Red



Blue



White



C. Potential Solution: Improve Bypass Short Term

- ▶ Outreach to companies needs to be wider than just Maspeth IBZ
- ▶ Companies located in Flushing/Metropolitan/Morgan/Bushwick Aves.
- ▶ Door knocking exercise/handing out truck maps to companies in this area

TRUCK DRIVERS:

Improve your travel time,
use the Maspeth Bypass.



Look for these signs for the best
route into and out of Maspeth:



See map on other side

To sign up for e-updates on this and other projects, visit www.nyc.gov/dotnews. For additional information, contact the DOT Queens Borough Commissioner's Office at qbc@dot.nyc.gov or (212) 809-2810 or visit our website at www.nyc.gov/press/dot/news/maspeth/maspeth.shtml

NYC 311  

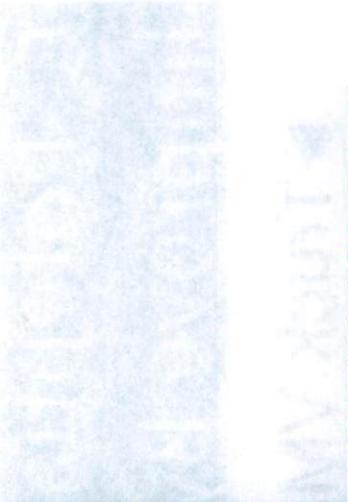
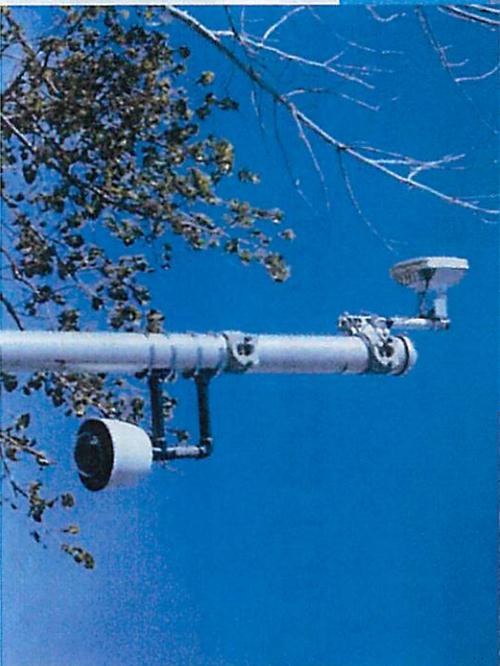
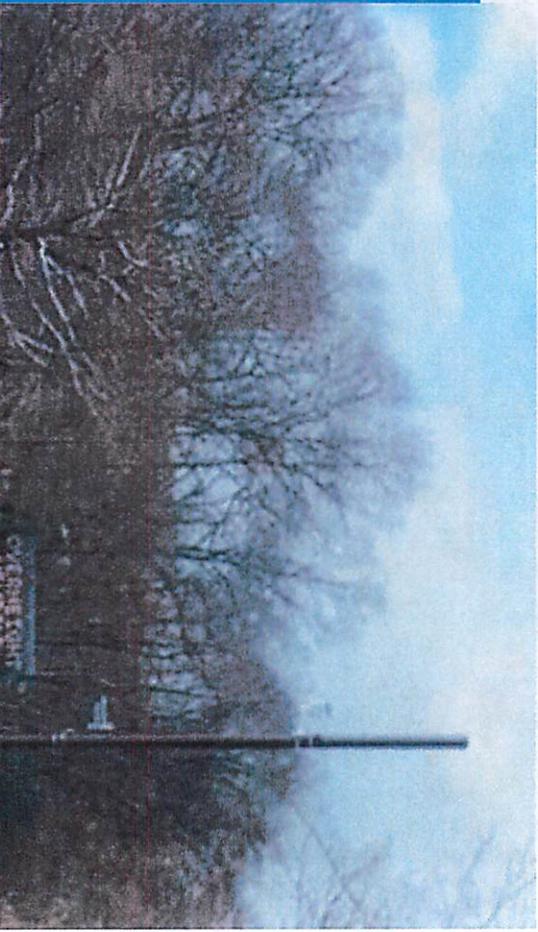
C. Potential Solution: Improve Bypass Mid-Term

- ▶ Truck VMS enforcement for Grand Ave and Flushing Ave



C. Potential Solution: Improve Bypass Mid-Term

- ▶ Automatic truck detection at Grand Ave and Flushing Ave



D. Community Outreach

- ▶ Requesting input from the community
- ▶ Feedback on proposed solutions and any ideas for additional solutions are greatly appreciated

Next Steps

- ▶ Incorporate public input into Draft Master Plan
- ▶ Present Draft Master Plan during second round of public outreach
- ▶ Incorporate public input into Final Master Plan
- ▶ Present Final Master Plan during subsequent round of public outreach