



COMMUNITY BOARD # 4Q

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Louis Walker
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Melva Miller
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Christian Cassagnol
District Manager

May 10, 2016

COMMUNITY BOARD MEETING

DATE: TUESDAY, MAY 10, 2016

TIME: 7:00 P.M.

PLACE: ITALIAN CHARITIES OF AMERICA
(2ND FL. GRAND BALLROOM)
83-20 QUEENS BOULEVARD
ELMHURST, NY

I. Chairperson Louis Walker opened the meeting at 7:15 p.m.

Chairperson Walker announced if anyone wished to speak at the Public Forum segment, please sign the Public Speaker's List.

II. The Pledge of Allegiance was recited by all.

III. Executive Secretary Lucy Schilero took the roll call. A quorum was present.

IV. VOTE: Minutes of April 12 Meeting

Board Member Priscilla Carrow made a motion, seconded by Board Member Edgar Moya, to **approve** the minutes.

Before the vote was taken, however, Board Member Clara Salas noted the correct spelling of two guests at the April 12, 2016 meeting:

David Burgon, Senator Jose Peralta's Office
A. Gonzalez

By a voice vote, the Board voted 34 in favor, 0 opposed, with 0 abstentions. The April minutes were approved as corrected.

V. REPORT OF THE CHAIRPERSON

No report was made by Chairperson Louis Walker.

VI. REPORT OF THE DISTRICT MANAGER

No report was made by the District Manager Cassagnol. However, a special Thank You was extended to Board Member Marialena Giampiano for her help with facilitating the meeting room at Italian Charities of America.

VII. REPORT OF THE LEGISLATORS

Council Member Daniel Dromm spoke on Queens Boulevard, which has been called the Boulevard of Death. At this meeting, a very important vote will be taken. Letters were sent to Board Members stating his position in favor of the Queens Boulevard 74th Street to Eliot Avenue Proposed Corridor Safety Improvements. Prior to this Board meeting, the Council Member had held a press conference with the mother of one of the victims of the “murder” (cars out of control) of her son on Queens Boulevard. The mother of Asif Rahman, who was hit and killed by a truck on Queens Boulevard, held up a photo of her son. Council Member Dromm continued it is heartbreaking to stand with the mother who had lost her son is such a tragedy.

For as long as he could remember no major changes, except for minor fixes, have ever been done on Queens Boulevard continued Council Member Dromm. Now, the Department of Transportation with the de Blasio administration has devised a viable safety plan. Started in Council Member Van Bramer’s district, it has worked successfully there. Currently, in Phase 2, Phase 3 will follow in Council Member Karen Koslowitz’s district, who also supports the implementation of this plan.

When looking at the plan, change is necessary. The plan is not only about bike lanes, which is only one part of the plan. Although there are varying opinions on the bike lanes, cyclists are already on Queens Boulevard simultaneously, the bike lanes that would be implemented in this plan have a secondary beneficial effect. This effect would narrow roadways, which cause drivers to take more time and effort to slow down.

Council Member Dromm stated he did not want this to be a referendum on bike lanes. Outlining the safety improvements the project would create, he stated there are many components to the plan.

If the plan needs to be tweaked, since the Council Member has a good working relationship with the NYC DOT, those suggestions may be worked.

The Board has a serious choice either do nothing or choose to try something and see it works. If it does not work, the plan can be tweaked to make it better. Ultimately, it will save lives and provide a safer Queens Boulevard

In conclusion, Council Member Dromm urged the Board to give the plan a chance and to vote for it.

Adding to his statement, Council Member Dromm said Congressman Joseph Crowley and Congresswoman Grace Meng had written letters of support to provide funding. It was noted elected officials were on board with the plan.

Next, Tristan Massalay-Ellis, representing Council Member Julissa Ferreras-Copeland, gave the following community updates:

- All were thanked for attending the street co-naming on Saturday, May 7, for former City Marshal Edward F. Guida, Sr. It was a phenomenal event. Special Thank You was extended to Board Member Al Perna who did an excellent job providing sound, technical, support, and more.
- Community Board 4 was also thanked. Without the Board, there would not be a street co-naming event. The Guida family was very pleased with the outcome.
- Council Member Julissa Ferreras-Copeland will host an FDNY emergency town hall meeting on Wednesday, May 18, at the VFW Post #150. The Town Hall meeting is in response to the uptick to fires in the community.

An overabundance of fires occurred in our community since the New Year. Over 12 fires were reported in the 21 Council manic district. Two of the fires resulted in death. Inadequate electronic devices and cheap surge protectors were causes of some of the fires. Free carbon monoxide and smoke detectors will be distributed and information given on formulating an emergency fire plan to exit safely.

- Council Member Julissa Ferreras-Copeland is excited to join Council Member Daniel Dromm and Speaker Melissa Mark-Viverito for the first PrideProm, on Tuesday, May 24, at the Queens Museum.
- Council Member Julissa-Ferreras-Copeland invites you to a Community Open House at her district office, 32-33A Junction Boulevard, Friday, June 17, 4:00 p.m. to 7:00 p.m. Stop by the office and learn about their work in the district and at City Hall. Meet Council Member Julissa Ferreras-Copeland.

In regard to the transportation safety plan for Queens Boulevard, Council Member Julissa Ferreras-Copeland wholeheartedly supports the plan. The Council Member is also a cyclist and supports safety for drivers and bike riders alike. A comprehensive plan is needed to keep everyone safe. He urged the Board to support the project.

Next, Nick Gulotta, Office of the Mayor, Queens Borough Director, Community Affairs Unit, reported on the Queens Boulevard Safety Improvement Project and thanked Council Member Dromm who is committed to the safety of his constituents and the Mayor's commitment to Vision Zero. Also, thanked was Council Member Julissa Ferreras-Copeland who supports the Queens Blvd Safety Plan. Both NYC Council Members support this project.

Not too long ago, Mayor de Blasio had visited Queens Boulevard with Congressman Joseph Crowley and other elected officials. After Phase 1 was implemented in Woodside, it was announced 66 fewer people had died since launching Vision Zero. How many more are here tonight because of Vision Zero, he asked. He wanted everyone to reflect on that as the vote is taken. If there are issues regarding the plan, changes can be made; but first it must be voted on before changes can be made, said Mr. Gulotta.

Next, Aliya Latif, NYC Comptroller Scott Stringer's Office, reported on The Community Action Center, which is the constituent services arm of the City Comptroller's Office and assists New Yorkers with complaints or inquiries about government services. Ask questions on topics ranging from NYCHA repairs to city pension payments, tenant harassment, or filing a claim against the City. Also, she reported on the following upcoming events:

Haitian Flag Day Breakfast
Friday, May 20, 2016
Doors open 8:30 a.m.
Breakfast from 9 am to 10 am
David N. Dinkins Municipal Building
Comptroller's Board Room
1 Centre Street, 5th Fl., New York, NY 10007

Asian American & Pacific Islander
Heritage Month
Tuesday, May 24, 2016
6:00 PM-8:00 PM
Surrogate's Courthouse
31 Chambers Street
New York, NY 10007

Before proceeding to the NYC Department of Transportation's presentation, Chairperson Louis Walker announced this is the first time this presentation is given.

VIII. NYCDOT – Queens Boulevard Traffic Safety Improvement

DOT is proposing robust safety improvements on Queens Boulevard between 74th Street and Eliot Avenue. The plan includes protected bicycle lanes, increased pedestrian space and specific safety improvements at intersections, with anticipated implementation in Summer 2016. This project continues the work DOT installed between Roosevelt Avenue and 73rd Street in 2015 and also lays the groundwork for a \$100 million capital investment on Queens Boulevard, a Vision Zero Priority Corridor, as part of the de Blasio Administration's Great Streets initiative.

Mr. Vikram Sinha, NYC DOT, Borough Planner, introduced Deputy Commissioner Ryan Russo who spoke about the Queens Boulevard Safety Improvements.

The floor was turned over to Ann Marie Doherty, Senior Director Research, Implementation & Safety, who presented the plan.

With the aid of a slide presentation, the following plan was presented:

Queens Boulevard 74th Street to Eliot Avenue Proposed Corridor Safety Improvements 2016

Operational Project Limits

Project Timeline- March 2016 Presentation to Community Board 4 Transportation Committee

Operational Project 2: 74th Street to Eliot Avenue

Vision Zero Priority – Queens Boulevard (7.2 miles); Queens Boulevard -74th St. to Eliot Ave (1.2 miles);

Fatalities

Safety Data – 74th St. to Eliot Ave. Injury Summary, 2010-2014 (5 Years)

Community Outreach Efforts – Outreach conducted during November-December 2015

Queens Boulevard Safety Workshop – Over 50 community members attended on November 12, 2015
DOT Outreach Team – Queens Boulevard at Broadway, Hoffman Dr. and Woodhaven Boulevard 11/8/9,
12-17, 2015

DOT Outreach Team – Queens Boulevard Merchant Survey Date: December 14, 2015

DOT Outreach Team – Queens Center Mall - Dates: December 6-13, 2015

Queens Boulevard Project Website – Included Interactive feedback map, user survey, project & outreach updates

Top Issues Identified by the Community-unsafe-feeling and unpleasant pedestrian environment, especially at intersections; request for more and better pedestrian crossings; request to improve safety for all users, especially at key intersections: Broadway/Grand Ave., Woodhaven Boulevard, Eliot Ave/LIE overpass

Top Issues Identified by the Community-Unsafe-feeling and uncomfortable to bike, over 250 cyclists using Queens Boulevard per day. Requests for continuation of 2015 project

Top Issues Identified by the Community –Misuse of service roads and curb, especially near the malls, buses are often blocked by taxis and other vehicles from pulling over curbside at bus stops forcing passengers into the street

Design Principles/Project Goals-Calm the service roads, keep main line moving (preserve existing lanes), accommodate all road users and enhance the sense of place, reduce roadway shopping

Key Design Features: Stop Controlled Transition

Benefits of Stop Controlled Transition Lane

Proposed 73 Street to 76 Street

Proposed: Albion Ave/Hillyer St.

Proposed: 51 Ave

Proposed: Van Loon St – Broadway/Grand Ave

Proposed: 55th Ave – 57th Ave

Proposed: 90th St – Woodhaven Blvd

Proposed: Woodhaven Blvd – Eliot Ave

Parking Usage Study

Parking Changes – Parking changes are limited to west of Broadway/Grand Ave, only 50% of median in this section has parking spaces

Parking Changes – Parking changes do not fully eliminate available spaces: median only has daytime demand, very little turnover on median, significant available curbside space, create +50 free parking spaces along curb. 138-50+88 net loss

Benefits of Safety Proposal – Pedestrian Path and Bicycle Lane, Stop controlled-transition lanes, Median tips and mall to mall crossings

Benefits of Safety Proposal

At this point, questions were taken from the Board Members.

Board Member Ann Pfoser-Darby

Ann Pfoser Darby asked how many people were from the Elmhurst portion of the roadway. Audience members responded by a show of hands. She suggested waiting another year.

Board Member Lucy Schilero

Referring to a previous slide, Lucy Schilero inquired how a cyclist in the far left lane would make a right on 55th Avenue without crossing traffic. In other words, using the bike lane how would the cyclist get on and off the bike path to make turns.

Deputy Commissioner Ryan Russo responded bicycle lanes can be exited on the approach to an intersection to prepare for the turn to get to the right side. If the cyclist arrived at a red light, he/she can wait for the light or use the crosswalk to turn.

Board Member Pat Martin

Pat Martin inquired do motorists know cyclists will be making the turn in front of them?

Deputy Commissioner Ryan Russo responded cyclists do this all the time.

Board Member Priscilla Carrow

Priscilla Carrow uses Queens Boulevard every day and bicycle lanes are very important. Twice a week she almost hit someone. As a driver, Queens Blvd. is dangerous without bike lanes.

At this point, Chairperson Walker said to refrain from continuous clapping either pro or con about the bike lanes.

Board Member Gurdip Singh Narula why can't we transition the current condition into the proposed condition. He noted he supported the bike lanes.

Deputy Commissioner Ryan Russo responded we don't allow vehicles to turn off the main line of Queens Boulevard. The reason is when driving in the main line there is also a Walk signal. To make a turn the driver would be going into the Walk signal. There would be a conflict driving on the service road and be very susceptible to a T-crash at those intersections.

Board Member Judy D'Andrea

Judy D'Andrea asked at the intersections that have a many pedestrian crossings and where there are many fatalities and accidents was any consideration given to pedestrian overpasses, especially for the elderly and disabled?

Deputy Commissioner Ryan Russo responded pedestrian bridges are very expensive. Also elevators would need to be provided for people in wheelchairs. For the amount of time it would take to go up and back down, people would choose to cross on the street.

Board Member Pat Martin

Pat Martin said 88 parking spaces will be lost. Where will those people go? Must they pay for parking? Talk is about the cyclist but what about the motorist?

Deputy Commissioner Ryan Russo said changes have been made to Queens Boulevard and some of the major changes that occurred were around 2001/2002. The service road on Queens Boulevard had parking just adjacent to the lane, two lanes for traffic continuously. A number of changes were made to signal timing and other geometric changes. Then when the Department of Transportation (DOT) tried to calm the service road, signs were put up to try to get people to park on the left side of the service road. This was parking that did not exist over ten years ago. It was put there as a way to try to calm the service road. The problem was that it was inconsistent (sometimes there is parking and sometimes there is not) and the demand was not there. It is 88 spaces but because the way the meters are not being used, DOT felt the community can absorb it quite easily. It was the first attempt to calm the service road about ten years ago.

Board Member A. Redd Sevilla

A. Redd Sevilla read a statement regarding the redesign of Queens Boulevard (Excerpts follow)

Board Member Sevilla noted he also represented 100 families. His no vote for redesign is based on the following three reasons:

He had met with three representatives from DOT regarding the redesign.

1. *Voices of many families are not represented in the redesign.* There was much data about the redesign process.

When asked about data solicited for feedback, ages and addresses, and cities were not collected in the process. Our neighborhood is 80% foreign born. No indication the people interviewed reflected this diversity.

What percentage was Chinese, Mexican, Ecuadorian, Indonesian, etc.? Not one family he represents was solicited for feedback. Was it because they did not speak English?

51 Avenue is the longest crosswalk along Queens Boulevard, according to DOT. Yet, the current redesign does not reflect our wishes and changes. In fact, it makes people walk longer in crossing. If the re-design does not reflect his neighbors and immediate neighborhood whose interest does the redesign represent? He does not want a Boulevard redesigned by the few. Get additional voices to make it collaborative.

2. *Voices of many local businesses are not represented in the redesign.* He had asked for a list of businesses consulted in the redesign. He has not seen a list of businesses consulted or the responses of those businesses. His signature was on the petition for the redesign, but afterward he and his people were forgotten.

3. *There is no alternative to the large businesses and organizations near New Life who would lose at least 60 parking spots and 88 are mentioned in the plan.* Supporting safer streets, but parking is also needed to continue service to the community.

Businesses depend on parking spots. Area businesses were mentioned. The no vote is based on the process getting to the redesign. He encouraged DOT to seek out the feedback of those left out, even if the feedback is not in English. When their voices are captured can the redesign be called truly collaborative and only then can the Boulevard be called *our* Boulevard that we can all be proud of.

Board Member Lucy Schilero

Lucy Schilero spoke about the Boulevard of Death and questioned motorized scooters using bike lanes.

Deputy Commissioner Ryan Russo said if there is an issue with motor cycles or motorized scooters coordination on enforcement can be done with the local precinct. The proposed lanes are for bicycles only.

Board Member James Lisa

James Lisa expressed concern about the proposal. There is no way of making it safe without making changes. However, he did not understand the idea of putting a walkway for pedestrian's right next to a bike lane and gave an example of a grandmother walking with a child. The child darts out. The bicyclist tries to swerve and maybe hits the child who winds up in traffic with someone getting hurt. Who has the liability and who pays for the damages? Looking at the scenario, there is a child with no insurance, a bicyclist (not a homeowner) with no insurance, and a motorist who will pay for all damages. He pointed out there is a liability issue and safety factor present with having a pedestrian next to a bicyclist.

Deputy Commissioner Ryan Russo replied the pedestrian walkway is a setting for creating a Boulevard that can compare to some of the other boulevards in places like Eastern and Ocean Parkways. It also gives the opportunity to provide crosswalks in the intersections that go median to median or mall to mall and those have the benefit of tightening up the intersection. Also, it gives people choices when crossing the street. There are bicycles lanes and bicycles paths shared with pedestrians throughout the city mentioning the Hudson River, East River waterfronts.

He stated bicyclists can operate safely with people walking. It is all over the city. The much bigger problem is cars colliding with one another, the colliding with pedestrians and cyclists.

Board Member James Lisa (cont'd)

Statistics show there is thousands of incidents about bicyclists hitting pedestrians. He cited an example of an elderly woman retrieving a ticket to park her car and was hit by a cyclist and taken to the hospital. We do want to be safe, but we also want to protect. The plan needs more study. Since this is the first time the plan is presented to the Board, it is not easily digested in such a short span of time. He suggested another Board meeting where it can be discussed more thoroughly before a vote is taken. DOT can come back after the Board digests it. Board Member Lisa thought it was too soon for the Board to make an intelligent vote because of a lack of information.

Board Member Erica Cruz

Erica Cruz met with three representatives from DOT at the Rock Church. She saw the plan online and also DOT reps. had the plan with them. She had the chance to review the plan for the past month, but questioned some issues.

Last night, however, there was a huge accident on 57th Avenue and Queens Boulevard involving a school bus and two cars. The children inside the church saw it happen. Accidents at that intersection are seen all the time. It affects so many people who walk across the Boulevard every day. Thought must be given to this plan as a start and to what we can do to make changes. People's lives are affected. DOT was willing to work with constituents and make changes throughout the process. Last night's accident made an impression and made her realize how important tonight is. If we can get things moving faster, she was sure those people involved in the accident would like to have seen some changes.

Board Member Alton Derrick Smith

Alton Derrick Smith asked about the pedestrian path in the stop control transition lane since it is paint, how long would the paint last and when would maintenance be done. Given weather conditions, paint will fade. How do you plan to maintain the safety features he asked the DOT representatives?

Deputy Commissioner Ryan Russo responded the driving lanes will not have traffic driving on them regularly so those tend to last a number of years. There are projects that have not had their capital build-out for many years. In terms of the crossings, there is a citywide funding for crosswalk and intersection striping's. DOT would maintain crosswalks and the markings to ensure they would stay visible. Maintenance is on an as needed basis, but could be between 2 – 5 years. It would always vary based on traffic volume. Low volume of traffic markings would last longer as opposed to a higher amount of turning traffic.

Board Member Judy D'Andrea

Judy D'Andrea asked in this process will Queens Boulevard be resurfaced because of its incredible amount of potholes.

Deputy Commissioner Ryan Russo replied talking about markings and striping's there is capital funding that would be used to reconstruct roadways. Adjustments can be made based on feedback received. Repaving and reconstruction would follow afterwards.

Board Member Alirio Orduna

Alirio Orduna commented it's a great project. Every minute counts. Every day counts. Every month counts. If we do nothing now, it will get worse. If DOT is willing to do it, we need to support them. Everyone cannot be made happy. We do not want to hear any more bad news how many people were killed on Queens Boulevard Just get it done!

Applause from the audience. Chairperson Louis Walker said if there is another out burst of applause, he would adjourn the meeting.

Board Member Pat Martin

Pat Martin said we are talking about the real issue of public safety. All we have been hearing is cycling, cycling, and more cycling. What is the real issue? The issue is safety!

Board Member Unidentified

When cars turn cutting through the bike lane how do the bikes know there to stop or a there is a light.

Deputy Commissioner Ryan Russo responded the vehicles exiting the main line tend to be driving faster than the vehicles on the access road have a Stop sign (in the first phase) which decelerates them. Straight traffic has the right of way and the turning traffic needs to yield. If someone disobeyed the stop sign, the cyclist has the visibility to do what is necessary. The former transitions which were high speed slip lanes is working well to decelerate and everyone is making eye contact.

Board Member Unidentified

When the pedestrian phase is expanded, is it raised or painted on the floor?

Deputy Commissioner Ryan Russo to start it would be markings and gravel treatment in the area followed by flexible posts, which would create the outline with more visual prominence. The Capital funding, after it is ascertained it is working well, would build it up in a more permanent way.

Board Member James Lisa

James Lisa asked whether the Board votes yes or no or abstains, will DOT go ahead with the project anyway.

Deputy Commissioner Ryan Russo responded where the project is in the process, the agency has been working for six months gaining input-- shaping the plan and talking to people.

Board Member James Lisa (continued)

He inquired again if the Board votes or does not vote or abstains on the plan, will it finally go through?

Deputy Commissioner Ryan Russo replied the feedback is very important and to go on record with those comments. He cannot say either one way or the other tonight, but the Board's input is needed.

Board Member Alton Derrick Smith

Alton Derrick Smith asked will there be an age restriction in terms of cyclists using the bike lane and would it be open to children?

Deputy Commissioner Ryan Russo responded New York City law is bicycling is not permitted on the sidewalks

unless you are age 13 or under. Older children are welcome to ride in the bike lanes on the streets but do have the option of riding on the sidewalk. There will be no restrictions riding in the painted marked bike lanes.

Board Member Al Perna

Al Perna commented Queens Boulevard had changed over the years. Bike lanes are now needed. A new style of slowing down the traffic is needed. If traffic is slower, there is more time involved. Everyone is driving faster to make the next light because the traffic lights are timed. Installing the bike lanes and other safety features will slow down the pace. Change is needed in the community, especially for Queens Boulevard nicknamed The Boulevard of Death. Affiliated with the Corona Community Ambulance Corps., he sees pedestrians and cyclists on Queens Boulevard injured every day. He urged the Board to vote in favor of the plan.

Board Member Jennifer Gutierrez

Jennifer Gutierrez questioned what is the calendar when DOT will determine the implementation of the projects? Changes can be made it was mentioned earlier, but for DOT what is the timeline?

Deputy Commissioner Ryan Russo answered tweaks in the process start right away. In terms of a more formal evaluation, typically DOT would wait about a year, but since Queens Boulevard is big enough maybe an interim six month evaluation is possible where DOT could come back. DOT is willing to come back as frequently as possible to gather input. A more formal study would be six months to a year.

Board Member Gutierrez also inquired about Van Loon Street. It was mentioned in the data that a significant number of cars make the turn. What will happen on 51 Avenue and Albion Avenue because for those that turn on Albion Avenue only three cars would fit in the left turn lane and the light is very fast? Driving down, if there are three cars there already, she goes to the next one which is Van Loon Street. What will happen for those other opportunities for turns?

Cars tend to turn together at that very tight intersection. As a result, the left turn bay at 51 Avenue will be lengthened, replied the DOT representative. This will provide additional space at 51 Avenue.

At this point, Nicole Garcia, Queens Borough Commissioner for NYC Department of Transportation, added before any major transportation safety project, a dedicated team will come out and educate people with multi-lingual capabilities to afford constituents a better understanding of the traffic safety and improvements proposed.

Board Member Clara Salas

She has witnessed two or three weekly crashes on Queens Boulevard and Broadway from her bedroom window and has seen accidents all the time. Working in Manhattan, she spoke about her experience with the cyclists coming very close to her car when opening the car door, also mentioning her experience as a passenger on the Q60 bus to Manhattan.

This is the beginning of a process and there will be improvements if things don't work out. She urged the Board to vote yes and give the plan a try and was optimistic DOT would work very hard to improve situations which need improvement.

Board Member A. Redd Sevilla

A. Redd Sevilla liked the mid-block cross walk feature pointing out P. S. 7, which is a huge school, also noting I. S. 5. Is it possible to do mid-block crosswalks from Cornish Avenue perpendicular down, using the slide to illustrate his suggestions? The other crosswalk would be from Simonson Street perpendicular up, Cornish Avenue going down. If someone is coming from Simonson Street and needs to get to Cornish Avenue, which

is where the school is, it is essential to go west, north/northeast and west again. Why can't there be a mid-block crosswalk, he questioned? It is the longest crosswalk in all of Queens Boulevard, according to DOT.

Deputy Commissioner Ryan Russo answered if the Board wished to include this suggestion in its feedback; it would be taken under consideration.

Board Member Alirio Orduna

Alirio Orduna referred to Queens Boulevard and Broadway, traveling on Queens Boulevard to make a left turn is there a turn signal?

No, it's a right turn said the DOT representative who reiterated to turn off of Queens Boulevard onto Broadway. And, it is not in the current proposal said Mr. Russo. It can be studied in general, but if a turn signal is requested a turn lane is needed. Streets are pretty narrow, and if there is a turn signal there is less time for traffic moving from east to west. If it is part of the feedback, it would be taken under consideration.

Board Member Sandra Munoz

Sandra Munoz stated as a resident, not as a Community Board member, of the community she was not approached for input. She has seen many immigrants riding bicycles with their children on the bikes going to school and agreed safety must be for everyone, not just cyclists. She spoke about Queens being the forgotten borough as compared to other boroughs, and noted changes are needed. People use bicycles to go to work and transport their children.

Board Member Debra Clayton

Debra Clayton was concerned over the proposed one lane of traffic, mentioning the path at 57 Avenue and Junction Boulevard with one lane and during the holidays, traffic cannot get through. What will happen with the proposed one lane of traffic for Queens Boulevard Safety is a priority. The area has changed and people do like to bike. But what she is hearing is all about the cyclists.

Deputy Commissioner Ryan Russo projected Queens Boulevard will be a much more rational street with parking access, loading, bus stops, not parking on the other side of the median, an access lane widens median with bike lane and pedestrian space upgrade to a more boulevard greenway with a livable type street field. There will be three lanes going to the eastbound direction, then a turning lane, and three lanes in the westbound direction and then a repeat. As a result, there will be four lanes in the east bound direction, nine traffic lanes, two parking lanes, two pedestrian lanes, and two bike lanes. Not only traffic modeling and simulation will be relied upon to ensure changes will work, but also local feedback and adjustments is a very important part of the process. More details were provided. This is a \$100 million commitment.

Board Member Ann Pfoser Darby

Ann Pfoser Darby registered a no vote for the project.

Board Member Lucy Schilero

Lucy Schilero asked is it essential to get the vote tonight. Can it be brought back and voted on another night? Although many questions were answered, can the vote be held off until another night?

Deputy Commissioner Ryan Russo referred to the flyer distributed at tonight's meeting, the project has been under review for six months working with the elected officials and the Community Board striving for an open and engaged process. Although there are good ideas, those ideas need to be tailored to get the local knowledge of the constituents. Since there are many streets DOT wants to work on, the agency felt this was a very robust process, where much input was gathered, and it's only fair at this point to gather input. It is essential for the

agency that voices be heard. Workshops, walk thrus, interviews, surveys, etc. were all done. It is very important DOT hears the Board's position.

At this point, District Manager Christian Cassagnol shared a personal story when he was 14 years old he was hit by a vehicle. The vehicle rode onto the sidewalk and he sustained a permanent leg injury. After the accident, he went to the local precinct where he was told that it was his fault because he was riding his bicycle on the sidewalk. The fact is there is not enough public knowledge and understanding on how bikes work. A bicycle rider on the same road as a vehicle should follow the same rules and the same laws as vehicles. In other words, driver's education must be implemented in elementary schools, junior high schools, and high schools. A thorough understanding of the most basic laws must be gained to know the rules of the road such as the difference between a bicycle lane and an HOV lane. The plan can be tweaked if need be, and there is a possibility the project can be implemented. Looking at the numbers, District Manager Cassagnol pointed out there had been zero bicycle deaths on the Boulevard from 74th street to Eliot Avenue. Referring to the bicycles as "missiles on wheels" the plan should be made safer for motorists and pedestrians. The redesign can be started now and tweaked over time. The cyclists should be an afterthought. Safety is our main priority. The redesign will pass but it must be a much more solid plan.

Council Member Daniel Dromm

Council Member Dromm stated ultimately the goal is to improve the safety of Queens Boulevard and save lives. The answer right now is to move forward with the plan that will, at least, change current conditions. If the current conditions continue, the same results, which we have had year after year, will occur. As an elected official, he supported the plan and respectfully asked the Board for its support.

Chairperson Louis Walker

Chair Louis Walker stated Queens Boulevard is not necessarily the place for the bike lane. There are other avenues such as Woodside or Grand Avenue or other places with a lot less traffic, he said. This is not a park; this is a heavily traveled vehicular roadway. The current bike lane is used for truck deliveries (he had photos), motor cycles, electric scooters, skateboarders, and joggers. In lieu of the city's high rise development along Queens Boulevard, to lose 88 parking spaces is a concern. Where will people park, he questioned. Also, there is a future plan for bus lanes on Queens Boulevard. Where in the plan is the bus lane to make the Q60 move faster? There is a problem and there is not enough thought to implement the project at this time. Subsequently, he spoke about traffic being slowed down and if traffic is at a standstill, the pollution levels including lead, among other pollutants, will rise. Remember, one lane open on the service road, if a vehicle stops in front of the bus, there is no place for the bus to go, said Chair Walker. Scenarios such as an accident or a stalled car that will impede the bus or any stalled vehicle were given.

Following his statement, Chairperson Louis Walker made a motion to approve the Safety Plan for Queens Boulevard except for the bike lane. Let us make Queens Boulevard safer for motorists and pedestrians. At this time, bicycle lanes need another study and more needs to be done with it. The motion was seconded by Board Member Lucy Schilero.

The Board voted 31 in favor, 1 opposed, with 2 abstentions. Motion passed.

When the Board voted, Peter Beadle, a TA member and cyclist who uses Queens Boulevard, shouted "you're going to get me killed".

Board Member Sandra Munoz questioned the validity of the vote. Due process was not followed in the vote, she stated.

She countered with a motion to **accept** the DOT's plan for safety improvements including the bike lane. The second for the motion was Board Member Priscilla Carrow.

Chairperson Walker announced the motion is on the floor.

Chairperson Walker asked the Board members to raise their hand if they were in favor of the other plan to include the bike lanes on Queens Boulevard?

By a show of hands, three Board Members were in favor. Motion **does not** pass.

Attendees stood up and turned their backs on the Board circling the room and walking out.

IX. REPORT AND VOTE: PUBLIC SAFETY COMMITTEE

SLA Applications

Before Committee Chair Lucy Schilero presented the Committee's report, she informed the Board about the practice of upskirting, which is when young men take a camera to look up a woman's skirt. Incidents were reported on 94 Street and Roosevelt Avenue. She urged everyone to be aware of this illegal practice. Teachers were urged to caution students. Also, Grand Larceny complaints are on the rise in the area and New York City (men being pickpocketed from the back) and personal items left in cars are being stolen.

Store owners and restaurants want to open an hour earlier on Sunday (brunch time). The law is to open at 12 Noon. But they want to open at 11:00 a.m. Governor Cuomo is looking into alcohol reform, and when an update is given Committee Chair Schilero will notify the Board.

NYS LIQUOR AUTHORITY LICENSES

NEW APPLICANTS

<u>ESTABLISHMENT'S NAME</u>	<u>ESTABLISHMENT'S ADDRESS</u>	<u>RECOMMENDATION</u>
Ayada Thai Inc. Liquor, Wine, Beer & Cider	77-06 Woodside Avenue Elmhurst, NY	Approved
7714 Entertainment Corp. Liquor, Wine, Beer & Cider Premise is still under renovation, needs DOB clearance.	77-14 Queens Blvd. Elmhurst, NY	Denied
Super T&F Inc. "Icook" Wine, Beer & Cider	81-17 Broadway Elmhurst, NY	Approved
The Cheesecake Factory Restaurants Inc. "The Cheesecake Factory" Construction still ongoing, not ready to open yet.	90-15 Queens Blvd.,Space 1073 Elmhurst, NY	Denied

RENEWAL APPLICANTS

<u>ESTABLISHMENT'S NAME</u>	<u>ESTABLISHMENT'S ADDRESS</u>	<u>RECOMMENDATION</u>
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Terreza Coffee Bar & Art Corp. Liquor, Wine, Beer & Cider	40-19 Gleane Street Elmhurst, NY	Approved
Diskal Inc. "Georgia Diner" Applicant failed to respond to our request to meet to discuss their application.	86-55 Queens Blvd. Elmhurst, NY	Denied
Queens Coffee Shop Inc. of Corona	108-80 Roosevelt Avenue Corona, NY	Approved

ALTERATION

<u>ESTABLISHMENT'S NAME</u>	<u>ESTABLISHMENT'S ADDRESS</u>	<u>RECOMMENDATION</u>
Juquila Mexican Cuisine Corp. Beer & Cider	40-12 83 Street Elmhurst, NY	Approved

NO COMMITTEE RECOMMENDATION

Winners Bar Inc. Liquor, Wine, Beer & Cider	82-67 Broadway Elmhurst, NY
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Committee was split (1 Yes, 1 No, 1 Abstain)
 2/4/2015 – Assault complaint, resulting in the arrest of 4 people
 5/17/2015 – Assault complaint, resulting in an arrest
 8/12/2015 – assault complaint
 10/03/2015 – assault complaint
 4/24/2014 – C summons for sale to minor

Committee Chair Lucy Schilero reported the Board's vote is needed on this application. There were problems with the establishment before. It was noted the owner was arrested for fighting and playing with illegal vending machines and there were many fights on the premises. Prior summonses issued to this business were read into the record. The owners came and asked for another chance.

Board Member Alexa Ponce made a motion to **deny** the application for *Winner's Bar*, seconded by Board Member James Lisa.

By a voice vote on *Winners Bar*, the Board voted 34 to deny, 0 opposed, with 0 abstentions. Motion to deny passed.

CLASS CHANGE

<u>ESTABLISHMENT'S NAME</u>	<u>ESTABLISHMENT'S ADDRESS</u>	<u>RECOMMENDATION</u>
Juquila Mexican Cuisine Corp. Liquor, Wine, Beer & Cider	40-12 83 Street Elmhurst, NY	Approved

CLASS CHANGE (cont'd)

<u>ESTABLISHMENT'S NAME</u>	<u>ESTABLISHMENT'S ADDRESS</u>	<u>RECOMMENDATION</u>
Catocoha & Deleg Rest. Corp. Wine, Beer & Cider	102-03A 44 Avenue Corona, NY	Denied

Applicant failed to respond to our request to meet to discuss their application.

At this point, the Board's vote was taken on the entire Committee's report as presented. Board Member Georgina Oliver made a motion to **approve** the Committee's report, seconded by Board Member Alirio Orduna.

By a voice vote, the Board voted 34 in favor, 0 opposed, with 0 abstentions. Motion passed.

X. COMMITTEE REPORTS

Health

No report.

ULURP/Zoning

No Report

Transportation

No Report

Postal

No Report

Youth

No Report

Environmental

Committee Chair Giancarlo Castano said he would report next month.

XI. PUBLIC FORUM

John Wang, the Queens International Night Market, apologized for the chaos on opening night. Such a large crowd was not expected and he extended his apologies to the Community Board and the community. After the first night, if it goes according to last year's pattern, there were not many complaints for the rest of the season. This year, there were no complaints on the following two weekends afterwards the Night Market had opened. Meetings were held with city agencies to handle any influx of huge audiences that come out. He spoke about possible changes in the procedure for next year such as ticketing the first event and donating the rest to charity.

Board Member Judy D'Andrea commented it was a very nice event.

Board Member James Lisa inquired if the venue could be changed. Parking in our community is at a premium. Right night residents cannot park. When huge events come in, it worsens the parking situation.

Mr. Wang replied the Queens International Night Market encourages public transportation. There were parking spaces available at the Hall of Science the last nights. Those spots were not filled up the last two weekends. As far as holding the event at other venues, many of those locations do not work for many reasons. He mentioned the problems encountered with Citifield.

Speaker's List Guests

William Kregler

City officials mislead the public about bike lanes
Project would move forward no matter how the Board voted
Conditions will impact the community
Worse conditions now; Roadways are not cared about
Spoke about conditions around Queens Center Mall with changes
Mentioned buses running along Queens Blvd. (Q60) - Not a viable option
Accidents, injuries, and deaths among pedestrians, bicyclists, and vehicles will increase
Irresponsible overdevelopment along Queens Boulevard cited as a cause, mentioned the Mayor's Affordable Housing Plan aka human warehousing.
Developers do not follow the quality of life zoning
Believes in commuter bike lanes but not the location
Urged the Board to vote against the project as it is now; Look at Phase 1 (negative impact on community)
Do vote either pro or con because it will move forward with or without Board's approval.

John Schaffer

Compared Queens Boulevard the safety record for bicycles, it is a lot safer
Put bicycles where it is more dangerous such as 34th Avenue
NYC DOT had done a good job with slowing traffic down
Do not need bicycle lanes here
Do not need to spend tax dollars on bike lanes

James Parziale

Favored the bike lane on Queens Boulevard
Other boroughs have bike lanes
To change the culture of Queens Boulevard, it is necessary to implement change
Will not be done if project is voted down
Willing to give point of view as a cyclist and a motorist
Transition from 73 Avenue to Board 4's area is a terrible changeover
Protected from vehicular traffic is a nice luxury, especially on main thoroughfares

Joe Bellacicco

Spoke about 43 Avenue, which is impossible
43 Avenue is impassable to the NYC Fire Department, trucks must go through Corona Avenue
Hydrants around the 110 Police Precinct are blocked by double parked police vehicles
In case of fire, a huge liability against the city with a class action lawsuit filed.
Recommended to demolish police station and rebuild.
Suggested to downsize police station to half, build-up 7 stories, and put a parking lot behind police station.
Temporarily house the precinct on 111 Street in trailers
110 Precinct remains in Community Board 4
Displayed sketch of existing Police Precinct and surrounding homes

Board Member Lucy Schilero
Disagreed with Mr. Bellacicco's comments
Suggestions she had presented for 110 Precinct parking, denied by the Police Department
In the 1990's, funds allocated by then Queens Borough President Claire Shulman
Parking found across from Precinct – 43 to 44 Avenues
Constituents advocated at One Police Plaza. Request denied
Police Department to match Claire Shulman's funding. Not done.
All efforts for parking denied
Parking found behind the Precinct (houses for sale)
Site not accepted by Police Department
Underground parking is an option – huge lot
Dialog about condemning auto repair shops up the block
Repair garages take up much parking
For sale vehicles sold by auto shops take up considerable parking
Growth of neighborhood accounts for lack of parking
Creates a Safe area
By law, parking does not have to be provided for city employees
Fires have not occurred in neighborhood for over 30 years
Blocked hydrants all over
Community Board 12 has two precincts
Community Board 13 will get a new precinct, a satellite, along with its existing precinct
Advocating for Community Board 4 because we need more
Keep 110 Precinct where it is located. Funding is available, thanks to Senator Peralta
110 Police Precinct centrally located in the community
Community activism and support essential
New precincts built now tiny with no parking with same problems 110 Precinct has

Lisa Segarra
50 Year resident who lives across the street from 110 Precinct
If the precinct is not there, she will not feel safe.
Not concerned who parks in her driveway
Advocates for 110 Precinct at current location

Eric Valle
Lives across from the 110 Precinct for 8 ½ years
Supports 110 Police Precinct to remain at current location
110 Precinct integral part of the community for safety and security of residents
Location services entire area
Police quickly and safely respond to all residents
Lack of parking issue can be resolved with cooperation between officers and residents
Open a satellite precinct closer to Flushing Meadows Park
With increase in terrorism and area's population growth, goal should be increase officers on our streets

Phil Wong
Lived in Elmhurst since 1976
Spoke about elimination of parking spaces because of bus or bike lanes
Metered parking is for businesses and customers, not for all day parking
Vehicles pushed to side streets without meters will not move.
Meters removed from Queens Boulevard must be put back in the side streets

Miley Wang

Lives ½ block from Queens Boulevard

Observed only three cyclists using the bike lane while stuck in traffic with a fire truck behind her.

Thanked the Board for its decision to oppose the bike lane

\$100 million could be better spent such as repairing potholes

Compared 250 bike riders to 40,000 vehicles using Queens Boulevard

Removing traffic lanes from vehicles for a small number of cyclists not viable

Waste of much needed space

Sally Wang

Favored holding the Community Board meetings in Elmhurst

Bike lanes are a good idea, but not for Queens Boulevard

Rush hour on Queens Boulevard is already frustrating; bike lanes will impede traffic more

Bike lanes will slow down emergency response time for police and firefighters

More traffic congestion on Queens Boulevard will cause businesses to lose customers

Strip joints and bars will come in

Once plan is implemented at a cost of \$100 million, it is there to stay, not too easy to remove

Advised community to contact elected officials and state we do not want bike lanes

Board Member A. Redd Sevilla

Voting process too fast

For the record, he voted no for the first motion

Commitment made to people he represents

Thanked the Board for its support on the renovation of the New Life Fellowship facade

Attended an LPC meeting where actions of the Community Board read

As a result, construction started on building

Peter Beadle

Community Board 6 member and bike commuter

Concerned for safety of cyclists without bike lanes; lives will be put at risk

Lives of 4 cyclists in Brooklyn were lost

Beautiful ride to 75 Street because of bike lane

Pass 75th Street (no bike lane) and caught in rush hour traffic

New plan will provide people with more transportation options

Plan does not take away any travel lanes

Does not cause congestion; congestion caused by massive increase in population.

Pointed out more parking, mean more cars will come

Travel lane will be created

Supports converting a parking lane to make it active

Bike lane changes geometry of road; drivers will drive more slowly and pay more attention

Voting for the safety improvements without the bike lane is not complete

Bike lane is a key component of the safety aspect of the plan

At this point, Chairperson Louis Walker commented in lieu of all the development along Queens Boulevard, it is not our responsibility. We are not the persons deciding that residential units should be built along Queens Boulevard. Also, Board Chairperson Walker was not in agreement with Mr. Beadle's analogy that bike lanes should be used to slow down motor vehicles.

Paula Braun

Lives in Elmhurst

Concerned about overpopulation

High rises being constructed

Inquired about rezoning plans

Not in favor of bike lanes

Aware of cyclists, but there are motorists who pay taxes and support the city

Concerned about overcrowded subways

Audience members not Elmhurst residents but had an agenda

Keep Elmhurst livable, adding bike lanes is not the answer

Spoke about problems in her neighborhood

Since there was no further business, Board Member Judy D'Andrea made a motion, seconded by Board Member Edgar Moya, to adjourn. Meeting adjourned at 10:00 p.m.