



The City of New York

Queens Community Board 11

Serving the Communities of Auburndale, Bayside, Douglaston, Hollis Hills
Little Neck and Oakland Gardens

Paul DiBenedetto Chairperson / **Joseph Marziliano** District Manager

To: All Board Members

From: Victor Dadras, Committee Chair

Date: October 11, 2023

Re: Dept. of Transportation E-Scooter Program
and Various Traffic Safety Issues and Requests

On Tuesday, October 10, 2023, the CB11 Transportation Committee met to hear a presentation from NYC DOT regarding their E-Scooter program and to review and discuss several traffic issues and requests.

Committee Members

Paul DiBenedetto, Board Chair

Victor Dadras, 1st Vice Chair and Committee Chair

Henry Euler, 2nd Vice Chair

Eileen Miller

Joan Garippa

Jena Lanzetta

Benjamin Turner

Matthew Mamek

CB11 Staff

Joseph Marziliano, District Manager

Jane Bentivenga, Community Coordinator

Guests

Cristy Vanterpool-Germain, NYC DOT

Lily Gordon-Koven, NYC DOT

Mr. Dadras called the meeting to order. The guests from the Department of Transportation (DOT), who joined via Zoom, were introduced. Ms. Koven reviewed each slide of a Power Point presentation regarding DOT's E-Scooter program. This program consists of a network of shared e-scooters. The vehicles are dock less, limiting infrastructure needs. E-scooters are found, locked and unlocked through smartphone apps. Outreach for Queens has begun this Fall. Further details will be provided in the Winter of 2023/2024. The program is expected to launch in the Spring of 2024.

The areas in CB11 proposed for this program are Auburndale and Fresh Meadows. There are three (3) vendors providing three (3) standing and 1 (one) seated e-scooters. It costs \$1.00 to

unlock an e- scooter; the cost per minute is either \$0.42 or \$0.39 depending on the e-scooter brand used. There is also a discounted price structure depending on length of use purchased. All operators will be required to provide e-scooter devices for people with ambulatory disabilities.

There will be mandatory age verification (18) and an in-app quiz for new riders. The first three (3) trips are speed-limited to 10 mph and cannot begin in the overnight hours. DOT enforcement tools include slow zones, no-ride zones, no-parking zones, service area borders and temporal restrictions. Parking corrals, locations which are selected by DOT, reduce clutter on busy corridors. Trips cannot be ended on these corridors unless the e-scooter is left in a corral. Outside of the corral corridors, e-scooters may be parked in the street furniture zone along the curb. They cannot block the pedestrian path/ramp or driveways/curb cuts. They may not be parked in the roadbed or on private property. Improperly parked e-scooters can be reported directly to the vendors/companies or 311.

Ms. Lanzetta inquired about fire hazards and if the vendors will be insured. All vendors are insured. There have been no major fires or incidents. All meet with FDNY's battery certification. Mr. Marziliano asked how they prevent e-scooters being operated by someone who is drunk. How has DOT or the City investigated theft prevention? There have been very few reports of theft. Mr. Turner asked when will the program most likely be up and running in CB11. Ms. Koven said probably summer of 2024. Ms. Miller remarked that these vehicles lay all over the sidewalks in the Bronx. Mr. Euler asked if riders need a helmet. Ms. Koven said helmets are not required. She also stated that they have bells like a bicycle. A question was raised as to what agency is responsible for illegal operation of the e-scooters. As with any other illegally operated motorized vehicle, NYPD would respond.

After DOT exited the meeting, Board Member discussion ensued regarding safety, parking issues, required insurance and theft. Mr. Dadras commented CB11 will continue to obtain further information as the program moves forward.

At this point in the meeting, the individual requests on the agenda were addressed.

The first item discussed was neighbors opposing two (2) speed bumps on 190th Street between 33 Avenue and 35 Avenue. CB11 received a petition opposing this installation. Resident Carol Dawson spoke on behalf of herself and her neighbors. Ms. Dawson reviewed a power point presentation she prepared. Residents are concerned about noise, safety issues, additional signage, and how these bumps may affect the passage of emergency vehicles and snowplows. Ms. Dawson stated that 32 of the 36 affected residents signed this petition; that is 89%. She also said they question the field study that was done in this area. Was it done when it was part of a major street reconstruction project over the last several years that diverted a lot of traffic onto 190 Street? Ms. Dawson was advised to share this presentation with the City Councilmember for the area. A motion was made to write a letter of support to DOT in opposition of speed bumps on 190 Street between 33 And 35 Avenues by Mr. Euler. Mr. Mamek seconded the motion. All were in favor. The motion passed. A letter will be sent to DOT.

The next item reviewed was a request for speed cameras on Richland Avenue on the hill from Bell Blvd to 209 Street from Liz Burke. Ms. Burke explained the history of her requests to DOT since 2014. Discussion ensued regarding the determination of the placement of speed cameras.

A motion was made to request DOT speed cameras or other speed reducing measures on Richland Avenue on the incline between 209 Street and 215 Street facing both directions by Mrs. Garippa. Mr. Mamek seconded the motion. All were in favor. The motion passed. A letter will be written.

The next issue discussed was a request for a letter of support for speed bumps on West Drive and Shore Road by Alexandria Ziraschi from CM Paladino's office. Discussion ensued regarding where this request came from. It was made by the Douglas Manor Association. A motion was made to write a letter of support for speed bumps on West Drive and on Shore Road in Douglas Manor by Mrs. Garippa. Ms. Lanzetta seconded the motion. All were in favor. The motion passed. A letter will be written.

The next issue discussed was traffic safety in the vicinity of IS25/PS233 and World Journalism Preparatory School. An on-site meeting took place with personnel from Queens DOT regarding request for a conversion to a one-way operation on 192 Street. After completing a traffic study, DOT does not feel a one-way conversion will help. They are suggesting an "Open Street" on 192nd Street during certain times of the day. Ms. Lanzetta remarked that this treatment would not permanently affect the residents of 192 Street. A motion for an Open Street request on 192 Street between Francis Lewis Blvd. and 35 Avenue was made by Ms. Lanzetta. Mr. Turner seconded the motion. All were in favor. The motion passed. A letter will be written.

A recommendation for the requests for a speed bump on 45 Road between 204 Street and the Clearview Expressway service road and an All-Way Stop sign on 204 Street and 45 Road will be tabled until additional residential support is received. Mr. Bride will be contacted.

An update regarding the one-way conversion request of Stewart Road that was made by Carin Bail in November of 2022 will be requested from DOT.

Next, the request for a speed bump at 46-19 206 Street at the Community Baptist Church made by Pastor Omarr Evans was discussed. Discussion ensued. A motion was made to request a speed bump at 46-19 206 Street. Ms. Lanzetta seconded the motion. All were in favor. The motion passed. A letter will be written.

The last item discussed was a request for daylighting east of the Little Neck Plaza exit on Nassau Boulevard by Dr. Andrew Buck. Discussion ensued regarding the lack of safety in this vicinity and the exact location of where the daylighting is being requested. A motion was made to request daylighting signage east of the Little Neck Plaza exit on Nassau Blvd. by Mr. Mamek. Mrs. Garippa seconded the motion. All were in favor. The motion passed. A letter of request will be sent to DOT.

The meeting adjourned at 9:43 p.m.

Respectfully submitted 10-12-23