



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: April 17, 2025

Committee Members

Paul DiBenedetto

Victor Dadras

Henry Euler

Jena Lanzetta

Joan Garippa

Eileen Miller*

Ralph Ruiz*

Sam Wong*

Christina Scherer

Matt Mamak

CB11 Staff

Joseph Marziliano, District Manager

Jane Bentivenga, Community Coordinator*

Guests

Cate Contino, MTA*

Evan Mancini, MTA*

Evan Bialostozky, MTA*

*Via Zoom

On Tuesday, April 8, 2025, the CB11 Transportation Committee met to hear a presentation from the MTA regarding the implementation of the Queens Bus Network and to review and discuss one-way conversion proposals and street co-naming criteria.

Mr. Mancini of the MTA screen-shared a PowerPoint presentation which outlined the implementation of the Queens Bus Network which will be done in two phases. The first phase is slated for June 29, 2025 and the second for August 31, 2025. The presentation is attached.

Mr. Mancini discussed the redesign of the Queens Bus network, which has remained largely unchanged for decades despite Queens' development and shifts in travel patterns. The redesign

aims to provide more reliable service, faster travel, better connections, and simplified routes. The project began six years ago. The proposed network will have 124 total routes, with 94 local routes and 30 express routes. The redesign will expand access to serve thousands of Queens residents, with 124,000 more people having access to buses arriving every 10 minutes or better, and 68,000 more residents benefiting from 24-hour bus service. The redesign will introduce several key changes, including hundreds of stops being adjusted, some routes being rerouted or renumbered, and the introduction of a new route type called **rush routes**.

There was lengthy discussion regarding the change to the Q31 bus line and the impact that may have on Bayside High School students. Mr. Mancini clarified that the Q31 bus service will still have the same amount of school trips as before, with the same number of trips to Bayside High School. However, the bus will now operate on the Bell Boulevard corridor outside of school hours but will still make school trips during arrival and dismissal times. Ms. Contino offered to provide the committee with the exact number of school trips that will be provided. The committee expressed concern about the confusion in the community regarding the changes in bus service and requested accurate information to share with residents. Mr. Bialostozky stated that the buses would be clearly marked as going to Bayside High School. Mr. Mancini said that the Q28 would still be stopping at Bayside High School. The situation will be monitored, and changes will be made if necessary.

CB11 Members discussed concerns about the proposed bus service changes in Little Neck and Douglaston. They expressed concerns about the reduced frequency of bus stops, which they believe will negatively impact the community, particularly the elderly and school children. Mr. Mancini and Ms. Contino acknowledged these concerns and said the situation will be monitored and they will be responsive to all community feedback.

Mr. Mancini stated the discontinuation of the QM3 was due to low ridership. Ms. Contino said the Long Island Railroad is an alternative to the QM3. Mr. Mancini stated the QM65 will be introduced as a new route from Central Queens to Downtown Manhattan. Ms. Contino emphasized the importance of community feedback and encouraged CB11 to reach out if they notice any issues with the new service.

The next topic discussed was the one-way conversion of Stewart Road, which was initially proposed by the Hollis Hills Civic Association in 2021. Mr. Marziliano said the New York City Dept. of Transportation (DOT) did study and approve this proposal. However, DOT defers the final decision to the Community Board. He also said that Carin Bail, former CB11 Member and current president of the Hollis Hills Civic Association inquired about the status of the request. Ms. Lanzetta made a motion to approve a northbound, one-way conversion of Stewart Road between 219 Street and the Grand Central Parkway service road. The motion was seconded by Mr. Hadjiconstantinou. Discussion on the motion ensued. Mr. Marziliano also pointed out that they would also like to see Peck Avenue between 219 Street and Union Turnpike converted to a one-way operation. A vote by a show of hands was taken. All were in favor. The motion passed unanimously. A letter will be sent to DOT.

The next topic discussed was the feasibility of implementing one-way traffic on certain streets in the Auburndale area. CB11 had made a request several years ago requesting DOT study the area from Utopia Parkway to Francis Lewis Blvd. between Northern Blvd. and Station Road.

DOT replied that this is too large of an area for their in-house resources. DOT asked if CB11 might be open to identifying a couple of problematic streets for review, and recommends converting Station Road and 42 Avenue as a pair. Discussion ensued regarding the issues of double parking and delivery trucks blocking the north/south streets, which are very narrow, and the challenges they pose for traffic flow.

Lengthy discussion ensued about the issues on the north/south streets in this area. Mr. Marziliano read DOT's response that these streets are the standard 30' width with 8' parking lanes. If converted to one-ways, that would leave 14', one-way travel lanes which typically leads to speeding. Mr. Dadras remarked that 7' for two-way traffic is extremely tight. Ms. Scherer stated that many residents have said they need to back out of the streets due to truck and double parking. Area Committee Members discussed the proposed one-way traffic pattern for certain streets in their area. They considered reducing the scope of the study to focus on specific blocks and agreed to accept the revised plan. Mr. Euler made a motion to recommend that Station Road and 42 Avenue be converted to one-way operations as suggested by DOT and that 193, 194, 195 and 196 Streets also be made into one-way operations. Ms. Scherer seconded the motion. A vote by a show of hands was taken. All were in favor. The motion passed. A letter will be sent to DOT.

Next, Mr. Euler raised an issue brought by former Board Member, Mary Donahue regarding a very bad accident on 46 Avenue near St. Kevin's Church and Academy which was discussed at a committee meeting on October 20, 2021. The attendees had agreed on the need for speed bumps and other safety measures, but no action has been taken since. Mr. Euler stated that the community has expressed that they do not want speed bumps on 46 Avenue. Ms. Donahue had originally spoke about 46 Avenue between 189 and 197 Streets. She had mentioned possible speed limit signs on 46 Avenue at 196 Place. Ms. Scherer also mentioned a request for a four-way stop sign at 46 Avenue and 192 Street, which has not been implemented either. The issue of Sammy's Law which will reduce speed limits near schools, open streets and shared streets was discussed briefly.

Additionally, Ms. Scherer brought up an issue with trucks turning northbound from Northern Blvd. onto 207 Street (Clearview Expressway service road north bound) and hitting a fire alarm box, suggesting that one side of the street should have no parking to prevent this.

The last item discussed was the process of street co-naming requests to the NYC City Council. The committee agreed to codify the criteria for street co-naming to ensure transparency and fairness. The criteria include civic association support, historical significance, community support, and the value of the person being honored to the community. This item will be discussed further at the next CB11 Transportation Committee meeting.

Respectfully submitted April 17, 2025