



The City of New York

## Queens Community Board 11

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

Michael Budabin **Chairperson** / Joseph Marziliano **District Manager**

To: All Board Members

From: Victor Dadras

Date: December 17, 2021

Re: Bicycle Network Development

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On Thursday, December 16, 2021, the CB11 Transportation Committee met to continue discussing the Bicycle Network Development (BND) proposal from the NYC Department of Transportation (DOT) that affects the western portion of Community Board 11.

### Present

#### *Committee Members*

Michael Budabin, ex. off.

Victor Dadras, 1<sup>st</sup> Vice Chair and Committee Chair

Christine Haider, 2<sup>nd</sup> Vice Chair, ex. off.

Henry Euler, 3<sup>rd</sup> Vice Chair, ex. off.

Joan Garippa

John Kelly

Eileen Miller

Albert Galatan

Benjamin Turner

Jena Lanzetta

Chris Scherer

Paul DiBenedetto

Allan Palzer

Sam Wong

#### *Community Board Members*

Bernard Haber

Lander Bravo

Jessica Burke

#### *CB11 Staff*

Joseph Marziliano, District Manager

Jane Bentivenga, Community Coordinator

Christina Coutinho, Community Associate

Mr. Dadras commenced the meeting by reviewing the CB11 procedure for commenting on NYC Department of Transportation's (DOT) Bicycle Network Development (BND) proposal. He also introduced Bernard Haber who reviewed an analysis of the proposed lanes he prepared by driving the locations and using the topographical Belcher-Hyde maps that are in the CB11 District Office. (The analysis is attached for your review.)

Mr. Kelly inquired about adding language to the motion made at the November 22, 2021 meeting to have pedestrian protection at 73 Avenue and Cloverdale Blvd. He also questioned the 50' minimum for a street with a "bump out" and parking on both sides as is referred to in Mr. Haber's analysis. Mr. Marziliano advised that a motion made at the last meeting could not be amended at this point. Mrs. Haider spoke about 188 Street between 50 Avenue and the Long Island Expressway. Mr. Dadras advised this item will be discussed a bit later in the meeting.

*Mr. Marziliano introduced the first proposal for discussion this evening which was 26 Avenue from Utopia Parkway to Bell Blvd., turning southbound and continuing westbound on 28 Avenue to the dead end. Mrs. Haider made a motion to recommend approval of this proposal with the utilization of protected bicycle lanes with floating parking. Mr. Turner seconded the motion. Mr. DiBenedetto commented that there is not a lot of traffic in this area. A voice vote was taken. All were in favor. The motion passed.*

*The next proposal discussed was 69 Avenue between Springfield Blvd. and Cloverdale Blvd. which the CB11 Bicycle Infrastructure Subcommittee feels is conducive to a protected bicycle lane utilizing floating parking. Mr. Kelly made a motion to recommend approval of this proposal. Mr. Galatan seconded the motion. Mr. Liatto inquired why DOT is duplicating something that exists a block away. A voice vote was taken resulting in all in favor except for Mr. Liatto. The motioned passed.*

*The next location discussed was Corporal Kennedy Street from 26 Avenue to Northern Blvd. continuing onto Oceania Street to Horace Harding Expressway. This location is conducive to a protected bicycle lane utilizing floating parking except for 33 Avenue to 39 Avenue which is too narrow. Bicycle dismounts are recommended at the crossovers at Northern Blvd. and 46 Avenue. Mr. Dadras made a motion to recommend approval of this proposal. Mr. Kelly seconded the motion. Mr. DiBenedetto remarked that Corporal Kennedy Street is a bus route and due to the density of the area, no parking should be lost. He also added that the exception should be from 33 Avenue to 41 Avenue. Mr. Kelly suggested Corporal Kennedy Street from 26 Avenue to 34 Avenue be a Class 1 lane, 34 Avenue to 34 Road be a Class 2 lane, 34 Road to 35 Avenue be a Class 1 lane, 35 Avenue to 39 Avenue be a Class 2 lane, 39 Avenue to Northern Blvd. be a Class 1 lane, Northern Blvd. to Corporal Kennedy be a Class 1 lane and Northern Blvd. to Horace Harding Expressway be a Class 1 lane. Mr. Marziliano said an amendment could be made that it is of the utmost importance that protected lanes be used where possible and that Class 2 and Class 3 lanes are not used especially if full lanes of parking are removed. Mr. Kelly agreed with this amendment. Ms. Scherer expressed reservations about this due to parking issues. Mr. Turner agrees with the comments made by Mr. DiBenedetto. Mr. Haber suggested voting on the entire route, pointing out the exception of 33 Avenue to 41 Avenue. Mr. Euler questioned what will happen to cyclists north of 41 Avenue. A roll vote was taken resulting in 14 in favor and 4 opposed. The motion passed.*

*47 Avenue between Utopia Parkway to 188 Street was discussed next. The subcommittee found that southbound 188 Street to Horace Harding Expressway is conducive to a protected bicycle*

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lane utilizing floating parking on 188 Street between 48 Avenue to Horace Harding Expressway. The remainder of the route is too narrow and winding. Mr. Marziliano mentioned that Mr. Turner and Mrs. Haider both suggested, at the last meeting, that Utopia Parkway be used instead of 188 Street as it is wider and connects better to schools in the area. Mr. Turner remarked that we already requested Utopia Parkway be studied for a bicycle lane. Mr. Marziliano said the Board could remind DOT that we would like to see Utopia Parkway implemented rather than 188 Street. **Mrs. Haider made a motion to recommend Utopia Parkway as a protected bicycle route utilizing floating parking the full length of Community Board 11, as had been previously recommended by the Transportation Committee, in lieu of the route proposed by DOT to run from 47 Avenue between Utopia Parkway and 188 Street and southbound on 188 Street to Horace Harding Expressway. Mr. Euler seconded the motion.** Mr. Kelly agrees that Utopia Parkway is preferred. He pointed out that the intersection of 188 Street and 53 Avenue is a disaster. He also said a bicycle lane only going south from 53 Avenue to 50 Avenue would be helpful in this area. Motorists speed on 188 Street between Underhill Avenue and Peck Avenue. Mr. Kelly proposed this amendment to the motion. Mrs. Haider did not accept the amendment. Mr. Marziliano reiterated the motion on the floor. **A voice vote was taken. All were in favor except for Mr. Kelly. The motion passed.**

*Discussion followed regarding Springfield Blvd between 46 Avenue and Kingsbury Avenue. The subcommittee feels that this is conducive to a protected bicycle lane with floating parking but requires special attention at the chaotic intersection of Horace Harding Expressway, the star-shaped intersection at 56 Avenue, and should abut P.S. 203 at 53 Avenue on the east side. Conditions could be calmed with a crisscrossing intersection (as at 188 Street with Peck and Underhill Avenues). There is a steep hill at 53 Avenue that impedes view. The intersection of Springfield Blvd. and Horace Harding Expressway is a disaster. Mr. Kelly made a motion to recommend Springfield Blvd. between 46 Avenue and Kingsbury Avenue as described above and include 56 Avenue to 58 Avenue on the eastside of Springfield Blvd. Mr. Dadras seconded the motion.* Mr. Turner stated that street redesign is done to clear up these types of problem areas. Mr. Liatto feels this lane should be on the west side of Springfield Blvd., not the “school side”. Mr. Kelly agrees this area is very dangerous. Adding this lane will improve conditions. Mr. Marziliano reread the motion. **A roll call vote was taken resulting in five in favor and nine opposed. The motion failed.**

*The next location discussed was 35 Avenue between 215 Street and Corbett Road, Corbett Road to 221 Street, along 43 Avenue to 223 Street ending at Northern Blvd. As per the recommendation of the subcommittee, this route seems dangerous with rush hour traffic coming from P.S. 41 and Sacred Heart. The proposed route is winding along several narrow roads and one hill blocks the view. The tree-way fork intersection is extremely concerning. Mr. Galatan made a motion to recommend this proposal. Mr. Euler seconded the motion.* Mr. Dadras commented that this proposal does not seem to work. **All were opposed. The motion failed.**

*35 Avenue from the dead end at the Cross Island Parkway to Crocheron Avenue was discussed next. As per the subcommittee, this route has limited applicability and a very concerning crossover at Francis Lewis Blvd. The subcommittee thought 33 Avenue would be a better proposed route with floating parking. Mr. Dadras said feedback was received from the Northwest Bayside Civic Association (NBCA) that they do not agree 33 Avenue is a viable alternate. Ms. Burke said as the president of the Friends of Crocheron Park, it would benefit the community to have narrower lanes. These bicycle lanes would also provide better connectivity to businesses. She feels there a need for this and would like to see 33 Avenue considered. Mr.*

Turner does not agree with NBCA's letter regarding their position on bicycle lanes. Ms. Lanzetta responded to Mr. Turner's comment by questioning which letter he was referring to and stated that she offered 26 Avenue as an alternate route. Mr. Euler agrees with Ms. Lanzetta and NBCA. He stated there is a problem at the Clearview Expressway overpass. Very dangerous for schoolchildren. P.S. 159 has problems at 33 Avenue. He agrees that 26 Avenue is a better alternative. Mr. Dadras asked if anyone had a more viable suggestion. Mr. Marziliano added that the Board recommended 32 Avenue as a bicycle lane to DOT. Unfortunately, DOT wasn't interested in that location. Mr. DiBenedetto added that he heard from many residents in the NBCA area who were outraged at the thought of putting a bicycle lane by P.S. 159. Mr. Budabin stated that CB11 should only vote on 35 Avenue and DOT should investigate and recommend another east/west alternative. **Mr. Turner made a motion to recommend the proposed bicycle lane as described above. Mr. Galatan seconded the motion. A voice vote was taken. All were opposed except for Mr. Turner and Mr. Kelly. The motion failed.**

**Mr. Budabin made an additional motion that the committee wants an additional east/west corridor over the Clearview Expressway that is not 35 Avenue. Mr. Liatto seconded the motion. A roll call vote was taken resulting in nine opposed and six in favor. The motion failed.**

*The last proposed location discussed was 56 Avenue between Oceania Street and East Hampton Blvd. The subcommittee felt that East Hampton Blvd. has limited applicability as the Bayside Hills Malls are too narrow to accommodate a protected lane. 56 Avenue and Luke Place and 56 Avenue and Springfield Blvd. are dangerous intersections that need thoughtful redesign.* **Mr. Kelly made a motion to recommend 56 Avenue between East Hampton Blvd. and Luke Place for protected bicycle lanes. Mr. Turner seconded the motion.** Mr. Kelly stated that 56 Avenue is a "T" intersection on the east side and heading west the malls start after Luke Place. He stated that this is an overbuilt street with a lot of problems. This location will help in connecting with schools. Mrs. Miller stated that the Bayside Hills Civic Association is not in favor of any bicycle lanes due to all the malls in the area. Mr. Kelly explained his proposal would be heading east from Luke Place and not involve any of the malls. Mr. Bravo stated that the intersection with Luke Place is very uncomfortable/unsafe as a cyclist. It is more dangerous than Springfield Blvd. and 56 Avenue. **Mr. Kelly amended his motion to "56 Avenue between Springfield Blvd. and East Hampton Blvd."** Mr. Bravo said this is the only link that gets cyclists to the eastern portion CB11. **A voice vote was taken. All were in favor. The motion passed.**

Mr. Marziliano stated that he will prepare compilation of all the votes related to this proposal which will be included with the committee report for the vote at the January 2022 Board meeting. Mrs. Miller requested that synopsis of the votes include who the members of the subcommittee were.

*Meeting adjourned at 10:00*

*Respectfully submitted 12-17-21*

**Amended 12/30/21**