



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, Committee Chair

Date: August 31, 2022

Re: NYC DOT Bicycle Lane Network Development Revised Proposal for CB11

On Wednesday, August 30, 2022, the CB11 Transportation Committee met via Zoom to review and discuss NYC DOT's revised proposal for Bicycle Lane Network Development in Community Board 11.

Committee Members

Michael Budabin, Chair

Victor Dadras, 1st Vice Chair and Committee Chair

Christine Haider, 2nd Vice Chair

Henry Euler, 3rd Vice Chair

Eileen Miller

Paul DiBenedetto

Jena Lanzetta

Stephan Popa

Rob Liatto

Joan Garippa

Benjamin Turner

John Kelly

Christina Scherer

CB11 Staff

Joseph Marziliano, District Manager

Jane Bentivenga, Community Coordinator

Christina Coutinho, Community Associate

Guests

Albert Silvestri, Dep. Queens Borough Commissioner, NYCDOT

Gretha Suarez, NYCDOT

Craig Chin, NYCDOT

Shawn Macias, NYCDOT Bike Program

Paul DiDio, Principal, P.S.159

Mr. Dadras began the meeting by stating that this meeting was scheduled to review, discuss and vote to make a recommendation to the full Board regarding NYC Department of Transportation's (DOT) revised Bicycle Lane Development (BLD) plan. He also stated that the principal of P.S. 159 is seeking support for the closure of 205 Street between 32 and 33 Avenues in Bayside. This will be discussed tonight as school is scheduled to start next week.

Mr. Dadras introduced Paul DiDio, Principal, of P.S. 159 located at 205-01 33 Avenue in Bayside. Mr. DiDio spoke about the letter he sent to CB11, which Mr. Marziliano screen-shared, that requested the closure of 205 Street between 32 and 33 Avenues between the hours of 10:30 a.m. and 3:00 p.m. due to ongoing construction in the schoolyard. This closure would allow for a safe space for recess and dismissal. The school has already received the support of Councilperson Paladino, Our Lady of the Blessed Sacrament's administration and the Northwest Bayside Civic Association. Mr. Liatto made a motion to write a letter of support for the closure of 205 Street between 32 and 33 Avenues during the hours of 10:30 a.m. and 3:00 p.m. Ms. Lanzetta seconded the motion. Brief discussion followed regarding DOT's position on this type of closure and the number of houses on this block; there are ten. It was also confirmed that this would only affect 205 Street. A roll call vote was taken. All were in favor. The motion passed unanimously. A letter of support will be sent to P.S. 159.

Next, Mr. Dadras introduced Mr. Silvestri to begin the review of DOT's revised BLD plan. Mr. Dadras also stated DOT was sent three of the Board's concerns regarding this plan. Mr. Silvestri gave the floor to Ms. Suarez who screen-shared DOT's revised plan which included the timeline for implementation which is Spring/Summer 2023. Ms. Suarez reviewed trade-offs that go along with protected bike lanes (PBL) such as the repurposing of parking, the reduction of travel lanes and possible one-way conversions. Due to many of the streets proposed in this plan not being a minimum of 54' wide, many of these proposals require some sort of repurposing. Ms. Suarez also reviewed the traffic calming measures proposed for 33 Avenue which would have minimal to no parking impact.

Mr. Liatto questioned the lack of pedestrian crossings along the existing bike lane near P.S. 213 and on 73 Avenue from Springfield Blvd. to 230 Street which abuts Alley Pond Park. He feels 230 Street should, perhaps, be a one-way operation. Mr. Silvestri replied that 73 Avenue leading into 230 Street is considered an "edge location" with all intersections being key intersections. He also stated DOT would look at the feasibility of converting 230 Street to a one-way operation if the Committee requests it. Mr. Kelly inquired about the change in timeline of implementation from Fall 2022 to next year. He commented that with Vanderbilt Motor Parkway closed for renovations, these proposed lanes are even more important. Mr. Kelly also asked about the information that was requested regarding how the required street widths are determined. DOT personnel advised that the guidelines come from NACTO (National Association of City Transportation Officials) which is an association of engineers and planners throughout the 50 states. Ms. Suarez stated they also consult with their geometric design unit and consult with sister agencies (such as NYPD and FDNY) to assure the safe passage of emergency vehicles. Ultimately, DOT engineers sign off on the designs. Mr. Silvestri stated they will share the link to their Street Design Manual so everyone can have this information. Mr. Silvestri stated that DOT's resources are stretched very thin, thereby, resulting in the Spring/Summer 2023 timeline.

Next, Mr. DiBenedetto asked to see the photo of the treatment on Netherland Avenue in Staten Island that was presented earlier. He has concerns about 33 Avenue and Corporal Kennedy Street. He remarked about the narrowness of Corporal Kennedy Street between 33 and 41 Avenues. Mr. DiBenedetto asked if what was depicted in that slide would be what will be installed on this segment of Corporal Kennedy Street. Ms. Suarez said that they could probably install no parking signs and install bike stamps on the road. They would like to maintain connectivity to the network with this location. Mr. DiBenedetto does not feel the shared lane is

safe nor does he want to see any parking removed. Mr. Silvestri added that this is a low-impact treatment that provides wayfinding. He stated that Corporal Kennedy Street is the best north/south option. Mr. DiBenedetto also inquired why 33 Avenue is getting the extra treatment of the calm corridor. He doesn't think 33 Avenue has the volume to warrant these measures. Mr. Silvestri stated that 33 Avenue connects several neighborhood amenities: Bayside High School, Crocheron Park and includes the natural connection of the bridge over the Clearview Expressway (which connects to P.S. 159).

Mrs. Miller was recognized next and spoke about the power point presentation she made at the last Transportation Committee meeting regarding the proposed treatment for 56 Avenue in Bayside Hills. She feels that due to the existing malls and safety concerns, cyclists should use 46 Avenue instead of 56 Avenue. Mrs. Miller read text from a former New York State DOT employee who wholeheartedly agrees with all the points that were covered in her presentation. Mr. Silvestri asked that Mrs. Miller forward her presentation to DOT, however, he refuted that none of DOT's designs are unsafe.

Ms. Lanzetta spoke about her concerns for 33 Avenue and 26 Avenue. She was hoping to see actual photos of the design proposals for these streets. She feels she could better understand if she had a visual. Mr. Silvestri said they are still working on the design which is why they showed examples of the treatment that exists in other areas. He stated that they would get the safety and crash data from the ones that have been installed already. He also said that as DOT moves forward, Ms. Lanzetta's civic association and P.S. 159 will be kept informed.

Mrs. Haider stated that she agrees with Mr. DiBenedetto regarding parking in front of residential homes. She implored DOT to consider the need for street parking. Mrs. Haider feels safety is paramount, however, it is unfair to remove parking from these residential areas. Mrs. Scherer asked if there had been any thought into converting 33 and 34 Avenues into one-way operations in the opposite directions. The streets are quite narrow between the Clearview Expressway and Francis Lewis Blvd. Mr. Silvestri does not believe this was considered. He stated that they would perform a one-way feasibility study if the Community Board requested it. These studies are very time-intensive, and they do not just open one based on a request made through 311. Mr. Silvestri also said they do not have the ability to perform a study for one-way operations for an entire neighborhood. Ms. Scherer commented that it is difficult enough to navigate 33 Avenue if a large vehicle is driving in the opposite direction; a bike lane will only make it harder. Mr. Euler agreed. Mr. Turner stated that he resides about a half of a block away from 33 Avenue and there is a lot of speeding with motorists heading toward the Clearview Expressway or Francis Lewis Blvd. He feels DOT has a very good idea for 33 Avenue. There is no loss of parking and it will connect to schools, a park and an expressway. Mr. Turner advocates for its support.

Mr. Kelly made a motion to recommend DOT's revised Bicycle Lane Development plan as presented. Mr. Popa seconded the motion. A roll call vote was taken resulting in 5 yes and 8 no. The motion failed.

Mr. Dadras reminded everyone that this proposal will be voted on by the full Board at the September 12, 2022 Board Meeting.

The meeting adjourned at 9:03 p.m.

Respectfully submitted 9-1-22

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