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*Anatole Ashraf
Chairperson
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November 3, 2025

Transportation Committee Meeting Minutes

This meeting was held in person and teleconferenced on Zoom

Transportation Committee Members – Present

Reilly Owens, Chair, Morry Galonoy, Dr. Rosamond Gianutsos (PV), Corey Hannigan, Patrick Martinez, (PV), Randy Plemel (PV)

Transportation Committee Members – Absent

Osman Chowdhury, Oumaya Saab, Ryan Smith

Transportation Public Members – Present

Patrica Pan

Transportation Public Members – Absent

CB 2 Staff

Debra Markell Kleinert, District Manager, MaryAnn Gurrado, Community Coordinator

Guests

Charles Yu, Long Island City Partnership, Alice Mok, Wonton Food Inc.

Reilly Owens, Chair, Transportation Committee welcomed everyone to the meeting.

Public Comments – Comments by Community Members (1 Minute) up to ten minutes

Charles Yu, Long Island City Partnership announced he has been working with a business that is need of assistance and introduced Alice Mok, Wonton Food Inc.

Alice Mok, Wonton Food Inc. introduced herself and stated she is AVP of Marketing & Public Affairs at Wonton Food Inc., a long-standing fortune cookie manufacturer located at 52-10 37th Street, LIC. They have been a part of the community since the 1980's, employing over 80 people and many of their staff live locally. They deeply value their connection to this neighborhood.

She raised concerns about recent traffic pattern changes on Review Avenue, 37th Street, Starr Avenue and Bradley Avenue. While they support the city's efforts to improve street safety, these changes have created serious operational safety challenges that affect both their business and local residents.

She reported on the following:

- Truck maneuvering hazards: The new prohibition on left turns from Review Avenue onto 37th Street forces large trucks exiting the LIE to use Starr Avenue. Starr Avenue Limitations: Starr is narrow, often double-parked and not designed for heavy truck traffic. Trucks frequently mount curbs or strike poles while trying to navigate.
- Congestion & Double Parking: Greenpoint Avenue experiences heavy congestion from buses, businesses, and parked vehicles, making truck navigation even more dangerous. They have documented these challenges with photos and descriptions including repeated collisions with poles, difficulties turning 53-foot trailers and conflicts caused by confusing signage.

To address this, they are respectfully proposing reversing the direction of traffic on Bradley Avenue. This adjustment would allow trucks to safely enter from Bradley to proceed through 37th Street and exit via Review Avenue. The benefits include:

- Restoring a safe, viable truck route for industrial operations.
- Reducing truck traffic on Starr Avenue, improving safety for pedestrians, cyclists, and residents.
- Preventing further damage to local infrastructure.
- Balancing the needs of both the industrial corridor and the residential community.

They share the community's priority of public safety and want to work collaboratively to achieve a solution that serves both residents and local businesses. They are seeking Community Board 2's support in advocating DOT for this solution and they would welcome the opportunity to meet and discuss it in more detail.

Alice Mok presented photographs of the location and reported the following concerns:

- No Standing Area – one or two cars are constantly parked in the No Standing Zone, even after NYPD tickets the vehicles, new cars park immediately.
- Pole Damage – Trucks frequently hit poles attempting turns, bending signs.
- Truck Turning Issues: Large trucks especially 53" trailers, struggle to turn from Greenpoint onto Starr due to insufficient space and heavy traffic.
- Trucks often hit poles while attempting wide-angle turns; some drivers abandon the turn entirely.
- Signage confusion leads some drivers to miss the left turn onto Starr.
- Morning and afternoon congestion, combined with double parking, makes turns even more challenging.

- Reported that she has been working with the LIC Partnership concerning this issue.

Reilly Owens stated CB 2 will speak with DOT to see if this is a feasible change and that he believes 53-foot trailers are not legal in NYC and that the streets will not be designed for them. He recommended that if they receive these trailers, perhaps they have to speak to the companies to advise them they have to send smaller trucks.

He further stated this committee has a long-standing mission to improve safety conditions in Blissville for the people living and working there. They will not widen the streets for 53-foot trailers, but the proposal suggested it is something that the previous chairs agreed with.

Randy Plemel requested that, where possible, if the organization can work with their suppliers on everything that was discussed, it is a much safer way to deliver and much safer for everyone on the street. He stated that any letter that we send in support of this change, if we could find ways to help this small business move to a smaller and more legal way to get their goods and services into this area.

LIC Mobility Study – November 5, 2025

Charles Yu, Long Island City Partnership announced they will be hosting on November 5, 2025 at 6:30 pm, a public focus group called the LIC Mobility Study, basically focusing on the Queens Plaza area in order that people may voice their concerns and share their ideas for the future of Queens Plaza and Jackson Avenue in LIC to improve the pedestrian experience in this location.

DOT Updates

Reilly Owens announced DOT was not present at the meeting.

Reilly Owens reported that at the last committee meeting, the committee discussed many issues.

- Sunnyside – a request to remedy the pedestrian blind spot behind the MTA construction fence at 46th Street and Queens Boulevard.
- Woodside – Replaced the speed reducer on Woodside Avenue near Doughboy Park. The crosswalks have not returned in several months.
- Long Island City – replaced the faded markings in the automobile lanes in Queens Plaza particularly on lanes at the base of the Queensboro Bridge.

Dr. Rosamond Gianutsos stated she wanted to express some appreciation for a tiny bit of treatment at the intersection of 39th Avenue and Woodside Avenue where they put in a sign telling people what they should already know, which is to yield vehicles must yield to pedestrians in crosswalks. They also put a big thick white line on both sides of Woodside Avenue. She wanted to thank them for starting the process.

A discussion about 48th Street and Northern Blvd took place.

Requests for enforcement were made for the following locations:

- There is a hotel jitney parked at 64th Street and Queens Boulevard on the east bound side.
- There are always 5 to 7 cars parked on the express lane of Queens Boulevard over the paint, and it is a problematic area.
- Vehicles are parked in the bike lane on 43rd Street as well as Queens Boulevard in the east bound direction.
- Every single day there is a semi-truck fully obstructing the protected bike lane and the bus stop. CB 2 reported this was submitted to the 108th Police Precinct for enforcement.

Capital and Expense Budget Requests

Reilly Owens reported the Budget is coming before the Board on Thursday and the following Capital and Expense Budget requests are what we are advocating for:

- To have protected bike lanes on the north and south lanes on 43rd Street and 48th Street.
- Protected Bike Lanes, daylighting throughout the district
- Universal daylighting for the district.
- Elevators on every 7-train station in our district as well as Vernon and Jackson and Hunters Point.

Dr. Rosamond Gianutsso asked for fire safety battery storage and charging, especially in our shelters. It is on the agenda but didn't know if it made it into the budget request.

Reilly Owens reported that CB 2 received a letter from the DOT Commissioner. CB 2 has asked for more bike safety infrastructure round 61st Street and Woodside Station. According to the DOT, they share our commitment to improving traffic safety and mobility for all road users. In April 2025, NYC DOT presented a plan for safety and mobility enhancements along Woodside Avenue between Roosevelt Avenue and Broadway.

The project includes a westbound conventional bicycle lane and an eastbound shared lane on Woodside Avenue as well as painted curb extensions at Woodside Avenue and 61st Street and other intersections throughout the corridor to improve visibility and shorten pedestrian crossing distances. Bicycle corrals will also be installed at select painted curb extension locations to support bike parking and maintain clear sidewalks. Implementation of this project began in August 2025.

Reilly Owens announced that he wrote letters regarding the motions that were made last month, and they will be going out soon.

The committee discussed the curb bump out reconstruction project going on at Greenpoint Avenue and 44th Street.

Morry Galonoy made a motion, and it was seconded by Reilly Owens to support Wonton Food's request to have the trucks not go down Greenpoint Avenue and Starr Avenue but reroute them to Bradley Avenue to 37th Street and in the case of a redesign to add hard protected bike infrastructure in the area.

All were in favor of the motion by a show of hands with none opposed and no abstentions.

Morry Galonoy requested the Small Business & Local Economy Committee and Transportation co-write this letter.

Corey Hannigan requested that if the area is redesigned to put hardened bike infrastructure off the Blissville Greenway.

Reilly Owens reported that there is a crosswalk on Northern Boulevard that needs to be repainted and has not been touched yet. He will send this request to DOT and to the CB 2 office.

Morry Galonoy stated he is impressed with the Department of Sanitation as they actually come out and resolve things quickly.

Dr. Rosamond Gianutsos made a motion, and it was seconded by Corey Hannigan to send a letter to the Department of Sanitation thanking them for their rapid response for removing trash and other sanitation-related issues in our community.

The meeting was adjourned.

Respectfully submitted by:

MA Gurrado

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