



*Donovan Richards*  
*Queens Borough President*

# Community Board No. 2

43-22 50th Street, 2nd Floor  
Woodside, New York 11377

(718) 533-8773

Fax (718-533-8777

Email [qn02@cb.nyc.gov](mailto:qn02@cb.nyc.gov)

[www.nyc.gov/queenscb2](http://www.nyc.gov/queenscb2)

*Anatole Ashraf*

*Chairperson*

*Debra Markell Kleinert*

*District Manager*

**September 2, 2025**

## **Transportation Committee Meeting Minutes**

### **Transportation Committee Members – Present**

*Reilly Owens, Chair, Osman Chowdhury, Morry Galonoy (PV), Dr. Rosamond Gianutsos, Corey Hannigan (PV), Randy Plemel (PV), Oumaya Saab (PV), Ryan Smith (PV)*

### **Transportation Committee Members – Absent**

### **Transportation Committee Public Members – Present**

*Patricia Pan*

### **Community Board 2 Staff**

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

### **NYC Department of Transportation**

*Joseph Patti*

### **Guests**

*Emily Chingay, Open Plans*

*Talaya Schwartz Naor, Open Plans*

*Jenna Post Crocking*

*Cristine Segura*

### **Public Comment**

*Thomas Mituzas, Jon Suarz, Easton*

Reilly Owens, Chair, welcomed everyone to the meeting.

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

Thomas Mituzas, Blissville Civic Association

- Thanked everyone for the Blissville Greenway.
- He is seeking a letter of support from the Transportation Committee and the Environment Committee for Parks to identify a Park in the Blissville Section of LIC. A need identified in the OneLIC Neighborhood Plan to create new, open, public green,

water-front access and resilient spaces. Especially spaces within the context area of the OneLIC Neighborhood Plan such as the Blissville Section of LIC.

- They have identified a location in Blissville that can be transformed to create a memorial park at this location (dead-end road, Borden Avenue at Dutch Kills Tributary that will appropriately recognize the lives lost at this location while providing a benefit to an all too often forgotten and marginalized section of LIC.
- He reported that members of the community have been helping to beautify the area with a skater park, sitting area which is located at the dead-end road, at Borden Avenue at the Dutch Kills Tributary. He stated that Blissville is part of the 16% of New Yorkers that are not within walking distance of a park.

A discussion followed about how to support their work.

Tom Mituzas also discussed the following:

- Blissville Greenway, pedestrian ramp access, has 4 squares that are incomplete on Review and Greenpoint Avenue and Review and Van Dam Street. They have not had any cement poured.

Jon Suarez spoke about the issue of how the Q101 and the Q103 buses both use Center Blvd. Right at the beginning of the route, which is across the street from the Gotham Point Senior Residence, right after the first stop, the very first turn, buses approaching Center Boulevard and the intersection at 56<sup>th</sup> Avenue and Center Boulevard are getting stuck. Cars parked on 2<sup>nd</sup> Street and 57<sup>th</sup> Avenue to 54<sup>th</sup> Avenue, Center Boulevard and 54<sup>th</sup> Avenue, are taking up the travel lane, causing trucks to back up. Buses are unable to get through.

Randy Plemel also spoke about Jon Suarez's concerns and spoke about enforcement in the area and that there is enforcement in the area and the PD are responding to 311 calls, however there are continuing to be cars there. This area will be crowded over the next few days. He is requesting the assistance of the DOT and the 108<sup>th</sup> Police Precinct to be proactive in this.

Joe Patti, DOT stated the DOT sent a letter recently concerning some markings improvements and signage changes along Cretner Boulevard and 2<sup>nd</sup> Street and 57<sup>th</sup> Avenue in Hunters Point. These upgrades are in response to recent concerns raised regarding safety, mobility and parking. As part of the upgrades, DOT will add parking lane lines to better organize vehicular movements as well as formalize curbside parking on both sides of Center Boulevard from 57<sup>th</sup> Avenue to Borden Avenue. The same treatment will also be added on 2<sup>nd</sup> Street from 54<sup>th</sup> Avenue to 57<sup>th</sup> Avenue as well as 57<sup>th</sup> Avenue from 2<sup>nd</sup> to Center. The agency is also aiming to install plastic bollards at the bend of the curve on Center Boulevard at 57<sup>th</sup> Avenue.

Oumaya Saab discussed the construction work on Roosevelt Avenue. As a wheelchair user, she has experienced difficulty accessing the Q32 bus. As the 32 bus stops at 74<sup>th</sup> Street and 55<sup>th</sup> Street where she tried to get on as it was blocked by construction boxes/containers/materials. She had to travel three to four blocks to get on the bus where the bus driver could drop the

ramp. She is requesting to work on trying to keep the bus stops clear and accessible for wheelchair users/baby carriages and people on walkers.

#### Easton

- Asked if there were plans to redo paint signage on Queensborough Bridge on the bike side as it is confusing people who don't know about the walking side on the south side. There is confusion about whether cyclists and runners should obey the signs above or on the ground.
- She stated that as someone is approaching the E/M Station to the east where Queens Plaza north crosses Northern Blvd., there is a corner that has construction that meets at the pathway between the bus station and the subway entrance and the bike path and walking path has orange bollards and yellow things that make you go if you go over it on a bike. She reported this is confusing and messy to get through.

Reilly Owens reported these are areas that CB 2 has advocated for and that he sent a couple of letters over the summer. DOT reported they are working on this. As the project moves along, we will start to see more signage and parking changes. It is still a work in progress.

Talaya Schwartz, Open Plans\_provided a presentation on\_Low Traffic Neighborhoods  
A copy of the presentation is attached (Attachment #1)

### **TRAFFIC ENFORCEMENT ISSUES**

Reilly Owens reported CB 2 continues to hear about illegal parking on the sidewalks and in crosswalks and that it is a real problem. He stated he might ask this committee to write another letter, a resolution letter asking the 108th Police Precinct to conduct enforcement.

### **REQUEST UPDATES FROM DOT**

#### **Joseph Patti provided the following updates:**

#### **Blissville**

- Review Avenue Safety Improvements Project is substantially complete. It is about 99% complete with just a little bit of concrete work left.
- The Bike Lanes are in, the road has been reorganized, the speed cushions have been reinstalled, all signage and marketing should be in.
- The DOT came back after the fact to work with some of the businesses to install some no-standing zones.
- They were able to get some channelization markings in.
- They installed some remaining jersey barriers.

- DOT stated Borden Avenue to Center Boulevard is still in its design phase as it is a more complicated design because of the more major streets and crosses with interfacing with the tunnel roads and the railroad crossings, it is a complicated route.

### **Woodside**

- 60<sup>th</sup> Street and 37<sup>th</sup> Avenue is still open.
- Request for an All Way Stop Sign or Speed Bump to be installed on 50<sup>th</sup> Avenue between 65<sup>th</sup> Place to 60<sup>th</sup> Street (DOT-665092-F5H8). DOT reported this was not approved.
- All-way stop signs, crosswalks, and daylighting requested at 54<sup>th</sup> Street and 39<sup>th</sup> Avenue. (Letter sent to DOT Queens Commissioner October 10<sup>th</sup>, 2024) (DOT-670326-L5D9). This is still active
- Request to extend bike infrastructure on 39<sup>th</sup> Avenue from the current terminus of the Bike Boulevard at Woodside Avenue to Roosevelt Avenue going east. Letter sent to DOT Queens Commissioner October 3, 2024). (DOT-669918-P364). DOT reported this is still under review.

### **Long Island City**

- Markings and signage on QBB Bike path to designate two clear opposing lanes, bikes only, with better wayfinding for pedestrians to the other path. Update on Pedestrian Path construction at Queens side entrance. DOT reported this is still in progress. They are doing concrete work and more extensive drilling infrastructure changes on Queens Plaza Proper between 27<sup>th</sup> Street and Pearson Street where some of the new pathways are going to be built out of concrete there and that new landing at the base of the bridge for the south outer roadway walkway. Included with that there will be a new signal at Pearson Street across Queens Plaza. Once all this work is done, there will be updates to the markings on the bridge itself and some additional signage.
- DOT sent a letter recently with the changes to Center boulevard east of 57<sup>th</sup> Avenue and 2<sup>nd</sup> Street. They will formalize the curb regulations there.
- They did see a lot of issues with turn movements at Center Boulevard and 57<sup>th</sup> Avenue that curve up that bend in the road because there were some issues with cars vehicles bring struck by trucks there they will be very similar to Queens Plaza North as its approaching 29<sup>th</sup> Street, there is a curb in the service road there and we have those quick curbs in the sides of the road to help prevent parking there. This will be something similar that is going to be at Center Boulevard and 57<sup>th</sup>.

A discussion about the Bridge coming into Queens regarding a request for painted lines as you get off the bridge, on the Sunnyside Bridge over the yards, took place. Joseph Patti stated a 311 report should be made.

A discussion about 39<sup>th</sup> Avenue and Woodside Avenue took place. Joseph Patti reported the DOT is looking at 39<sup>th</sup> Avenue and Woodside Avenue long-term. They are putting in some painted bike lanes and some curb extensions down Woodside Avenue.

A discussion about 39<sup>th</sup> Road as it comes into Woodside Avenue took place. Joseph Patti stated he will discuss it with the team and see what can be done.

Reilly Owens discussed Woodside Avenue all the way to Northern Boulevard. There is a new apartment building on Barnett Avenue being built and a new high school that is opening. Woodside Avenue is the only pedestrian route, the main pedestrian route between neighborhoods between Northern Boulevard and Sunnyside Gardens towards Skillman. Woodside Avenue is terrible and not a great place to walk. He requested the DOT, and other agencies focus on this as a main pedestrian route. There is also no cycling infrastructure on the street. DOT reported this is a connection the teams are looking at in the future.

The Committee discussed Capital and Expense Budget Priorities.

The meeting was adjourned.

Respectfully submitted by:  
MA Gurrado

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