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December 2, 2025

Transportation Committee Meeting Minutes

This meeting was held in person and teleconferenced on Zoom and You Tube

Transportation Committee Members – Present

Reilly Owens, Osman Chowdhury, Morry Galonoy (PV), Dr. Rosamond Gianutsos, Corey Hannigan, Randy Plemel (PV)

Transportation Committee Members – Absent

Oumaya Saab, Ryan Smith

Public Members – Present

Patricia Pan

Community Board 2 Staff

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

Department of Transportation

Joseph Patti

Guests

David Morant, Willis Elkins, Gil Lopez, Kevin LaCherra, Alice Easton, Meryl LaBorde, Elmer Meza, Thomas Mituzas

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

Presentation – Gil Lopez and Willis Elkins: Updates on the Borden Avenue Street End & Dutch Kills Waterfront provided the following information:

- He works for a non-profit called Big Reuse.
- Is the co-founder of a couple of community gardens in the neighborhood,
- He is also a long-time volunteer for the Newtown Creek Alliance, on the Solid Waste Advisory Board.
- Introduced Willis Elkins, Executive Director of the Newtown Creek Alliance.
- Provided information about the project site which is where Borden Avenue's westbound travel lane ends at Dutch Kills which is the area immediately to the southwest, under the Long Island Expressway. The area is bordered by the FedEx parking lot (north),

“Serving the Communities of Long Island City, Sunnyside, Woodside, and Maspeth”

Newtown Creek (west), Sparks Deli and adjacent businesses (south), the unnamed street and NYC DEP Pump House (East).

- The Borden Avenue Bike Lane, the Review Avenue Greenway and the Dutch Kills Loop all intersect at this unique location within the LIC Industrial Business Zone.
- The parcel of land has been neglected for 30-plus years. Since the late 1990's, the site has seen illegal oil transfers, dumping of commercial and household waste, an illicit auto chop shop, parking for local businesses, derelict vehicles and it is home to multiple squatters.
- Community efforts started in 2020 to clean up and reclaim the space. Community groups have removed more than 250 cubic yards of waste including two vehicles and a boat.
- An informal skate park has been constructed since 2020 as well as various field trips for urban planning, environmental sciences and photography students among others. Informal gatherings and formal clean-ups and educational workshops including rainwater harvesting and composting have been taught.
- To revitalize land historically used for illegal dumping into a beneficial community space, community members have taken it upon themselves to clean-up and improve the various areas of the space.
- They are seeking:
 - Borden Street-end skatepark, a formalized skatepark, built and managed by NYC Parks. It would require land transfer from DOT to Parks.
 - Creek Shoreline – Waterfront access for education and recreation, managed/maintained by Newtown Creek Alliance. Land can remain under DOT or transfer to Parks.
 - Community Horticultural Yard – Space under the LIE for community horticultural services, with a focus on street trees, operated/managed by Big Reuse. Land can remain under DOT with a license agreement.
 - Continued access for adjacent businesses – Businesses like Sparks Deli on Borden Avenue would still maintain easement for parking and access to their buildings.
 - Gil Lopez stated he has provided this presentation to the Land Use & Housing Committee and the Environment, Parks and Recreation Committee.
- He is requesting CB 2 write a letter to confirm the ownership of the land.

Corey Hannigan made a motion, and it was seconded by Dr. Rosamond Gianutsos to write a letter formally asking NYC DOT to work with NYS DOT and provide a publicly visible document explaining the timeline for this bridge rehabilitation work and the respective ownership of the plots in question and easement for the adjacent property.

Morry Galonoy provided an update from the Land Use & Housing Committee concerning their letter and requested if it could be combined with the Transportation Committee.

Corey Hannigan made a friendly amendment to join in the Land Use & Housing's Committee's letter. All were in favor by a show of hands with none opposed and no abstentions.

Reilly Owens clarified the motion to convert space to public use under the stewardship of those already there for use of the skate park, Newtown Creek Alliance and future use by Big Reuse, the people who have cleaned up the land but for the point of this committee to sign on to Land Use & Housing Committee's letter.

Corey Hannigan stated the following:

The uses in question for the purpose of this motion are formalizing a skate park built and managed by NYC Parks, establishing waterfront access for education recreation, establishing space under the LIE for community or horticultural services with a focus on street trees and continuing access for adjacent businesses.

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

Randy Plemel found information from the NY State DOT Project Pin:X22876. This project is to repair and clean the LIE and will go to bid in 2027 and be completed in 2030. It will consist of a total cleaning and painting of the structural steel as well as repairs to the structural steel columns, steel pier caps, stringer and floor beams along the Queens Midtown Viaduct in Queens County, NYC.

Presentation – Kevin LaCherra: Rethinking Greenpoint Avenue provided an update on the following (Presentation attached, Attachment #1):

Greenpoint Avenue –

- Safety - One of the most dangerous corridors in our respective communities.
- Connection – A key missing link in creating a connected bike network across Brooklyn and Queens. A substandard experience for pedestrians and public transit users.
- Open Space – Opportunity to create a green corridor connecting open space across the neighborhood.
- Provided 10-year Crash History from 2015 – 2025
- 2015 Redesign of Greenpoint Avenue only added sharrows and unprotected bike lanes and did not reduce travel lanes. This ultimately failed to make the street safer for all road users.
- Redesign and reconstruct Greenpoint Avenue from Greenpoint Avenue Bridge to Queens Boulevard.
- Held a community visioning and feedback on October 20, 2025.
 - Intersections across Greenpoint Avenue are confusing, dangerous and unsafe for all users.
 - Sidewalks across the bridge are too narrow and in poor condition.
 - Bike lanes and sidewalks across the bridge are dirty and often obstructed by trash.
 - Bike lanes along Greenpoint Avenue are often blocked by parked cars and trucks

- Pedestrians and cyclists avoid using Greenpoint Avenue and the bridge due to safety concerns.
- They will be bringing this back to CB 1 Transportation Committee and are seeking a letters of support as well as from the Blissville Civic Association, NCA and Big Reuse and want to start the year with the incoming administration saying to DOT that this is a priority for both our community boards and begin to move quickly to come up with something straightforward to make this corridor safer and better for everyone because it is a critical corridor.
- They are seeking a letter of support for the Greenpoint Avenue corridor on the CB 2 side of the bridge.
- Q & A

Reilly Owens thanked Kevin LaCherra for the presentation and said that obviously this connects our two boroughs where we often feel severed from each other because of the industrial zone between us and the lack of real public transit between us. A straight shot diagonal protected bike lane and pedestrian route would be beautiful and is something we have talked about a lot in the past and we have advocated for piece meal.

A discussion took place about extending the scope of our request for a safety study including Roosevelt Avenue and Greenpoint Avenue.

Presentation – David Morant, Transportation Alternatives – A Connected Bike Network in Sunnyside and Woodside provided the following information:

- Introduced Alice Easton, who worked in CB 2 and moved from Astoria.
- Jennifer Wiki, volunteer with Transportation Alternatives and is from Ridgewood.
- They are trying to get a protected bike lane network that connects Sunnyside, Woodside and beyond.
- They are asking for the DOT to investigate these areas and give support to the existing network we have now.
- They are talking about getting some improvements to our public network and Woodside for more protection and better safety around the neighborhood and connecting to other neighborhoods that are directly touching.
- They highlighted some cases where they think are relatively easy and others that may be harder but still important and provided examples.
- Many of these trips take less than 10 minutes by bike and with the expansion of CitiBike and a growing network of protected bike lanes and bike boulevards in the area, biking is now becoming much more accessible.
- Biking is by far the most direct way to travel in western Queens and north Brooklyn but a lack of connected, protected bike infrastructure often limits this from being a viable option for many people and is often dangerous for all but the most fearless and experienced cyclists.

- While Sunnyside has some protected bike lanes connecting east to west, there are none connecting north into Astoria or south into Ridgewood or Brooklyn and Woodside has no protected bike lanes at all.
- They are calling for new protected bike lanes and improved cycling conditions across the neighborhoods to be studied and priorities for improvements.
- A map was presented and the locations are listed as follows:
 - Honeywell Street (currently green unprotected bike lane)
 - 47th Avenue (currently shared lane)
 - Greenpoint Avenue (currently unprotected bike lane/shared lane)
 - 39th Avenue (currently shared lane)
 - 43rd Street (currently northbound only unprotected bike lane southbound shared lane)
 - 69th Street (currently unprotected bike lane/shared lane)
- They are requesting a study to see what makes sense in these areas. Some corridors requested by the community in the 2015 NYC DOT study.
- Protected bike lanes are associated with a 34% reduction in crash risk and even up to 60% on some streets. They also have been shown to improve street safety for all road users.
- The community is showing up consistently in support and agrees that safer lanes are essential for families and neighbors to make streets safe for people.
- They are trying to get support for these areas.
- They are seeking to give all Queens residents a safe way to ride to school, work, the doctor or just to visit friends and to visit sites in the general neighborhood.

Reilly Owens stated that there are many things in this proposal and that CB 2 has been asking for and thanked them for the presentation.

Dr. Rosamond Gianutsos made a motion, and it was seconded by Corey Hannigan to take the Greenpoint Avenue portion and support all of that as we see our partners in Brooklyn making proposals and requesting studies on the Greenpoint Avenue corridor. We want to see that continued because it extends the network, the connectedness to other bike lanes such as Queens Boulevard. We also want to request a longer review to consider extending further down to Roosevelt Avenue but prioritizing the connection from Brooklyn up into our area.

Corey Hannigan stated we are reinforcing the specific request for a corridor-wide safety redesign of the Greenpoint Avenue corridor to Roosevelt Avenue to connect to Greenpoint Avenue in Brooklyn connecting the boroughs and protecting vulnerable road users as this is a corridor that is extremely important to both of our respective community districts. Reilly Owens made a friendly amendment for the DOT to use all safety elements in their Vision Zero Tool Kit to install bike lanes, daylighting and bike boulevard elements.

Reilly Owens stated he wants to make sure we are asking for protected bike lanes because we have seen sharrows and stated he would like to ask for bike infrastructure around the train

station at 61st Street. He reported the DOT responded that yes, we are building sharrows for you.

Dr. Rosamond Gianutsos stated that motions should be stated in a positive way to exclude sharrows as she believes they are fraudulent.

Reilly Owens restated the motion which is to request a comprehensive redesign of the Greenpoint Avenue Corridor creating improved safety and useability for all road users which includes drivers, pedestrians and bikers and to connect the network to include the elements that are in the Vision Zero toolbox exclusive of the sharrows only and to include Roosevelt Avenue with priority up on connecting to existing bike lane infrastructure.

All were in favor with none opposed and no abstentions.

Correy Hannigan made a motion, and it was seconded by Dr. Rosamond Gianutsos to write a letter of support for the proposal for a connected Sunnyside, Woodside protected bike lane network with prioritizations for existing gaps in south Sunnyside and in Woodside.

In addition, he stated the proposed network incorporates many of the requests in our board priorities or district priorities statements and this would bring safety infrastructure to underserved areas in our district and would facilitate safer and more environmentally friendly connections to our neighboring districts our neighbors in Queens CB 1 and Brooklyn CB 2 and Queens CB 3 and Queens CB 4 including alternate or parallel roadways. We are looking for connections, preferably along these corridors.

The motion is to support the proposal from the presentation which includes 47th Avenue, 39th Avenue, Greenpoint Avenue, 43rd Street, 69th Street, Honeywell. The motion was seconded.

All were in favor with none opposed and one abstention.

Patricia Pan discussed finding the adequate north south cross streets.

Joe Patti, Department of Transportation provided the following update:

- Reported he will bring many of the items back to the bike team. It will be productive to have those letters. These bike team meetings are held monthly.
- Request to change direction of traffic on Bradley and 37th Street between Greenpoint Avenue and Starr. DOT reported their rule for direction changes on a street whether it's a one-way conversion or any type of change to the direction, they ask for a letter from the Board.

Reilly Owens reported it will be going out today and that a local business attended last month and spoke about how trucks are going down Starr Avenue and making a mess. They are often

double parked and there are often very big trucks that cannot make their turn. These trucks are destroying the signs. The business owner proposed that they change the direction of traffic so anyone coming off Greenpoint can take Bradley.

- DOT has heard these concerns, and they will have to look at it.
- Reported a letter was sent on the Greenpoint Avenue Bridge and that was submitted. We are waiting for that investigation and once they look at it, they will be able to have a clearer answer.
- This was an older ask. No truck signage was related to this ask because the direction changes happen on 37th. Does not believe that it would be the same ask at this point. It is something we can continue to discuss.
- 43rd Street by the entrance to Kosciuszko Bridge. This is a conversation that came up recently from the board and other stakeholders in the area. It was for more protection along 43rd Street at the entrance to the Kosciuszko Bridge. He requested if there could be another letter that is sent by the board. They would have to investigate this. If they find that is feasible, they will have to move the conversation to the state because it is a highway entrance ramp. He reported the conversation has already started.
- DOT reported the lights under the overpass are being upgraded to LED's, which is why there is an outage right now. Street lighting team is currently working on it.
- They want to investigate seeing how feasible protection is there. Another letter from the Board for that because it does involve a larger conversation with the state because it's a busy highway infrastructure.
- Requested more information about the blind spot issue at 46th Street and Queens Blvd. The response was that subway construction contractors have put up a construction fence that blocks visibility for pedestrians crossing there. DOT will ask the construction management team to investigate, and they may have to speak to the MTA contractors.
- Confirmed that we were getting those crosswalks and street marks replaced on Woodside Avenue around this week.

Dr. Rosamond Gianautsos reported there is no crosswalk from 39th Avenue to Woodside Avenue.

A discussion about the crosswalks on 39th Avenue and Woodside Avenue. There are lots of school children that go to the public school there and people frequently are crossing.

Reilly Owens reported it was repaved months ago and the painting team never showed up.

All of Woodside Avenue, which is a major street, has no crosswalks.

Reilly Owens inquired about the crosswalk on Northern Boulevard because in February it was going to be added to the painting schedule and we are now in December at the end of the painting season and it has not been done. Joe Patti stated he would have to find out the actual reason perhaps there was a backlog or some kind of resource issue.

A request was made to put a speed hump at the approach. Joe Patti stated he could investigate this.

Reilly Owens spoke about the west side of Queens Boulevard and 65th Street where the Jitney is by the Holiday Inn. This area always has a lot of parked cars in that travel lane approaching the expressway. The lane markings are missing there. Joe Patti reported that he put in a request and the service request to get them replaced so people know it is a travel lane. The number is 311-25400894. He let the markings team know about this.

Patricia Pan requested that if the No Standing Sign be moved further down that it would give the Jitney space to stay so that at least the cars coming out of the main roadway would have room not to crash into the car that is the driving lane.

Corey Hannigan made a request to revisit the intersection of 39th Avenue and Woodside Avenue and made a request for a raised intersection. Joe Patti stated they will look at the standard speed hump and if CB 2 wants to make a formal request, there is a lot more engineering that goes into this.

- 50th Avenue between 65th Place and 60th Street, this was not denied but was an old request that was denied.
- Hardened bike lane protection on northern Blvd between 51st Street and Broadway by the new school, they have installed jersey barriers along that stretch.

Reilly Owens thanked the DOT for this and stated that it looks great.

- Bike path approaching Queens Plaza along Queens Boulevard Bridge over Sunnyside Yards. They recently gave a response to the board about what they are doing and that the bus stop is being relocated to reduce all the conflicts that are happening in that one pinch point. They are going to continue to work with Buildings and the area stakeholders.

Corey Hannigan discussed the plastic speed bumps that are not safe and are non-standard. Joe Patti reported he will bring this back.

- Queens Borough Bridge pavement markings will be addressed.

Corey Hannigan asked about a pedestrian scramble at 44th Street and Greenpoint Avenue.

- Joe Patti reported there is an LPI there and the DOT is looking for a long-term solution for what DOT can do there. The Public Realm Team is looking at this intersection.

Corey Hannigan made a motion, and it was seconded by Dr. Rosamond Gianutsos to request DOT install a more significant pedestrian safety elements especially including consideration of a raised crosswalk at the north side of 39th Avenue crossing Woodside Avenue and to specify the southern leg of that crossing the one closer to Doughboy Park or to have DOT study it and determine the best location for it.

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

Corey Hannigan made a motion was made and seconded to write a letter to DOT for vertical separation to state and City DOT between the shared use of a pedestrian bike lane and automobile travel lane. All were in favor with none opposed and no abstentions.

Corey Hannigan made a motion, and it was seconded for protection between the bike, pedestrian lane and the automobile travel lane underneath the LIC and 43rd Street approaching the Kosciuszko Bridge. All were in favor with none opposed and no abstentions.

The meeting was adjourned:

Respectfully submitted by:
MA Gurrado

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