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Anatole Ashraf

Chairperson

Debra Markell Kleinert

District Manager

April 7, 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, Oumaya Saab (PV), Ryan Smith (PV)

Transportation Committee Members – Absent

Osman Chowdhury

Community Board 2 Board Members - Present

Randy Plemel (PV), Pia Rahman (PV), Amaurys Valdez (PV)

Transportation Committee Public Members – Present

Patricia Pan

Transportation Committee Public Members – Absent

NYC Department of Transportation

Joseph Patti (PV), Robie Gomez (PV), Elena Lunyova (PV)

Community Board 2 Staff

Debra Markell Kleinert, District Manager

Rafael Nava, CB 2 Staff

Reilly Owens welcomed everyone to the meeting and announced there will be a joint meeting with Health and Human Services & Education & Unhoused Shelter Committee and the Transportation Committee on April 14, 2025 concerning the topic of subway surfing. This meeting will be held virtually at 6:00 pm. All are invited to attend.

Reilly Owens welcomed and introduced new board members:

- Randy Plemel
- Pia Rahman
- Amaurys Valdez

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

There was no one signed up for Public Comment.

DOT PRESENTATION – School Safety Unit will be presenting a street improvement project to complement the construction of a new School at 53-16 Northern Blvd.

- The project will improve pedestrian crossings for students and discourage dangerous traffic maneuvers across Northern Blvd from 51st to Broadway.

Joseph Patti, Borough Planner, Western Queens, NYC DOT introduced his colleagues: Robie Gomez, Elena Lunyova, School Safety Division.

Announced they will be introducing a new street improvement project on Northern Boulevard from 51st Street to Broadway. It will include pedestrian safety improvements, crossing improvements and some hardening of the median on this stretch of roadway to help organize the streetscape and bring more order to the street as it is currently a bit wide open and there are a lot of turns and conflicts there.

Robie Gomez, Project Manager School Safety, NYC DOT. A copy of the presentation is attached. (Attachment #1 Northern Boulevard 51st Street to Broadway).

- Discussed the background with school safety reviewing sites across the city.
- Northern Boulevard is a busy corridor with a lot of different users. There is a new school opening soon and it is important that they take a closer look at the conditions and what is coming next.
- The location has several factors that make it a priority.
- HS472 with an expected enrollment of 3,000 students scheduled to open in September.
- This is a designated truck route.
- The corridor serves five key bus routes, making it a vital piece of the city's transit network.
- DOT has been working closely with the community for nearly a decade to improve safety and mobility along Northern Boulevard. These efforts are rooted in consistent engagement and public feedback.
- In 2018, DOT held three public workshops to understand local concerns.
- The community highlighted three key priorities such as protected bike lanes, better bus service and safer pedestrian crossings with features like medians and refuge islands.

- In 2020, DOT partnered with NY State Senator Ramos to hear directly from the businesses along Northern Boulevard, ensuring their voices were part of the conversation.
- In 2022, elected officials pushed for the expanded transit improvements including dedicated bus lanes and more reliable service.
- These ongoing priorities have continued to guide the work they do in the corridor.
- Building on community input DOT has delivered a series of targeted improvements along Northern Boulevard in recent years.
- In 2019 we made upgrades between Newtown Road and Broadway, adding pedestrian islands, curb extensions and expanding an existing triangle to create safer crossings.
- In 2021, DOT installed protected bike lanes from 41st Avenue to Broadway, giving cyclists dedicated space and helping reduce conflicts with moving traffic.
- In 2023 DOT installed dedicated bus lanes from Broadway to 114th Street, helping to improve travel times and transit reliability.
- Recently, DOT presented a street improvement project for 51st Street from Northern Boulevard to 31st Avenue which includes protected bike lanes, pedestrian islands and a new bus boarding island.
- Discussed Vision Zero, a citywide multi-agency effort launched in 2014 with one goal to eliminate traffic fatalities and serious injuries across New York City. The city continues to invest in street redesigns, safer signals and public education to make our streets safer for everyone.
- In 2023, DOT released the updated Boro Pedestrian Safety Action Plans. These plans identify priority intersections, corridors and areas focusing on improvements where they're needed most.
- Northern Boulevard is identified as both a priority corridor and a priority area highlighting this corridor as an area in need of targeted safety improvements.
- Background and collision and injury data was provided: 86 total reported injuries from 2019 to 2023, 2 serious injuries, and 34% of injuries involve pedestrians and bicyclists.
- With HS472 opening later this year, they expect to see more activity in the area making safety improvements even more relevant.
- Existing Conditions were discussed.
- This segment of Northern Boulevard is a 70-foot-wide street with two travel lanes and bike lanes in both directions.

- Northern Boulevard has numerous driveways which create potential conflict points between pedestrians, cyclists and turning vehicles.
- Painted flush median – designed for left turn bays – encourages higher speeds.
- The existing painted flush median intended to accommodate the left turn base, creates a wide-open feel on the roadway.
- This design unintentionally encourages higher vehicle speeds and gives drivers a false sense of extra space which can compromise safety.
- Uncontrolled left-turns across multiple lanes of traffic creates safety risks especially when drivers are turning into busy driveways. They have to cross several lanes which increases the chances of conflicts with people walking or biking. In these situations, drivers are usually focused on finding a gap in traffic not looking for people walking along or crossing the sidewalk. This shift in attention increases the likelihood of near misses or crashes involving
- Vehicle operators focus more on finding a gap in oncoming traffic than pedestrians on the sidewalk and cyclists. People with more pedestrian activity expected in the area its important to address these types of turning movements to support a safer walking environment. It is not just where left turns happen but how they happen that creates added risk.
- When drivers make a left turn, they build up speed over a longer distance sometimes 30 feet or more before crossing the sidewalk. This makes it harder for them to stop in time if someone is walking or biking across. This can be especially concerning near schools where students may be crossing throughout the day not just during arrival and dismissal. Right turns on the other hand are usually made at a slower speed and with a tighter turning radius. This tends to give drivers better visibility for people walking or biking and more time to yield.
- The design of the safety picture of the crossings themselves plays an equally important role, especially for people walking. Crossings along this corridor are quite long ranging from 70 to 88 feet. This is a long distance to get across for older adults, children or anyone who may need more time to cross. Currently there are no pedestrian safety islands in place at these points of Northern Boulevard. This means people have to cross the full width of the street all at once even as traffic continues to move around them.
- As activity continues to move around them and continues to grow, especially with the addition of a nearby high school, improving these crossings will make the streets more comfortable and safer for everyone walking through the area.
- Planned Improvements are to replace painted median and left turn bays with a raised median and pedestrian refuge island. This will give people a safer place to pause while crossing the street and makes the road feel more organized. There are several key tangible benefits to adding a continuous concrete median along this block. It helps shorten crossing distances, making crossings easier and more comfortable, especially for students, families and older adults. By removing midblock left turns and U-turns, it reduces sudden unpredictable vehicle turns across multiple lanes of traffic that can lead to crashes and with new concrete median the

street feels narrower which encourages drivers to slow down, something that benefits everyone especially in a school environment.

- The DOT is also banning a low-volume westbound left turn from Northern Boulevard onto Woodside Avenue to make room for concrete median/pedestrian refuge island while improving overall safety at the intersection.
- With these planned changes, they discussed alternative routes from Northern Boulevard onto Woodside Avenue. The most direct option for westbound drivers is a soft right onto Broadway and then left onto 51st Street continues straight onto Woodside Avenue for drivers who miss that turn they can loop back by Newtown Road right to Broadway right onto 51st Street and straight to Woodside Avenue at peak hour only 40 vehicles make that westbound left onto Woodside Avenue. This is a low volume movement.
- DOT conducted a rigorous traffic analysis on these intersections, and they are confident these changes will create a significant traffic impact.
- The presentation showed how traffic will be rerouted to access the driveways along the northern curb of Northern Boulevard. Most drivers will turn left onto 51st Street, then loop back via Broadway to return to Northern Boulevard. Some businesses can also be accessed through an alternative driveway along Broadway. Another option is a soft right turn onto Broadway looping back on 55th Street to Northern Boulevard. Only about 50 vehicles are expected to follow this route during the busiest hour. DOT will also adjust the signal timing to provide more green time for the protected eastbound left turn from Northern Boulevard onto 51st Street supporting these rerouted movements.
- These changes work better for everyone whether walking, biking, taking the bus or driving, especially with high school opening and ongoing transit use.
- DOT is currently finalizing the design and are targeting implementation for the summer.

Q & A

Corey Hannigan expressed his concerns regarding the location where a major stop on the M & R line is located. He asked if the right side of the project scope where the Northern intersects Broadway close to 54th Street and 55th Street. It is a big complex intersection, the project scope cuts through this area. He asked if there was any way to incorporate the full intersection into the scope of the project.

Elena Lunyova, reported the DOT has looked at the intersection of 51st Northern and Broadway in the past and there were improvements proposed several years ago, it is a very complex intersection as there was recently a barn stance added and it is an old pedestrian phase that allows fully protected pedestrian phase that allows pedestrians to be fully protected while crossing without any turn vehicles. Because the intersection is complicated they would rather wait to see how school pedestrian traffic and volumes operate and then they will be happy to look at it again.

Ryan Smith spoke about the median and how it will be designed to be mountable and what they anticipate there.

Robie Gomez stated this will not be a countable island. It will be roughly around seven inches high with pedestrian cut throughs for the crossing.

In response to concerns raised by Dr. Rosamond Gianutsos for lane markings, the response was the DOT will be doing a street improvement project along 51st Street and we will redo the markings and the two lanes going southbound and because of the heavy right turns southbound turns onto Northern, they are dedicating that lane for the right turns and the through lane will be the left side going straight to Woodside.

Joseph Patti reported this was a presentation to CB 1 for 51st Street for protected bike lanes along that corridor. Currently its two lanes southbound on 51st for most of a stretch but it would be knocking it down to one, but at that intersection it would open back up to two lanes for that dedicated right turn and it would be a little more organized and the space would be assigned.

There are two projects meeting at that intersection and there will be a lot of improvements there. They will also be introducing an LPI at that intersection as part of the other project.

A discussion about protected bike lanes took place. The DOT will need to see how the school is operating. It is best for a few things to settle and then make long term decisions.

Robie Gomez spoke about the subway line that they have to take a look at as they cannot construct anything on top of it and it must be coordinated with the MTA.

Reilly Owens discussed 54th Street which has no metered parking or street cleaning and could be a temporary drop off site. DOT stated they will have dedicated space and they can only make recommendations to school and parents.

A discussion about the car wash took place.

Corey Hannigan discussed the protected bike lane and advised against a wait and see approach and is an opportunity to encourage kids to bike to school. This is a major bicycle corridor fronting a high school and this is an opportunity to put more safety infrastructure in place and make it even safer for kids to bike to school and barriers would help keep cars out of the bike lane, putting kids lives in danger.

The DOT advised they will take this back to their leadership for consideration. There is no decision on barriers here just yet. They will get back to the board.

This is an in house project not a capital project, waiting to hear back from MTA.

Morry Galonoy spoke about the importance of the safety of the students and that we need passive compliance and discussed there was someone injured and killed on 47th Avenue. We need physical barriers to ensure passive compliance.

The DOT stated they will consider some form of barriers along the bike lane and will update the board on this.

Joseph Patti reported they will communicate with the school safety team and the team that put in this lane and that there are big concerns about this.

Ryan Smith discussed the possibility of lowering the speed limit, and possible modifications to the slip lane on Northern Boulevard and Woodside Avenue. The DOT stated the speed limit is 25 miles per hour and they would not be able to lower it further and as far as the slip lanes, the turns were too heavy for them to do it. They are hoping the numbers can come down and that they could close it.

Robie Gomez discussed a sliver of land that connects this lot to 37th Avenue and they are using it as a dedicated driveway for school bus operations from 54th. It is between Woodside Avenue and 54th Street and 37th Avenue. It is an internal circulation driveway.

Dr. Rosamond Gianutsos discussed the possibility of short term metered parking on 54th Street. DOT will look into this.

Reilly Owens asked if the medians have space for trees, the DOT stated it is up to MTA. CB 2 will follow up with MTA.

PRESENTATION – ALLEGRA LEGRANDE – Data and Trends of Car & Bike Enforcement and Injuries within CB 2.

Allegra LeGrande, Data Research Scientist provided a power point presentation on A NYC Open Data Analysis reveals Cars & Trucks as principal danger Hunters Point, Long Island City, Sunnyside and Woodside.

Q & A

Reilly Owens stated that the goal for the committee is to reduce conflict between all classes of people, pedestrians, cyclists, cars, trucks, trains and to find street safety everywhere to make sure that we know who is coming, we see who is coming and that streets are designed for safety.

UPDATES FROM DOT

- Crescent Street request to change the diagonal markings and expand the sidewalk. case number DOT-516190-R6K9. Request update. Scheduled to be done this year on their list for 2024. Still waiting on the approval for this and is looking to see if the curb cuts there are still valid because that will decide the marking drawing for that block. This should be moving forward for approval.
- Another project waiting for approval is the right turn improvements on 43rd Avenue. The team is also looking at Skillman Avenue as well as to harden some of the turns on there.
- Multiway stops for Woodside, which include 60th Street and 37th Avenue and 50th Avenue are still pending at the moment and will share more once they are approved.

- Bike path on the Queens Boulevard Bridge approaching Queens Plaza. DOT has been working closely with the contractor at that location. They got some of the markings changed, put up some signs and they were asking for more readjustments there. This is still work in progress.

Reilly Owens stated the Queens Plaza sign needs bright colors and reflectors. DOT and DOB are keeping a close eye on this location.

Joseph Patti provided the following updates:

- DOT reported the south outer roadway is imminent and waiting to hear of a solid date.
- DOT reported the south outer roadway will open and work will commence on both sides of the bridge for the pedestrian improvements there.
- DOT reported the replacement of the deck is complete and the work that is happening now is the checklist items to review the work. The closures are to actually happening on the lower level to remove the shielding that has been on the roof of the lower level.
- DOT will follow up on Green Asphalt and get confirmation.
- DOT reported metered parking regulations are usually dependent on the surrounding land use. Will check in with the team on this.
- DOT reported they will look into the area of Queens Boulevard passed Van Dam Street, Thomson Avenue, as there are no lane lines.
- DOT reported Thomson Avenue Bike Lane is still in design.
- DOT will be coming to talk about the 29th Street Open Street at LaGuardia.
- DOT reported they will check on Queens Boulevard by Jackson Avenue slip lane.

The Committee discussed 47th Avenue and 29th Street, behind LaGuardia Community College, the bulk head is crumbling into the creek. There are three agencies that have interest in the space, it was supposed to be looked at. There is a cement manufacturing company that has encroached onto the publicly owned space and land. There is no legal contract and talk about fixing it and beautifying it. DOT will look into the location. CB 2 wrote a letter about this location.

- Dr. Rosamond Gianutsos thanked DOT for the bike lane on Queens Plaza the signage has been changed to advise the bikers to yield to pedestrians. DOT reported this has been completed or close to completion.

Queens Boulevard Capital Improvements – DOT will provide an update and it is still planned for this year.

Reilly Owens spoke about Q70 LaGuardia Link Bus was funded \$160 million to revitalize it from LaGuardia to connections at 74th Street and 61st Street. He is appealing to state lawmakers to request

the 61st Street Woodside station gets a lot of attention and respect for what it is, which is an international connection to the rest of transit network. It is underneath a bridge overpass which is a grungy corridor. DOT works with state to make sure that the funding goes into making it a beautiful place with wide sidewalks, wayfinding and lighting.

Corey Hannigan reported this is also a big gap in the bicycle network for our district. Consideration for bicycle access to that transit hub would be sorely needed.

DOT reported there is a desire for bicycle connection in this area and they have working closely with Port Authority, the MTA and their own transit team about this project. There is more to come. Port Authority will have a lot to say and present about this project in the future.

DOT reported there are no updates on the Blissville Greenway.

DOT reported the Roadway milling and resurfacing on Review Avenue and is in house and independent of this. It will be night work.

The board has been discussing the Dutch Kills Green as the area is not managed very well, could it be transferred to parks to manage. It was managed by Parks up until last year, they were the managing the maintenance of the area, it is a DOT right of way. Since then, DOT has been in talks with LIC Partnership, their own internal folks to develop a maintenance agreement and a path forward with the funding they have for that. This is being finalized and we should be seeing improvements to the area after it is finalized and agreed upon. It is pending a new maintenance agreement.

Dr. Rosamond Gianutsos discussed 39th Road which is a two way street but there is no marking to indicate to vehicles at either end and its very short and one end is Woodside Avenue and the other is 52nd Street. People turning from those roads onto from Woodside Avenue onto 39th Road or from 52nd Street onto 39th Road, frequently find themselves with another car there. The cars coming the other way do not realize and do not necessarily kept to the side. Can DOT look into other solutions at the location.

Corey Hannigan discussed the left turn off the Skillman Avenue protected bike lane at 42nd Street there is a built in left turn from that bike lane striped daylighting to clear the view line because the bikes do have to cross over all of the travel lanes for Skillman to do it. It is consistently parked in especially late at night when visibility is low, the area is very unsafe. DOT will look into the location.

Reilly Ownes announced there is hearing for next week for Silver cup Studios leasing land from DOT. DOT stated they are speaking with them, the board and elected officials about this. Encouraged all to attend and testify.

Reilly Ownes discussed OneLIC which had a meeting this evening and it is going to ramp up in the next month. He is part of a group that is going to be meeting two or three times a week to talk about OneLIC plan that will be presented to the board.

Corey Hannigan made a motion and it was seconded by Morry Galonoy for consideration of the inadequate infrastructure for people on foot and bike to access a major transit hub and to request the DOT study the area around 61st Street Woodside station for bicycle safety infrastructure and bicycle

parking, improved lighting and improved sidewalk and waiting area for the Q70 LaGuardia Link and Q53 in anticipation of it being mass transit link from an international airport to the rest of New York City.

All were in favor of the motion with none opposed and no abstentions.

Corey Hannigan made a motion and it was seconded by Dr. Rosamond Gianutsos to request the DOT study the intersection of 48th Street and Queens Boulevard viaduct for signal and signage improvements for bicycles to safely proceed to point south of the viaduct.

All were in favor of the motion with none opposed and no abstentions.

Corey Hannigan made a motion and it was seconded by Morry Galonoy to approve the planting of street trees in the proposed median on Northern Blvd between 51st Street and Broadway and to approve the installation of physical barriers for protected bike lanes at the edge of the roadway for the same segment, assuming that is to add as part of the DOT's final design.

All were in favor of the motion with none opposed and no abstentions.

Corey Hannigan made a motion and it was seconded by Morry Galonoy to send a letter to all relevant elected officials including the Mayor's office emphasizing that the sudden delay to the opening of the Queensboro Bridge South Outer Roadway to pedestrians is unacceptable and that it should be opened immediately to alleviate dangerous crowding conditions between bicycles and pedestrians on the north side.

All were in favor of the motion with none opposed and no abstentions.

Rosamond Gianutsos made a motion and it was seconded by Corey Hannigan to send a letter of support for the Bill 1138 that Council Member Won is sponsoring with the amendment that we also support universal daylighting as it is absolutely essential and important even in the absence of a painted crosswalk

All were in favor of the motion with none opposed and no abstentions.

The meeting was adjourned.

Respectfully submitted by:
MaryAnn Gurrado