



## COMMUNITY BOARD 6, QUEENS

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March 20, 2026

Commissioner Nicole Garcia  
New York City Department of Transportation  
120-55 Queens Blvd., Rm 284  
Kew Gardens, New York 11424

Dear Commissioner Garcia,

Please see below a Resolution that was passed by Queens Community Board 6 at its March 11, 2026 meeting. We look forward to hearing from you regarding this.

### WHEREAS,

- Queens Community District 6 has strong transit connections, including an LIRR station and multiple bus and subway lines.
- Queens Community District 6 has seen significant population growth over the last decade, with further growth expected, and without a significant shift away from private cars, which has led to increased congestion and decreased street safety.
- Street safety, schools, and senior centers were the top District Needs for Queens Community District 6 in 2026<sup>1</sup>, highlighting the district's high number of children and senior citizens and its street safety concerns.
- Queens CB6 has requested traffic studies, Open Streets, and other street safety treatments in budget priorities for many years.<sup>2</sup>
- Between 2014 and 2024, Queens Community District 6 experienced, on average, 11 injuries every week and 2 fatalities every year due to car crashes. Over 70% of the fatalities were pedestrians or bike users.<sup>3</sup>
- Emergency vehicle travel times have increased significantly, primarily due to traffic<sup>4</sup>.
- Approximately 30% of trips in Queens CB6 are through the neighborhood and do not stop within it.<sup>5</sup>
- Low Traffic Neighborhoods (LTNs) are a neighborhood approach to traffic management that redirects cut-through traffic away from residential areas through measures such as traffic diverters, one-way conversions, school streets, parklets, bike boulevards, and more.

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<sup>1</sup>[Statements of Community District Needs and Community Board Budget Requests for Fiscal Year 2026: Queens Community District 6](#)

<sup>2</sup>[Queens Community Board 6 Profile](#)

<sup>3</sup>[Crashmapper data for Queens CB6 from Jan 2014 to Dec 2024](#)

<sup>4</sup>Senator Brad Hoylman-Sigal and Gridlock Sam Schwartz, [Analysis of NYC Traffic Congestion and Emergency Response Times](#), 2024

<sup>5</sup>[Analysis of Queens CD6 traffic data from Aug 2025 using TomTom MOVE's O/D Analysis](#), by Pedro Rodriguez

- Low Traffic Neighborhoods can complement and strengthen micromobility infrastructure while reducing the need for costly Capital reconstruction.
- LTNs are inexpensive to implement and, over time, save the city money through the health benefits.<sup>6</sup>
- London neighborhoods with LTNs saw a 46.9% reduction in car volume inside the neighborhood, and even traffic on the boundary roads decreased slightly.<sup>7</sup>
- Other than reducing traffic, LTNs provide many other benefits, evidenced by the results in London's LTNs:<sup>8</sup>
  - A 50% reduction in car-related casualties
  - A reduction in crime of up to 18%
  - A decrease of emissions in both the neighborhood and on boundary roads, 5.7% and 9%, respectively
- LTNs boost active travel, leading to health benefits such as increased life expectancy, reduced mortality, and fewer sick days. Active travel went up by 25% for people living in LTNs.<sup>9</sup>

THEREFORE, IT IS RESOLVED THAT Queens Community Board 6

- Hereby expresses its full support for a pilot program of Low Traffic Neighborhoods in Queens CB6, and requests that DOT evaluate the current patterns of cut-through traffic in the neighborhood.
- Requests that the DOT start with streets around schools, senior centers, and facilities for people with disabilities.
- Requests that DOT work with the board and the transportation committee to ensure that all plans include sufficient public input. As well as consult with FDNY, EMS, NYPD, and other relevant agencies at all design phases to preserve emergency access at all times.
- Requests that DOT work with DEP on increased stormwater management in these areas of the pilot program.

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<sup>6</sup> Aldred, Rachel, Anna Goodman, and James Woodcock. "[Impacts of Active Travel Interventions on Travel Behaviour and Health: Results from a Five-Year Longitudinal Travel Survey in Outer London.](#)" *Journal of Transport & Health* 35 (March 2024): 101771.; Postaria, R. "Superblock (Superilla) Barcelona—a City Redefined." *World Cities Forum*, 2021.

<sup>7</sup> Transport for London. "[The Impacts of Low Traffic Neighbourhoods in London: A Summary of Evidence.](#)" London: Transport for London, 2024.

<sup>8</sup> Mueller, Natalie, David Rojas-Rueda, Haneen Khreis, Mark Nieuwenhuijsen, David Rojas-Rueda, and Mueller Natalie. "[Changing the Urban Design of Cities for Health: The Superblock Model.](#)" *Environment International* 134 (2020): 105132.

<sup>9</sup> Aldred, Rachel, Anna Goodman, and James Woodcock. "[Impacts of Active Travel Interventions on Travel Behaviour and Health: Results from a Five-Year Longitudinal Travel Survey in Outer London.](#)" *Journal of Transport & Health* 35 (March 2024): 101771.