



Chairperson, Martha Taylor

The City of New York
Borough of Queens

Community Board 8

197-15 Hillside Avenue
Hollis, NY 11423-2126
Telephone: (718) 264-7895
Fax: (718) 264-7910
Qn08@cb.nyc.gov
www.nyc.gov/queenscb8



District Manager, Marie Adam-Ovide

Transportation Committee Meeting

DATE: May 29, 2025

Committee Members Present: Jesse Rosenbaum, Transportation Committee Chair, Maria DeInnocentiis, James Gallagher, Nikolas Michael, Tamara Oshero, and Israel Peskowitz.

Committee Members Absent: Allen Eisenstein, Howard A. Fried, and Seymour Schwartz.

Other Board Members Present: Bhitihara Fulton, and Saaif Alam.

Others in attendance: Cate Contino, Evan Mancini, David Kupferberg, Diana Bailey, Faith Chojar, Rick Hajdub, Mike Sidel, Jon Feldman, Albert Silvestri, Mike Gamion, Brian Lee, Kate Sundberg, Yolanda Gallagher, DM Marie Adam-Ovide, and CB8 Staff Member, Soleil Griffin.

Transportation Committee Chairperson Jesse Rosenbaum called the meeting to order at 7:30 p.m.

Transportation Chairperson Rosenbaum asked members of the public to sign up for speaking time. He then requested for the MTA to start their presentation.

Evan Mancini representing MTA

The MTA has met with riders over the past six years to learn how they want to see the bus network improved. The riders identified four key priorities. These priorities are reliable service, faster travel, better connections, and simplified service. From these priorities, they developed several redesign strategies. In 2019, MTA did an existing conditions report. They created a draft plan that was withdrawn because of COVID-19. In 2022, they created a new draft plan and conducted public outreach. Then they made a proposed final plan that went through an addendum in 2024. The MTA Board voted on the addendum in 2025. Now MTA is at the implementation phase which includes a preparation & public education campaign, phase I, phase II, and post-implementation analysis.

There has been over 250+ community engagement events and 18,000+ comments regarding the proposal. The MTA will be out at bus stops all summer to describe the changes in real time. They will be wearing an orange vest with a brochure with information about the changes in the area. The MTA cannot be at every signal bus stop since there are 5,000 of them. They will be all over the borough, especially during the two weeks before

and after each phase of the implementation. The new bus network will have a total of 124 routes versus the 113 that exist. This includes 94 local routes versus 83, and 30 express routes.

The new bus network will give 124,000 more people access to a bus that arrives every 10 minutes or better. There will be 68,000 additional people who will have access to 24-hour bus service. Riders are going to see a lot of changes that are part of the plan. The changes include the bus stops themselves, routes, new routes, and new rush routes. DOT is making changes to the bus stop by adding, relocating, and removing hundreds of stops to make rides faster, more reliable, and more connected. Some routes are being re-routed, and some are getting new numbers. The rush route is a new route type that make local stops far from the subway and LIRR, with limited stops on major streets and near hubs. During the portion of the route where stops are skipped, there will be a local bus.

For the implementation phase, there are two phases. The first phase is on June 29th which changes 2/3 of routes in Eastern Queens. The second phase is on August 31st which changes 1/2 of routes, largely in Northwest and Southwest Queens. The phases are intended to make sure it works well for riders and operators. There is a lot of things happening behind the scenes to make sure the depots are at capacity throughout the entire summer. Current service will continue until the change date of each respective route. There are Guide-A-Ride boxes at the bus stop pole for riders to obtain information about Queens Redesign service changes.

To learn about the new bus network, there is a route lookup tool and future trip planner to help riders find out route specific information. Between phases, riders should use the MTA App, Bus Time or call 511 for the most accurate and up-to-date service information. They can also sign up for alerts at mta.info/notify.

Transportation Chairperson Rosenbaum opened up for questions from members of the committee.

James Gallagher- I want to thank the MTA for the new Q45 line. There is an issue with a bus coming back from the subway along Union Turnpike you have to turn on 188th Street and it is going to stop at that corner across the street from the bank. Those are parking spaces, so you would have to make a large space for that bus stop. Drivers use that corner to turn north or south. You have the last stop for the Q45 is on 69th Avenue and 188th Street. It should be on 64th Avenue and 188th Street.

Answer [Evan Mancini] – The plans for the stop locations were approved in January. We are hoping to implement it as is and evaluate stop locations while in the post analysis. We intended for the 69th Avenue because there is no place to layover the bus. We will see how it goes.

Maria DeInnocentiis – I have an issue with the Q45 stopping on 188th Street and Union Turnpike. They tried to do that in the past for the regular bus. If you have a bus stop at the corner, you will have multiple buses stop at that corner which is ridiculous. We strongly object to that bus stop. Waiting until the fall is an accident waiting to happen.

Answer [Evan Mancini] – It is a very busy intersection. It is also a very important intersection for the plan. It looks like we are adding buses to the area; however, we are actually giving them new names.

Answer [Maria DeInnocentiis] – You guys need to go back and look at this and not wait until the fall.

Jesse Rosenbaum – On 188th Street, the traffic that is north bound to get into the Chase bank is going to add to the confusion on both sides. We requested to add bollards there.

Response [Maria DeInnocentiis] - The other thing is, MTA does not have people to sit here at that corner. If you are there in the morning and about 2:30 p.m. in the afternoon to 5 p.m. it is bumper to bumper.

Tamara Osherov – I take the bus all the time and the Rush service is new. All the little stops like 188th Street to Francis Lewis Boulevard will be gone. Why do I see a Rush stop at Francis Lewis Boulevard? Where would the next bus stop be?

Answer [Evan Mancini] – If you have a specific route in mind, it would be good to use the route lookup tool.

Tamara Osherov – I walk a lot and far to some of these buses. There are some people who are not capable. Is it fair for me to say that the major lines like 188th Street, Parsons Boulevard are the bus stops?

Answer [Evan Mancini] – If there are rush routes, there are also local routes.

Tamara Osherov – *That was my question. There is a local bus where the rush routes are.*

Answer [Evan Mancini] – Correct. I do want to be specific. It would be best to know if you have specific stops and we can look at them later. Generally speaking, if there is a Rush route, there is also a local route. This will give the same local service for riders who do not want to skip straight to the subway.

Israel Peskowitz – *I would like to speak on the new Q74; however, it is not in the packet.*

Answer [Cate Contino] – We will repackage this and send it over to the board.

Israel Peskowitz – *There were stops removed from my neighborhood, especially closer to where I live. Who can members of the community reach out to request that their stop be spared?*

Answer [Cate Contino] – We are implementing the plan as it was passed by our board in January. You can still send in comments, and we will be monitoring it through the summer. The real analysis is going to start at the end of the summer after the August 31st implementation. If you think we missed the mark on specific stops, you can share them with me. We are looking at it, but there are no promises.

Israel Peskowitz – *How about sending petitions?*

Answer [Cate Contino] – Sure.

Israel Peskowitz – As a representative of Kew Gardens Hills, the overall majority are disappointed that our specific request was not taken into account. Thank you for keeping the Q20 on 20th Avenue. Our neighborhood really wanted the Q74 back or at least a bus to Union Turnpike. We appreciate that you are giving us a new bus; however, we are not happy about losing the bus stops. We are thrilled that you are giving us a bus that extends the Q64.

Jesse Rosenbaum – *Is there any way you can control the bunching of buses? Have you given any thought to computerized signage telling you when the next bus is coming?*

Answer [Evan Mancini] – We represent the planning side of the operation. We are not delivering service which is another part of the MTA. We plan the routes and frequencies by trying to make things seamless. It is hard to address bunching as planners. It is a joint operation between the planners and service delivery.

Answer [Cate Contino] – We also implemented transit signal priority throughout the city. Expanded the automated camera enforcement program which allows our buses to ticket people who abuse the bus stop. You have to be seen by two consecutive buses. We hope all these things will create more reliable service, which would mean less bus bunching.

Answer [Evan Mancini] – The RTPS (Real-Time Positioning Systems) will be the last thing to be changed since it takes more work since there is a digital component. We will not be adding RTPI's (Real-Time Passenger Information). That is not part of the plan. Where they exist, they will be added to reflex the plan.

Jesse Rosenbaum – *In Briarwood on Queens Boulevard, there is a car wash. There are cars that line up to get into the car wash. The motorists are getting ticketed by the buses. This is a real concern for the proprietor of the place.*

Answer [Cate Contino] – Has he shared any of this with your board? You can send it to Lucille and I to get a closer look.

Response [Marie Adam-Ovide] – Lucille has the request.

Answer [Cate Contino] – I will follow-up with her.

Transportation Chairperson Rosenbaum opened up for questions from other board members outside the committee.

Saaif Alam – *Has there been any initiative to expedite the Q64?*

Answer [Evan Mancini] – Yes. The route will remain the same, but some of the stops have been removed to speed up the bus. By removing some of the stops, we are hoping the bus will be more reliable.

Israel Peskowitz – Why not make the Q74 go express once it hits 164th Street the same way you are doing on Union Turnpike?

Answer [Evan Mancini] – That is a good suggestion. We can definitely think about that post fall.

Jesse Rosenbaum – Are Rush Bus Lines what used to be called Limited?

Answer [Evan Mancini] – There are still Limited routes. Rush routes are different. They are Limited in parts of the route.

Transportation Chairperson Rosenbaum thanked the MTA for their presentation. He then called up the presenters for the Kew Gardens Hills E-Scooter Corrals.

Albert Silvestri, DOT Deputy Queens Borough Commissioner

DOT has two presentations. One on the Kew Gardens Hills E-Scooter Corrals and the other on the Hillside Avenue Bus Priority Project.

Kate Sundberg representative for DOT

We will be discussing the e-scooter corrals for Queen Community Board 8. There has been over a million trips taken in Eastern Queens and over 190,000 trips taken in Community Board 8. They are looking to expand the mandatory corral zone to better organize the scooters and reduce sidewalk clutter. We proposed 65 total corrals in which 18 will be on the sidewalk and 47 would be on the roadbed. The updated plan would have 47 total corrals in which 17 will be on the sidewalk and 30 would be on the roadbed. Out of the 30, 6 would be in existing No Parking Areas (NPA) and 24 would be in existing Alternate Side Parking locations. Nearly all roadbeds are located at intersections and provide daylighting safety benefit.

DOT is planning to start the installation of the corrals in the eastern portion of the area in the late spring/early summer. The completed installation of the rest of the corrals will be in the fall.

Transportation Chairperson Rosenbaum opened up for questions from members of the committee.

Maria DeInnocentiis – We still have problems in our neighborhood with scooter riders dropping the e-scooter in front of the homes of property owners and block pedestrian walkways. What are you doing to improve the quality-of-life issue in our community?

Response [Jesse Rosenbaum] – This is a really serious concern everywhere. We suggest that the corrals be in specific locations. There has to be a better method of control.

Answer [Albert Silvestri] – DOT is starting with implementing the corrals. We heard that the e-scooters need a dedicated space and be more controlled. We are looking at commercial areas and mostly at intersections where you will get the daylighting visibility benefit.

Jesse Rosenbaum – One of the suggestions we discussed where to have them in daylighting zones. We have those in lots of places.

Answer [Albert Silvestri] – The vast majority of the corrals will be at intersections.

Maria DeInnocentiis – Will you require riders to place the e-scooters in the corrals?

Answer [Brain Lee] – Yes. They would be required to park them in the yellow and white area.

Maria DeInnocentiis – What happens if a rider just dumps them?

Answer [Brain Lee] – There trip will not end. The App will tell the rider that they would need to find a nearby corral.

Jesse Rosenbaum – Would that be infraction number one which is \$5?

Answer [Brain Lee] – Yes. However, each company is slightly different.

Maria DeInnocentiis – In Kew Gardens Hills, will the corrals be near homes or commercial area?

Answer [Brain Lee] – There will be a mix.

Answer [Albert Silvestri] – Just to reiterate, almost all of them are at intersections. They can be located at somebody's side access not directly in front of their home.

Maria DeInnocentiis – How much input did residents in the community have in choosing these sites?

Answer [Kate Sundberg] – There was a feedback portal for where residents would like to see corrals. We have been presenting the plan to elected officials and did a walk through to look at the sites.

Answer [Albert Silvestri] – They also have to look at technical feasibility such as not putting things by hydrants. This is more flexible than City Bikes; however, we want to avoid conflicts.

Answer [Brain Lee] – We also have the data for where people are parking the e-scooters and starting trips.

Maria DeInnocentiis – When do you plan to expand into Eastern Queens?

Answer [Albert Silvestri] – The conversation is ongoing. This will be implemented in the spring/summer. We will look to further expand it where we see success.

Jesse Rosenbaum – Is parking in the daylighting zones being implemented as we speak in Kew Gardens Hills?

Answer [Brain Lee] – Yes. The vast majority of these are on the corner of the intersection.

Marie Adam-Ovide – How would you like people to submit request for corrals in their area?

Answer [Brain Lee] – They can email us at nycscootershare.info and scooter.share@dot.nyc.gov. I and members of the team monitor the email daily.

Bhitihara Fulton – Jamaica Hill needs the corrals now not later. I suggested to Jesse five or six areas. Why are you doing it in Kew Gardens Hills and not somewhere else? What is the delay?

Answer [Brain Lee] – I am glad there is a lot support of the e-scooters and corrals. We would like for you to speak with your elected officials. If you do email us at scooter.share@dot.nyc.gov Kate and I will take care of it. We are starting in Kew Gardens Hills but we are working on corral plans all over Queens.

Israel Peskowitz – I represent Kew Gardens Hills. We are going to reach out to you about adding corrals. Where can we reach out to you when we want a corral removed?

Answer [Albert Silvestri] – You can work directly through the Community Board Office. They will send it to us. You can also send it directly to the Borough Commissioner's Office.

Israel Peskowitz – What is the email address of the Borough Commissioner?

Answer [Albert Silvestri] – District Manager Marie Adam-Ovide has direct contact.

Israel Peskowitz – We would like for you to do a walkthrough with the community advocates and community board members. How can we arrange that?

Answer [Albert Silvestri] – We are going to look to implement the plan and monitor it. We are happy to take that feedback as we move forward.

Israel Peskowitz – So, there will be no walk through with the community?

Answer [Albert Silvestri] – At this point, we have done a lot of walkthroughs. We want to be responsive with the feedback we received.

Israel Peskowitz – When it comes to daylighting, why not make it so that sedans can park on the corner?

Answer [Albert Silvestri] – That is a great idea; however, it will be difficult for the police to enforce that. Instead of looking at daylighting as a removal of parking, we should look at it as an increase in visibility and safety.

Saaif Alam – When I go to Captain Tilly Park, I would see scooters there. Will there be strict enforcement to make sure e-scooters are not parked there and on private properties? Before placing corrals in Jamaica Hill, will you be sure to speak with members of the community?

Answer [Albert Silvestri] – We have developed a direct line of communication with the Department of Parks and Recreation. We do have a public portal for people to provide feedback. Then we look at how safe the location is.

James Gallagher – How many bikes can fit in a corral? For a while, we have been asking for kids to wear helmets. Where are you with that?

Answer [Brain Lee] – We expect ten vehicles for the sidewalk corrals. For the roadbed, we expect to have about up to fifteen vehicles in that corral. We do promote helmet usage since that is part of New York State law.

Marie Adam-Ovide – We did get in contact with Nelson who is the Parks Manager and Cristy from DOT. We worked together to get rid of them. If there are anything going on with the parks, let us know. The Parks Manager is in contact with DOT and our office.

Jesse Rosenbaum – As far as I understand it, there is no police enforcement just enforcement by the operators. Is there a method you are thinking of to enforce violators?

Answer [Albert Silvestri] – There is a built-in protection within the program i.e. the geo fencing. Beyond that, if someone is doing something illegal, NYPD will enforce.

Response [Jesse Rosenbaum] – That is if they are going something dangerous. It is not the same as being in compliance with the rules and regulations.

Answer [Albert Silvestri] – Yes. If they are doing something dangerous, they have to comply. We have traffic rules. They cannot ride in opposite directions, ride on the sidewalk. We have spoken with the police and they do enforcement of the e-scooters.

Jesse Rosenbaum – Are those vehicles supposed to automatically stop in the park? We have sent several hundred pictures of e-scooters not parked correctly. Sending it to the vendors are not effective. I recommend residents to send it to DOT.

Answer [Albert Silvestri] – The vendors have increased their foot patrol to pick up the e-scooters. If you see something, take a picture and send it to us.

Jesse Rosenbaum – If someone is violating the rules and regulation, how do you report them? We have discussed putting a visible license plate. If you cannot do that, we suggest placing a sign that is visible across the street.

Answer [Brain Lee] – If you cannot get the vehicle ID, the best thing to do is send us the time and location. The e-scooters are gps enabled.

Jesse Rosenbaum – The helmets are advised, and you are making them available at no cost. They are not being required.

Answer [Brain Lee] – We strongly advise which is DOT position.

Response [Jesse Rosenbaum] – You can strongly advise but the person is not going to do it unless it is mandatory. I suggested that the helmet must come with the e-scooter and that they must put them on. It is a question of hygiene.

Jesse Rosenbaum – If a rider drives into a person or car, who is responsible for that? There should be insurance for the rider. Add the insurance to the rental cost. Do you have any thoughts about insurance?

Answer [Albert Silvestri] – When you sign-up for the program, you are signing a waiver for the operation of the vehicle. As far as the specifics with the insurance, we would have to get back to you. There are legal recourse if someone causes damage. You can go after that person in the typical legal manner.

Response [Jesse Rosenbaum] – If he is 18 years old with no assets, there is nothing for you to go after.

Transportation Chairperson Rosenbaum thanked the presenters for the Kew Gardens Hills E-Scooter Corrals. He then called up the presenters for the Hillside Avenue Bus Priority Project

Faith Chojar representative of the MTA

The location we are looking at is Queens Blvd. to Springfield Blvd. which is 4.2 miles. Bus passengers account for 83% of roadway users, buses are allocated less than 1/3 of the roadway itself. From Francis Lewis Blvd. to Springfield Blvd. there are no bus lanes. There is a rush hour regulation along the curb where you cannot park. Westbound is 7 a.m. – 9 a.m. and East Bound is 4 p.m. – 7 p.m. Between Francis Lewis Blvd. and 188th Street, there is an unmarked curbside bus lane the same days of the week, but it is not visible. Between 188th Street and Merrick Blvd/166th Street there is an unpainted curbside bus lane. From Merrick Blvd/166th Street and Sutphin Blvd. there is no bus lane. From Sutphin to Queens Blvd. there is a red curbside bus lane.

The bus lanes are inconsistent, and they are frequently blocked by illegal loading and parking. This forces the buses to merge in and out of the lane. They have done a total of 295 in-person surveys, visited 420 businesses, collected 30 testimonials and 145 digital self-administered QR code surveys. Based off of the feedback, they found the following:

- Traffic congestion
- Parking
- Local Business Access
- Loading Needs
- Enforcement

The final project proposal includes offset bus lanes for most of the corridor, extended bus lane hours to 24/7, bus and truck only left turn at three intersections (i.e. Westbound left onto 169th St, Westbound left onto Merrick Blvd, and Westbound left onto Sutphin Blvd). The existing curb regulation has No Standing during peak hours on most of the corridor. What we are proposing by moving the bus lane off of the curb, there will be 650 parking and loading spaces. The bus stops will remain in accordance with the Queens Bus Network Redesign team and buses will continue pulling to the curb to pick-up and drop off passenger. With an offset bus lane, there would be an 8-foot parking lane along the curb. Next to that, there will be an 11-foot bus lane. Next to the bus lane would be an 11-foot travel lane. They are able to maintain the 10-foot median and left turn lanes.

Jesse Rosenbaum – Will there be a left turning lane for cars?

Answer [Faith Chojar] – Yes. The only left turn that will not be permitted for general traffic is the westbound left heading south on 169th Street. You will still be able to make the east bound left turn going north. There are not a lot of passenger vehicles making left turns heading south of 169th Street.

Jesse Rosenbaum – So you are removing all left turn lanes and leaving three or four of them?

Answer [Faith Chojar] – No. We are only banning four general traffic and three left turns. The rest will all remain on the entire corridor. There are three left turns from Hillside Avenue onto 169th Street, Merrick Blvd. and Sutphin Blvd. that general vehicles will not be able to make. The eastbound left turn will all remain including at Sutphin Blvd., Merrick Blvd. and 169th Street.

The offset plan on 188th Street will have a typical offset bus lane; however, the bus lane will shift to curbside in the westbound direction between 189th Street and 188th Street to maximize traffic flow at this busy intersection. Restricting left turns for general traffic will allow high volumes of buses and trucks to make turns more efficiently and without conflict. There will be no left turns heading south of Hillside Avenue on 169th Street, Merrick Blvd. and Sutphin Blvd.

To make sure the plan works, we will be evaluating bus and traffic speeds, traffic volumes and patterns, and congestion closely after launch. Adjustments can be made to alleviate congestion and improve bus performance as needed. Emergency response vehicles (police, fire, ambulance, etc.), Access-a-Ride vans, school buses also use bus lanes. In Summer/Fall 2025 signage and pavement markings will be installed. In fall 2025 and beyond they will monitor project performance and adjust as needed.

Jesse Rosenbaum – I just want to point out, all the improvements and parking is a result of removing the traffic lane. Are the bus moving in and out of the lane and not always on the offset lane?

Answer [Faith Chojar] – Yes. At one location on 188th Street.

Jesse Rosenbaum – The benefits are at the result of moving the motorists elsewhere. If they are not going to be on Hillside Avenue, then they would go into the residential area.

Answer [Albert Silvestri] – That is a fair point and it is a tradeoff. People will find alternatives; however, because of the street grid in the area, the streets do not go all the way through. Motorists will not go through the residential area. They would go through Grand Central.

Jesse Rosenbaum – The average speed on Hillside Avenue for the buses is 4 miles an hour. I understand why the proposal exists. I think we are going to pay for it with the motorist.

Transportation Chairperson Rosenbaum opened up for questions from members of the committee.

Maria DeInnocentiis – We have complained about the one lane of traffic. The Grand Central, Clearview Expressway and Van Wyck Expressway are bumper to bumper at 2 p.m. The easiest way to cut through when you are going east is through Hillside Avenue. Now you are taking that away from us.

Response [Jesse Rosenbaum] – You can take 73rd Avenue.

Response [Maria DeInnocentiis] – That is why Union Turnpike is bumper to bumper at that time of day. All of the traffic changes that DOT has made in the past five years has made traffic unbearable in eastern queens.

Answer [Albert Silvestri] – A lot of these streets have not worked for a long time. There are tradeoffs, but we have traffic in these corridors for a long time.

Maria DeInnocentiis – On 73rd Avenue and Francis Lewis Blvd., DOT fixed it and now it is a horrible intersection. We ask that you involve the community before you make your decisions.

Answer [Jesse Rosenbaum] – In DOT's defense, they have kept us in the loop. They have heard some of the comments we made. We know that they had no choice and that they were going to give it to us regardless.

Nikolas Michael – How is enforcement going to be at the Loading Zones? Would bus cameras enforce that?

Answer [Albert Silvestri] – It would be NYPD. There is a fine for parking in a Loading Zone. We will get back to you on if bus cameras can enforce.

James Gallagher – What affects will the Jamaica Neighborhood Plan have on the proposal?

Answer [Albert Silvestri] – It something that our traffic planning team is fully aware of.

Answer [Faith Chojar] – This plan is already incorporated into the traffic analysis that is part of Jamaica Neighborhood Plan.

Transportation Chairperson Rosenbaum thanked the presenters for the Hillside Avenue Bus Priority Project

The meeting was adjourned at 9:22 p.m.

Respectfully submitted by,

Soleil Griffin, CB8 Staff

June 12, 2025