Long Island
City/Hunters Point
Area-wide Reconstruction
Queens, NY

CB2 Meeting
November 3, 2016

Project ID HWQ788
New York City Department of Design and Construction
PROJECT SCHEDULE

Preliminary Design

- Project Kick-off: End of 2014/Start of 2015
- Inventory and Analysis (survey, traffic, trees, etc.): Jan 2015-Present
- Community Workshop: December 9th 2015
- Design Development
- Community Board Review: February 2016
- Community Board Review: May 2016
- Community Open House: June 20th, 2016
- Community Board Final Review: Late Fall 2016
- Preliminary Design Completion: Winter 2016

Final Design

- Capital funding of ~$38m for Phase 1
- Phase 1 project limits to be determined
HIERARCHY OF STREETS

LONG ISLAND CITY/HUNTERS POINT AREA-WIDE RECONSTRUCTION
OPEN HOUSE NOTES

LOCAL STREETS

5TH STREET

11TH STREET

PULASKI/11TH ST/49TH AVE/48TH AVE

LONG ISLAND CITY/HUNTERS POINT
AREA-WIDE RECONSTRUCTION

JUNE 2016 OPEN HOUSE
Community Responses
OPEN HOUSE NOTES

GENERAL COMMENTS

- Track rental please on 44th - tracks like perl
  sidewalks inaudible

- On 3rd/44th: 14th to 44th
  All cap painting - no
  parking for cars.

- 50th and Vernon
  Don't think our
  design is complete -
  remove 4th lane of
  parking.

- Need sidewalk at
  center rail split
  lane - some sort of sign

- Does stop - 3 in a row on Vernon
  from 50th - can we eliminate one?

- Issues on Central -
  need traffic calming.

- Speeding 46th Ave
  Center road to 46th
  want a speed
  hump. blue curb 4
  next 2 lanes.

- Need sign at
  center and 47th Ave
  entrance to park -
  dangerous

- In general - more trees, better roads

- 5th - where it becomes
  two way not crash
  for two lanes & 2
  parking lanes.

- Speeding is a problem
  on center issue with
  lack of crosswalks.

- 48th Ave - Vernon
  to 5th -
  center
  Will be a dump
  Different need from
  Vernon to 48th to 5th

- Don't want bike
  path in front of
  pre-school.

- 48th Ave at 5th
  Street
  Very poor lighting
  can't see people crossing.
  need school crossing signal.

- Can't park in front of
  church - put bus
  pad there - eliminate
  another one.

- Need stop sign at
  46th Ave and 5th.

- 5th Ave - 200th
  roadway is collapsing.
  Old vaults in area
  3 deep - significant
  gash.

- More comment to cross
  under railroad bridge
  50th Ave
  - Poor design
  - drainage problems
  - danger to cars

- Vernon - truck traffic.
  Buses going across double parked cars
  Busy drk at Vernon
  families change parade
  all the time.
Long Island City/Hunters Point Street Reconstruction: Priority Areas for Phase 1

June 20, 2016

Community Priorities

1st Priority
2nd Priority
3rd Priority

Long Island City/Hunters Point
Area-Wide Reconstruction

JUNE 2016 OPEN HOUSE
Priority Location Activity Map
Vernon/Jackson Hub: 50th Avenue to Borden Avenue

- Intersection is difficult to navigate.
- Long, difficult crossings and few pedestrian refuges.
- Lacks pedestrian connection from the east side of Jackson Avenue to Old Hickory Park.
- Congestion on Vernon Blvd during commute hours.
- Trucks use Vernon Hub to get to and from the Long Island Expressway and Pulaski Bridge.
- Vehicles park illegally and impede pedestrian access.
Vernon/Jackson Hub: 50th Avenue to Borden Avenue

- Align Vernon Blvd at 50th Avenue to improve traffic flow, and make street more intuitive and safer.
- Optimize signal timing to reduce congestion and provide safe crossings.
- Install a new crosswalk crossing Jackson Avenue at 51st Street.
- Install curb extensions and expand sidewalk space to shorten crossing distance and improve visibility for pedestrians.
- Add streetscape elements including trees, greening, and street furnishings.
- Upgrade and install streetlighting.
Phase A
Vehicles/bikes: Through on Vernon Blvd
Peds: Across Jackson Ave and 51st Ave
Green Time: 20s (2040 AM and PM)

Phase B
Vehicles/bikes: Through on Jackson Ave/Vernon Blvd
Peds: Across Vernon Blvd and 51st Ave
Green Time: 69s (2040 AM and PM)

Phase C
Vehicles/bikes: Through on 51st Ave
Peds: Across Jackson Ave and Vernon Blvd
Green Time: 16s (2040 AM and PM)
Vernon Blvd Mall: Proposed Design

- Realigning Vernon Blvd will make street more intuitive and safer for all street users.
- Relocating plaza to connect to the sidewalk will make space more comfortable and easier for pedestrians to access.
Borden Avenue

- Install a new crosswalk on the east side of Vernon Blvd.
- Add parking along the south curb.
- Expand sidewalk space to shorten crossing distance and improve visibility for pedestrians.
- Add streetscape elements including trees, greening, and street furnishings.
- Upgrade and install streetlighting.
Borden Avenue at 11th Street Intersection

- New Signal designed for future installation per the Hunters Point South FEIS.
- Install a parking lane along the south curb.
- Install a new crosswalk crossing Borden Ave at 11th Street.
**Jackson Avenue: Vernon Blvd to Pulaski Bridge Approach**

- Speeding during non-commute hours.
- Congestion issues at the Pulaski Bridge, Vernon Blvd and Borden Avenue during commute hours.
- Trucks and commercial vehicles use Pulaski Bridge and Jackson Avenue to access Queens, Brooklyn and the Long Island Expressway.
- Long crossings along and across Jackson Avenue without pedestrian refuges.
- Uninviting pedestrian realm.
Jackson Avenue: Vernon Blvd to Pulaski Bridge Approach

- Continue medians below 50th Avenue.
- Expand and extend median on 11th Street between 48th Avenue and Jackson Avenue to provide a pedestrian refuge.
- Normalize slip lane at 50th Avenue to shorten crossing distance and slow turning vehicles.
- Install curb extensions and expand sidewalk space to shorten crossing distance and improve visibility for pedestrians.
- Improve and install new crosswalks.
Jackson Avenue: Vernon Blvd to Pulaski Bridge Approach

- Continue medians between 50th Avenue and 51st Avenue.
- Improve and install new crosswalks.
- Install curb extensions and expand sidewalk space to shorten crossing distance and improve visibility for pedestrians.
- Add streetscape elements including trees, greening, and street furnishings.
- Upgrade and install streetlighting.
Jackson Avenue: Pulaski, 11th Street & Jackson Intersection

- Long pedestrian crossings across the end of the Pulaski Bridge.
- Lack of crosswalk at 49th Avenue on the east side of the bridge.
- Difficult bicycle connections.
- Speeding during non-commute hours.
- Congestion during commute hours.
Jackson Avenue: Pulaski, 11th Street & Jackson Intersection

- Install protected bike paths on Jackson Avenue, 48th Avenue and 49th Avenue connecting to the Pulaski Bridge Bike Path.
- Close the 48th Avenue slip lane between Jackson Avenue and 11th Street to improve pedestrian connectivity and provide additional public space.
- Install a new crosswalk across Jackson Avenue connecting the southwest corner of 49th Avenue to the Pulaski Bridge Pedestrian Path.
- Install a new crosswalk across eastbound 49th Avenue to the east of the bridge.
- Expand pedestrian islands and widen sidewalks to shorten crossing distances and provide pedestrian refuge for long crossings.
Jackson Avenue: Pulaski Bridge Street Network

Proposed Two-Way Bike Path

Expanded Sidewalk and Street Closure

Eastbound Right Turn Only

Proposed Two-Way Raised Bike Path

LONG ISLAND CITY/HUNTERS POINT AREA-WIDE RECONSTRUCTION

MAJOR STREETS: PULASKI BRIDGE APPROACH
Street Network Plan
49th Avenue: Jackson Avenue to Vernon Blvd

- Install a two-way protected bike path on the north curb that connects to the recently implemented Pulaski Bridge bike path.
- Parking on north curb relocates to 48th Avenue.

49th Ave between Vernon Blvd and Jackson Ave. (Looking West)
48th Avenue: Vernon Blvd to 5th Street

- Install a two-way parking protected bike path on the north curb of 48th Avenue between Vernon Blvd and Center Blvd.
- Install a parking lane on the south side of the median.

48th Ave between Vernon Blvd and 5th St (Looking East)
Jackson Avenue: Pulaski Bridge Approach to 21st Street

- Speeding during non-commute hours.
- Trucks and commercial vehicles use 21st Street and Jackson Avenue to access Queens, Brooklyn and the Long Island Expressway.
- Long crossings along and across Jackson Avenue without pedestrian refuges.
- Uninviting pedestrian realm.
Jackson Avenue: Pulaski Bridge Approach to 21st Street

- Maintain two travel lanes in each direction to accommodate high vehicle volumes between 21st Street and the Pulaski Bridge.
- Close the 48th Avenue slip lane between Jackson Avenue and 11th Street to improve pedestrian connectivity and provide additional public space.
Jackson Avenue: Pulaski Bridge Approach to 21st Street

- Maintain two travel lanes in each direction to accommodate vehicle volumes to and from the Pulaski Bridge.
- Improve and install new crosswalks.
- Install curb extensions and expand sidewalk space to shorten crossing distance and improve visibility for pedestrians.
- Add streetscape elements including trees, greening, and street furnishings.
- Upgrade and install streetlighting.
Jackson Avenue: 23rd Street to 21st Street

- Raised medians currently end at 23rd Street.
- Long crossings along and across Jackson Avenue without pedestrian refuges.
- Uninviting pedestrian realm lacks streetscape elements and adequate lighting.
Jackson Avenue: 23rd Street to 21st Street

- Continue raised median treatment to 21st Street.
- Extend median tip in concrete at 23rd Street to add a pedestrian refuge.
- Normalize 46th Road and Jackson Avenue to shorten crossing distance at 46th Road.
- Expand and fan the crosswalk on the east side of 21st Street and add a crosswalk crossing 47th Avenue to accommodate pedestrian desire line.

LONG ISLAND CITY/HUNTERS POINT
AREA-WIDE RECONSTRUCTION
Jackson Avenue: 23rd Street to 21st Street

• Continue raised median treatment to 21st Street.
• Improve and install crosswalks along and across Jackson Avenue.
• Install curb extensions and expand sidewalk space to shorten crossing distance and improve visibility for pedestrians.
• Add streetscape elements including trees, greening, and street furnishings.
• Upgrade and install streetlighting.

Jackson Ave between 21st St and 23rd St (Looking Northeast)
Thomson Avenue, 44th Drive and Jackson Avenue

- Add a new crosswalk on the northeast leg of 44th Drive and Thomson Avenue.
- Expand the median on Thomson Avenue through the crosswalk at Jackson Avenue to provide a pedestrian refuge.
- Install curb extensions to shorten crossing distance and improve visibility for pedestrians.
**44th Drive: East River to Jackson Avenue**

- Continue medians to 23rd Street.
- Build continuous sidewalk to the East River.
- Install curb extensions to shorten crossing distance and improve visibility for pedestrians.
- Add streetscape elements including trees, greening, and street furnishings.
- Upgrade and install streetlighting.
Realigning approach of 11th Street south of 44th Drive will create a safer transition through the intersection and will shorten the crossing distance for pedestrians.
44th Drive: East River to Jackson Avenue

MATCH LINE

21st St

44th Drive

23rd St

Hunter St

Jackson Ave

MATCH LINE

44th Drive

 Raised Median with Street Trees

Concrete Curb Extension

LONG ISLAND CITY/HUNTERS POINT
AREA-WIDE RECONSTRUCTION

MAJOR STREETS: 44th DRIVE
Vernon Boulevard: Gordon Triangle

- Normalize fork and add crosswalks at 10th Street to create a shorter and safer crossing for pedestrians.
- Expand sidewalk at 45th Avenue and 10th Street and add new crosswalk on the east side of Vernon to Gordon Triangle.
- Create right turn off of Vernon Blvd onto 10th Street to slow turning vehicles.
- Add streetscape elements including trees, greening, and street furnishings.
- Upgrade and install streetlighting.
Vernon Boulevard

- Install curb extensions to shorten crossing distance and improve visibility for pedestrians.
- Add streetscape elements including trees, greening, and street furnishings.
- Upgrade and install streetlighting.
**11th Street**

- Expand median to provide enhanced pedestrian refuges.
- Install curb extensions to shorten crossing distance and improve visibility for pedestrians.
- Implement buffered bike lanes north of 47th Avenue.
- Add streetscape elements including trees, greening, and street furnishings.
- Upgrade and install streetlighting.
LONG ISLAND CITY/HUNTERS POINT AREA-WIDE RECONSTRUCTION

MAJOR STREETS: 11th STREET

Proposed Crosswalk

Curb Extensions

Expanded Medians
11th Street

LONG ISLAND CITY/HUNTERS POINT
AREA-WIDE RECONSTRUCTION

MAJOR STREETS: 11th STREET
21st Street

- Narrow moving lanes to prevent speeding.
- Install curb extensions and expand sidewalk space to shorten crossing distance and improve visibility for pedestrians.
- Add streetscape elements including trees, greening, and street furnishings.
- Upgrade and install streetlighting.
LONG ISLAND CITY/HUNTERS POINT
AREA-WIDE RECONSTRUCTION

MAJOR STREETS: 21st STREET
LONG ISLAND CITY/HUNTERS POINT
AREA-WIDE RECONSTRUCTION

MAJOR STREETS: 21st STREET

Install Curb Extensions Where Possible
23rd Street

- Enhance lighting under the elevated structure to improve visibility.
- Install curb extensions to shorten crossing distance and improve visibility for
- Add streetscape elements including trees, greening, and street furnishings.
23rd Street

LONG ISLAND CITY/HUNTERS POINT
AREA-WIDE RECONSTRUCTION

MAJOR STREETS: 23rd STREET
Local Streets Design: Street Geometry and Markings

- Install curb extensions where feasible to shorten crossing distance for pedestrians.
- Upgrade to standard street markings including high-visibility crosswalks.
- Add streetscape improvements including trees, greening, and street furnishings.
- Upgrade and install additional street lights.
Local Streets Design: 5th Street

• Install curb extensions to shorten crossing distance and improve visibility for pedestrians.
• Add high visibility crosswalks where stop controls exist to improve pedestrian safety.
• Continue to study for all-way stop signs and signals. Stop controls will be added as federal criteria are met.
• Convert to standard lane widths along two-way section between 50th Avenue and Borden Avenue to adhere to DOT standards.
• New signal designed for future installation at Borden Avenue per the Hunters Point South FEIS
• Add streetscape improvements including trees, greening, and street furnishings.
• Upgrade and install streetlighting.

5th St from North Basin Rd to 50th Ave (Looking North)

5th St between 50th Ave and Borden Ave (Looking North)
Local Streets Design: 5th Street

New Signal per the Hunters Point South FEIS

Curb Extensions Where Possible

High Visibility Crosswalks

LONG ISLAND CITY/HUNTERS POINT
AREA-WIDE RECONSTRUCTION

LOCAL STREETS DESIGN
5th Street
Local Streets Design: 5th Street

- High Visibility Crosswalks
- Curb Extensions Where Possible

LONG ISLAND CITY/HUNTERS POINT
AREA-WIDE RECONSTRUCTION

LOCAL STREETS DESIGN
5th Street
Parking Study

DOT maximized parking where possible. Relocation of parking due to:

- FDNY, bus and truck turns.
- Geometric changes for traffic flow.
- Safety elements like curb extensions, bike paths and daylighting.
- Bus stop relocation.

<table>
<thead>
<tr>
<th>Location: Street and Block Face</th>
<th>Existing Parking</th>
<th>Proposed Parking</th>
<th>Parking Spaces Gained/Lost</th>
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<td>Borden Ave</td>
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Total Parking Spaces Gained: 13
Streetscape Design: Materials, Plantings and Furnishings
Next Steps

Preliminary Design Contract
• CB2 Full Board Presentation – Late Fall 2016
• Identify Phase 1 Limits based on available funding and coordination with DEP/stakeholders
• Complete Preliminary Design Contract – Winter 2016

Final Design
• Develop Phase 1 final design project scope and initiate new design contract – Spring 2017
• Community Workshop (Phase 1 Project Limits) – Late 2017
### DESIGN EXCELLENCE 2.0 GUIDING PRINCIPLES

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<tr>
<th>GROWTH</th>
<th>EQUITY</th>
<th>SUSTAINABILITY</th>
<th>RESILIENCE</th>
<th>HEALTHY LIVING</th>
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<tr>
<td>- Serves a rapidly growing community by increasing pedestrian and bike access to the waterfront, transportation hubs and job centers. - Adapts neighborhood streets to safely accommodate steadily increasing numbers of pedestrians and bicyclists, while accommodating vehicular traffic flows.</td>
<td>- Creates more attractive and safer streets for all. - Provides expanded sidewalks and public space for the community. - Enhances pedestrian experience while preserving street infrastructure for historically commercial and industrial neighborhood. - Enhances community interaction with new public spaces which can accommodate a variety of activities.</td>
<td>- Encourages use of public transportation by improving access to subways, buses, and ferries. - Improves alternative transportation modes by improving bikeways. - Mitigates heat island effect and climate change by increasing tree canopy throughout the project area.</td>
<td>- Coordinates with DEP storm sewer improvements and green infrastructure implementation plans. - Protects community against outages caused by storm events by relocating overhead utilities below ground.</td>
<td>- Beautifies streets and improves well-being for residents, workers and visitors. - Minimizes stress for pedestrians and bicyclists by improving crosswalks and simplifying traffic movement at intersections. - Encourages walking and biking by improving streetscapes and improving connectivity.</td>
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</table>