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

Community Workshop – December 9, 2015
WORKSHOP OVERVIEW

Overview Presentation

- General description of the project
- Project schedule and goals
- Design approach

Table Sessions

- Small group discussions on
  - Neighborhood-wide safety and design issues
  - Identifying priority areas
  - Major corridors and nodes within the neighborhood

Summary/Closing Remarks
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: Jan/Feb 2016
  • Preliminary Design Completion: June 2016

Final Design
• Capital funding of ~$8m for Phase 1

Construction Schedule
• The project will be phased according to DEP’s final construction phasing (TBD)
PROJECT GOALS

• Improve Safety For Pedestrians, Motorists, Bicyclists

• Improve Connections Throughout The Neighborhood

• Create Livable Streetscape/Neighborhood
Long Island City/Hunters Point Area-Wide Reconstruction

Anticipated Future Density Map

Legend:
- Residential Development Site
- Area of Anticipated Future Development Recently Completed
- Residential Development Site (Over 20 Units)
- Higher Density Corridors

New York City Department of Design and Construction
Parsons
LONG ISLAND CITY/HUNTERS POINT
AREA-WIDE RECONSTRUCTION

DESIGN APPROACH
HIERARCHY OF STREETS

Major Streets / Arterials
Local Streets
Street Ends
HIERARCHY OF STREETS

Local Streets

- Narrow streets (30’ ±) roadway width
- Traffic calming opportunities
- Create greener streets with new street tree plantings
- Neckdowns wherever feasible
- Improve wayfinding signage for pedestrians and bikes
HIERARCHY OF STREETS

Street Ends

- Very light traffic
- Potential for mixed-use areas (ex. shared streets)
- Potential for pedestrian green spaces
HIERARCHY OF STREETS

Major Streets/Arterials
- Often major pedestrian routes
- Often major bus and truck routes
- Often major bike routes
- Handles both through and local traffic
- Wide (60’±) roadway width
- Opportunities for green corridors (planted medians, pedestrian spaces, etc.)
- Traffic calming opportunities
LONG ISLAND CITY/HUNTERS POINT AREA-WIDE RECONSTRUCTION

LOCAL STREETS
TYPICAL LOCAL STREET SECTION

- 30’± Roadway
- Opportunities for Class 2 or 3 bicycle route
- Opportunities for pedestrian safety measures such as sidewalk extensions, improved lighting and signage
- Opportunities for traffic calming techniques such as speed humps, raised crossings, slow zones, etc.
- Opportunities to create greener streets with street tree plantings
SIDEWALK EXTENSIONS TO IMPROVE SAFETY

- Increases visibility of pedestrian waiting to cross
- Decreases crossing distance
- Decreases vehicle speed
- Installed at all streets where feasible
STREETSCAPE ELEMENTS

City Light Fixture and Pole

Area Type DOT Wayfinding Sign

NYCDOT Citybench

NYCDOS Receptacles

NYCDOT Bike Rack
SIDEWALK GREENING

Street Tree Treatments

Vegetated Bioswale

New and Expanded/Upgraded Tree Pits

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AREA-WIDE RECONSTRUCTION

LOCAL STREETS
Sidewalk Planting Treatments
SHARED STREET

Shared Street Examples
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AREA-WIDE RECONSTRUCTION

MAJOR STREETS/ARTERIALS
BOULEVARD TREATMENT
MAJOR NODES
Questions?

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