



Department of
Design and
Construction

PARSONS

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

CB2 Transportation Committee Meeting
September 6, 2016

Project ID HWQ788
New York City Department of Design and Construction

DESIGN EXCELLENCE 2.0 GUIDING PRINCIPLES

GROWTH

- Serves a rapidly growing community by increasing pedestrian and bike access to the waterfront, transportation hubs and job centers.
- Adapts neighborhood streets to safely accomodate steadily increasing numbers of pedestrians and bicyclists, while accomodating vehicular traffic flows.

EQUITY

- 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 accomodate a variety of activities.

SUSTAINABILITY

- 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.

RESILIENCE

- 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.

HEALTHY LIVING

- 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.



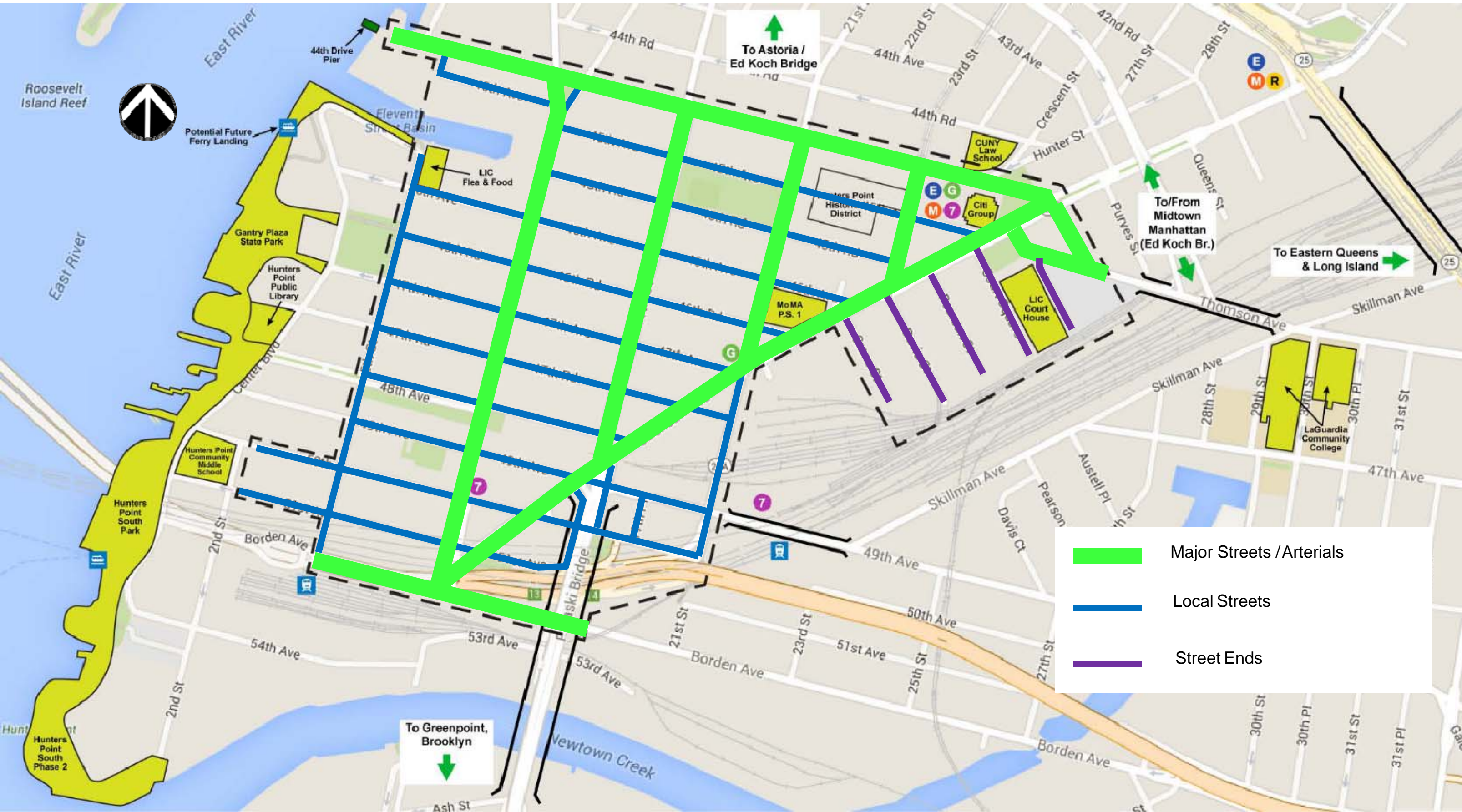
PROJECT SCHEDULE

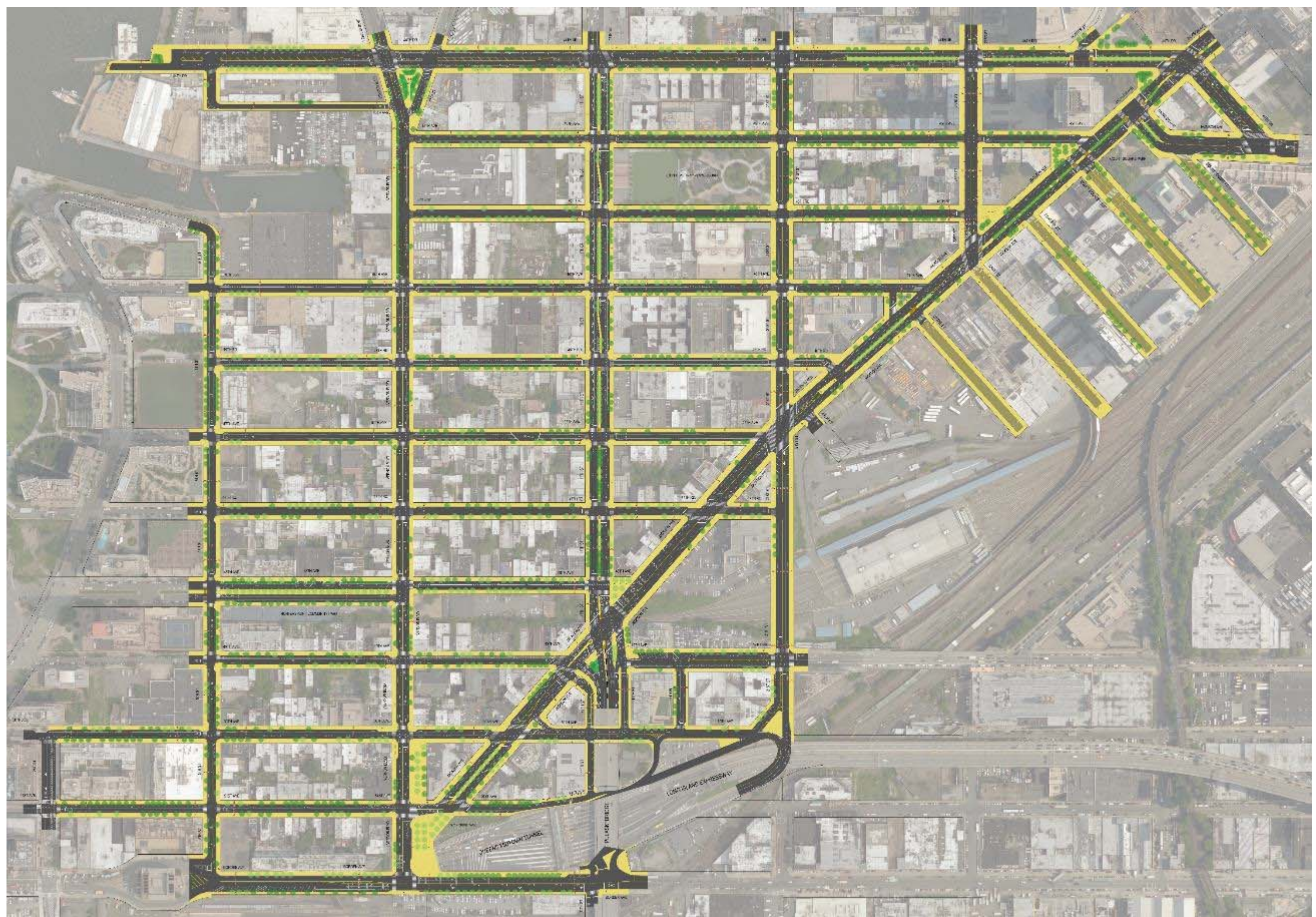
Preliminary Design

- 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
- Public Design Commission Review (Conceptual): April 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





OPEN HOUSE NOTES

LOCAL STREETS

MORE TRUCKS
CLOSE TO HWY
25 O.C.
(EVEN)

TRUCKS FROM
ON VERNON
NORTH OF
44TH AVE.
GET STUCK

SPREADING
47TH
46TH
45TH
MORT
25 MPH
SIGNALS
5TH ST:
SANDY LIMIT
OR NO
PARKING
TRADEOFF

SIGNALS
TRUCK RTES
TRUCKS
STAYING ON
STREETS

51ST AVE
BETW VERNON & 5TH ST.
UNDERGROUND
VAULTS
ROADWAY
COLLAPSE

REMOVE TRUCKS
FROM PULASKI
BRIDGE.
(TAKE GREENWOOD
BRIDGE)

5TH ST + 47TH
ADD X-WALK
TO NORTH
SIDE CROSSING
5TH ST.

5TH STREET

ONE WAY
DOWN
5TH ST
MEETING
2-WAY @
5TH AVE.
BIG SOURCE
NOT IN UPRM
W/CARS BOTH
SIDE. REMOVE
ONE SIDE PARKING

Art to look into sherrours
with green box

49TH BOW
5TH + VERNON:
UTIL POLES
SHAFY

47TH RD
WEST OF 5TH ST
CONVERSION OF
2-WAY TO 1-WAY

11TH STREET

Need real bike
lane here. Way
too dangerous on
the existing shared
lane.

VERNON HUB

WIDEN PRZ @ BORDERED
TREE
AUSTIN ST, FORMER HILLS
RESIDENTIAL PARKING
5TH ST OTW 4TH & 5TH
NO PD PARKING
BUS STOP -
HUBBY PARK

ALT SIDE PARKING
PS 78 - PRE-SCHOOL + K
NO 4TH @ CENTER
BOTH EMPTY LOT ON BORDERED
HERE TOLLER + LIGHTING
PULASKI PARK @ 5TH + PULASKI

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

Cars come WB on 49th
Ave and turn onto
Pulaski

Cars come WB on 49th
Ave and turn onto
Pulaski

Pigeon netting for
under the Pulaski Br.
More lighting
Drainage is a problem.

SNY - request trash
cans esp on 11th St

Great improvements!
Check if a stop sign even
existed at 46th & 5th St

Bike facilities under
the Pulaski - hard to
get from Pulaski to
49th Ave EB

bike path
is better

Additional lighting at
46th Ave & 5th St
- difficult to see

JACKSON AVE

Proposal to put Box on Vernon + rebuild
+ Bridge to light rail to Transportation Avenue
+ Turn Vernon Blvd from 5TH Ave to 49TH St
into a Pedestrian only road
+ Signage on 46TH Ave (signal) but safe
cross walk from Lewis road

- Eastern boundary of 5TH Ave Jackson Ave
connecting to Pulaski going to old history
- Parking rate should be marked rate
to allow more turnover (Pulaski Ave, signal)
- Characterize Gravel into 46TH Ave. Add
traffic light + crosswalk

Lights on 21ST Street - signal
45TH Ave. Fix timing
49TH Avenue (signal) - many
hot

- Propose table stand at south end corner of
45TH Ave + Vernon/Jackson
- Remove bus stops close together / remove
w/ADA to reduce # of spots + add
parking
- Life extended median at Jackson Ave
+ crosswalk

21ST STREET AND 23RD STREET

Advocate for
Bike lanes on
21st St.

Art to look into sherrours
with green box

Lighting on
23rd

Long signal wait
@ Jackson +
4TH Ave

Concern about
left turning onto
Jackson Ave. for
vehicles

VERNON BLVD

Pedestrianize
Add trolley
connect...

Bike Markings -
N. of 49th Ave
collective do lane
at 30th

OPEN HOUSE NOTES

GENERAL COMMENTS

Truck rental place on 44th - trucks line up - pull sidewalks in bad condition, ^{on sidewalk}	On 5th / 49th to 48th Ave All car parking - no parking for cars.	50th & Vernon don't think our design is complete - concerned about loss of parking.	Need bollard at new Pulaski bike lane - some sort of sign	bus stops - 3 in a row on Vernon from 50th - can we eliminate one?
Issues on Central - need traffic calming.	Speeding 48th Ave Center Blvd to 5th St want a speed bump b/w Center & 5th and 5th to Vernon	46th West sidewalk of Vernon 46th Ave to 44th sidewalk in front of glass place is blocked	51st Ave - 200' in roadway is collapsing. old vaults in area 8" drop - significant gash	No Stop Sign at Center and 47th Ave entrance to park - dangerous
In general - more trees, better roads	5th - where it becomes two way not enough for two lanes & 2 parking lanes.	Speeding is a problem on Center. Issue with lack of crosswalks.	Need Stop Sign where LIC Flea 46th & 5th	Vernon - truck traffic. bikes going around double parked trucks. busy deli at Vernon 49th/50th deliveries double park all the time.
48th Avenue - Vernon to 5th to Center Center will be a disaster. Different need from 5th to Center Center	Trailers block sidewalks - in bicycle lane. Can't see to walk around trailers during rush hour. (44th/Vernon)	48th Ave at 5th Street Very poor lighting - can't see people crossing. need school crossing guard.	More comment to cross under Pulaski bridge at 50th Ave <ul style="list-style-type: none">- poorly lit- pigeon issues- drainage problems for pipe off pulaski	
Don't want bike path in front of pre-school	49th Ave at 5th there is an existing crosswalk - difficult for cars to see around parked cars.	Can't park in front of church - put bus pad there - eliminate another one.	Want stop sign at 46th Ave and 5th.	

Long Island City/Hunters Point Street Reconstruction: Priority Areas for Phase 1

June 20, 2016



COMMUNITY
PRIORITIES

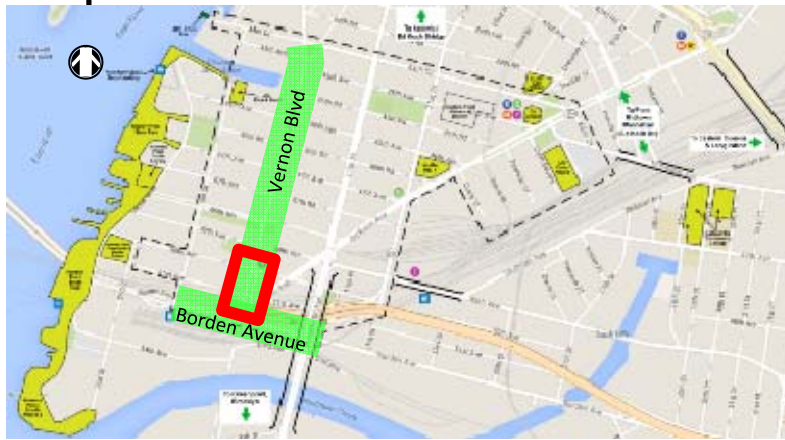
- 1st Priority
- 2nd Priority
- 3rd Priority



Vernon/Jackson Hub: 50th Avenue to Borden Avenue



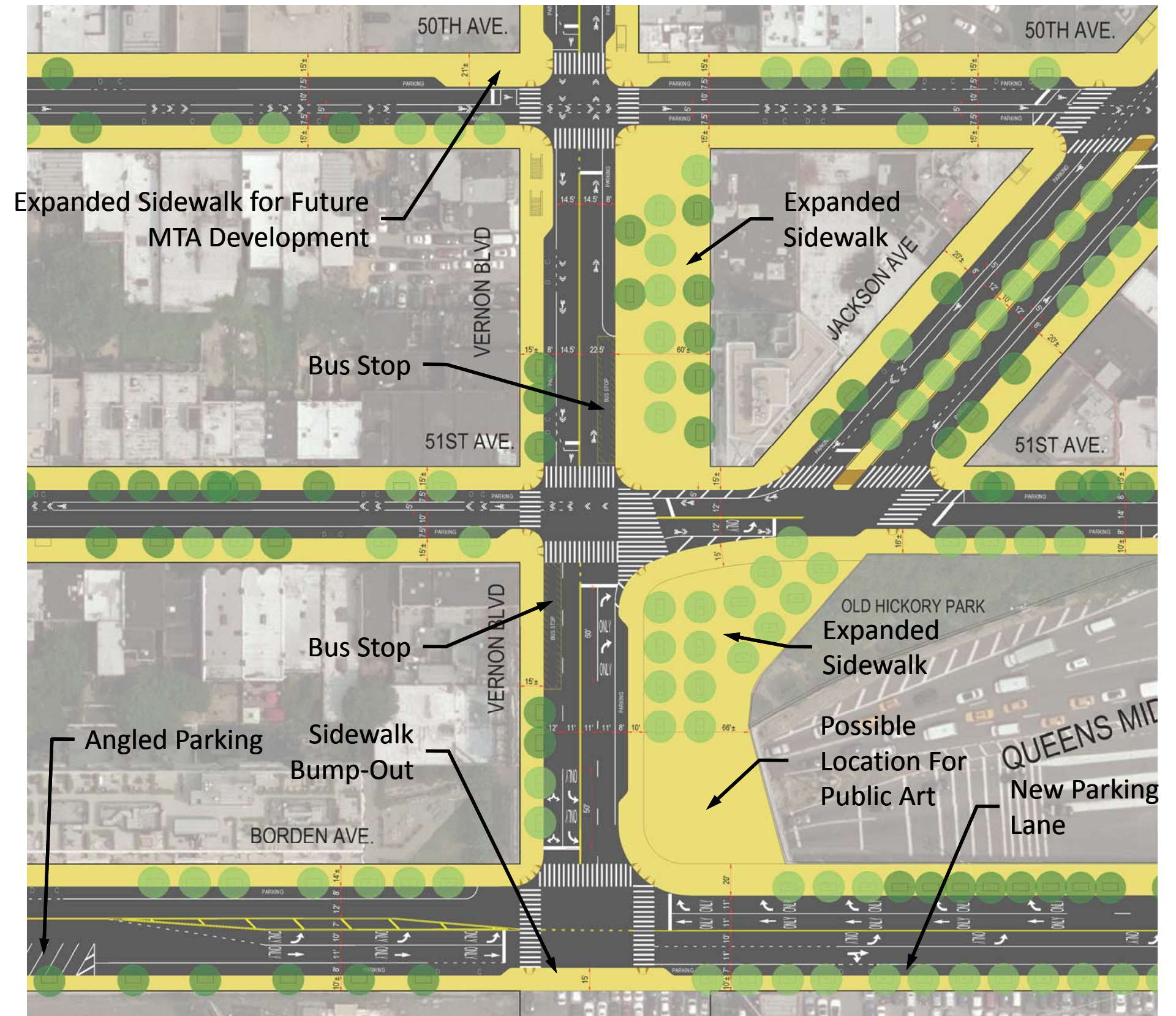
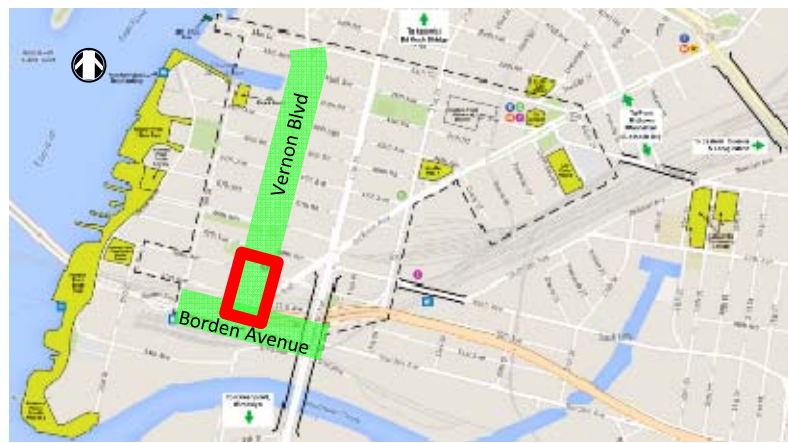
- Intersection is difficult for vehicles to navigate.
- Few pedestrian refuges and difficult crossings.
- Lacks pedestrian connection from the east side of Jackson Avenue to Old Hickory Park.
- Congestion on Vernon Blvd during commute hours.
- Trucks use Vernon Hub to get to and from the Long Island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



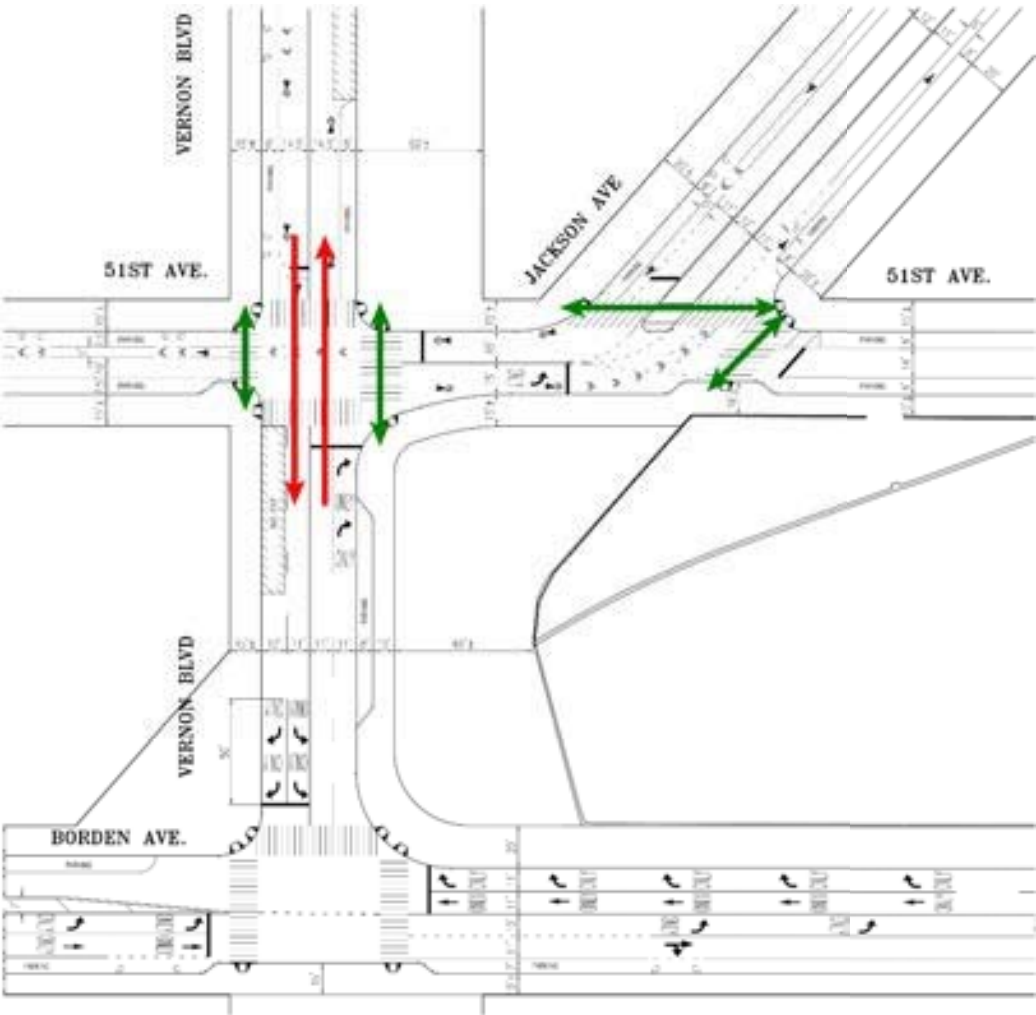
Vernon/Jackson Hub: 50th Avenue to Borden Avenue



- Align Vernon Blvd north and south of 50th Avenue to improve traffic flow and make street more intuitive.
- 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.

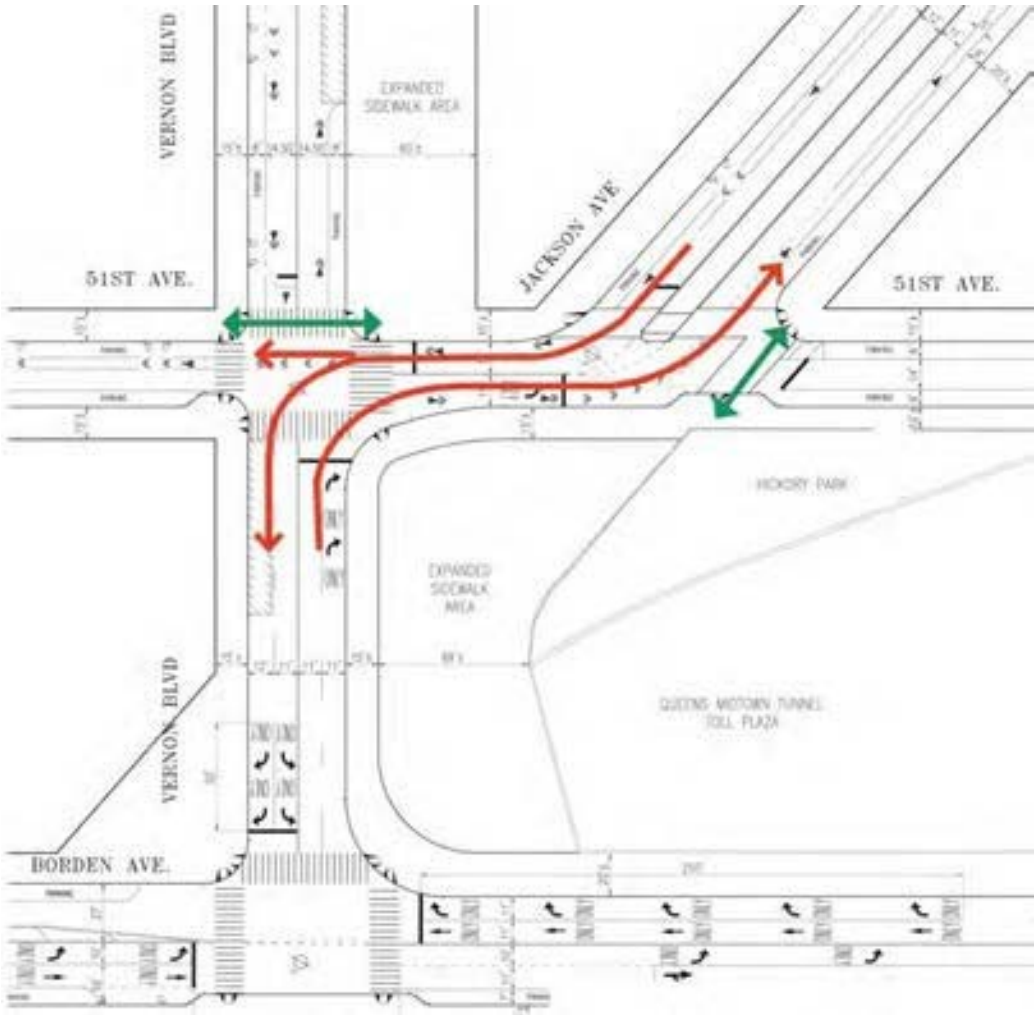


Vernon/Jackson Hub: Intersection Movements & Signal Phases



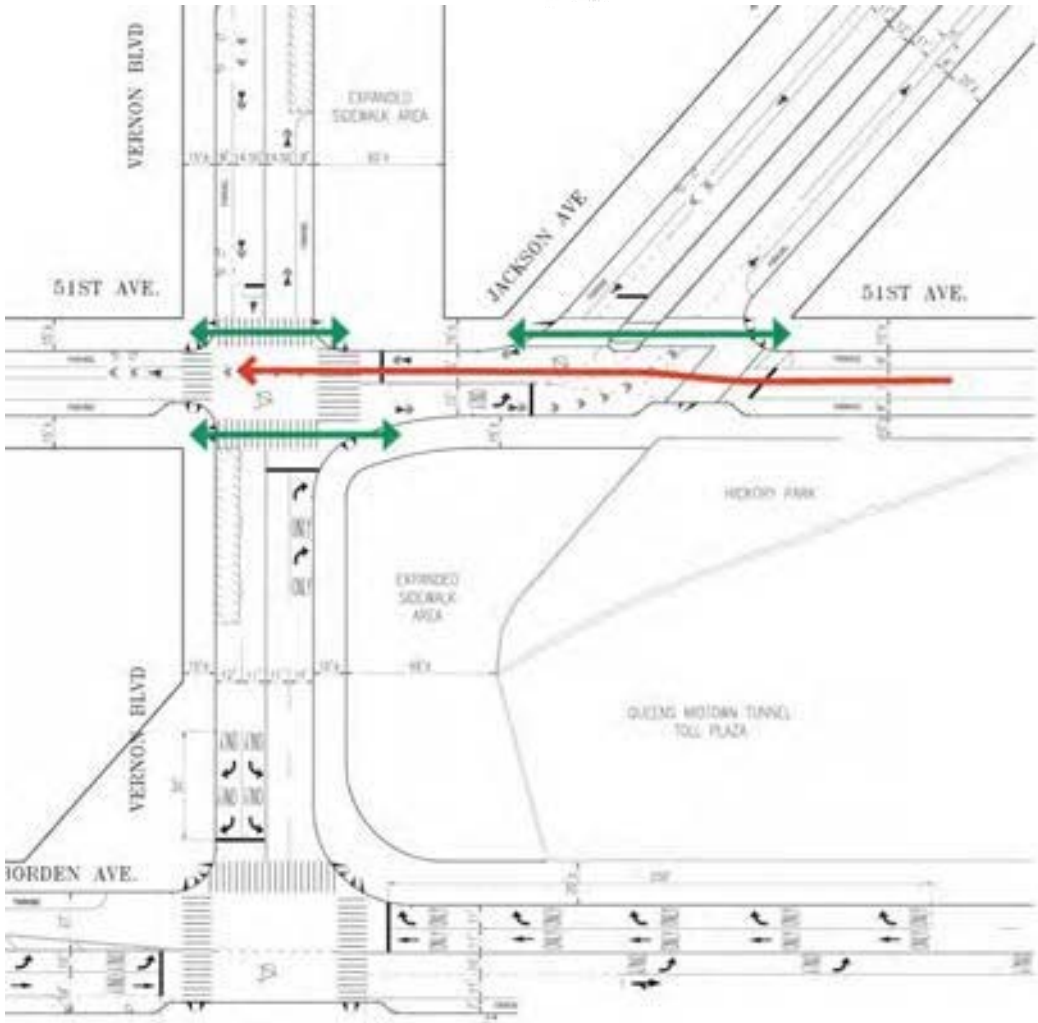
Phase A

Vehicles/bikes: Through on Vernon
Peds: Across Jackson and 51st Ave



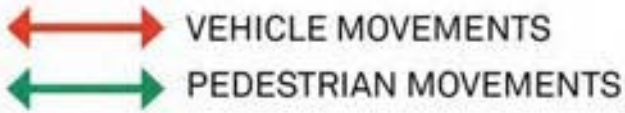
Phase B

Vehicles/bikes: Through on Jackson/Vernon
Peds: Across Vernon and 51st Ave



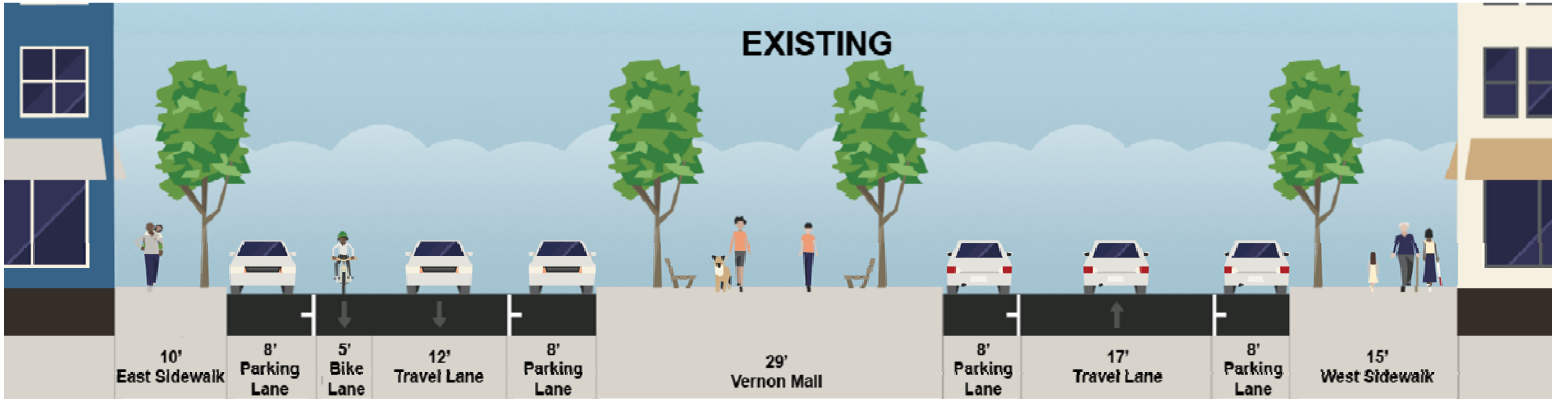
Phase C

Vehicle/bike: Through on 51st Ave
Peds: Across Jackson and Vernon

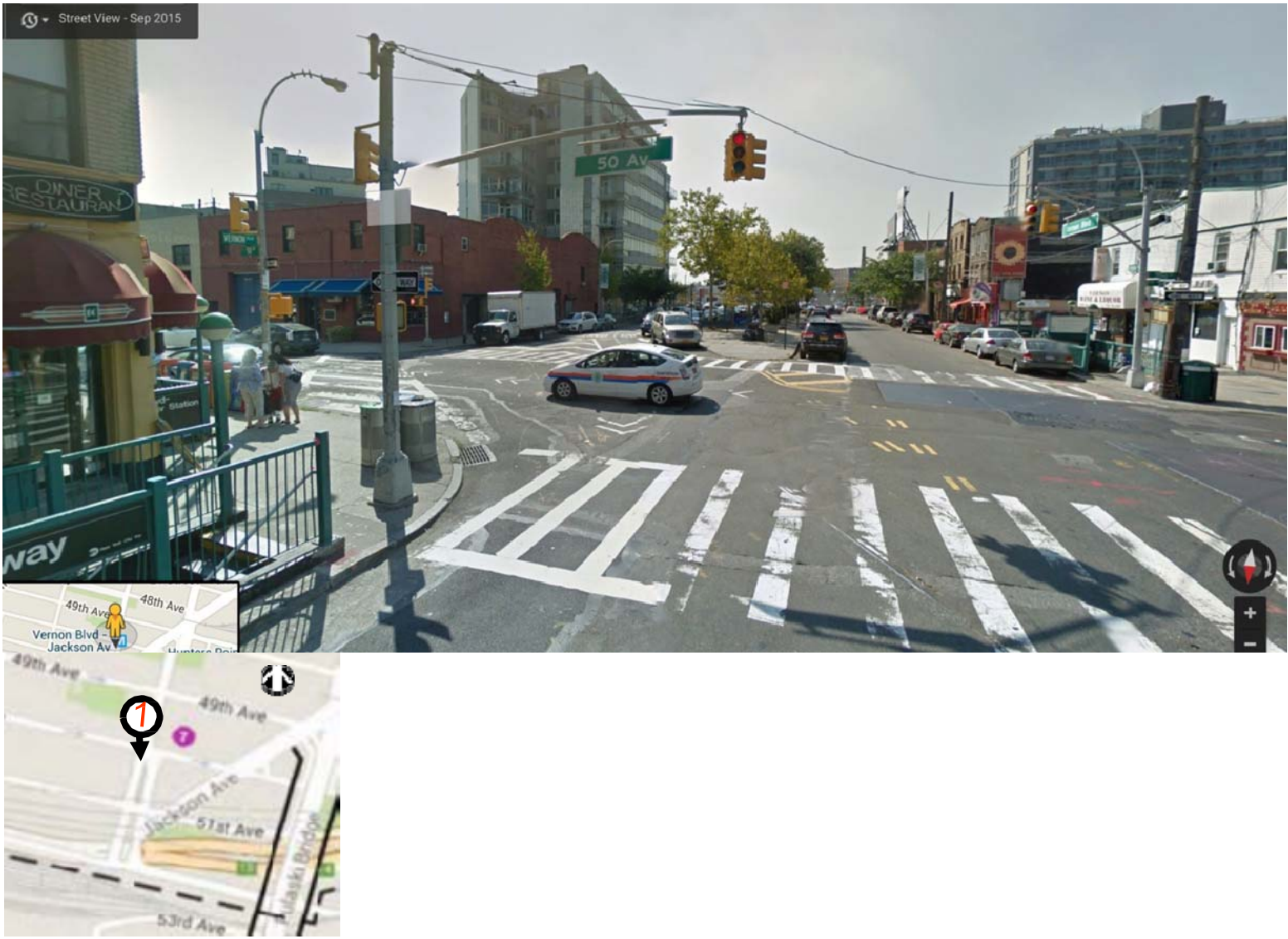
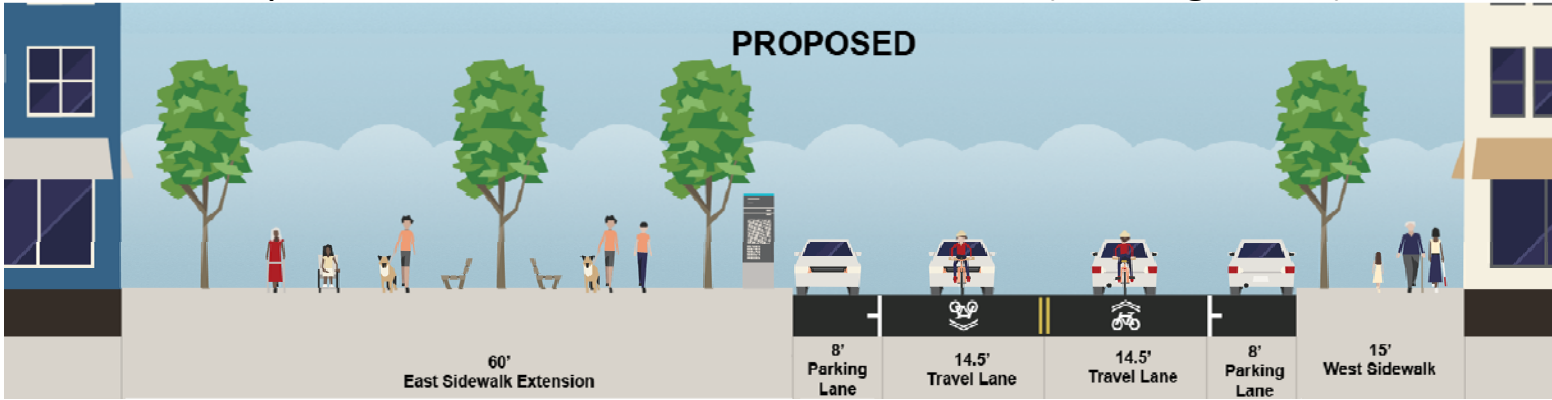


Vernon Blvd Mall: Proposed Design

Existing View at Vernon Blvd and 50th Ave (Looking South)

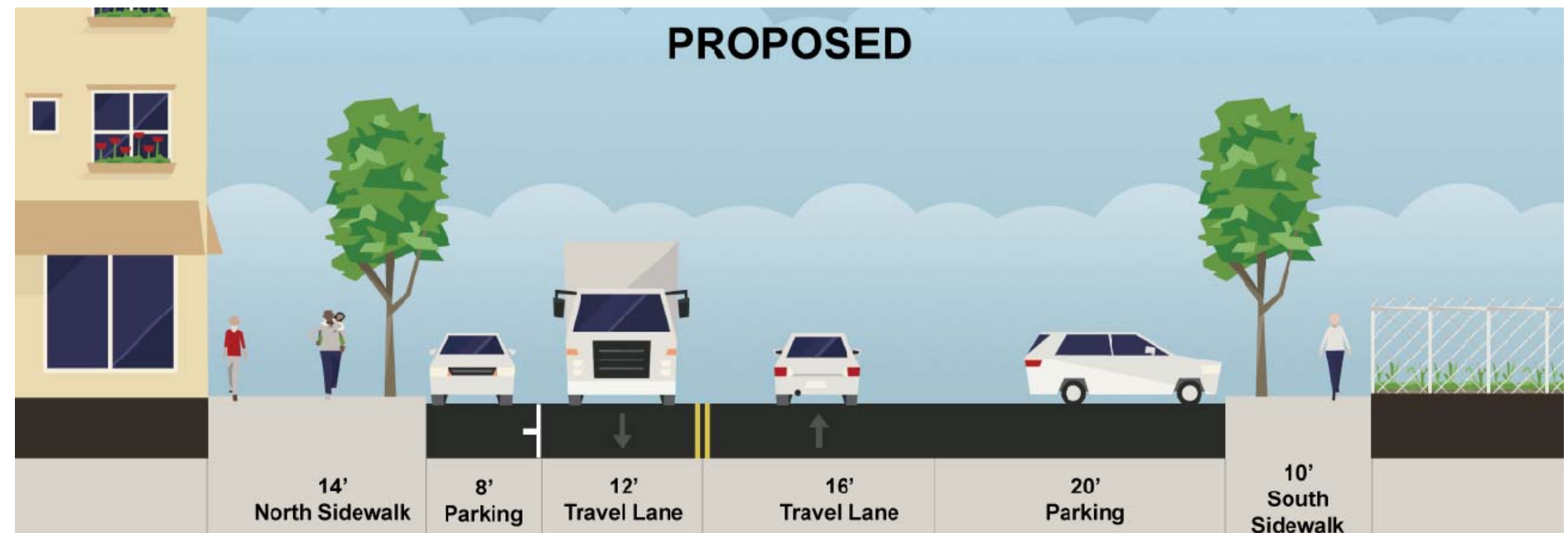
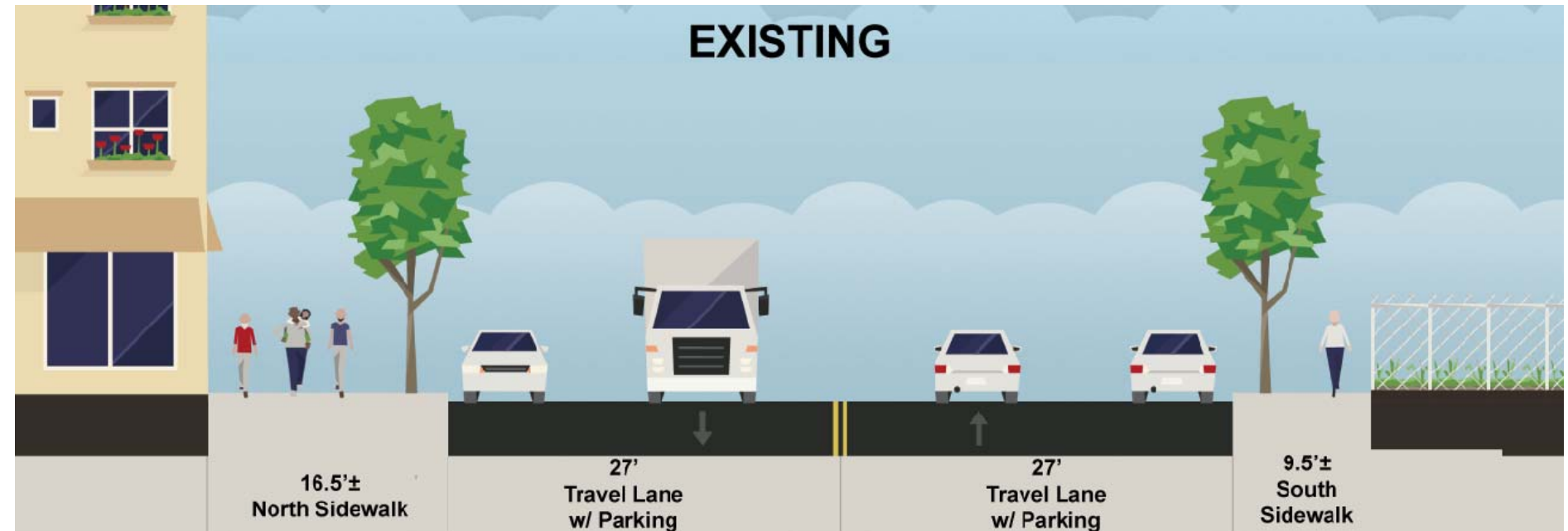


Proposed View at Vernon Blvd and 50th Ave (Looking South)



Borden Avenue

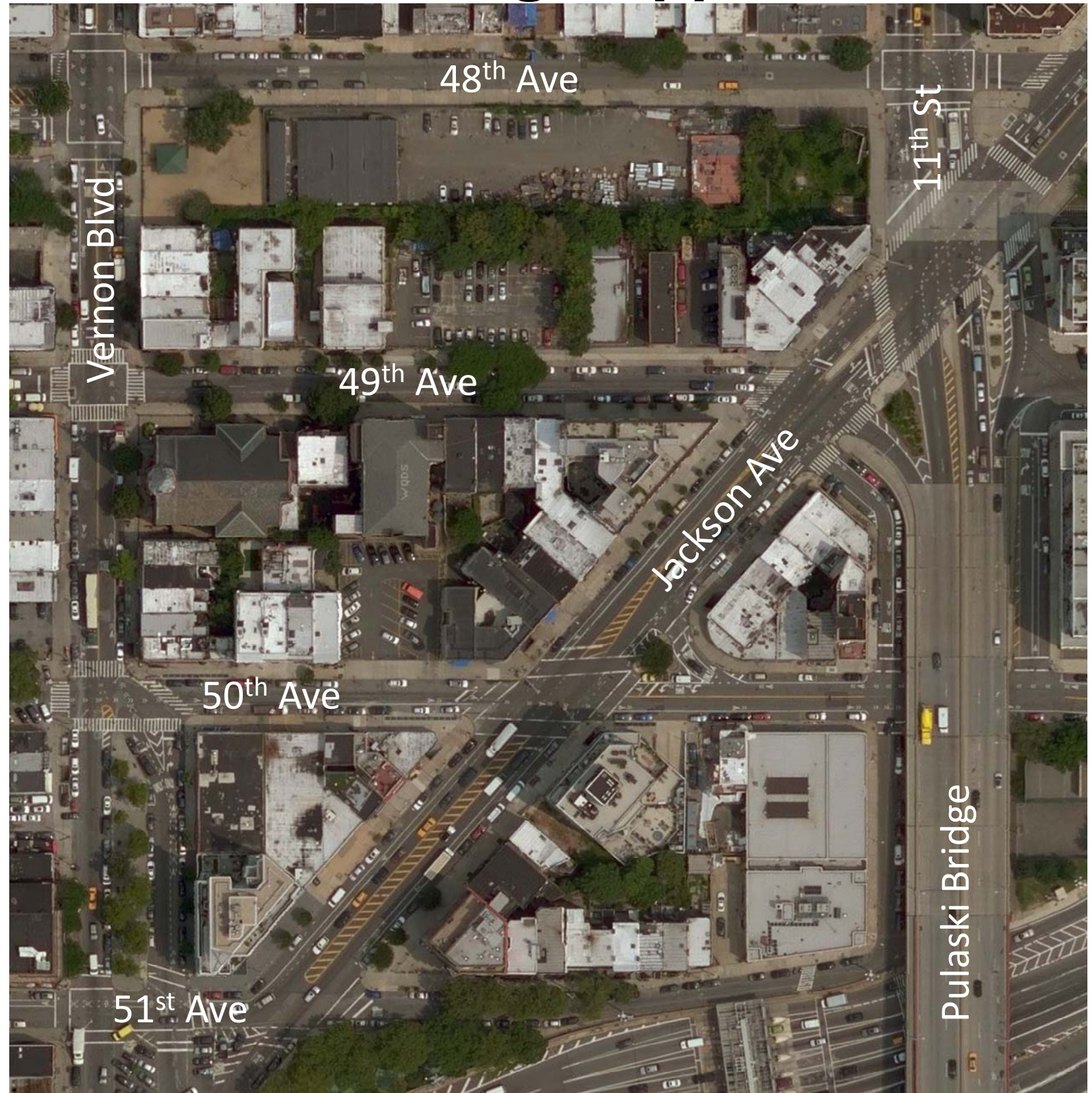
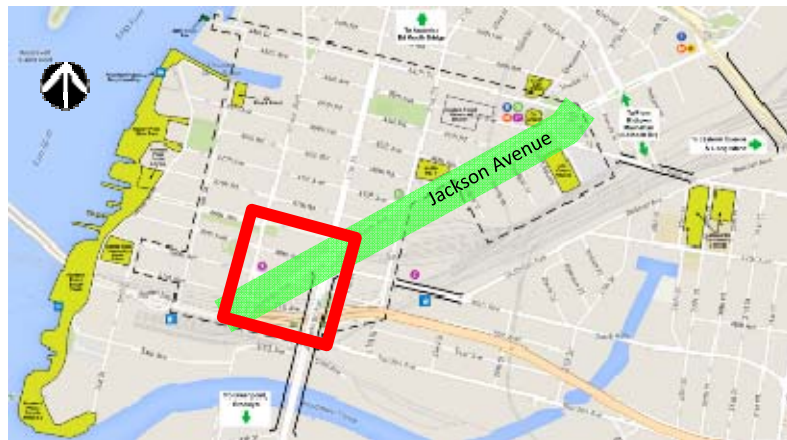
- Install a new crosswalk on the east side of Vernon Blvd.
- Add parking along the south curb.
- Expand sidewalk space to shorten crossing distance and improve visibility for pedestrians.
- Add streetscape elements including trees, greening, and street furnishings.
- Upgrade and install streetlighting.



Jackson Avenue: Vernon Blvd to Pulaski Bridge Approach



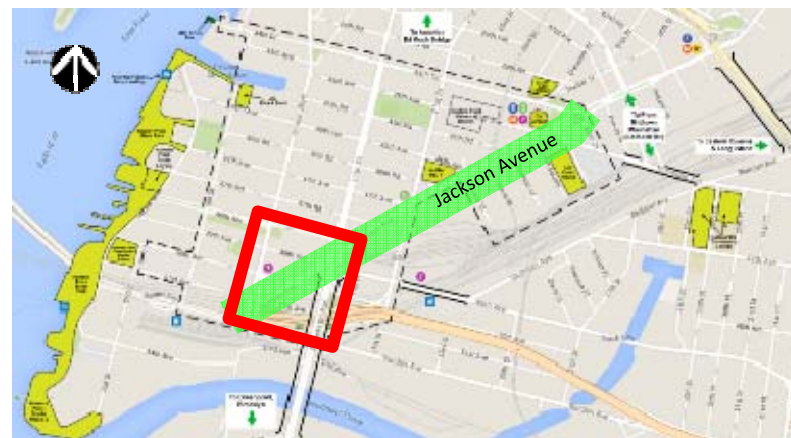
- Speeding during non-commute hours.
- Congestion issues at the Pulaski Bridge, Vernon Blvd and Borden Avenue during commute hours.
- Trucks and commercial vehicles use Pulaski Bridge and Jackson Avenue to access Queens, Brooklyn and the Long Island Expressway.
- Long crossings along and across Jackson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



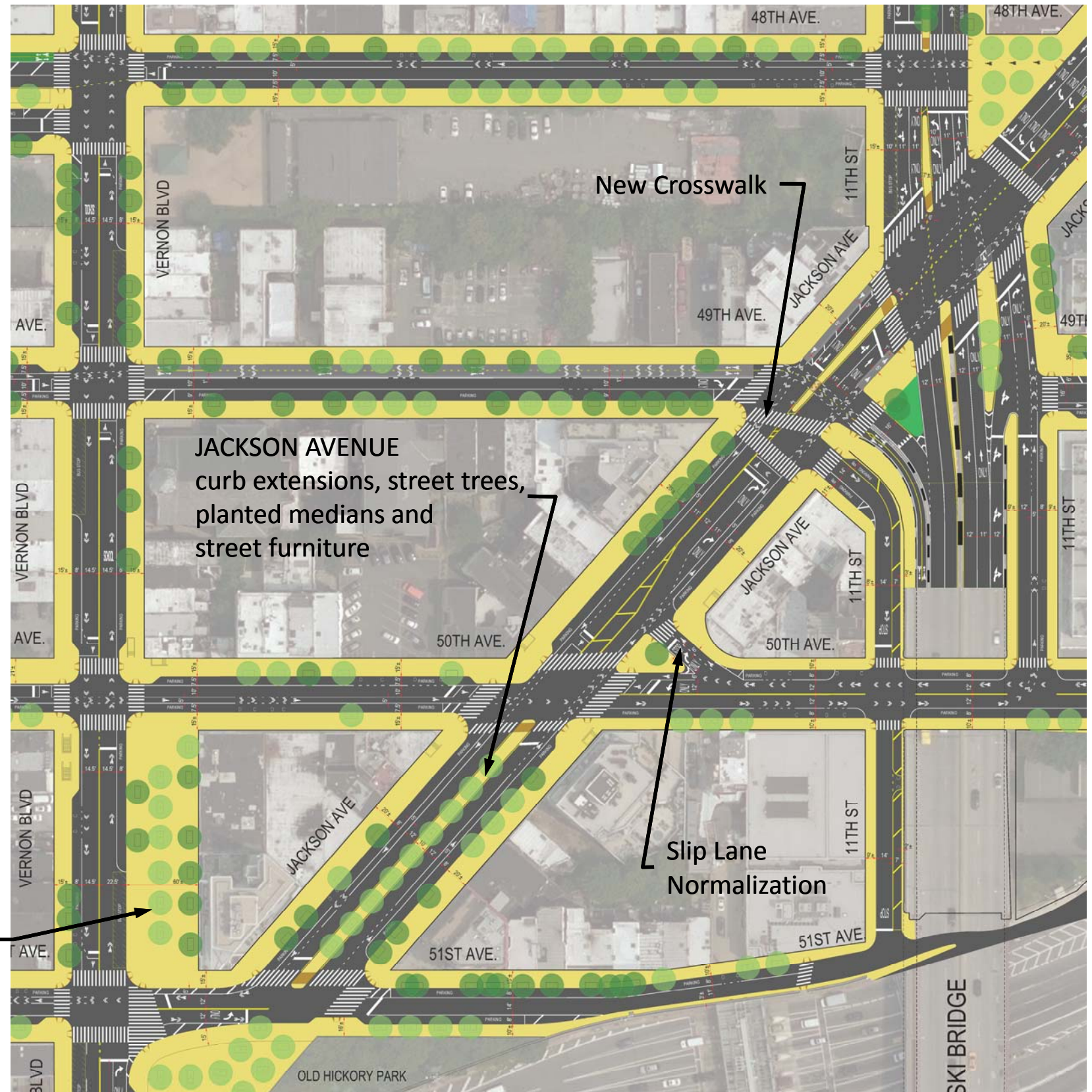
Jackson Avenue: Vernon Blvd to Pulaski Bridge Approach



- Continue raised median treatment below 50th Avenue.
- Install a median on 11th Street between 48th Avenue and Jackson Avenue for pedestrian refuge.
- Normalize slip lane at 50th Avenue.
- Install curb extensions and expand sidewalk space to shorten crossing distance and improve visibility and pedestrians.
- Improve and install new crosswalks.

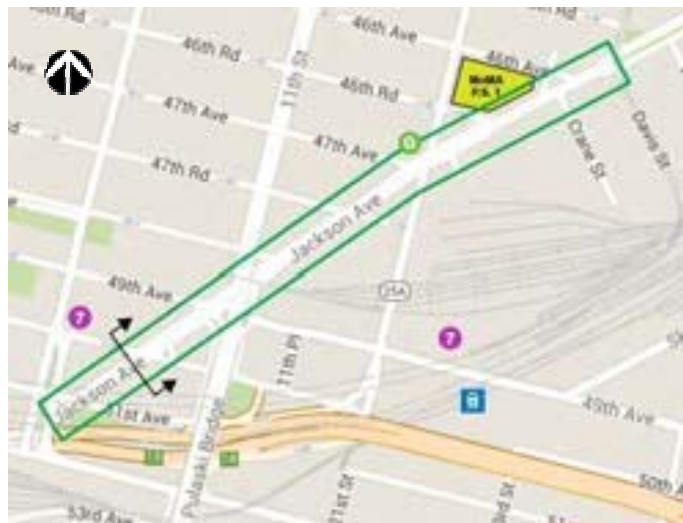


VERNON
JACKSON HUB
with expanded
sidewalks

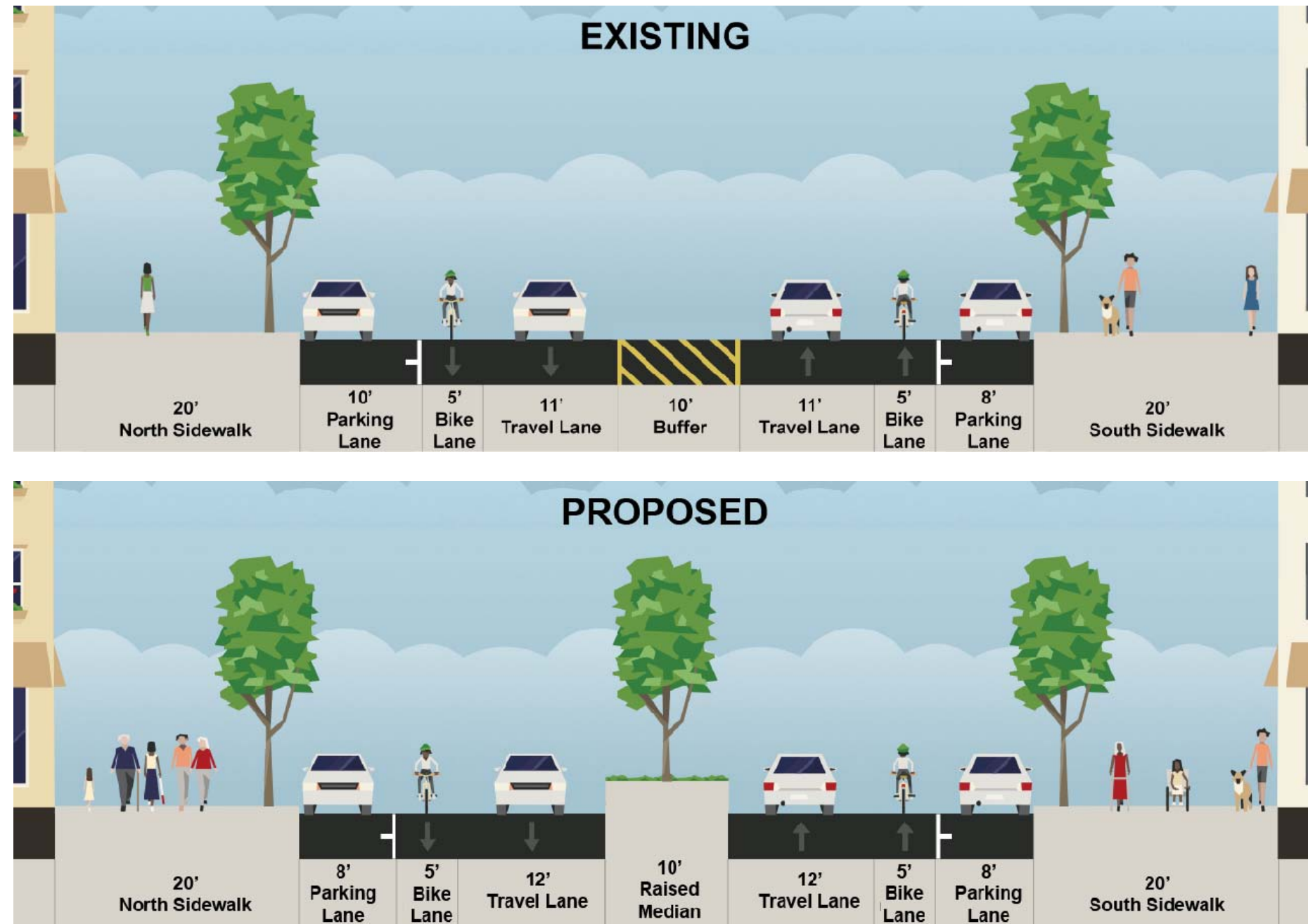


Jackson Avenue: Vernon Blvd to Pulaski Bridge Approach

- Continue raised median treatment 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.



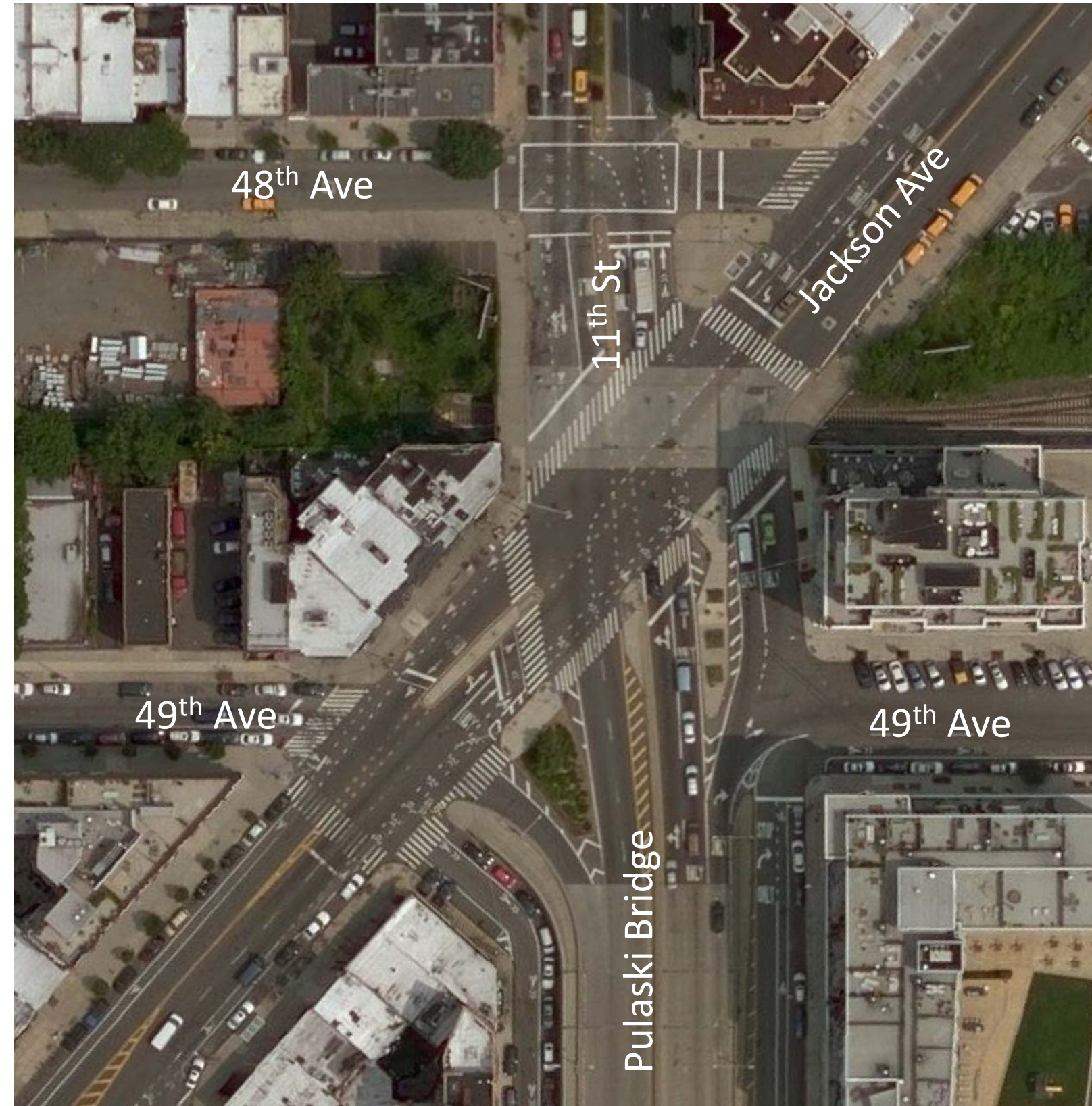
Jackson Ave between Vernon Blvd and 11th St. (Looking Northeast)



Jackson Avenue: Pulaski, 11th Street & Jackson Intersection



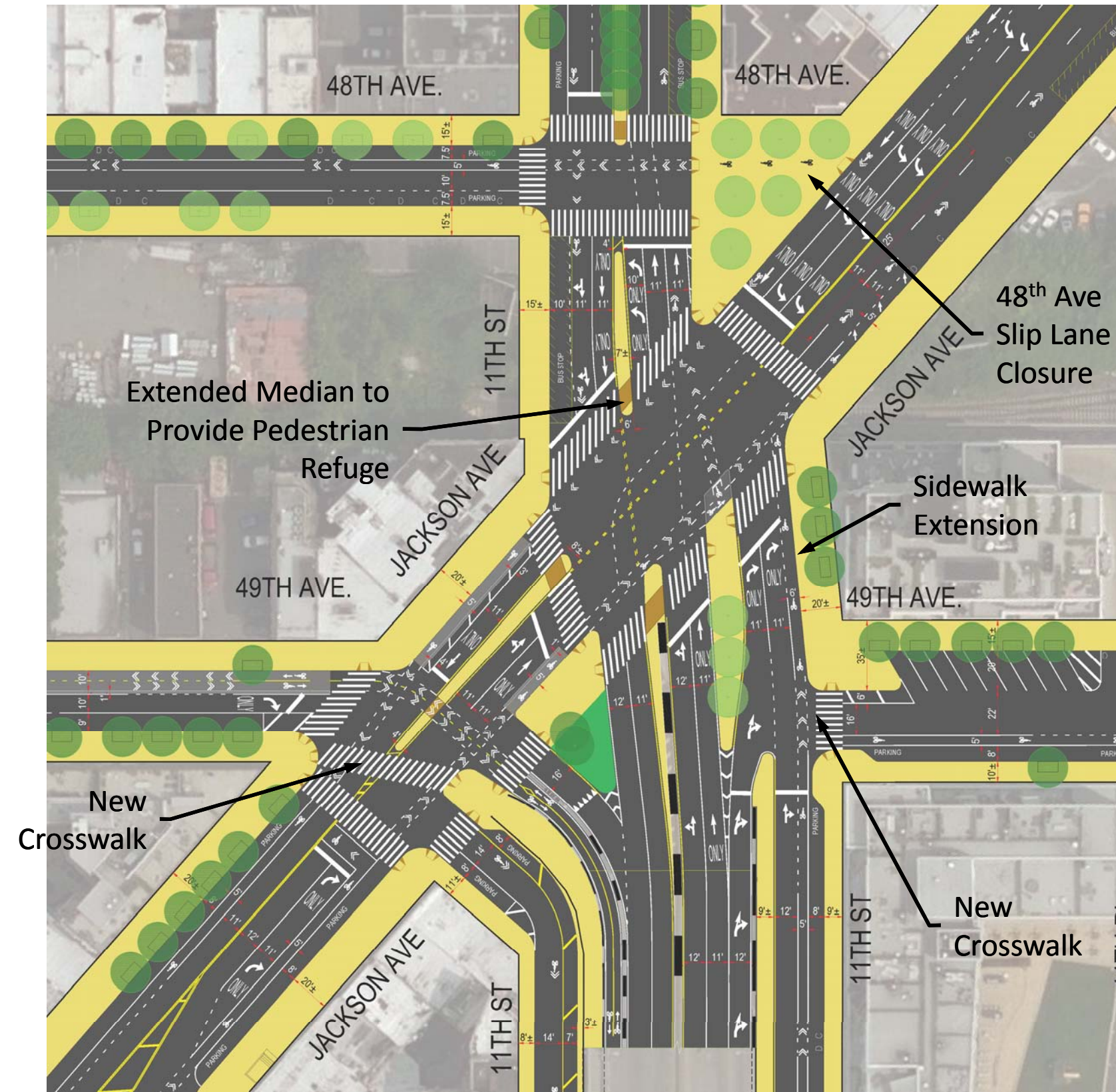
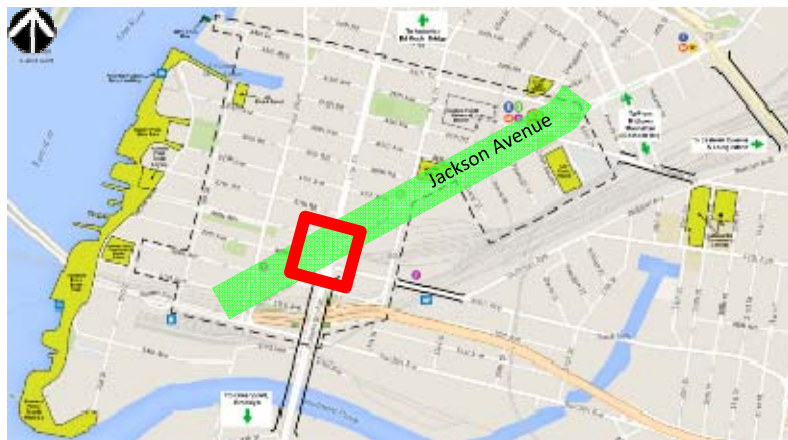
- Long pedestrian crossings across the end of the Pulaski Bridge.
- Lack of crosswalk at 49th Avenue on the east side of the bridge.
- Difficult bicycle connections.
- Speeding during non-commute hours.
- Congestion during commute hours.



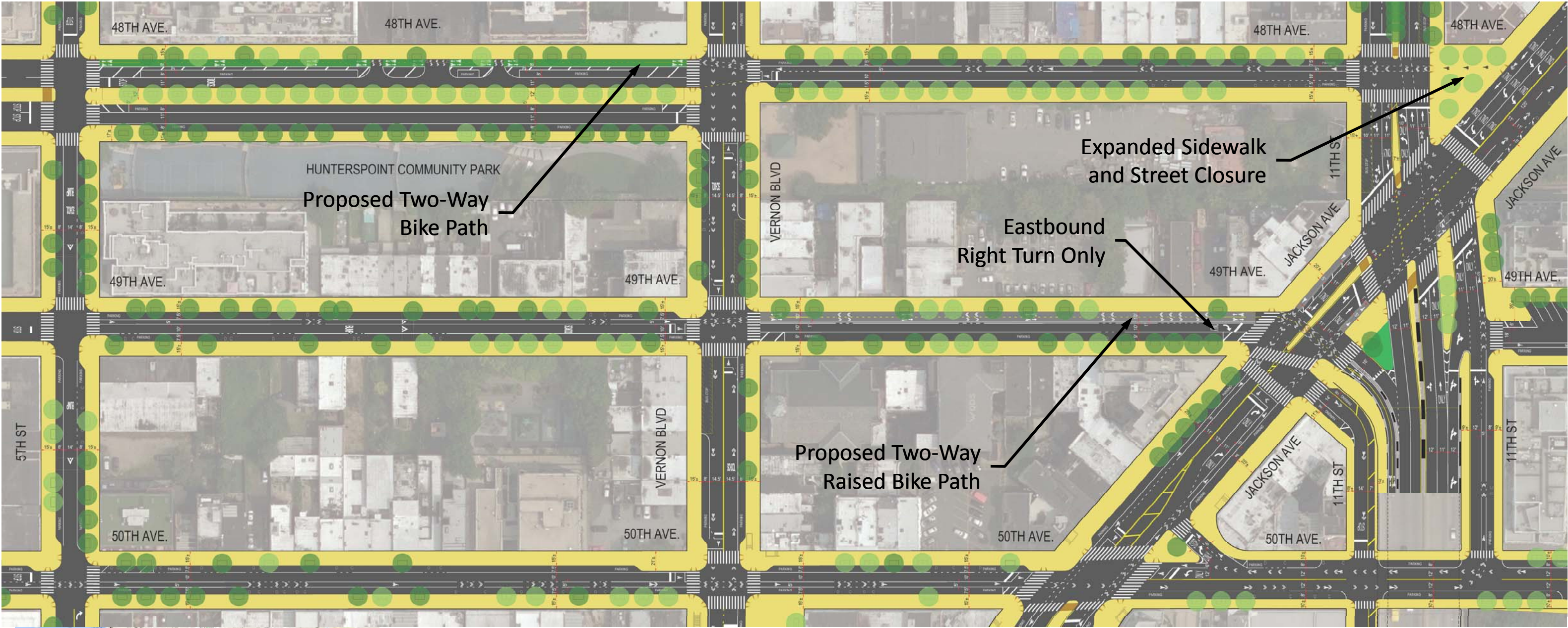
Jackson Avenue: Pulaski, 11th Street & Jackson Intersection



- 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.

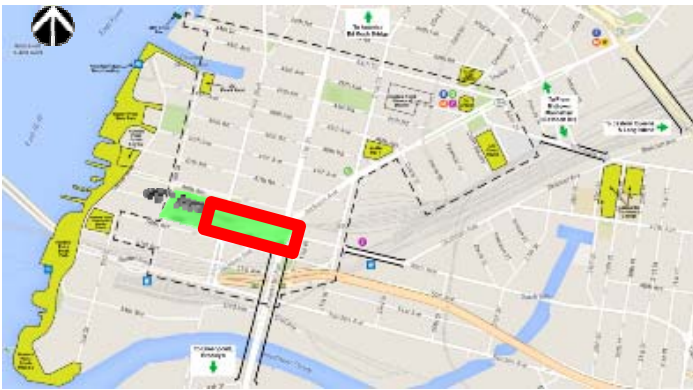


Jackson Avenue: Pulaski Bridge Street Network



Jackson Avenue: 49th Avenue

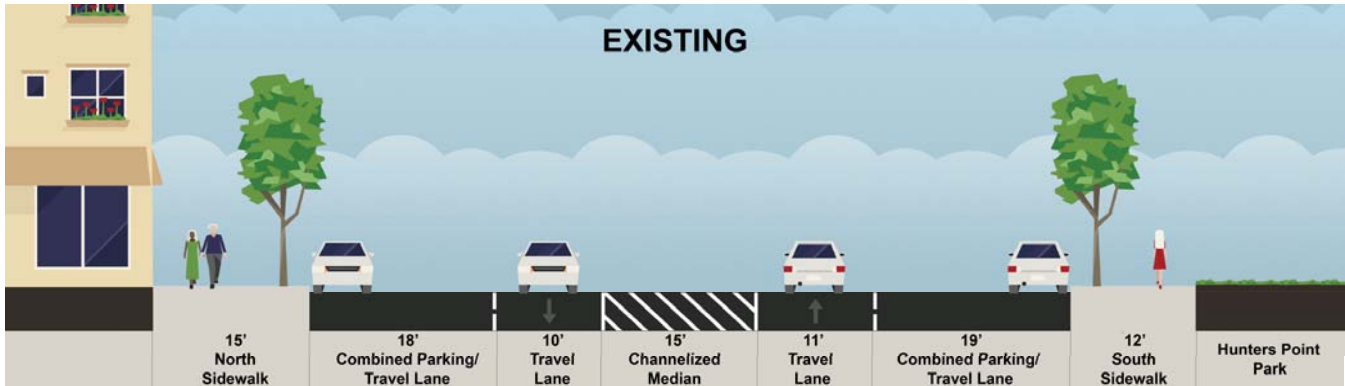
- Install a two-way bike path on the north curb that connects to the recently implemented two-way Pulaski Bridge path.
- Parking on north curb relocated to 48th Avenue.



Jackson Avenue: 48th Avenue



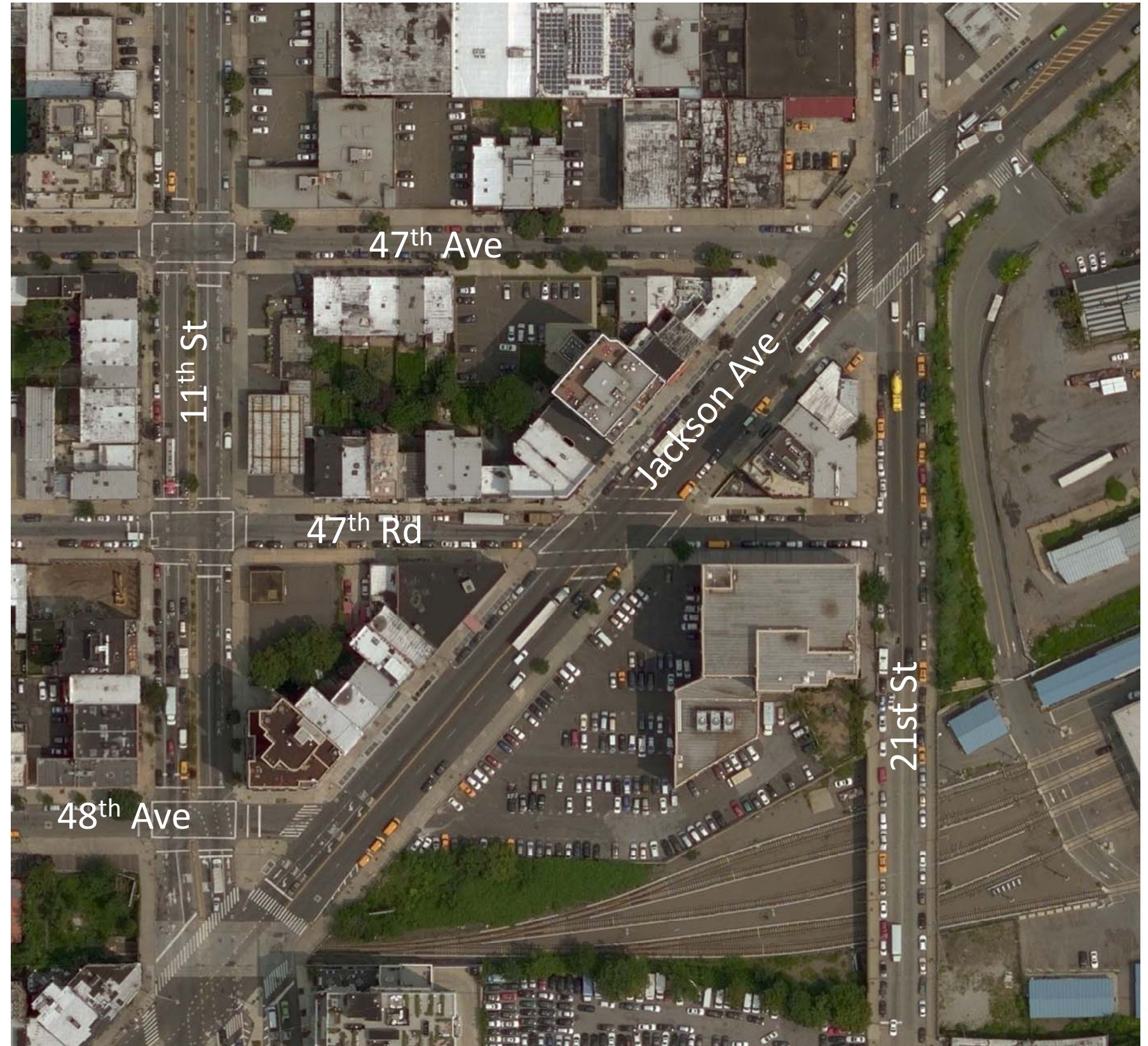
- Two-way protected bike path.
- DOT will continue proposed treatment from 5th Street to Center Blvd through a separate effort.
- Install planted median with new parking lane on the south side.



Jackson Avenue: Pulaski Bridge Approach to 21st Street



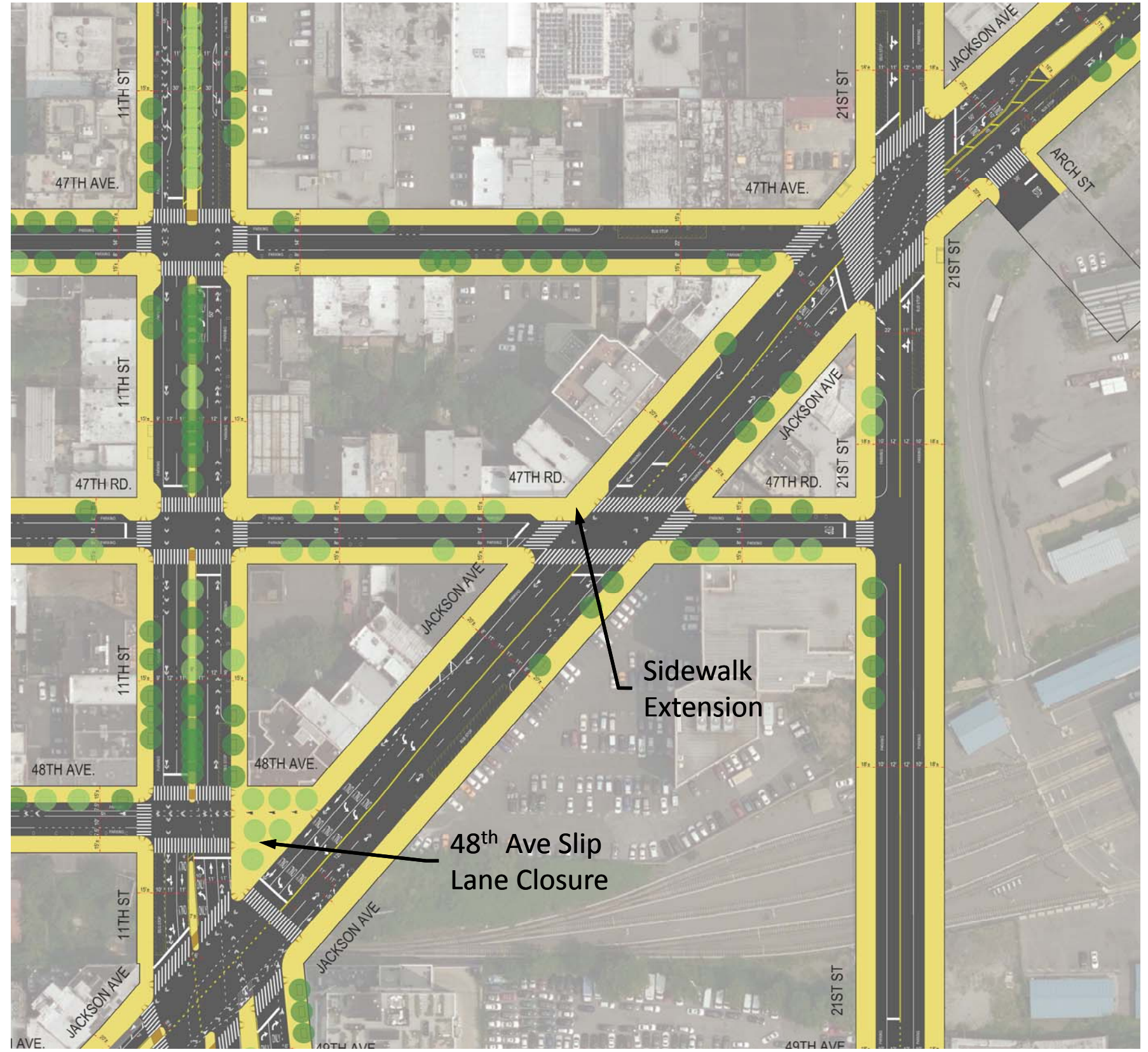
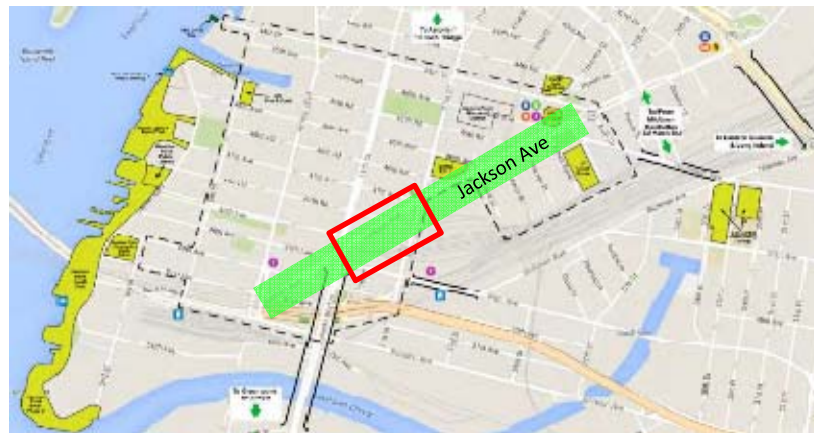
- Speeding during non-commute hours.
- Trucks and commercial vehicles use 21st Street and Jackson Avenue to access Queens, Brooklyn and the Long Island Expressway.
- Long crossings along and across Jackson Avenue without pedestrian refuges.
- Uninviting pedestrian realm.



Jackson Avenue: Pulaski Bridge Approach to 21st Street

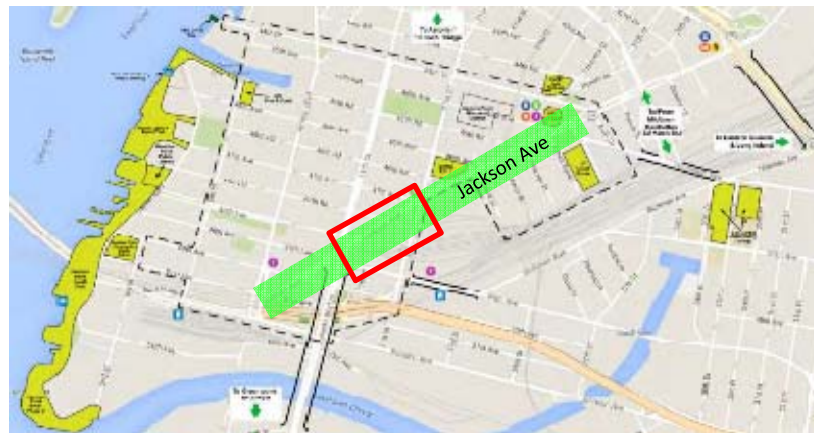


- Maintain two travel lanes in each direction to accommodate high vehicle volumes between 21st Street and the Pulaski Bridge.
- Close the 48th Avenue slip lane between Jackson Ave and 11th Street to improve pedestrian connectivity and provide additional public space.

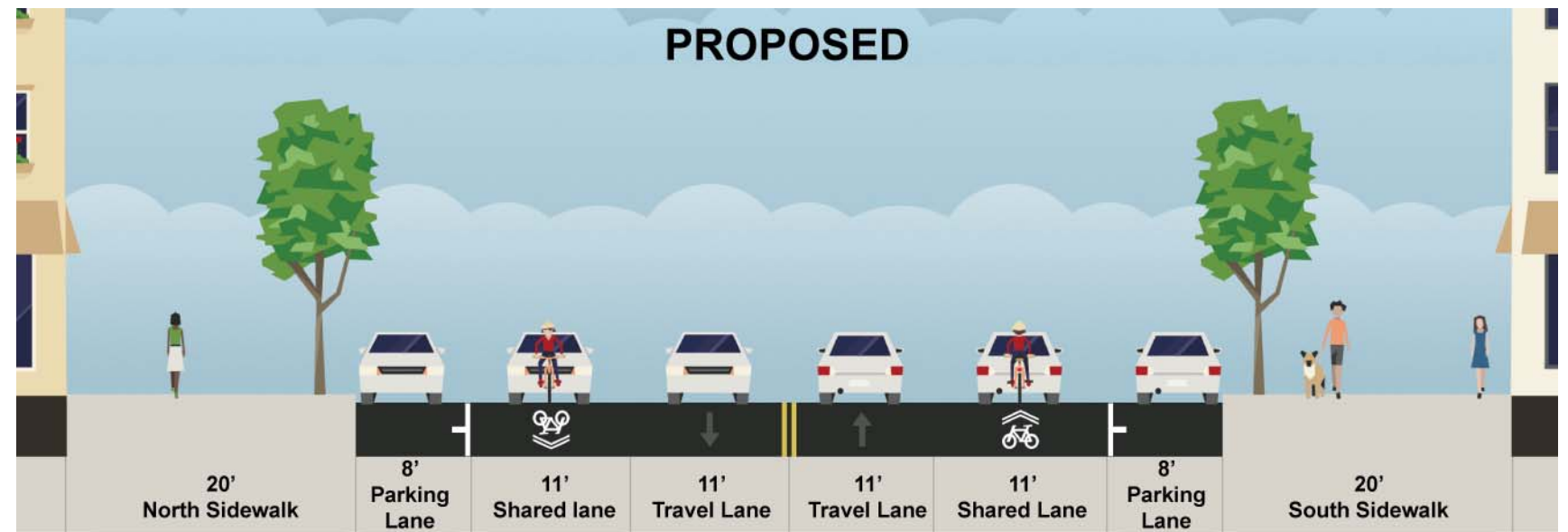
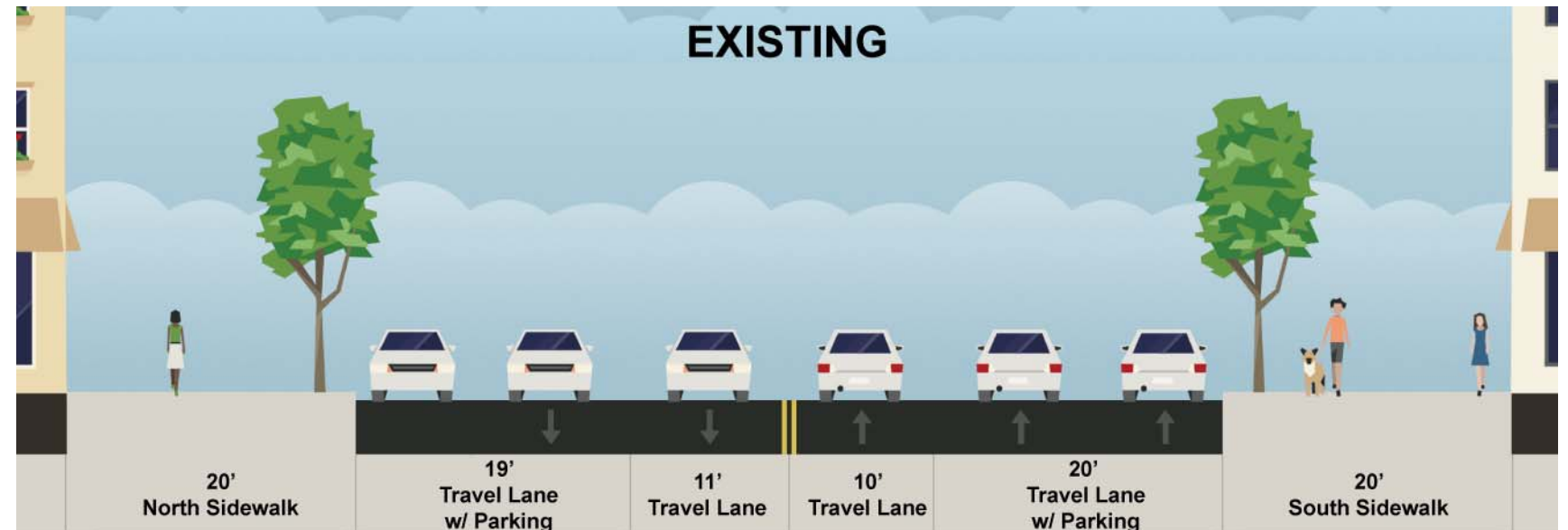


Jackson Avenue: Pulaski Bridge Approach to 21st Street

- 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.



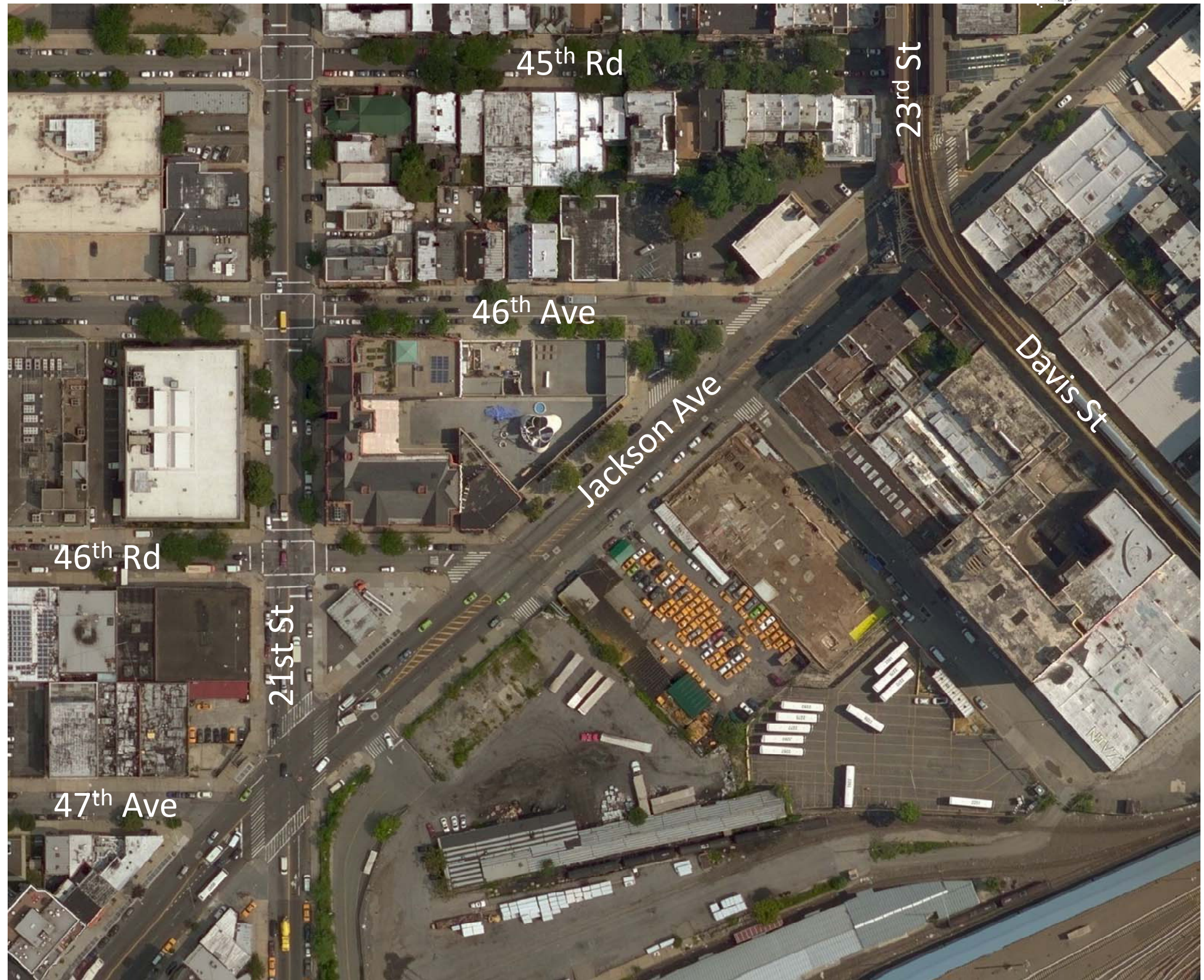
Jackson Ave between 11th St. and 21st St. (Looking Northeast)



Jackson Avenue: 23rd Street to 21st Street



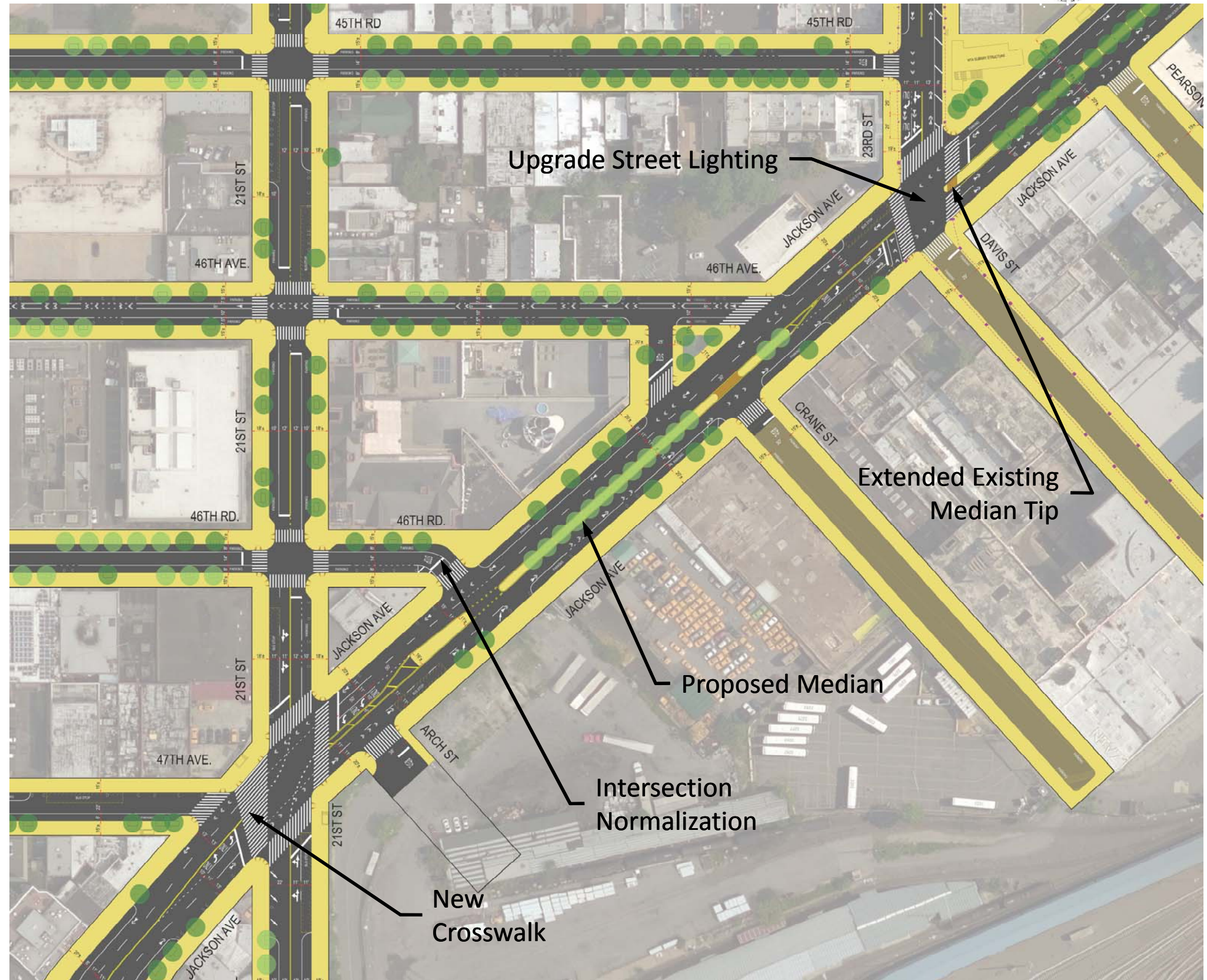
- Raised medians currently end at 23rd Street.
- Long crossings along and across Jackson Avenue without pedestrian refuges.
- Uninviting pedestrian realm lacks streetscape elements and adequate lighting.



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.

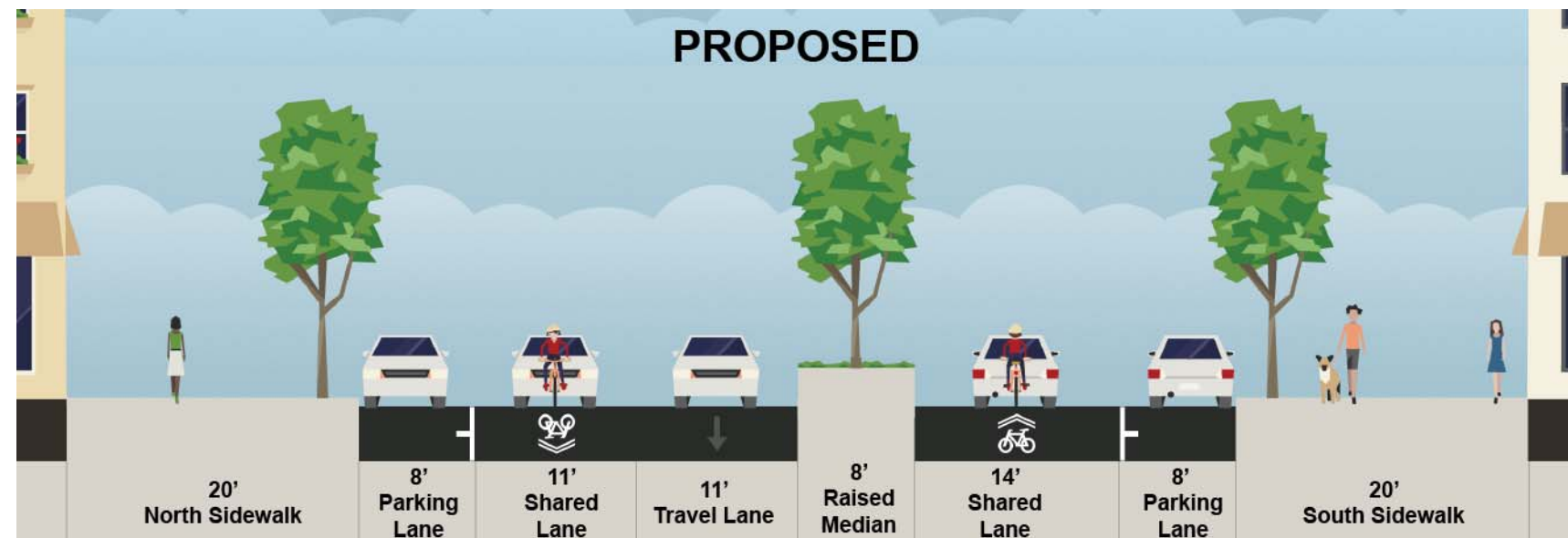
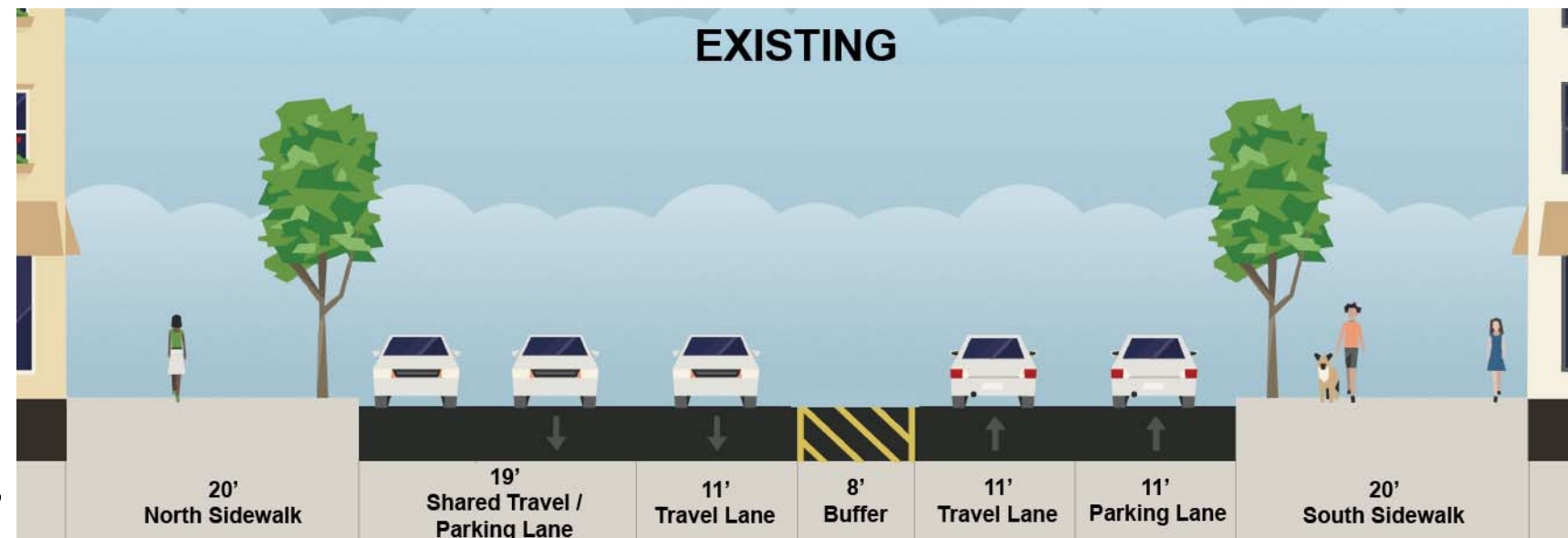


Jackson Avenue: 23rd Street to 21st Street

- 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.



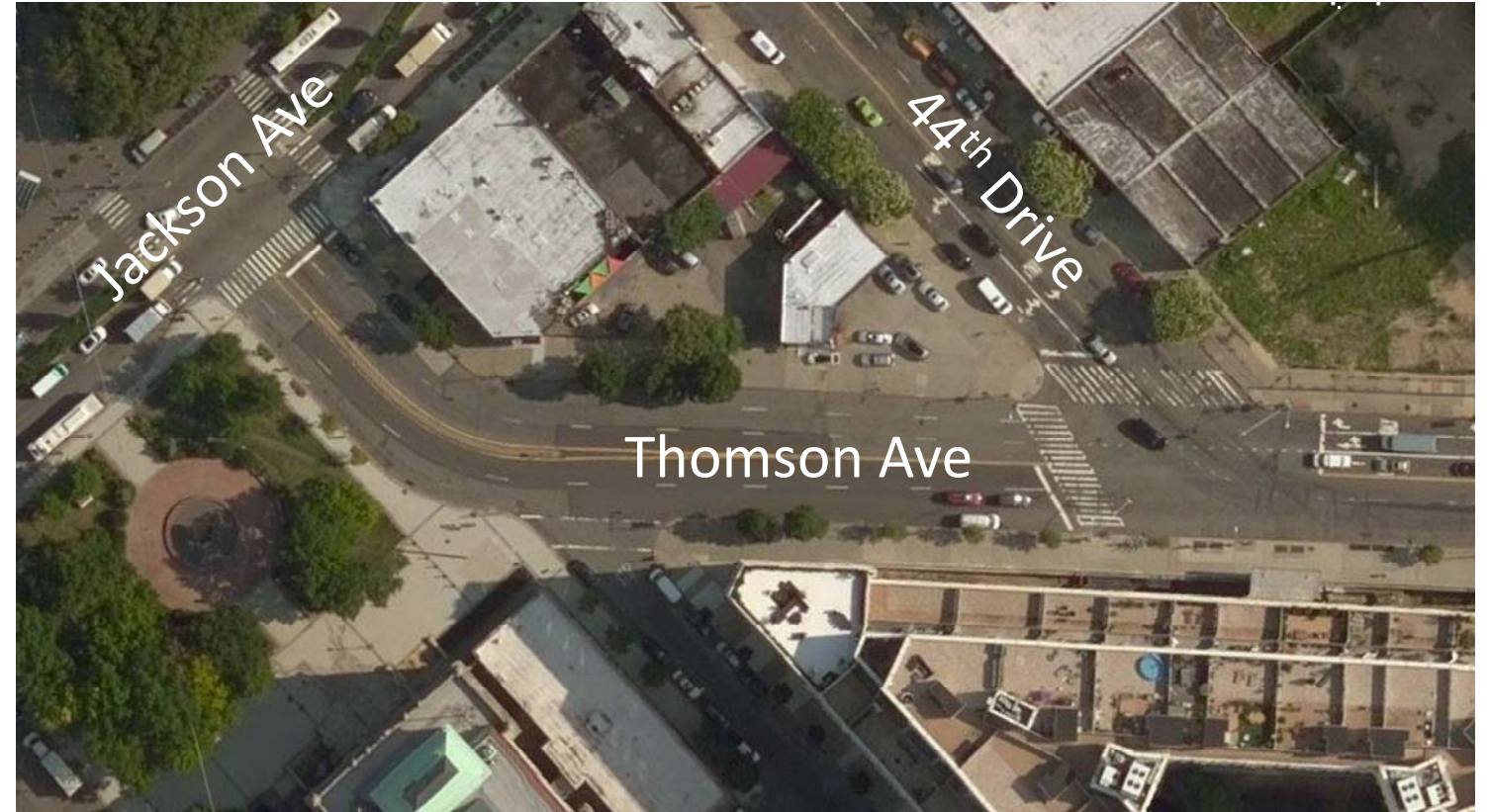
Jackson Ave between 21st St. and 23rd Street (Looking Northeast)



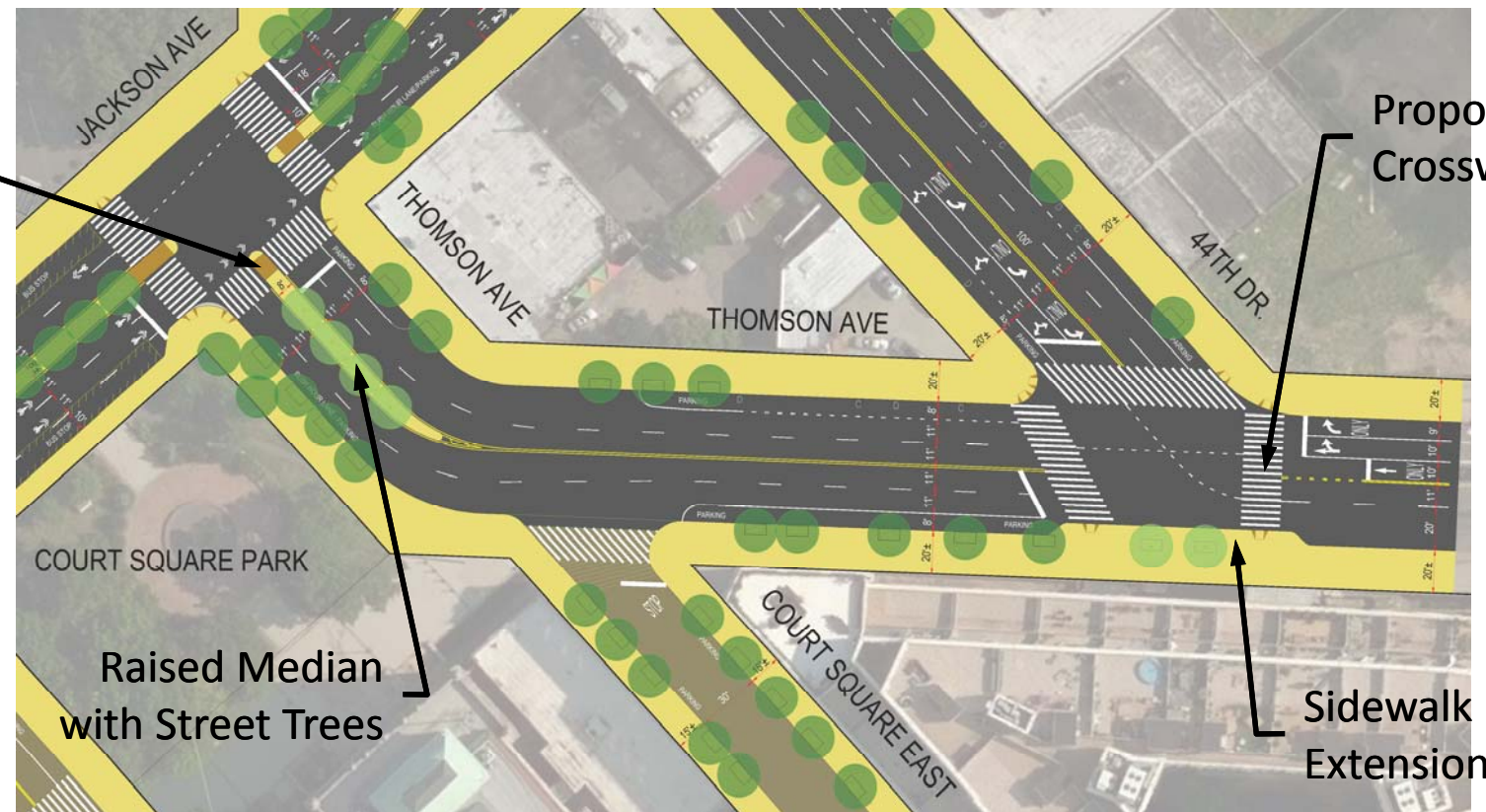
Thomson Avenue, 44th Drive and Jackson Avenue



- 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.



Pedestrian Refuge

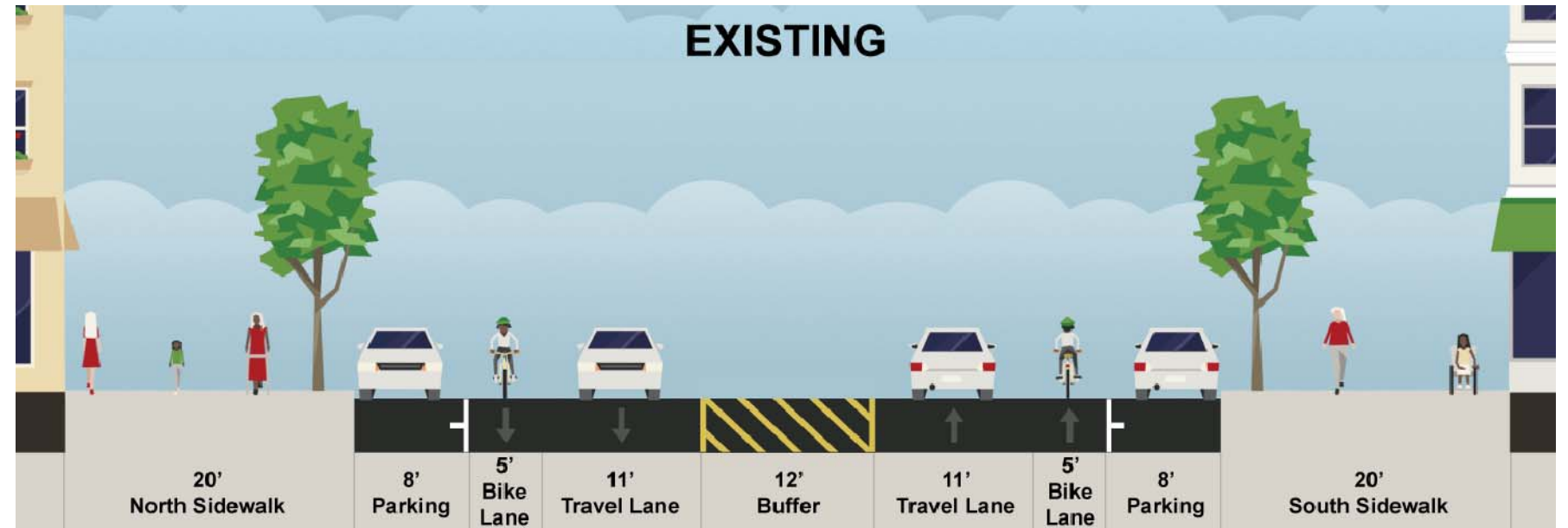


Proposed Crosswalk

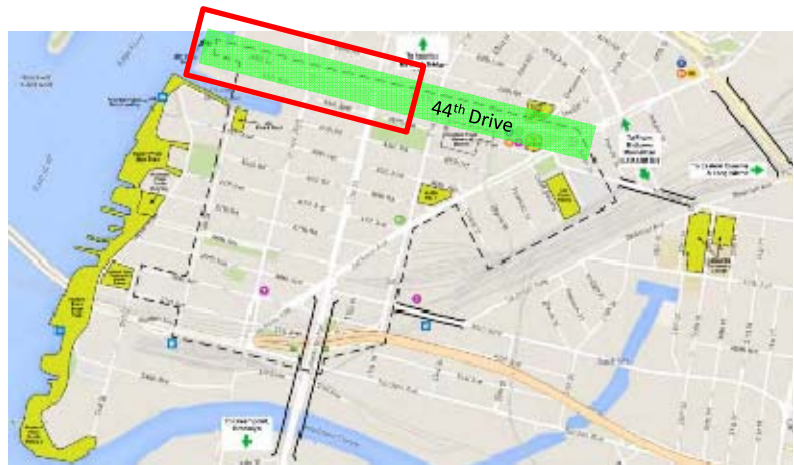
Sidewalk Extension

44th Drive: East River to Jackson Avenue

- Continue median treatment to 23rd Street.
- Install pedestrian islands west of 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.



44th Drive: East River to Jackson Avenue



New Sidewalks

44th Drive: East River to Jackson Avenue

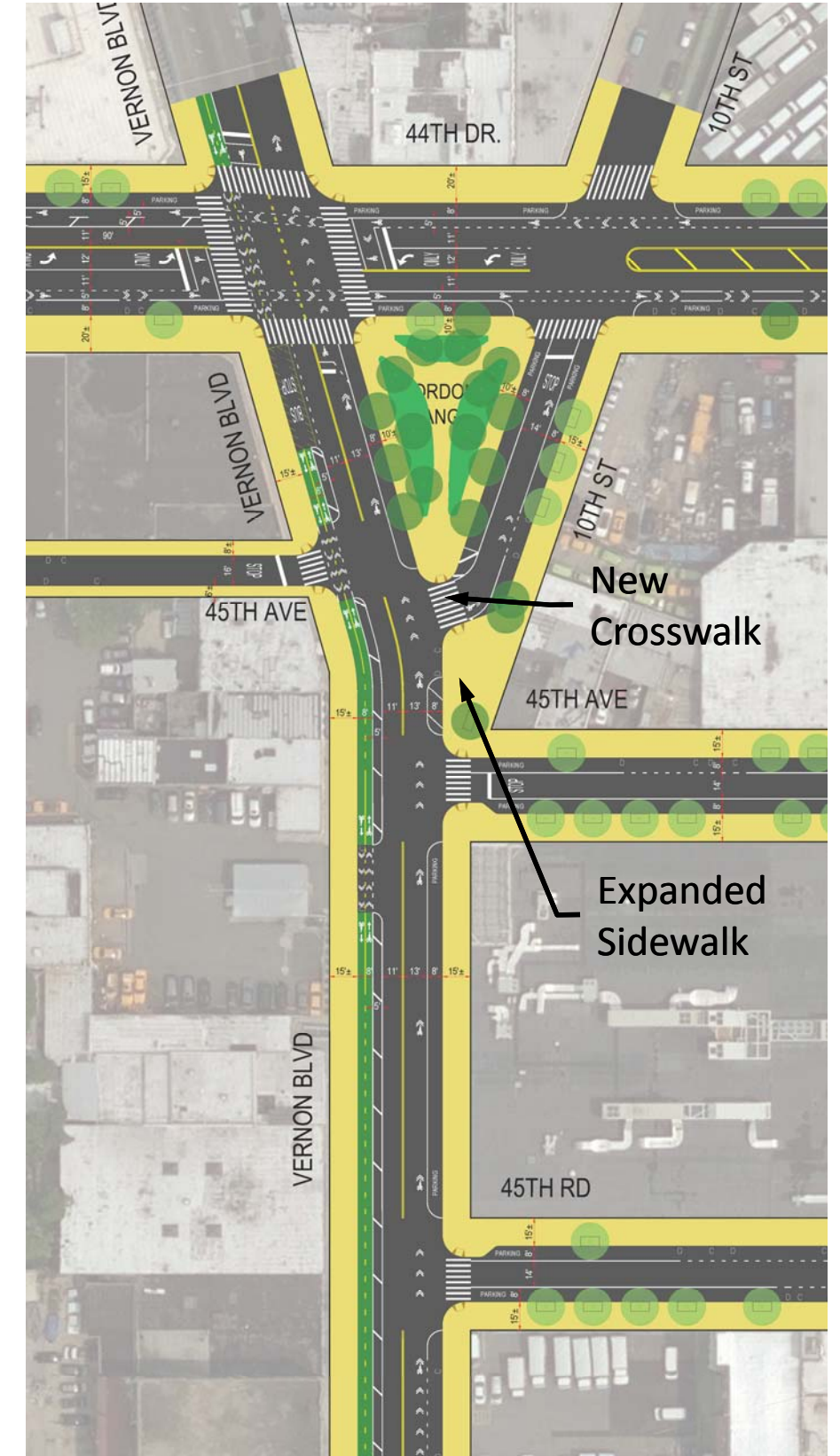
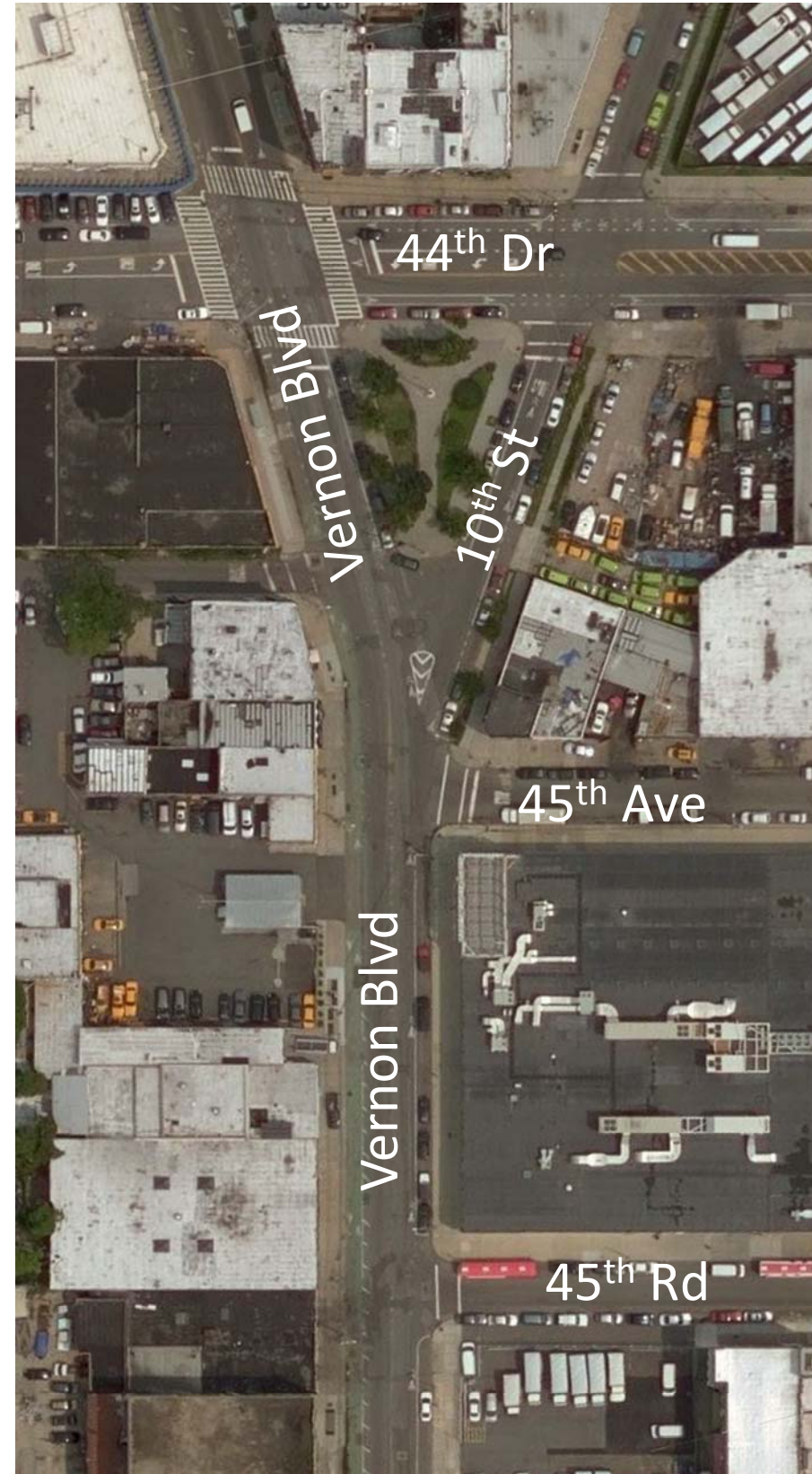
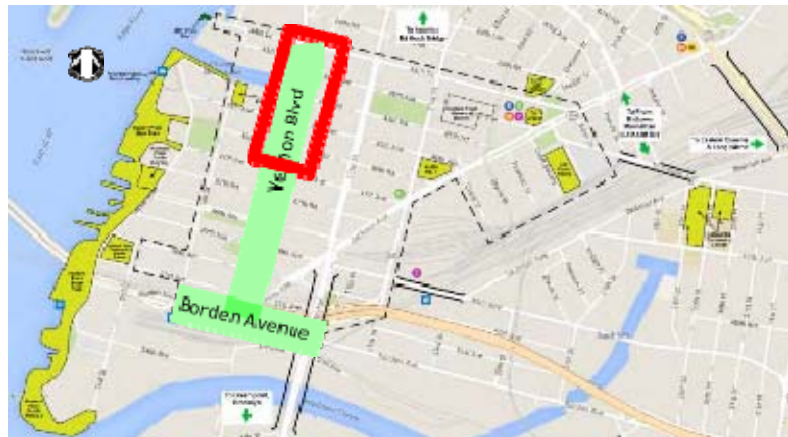


Raised Median with Street Trees



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.

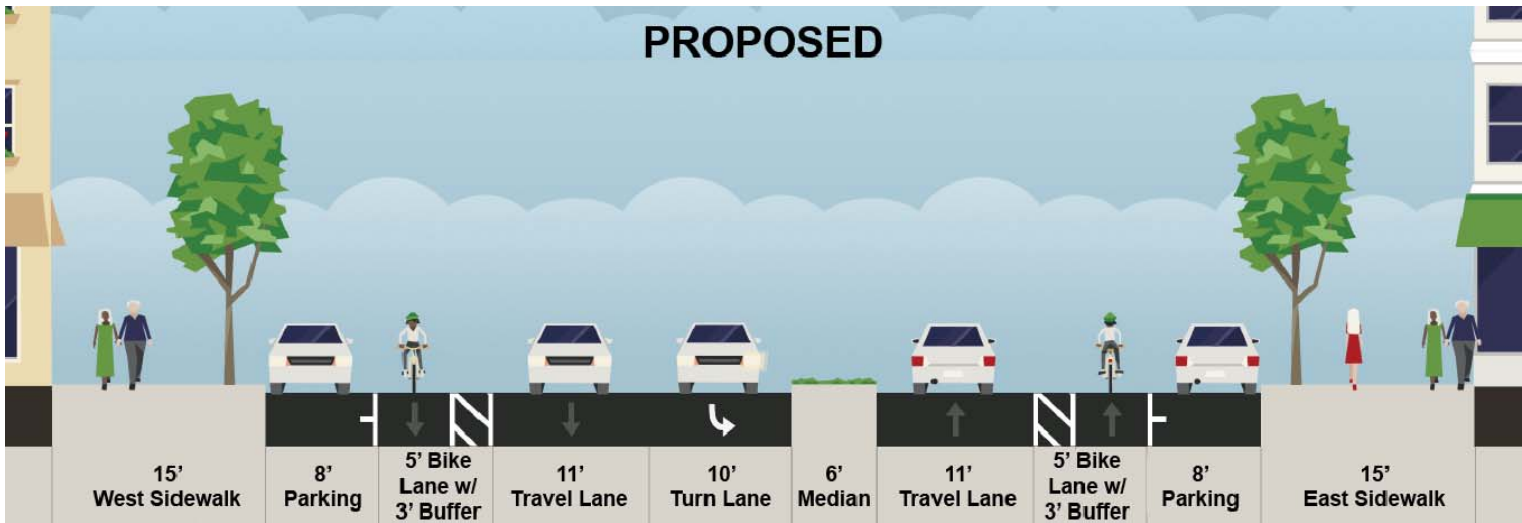
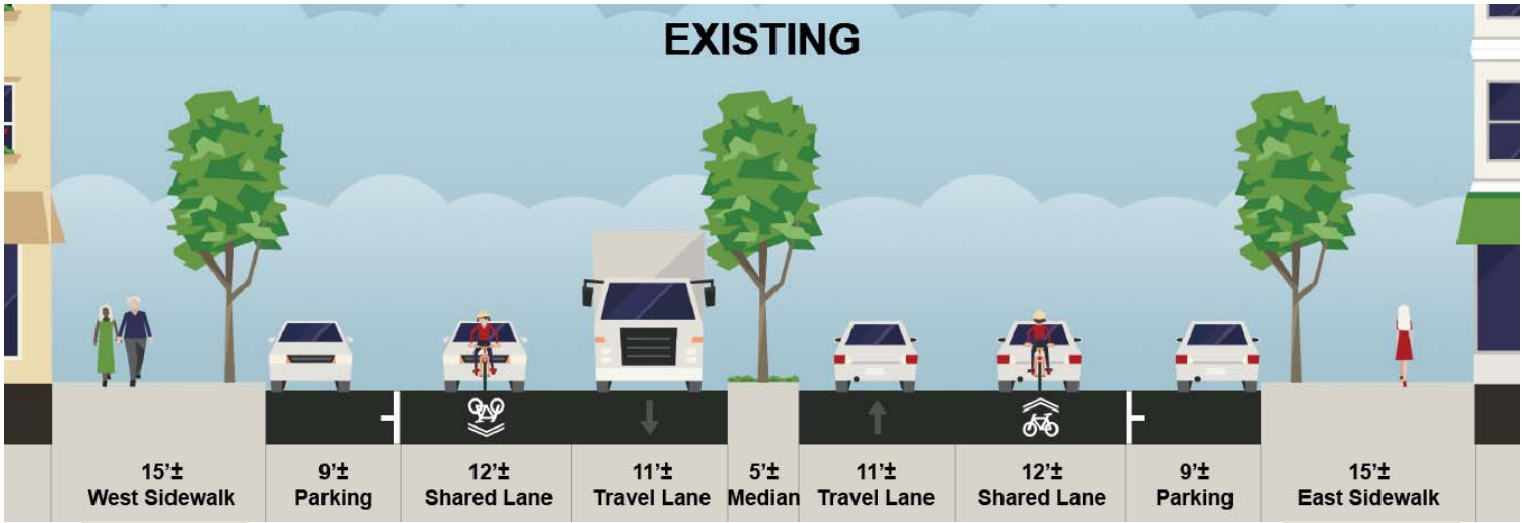


11th Street

- Expand median to provide 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.



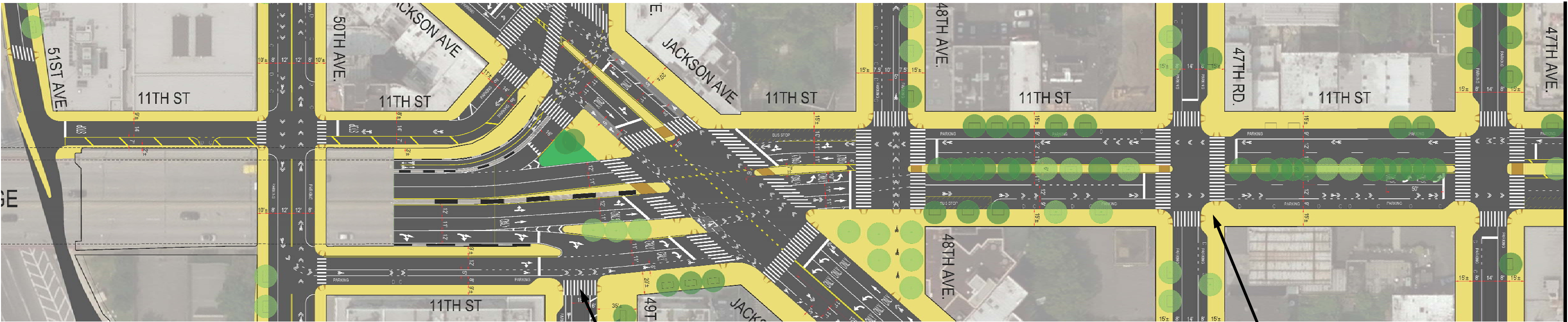
11th Street, North of 47th Ave (Looking North)



11th Street



MATCH LINE



MATCH LINE



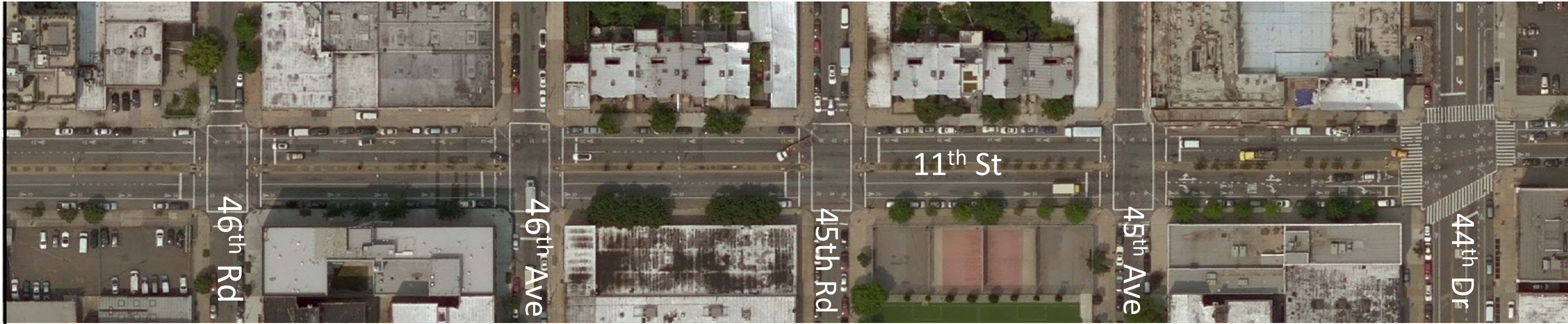
Proposed Crosswalk

Sidewalk Extensions

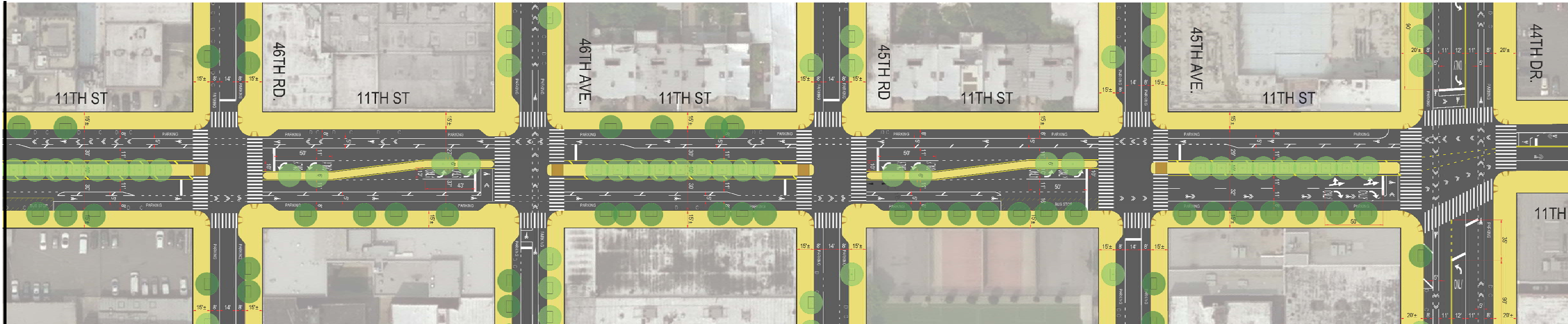
11th Street



MATCH LINE

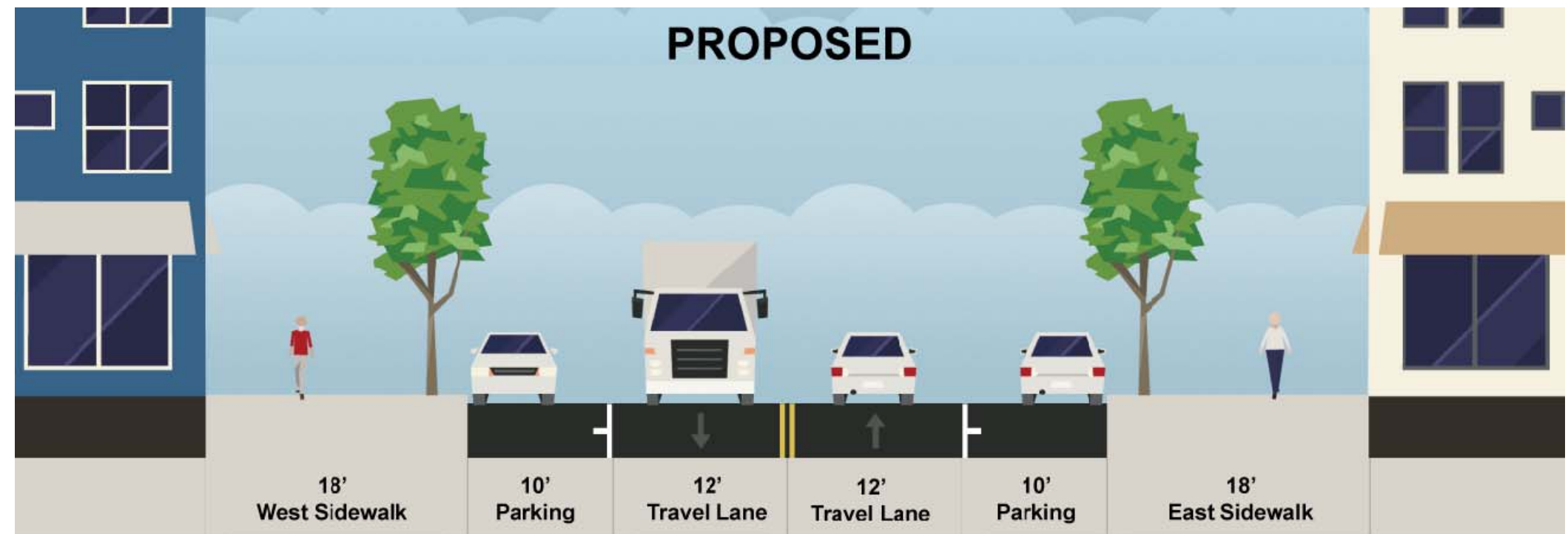


MATCH LINE

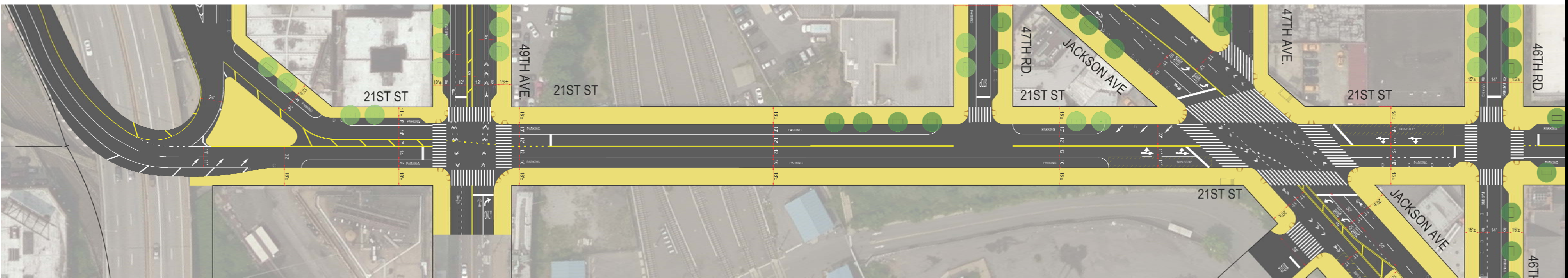


21st Street

- 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.



21st Street



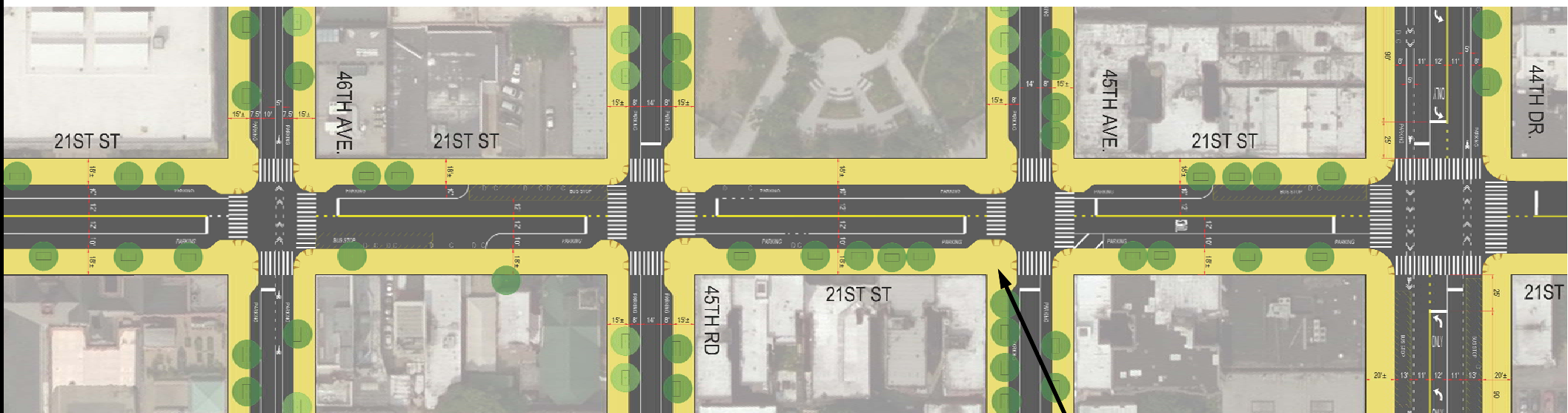
21st Street



MATCH LINE



MATCH LINE

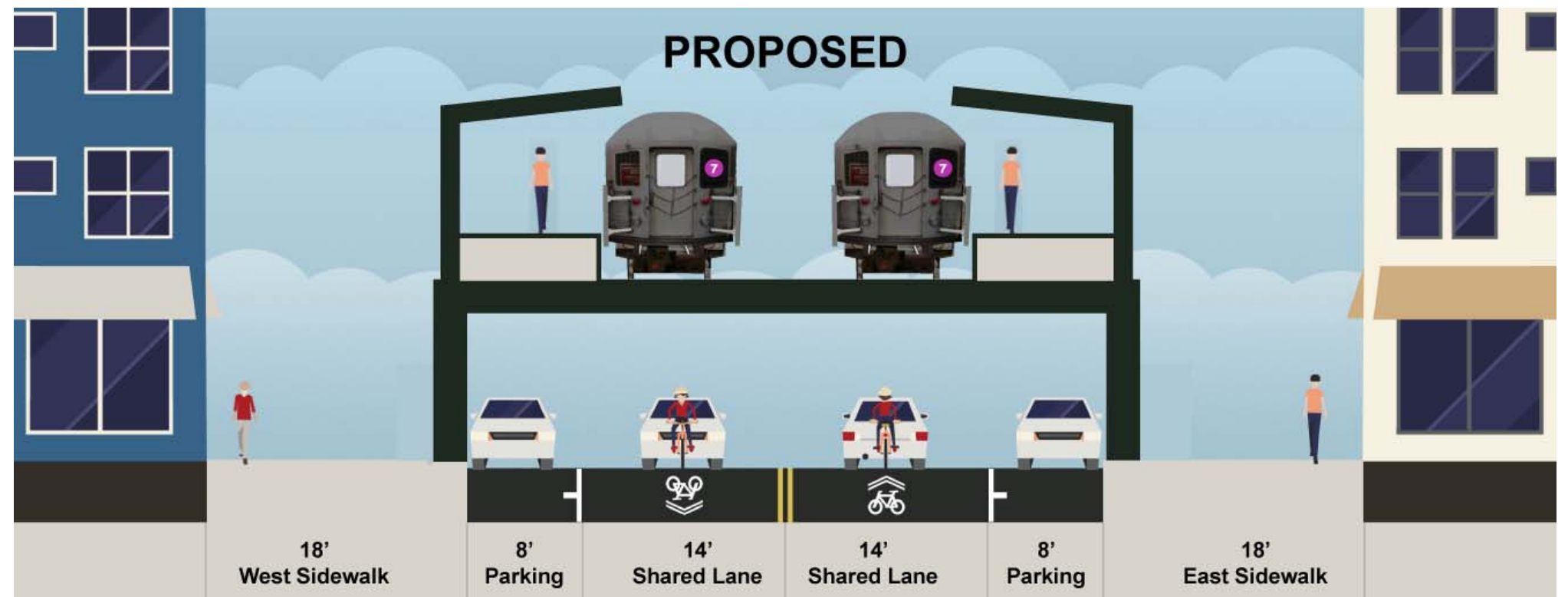
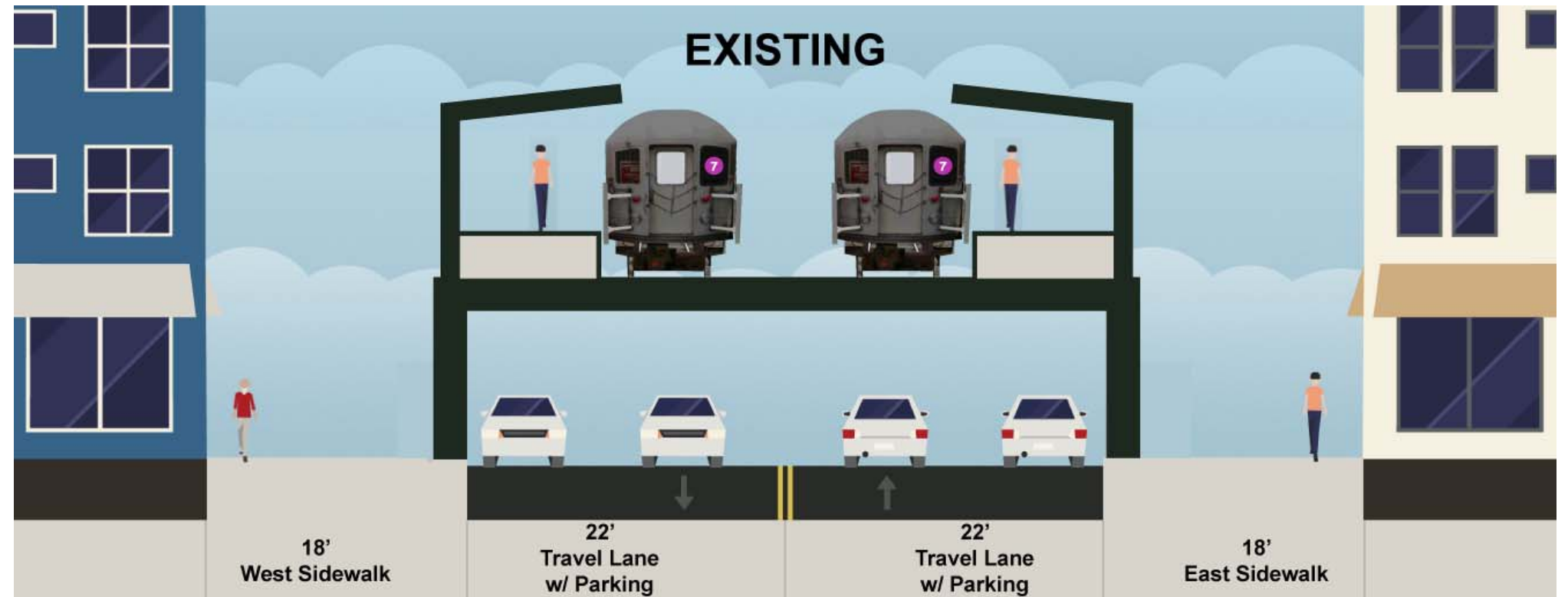


Install Curb Extensions
Where Possible

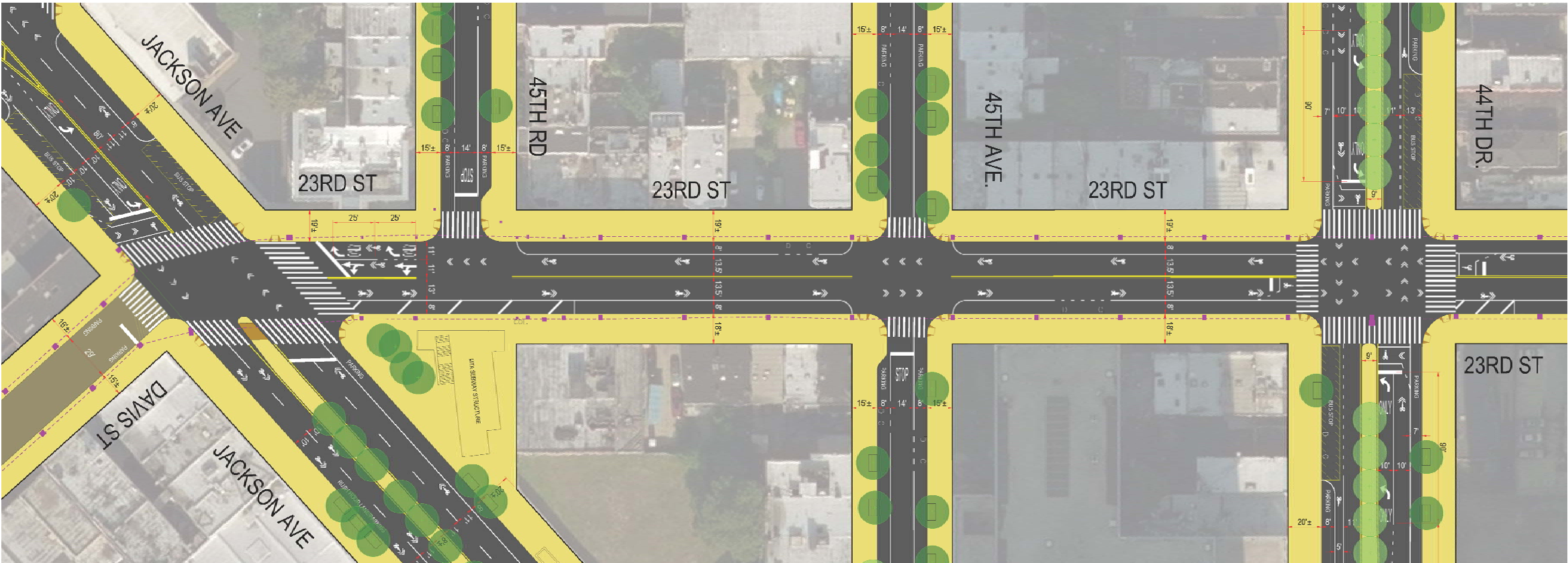
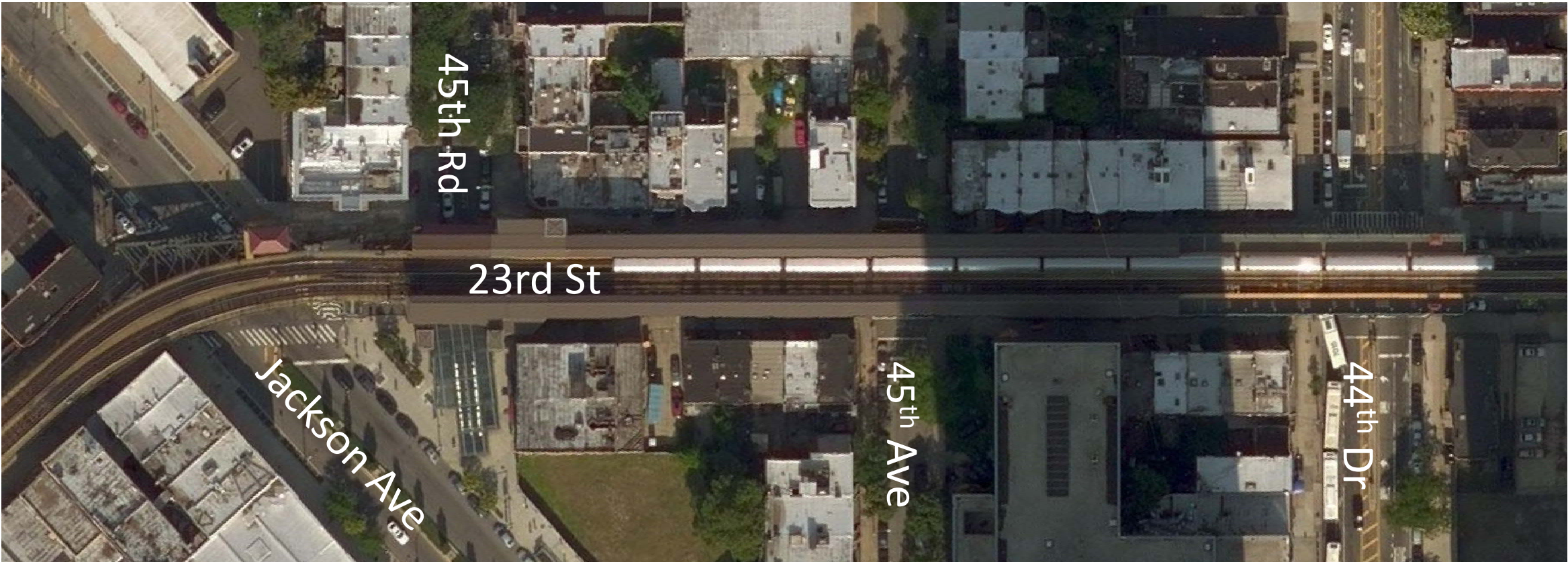


23rd Street

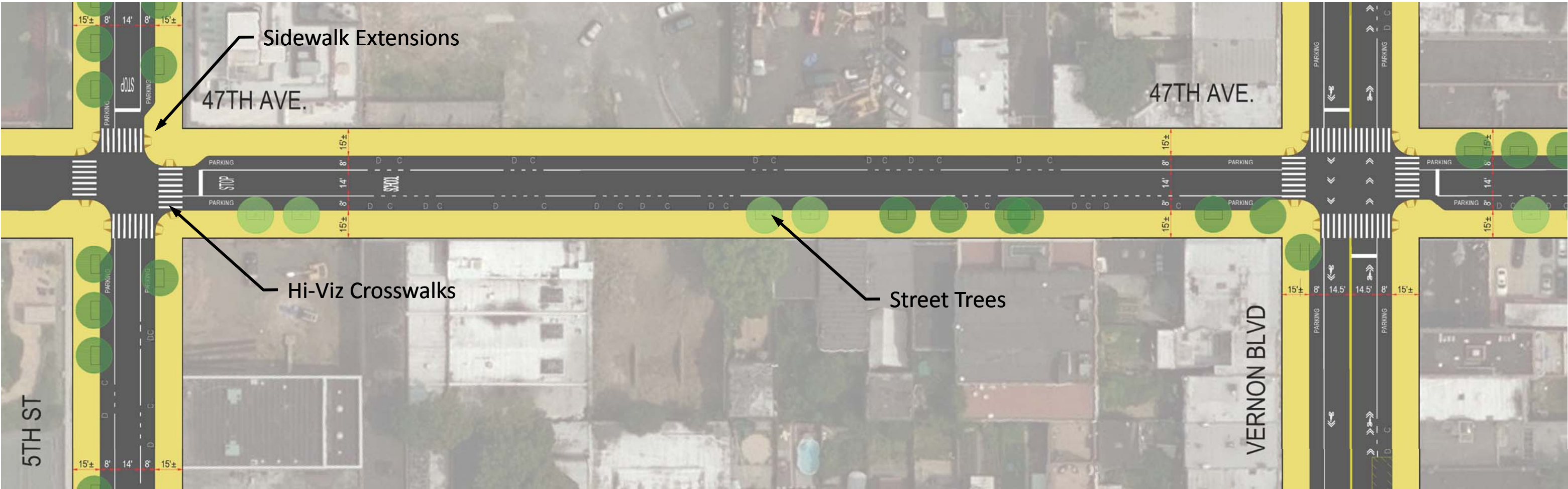
- Enhance lighting under the elevated structure to improve visibility.
- Install curb extensions to shorten crossing distance and improve visibility for
- Add streetscape elements including trees, greening, and street furnishings.



23rd Street



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: Vernon Blvd & 46th Road

Existing view west on 46th Road from Vernon Boulevard



Conceptual view west on 46th Road from Vernon Boulevard



Local Streets Design: 5th Street

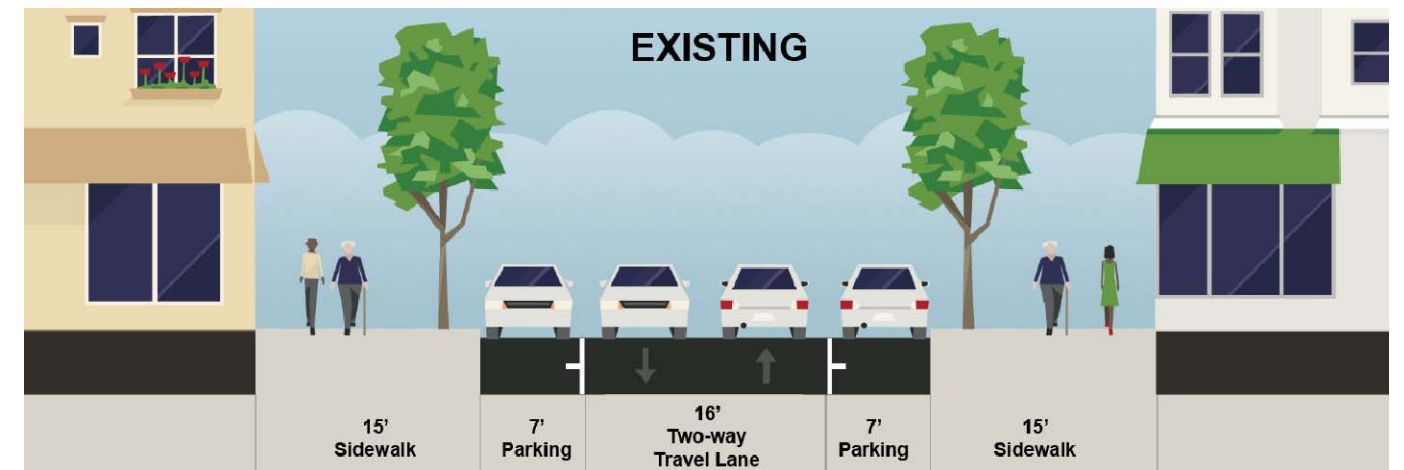
- Install curb extensions to shorten crossing distance and improve visibility for pedestrians.
- Add high visibility crosswalks where stop controls exist to improve pedestrian safety.
- Continue to study for all-way stop signs and signals. Stop controls will be added as federal criteria are met.
- Convert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



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



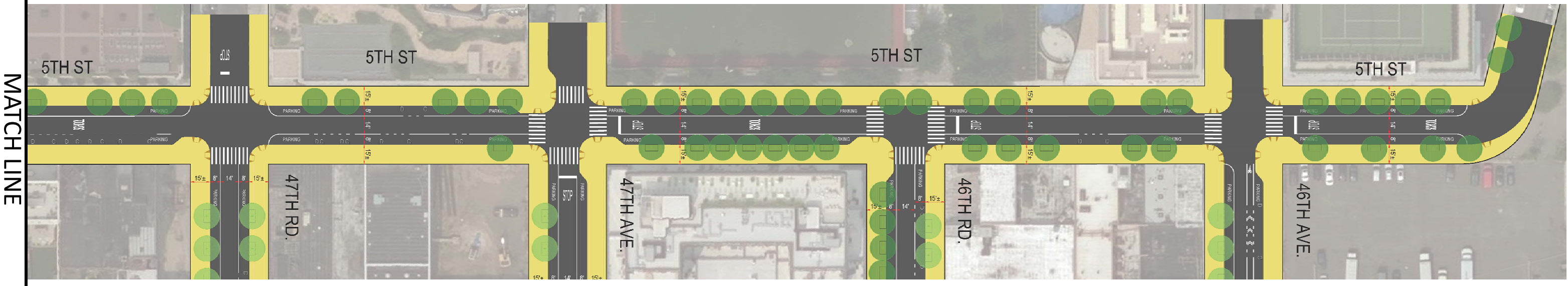
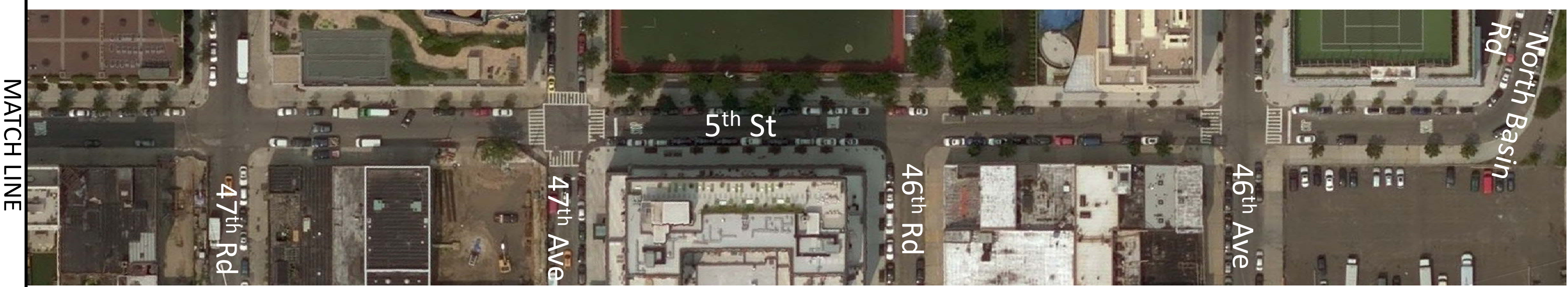
5th Street between 50th Ave and Borden Ave (Looking North)



Local Streets Design: 5th Street



Local Streets Design: 5th Street



Parking Study

DOT maximized parking where possible.

Parking gain due to:

- Parking lanes on 48th Avenue median
- Angle and parallel parking on Borden
- Standard bike lane on 51st Avenue with parking lane
- B62 and B32 bus stop relocation to curbs with existing No Standing Anytime regulations

Parking loss due to:

- FDNY, bus and truck turns
- Geometric changes for traffic flow
- Safety elements like curb extensions, bike paths and daylighting
- B62 bus reroute bus stop relocation

Location: Street and Block Face		Existing Metered/ Unmetered Parking	Existing Authorized Parking	Proposed Metered/ Unmetered Parking	Proposed Authorized Parking	Parking Space Gain/Loss	Reason
Vernon Blvd	East, 50th Ave - 51st Ave		6	6		0	
	West, 50th Ave - 51st Ave	8		5		-3	Bulbout
	East, 51st Ave - Borden Ave		14	5		-9	Safety
	West, 51st Ave - Borden Ave	4		0	0	-4	Autoturns
	Mall Angled Spaces	40		0	0	-40	Safety
	East Mall		6	0	0	-6	Safety
	West Mall		9	0	0	-9	Safety
Borden Ave	North, 5th St - Vernon Blvd	22		21		-1	Autoturns
	South, 5th St - Vernon Blvd	25			38	13	Angle Parking
	South, Vernon Blvd - 11th St	n/a	n/a	23		23	Safety
48th Ave	North, Center Blvd - 5th St	21		20		-1	Daylighting
	Median, 5th St - Center Blvd	n/a	n/a	20		20	
	North, 5th St - Vernon Blvd	20		17		-3	Autoturns
	Median, 5th St - Vernon Blvd	n/a	n/a	29		29	
49th Ave	North, Vernon Blvd - Jackson Ave	14		0	0	-14	Bike Path
	South, Vernon Blvd - Jackson Ave	23		22		-1	Autoturns
50th Ave	North, 5th St - Vernon Blvd		11		8	-3	Bulbout
	South, 5th St - Vernon Blvd		8		8	0	
51st Ave	North, Vernon Blvd - Jackson Ave	2		0	0	-2	Safety
	North, Center Blvd - 2nd St	n/a	n/a	11		11	Safety
5th St	East, 50th Ave - 51st Ave	3		0	0	-3	street width
	East, 51st Ave - Borden Ave	6		0	0	-6	street width
Bus Stop Relocations	B62, Jackson to 47th Avenue	2		1		-1	Reroute
	B32, Far side 11th St at 45th Ave	2		5		3	Far side
	B62, Far side Jackson Ave at Davis St	1		5		4	Far side
Total Parking Gained/Lost						-3	

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