NEW YORK CITY DOT

NYC DDC

Department of Design and Construction

PARSONS

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 LOCATION

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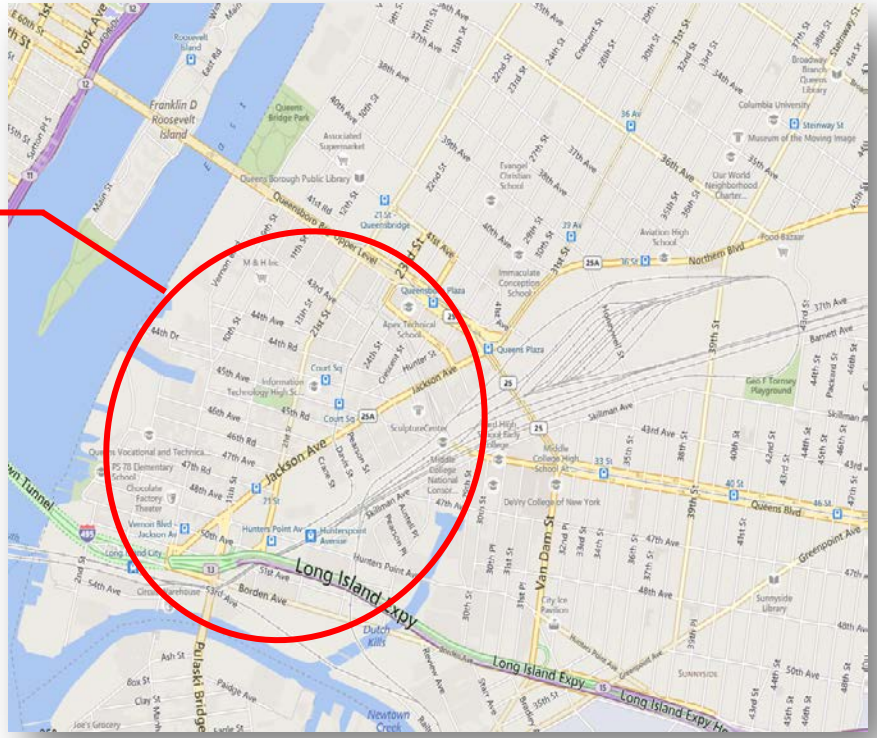
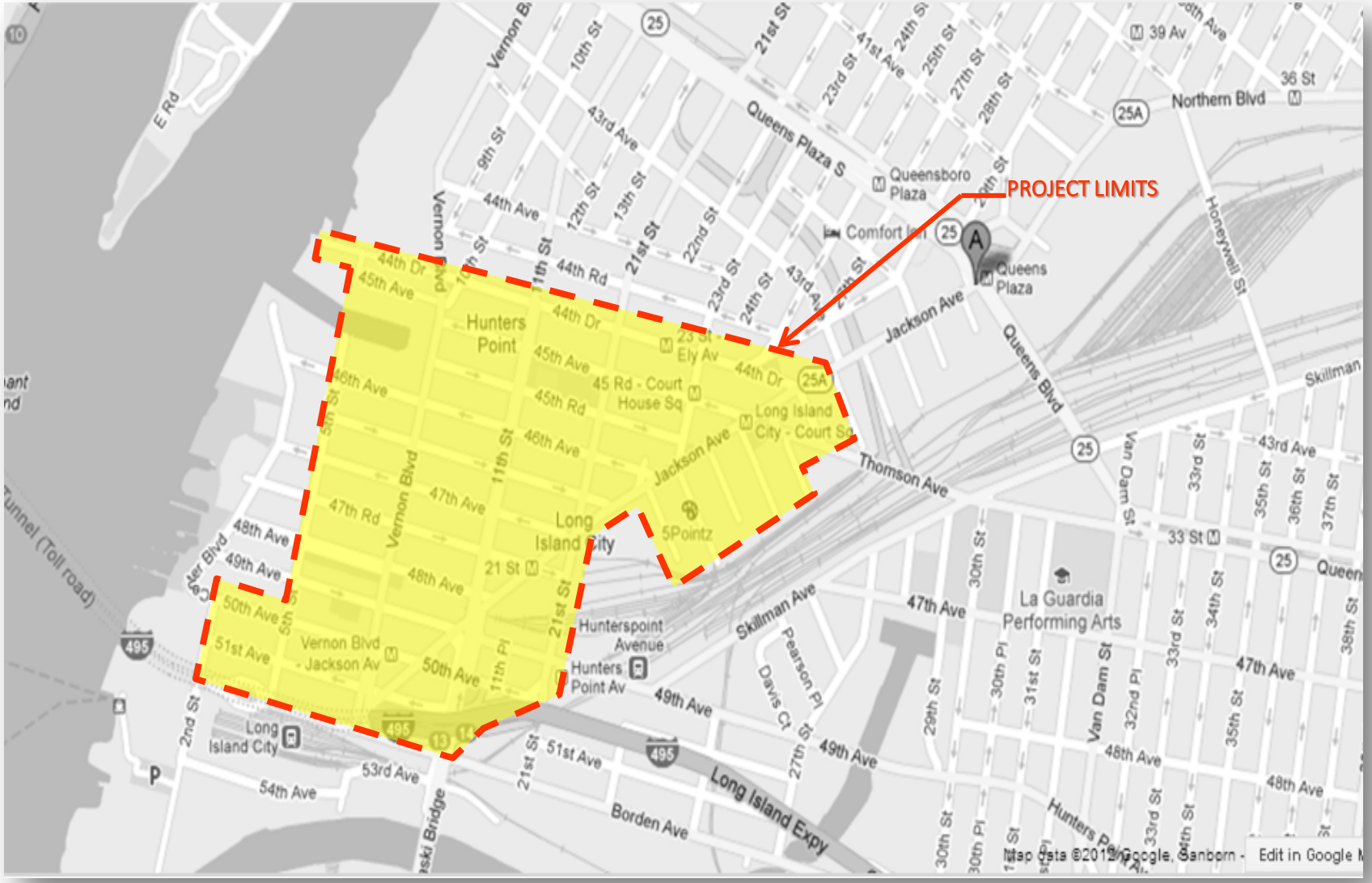


PROJECT LIMITS



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
- Public Design Commission Review (Conceptual): Feb/Mar 2016
- Preliminary Design Completion: June 2016

Final Design

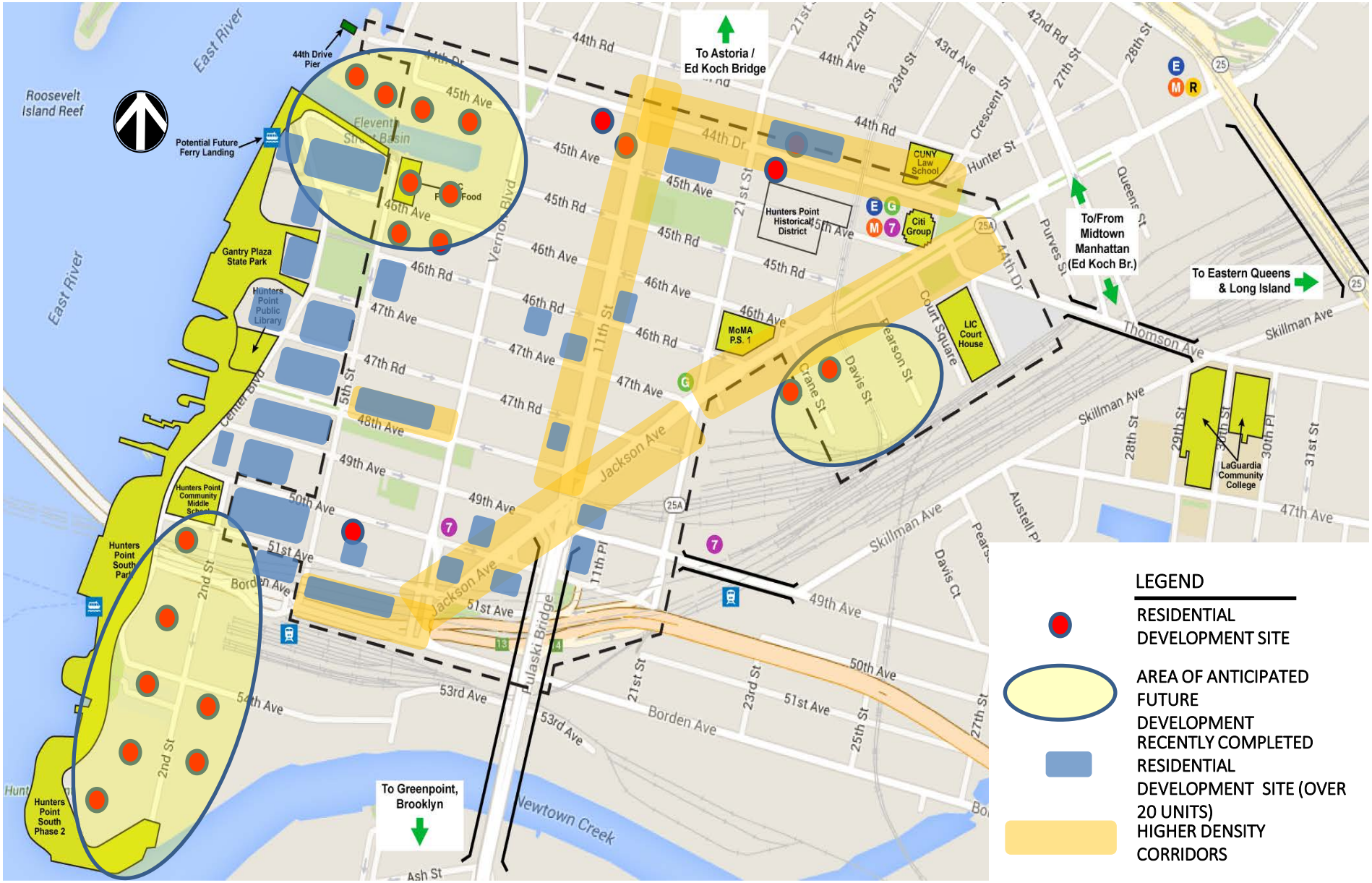
- Capital funding of ~$8m for Phase 1

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



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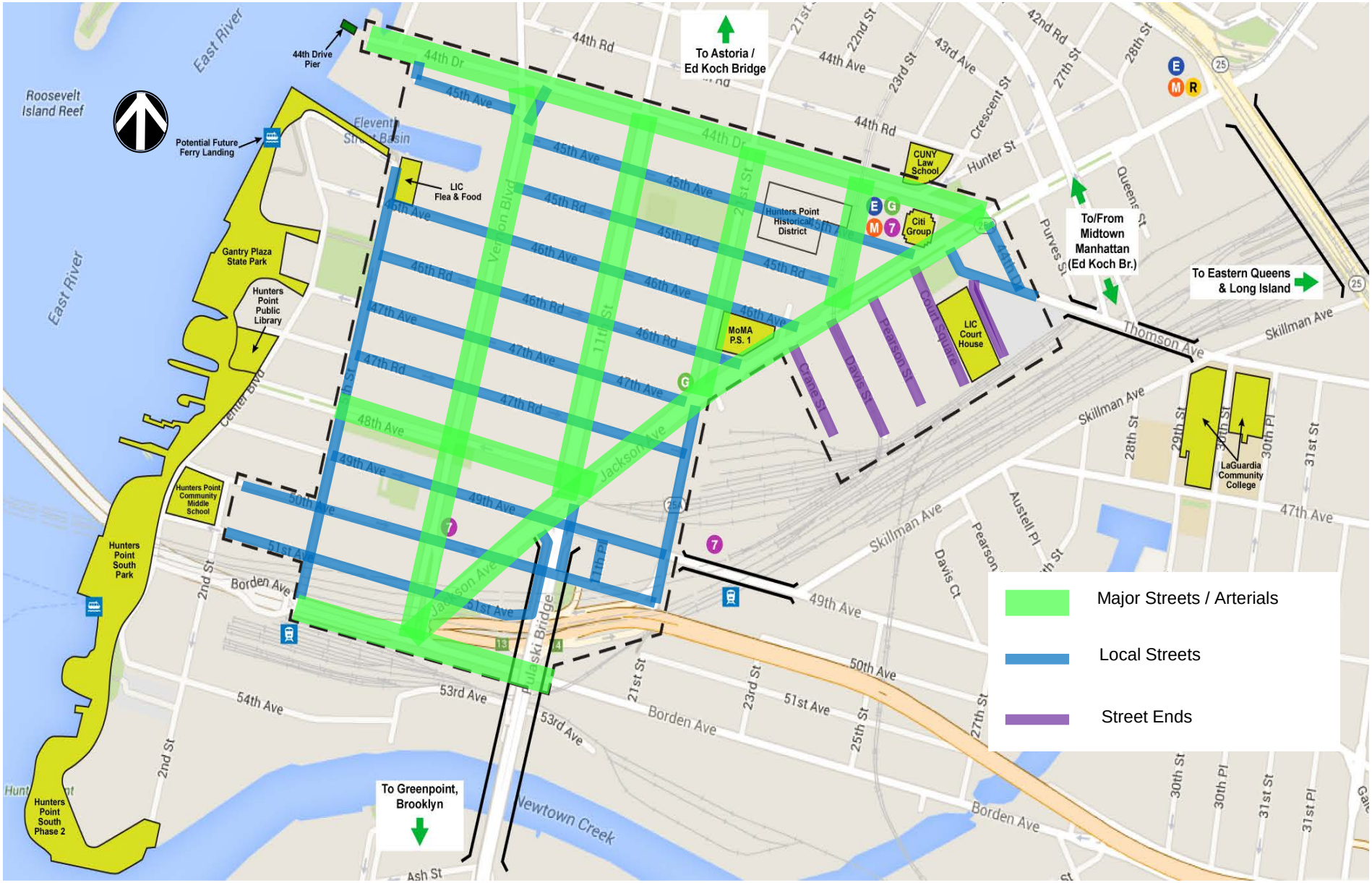
AREA-WIDE RECONSTRUCTION

ANTICIPATED FUTURE DENSITY MAP



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AREA-WIDE RECONSTRUCTION

DESIGN APPROACH
HIERARCHY OF STREETS

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

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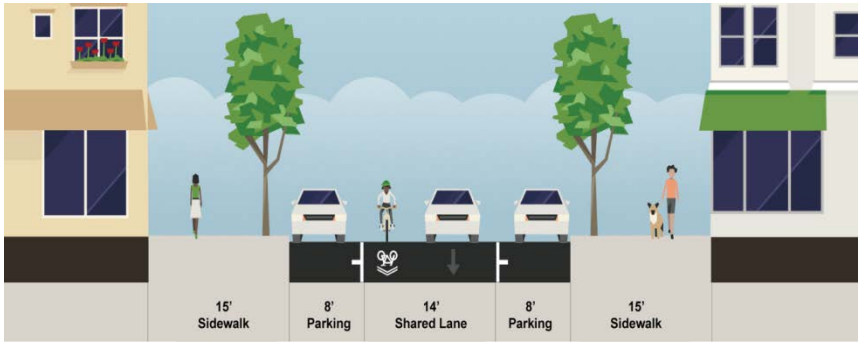
AREA-WIDE RECONSTRUCTION

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

Existing Street Section



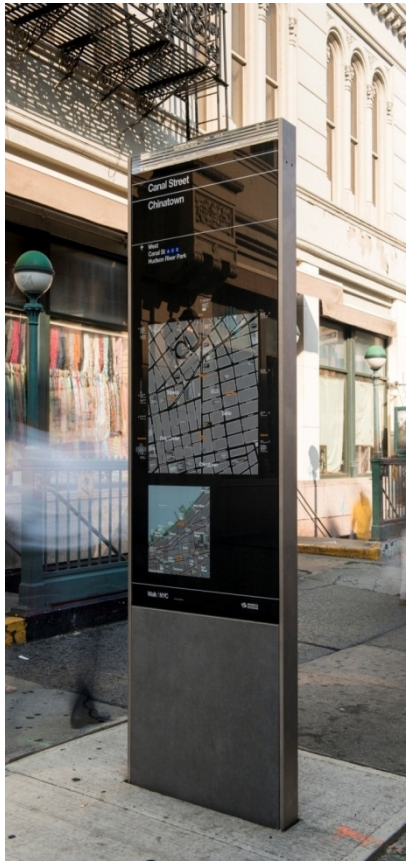
SIDEWALK EXTENSIONS TO IMPROVE SAFETY

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

Sidewalk Extensions

STREETSCAPE ELEMENTS

City Light Fixture and Pole



Area Type DOT Wayfinding Sign

NYCDOT Citybench

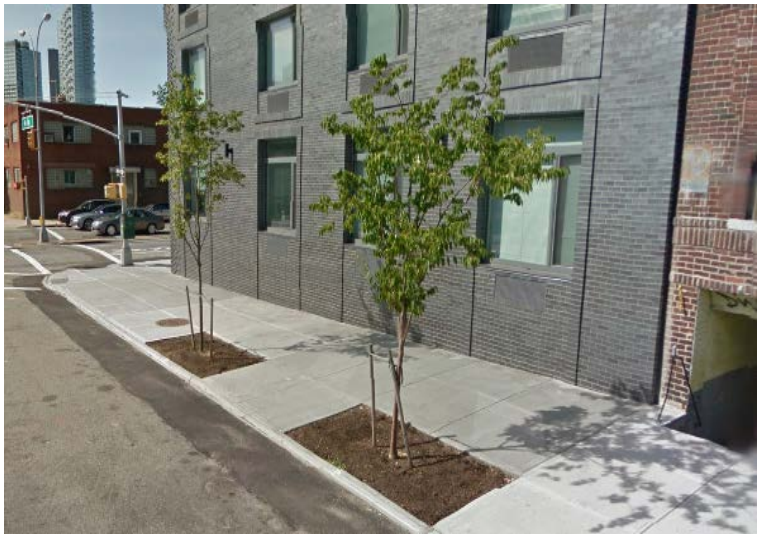
NYCDOS Receptacles

NYCDOT Bike Rack

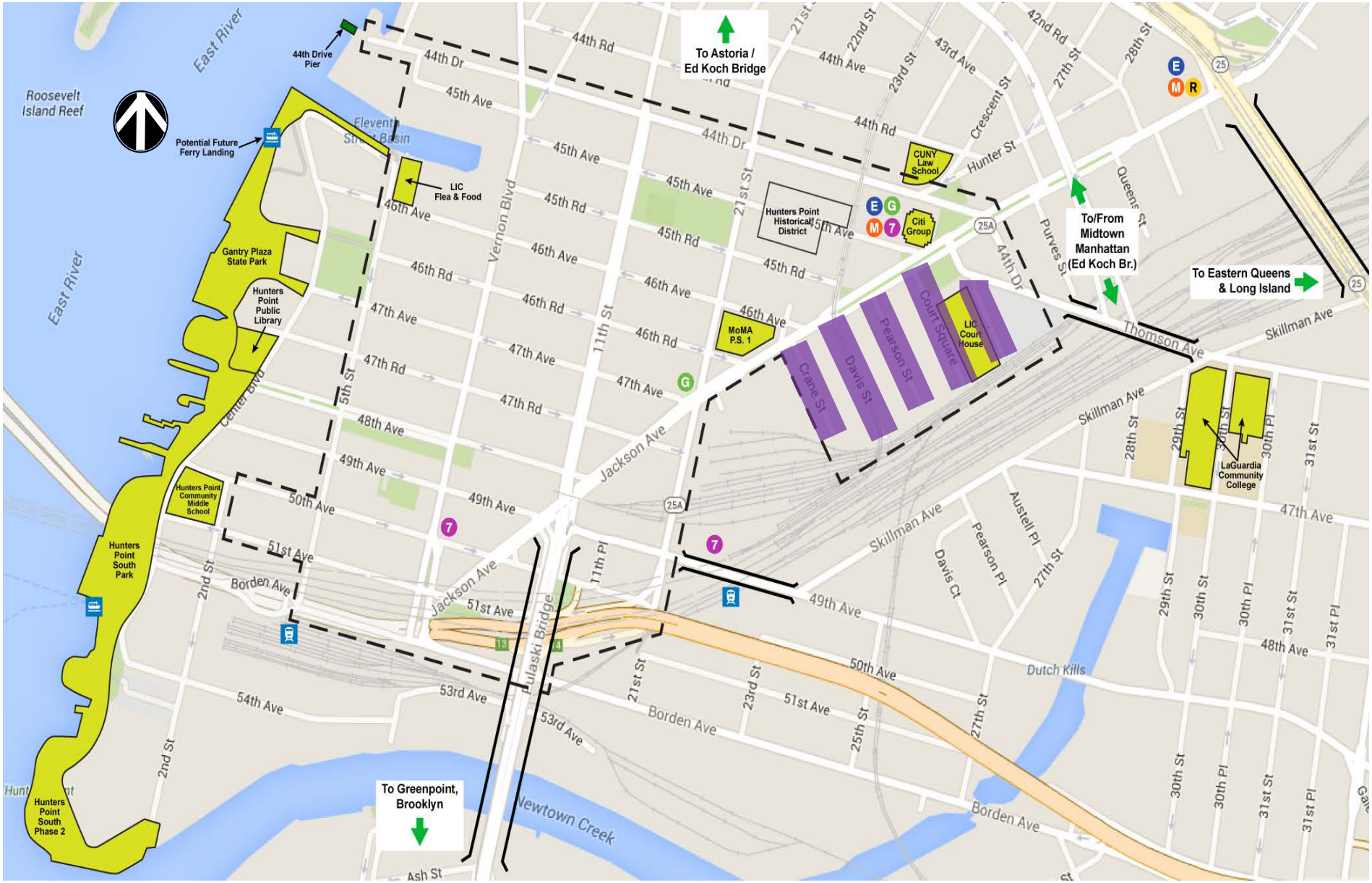
SIDEWALK GREENING

Street Tree Treatments

Vegetated Bioswale



New and Expanded/Upgraded Tree Pits



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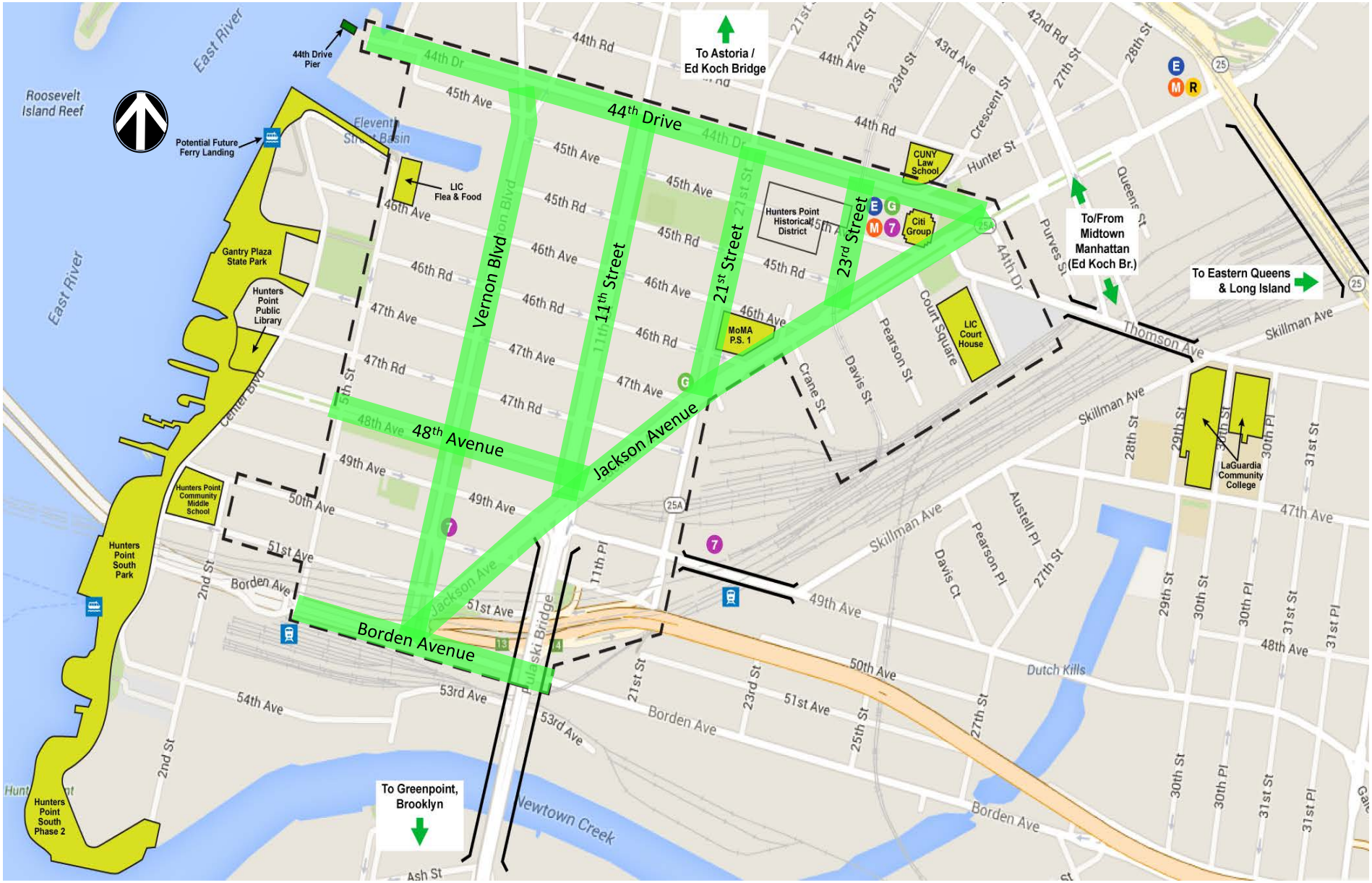
STREET ENDS

SHARED STREET

Shared Street Examples



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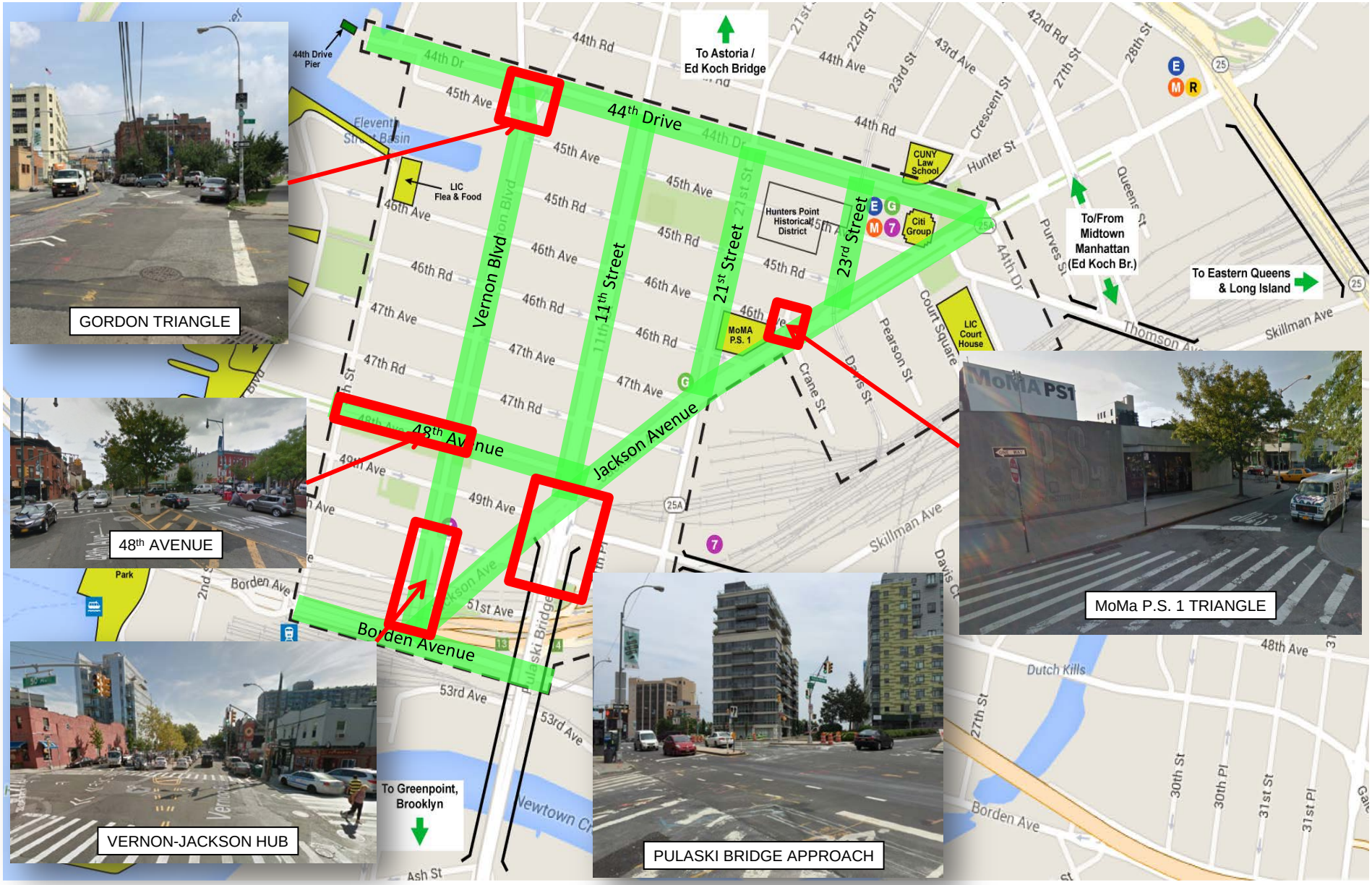
MAJOR STREETS/ARTERIALS



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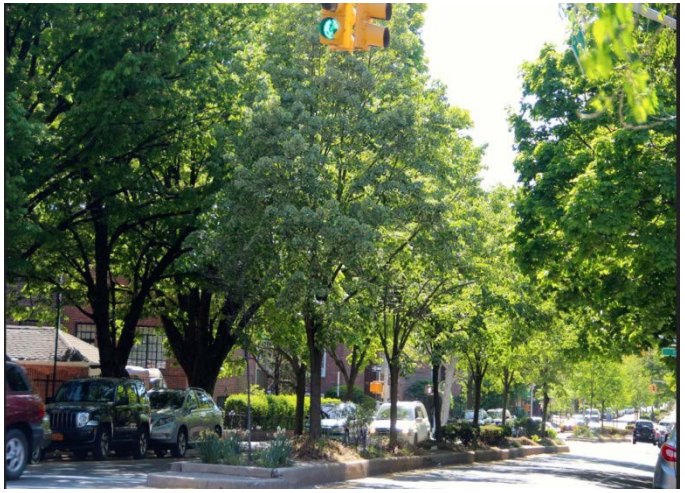
MAJOR STREETS/ARTERIALS

BOULEVARD TREATMENT



MAJOR NODES

Questions?

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