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

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

LOCAL STREETS

5TH STREET

Art to look into sharrows with green box

11TH STREET

Need real bike lane here. Way too downtown of the existing shared lane.

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

Vernon Hub

People nothing for under the Pulaski Br. More lighting. Drainage is a problem.

21ST STREET AND 23RD STREET

Advocates for Bike Laws on 21st St.

Act to look into sharrows with green box

Lighting on 23rd.

Longer signed wait @ Junction - 11th Ave.

JACKSON AVE

Jurisdiction is 2.5 mile wide. Street conditions:
- Traffic deceleration
- Signage
- Bike lanes

VERNON BLVD

Pedestrians need to verify conditions.

MOREfrauen

25 MPH 50 KPH

MORE TRUCKS

MORE TRUCKS

ON 5TH STREET

5TH STREET

SANDY LIMIT:

5TH STREET

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

5TH OWN TRUCKS FROM PULASKI BRIDGE.

MORE GREENING

MORE TRUCKS FROM PULASKI BRIDGE.

MORE GREENING

MORE TRUCKS

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FROM PULASKI BRIDGE.
OPEN HOUSE NOTES

GENERAL COMMENTS

LONG ISLAND CITY/HUNTERS POINT
AREA-WIDE RECONSTRUCTION

JUNE 2016 OPEN HOUSE
Community Responses
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

LONG ISLAND CITY/HUNTERS POINT
AREA-WIDE RECONSTRUCTION

MAJOR STREETS: VERNON/JACKSON HUB
Traffic/Pedestrian Flow Diagram
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.
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 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
- 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
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 21\textsuperscript{st} Street

- Speeding during non-commute hours.
- Trucks and commercial vehicles use 21\textsuperscript{st} 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 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.
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 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.

**EXISTING**

**PROPOSED**

East of 23rd St.
44th Drive: East River to Jackson Avenue

LONG ISLAND CITY/HUNTERS POINT
AREA-WIDE RECONSTRUCTION

MAJOR STREETS: 44th DRIVE

New Sidewalks
44th Drive: East River to Jackson Avenue

MATCH LINE

21st St
23rd St

44th Drive

Raised Median with Street Trees

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 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

11th Street

11th St

Proposed Crosswalk

Sidewalk Extensions

Pulaski Bridge

MATCH LINE

MATCH LINE

MATCH LINE

MATCH LINE

47th Ave

49th Ave

48th Ave

47th Rd

34
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

LONG ISLAND CITY/HUNTERS POINT AREA-WIDE RECONSTRUCTION

MAJOR STREETS: 21st AND 23rd STREET
21st Street

MAJOR STREETS: 21st AND 23rd STREET

LONG ISLAND CITY/HUNTERS POINT
AREA-WIDE RECONSTRUCTION

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:
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.
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

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<thead>
<tr>
<th>Location: Street and Block Face</th>
<th>Existing Metered/Unmetered Parking</th>
<th>Proposed Metered/Unmetered Parking</th>
<th>Parking Space Gain/Loss</th>
<th>Reason</th>
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<td>5</td>
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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

Final Design
- Develop Phase 1 final design project scope and initiate new design contract – Spring 2017
- Community Workshop (Phase 1 Project Limits) – Late 2017