

Hunters Point South Landing Upgrade

December 1, 2022



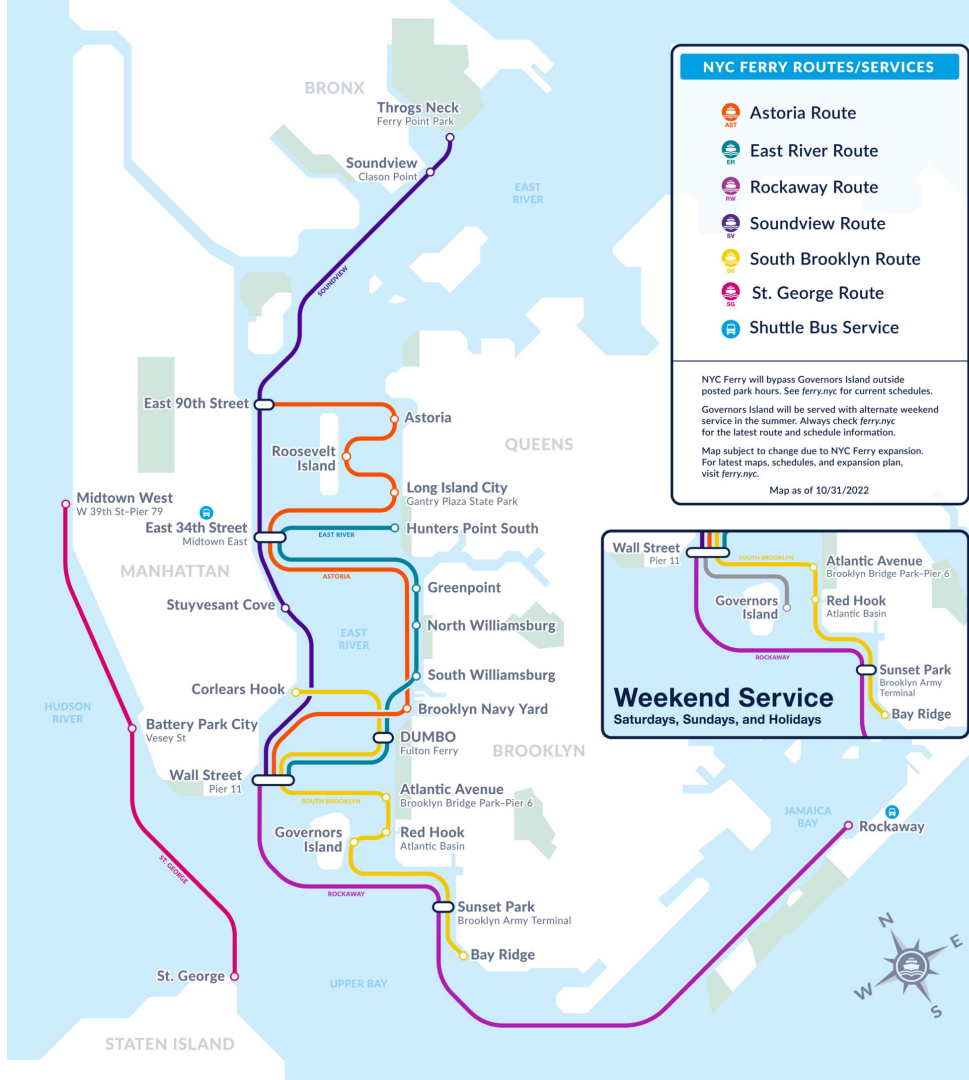
NYC / EDC



NYC Ferry at a Glance

Current System Features

- Passenger ferries with 150/350 pax capacity
- 7-day, year-round service
- 6:00 AM - 10:30 PM
- Peak service headways 20-60 min
- Fare is \$4.00 single trips, \$2.75 multi-trips and the NYC Ferry Discount Program
- Mobile ticketing & real-time service alerts
- NYC Ferry Forward plan announced Summer 2022
 - More equitable fares
 - Improved outreach to communities
 - Financially sustainable system



Hunters Point South Landing

- Originally on the pilot East River Ferry starting in 2011, incorporated to NYC Ferry system in 2017
- In August 2020, HPS became the start/end stop on the East River route to alleviate over-capacity issues and address the single slip
- Tremendous ridership growth in 2022:

Landing	Rank	Weekday Growth 2022	Weekend Growth 2022	Average Daily Ridership
Hunters Point South	5 th	40% since 2019	20% since 2019	700 (over 225k this year)
Long Island City	6 th	50% since 2019	60% since 2019	630 (over 210k this year)

Ridership compiled from January 1 – November 28 in both years



Current Landing

- Nearing the end of its useful life and needs to be replaced in order to continue serving this location
- Oldest landing in the NYC Ferry system (predates NYC Ferry system)
- No electric gangway, which makes traveling with a wheelchair, stroller, or other assistive device difficult in certain tidal conditions
- Only accommodates one vessel at a time, limiting redundancy and flexibility in operations
- Cannot accept 350-passenger vessels
- An alternate location was previously considered in the 2020 EIS, but proved infeasible due to tunnels and water depths.



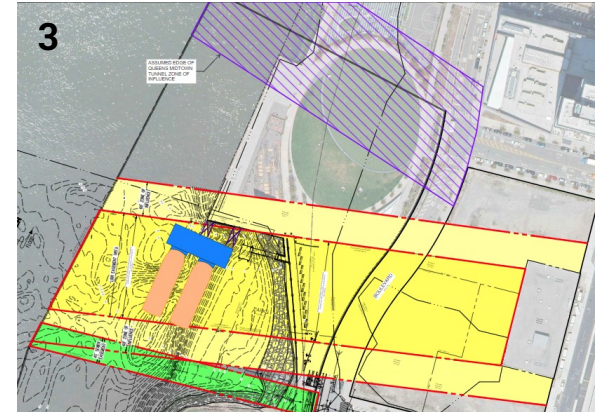
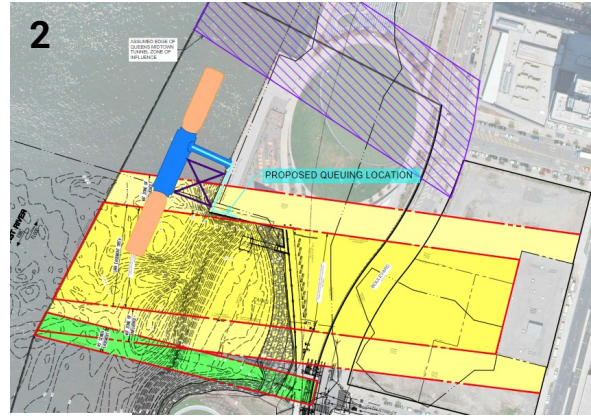
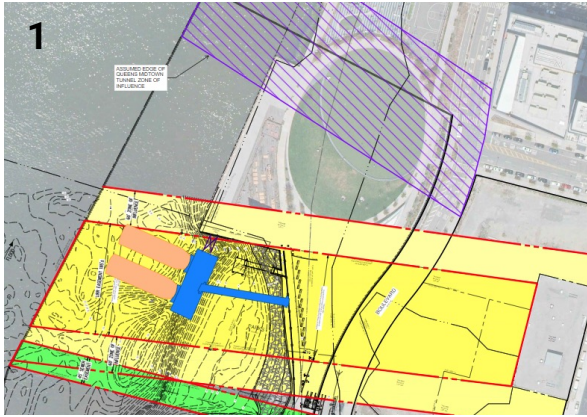
Relocation Constraints

- Tunnels run beneath major areas of Hunters Point South park, precluding pile driving
- Areas within the passive sections of the park have narrow paths and soft shorelines, both are incompatible with a ferry landing.
- Locations around the southern-most point are constrained due to federal navigation channel and the Superfund status of Newtown Creek.



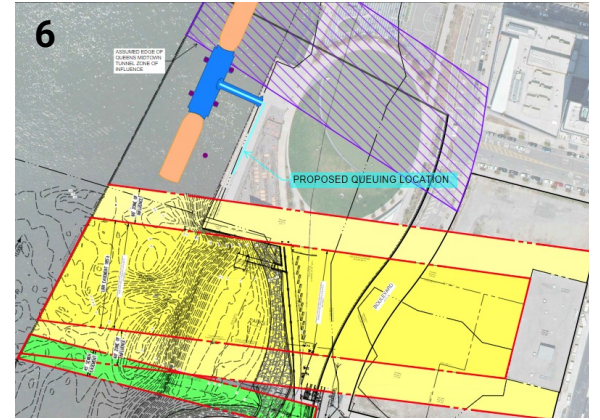
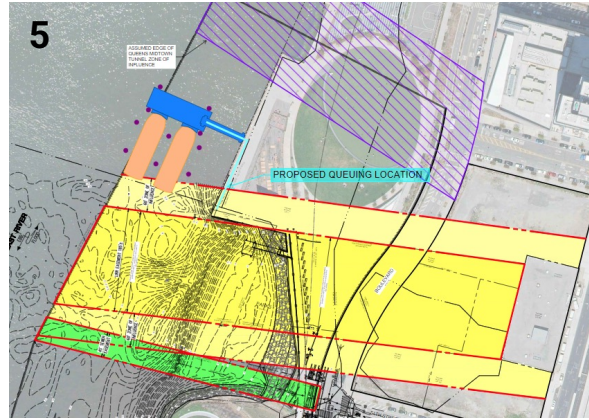
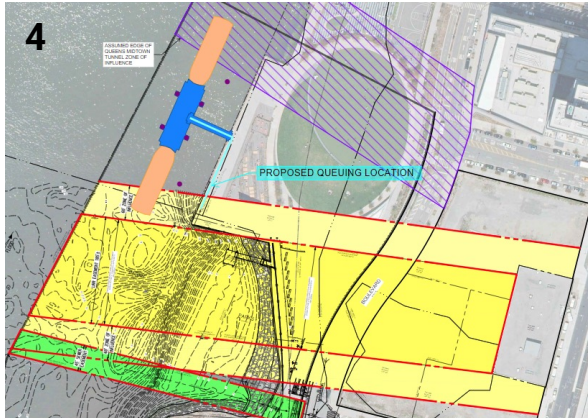
- Further north there are shallower waters, requiring dredging.
- Even further north is five blocks of the LIC landing location.

Options Considered – Eliminated for Infeasibility



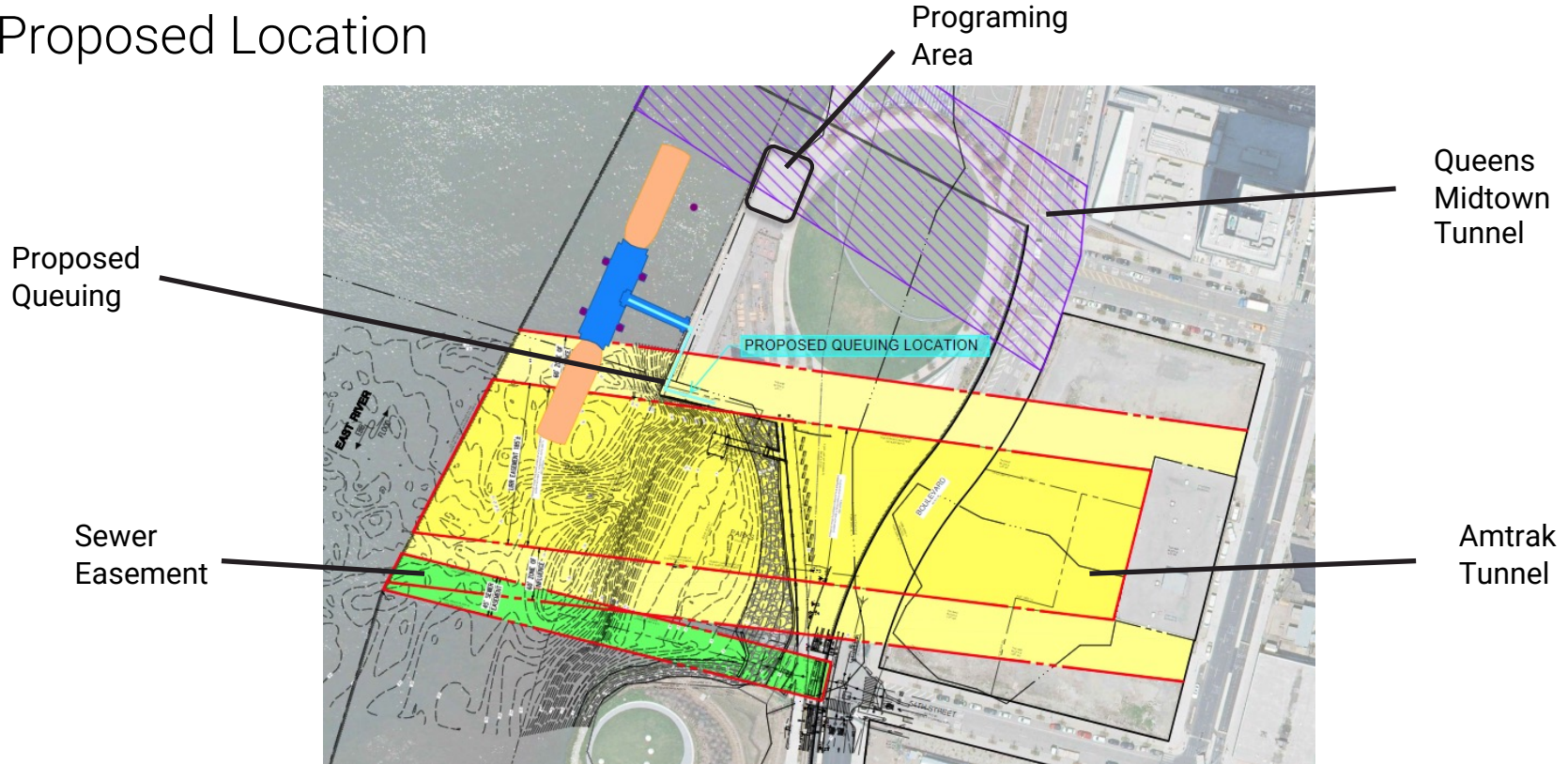
- 1 – No piles, eliminated because it was not constructible; gangway too long
- 2 – Eliminated because truss connections less resilient in high water events, requires reinforcement of existing esplanade
- 3 – Eliminated due to operational infeasibility and unlikely feasibility of truss structure. Docking would occur in shallow waters and misaligned with certain tides.

Options Considered – Constructible



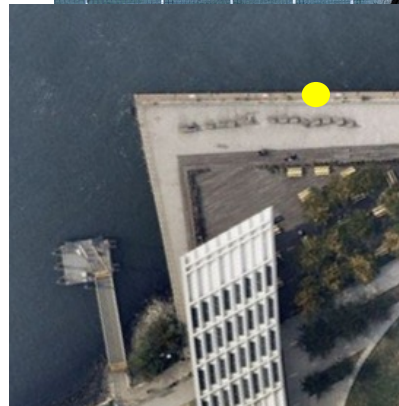
- 4 – Ideal docking/operational configuration – **feasible alternative**.
- 5 – Not operationally ideal; restricted docking maneuvers in flood tide.
- 4 – Ideal docking/operational configuration – **feasible alternative**. Closer to programming area.

Proposed Location



Future Landing

- Identified location with Dept. of Parks
- Built with similar design to other NYC Ferry landings
 - Low-profile
 - Two gangways (SBS-required)
- Upgrading esplanade stairs to an ADA-accessible ramp
- Allows for two vessels to dock, can support 350-passenger boats
- Fully ADA and LL68 compliant
- Ticket vending machine and digital information display on the barge (not on the esplanade)
- Queuing to go south to the esplanade corner

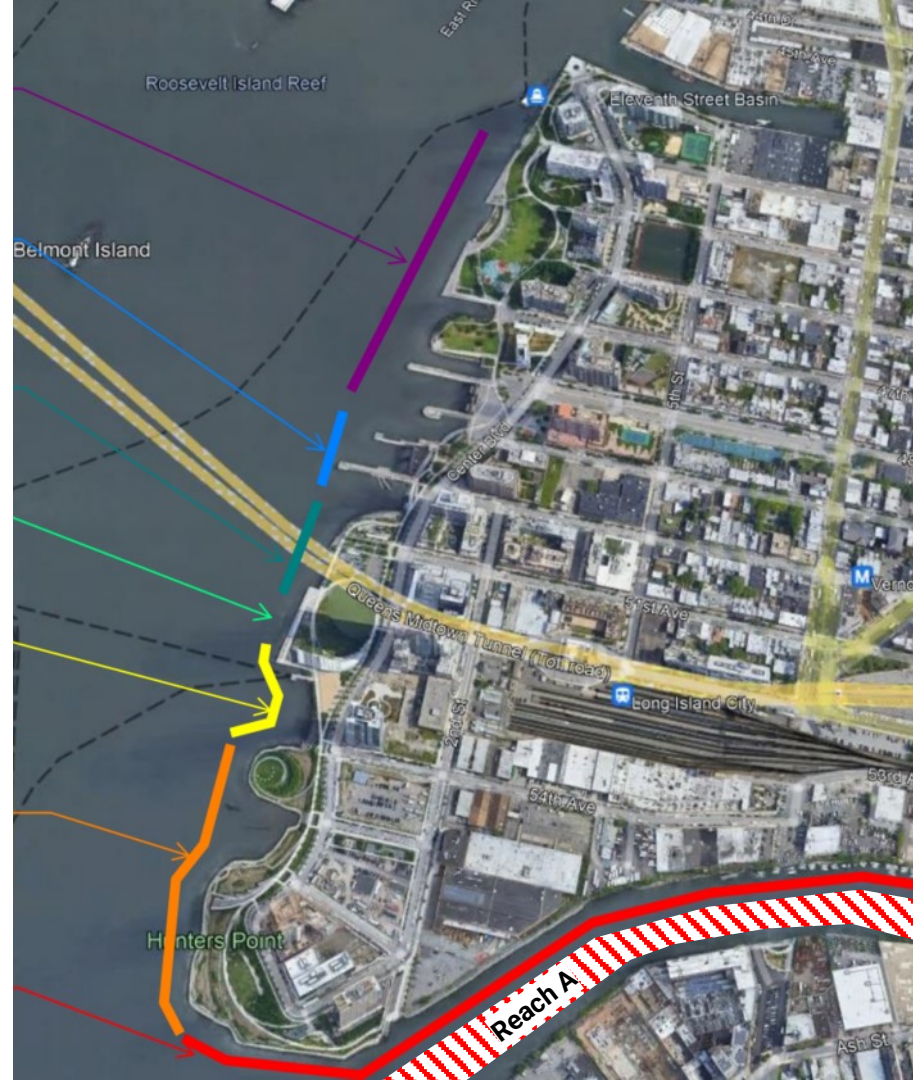


Thank you!

Questions?

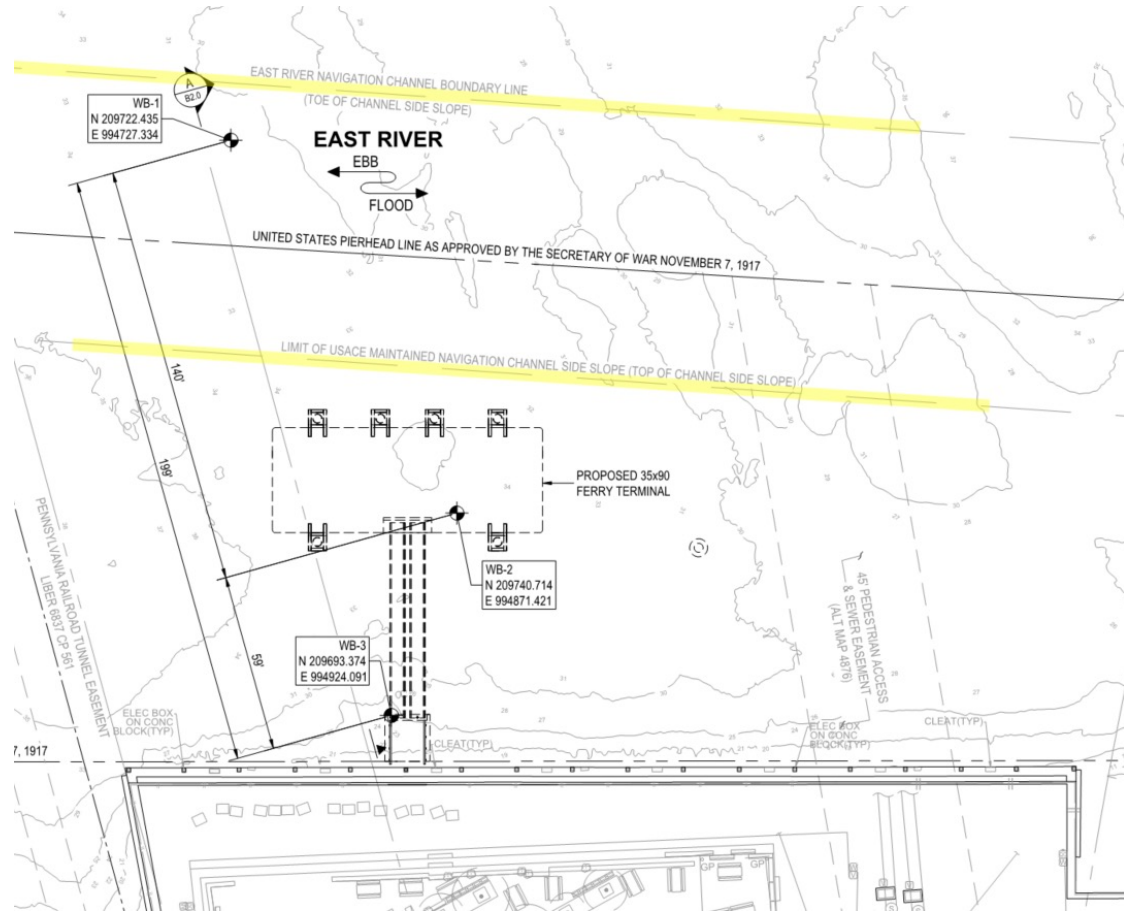
Local Design Constraints

- **Purple:** South of LIC ferry landing. Area within 5 blocks of existing landing, would not warrant sufficient demand for an additional landing.
- **Blue:** North of Queens Midtown Tunnel. Water is shallow at the end of the piers; dredging required.
- **Dark Green:** North of esplanade. Queens Midtown Tunnel is below, precluding piles being driven.
- **Light Green:** Proposed ferry landing location.
- **Yellow:** South of esplanade. Sewer easement and Amtrak/LIRR Tunnels below precluding new piles being driven.
- **Orange:** Southern end of park. Pathways are 5'-wide and shoreline is soft, both of which are incompatible with ferry landing construction.
- **Red:** Newtown Creek. Area labeled "Reach A" is federal navigational channel, cannot construct in this area. Past Reach A is only 3' deep, dredging required. Difficult to permit dredging in Superfund Site.

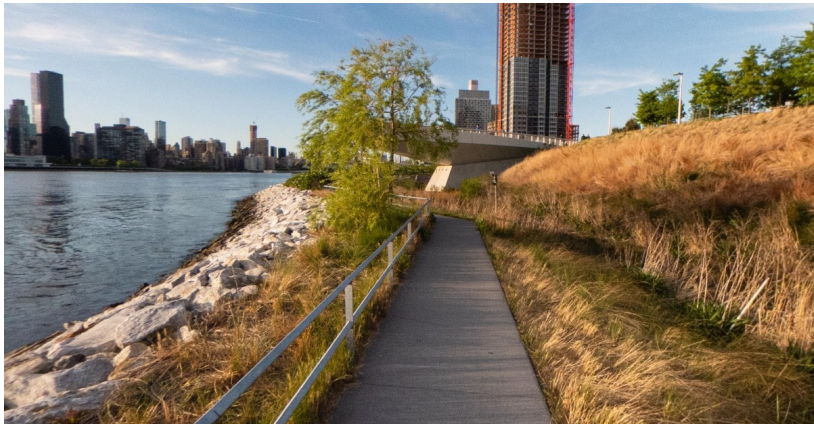


Additional Constraints: Long Pier

- U.S. Army Corps of Engineers will not permit piles near the federal navigational channel.
- Current proposed location is nearly at the end of the side slope.



Site Photos of Passive Park Area (South of Landing)



Hunters Point South Park – Existing Aerial

