

An architectural rendering of a large, modern transit hub. The station features a massive, curved, white roof structure with a grid of small, glowing lights. Multiple levels of walkways and stairs are visible, with many people walking around. In the foreground, a sleek, white high-speed train is stopped at a platform. The overall atmosphere is one of a futuristic and spacious transportation center.

QUEENS CENTRAL STATION

A UNIFIED TRANSIT HUB FOR THE ENTIRE
NYC METROPOLITAN AREA

QUEENS CENTRAL STATION

Mission Statement

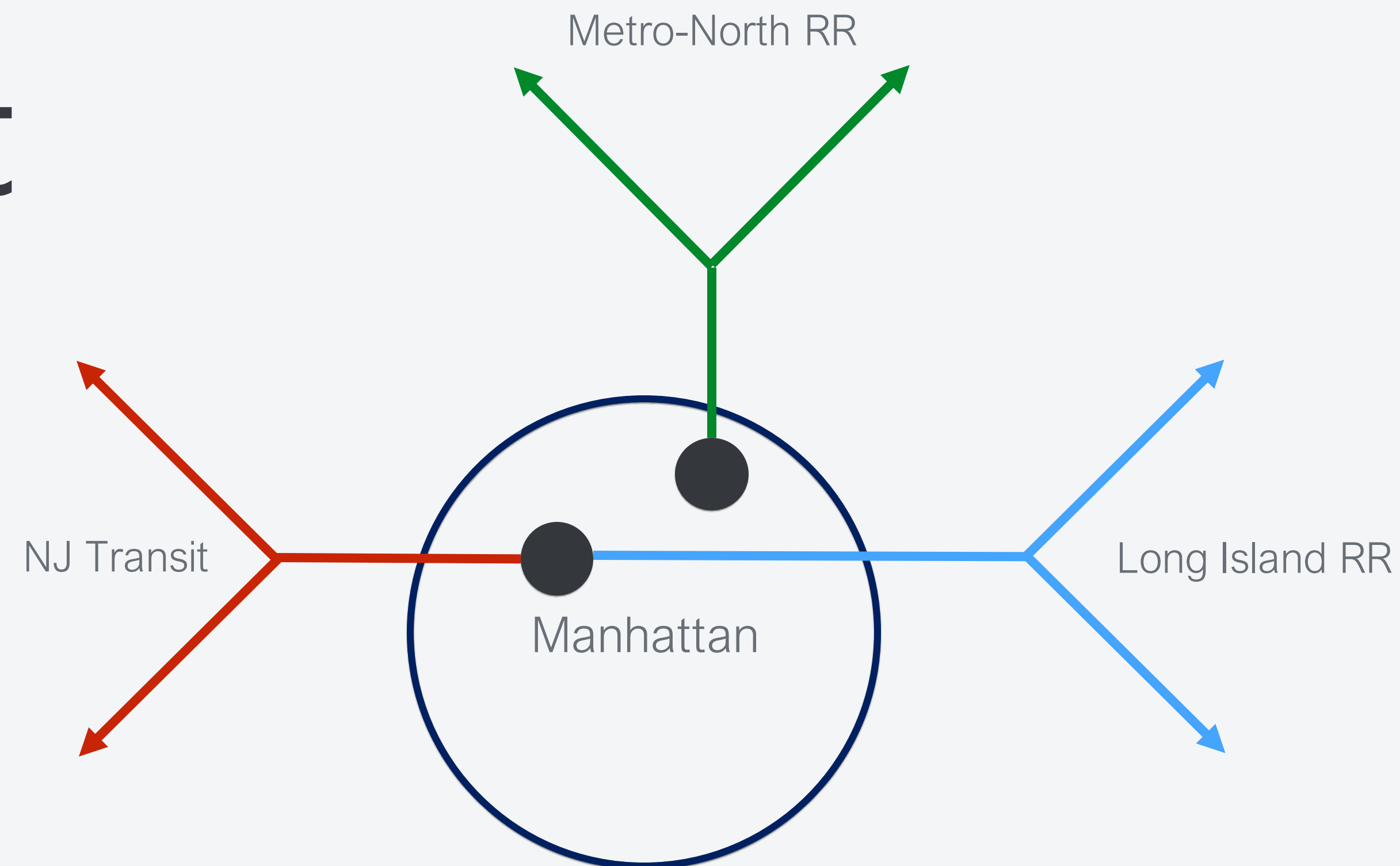
To provide a unified hub outside New York's core business district connecting to numerous modes of transportation, reaching to all sections of both the city core and suburban region alike.

SO HOW?

COMMUTER RAIL LAYOUTS

New York Layout

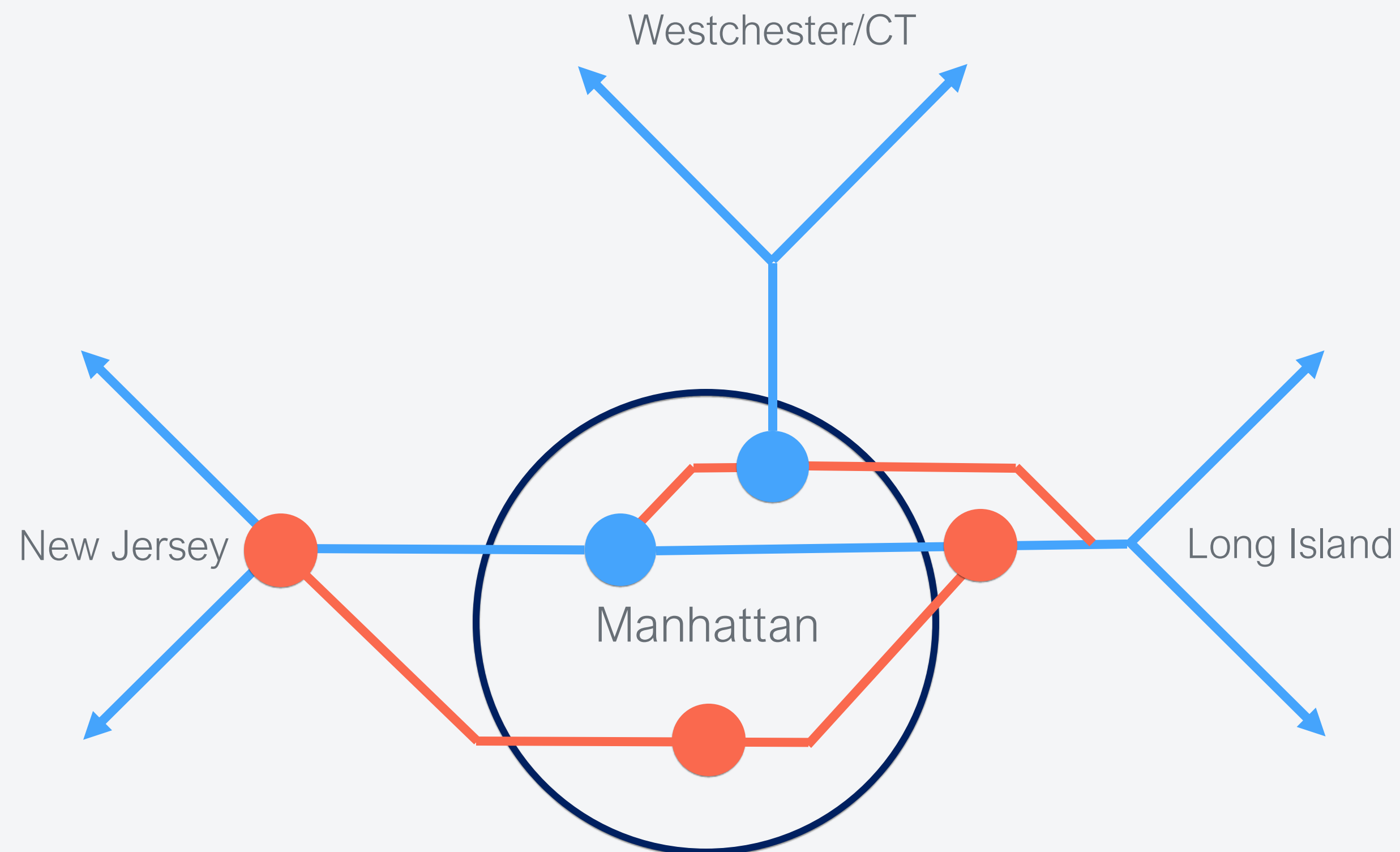
- 2 hubs, operationally 3 distinct termini
- Penn Station is **not a through station** besides Amtrak
- **No regional rail hub is located in lower Manhattan**



PREVIOUS PROPOSALS

Phase 1+2

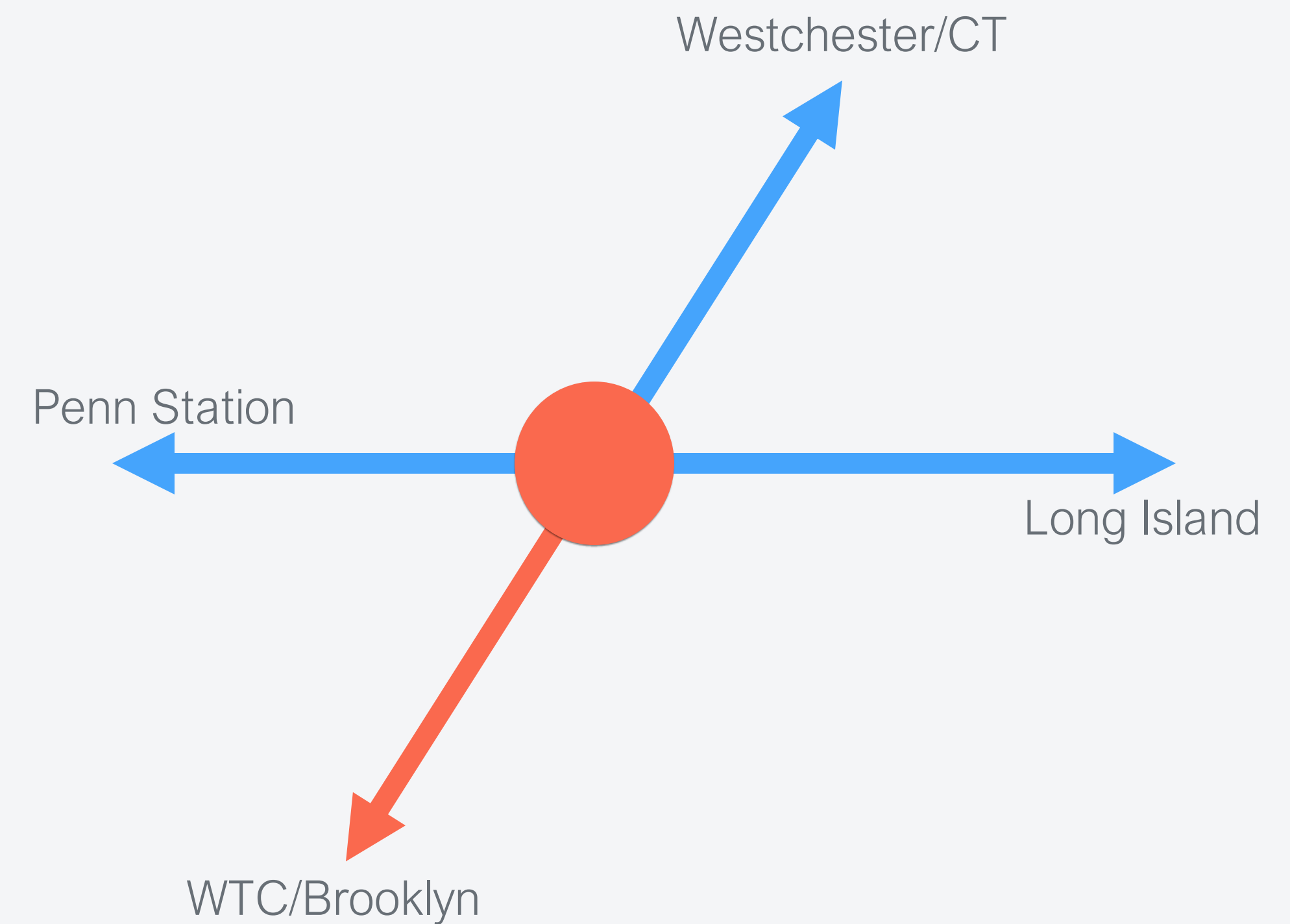
- Construction of East Side Access, Penn Station North, and new Hudson River Tunnel (see previous WEBEO)
- Unified Rolling Stock; Penn Station a through-station
- Constructing a new regional railway line through Lower Manhattan
- ***Construction of major hubs outside Manhattan, with connections to subway, bus, and light rail***



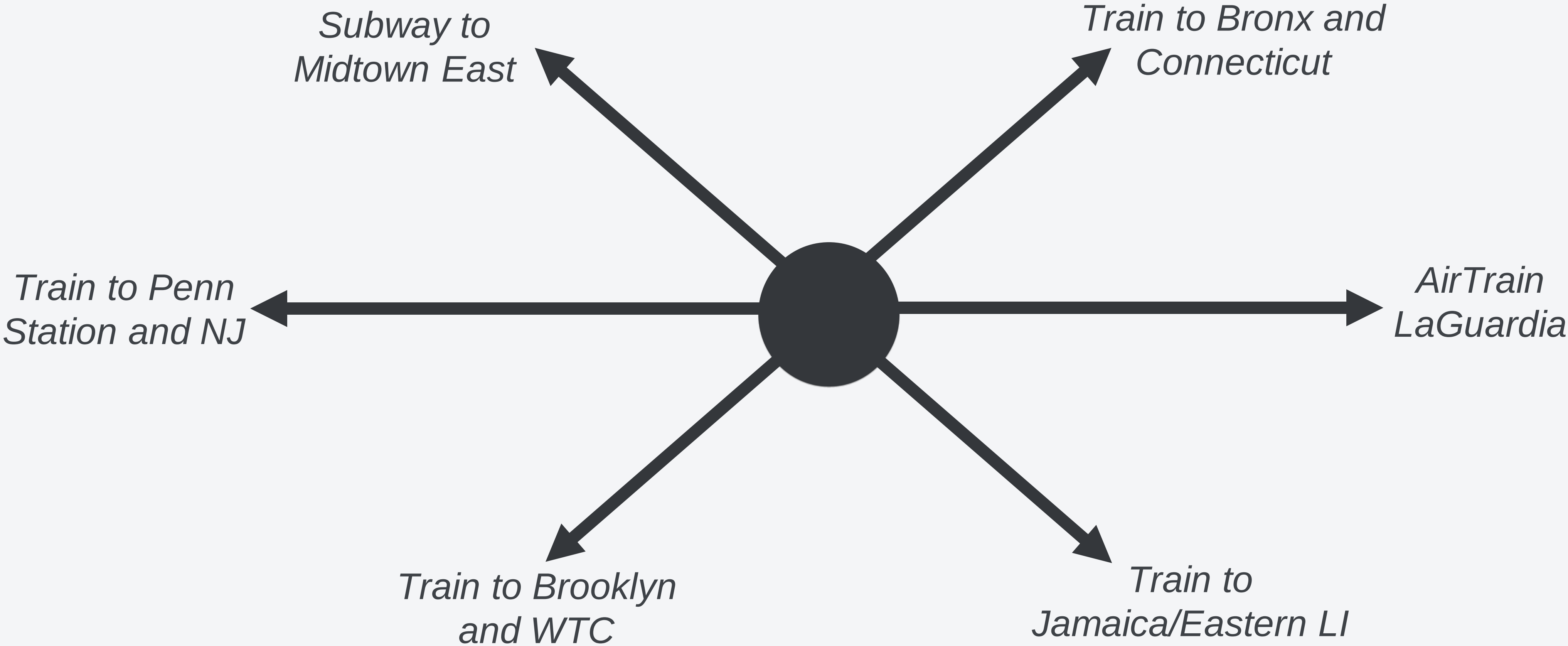
TODAY'S WEBEO

Queens Central

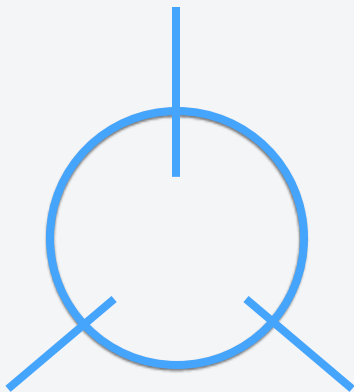
- *The “Eastern” joining point of New York’s major commuter railway lines*
- *Capstone project of Phase 2*



Queens Central



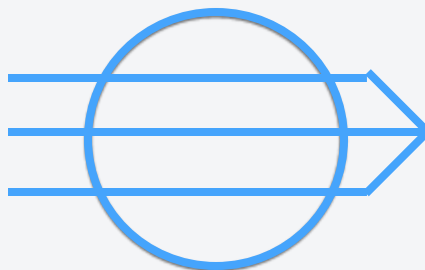
Hub Goals



Connections to Several Rail Lines

- Train service to Long Island, Brooklyn, Midtown/Lower Manhattan, New Jersey, Connecticut, major airports, and beyond

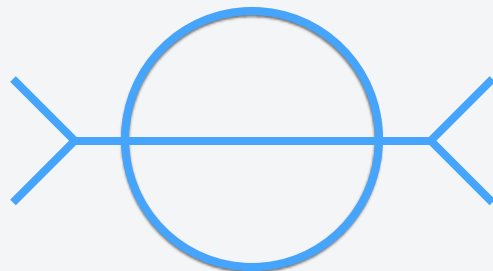
NEW PROJECT



Subway Access to All of Midtown Manhattan

- 4 subway [E][M][R][7] lines will serve most nodes of Midtown Manhattan
- *Done through rerouting subway lines into Queen Central Station from nearby Queens Plaza*

NEW PROJECT



Relieve Congestion at Penn Station

- Transfer of passengers will take place outside Manhattan, where more space is readily available
- Reduces need to upgrade/expand Penn Station significantly

Social Benefits



Less Time Travelling = More Productive Workforce

- 20-30 minutes of commute time can be saved for workers in Midtown Manhattan
- ***Less stress, increased quality of life***

NEW PROJECT



Increase Desirability of Real Estate in W. Queens

- Station can spur shopping, offices, and transit-oriented residential development
- *Region higher-income than parts of Queens, few issues with gentrification*

NEW PROJECT



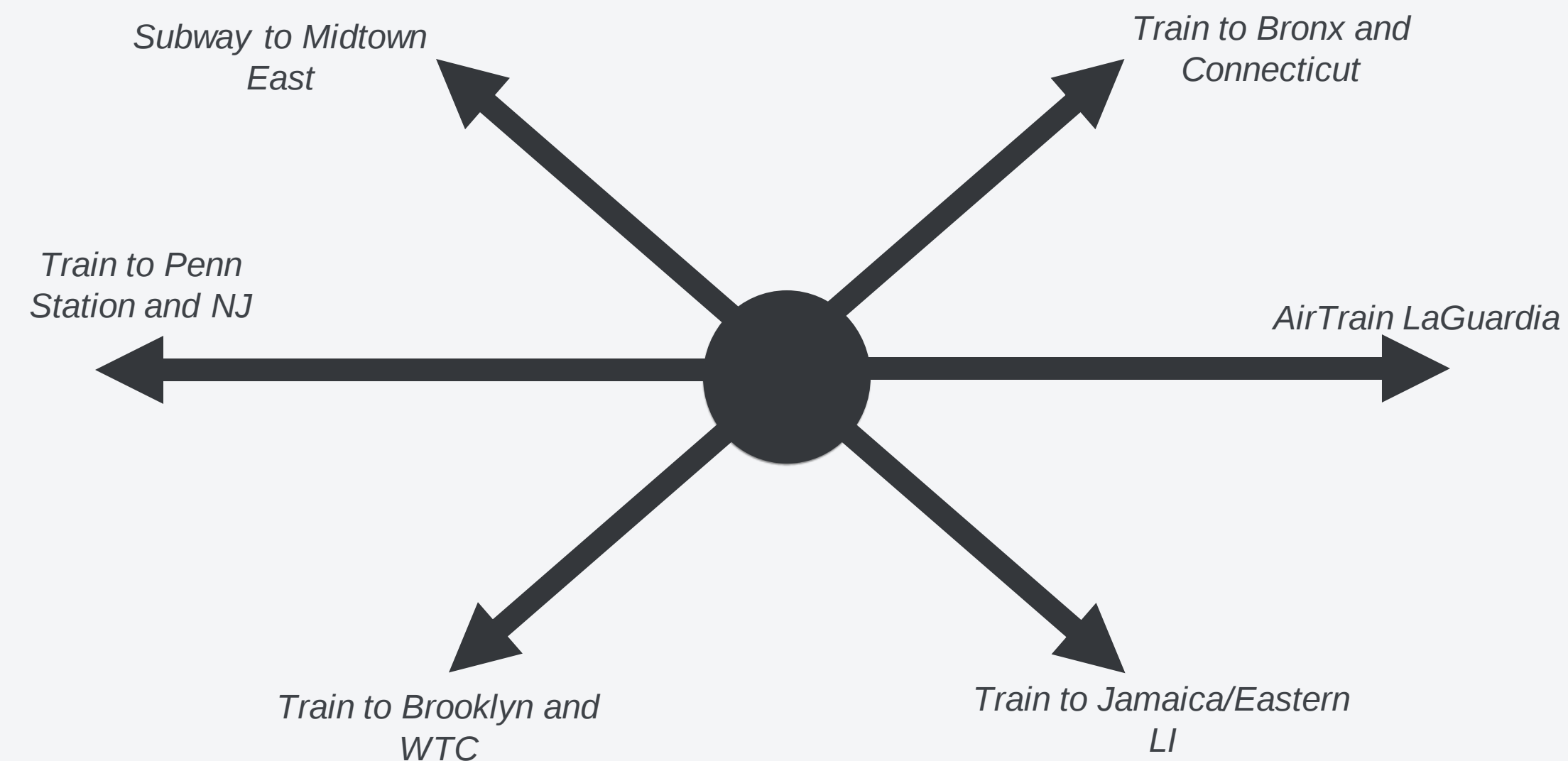
Increase Tourism and International Business

- NYC will finally get a better reputation about its transportation system, increasing desirability for tourists and businesses alike to come on in

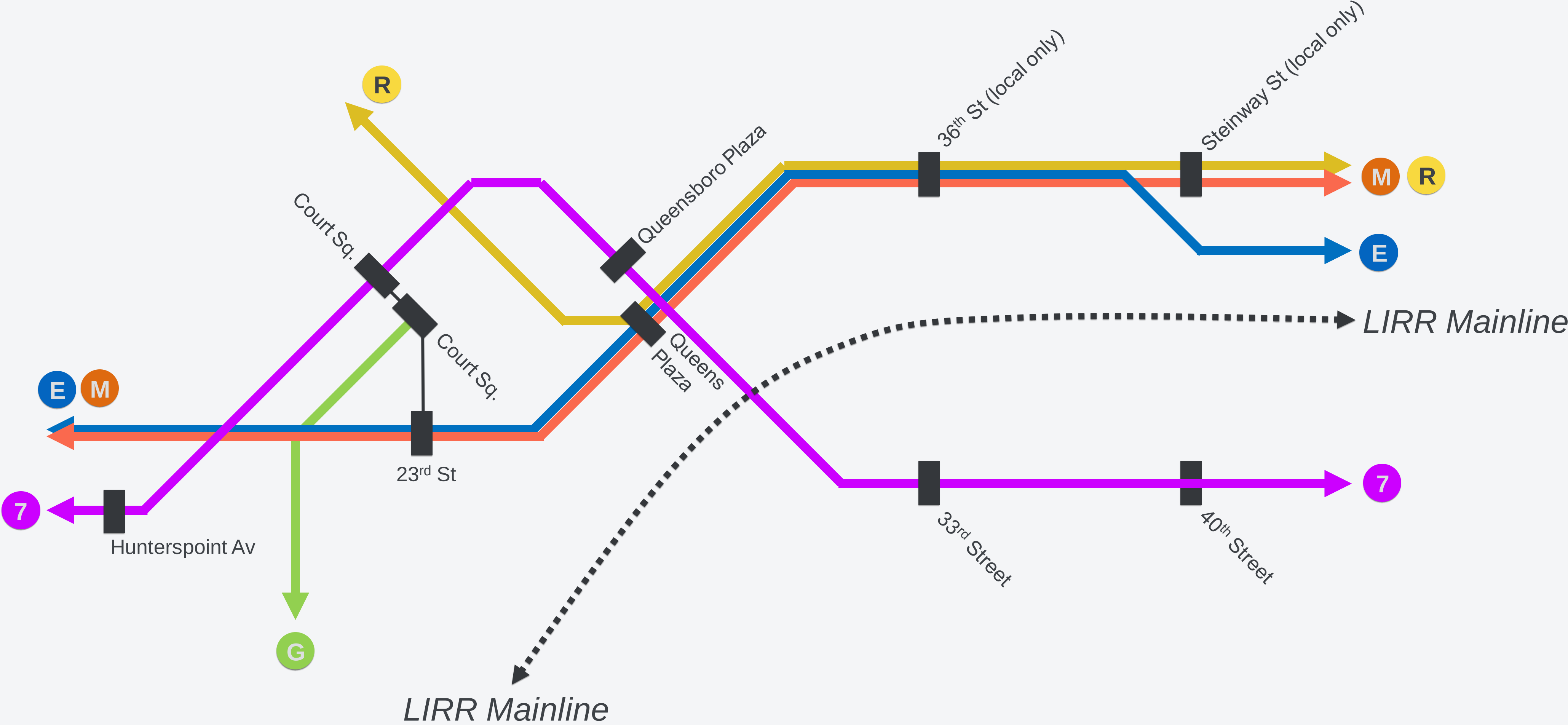
QUEENS CENTRAL

Parts of Project

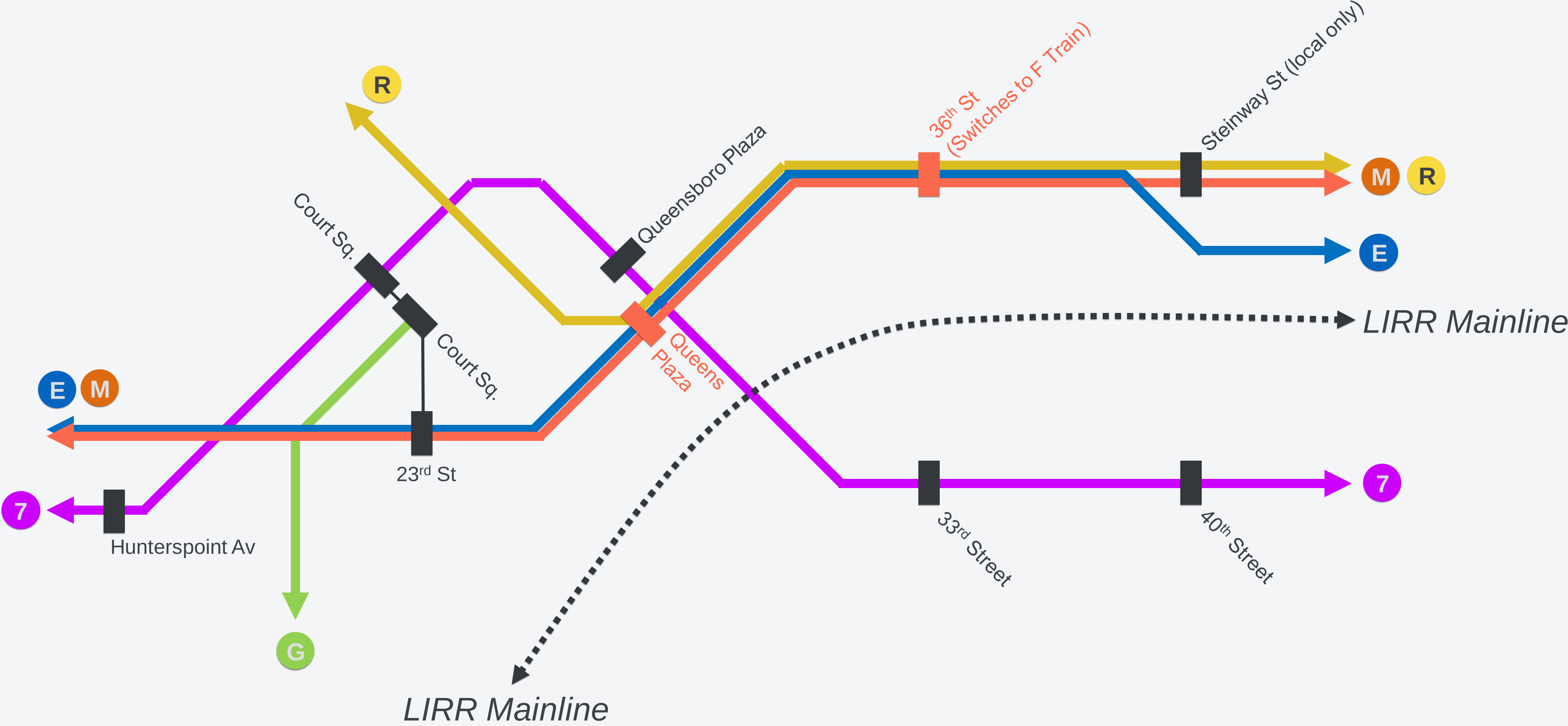
- *Realignment of subway lines (5 services = E, G, M, R, 7) through Queens Central, majority parallel to Mainline*
- Realignment of mainline into collection of 14 tracks equally spaced apart; construction of new connecting tracks to Sunnyside Yard
- *Construction of grand, airy, modern station complete with retail, restaurants, and gathering places*



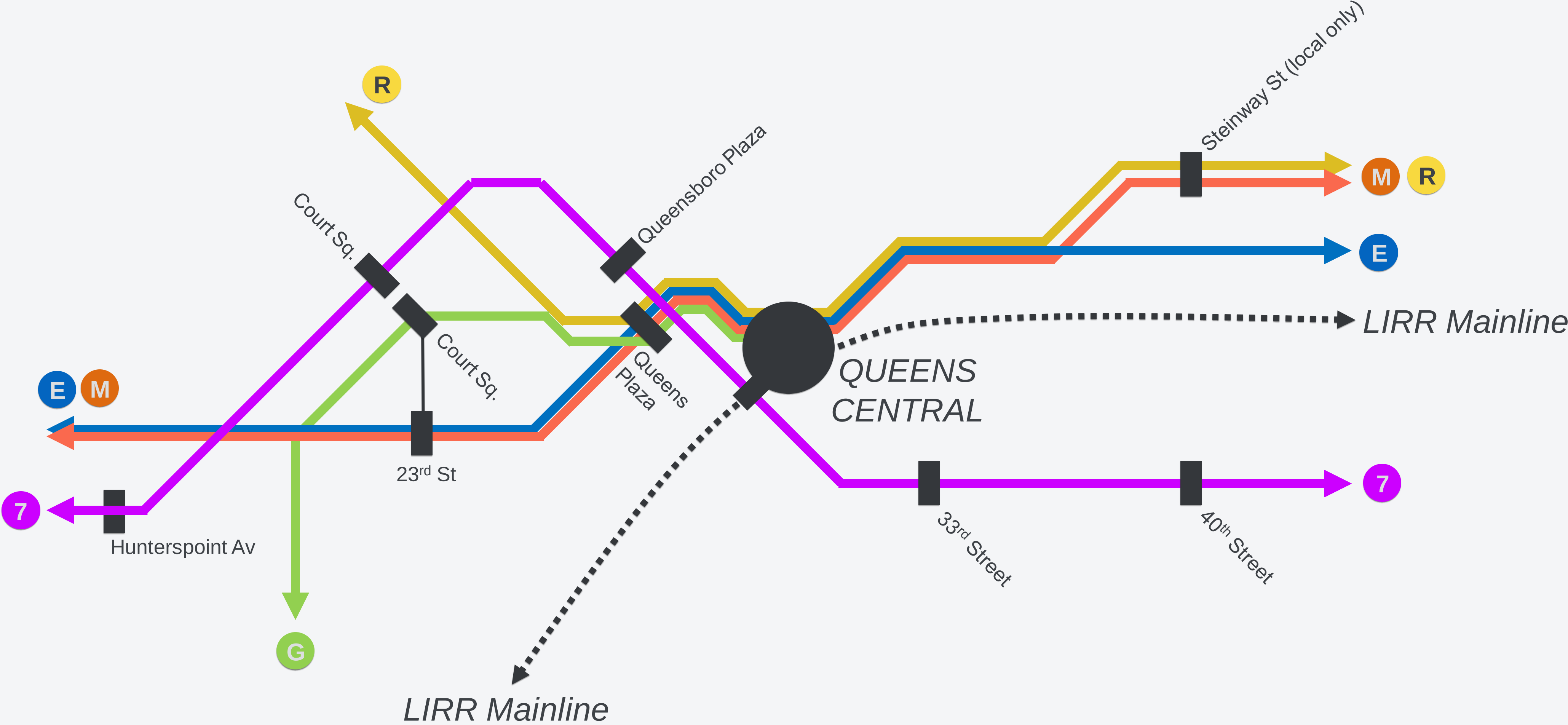
Nearby Subways



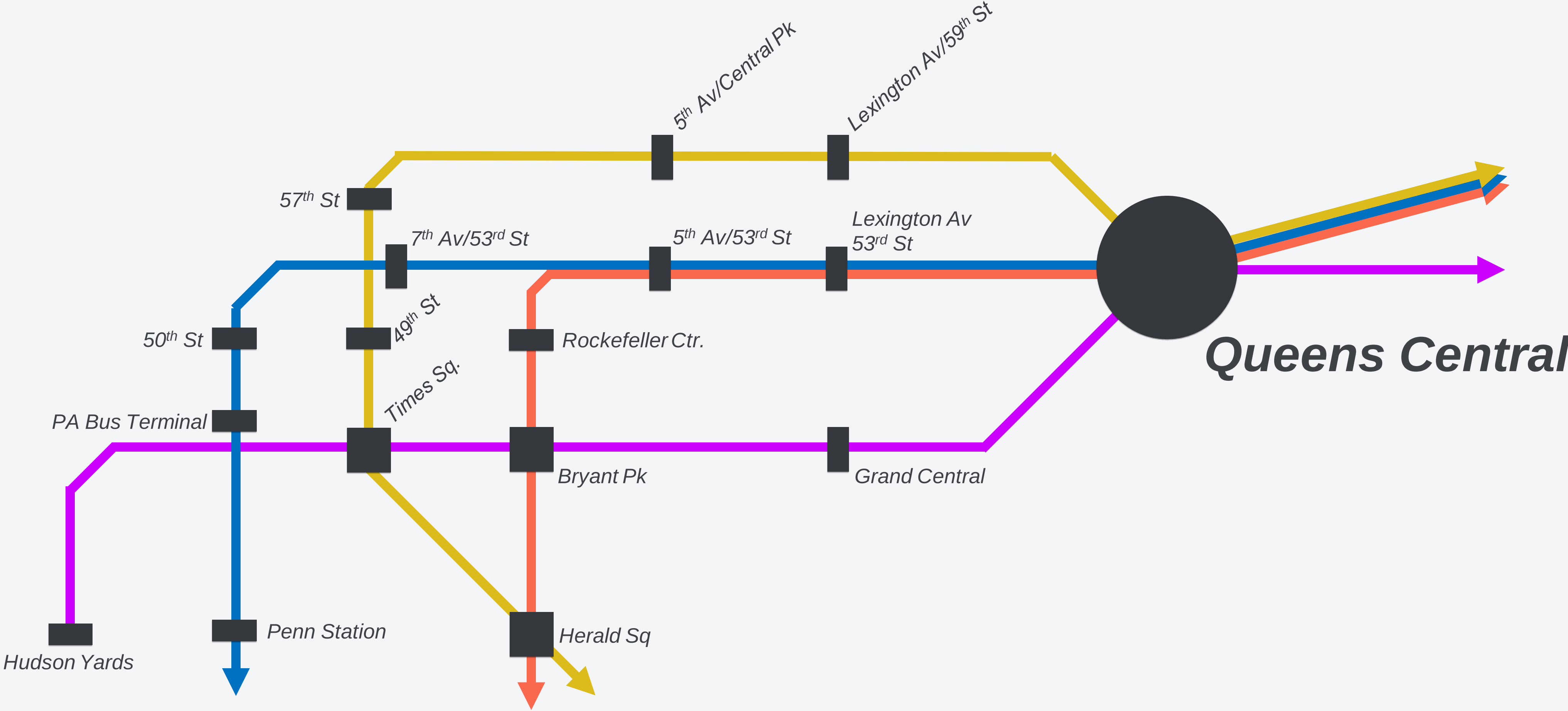
Affected Stations



Realigned Subway



Subway Breadth

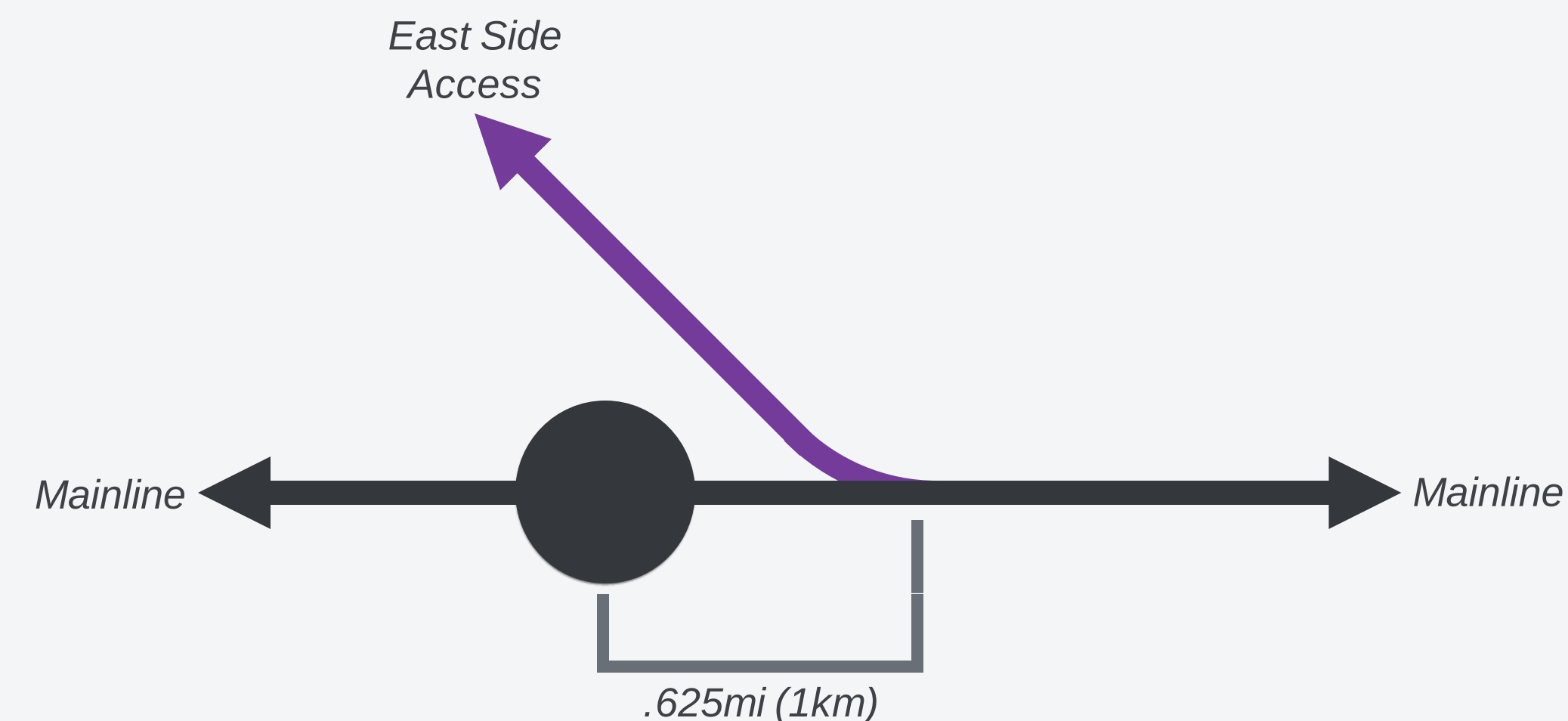


*For simplicity, Queens stations in LI City not shown here

POTENTIAL ISSUE

East Side Access?

- *East Side Access alignment emerges from tunnel 5/8 mi (1 km) east of Queens Blvd, at about 39th street*
- To realign the subway tracks to a Queens Central Station that far east is relatively unfeasible, not to mention its distance from the central Queens Plaza district
- *East Side Access Trains will NOT stop at Queens Central, giving travellers the option to have a **direct non-stop train into Manhattan***
- All other trains going passing through Queens Central will make a stop



Queens Plaza Current



Phase 1 Changes



Phase 2 Changes



Phase 3 Changes



MY RECOMMENDATIONS

Station Design



Natural Light, Down to the Platforms

When commuters and tourists alike arrive at Queens Central, we want them to be awed at the openness and design of the station. Platforms will be connected via bridges over the tracks.



Full Integration

All trains, be it AirTrain, Subway, Commuter Rail, or High Speed Rail, will share the same grand, open concourse, encouraging transfer between the transit lines/systems.



Retail and Restaurants

Most of the world's best airports contain high-end retail and restaurants. However, such services in a train station, beyond driving in foot traffic and city revenue, can spur further development in Sunnyside and Long Island City.



Work with Renowned Architects

Engineers, city planners, and transportation enthusiasts are not enough to make a visually appealing station that won't bring a "Summer of Hell" to visiting passengers.



NYN HAN STATION

LIRR

AMTRAK



Long Island Rail Road



WELCOME TO NEW YORK.

TIME	NO.	TRAIN	TO	TRACK
4:32	1125	LIRR	RONKONKOMA	17
4:37	2173	ACELA EXPRESS	BOSTON	08
4:40	2305	LIRR	GREENPORT	14
4:42	68	ADIRONDACK	MONTREAL	10
4:45	5733	LIRR	OYSTER BAY	15
4:46	51	CARDINAL	CHICAGO	...
4:49	3861	LIRR	MONTAUK	...

CURRENT TIME: 4:29



NOW BOARDING - TRACK 17
4:32 - RONKONKOMA

13
14

4:49
MONTAUK

33RD ↑

LIRR WAITING

11
12

4:25
WEST
HEMPSTEAD

11
12

9
10

AMTRAK WAITING

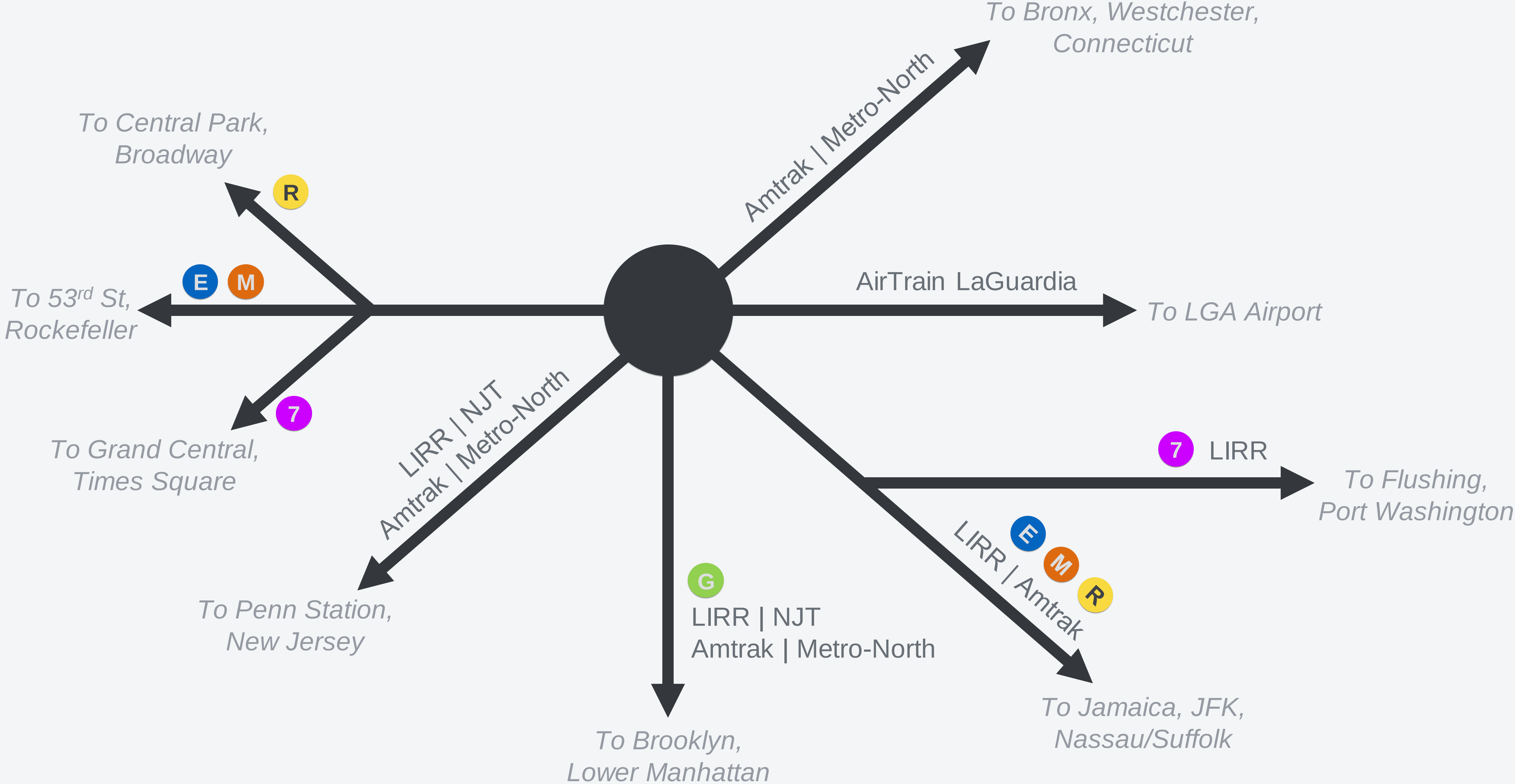
↑ 31ST







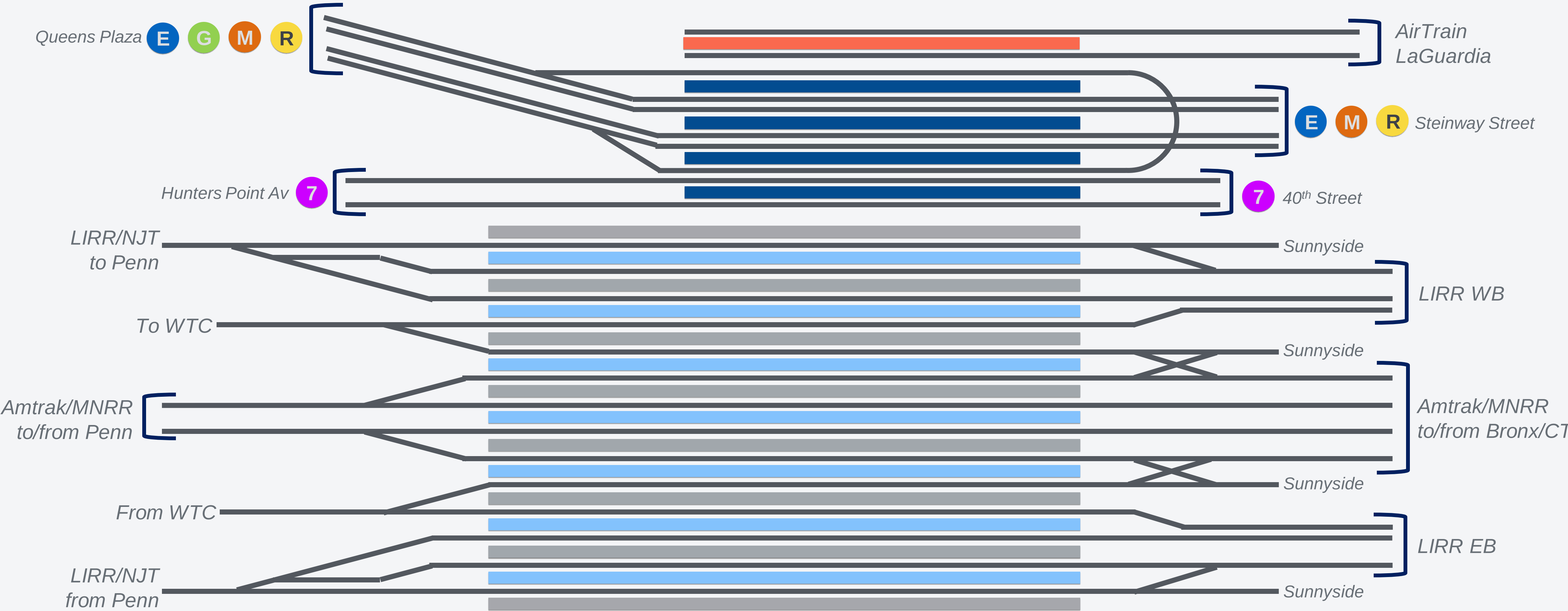
Queens Central



Track Overview

Westbound	AIR TRAIN = 2 TRACKS	
	[E][G][M][R] SUBWAY = 6 TRACKS	
	[7] SUBWAY = 2 TRACKS	
	LIRR/NJT/AMTRAK LI - PENN = 3 TRACKS	
	LIRR/NJT/AMTRAK LI - WTC = 1 TRACK	
	AMTRAK/MNRR BRONX - WTC = 1 TRACK	
	AMTRAK/MNRR BRONX – PENN = 2 TRACKS	
	AMTRAK/MNRR PENN – BRONX = 2 TRACKS	
	AMTRAK/MNRR WTC – BRONX = 1 TRACK	
	LIRR/NJT/AMTRAK WTC - LI = 1 TRACK	
Eastbound	LIRR/NJT/AMTRAK PENN – LI = 3 TRACKS	

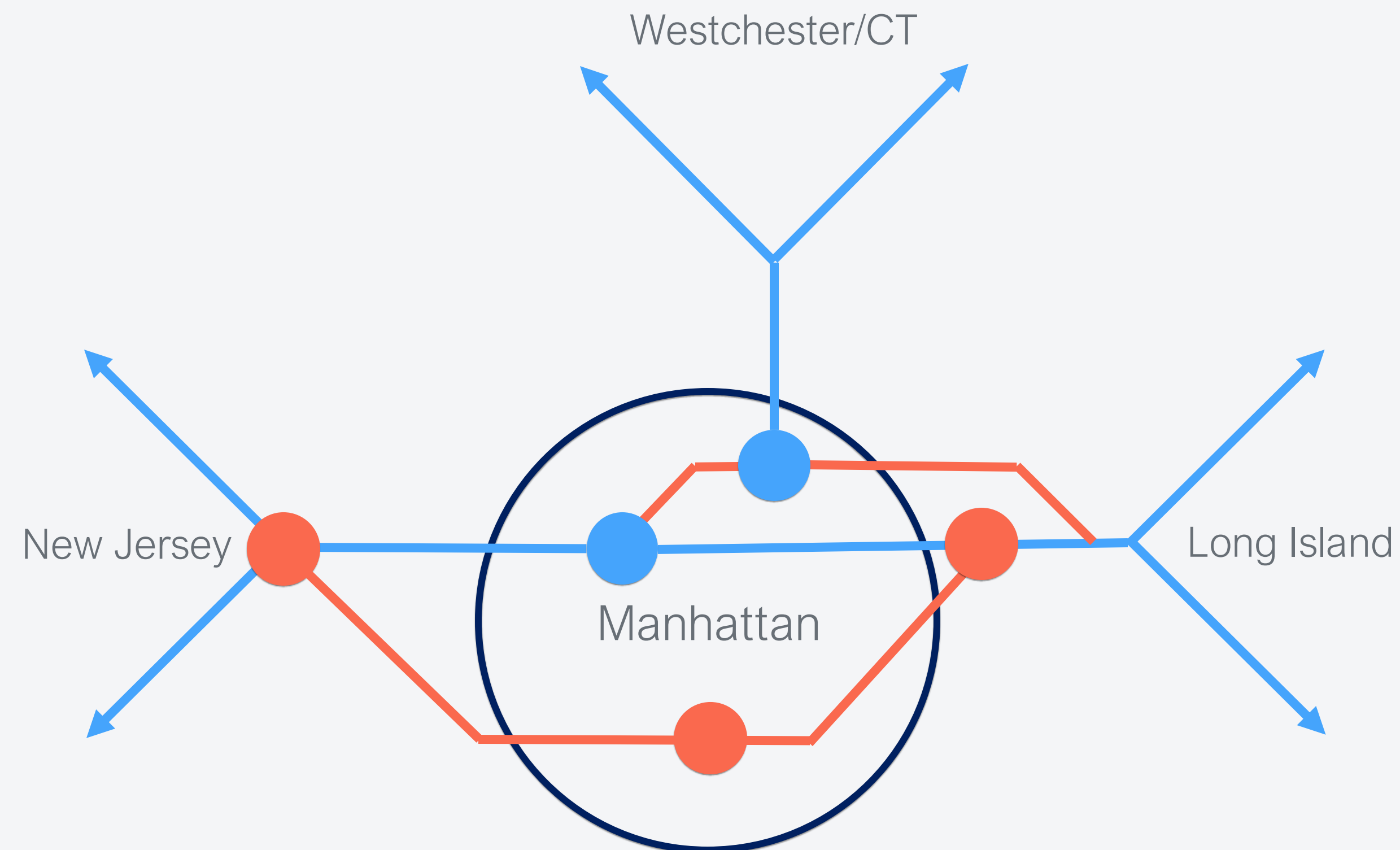
Platform Layout



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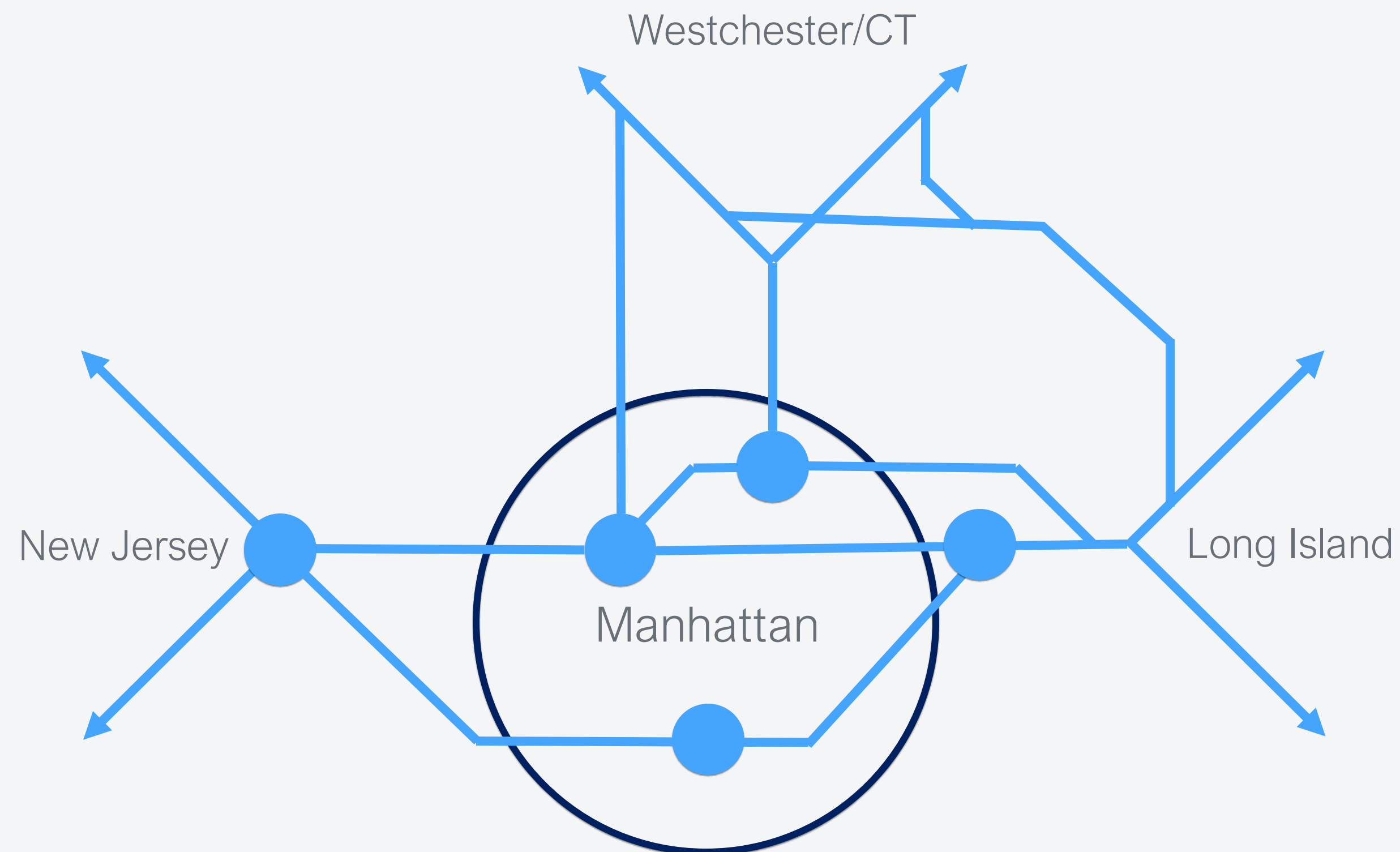
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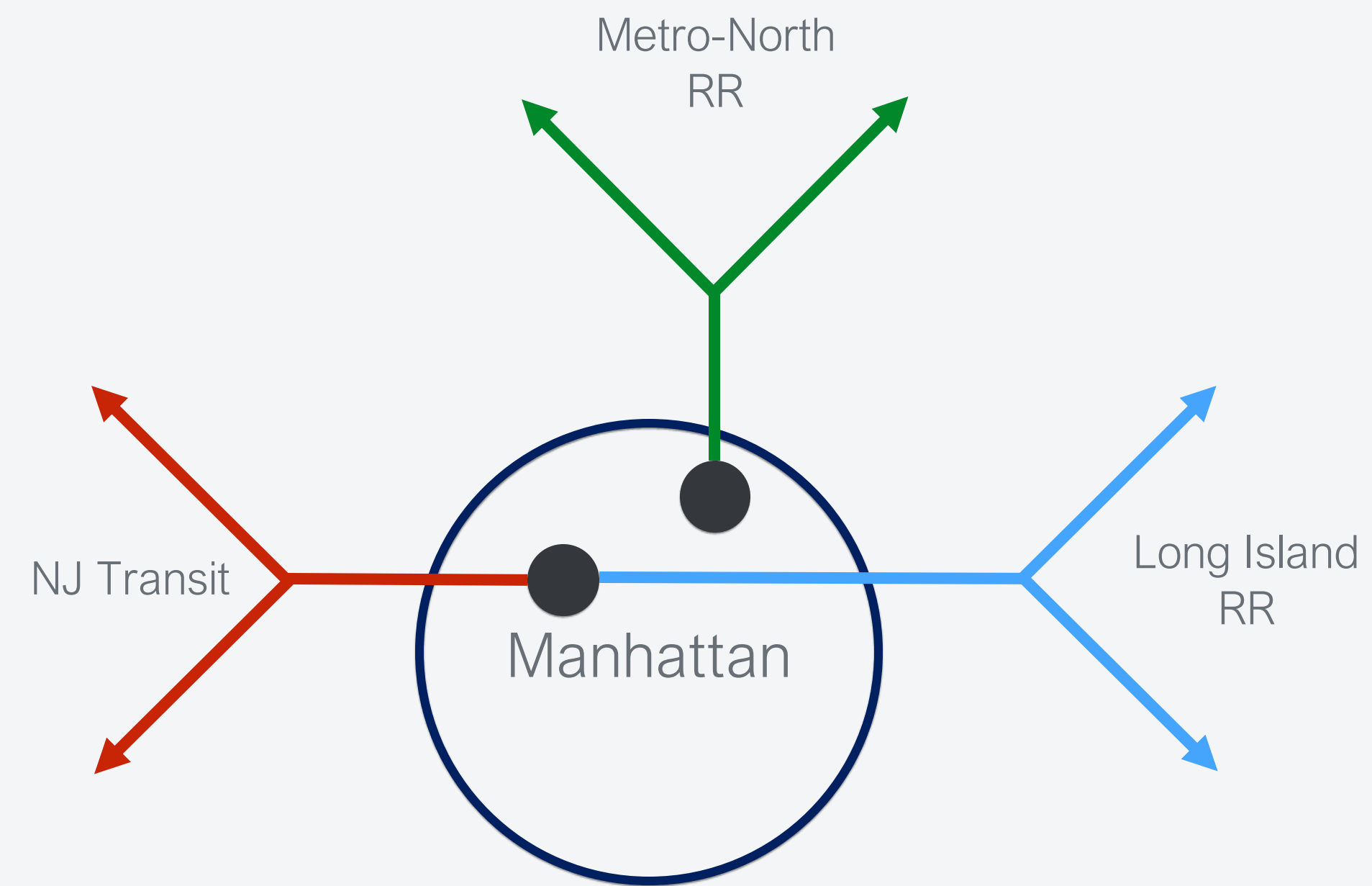
NEXT PROPOSAL

Master Plan

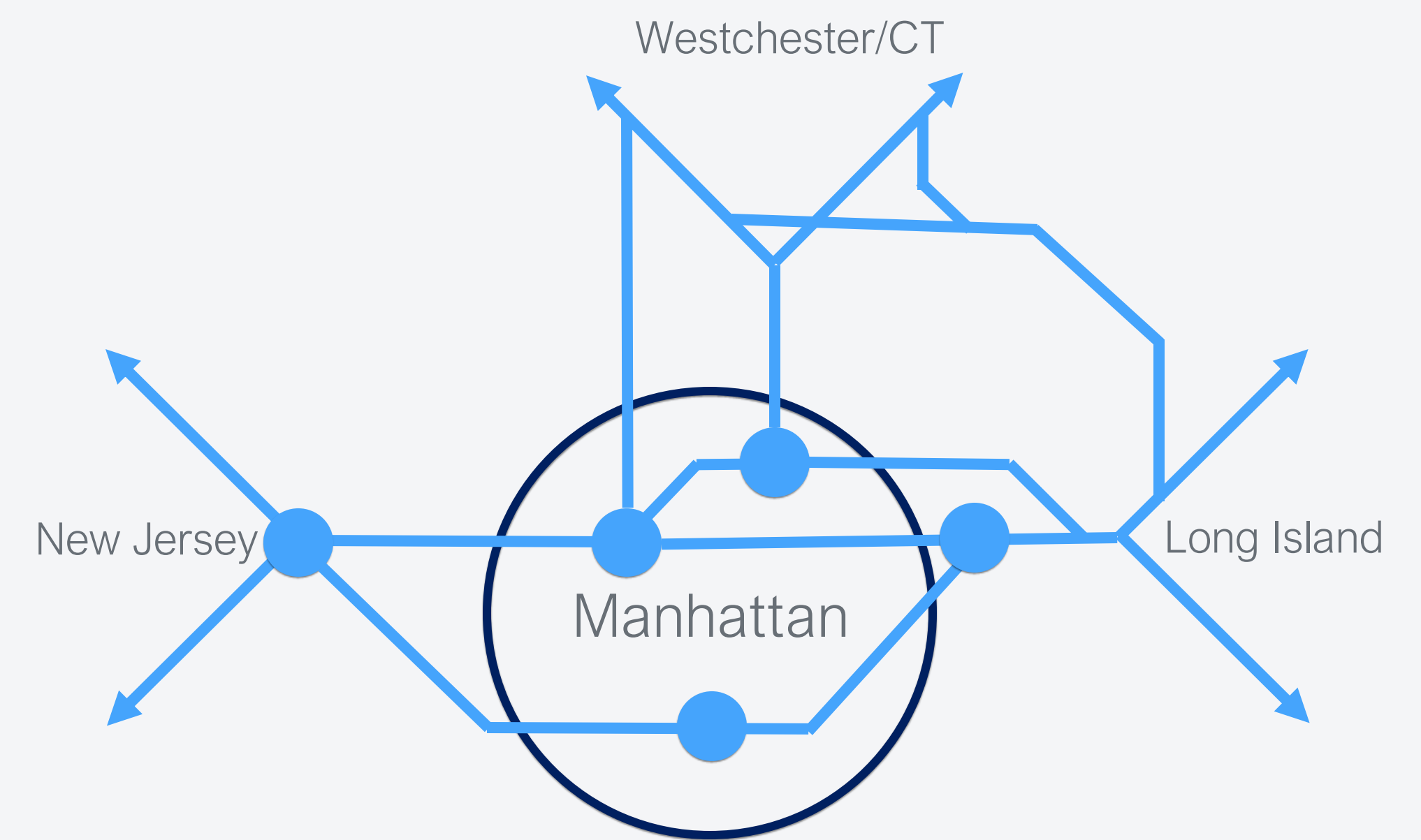
- **Increased interconnectivity with Manhattan and surrounding counties**
- Connect all lines to all Manhattan hubs
- Direct train service from New England/Westchester Counties to Eastern Long Island (Nassau/Suffolk County)
- **Much of this work takes place on existing track alignments**



Master Plan



Before



After