Queensboro Bridge
South Outer Roadway Street Improvements
Community Board Presentation
April 1, 2024
NYC DOT Public Realm

- Open Streets
- Crossings + Intersections
- Dynamic Curb + Corridor Strategies
- Community Partnership + Engagement
- Comprehensive Planning + Policy
- Equity Focused Maintenance
- Premier Public Spaces
- Programming + Concessions
- Equity Focused Maintenance
- Premier Public Spaces
- Programming + Concessions
Background
Background

Timeline

- **2018**: NYC DOT began current bridge repair (contract 10)
- **2021**: Mayor Bill DeBlasio announced the South Outer Roadway would close to vehicle traffic and open to pedestrians
- **2022**: New administration begins under Mayor Eric Adams
  - May – rally held calling for pedestrian and bike improvements
  - September - NYCDOT walkthrough with Councilmember Won
- **2024**: Upon completion of current bridge repairs NYC DOT will convert the South Outer Roadway for pedestrians
  - Merchant Survey conducted on East 59 Street
  - Majority of upper deck bridge work will be completed
South Outer Roadway: Project Objectives and Benefits

• Create a pedestrian network that is accessible, safe, and convenient
  • Adds more pedestrian access points
  • Expands pedestrian space
• Maintain and enhance the existing bike network
  • Provides additional protection to bike riders
  • Clarifies where bikes will be on the roadway
• Maintain local access for drivers that are accessing businesses, residences, and city facilities
  • Evaluates loading needs
  • Provides traffic calming, while maintaining vehicle access
  • Accommodate vehicle crossing needs by updating traffic patterns
Background

North Outer Roadway

• One 11-foot shared use path between bikes and pedestrians – all other NYC DOT East River bridges have separate paths for bikes and pedestrians

• More than 2,785 people walk over the bridge daily, which is equivalent to a Community Connector in the NYC DOT Pedestrian Mobility Plan

• Queensboro Bridge has the second highest bike count of the East River bridges

<table>
<thead>
<tr>
<th>Bridge Name</th>
<th>Bike Count (daily)</th>
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<tbody>
<tr>
<td>Williamsburg Bridge</td>
<td>7,820</td>
</tr>
<tr>
<td>Queensboro Bridge</td>
<td>7,185</td>
</tr>
<tr>
<td>Manhattan Bridge</td>
<td>6,168</td>
</tr>
<tr>
<td>Brooklyn Bridge</td>
<td>4,769</td>
</tr>
</tbody>
</table>

Pedestrian Counts: 2023 Spring Annual Counts by NYCDOT
Bike Counts: 2023 Average from NYCDOT
Background

South Outer Roadway

• One 11-foot travel lane
• Restricted to vehicles less than 10’2” tall
• Has 8,163 vehicles that use it daily
• Closed to vehicles overnight for current bridge construction
• There are more pedestrians and bikes using the North Outer Roadway than vehicles using the South Outer Roadway each day
Manhattan: Existing Condition
Existing Condition: Pedestrian Access Points

Current pedestrian access point: 2,785 people walk over the bridge daily

New pedestrian access point

Pedestrian count from 2023 Spring Annual Count NYC DOT
Existing Condition: Pedestrian Access

- No Crosswalk
- Honey Locust Park
- Busy Pedestrian Intersection
- Narrow Sidewalk Width

2nd Ave, E 59 St, E 60 St, 1st Ave.
Existing Condition: Bikes

The bike network will remain with access to the North Outer Roadway along East 60 Street.
Existing Condition: Bikes

Bikes
Buffered Bike Lane
135-174 bikes per hour

Bike Access to Bridge: 7,185 per day

Bike and Pedestrian Conflict Point

Shared Lane

Bike Counts: 2023 Average from NYCDOT and June 2023 per hour count
Existing Condition: Vehicles

Vehicle Volumes: 2019 ATR Volumes
Existing Condition: Parking

East 59 Street Merchant Survey identified that most businesses are okay with the current curb regulations and do not have issues receiving or making deliveries.
Manhattan: Proposed Condition
Toolkit

Concrete
Traffic Regulations
Curb Regulations
Markings
Traffic Signals
Bike Infrastructure
Shared Space
Painted Sidewalk
**Manhattan Proposal: Pedestrians**

- **Install new crosswalk and concrete triangle for traffic calming**
- **Install painted sidewalk to connect pedestrians to 2nd Ave**
- **Install new mid-block crosswalk at entrance to Bridge**
- **Install painted pedestrian space to meet Pedestrian Mobility Plan Guidelines and shorten crossing distance**
- **Install two gates and pedestrian symbols**

*pending further study*
Manhattan Proposal: Bikes and Vehicles

- Extend Parking Lane
- Adjust buffered bike lane
- Westbound travel lane becomes Authorized Vehicle and Bikes only
- Two-way street to garage entrance
- Remove dedicated left turn bay, widen existing bike lane and add truck loading

Coordinating with future bus project on 2nd Ave
Manhattan Proposal: Parking

Shift parking to east side of East 59 Street and add truck loading on 1st Ave. Extend parking on the east curb of 2nd Ave (+1 parking spot).
Manhattan: Vehicular Routing

Lower Roadway has two Manhattan-bound lanes and two Queens-bound lanes.

Upper Roadway has two Manhattan-bound lanes and two Queens-bound lanes. The Queens-bound lanes are reversed in the morning to Manhattan.

These lane configurations will be evaluated with the revised volume.

Access to the Lower Roadway
Vehicle Volumes 1,793 AM / 1,892 PM

Access to the Upper Roadway (no truck access)
Vehicle Volumes 0 AM / 2,621 PM

Access to the South Outer Roadway (no truck access)
Vehicle Volumes 715 AM / 885 PM
Queens: Existing Condition
Existing Condition: Pedestrians

Pedestrian Access to Bridge: 2,785 people per day

New access point

Pedestrian Counts: 2023 Spring Annual Counts by NYCDOT
Existing Condition: Pedestrians

No pedestrian connection

Limited routing options results in pedestrians standing on medians
Existing Condition: Bikes

The bike network will remain with access to the North Outer Roadway on Queens Plaza North.
Existing Condition: Bikes

The bike network will remain with access to the North Outer Roadway.

Bike access along Greenway

Bike Counts: 2023 Average from NYCDOT

Bike access to bridge: 7,185 per day
Existing Condition: Vehicles

Vehicle Access

Vehicles can turn right at 27 St to access I-495

There are several ways to access major arterial streets

To Queens Blvd or Northern Blvd

To Queens Plaza South, Jackson Ave or Queens Blvd
Queens: Proposed Condition
Toolkit

Concrete

Traffic Regulations

Curb Regulations

Markings

Traffic Signals

Bike Infrastructure

Shared Space

Painted Sidewalk
Queens Proposal: Conceptual Design

- Build concrete landing
- Install new traffic signal
- Build concrete median
- Build concrete sidewalk to 27 St
Queens Proposal: Pedestrians

- Extend signal for pedestrian crossing to connect Crescent St
- Build Gate
- Build concrete median extension
- Build concrete landing at base of SOR with ramps for NYC Marathon and maintenance access
- Build concrete sidewalk connecting to 27 St, shortening pedestrian route
- MTA to build concrete curb extension (Spring 2024)
Queens Proposal: Vehicles

With the South Outer Roadway closed to vehicles, the Lower Roadway can be used by trucks and passenger vehicles to access Jackson Ave, 1-495, Northern Blvd or Queens Blvd.

The Upper Roadway can also be used by passenger vehicles to access Thomson Av or 21st St.
Queens Proposal: Conceptual Design

- Build concrete landing
- Install new traffic signal
- Build concrete median
- Build concrete sidewalk to 27 St
Timeline

Before SOR Opens
Manhattan
• Build pedestrian ramps
• Start installing signal infrastructure
• Install fence for South Outer Roadway
• Install gates
Queens
• Build concrete median tip under MTA structure (1)
• Start installing signal infrastructure

SOR Opens to Pedestrians: anticipated late summer 2024

After SOR Opens
• Some construction will continue on the bridge.
• Pedestrians can use the SOR while street level construction is in progress.

Manhattan
• Install pedestrian stamps on South Outer Roadway
• Install pedestrian and bike markings on E 59 St
• Change signal timing at 1st Ave
• Install new pedestrian signal across 59 St at 2nd Ave
Queens
• Build concrete landing at base of South Outer Roadway (2)
• Install new signal across Crescent St
• Build concrete sidewalk connecting to 27 St (3)

Pedestrian route after SOR opens and during DOT construction
Thank You!

Questions?