



# Queensboro Bridge South Outer Roadway Street Improvements

## Community Board Presentation

April 1, 2024

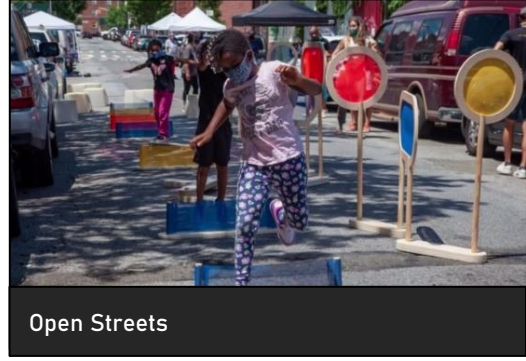




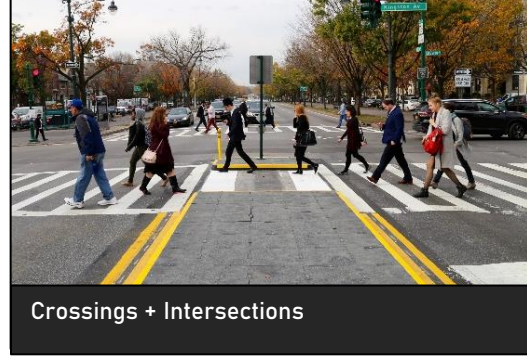
# NYC DOT Public Realm



Community Partnership + Engagement



Open Streets



Crossings + Intersections



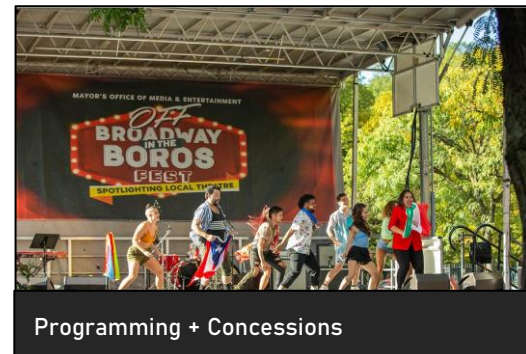
Dynamic Curb + Corridor Strategies



Comprehensive Planning + Policy



Equity Focused Maintenance



Programming + Concessions



Premier Public Spaces

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# 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



Municipal Archives: Queensboro Bridge pedestrian path above SOR 1939





# 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

Bridge Name	Bike Count (daily)
Williamsburg Bridge	7,820
Queensboro Bridge	7,185
Manhattan Bridge	6,168
Brooklyn Bridge	4,769





# 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

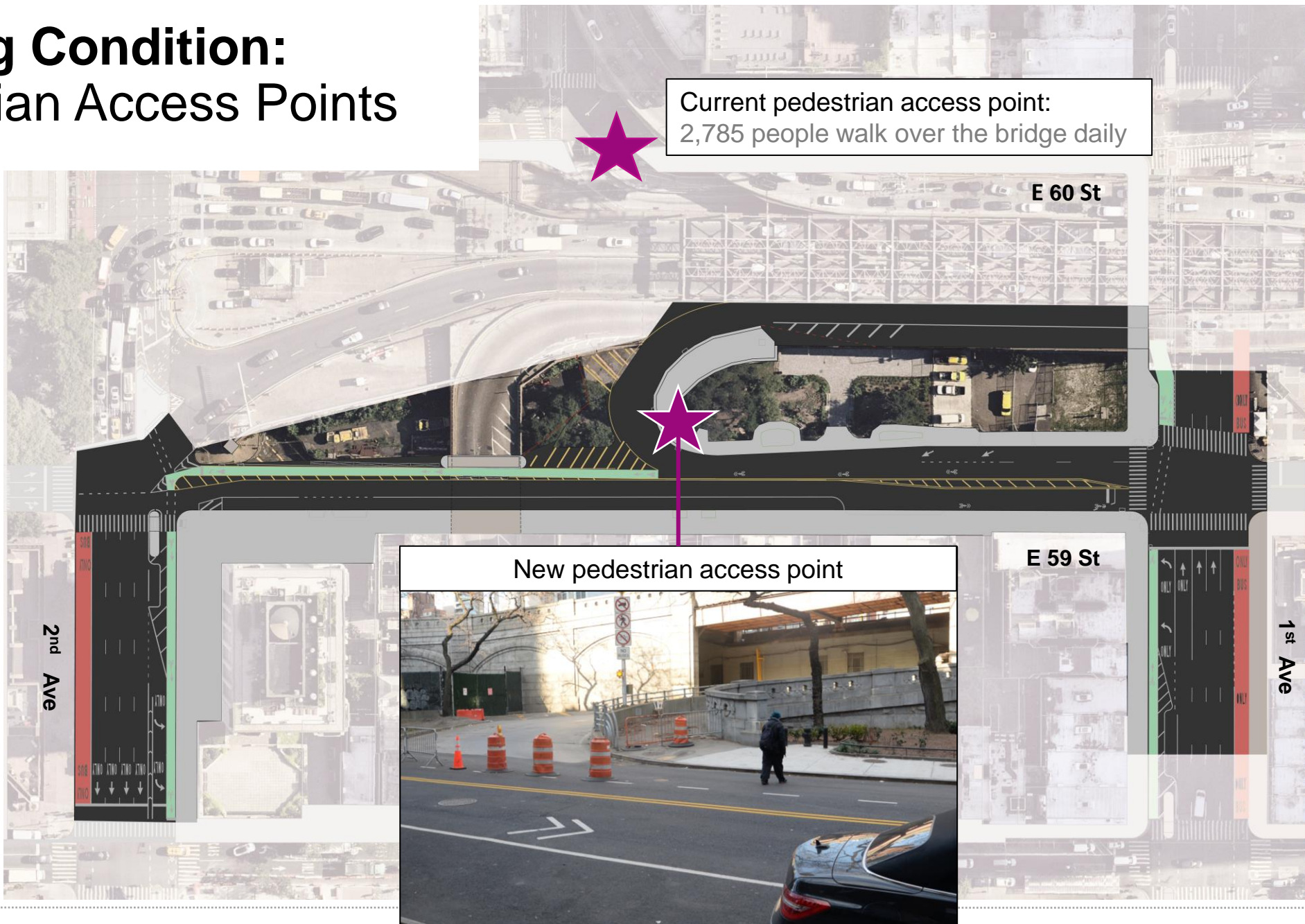


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## Manhattan: Existing Condition



# Existing Condition: Pedestrian Access Points





# Existing Condition: Pedestrian Access

**No Crosswalk**

**Honey Locust Park**

**E 60 St**

**E 59 St**

**2nd Ave**

**1st Ave**

**Busy Pedestrian Intersection**

**Narrow Sidewalk Width**

15'

5'

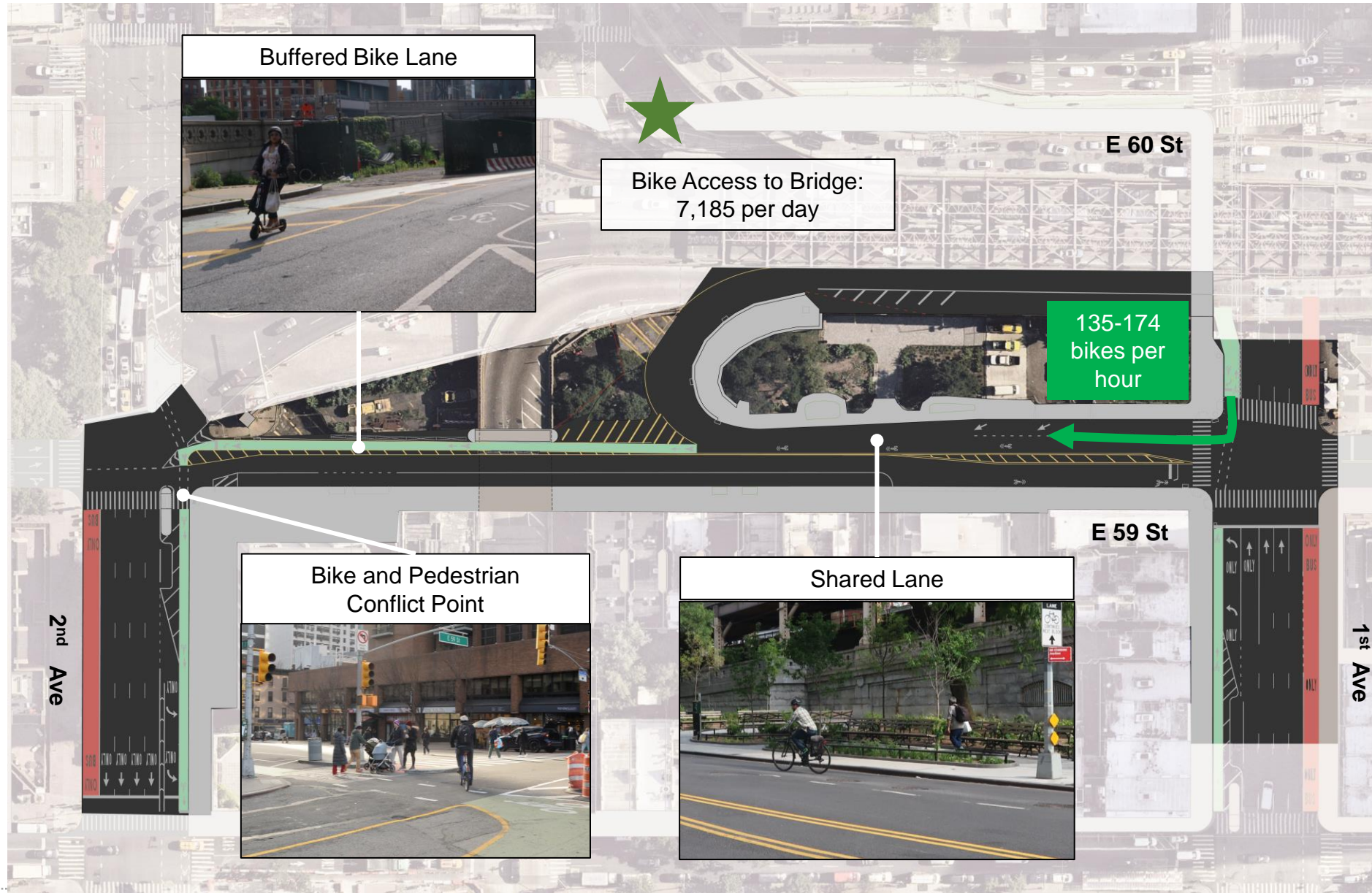


# Existing Condition: Bikes

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

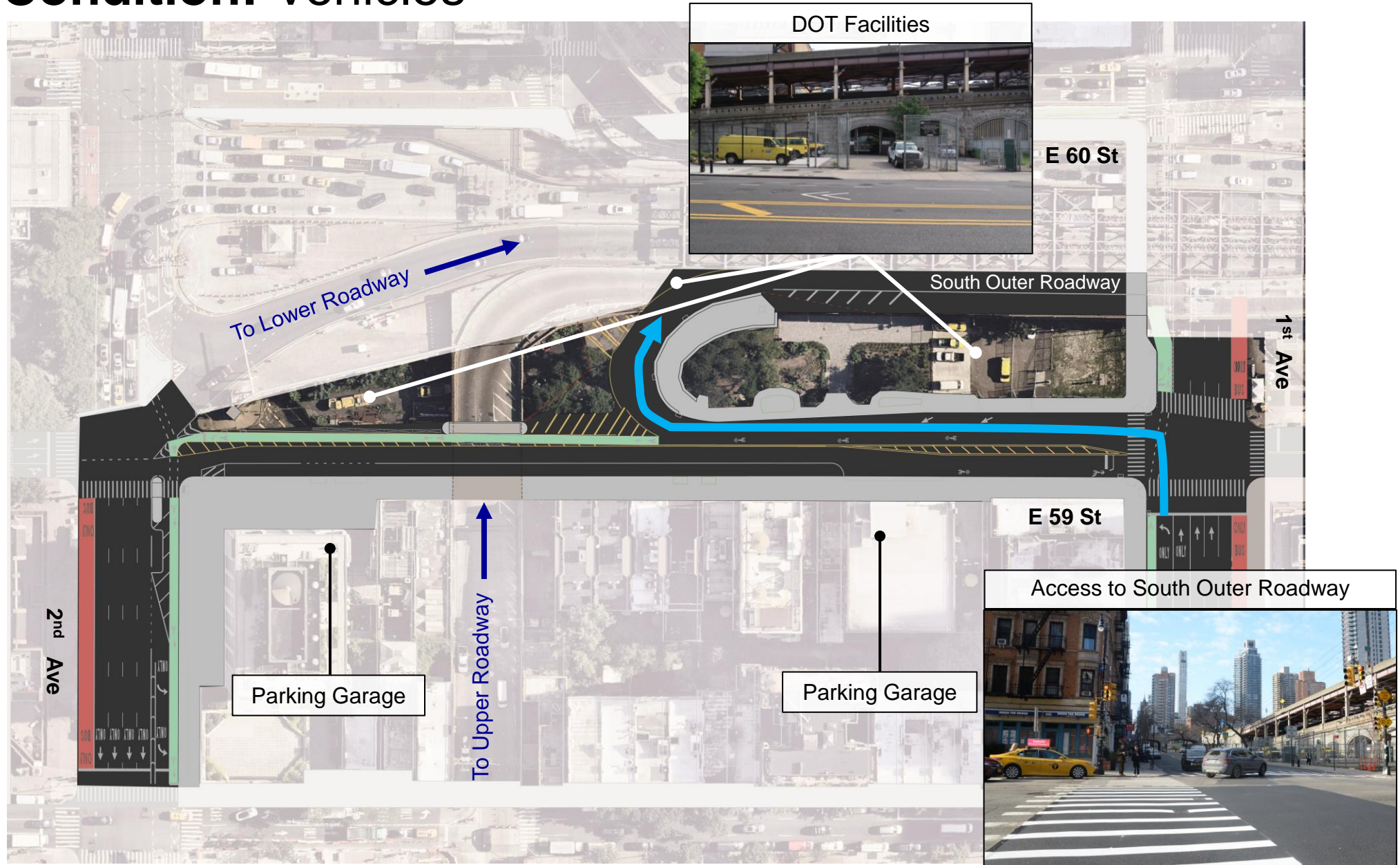


# Existing Condition: Bikes



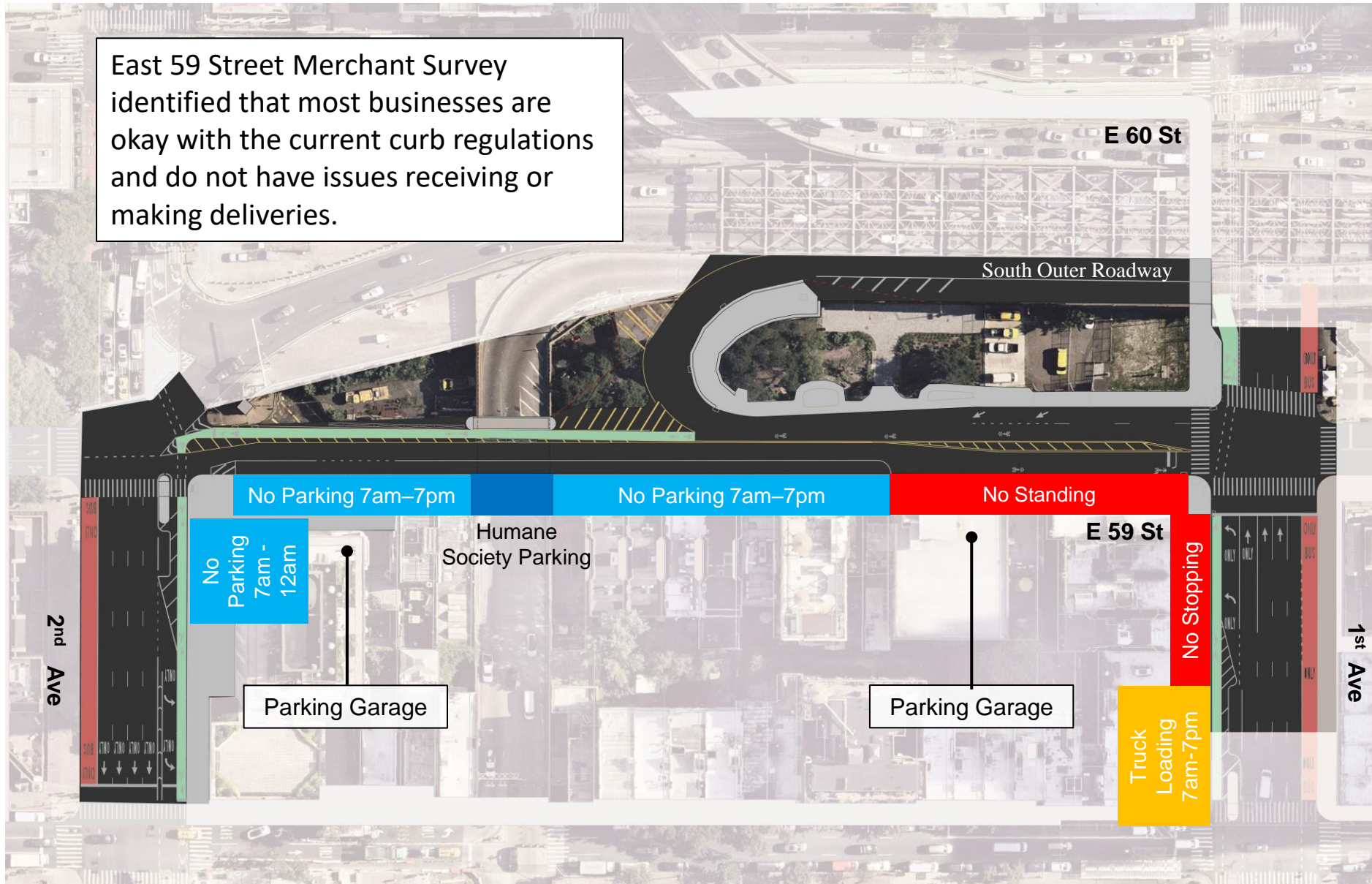


# Existing Condition: Vehicles



# 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.

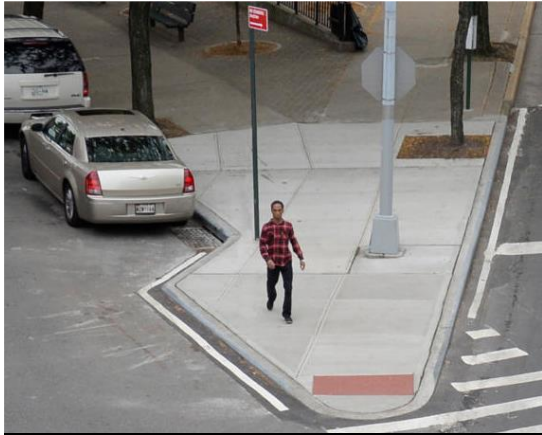




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## **Manhattan:** Proposed Condition

# Toolkit



Concrete



Traffic Regulations



Curb Regulations



Markings



Traffic Signals



Bike Infrastructure



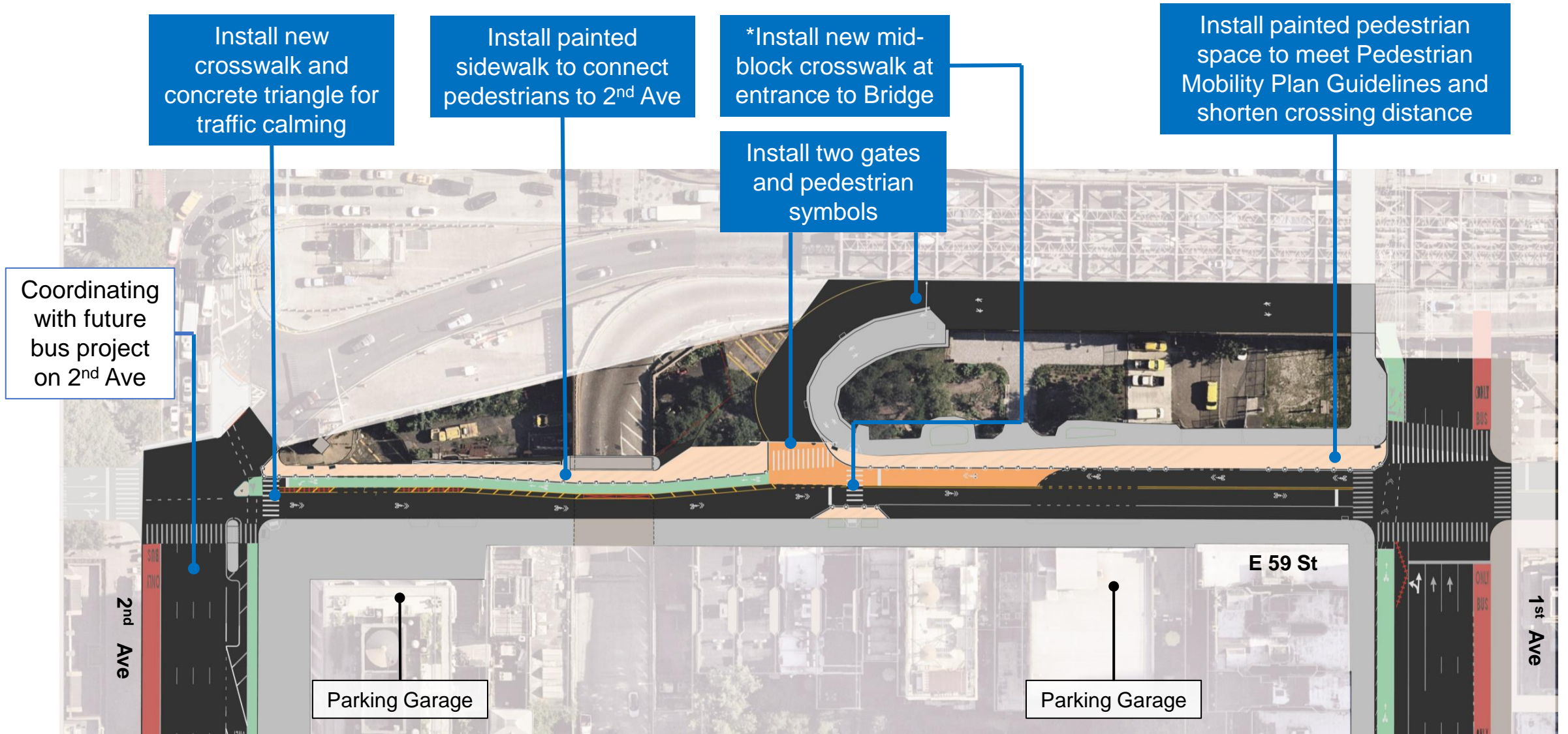
Shared Space



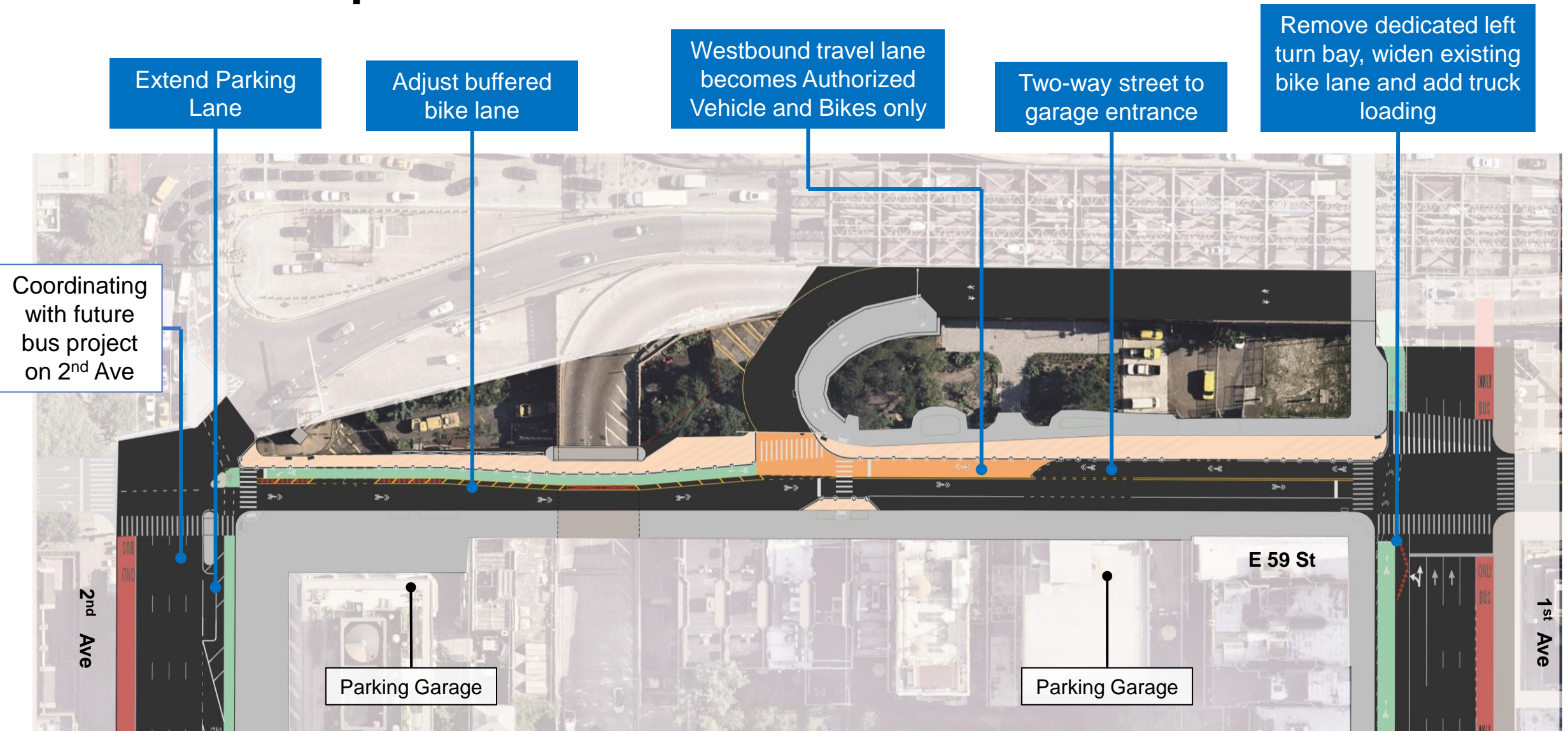
Painted Sidewalk



# Manhattan Proposal: Pedestrians



# Manhattan Proposal: Bikes and Vehicles

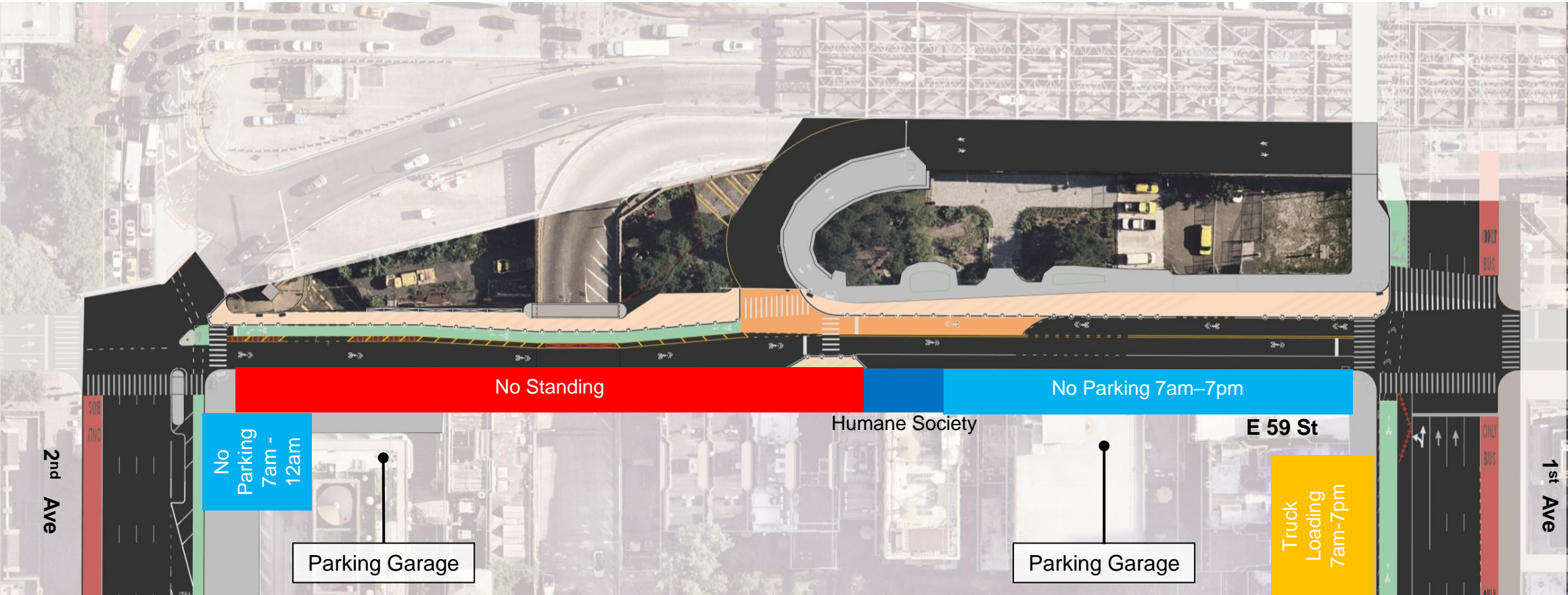




# Manhattan Proposal: Parking

Shift parking to east side of East 59 Street and add truck loading on 1<sup>st</sup> Ave. Extend parking on the east curb of 2<sup>nd</sup> Ave (+1 parking spot).

Hours of Parking Per Week	Overnight Parking	Sunday Daytime Parking	Truck Loading
Existing (20 spaces)	1645	228	144
Planned (16 spaces)	1274	168	432
Change (%)	-22%	-26%	200%



# 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

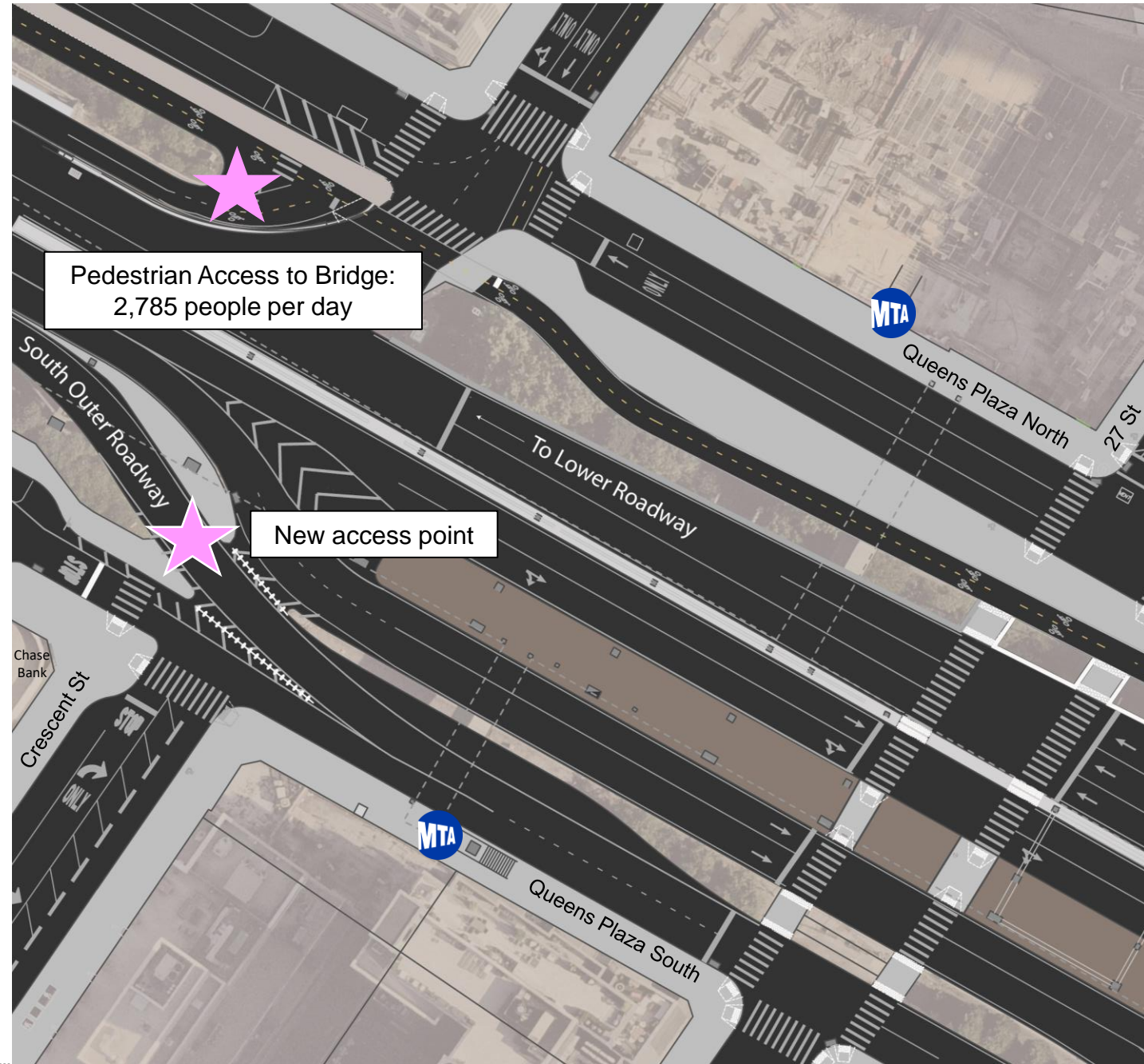




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## Queens: Existing Condition

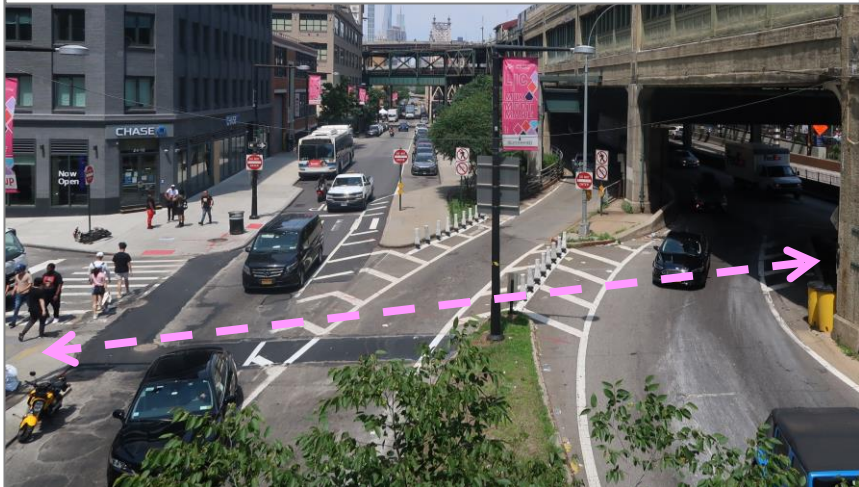
# Existing Condition: Pedestrians



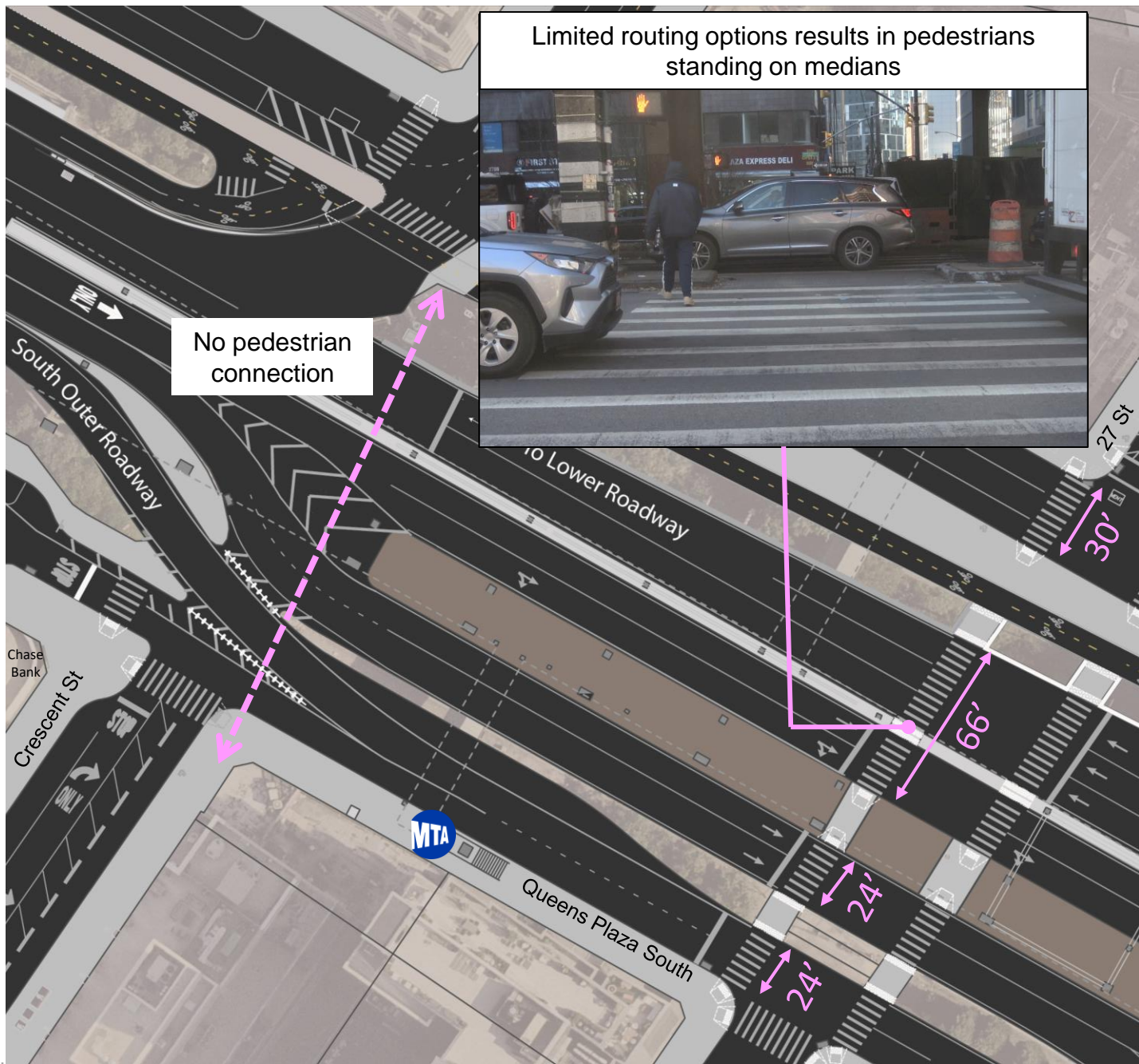


# Existing Condition: Pedestrians

No pedestrian connection



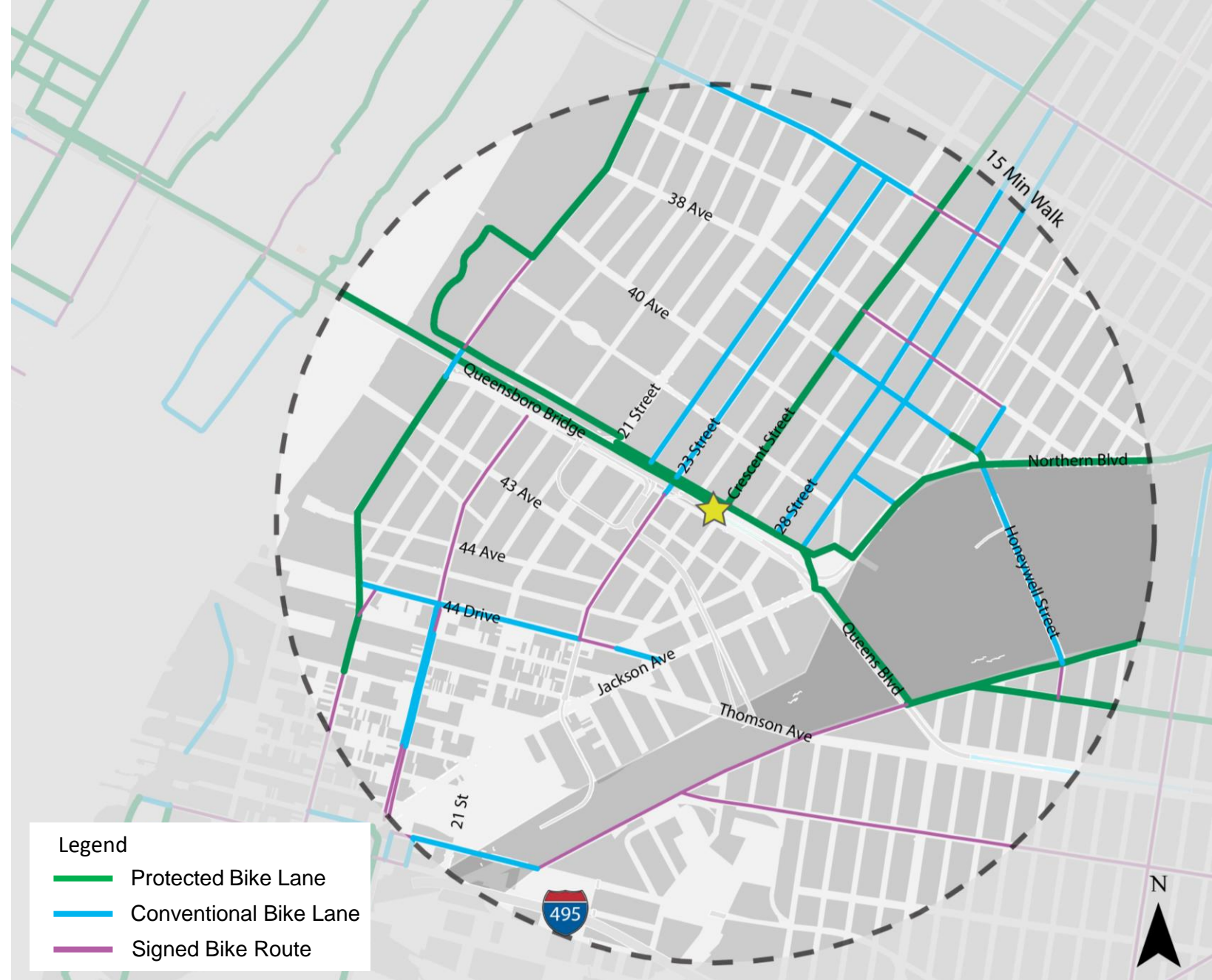
No pedestrian connection





# Existing Condition: Bikes

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

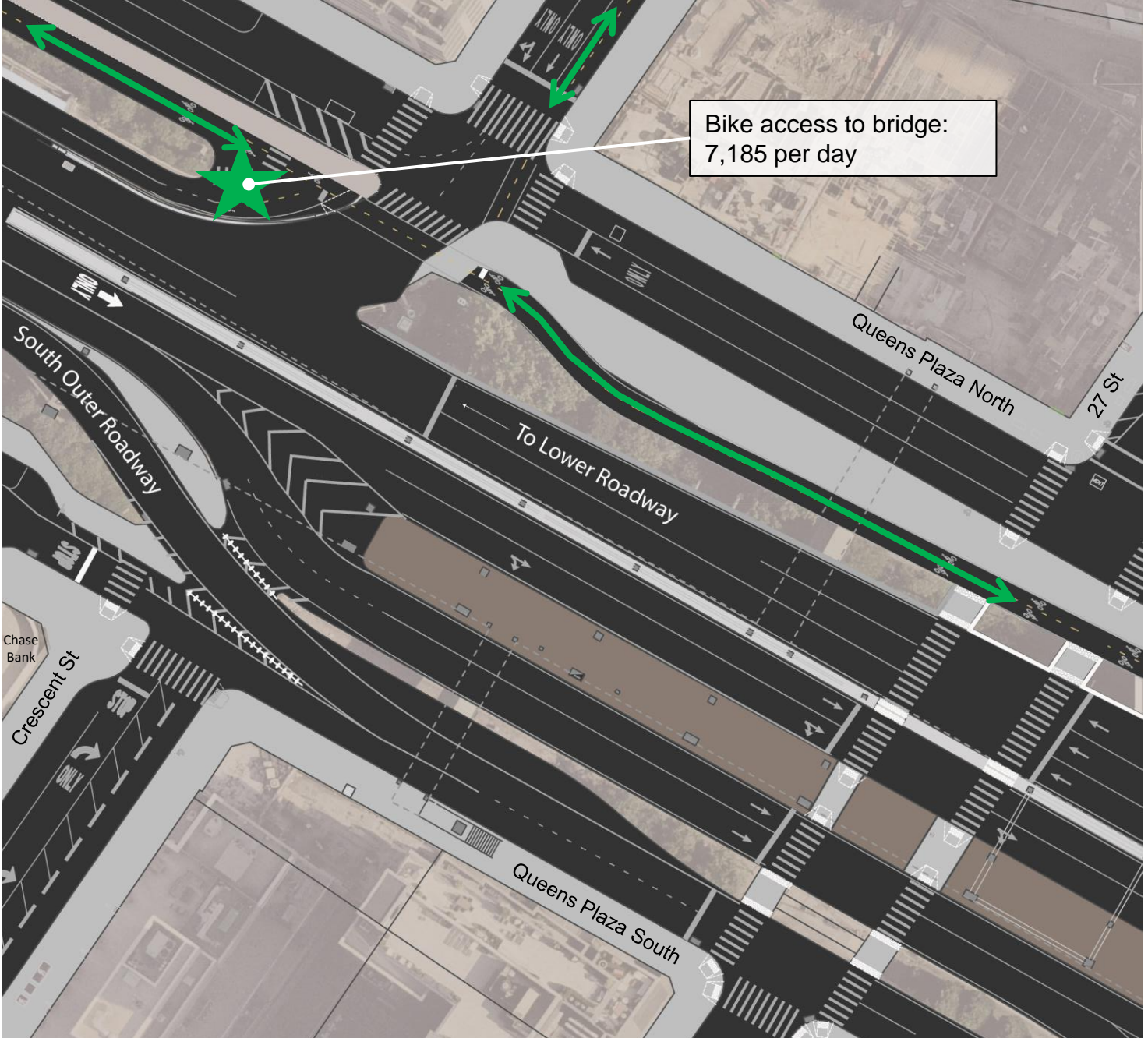




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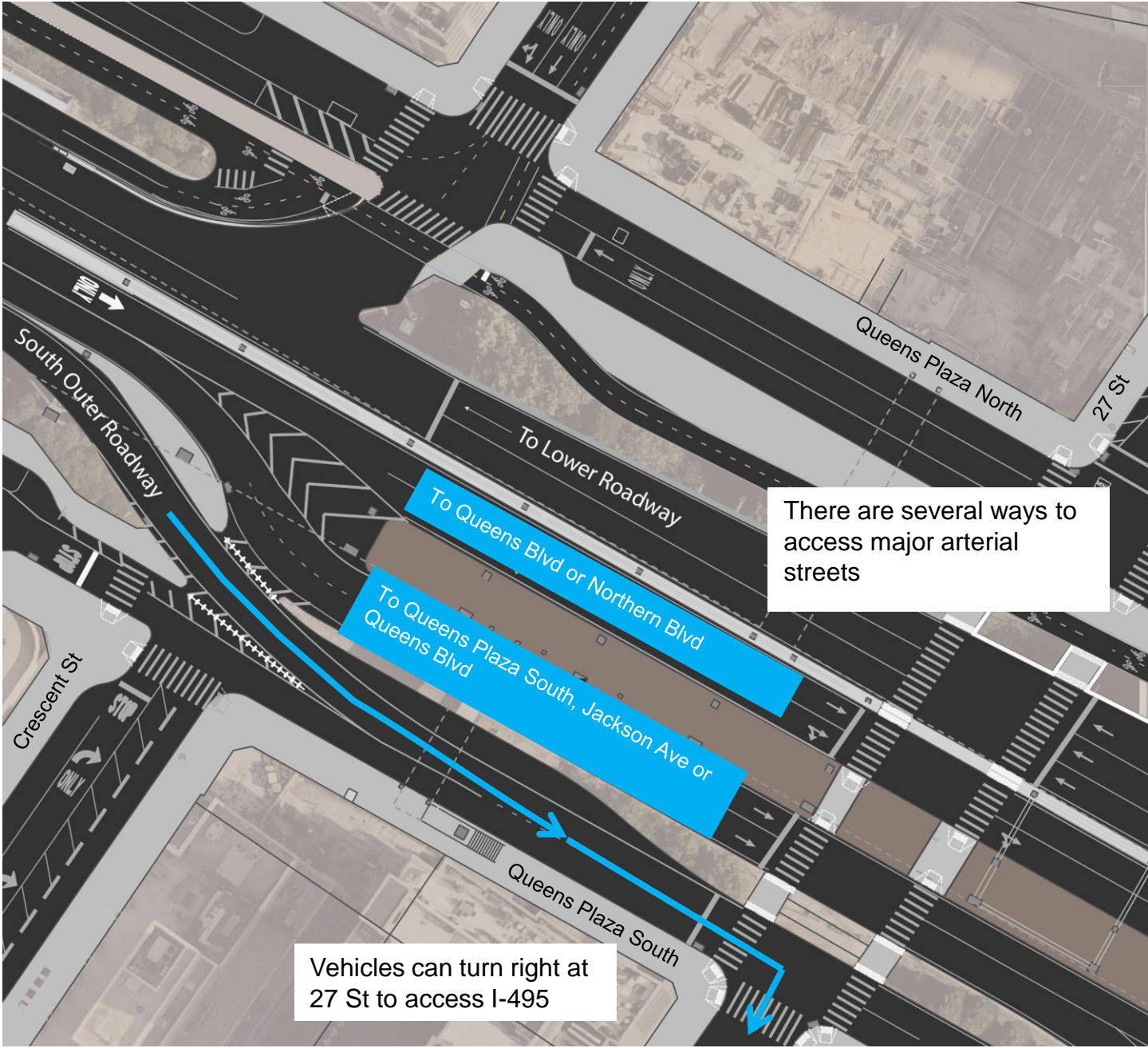
Bike access along Greenway





# Existing Condition: Vehicles

Vehicle Access



There are several ways to access major arterial streets

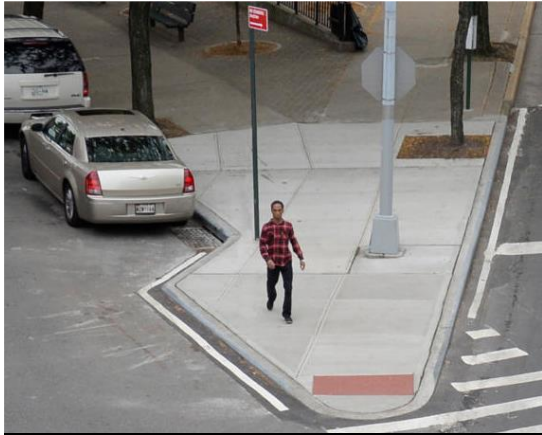
Vehicles can turn right at 27 St to access I-495



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## Queens: Proposed Condition

# Toolkit



Concrete



Traffic Regulations



Curb Regulations



Markings



Traffic Signals



Bike Infrastructure



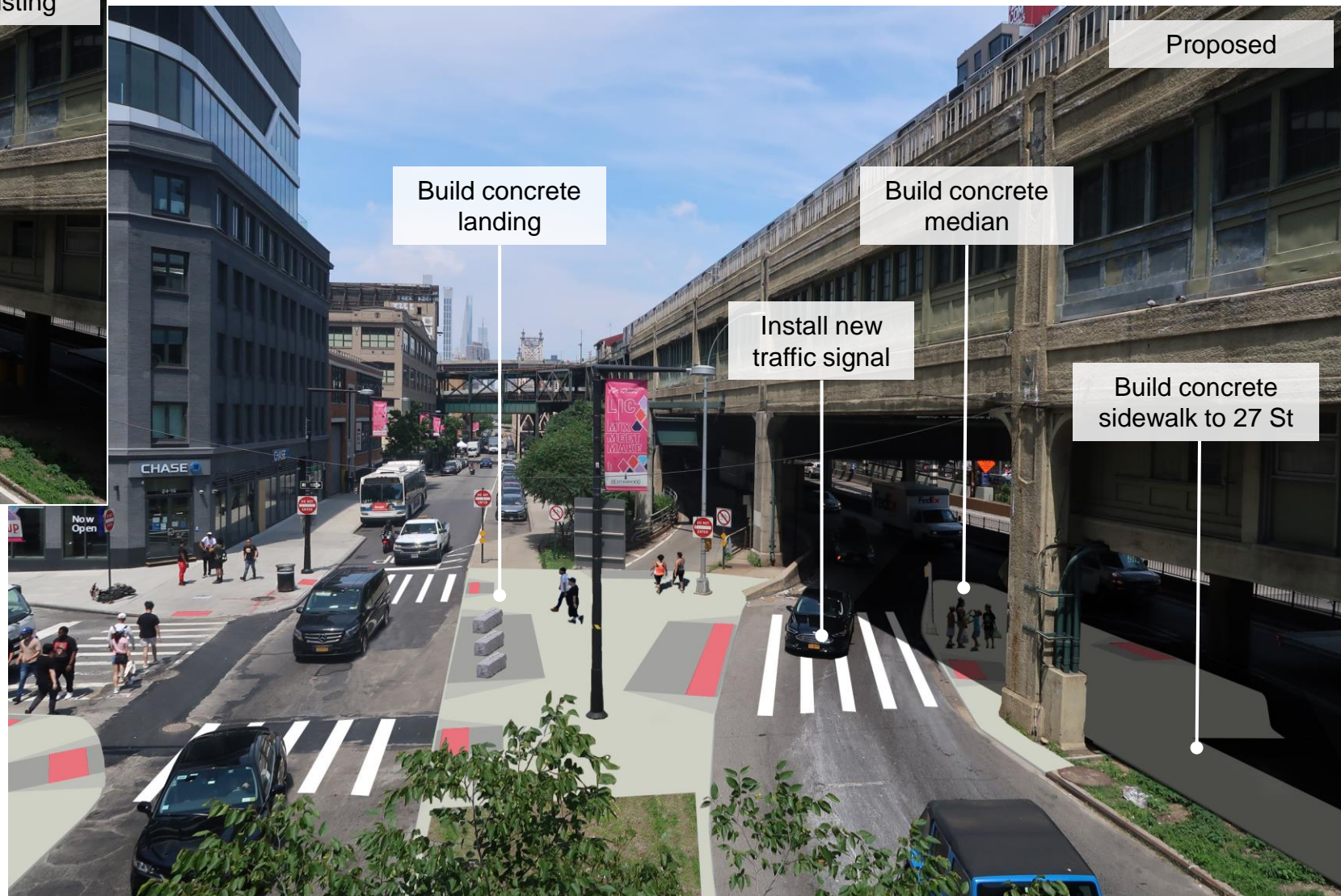
Shared Space



Painted Sidewalk



# Queens Proposal: Conceptual Design





# Queens Proposal: Pedestrians

Extend signal for pedestrian crossing to connect Crescent St

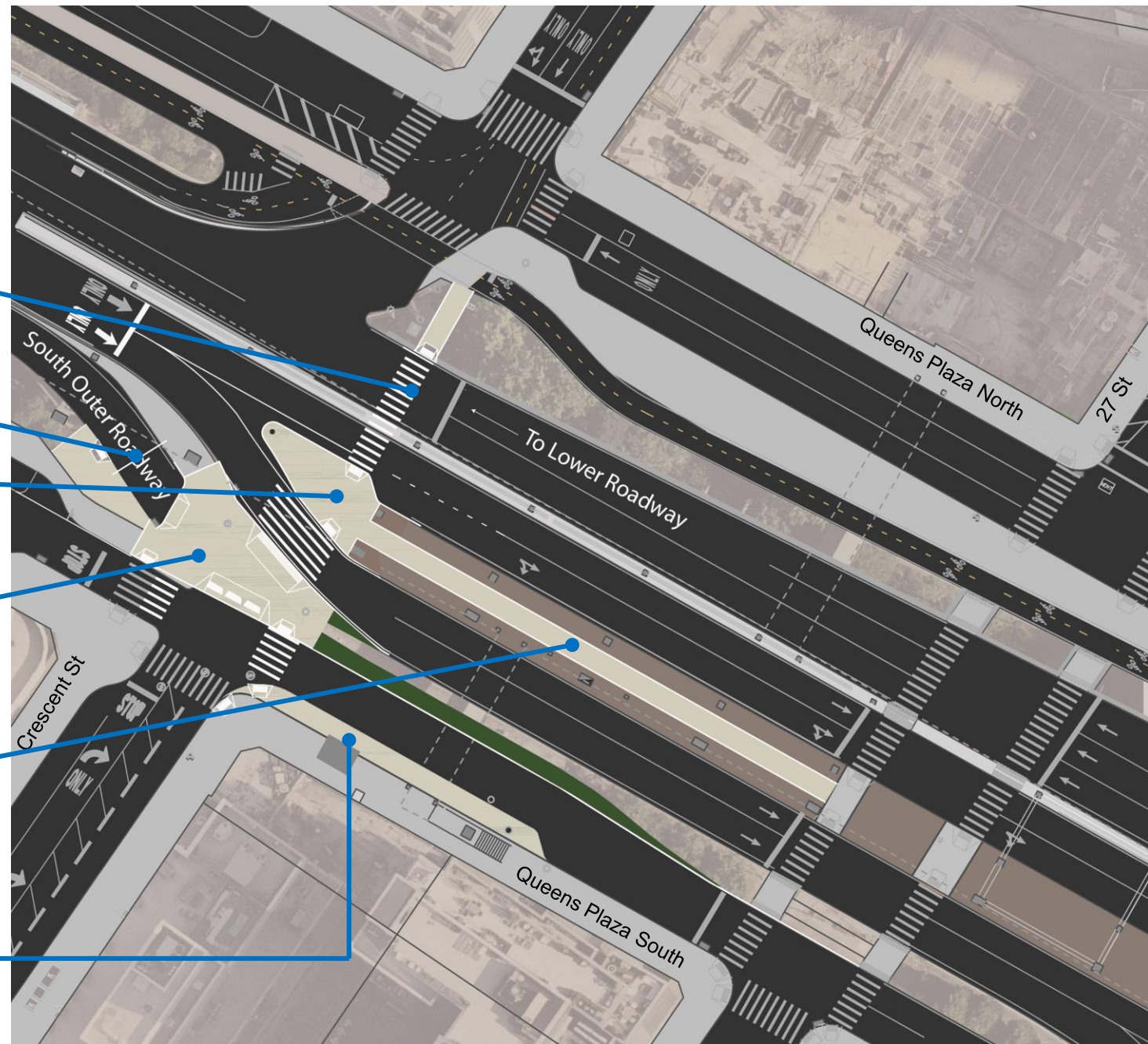
Build Gate

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)

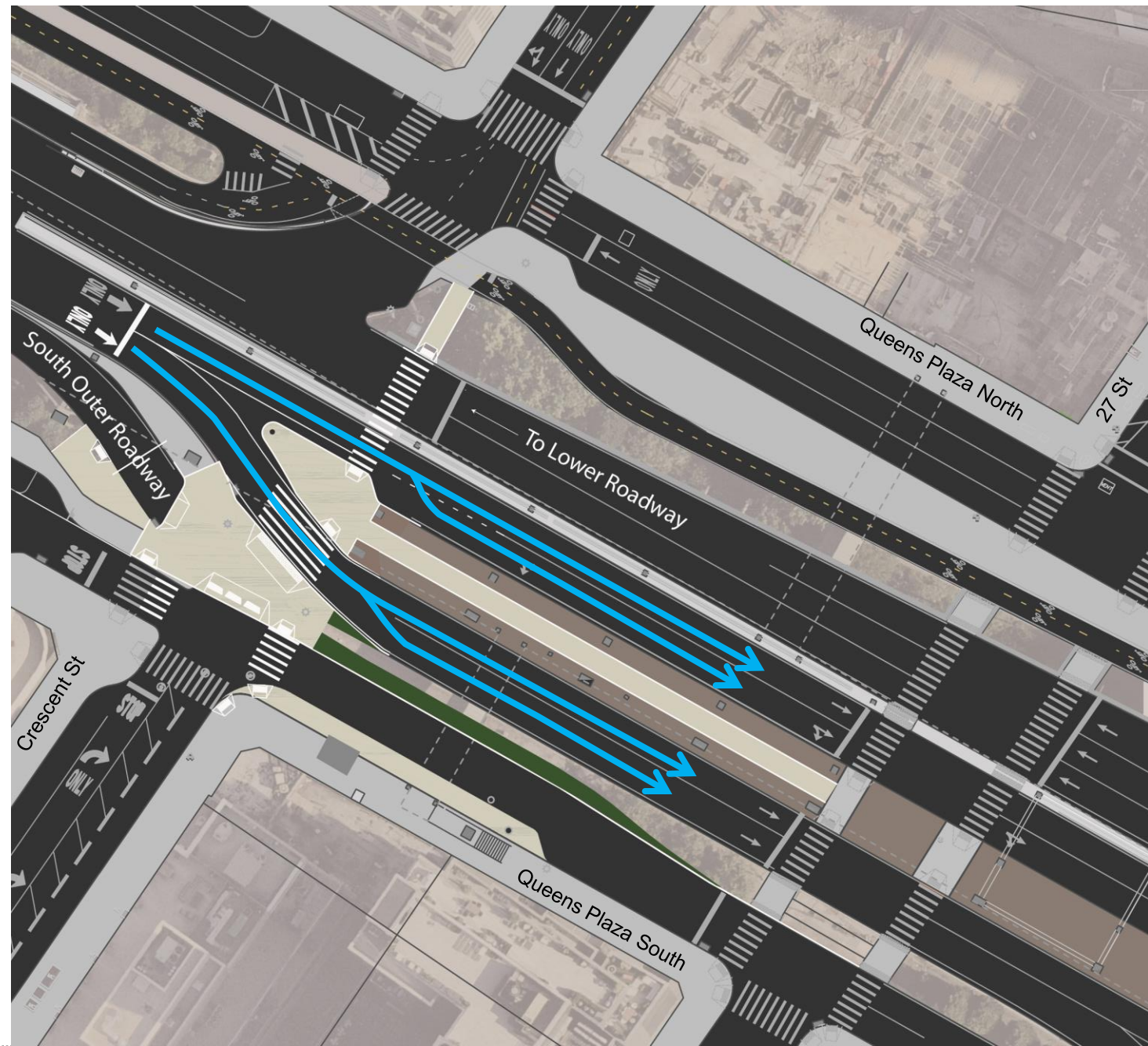




# Queens Proposal: Vehicles

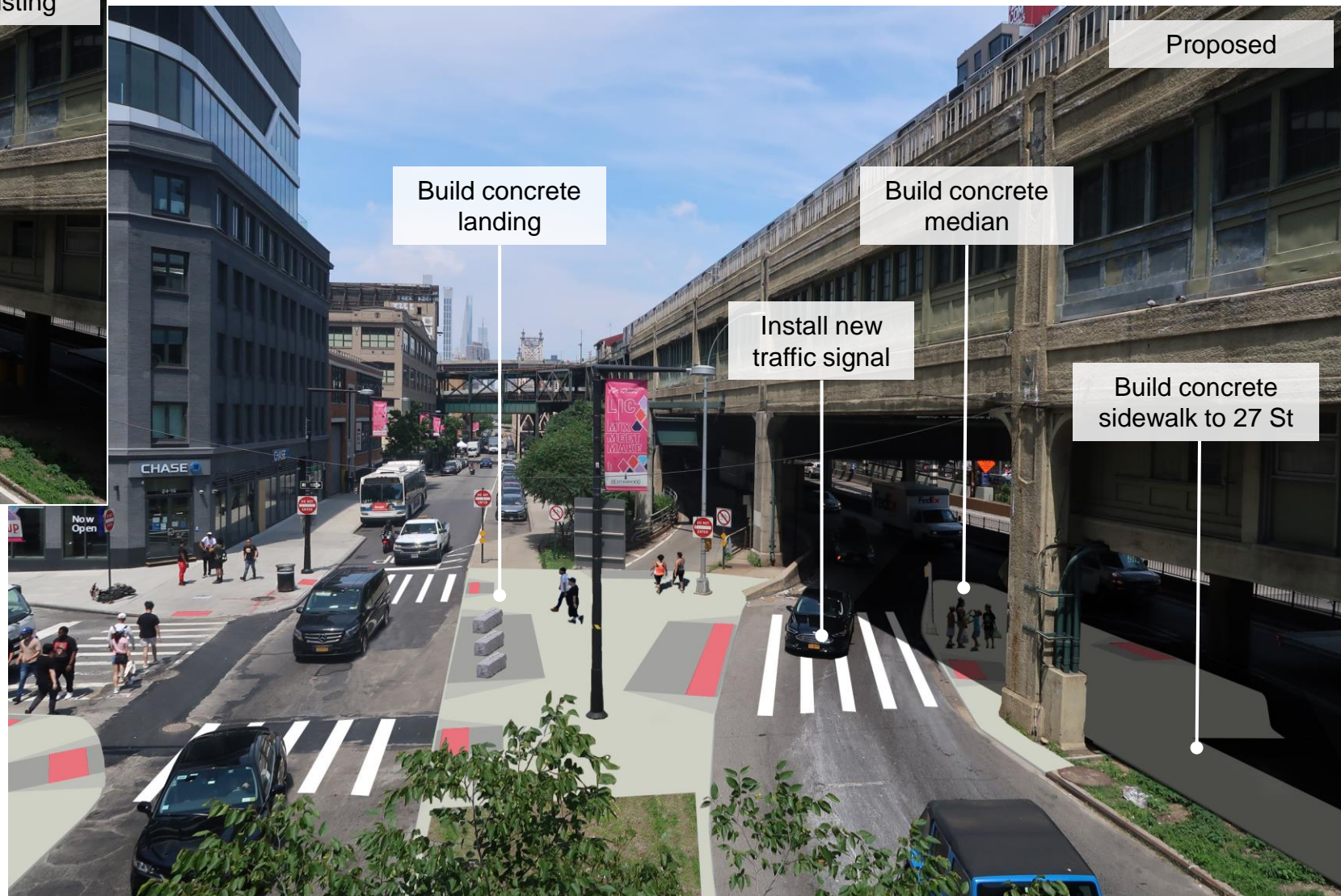
With the South Outer Roadway closed to vehicles, the Lower Roadway can be used by trucks and passenger vehicles to access Jackson Ave, 1-495, Northern Blvd or Queens Blvd.

The Upper Roadway can also be used by passenger vehicles to access Thomson Av or 21<sup>st</sup> St.





# Queens Proposal: Conceptual Design





# 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

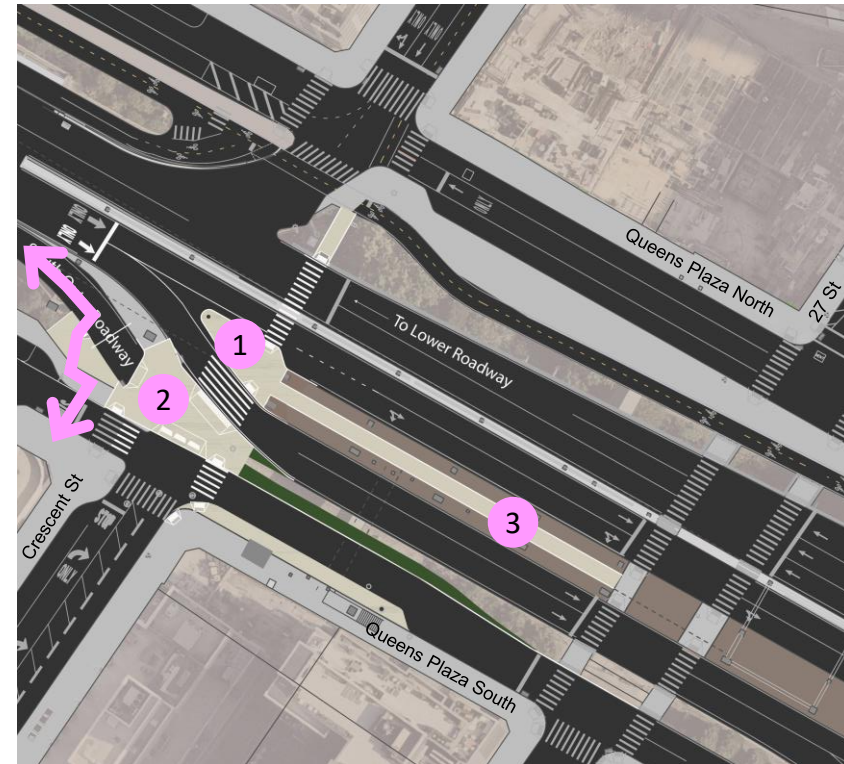
- Some construction will continue on the bridge.
- Pedestrians can use the SOR while street level construction is in progress.

### 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?



NYCDOT



nyc\_dot



nyc\_dot



NYCDOT