



Thomson Ave and 44th Drive

Queens CB2 Transportation Committee

September 15, 2026



Table of Contents

1M

Existing Conditions

Walking, Bicycling, and
Driving conditions
DOT Toolkit

2

Proposed Conditions

Thomson Avenue
44th Drive

3

Summary

And Next Steps



Existing Conditions



Timeline

2018-2023

Skillman Ave and Long Island City Protected bike lane networks installed

2024

November – NYC DOT completed installation of Queens Blvd Final Phase

2025

January – Start of Congestion Pricing

July – CM Won requests PBL on Thomson Ave

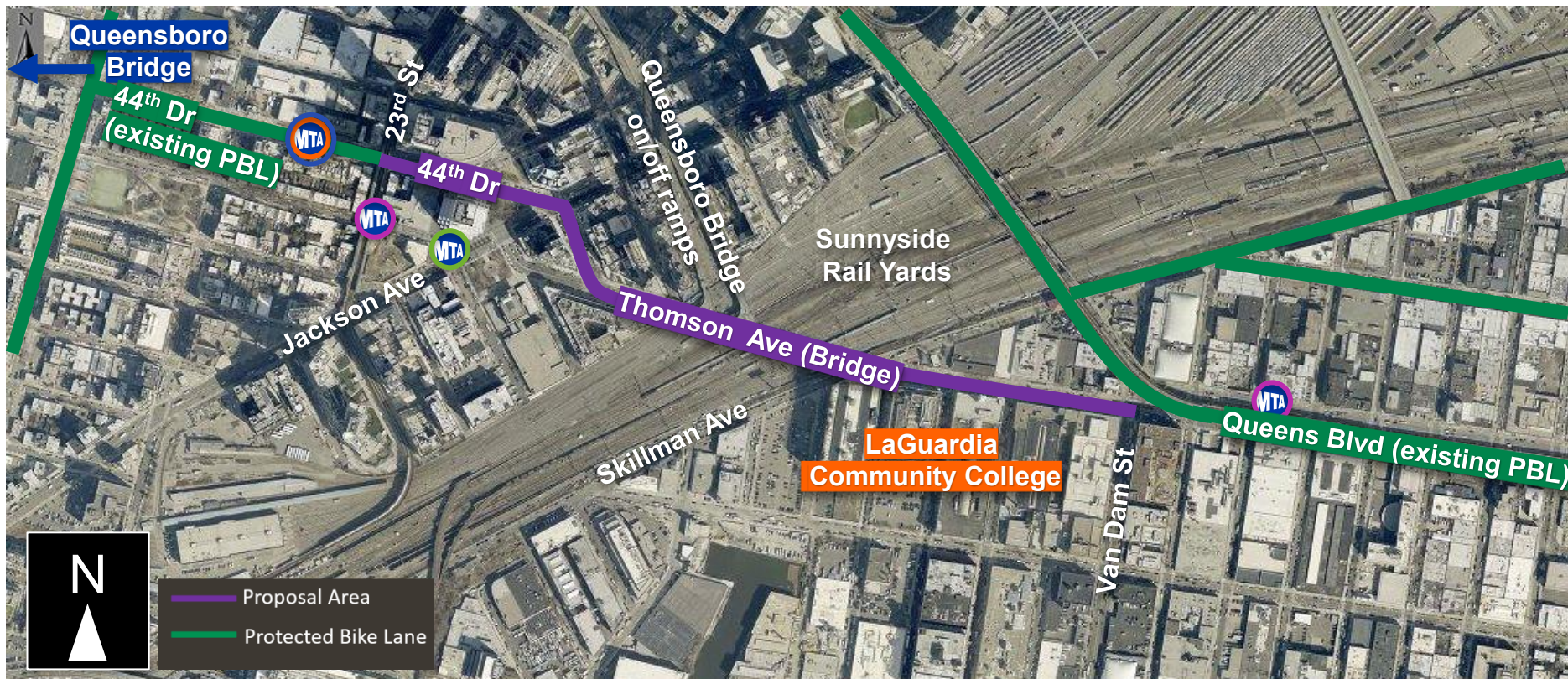
September – 29 St Plaza

2026

March – Post-Congestion Pricing traffic analysis undertaken



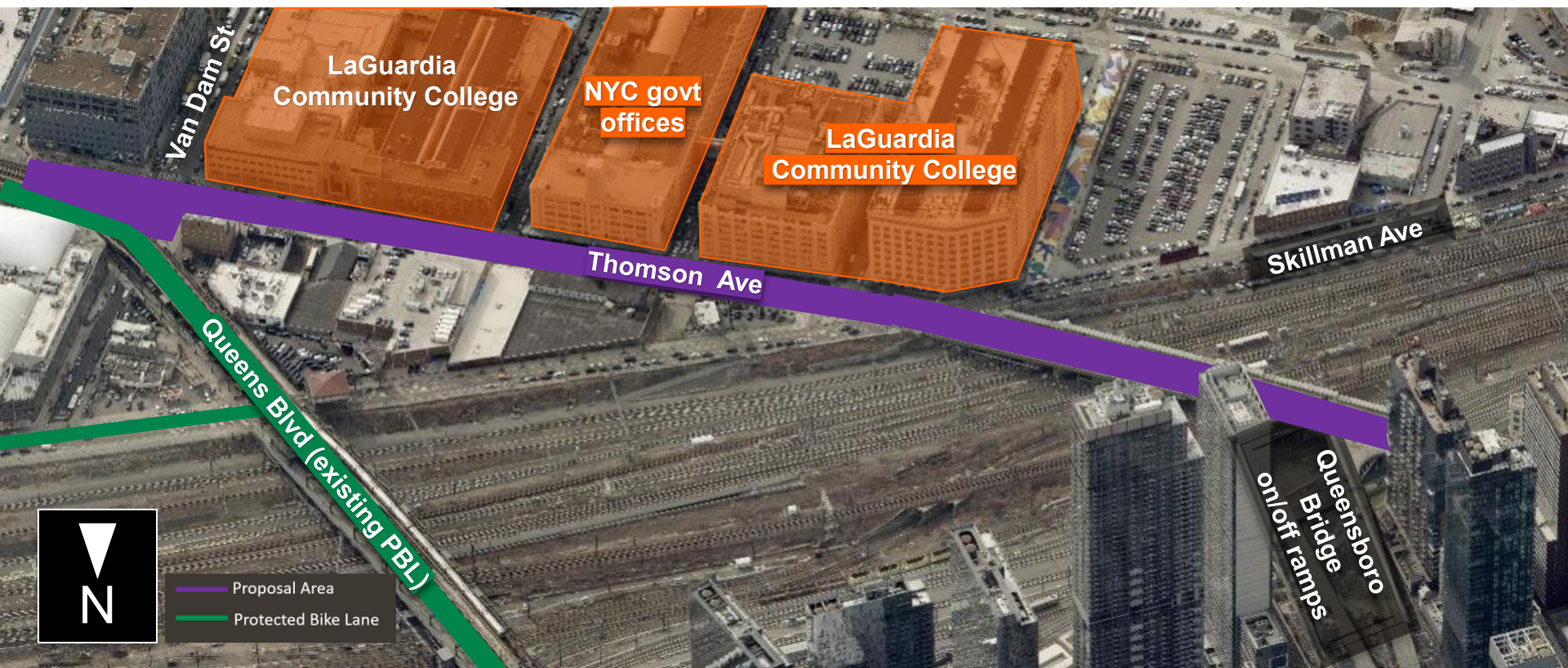
Project Area



44th Drive – Project Area



Thomson Ave – Project Area



Crowded Sidewalks

Narrow sidewalks with many people walking to LaGuardia Community College, Bard High School, DDC, SCA, etc.

Vendors restrict width

Staples restrict width

Blocked Furnishing Zone and Bus Stops

**Clear Path
Walk Lane**

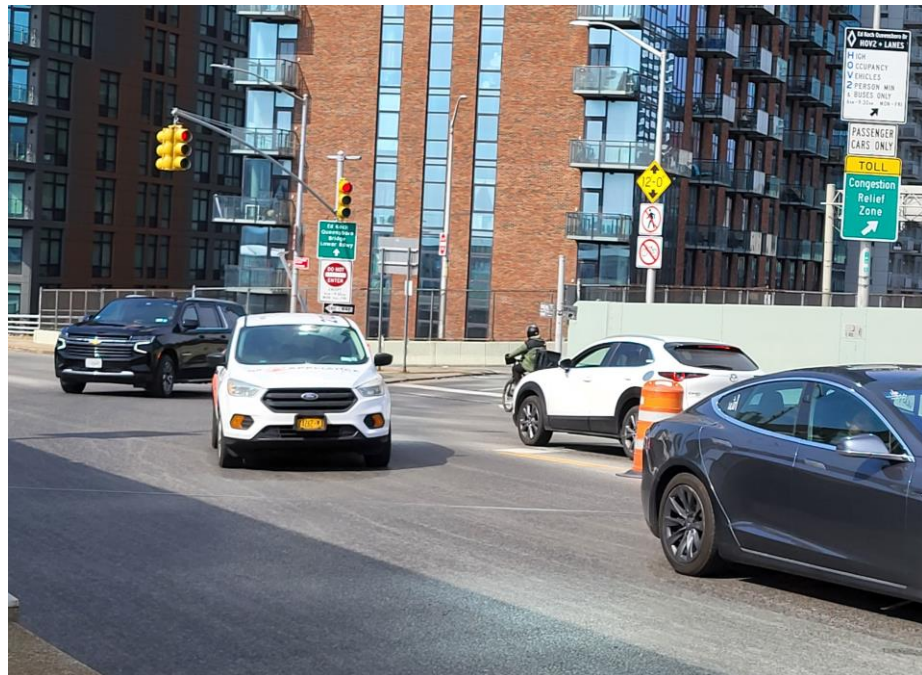
Lack of Biking Connection Across Bridge

People on bikes must mix with vehicles on a truck route connected to a bridge.
Lack of protected bike lane connection between Queens Blvd and Long Island City/Pulaski Bridge

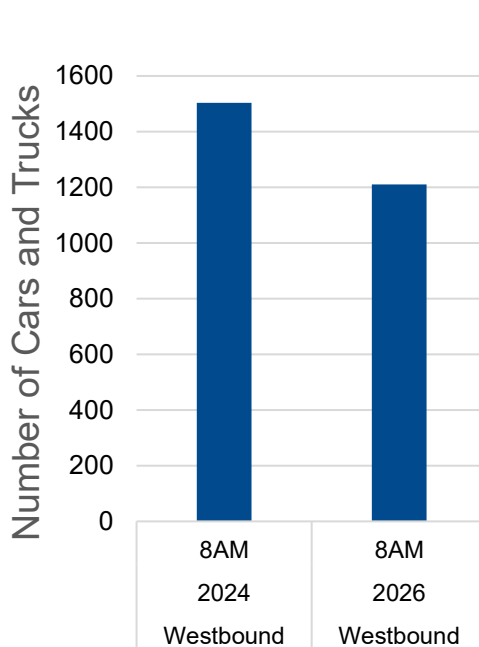


Post Congestion Pricing Vehicle Counts

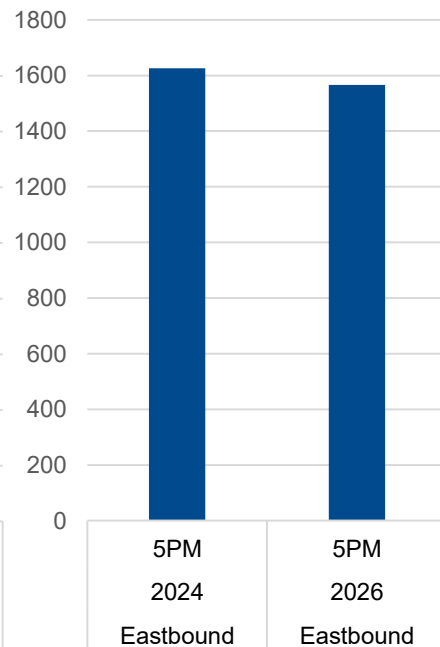
- Reduction of 4% to 20% of traffic in peak time traffic volume



Westbound Cars and Trucks at Thomson Ave and Skillman Ave



Eastbound Cars and Trucks at Thomson Ave and Skillman Ave



DOT's Toolkit



Bike Boulevards



Protected Bike Lane



Conventional Bike Lane



Curb Management



Traffic Diversers



Pedestrian Space



Shared Street



Street Furniture & Greenery



Public Art



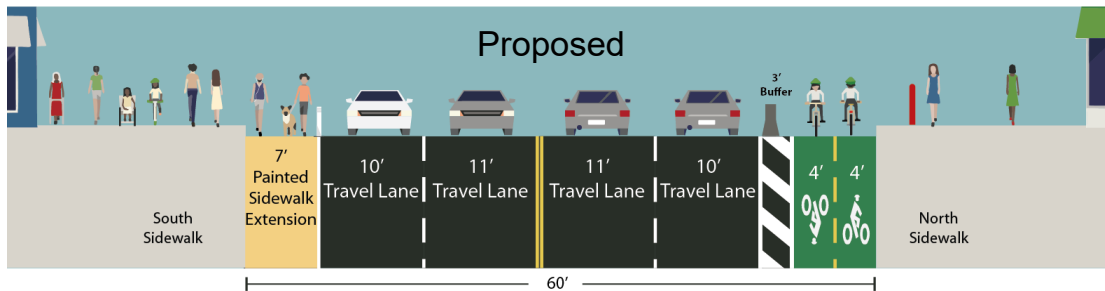
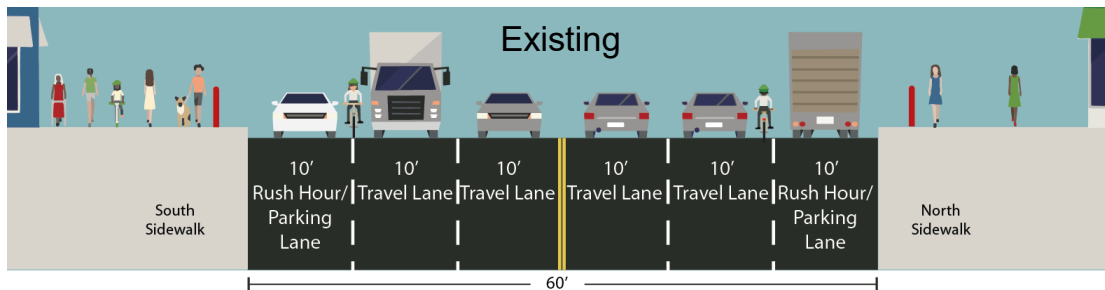
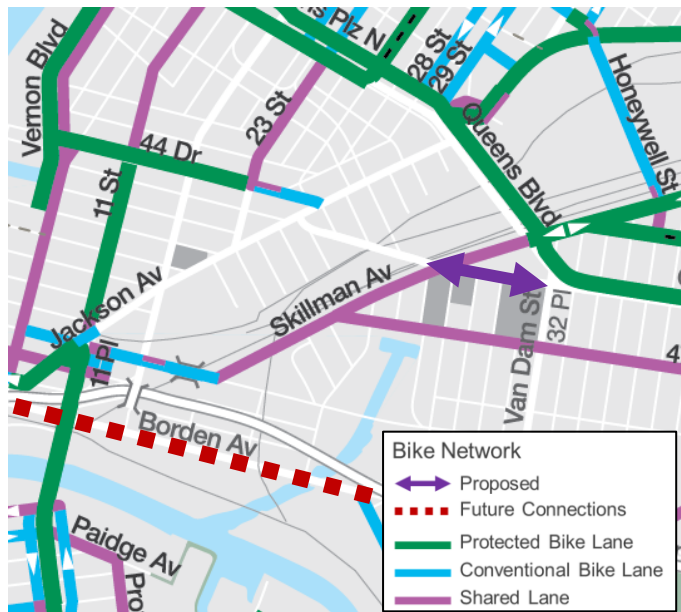
Community Programming

Proposed Conditions

2

Proposal: Thomson Ave, Van Dam St to Skillman Ave

- Expands pedestrian space to south side of the street with painted curb extension
- Adds 2-way bike lane to north side of the street
- Removes rush hour lanes and parking on each side of the street
- Removes barriers blocking bus access along Thomson Ave, and potentially other pedestrian pinch points
- Consolidates westbound Q39 bus stops, and redesigning to DOT standards



Proposal

Painted Sidewalk Extension



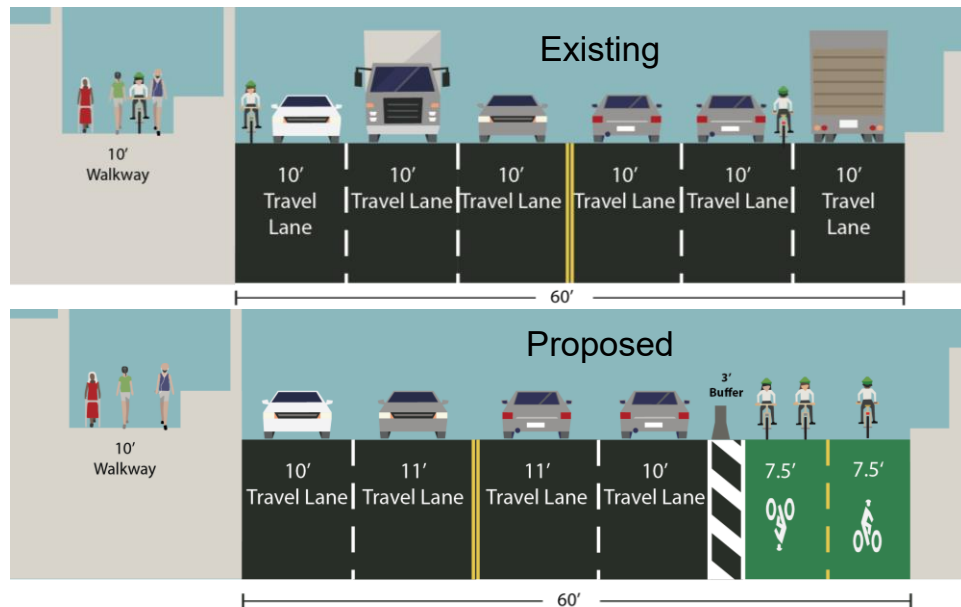
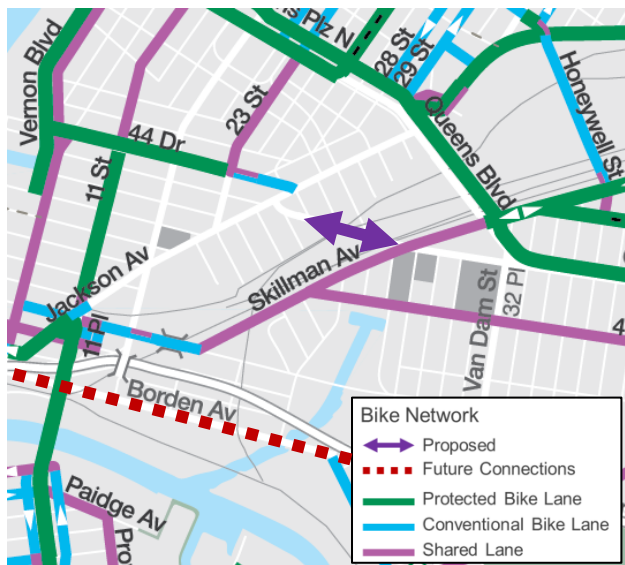
- Additional space to walk
- Barrier between people and traffic
- Ways around vendors
- Additional Daylighting
- Reduced crossing distance

© NYC DOT

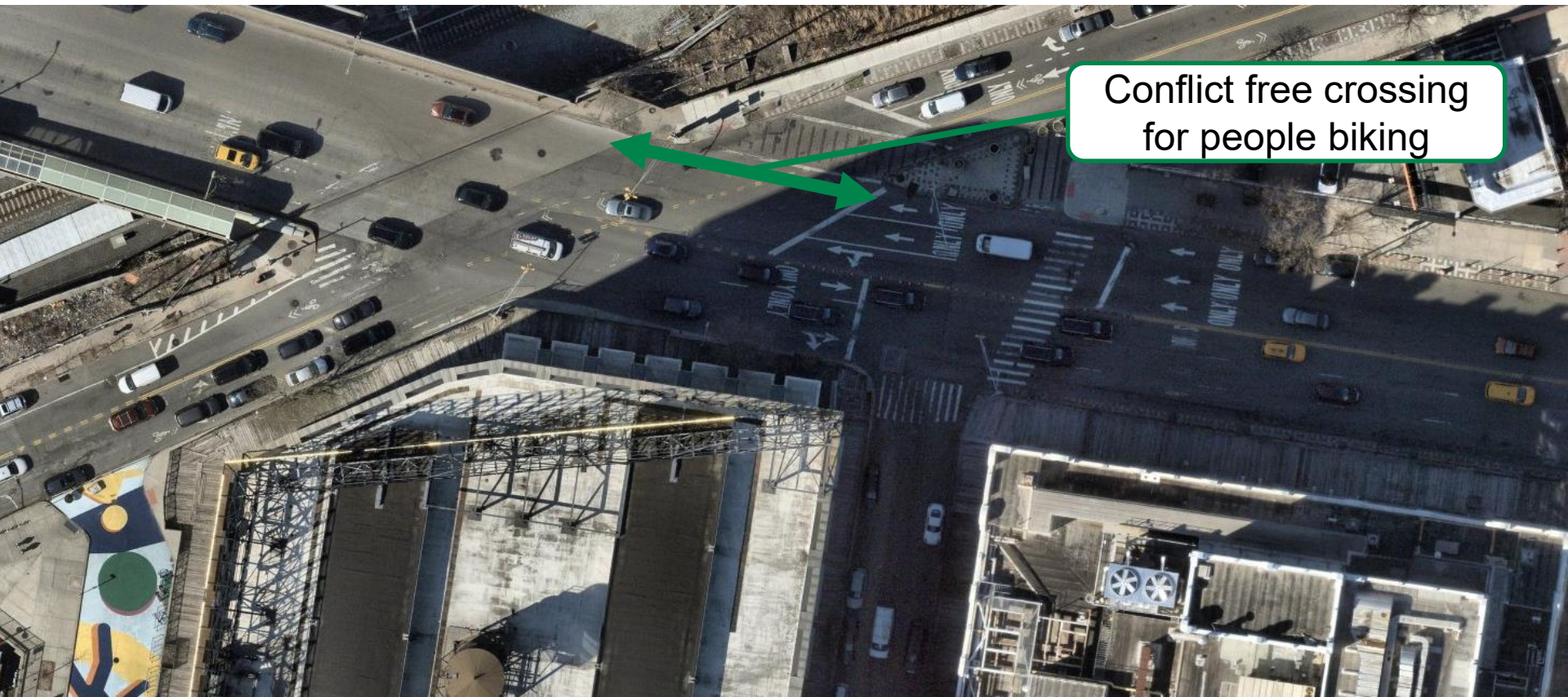
7th Ave at 38th St, Manhattan

Proposal: Thomson Ave, Skillman Ave to 44 Drive

- Adds 2-way bike lane to northern side of the bridge
- Signal protected crossing at Queensboro Bridge Crossings
- Conflict-free crossings at Skillman Ave and bridge crossing

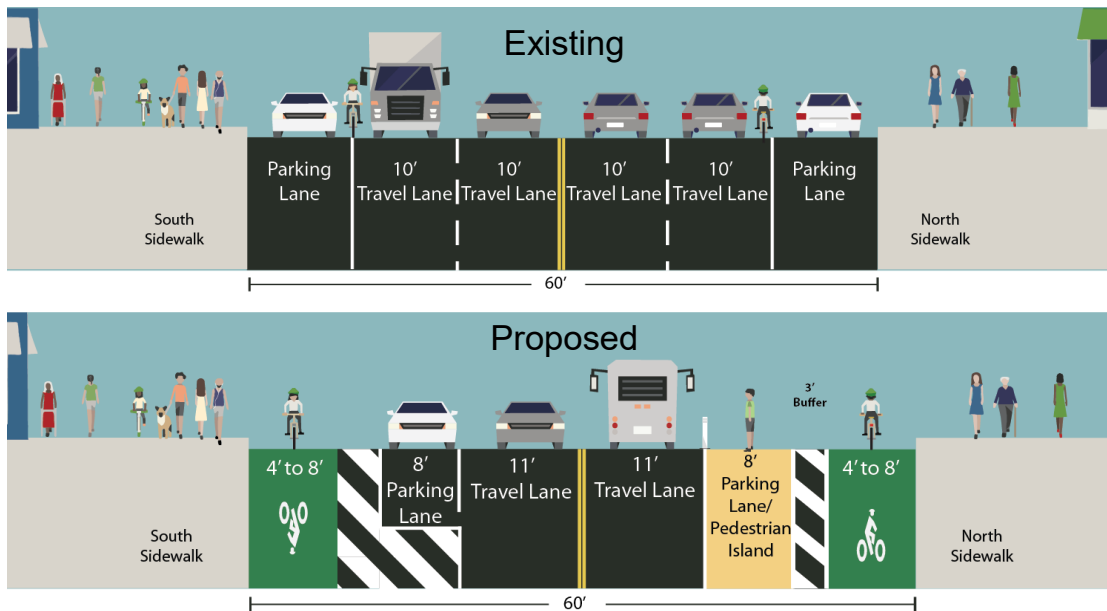
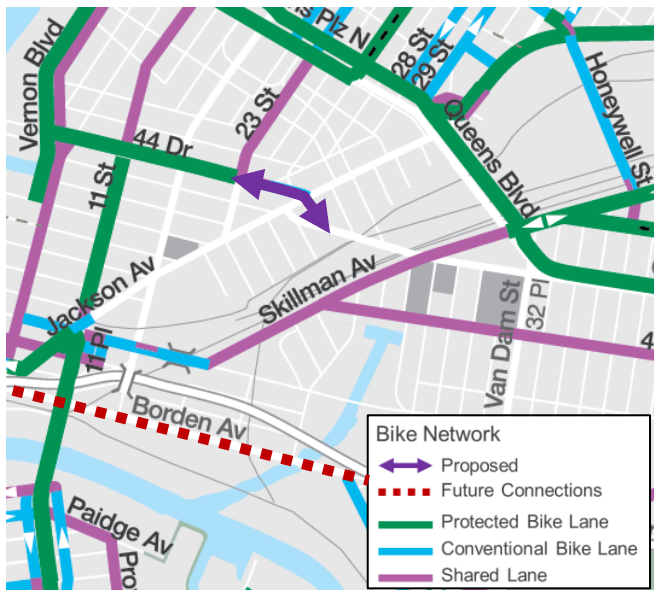


Bike Crossing at Thomson Ave at Skillman Ave



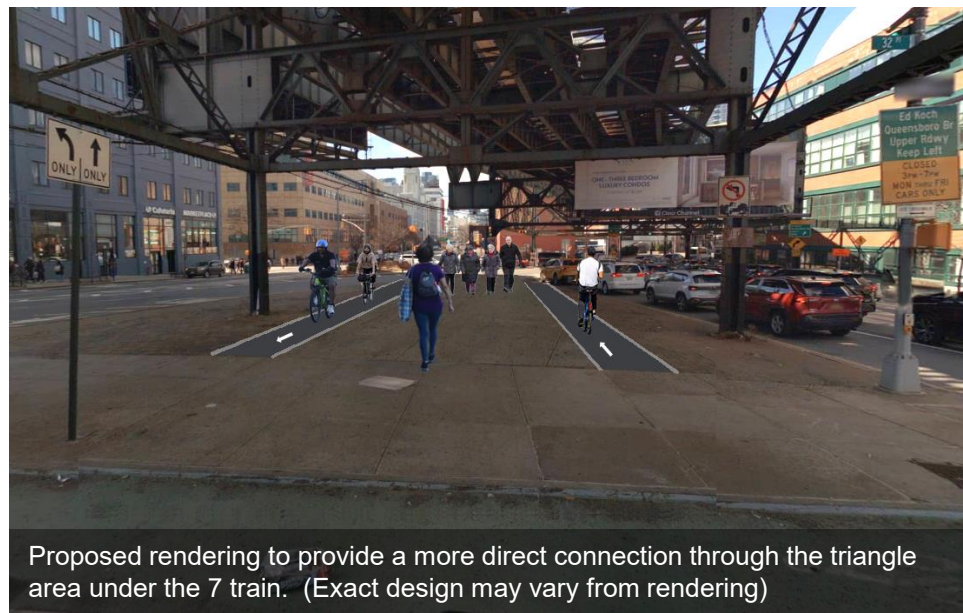
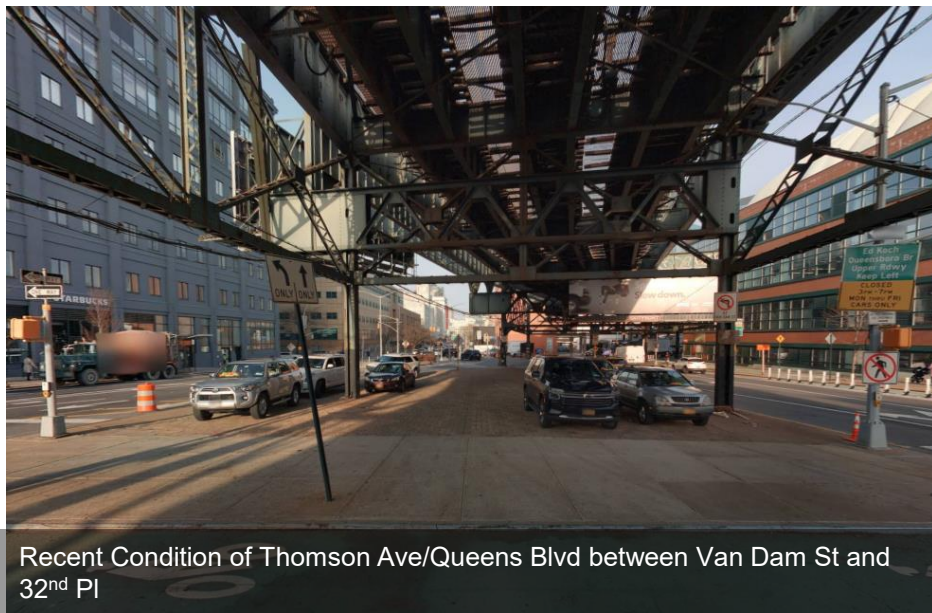
Proposal: 44 Drive, Thomson Ave to 23 St

- Provides parking protected bicycle lane to each side of the street
- Adds pedestrian islands where turns do not conflict, shortening crossing distances
- Maintains parking on both sides of the street



Van Dam St to 32nd Pl

- DOT to work with MTA to improve space and add walking and biking space
- Connection from the triangle to Thomson Ave is a safe crossing without conflicts
- Concrete work will bring ramps at the intersections up to ADA standards



Summary

3

Summary

- Adding additional walking space on a crowded pedestrian corridor
- Installed a protected bike lane connection that connects people from Queens Blvd to the Pulaski Bridge and the waterfront



Next Steps

- Coordination with local officials
- Coordinate with MTA for nearby construction sites
- Start markings and barrier installation in 2026
- Concrete work to continue into 2027
- Capital Projects on Thomson Ave between 44 Drive and Jackson Ave scheduled for 2027
- Capital redesign to further improve corridor



Thank You!

Questions?



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