

Queensboro Bridge Connections

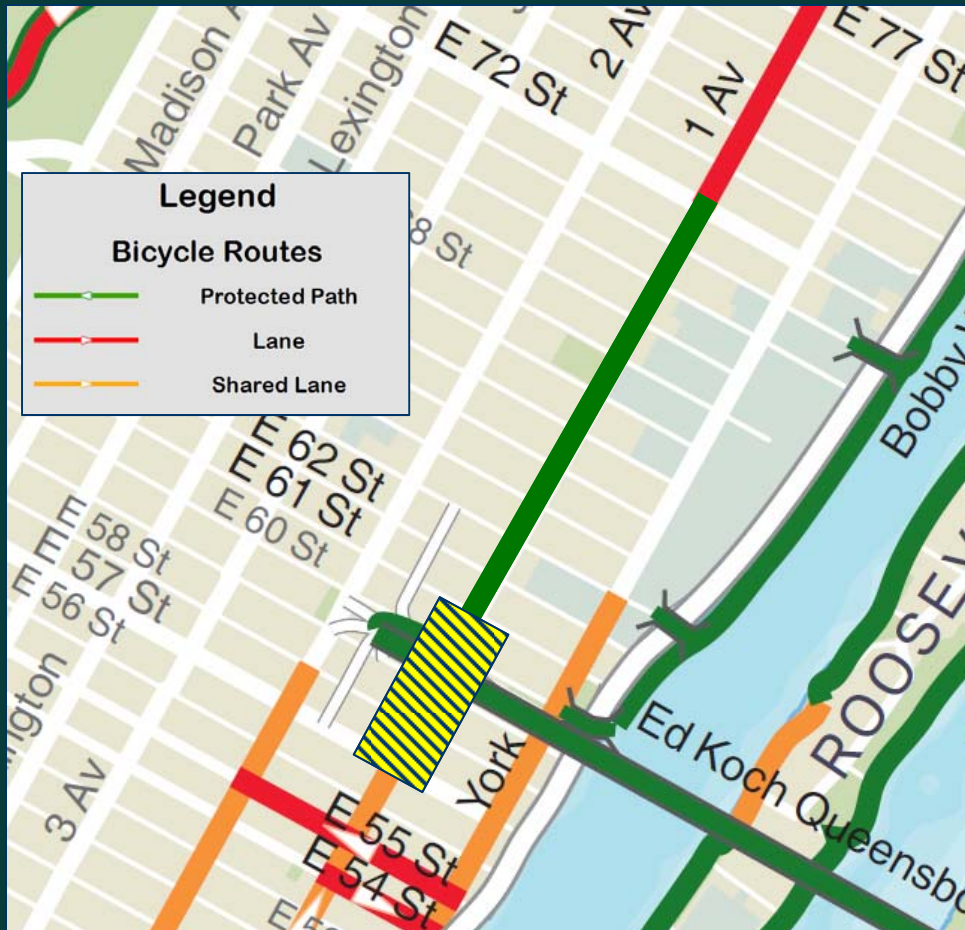
Manhattan Community Board 8



Commissioner Janette Sadik-Khan New York City Department of Transportation
April 3, 2013

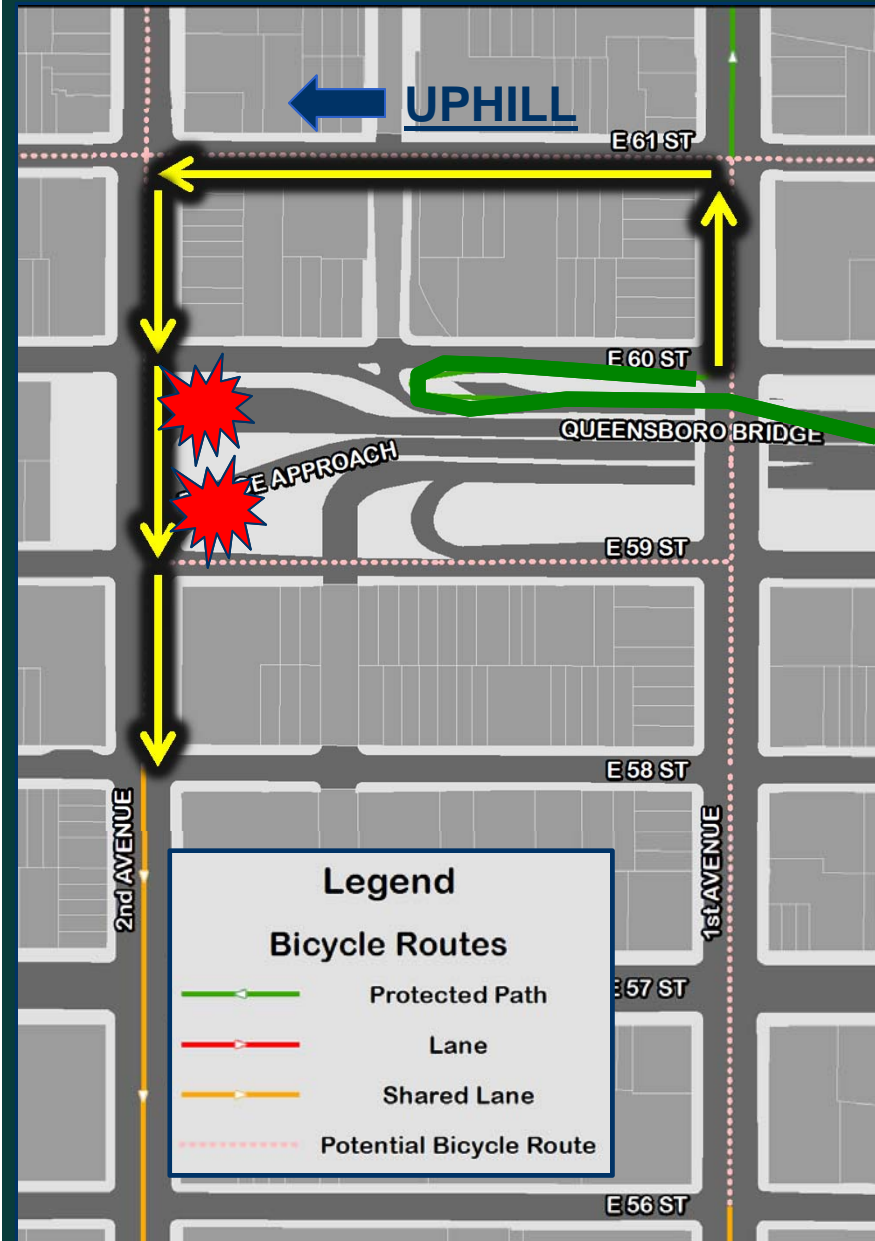


Project Background



- 2010-2012: Bicycle facilities installed on
 - 1st Av: Houston to 72nd St
 - 2nd Av: 56th to Houston
- 2013: Bicycle path being installed on
 - 1st Av: 72nd St to 125th St
- E. 56 St to E. 61 St skipped due to DEP water main construction
- Water main construction to be completed by end of 2013

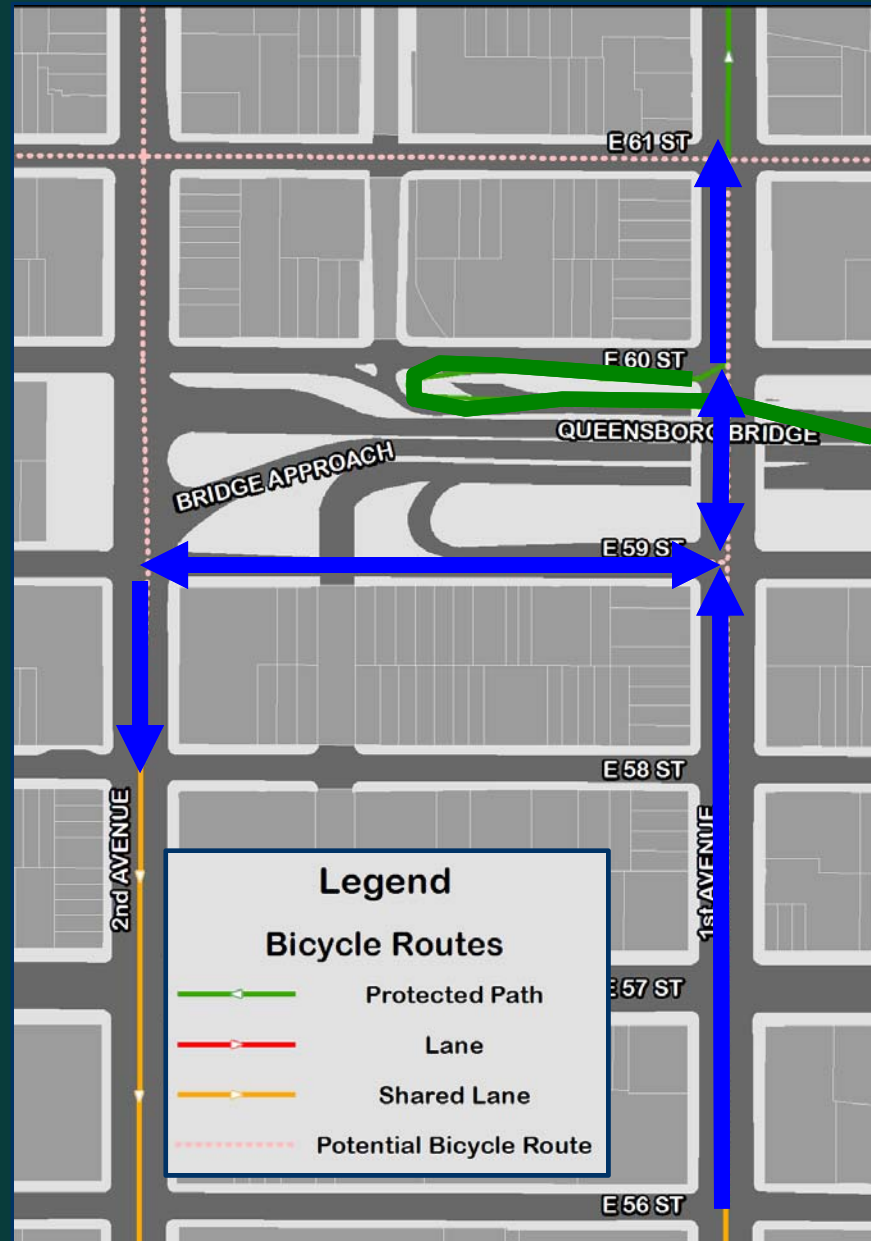
Existing Conditions



- Queensboro bridge path leads to 1st Ave via E. 60 St
- Circuitous & unpleasant connection to southbound 2nd Av.
 - Cyclists from bridge path cross vehicular bridge approach / exit
- *Over 2,700 Cyclist a day use the Queensboro Bridge

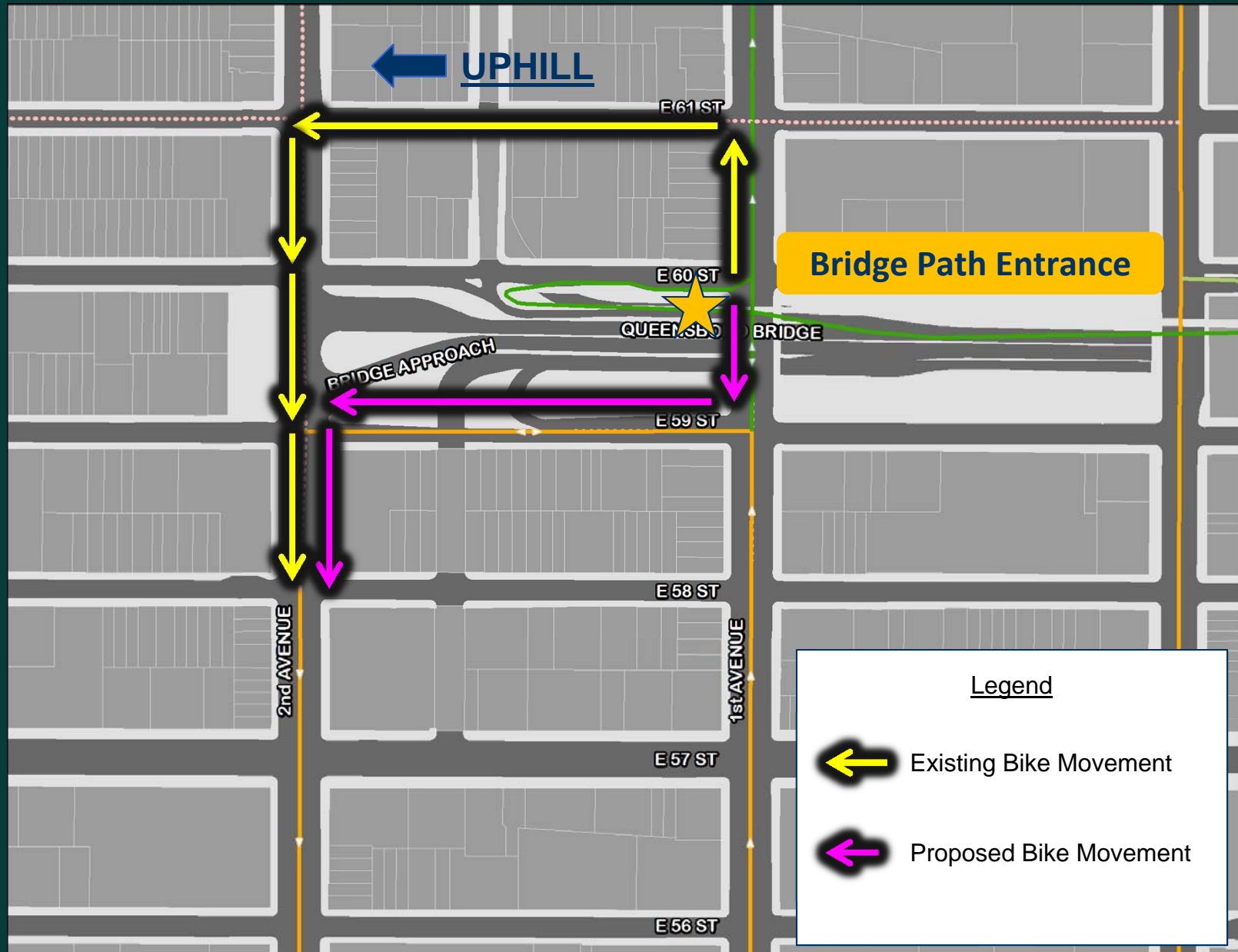
*Bicycle Count: 12hr weekday average of May, August, September 2012

Project Proposal

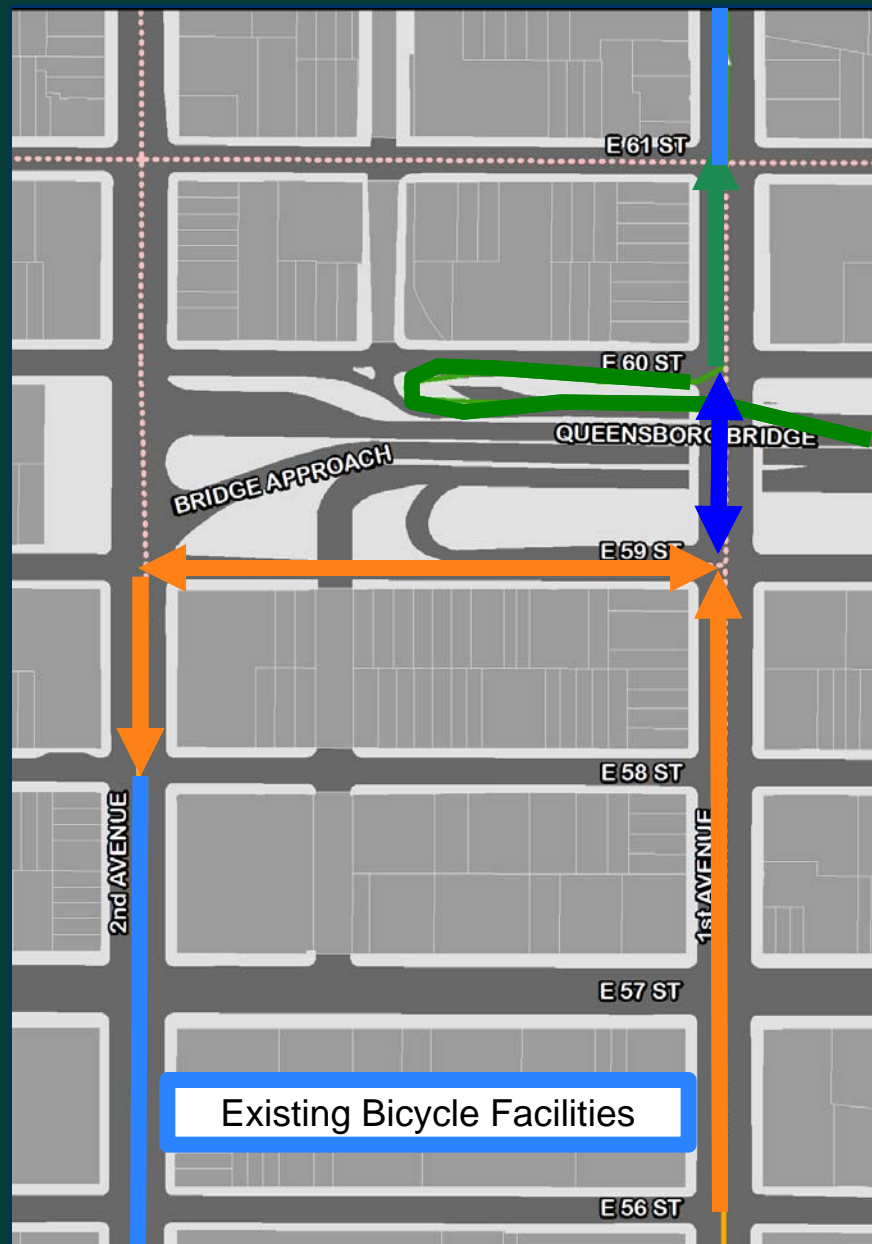


- Complete bike route on 1st Avenue
 - E. 56 St to E. 61 St
- Provide safe connections to existing bicycle route on 2nd Avenue via E 59 St
 - Between 1st and 2nd Aves
- Tailor design to meet traffic demand

Cyclist Movement



Project Proposal



One-way Bicycle Path



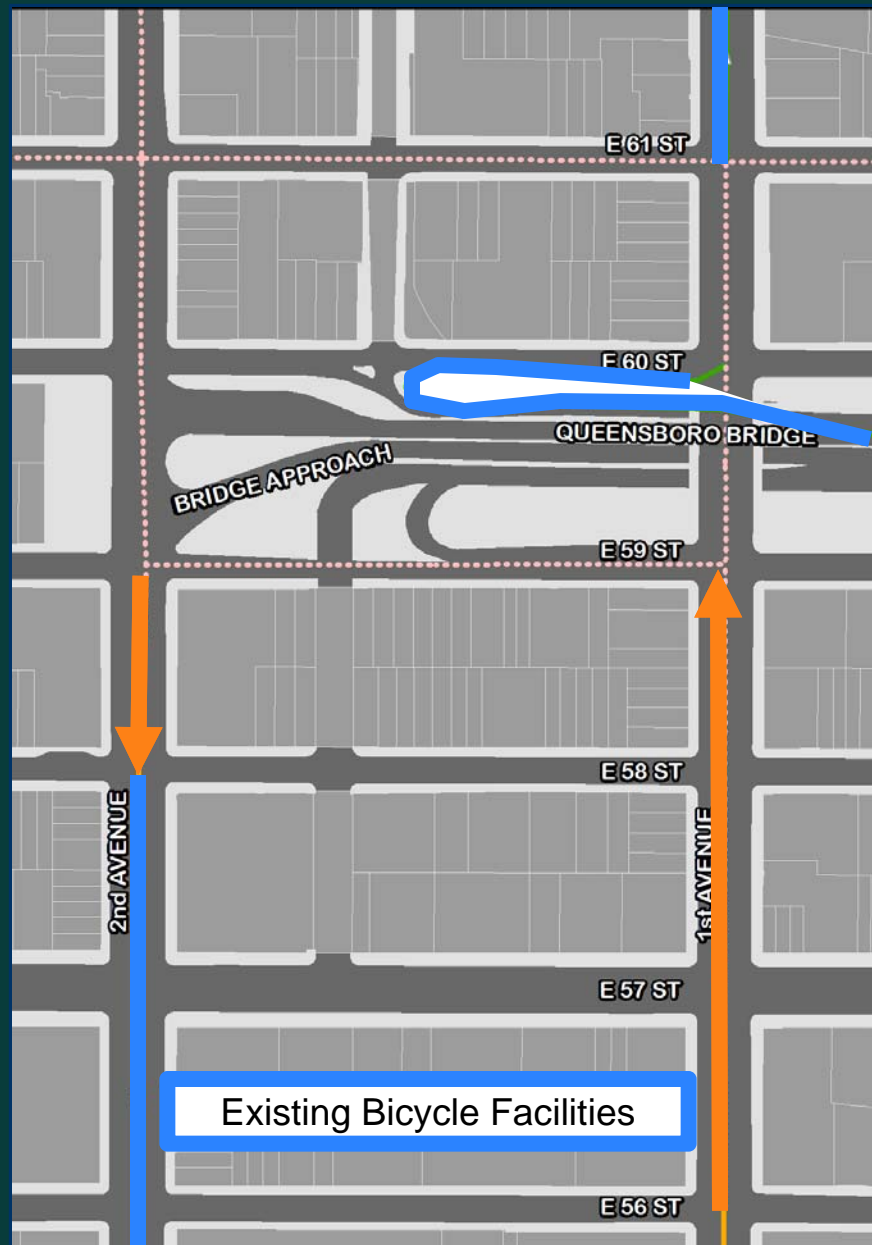
Two-way Bicycle Path



Shared Lanes



Project Proposal: Enhanced Shared Lanes



Enhanced Shared Lane

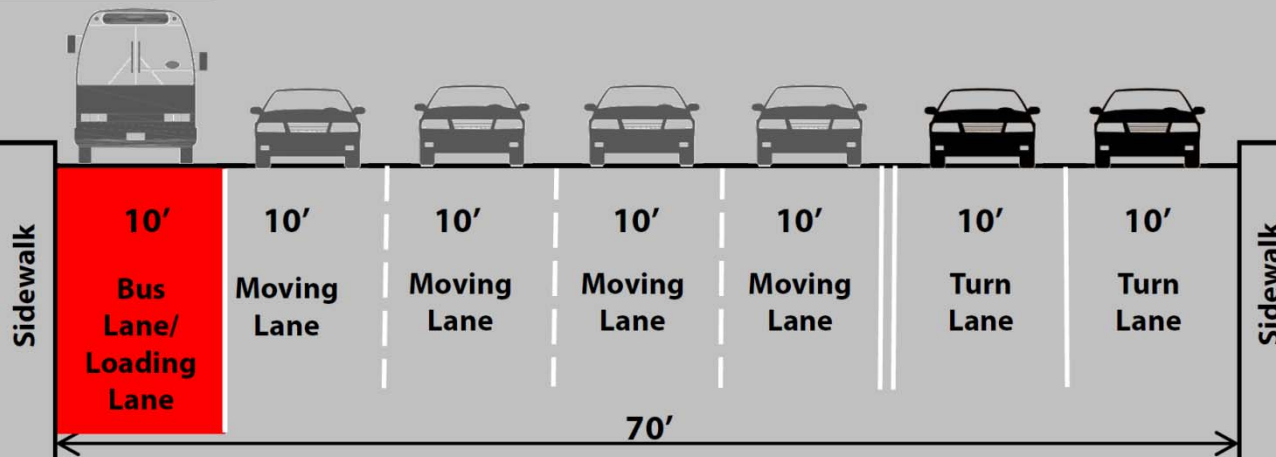


Existing Condition: E. 56 St to E. 59 St

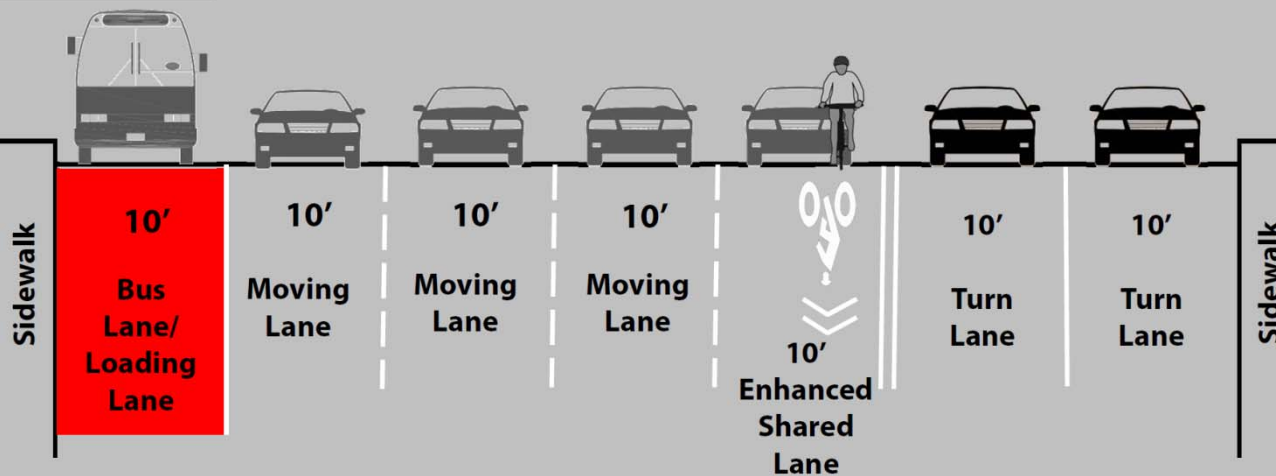


Design Treatment: E. 56 St to E. 59 St

EXISTING



PROPOSED

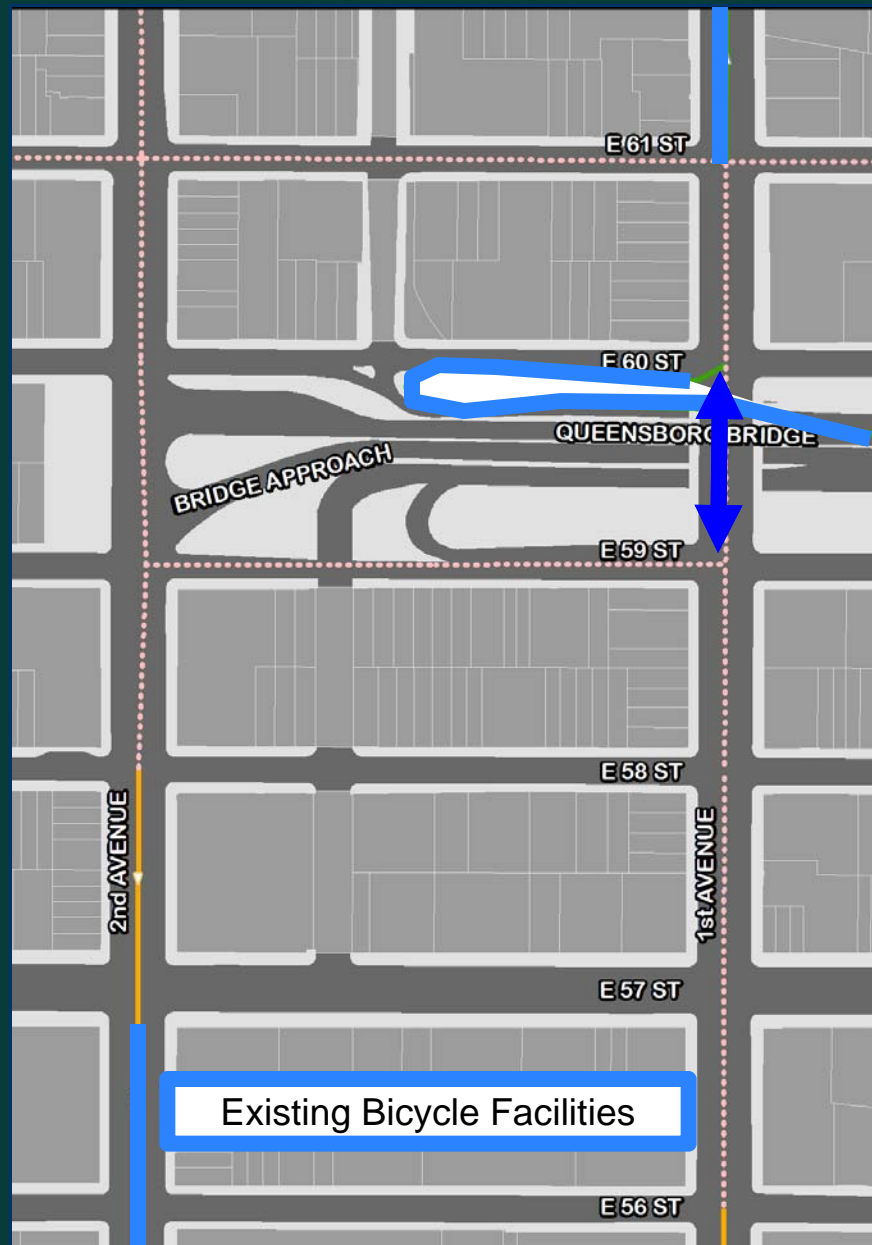


Design Treatment: E. 56 St to E. 59 St



Similar Design Treatment: 2nd Avenue, MN

Project Proposal: E. 59 St to E. 60 St



Two-way Bicycle Path



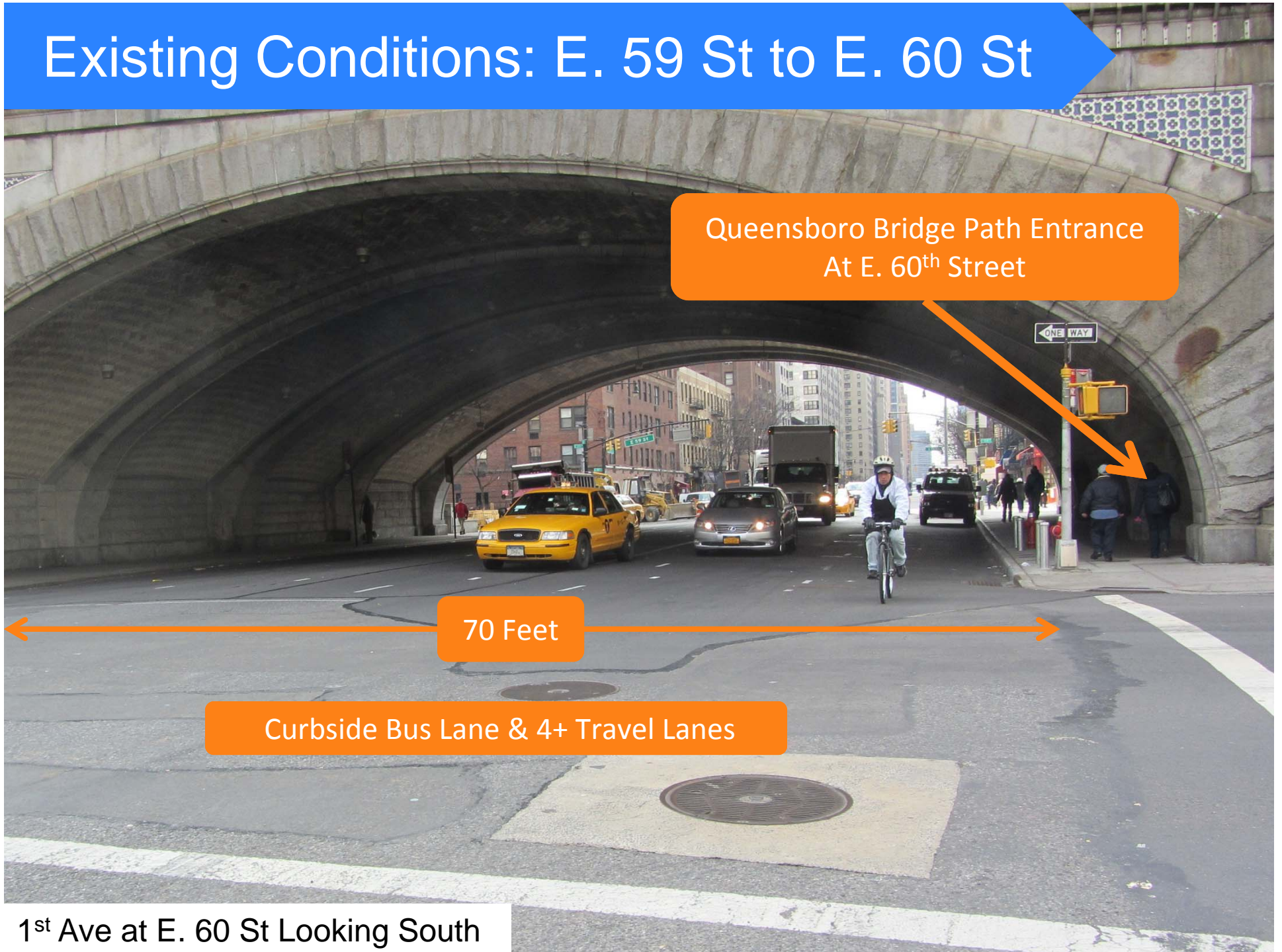
Existing Conditions: E. 59 St to E. 60 St

Queensboro Bridge Path Entrance
At E. 60th Street

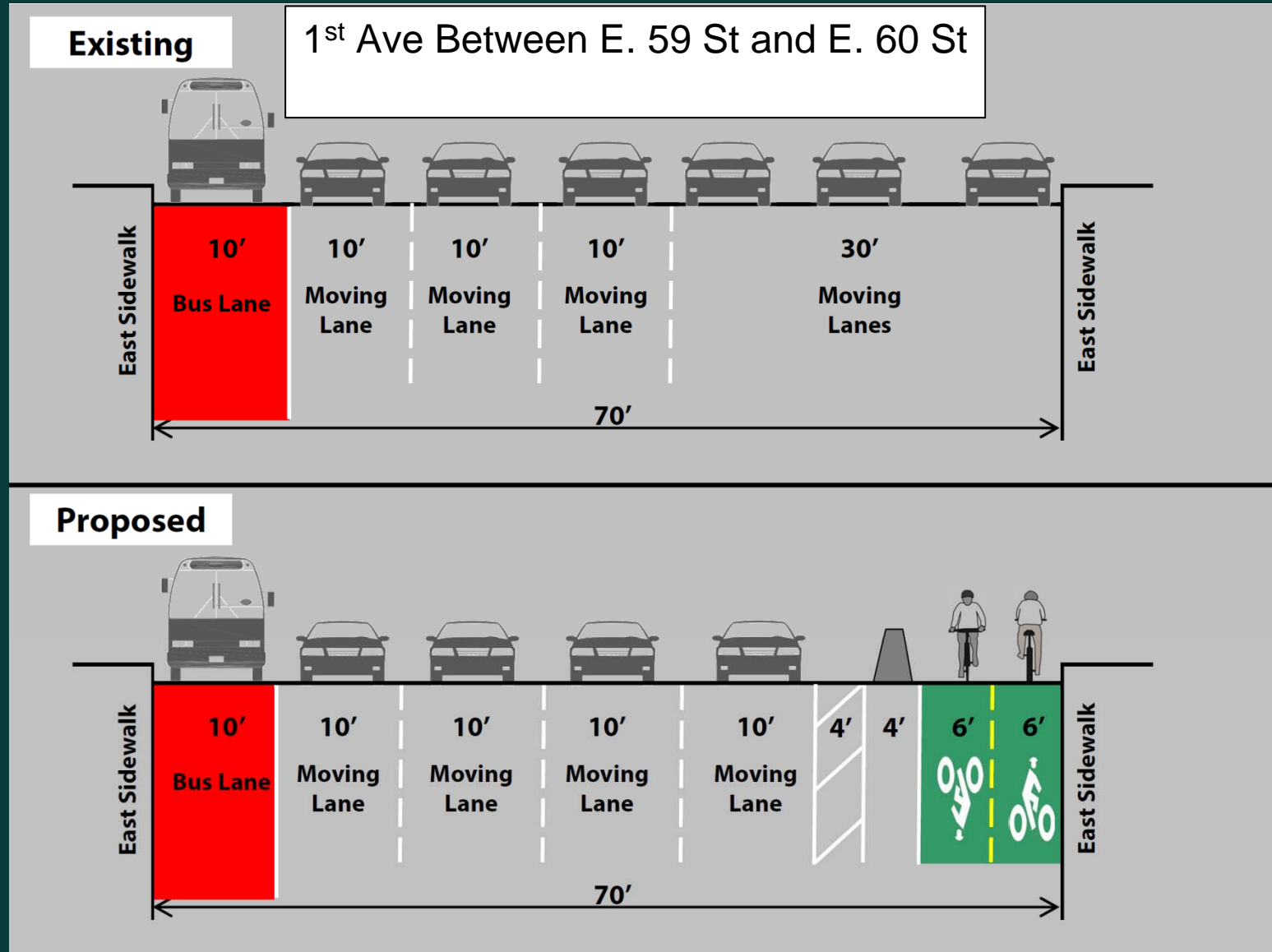
70 Feet

Curbside Bus Lane & 4+ Travel Lanes

1st Ave at E. 60 St Looking South



Design Treatment: E. 59 St to E. 60 St



Design Treatment: E. 59 St to E. 60 St

(LPI) Leading Pedestrian Interval Across 59th St
Mitigates Turn Conflict

1st Avenue

59th Street

Queensboro
Bridge

60th Street

Design Treatment: E. 59 St to E. 60 St



Existing Condition: 1st Ave at E. 60 St Looking South

Design Treatment: E. 59 St to E. 60 St



Rendering: 1st Ave at E. 60 St Looking South

Barrier Beautification



Williamsburg St West, Brooklyn

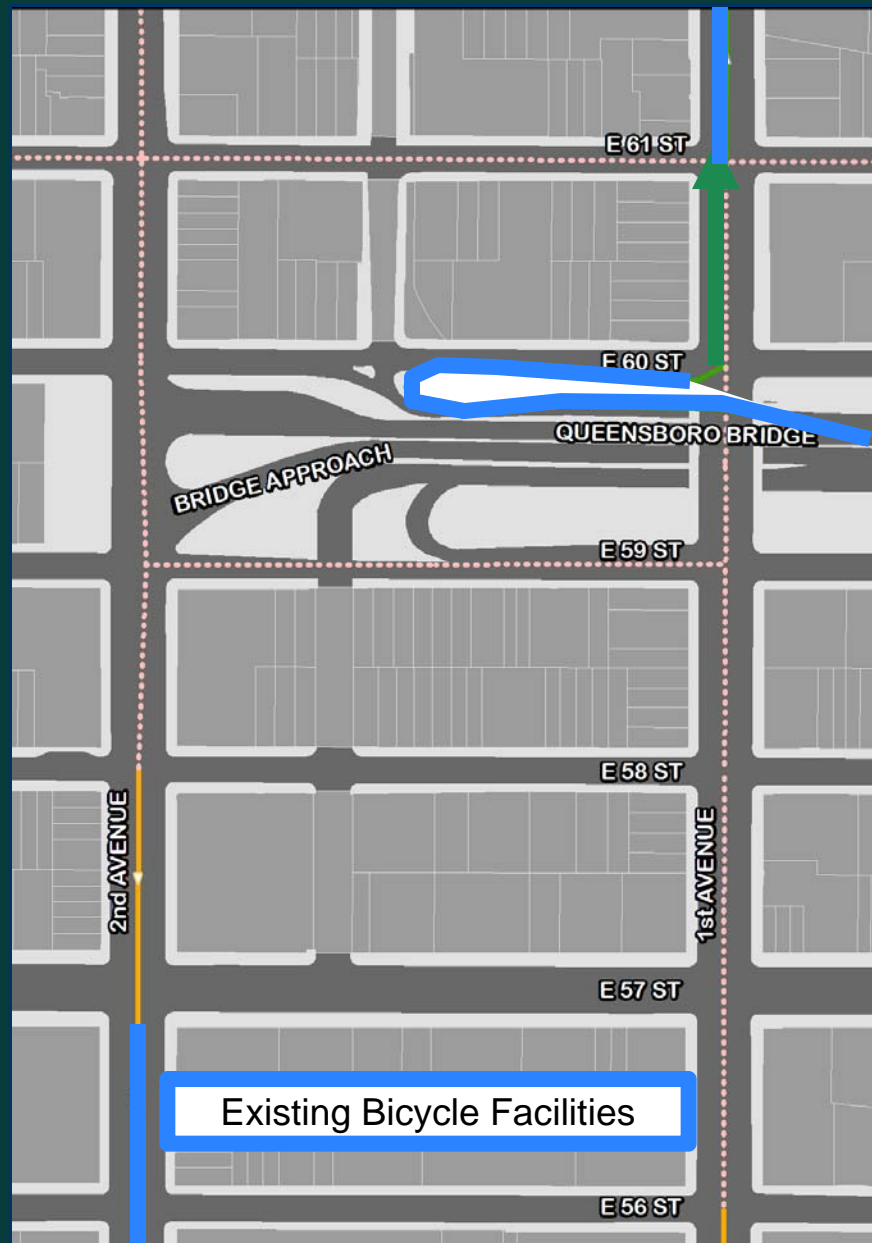


Flushing Ave, Brooklyn



Williamsburg St West, Brooklyn

Project Proposal: E. 60 St to E. 61 St



One-way Bicycle Path



Design Treatment: E. 60 St to E. 61 St

Wide Roadway, Long
Pedestrian Crossing

70 Feet

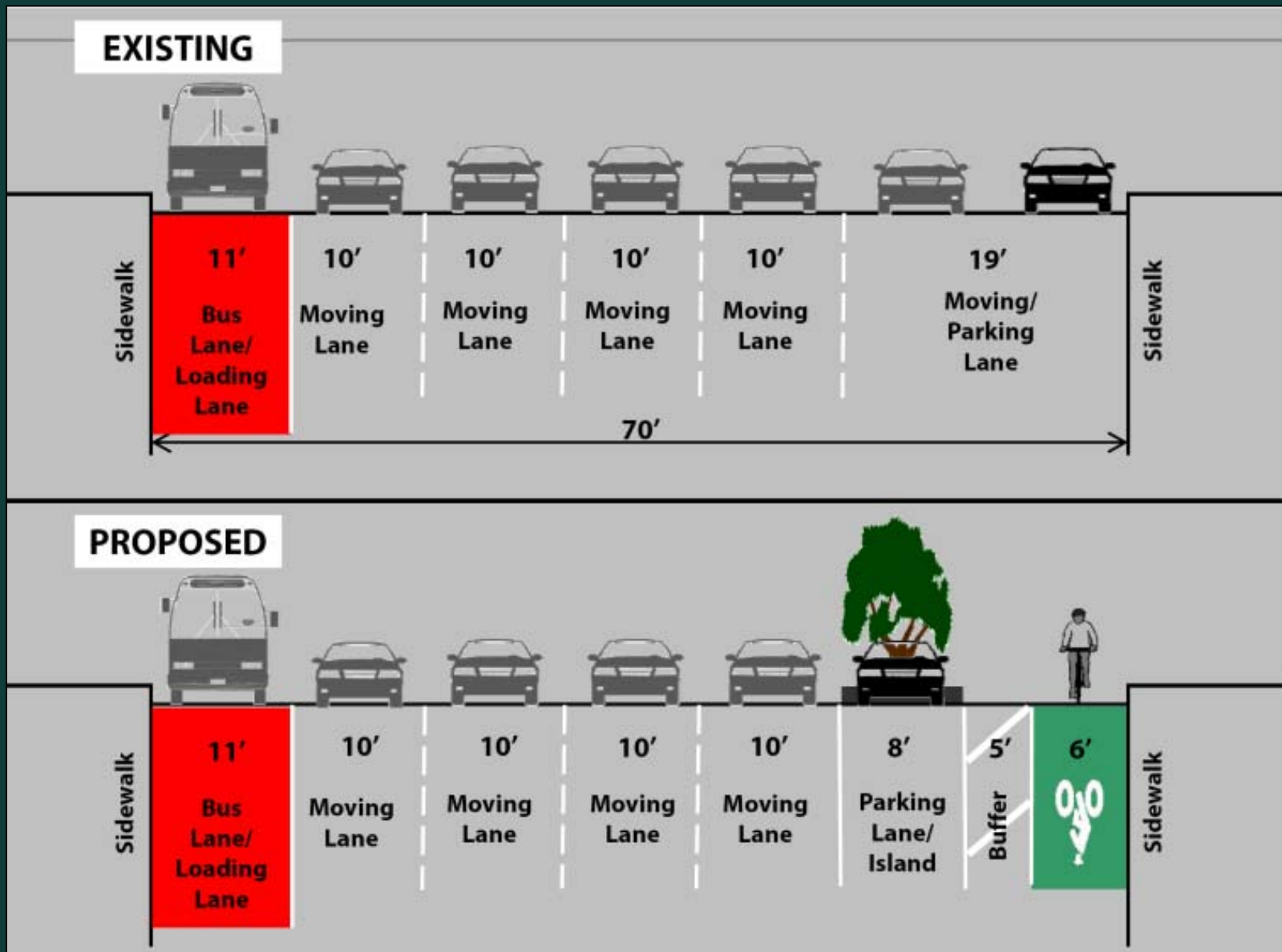
Curbside Bus Lane/Loading + 4 Travel
Lanes + 1 Turn Lanes + Parking Lane

Design Treatment: E. 60 St to E. 61 St



- Mixing Zone – accommodate vehicle/bike turning conflict
 - Approaching E. 61 Street
- Pedestrian Islands – Shorten pedestrian crossings
 - NS of E. 60 Street
 - NS of E. 61 Street

Design Treatment: E. 60 St to E. 61 St

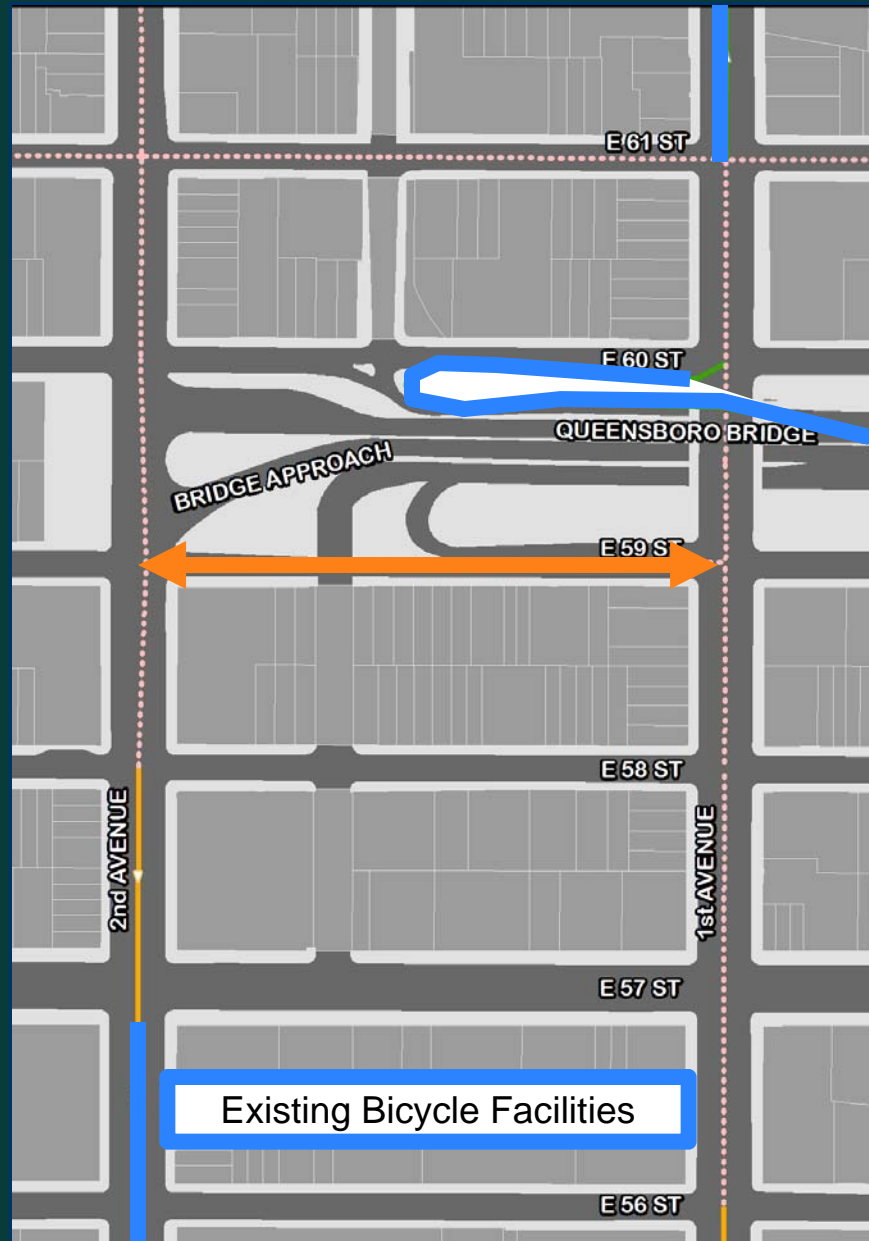


Design Treatment: E. 60 St to E. 61 St



Similar Design Treatment: First Avenue at E. 7 St Facing South

Project Proposal: E. 59th St



Shared Lane



Existing Conditions: E. 59 St

Queensboro Bridge Lower Level
Vehicle Approach

32-45 Feet

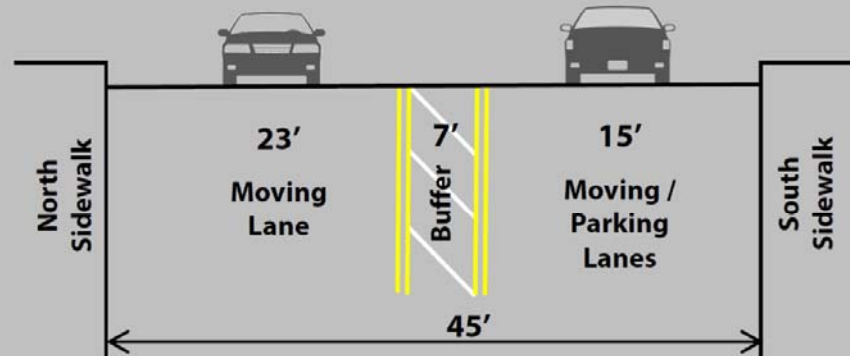
Two-way Travel Reinstated After
Construction

East 59th Street at Bridge Entrance Facing East

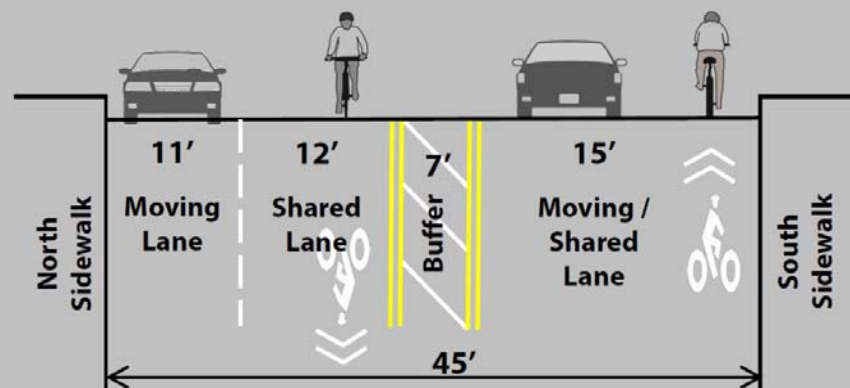
Existing Conditions: E. 59 St

Existing

59th Street between
1st Ave & Bridge Entrance



Proposed

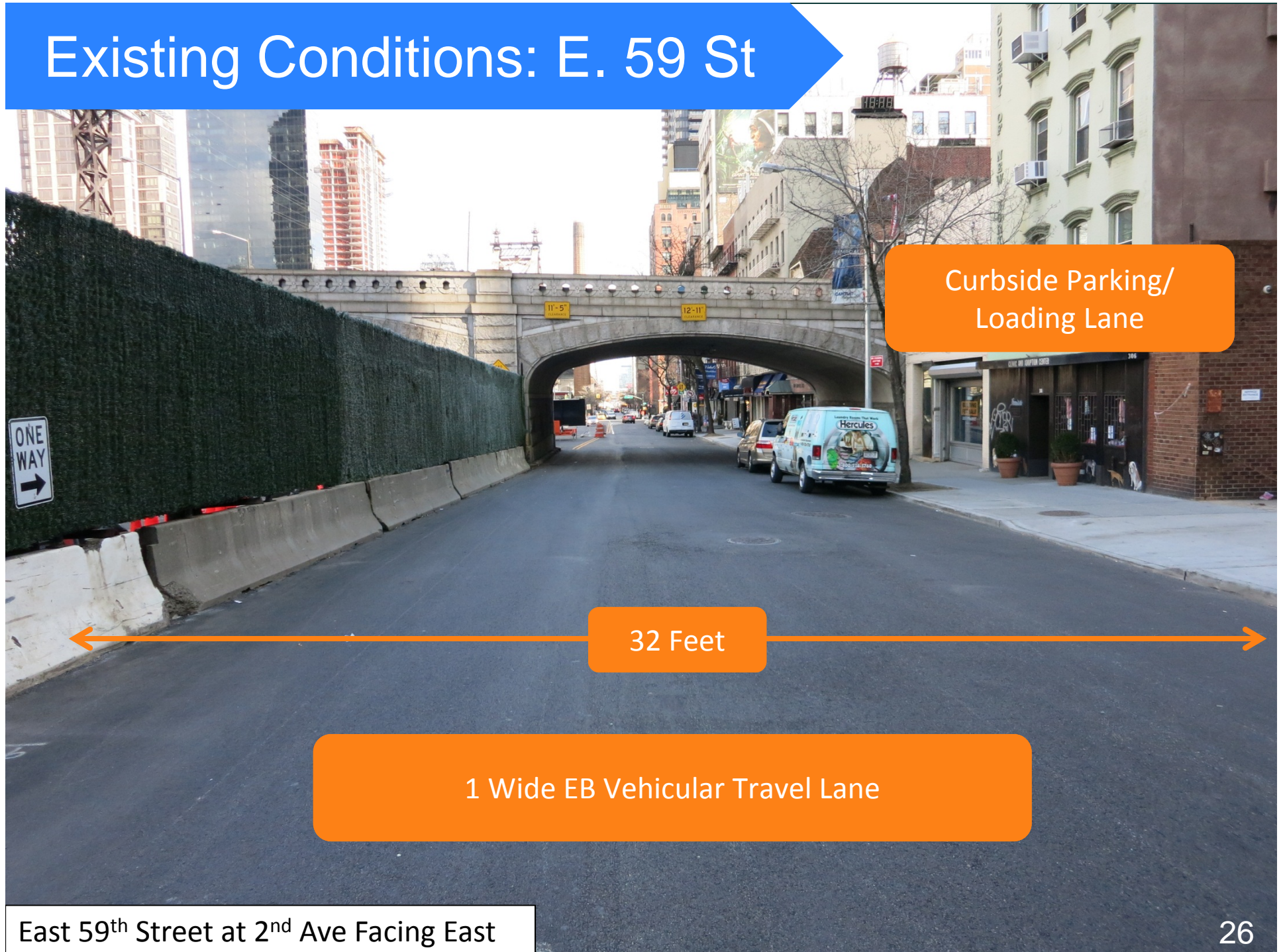


2 Ave

1 Ave



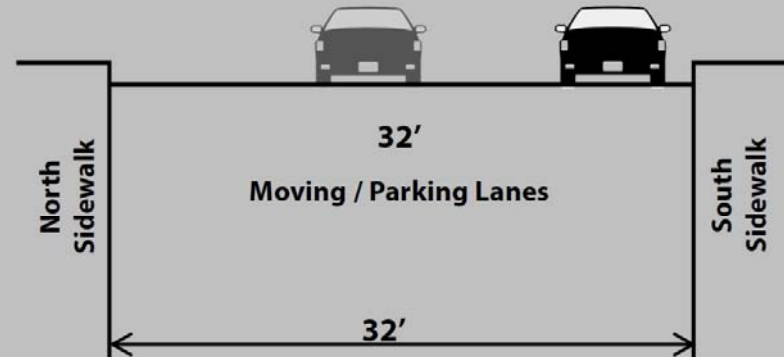
Existing Conditions: E. 59 St



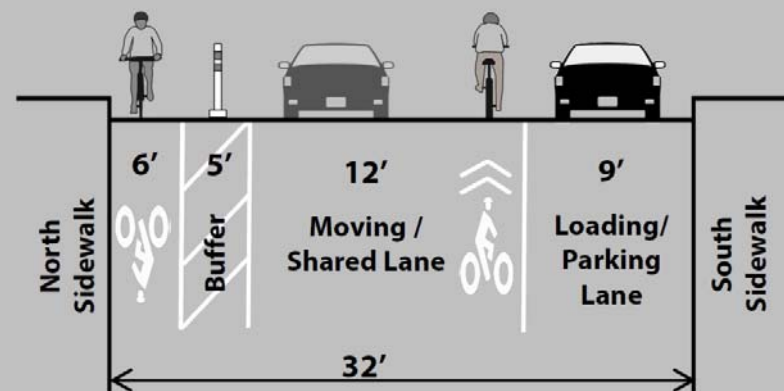
Existing Conditions: E. 59 St

Existing

59th Street between
2nd Ave & Bridge Entrance



Proposed



2 Ave

1 Ave



Proposal Benefits

- Increased safety for all roadway users
- Better continuity of the Bicycle Network, promotes healthy activity
- Safe connection from Queensboro Bridge to downtown bicycle routes
- Shorter Pedestrian Crossings – Helps seniors and children
- Greener Streets – Planting beds on pedestrian islands provide more green space

Questions?

Thank
You