

Separate Biking & Walking Lanes on the Queensboro Bridge



BIKE NEW YORK

**Manhattan Community Board 8
January 2020**



The bridge's 10-foot-wide North Outer Roadway is sub-standard and crowded

Today, two-way bike traffic has a 6 foot path. Pedestrians are confined to 4 feet



The most advanced design standards for urban bikeways call for 12-foot two-way bikeways.

8 feet is the absolute minimum in constrained conditions



National Association of City Transportation Officials

Crowding has led to more crashes and near-misses

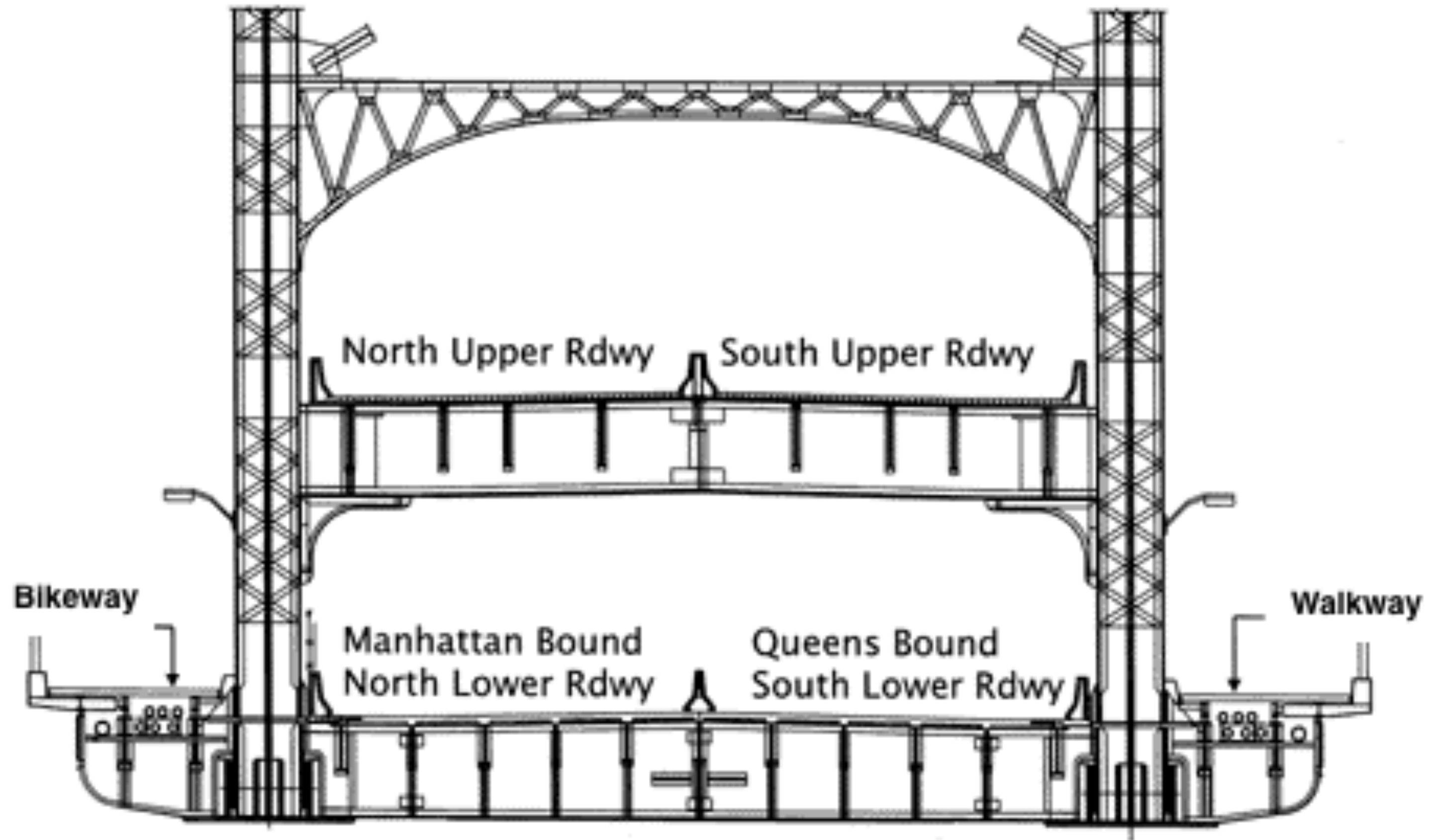
“The 49-year-old Jackson Heights man broke his right clavicle and elbow after losing control of his bicycle while trying to pass a person walking and avoid an oncoming cyclist on the approximately 12-foot-wide path.

‘On nice spring and summer days, you’ve got tons of pedestrians and tons of bicycles going over the bridge,’ Arfield said. ‘The path is not wide enough for two bikes and a pedestrian or two pedestrians and a bike. It’s a recipe for disaster.’”



The City NY April 25, 2019

Proposed bridge lane configuration facing east



South Outer Roadway and the Bridge's historic dual promenade



Bridge trends

- Motor vehicle traffic down 8.5 percent (15,833 daily vehicles) 2006-2016
- The trend toward lower motor traffic is likely to accelerate once congestion pricing is implemented.
- Bicycle ridership on the Queensboro Bridge increased by 35% 2012-2017. Over 5,000 cyclists cross on an average weekday.
- We expect this trend to continue due to growing interest in cycling, population growth, residential development, e-bikes generally and in the CitiBike fleet, and the recent expansion of Queens' bicycle network



Bridge construction will cause accommodation to fewer motor vehicle lanes ahead of any change



“A DOT spokesperson said upcoming work on the bridge will require drivers to be diverted on to the south outer roadway, but added the agency will study “different lane scenarios” to see if it can eventually be converted to a pedestrian path.”