



NEW YORK
STATE OF
OPPORTUNITY

Roosevelt Island
Operating Corporation

Roosevelt Island Bike Ramp & Bike Lane

Background – Bike Ramp

Project Budget: \$4M

Grant Funds: \$ 2.96M

RIOC funds: \$ 1.04M

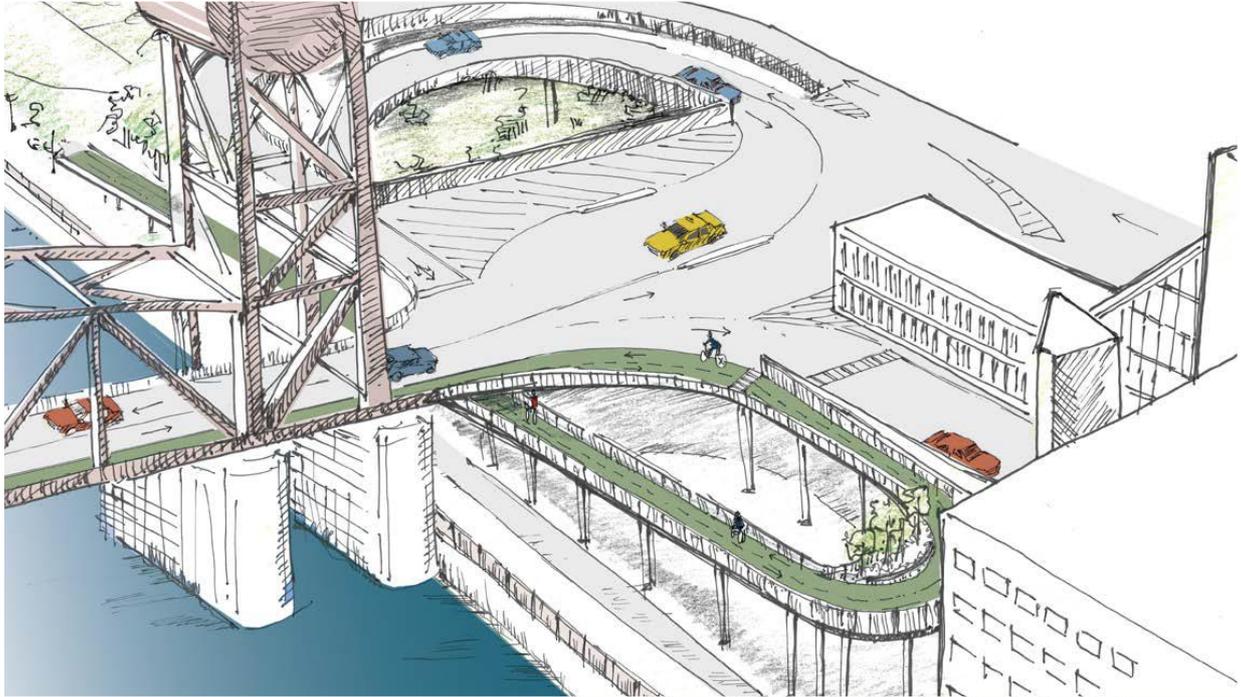
Designer: Dewberry Engineers

The project will provide a dedicated connection from the Queens Greenway across the Roosevelt Island Bridge to the East Promenade.

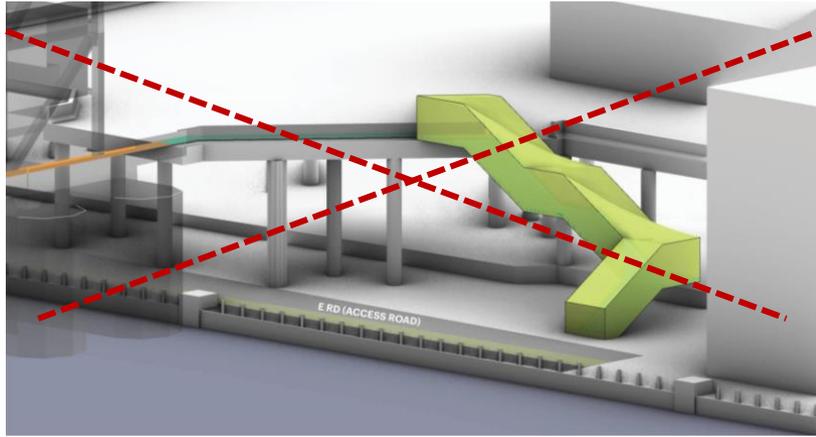
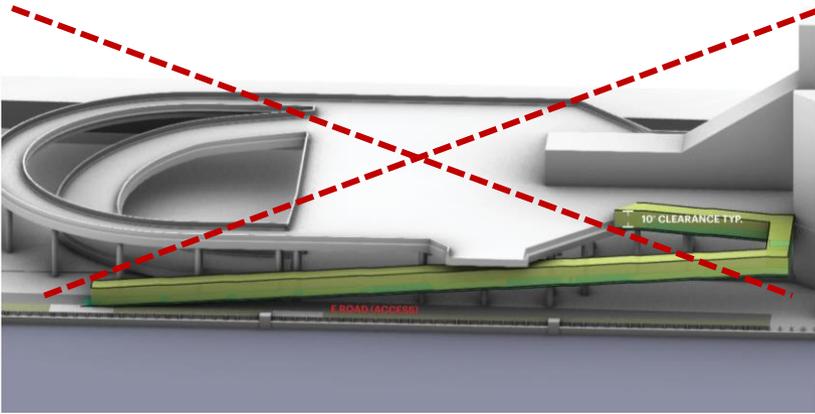
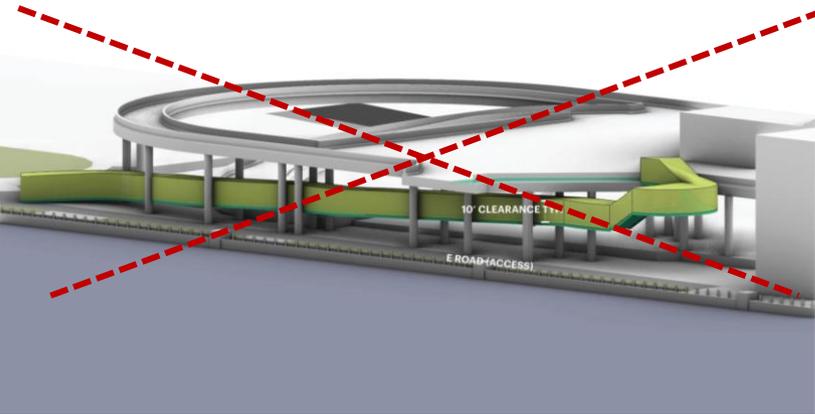


Project Goals

- Create a safe connection across the bridge that eliminates the vehicular/bike conflicts on the Helix
- Meet State Department of Transportation (SDOT) requirements and American Association of State Highway and Transportation (AASHTO) standards
- Provide a solution that enhances pedestrian and bicyclist experience



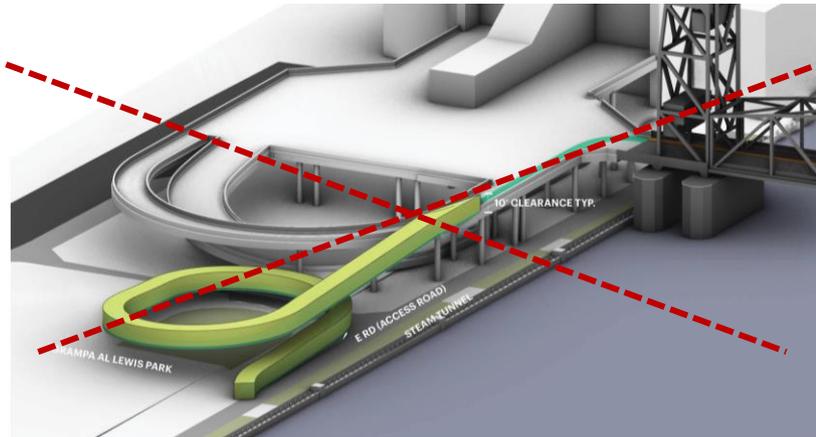
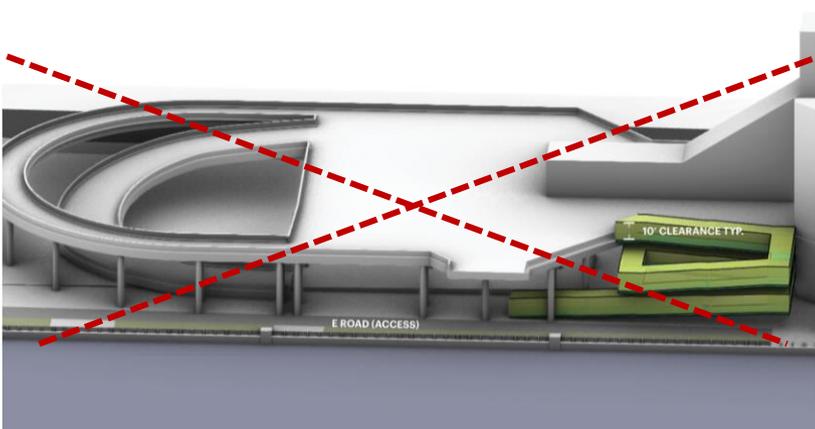
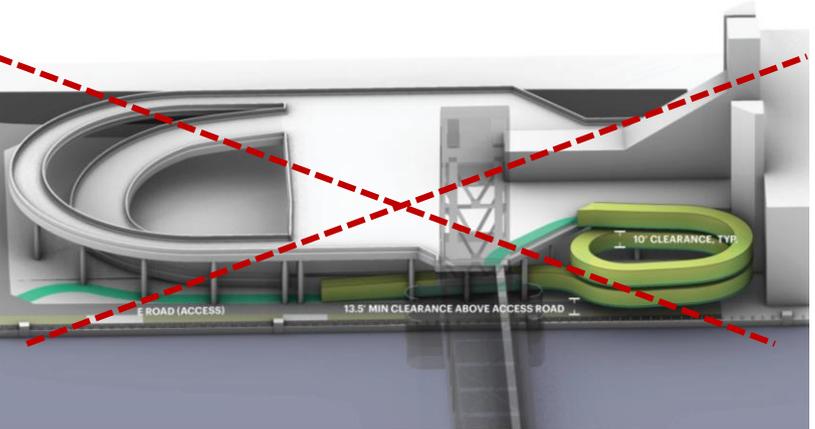
Configuration models



Does not meet project or grant goals due to stairs

Does not meet AASHTO guidelines for Bike Ramp

Does not meet project or grant goals due to stairs



Does not meet project budget, requires cantilever above water & foundations on steam tunnel

Does not meet AASHTO guidelines for Bike Ramp

Does not meet project goals, loss of open space

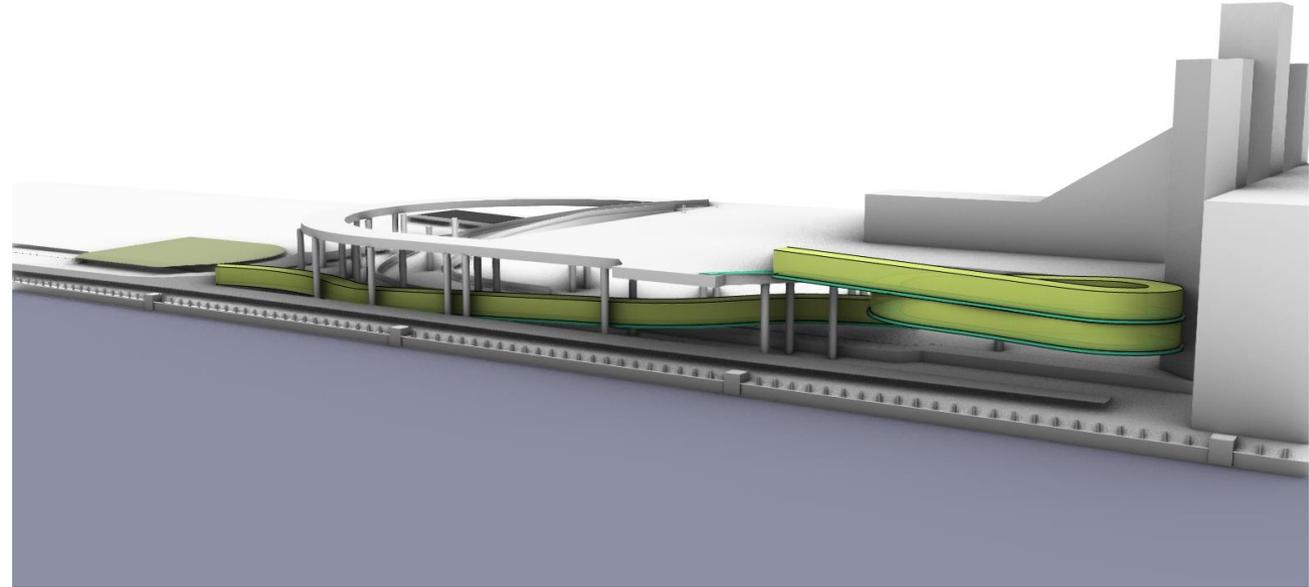
Waterside Option 1

- 2016 feasibility study examined a water side connection
- To meet SDOT and AASHTO requirements the ramp would:
 - Extend 600 linear feet and travel past Capobianco Field
 - Install pier supports throughout the Motorgate Plaza area
- Restrict Emergency vehicle access along East Promenade



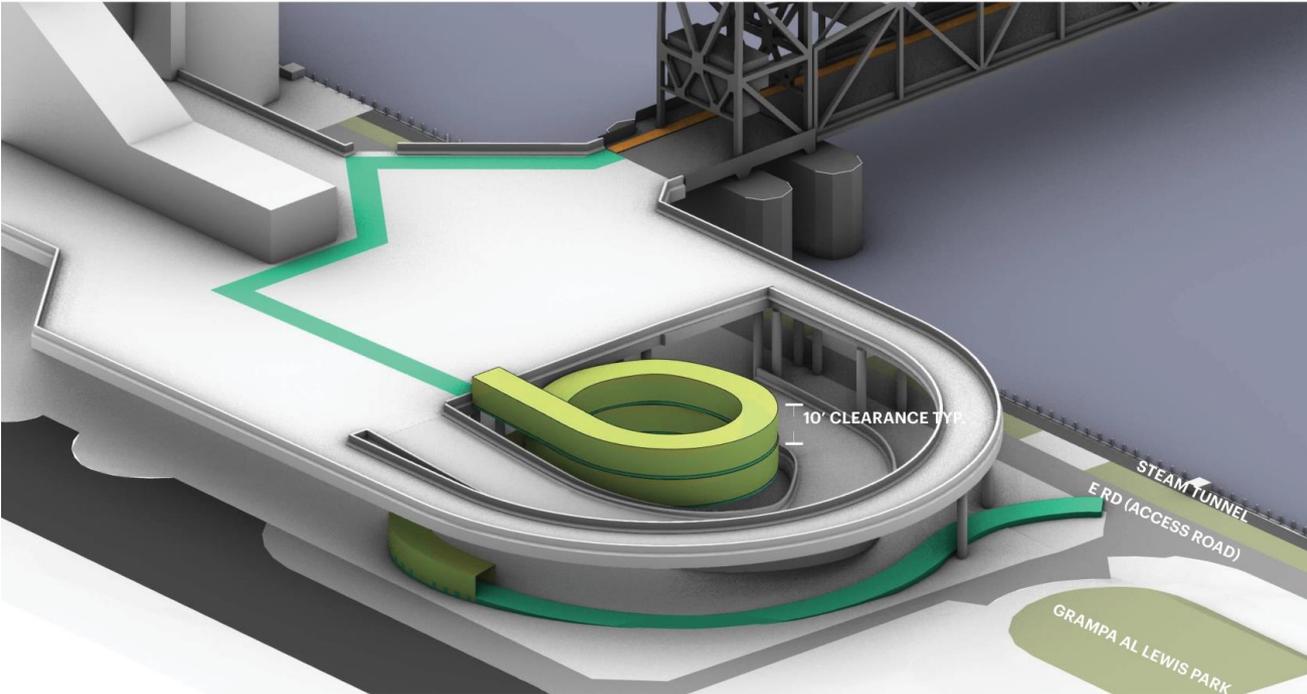
Waterside Option 2

- Variance from SDOT and AASHTO required
- Ramp would impact eastern doors to Motorgate atrium
- Impact to pedestrian experience at Motorgate Plaza



Ramp within the Helix Option - Preferred alternative

- Meets SDOT and AASHTO standards
- Activates unused space and minimally impacts pedestrian experience
- Maintains East promenade access open for Bike lane connectivity.



Note: Traffic configuration on the Helix plaza level is pending traffic analysis by Dewberry.

Current Status & Next Steps

There are four submission requirements per the SDOT specifications:

1. Section 106 Analysis (National historic Preservation Act) - **In Progress under review by SDOT**
2. Draft Design Report
3. Advance Detail Plans
4. Final Design

Board Approval/Resolution of the layout of the ramp is needed for the second review submission to SDOT

East Promenade Bike Lane

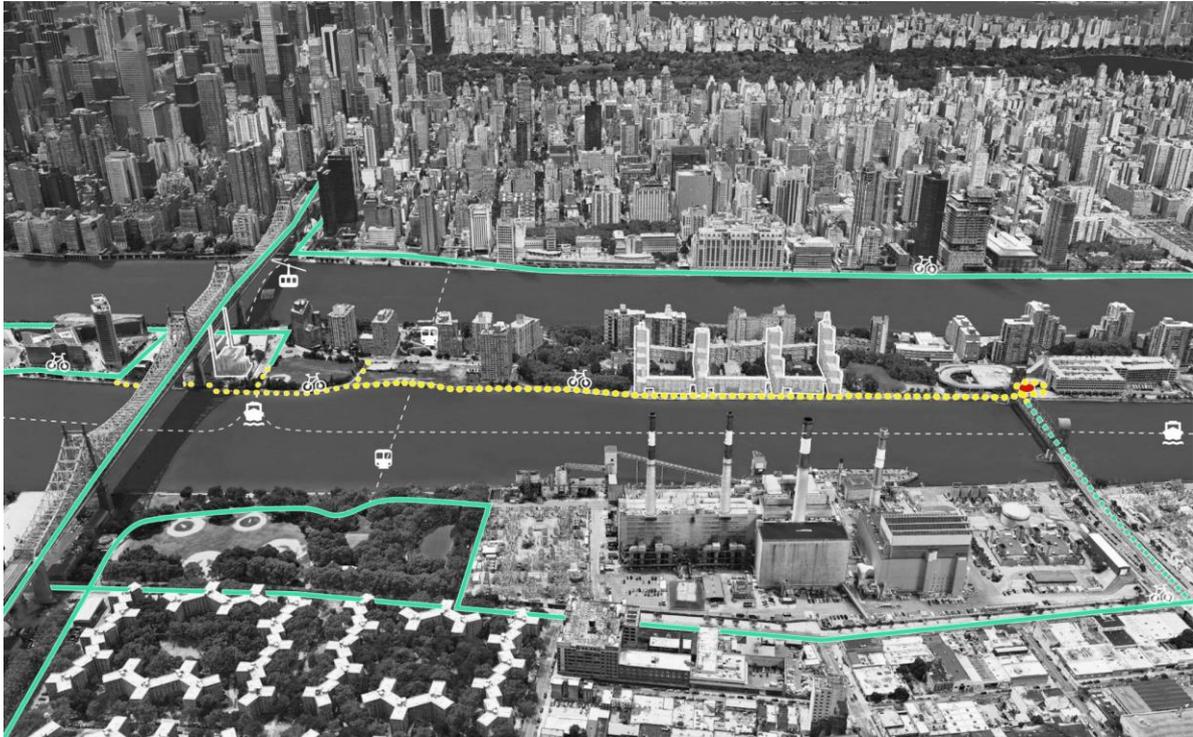
Project Budget: \$6.25M

Grant Funds: \$ 5.0M

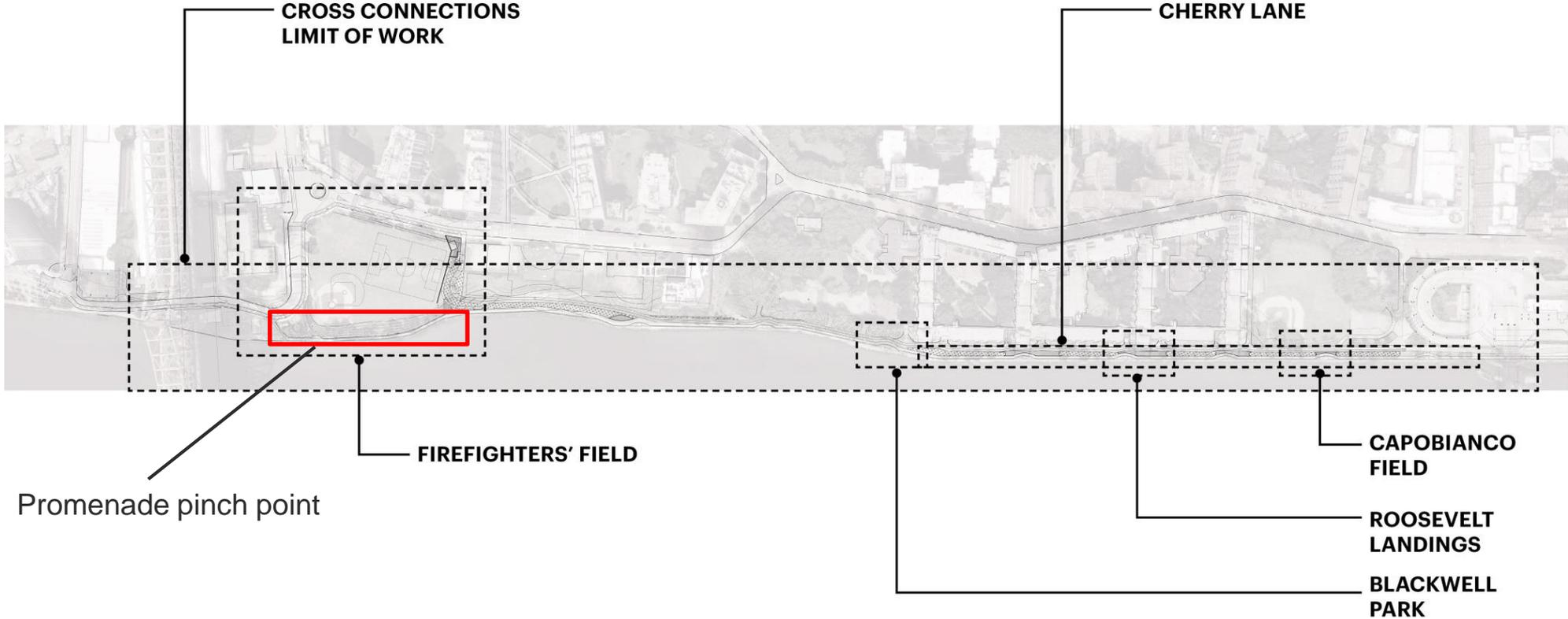
RIOC funds: \$1.25M

Designer: Dewberry Engineers

This project will provide a dedicated shared pedestrian/bicycle lane along the East Promenade from the Cornell Campus Loop to the new ramp connection at Motorgate Garage



Walk and Talk Event Findings - Alignment



- While most of the bike lane runs along the East Promenade, a pinch point exists at the Firefighter’s Field. Multiple ideas were discussed to resolve this situation.

Current Status & Next Steps

- There are four submission requirements per the SDOT specifications:
 - Section 106 Analysis (National historic Preservation Act) – **Started January 2020**
 - Draft Design Report
 - Advance Detail Plans
 - Final Design
- The Consultant and RIOC are compiling information for the preparation of the Section 106 Analysis. We plan to submit this package to SDOT by end of April 2020.
- Public meetings will be held to discuss the design aspects of the bike lane.