Project Background

2012 / 2013
Route identified as an important connection between Queens and the existing bike facilities in Williamsburg

June 2014
Preliminary proposal presented to Brooklyn CB1 Transportation Committee

March 2015
Held site visit with local businesses to discuss issues and concerns with Metropolitan Avenue

Spring 2015
Proposal revised based on community input and traffic analysis, and presented to Brooklyn CB1 Transportation Committee
Project Background

Connections / Network
- Expands the bicycle network
- Existing bike lanes:
  - on Grand St west of Metro Ave Bridge
  - on Woodward/Onderdonk Aves
- Popular route for cyclists
- Over 225 cyclists in a 12-hour period

Safety
- Redesigns 1 mile of a high-crash corridor
- High incidence of speeding
## Injury Summary, 2009-2013 (5 Years)

<table>
<thead>
<tr>
<th>Category</th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>8</td>
<td>0</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>88</td>
<td>10</td>
<td>1</td>
<td>11</td>
</tr>
<tr>
<td>Total</td>
<td>98</td>
<td>10</td>
<td>3</td>
<td>13</td>
</tr>
</tbody>
</table>

Fatalities, 01/01/2009-5/11/2015: 3

Source: Fatalities: NYCDOT Injuries: NYSDOT KSI: Persons Killed or Severely Injured
### Speeding

<table>
<thead>
<tr>
<th></th>
<th>AM Peak</th>
<th>Midday</th>
<th>PM Peak</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Eastbound</strong></td>
<td>60%</td>
<td>43%</td>
<td>56%</td>
</tr>
<tr>
<td><strong>Westbound</strong></td>
<td>57%</td>
<td>62%</td>
<td>67%</td>
</tr>
</tbody>
</table>

% of vehicles traveling above the 30 MPH speed limit

**Midweek speed study, June 2014**

WB vehicles measured at Gardner Ave

EB vehicles measured at Steward Ave
Existing Conditions

Grand Street

at Morgan Ave, looking west
Existing Conditions

Metropolitan Ave
at Flushing Ave, looking west
Existing Conditions

Metropolitan Ave
at Gardner Ave, looking west
Existing Conditions

Metropolitan Ave Bridge
looking west
Over 225 cyclists in a 12-hour period

Midweek count between Onderdonk and Woodward Aves, October 2013
Metropolitan Avenue Bridge

Existing

Proposed

[Diagram showing the existing and proposed designs of the Metropolitan Avenue Bridge, highlighting changes in the bridge structure, including the addition of concrete spans and metal grates.]
Metropolitan Avenue Bridge

Existing

Two travel lanes in both directions

Proposed

EB: one travel lane with a buffered bike lane

WB: two travel lanes with a curbside & shared lane
Grand Street, west of the bridge

Existing

Proposed
Grand Street, west of the bridge

Existing

Proposed

WB Grand Street merge occurs immediately after bridge

WB Grand Street merge is longer and farther away from bridge
Metropolitan Avenue, east of the bridge

Existing

Proposed
Metropolitan Avenue, east of the bridge

**Existing**

- High-speed two-lane blind curve

**Proposed**

- Single travel lane around curve to discourage speeding
- Bike lane becomes shared lane
Summary

- Expands the bicycle network
- Improves bicycle connections between Queens and Brooklyn
- Redesigns 1 mile of a high-crash corridor
- Improves safety for all road users