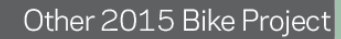


Metropolitan Avenue Bicycle Route



[illegible]

Existing Bicycle Facilities



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

Safety

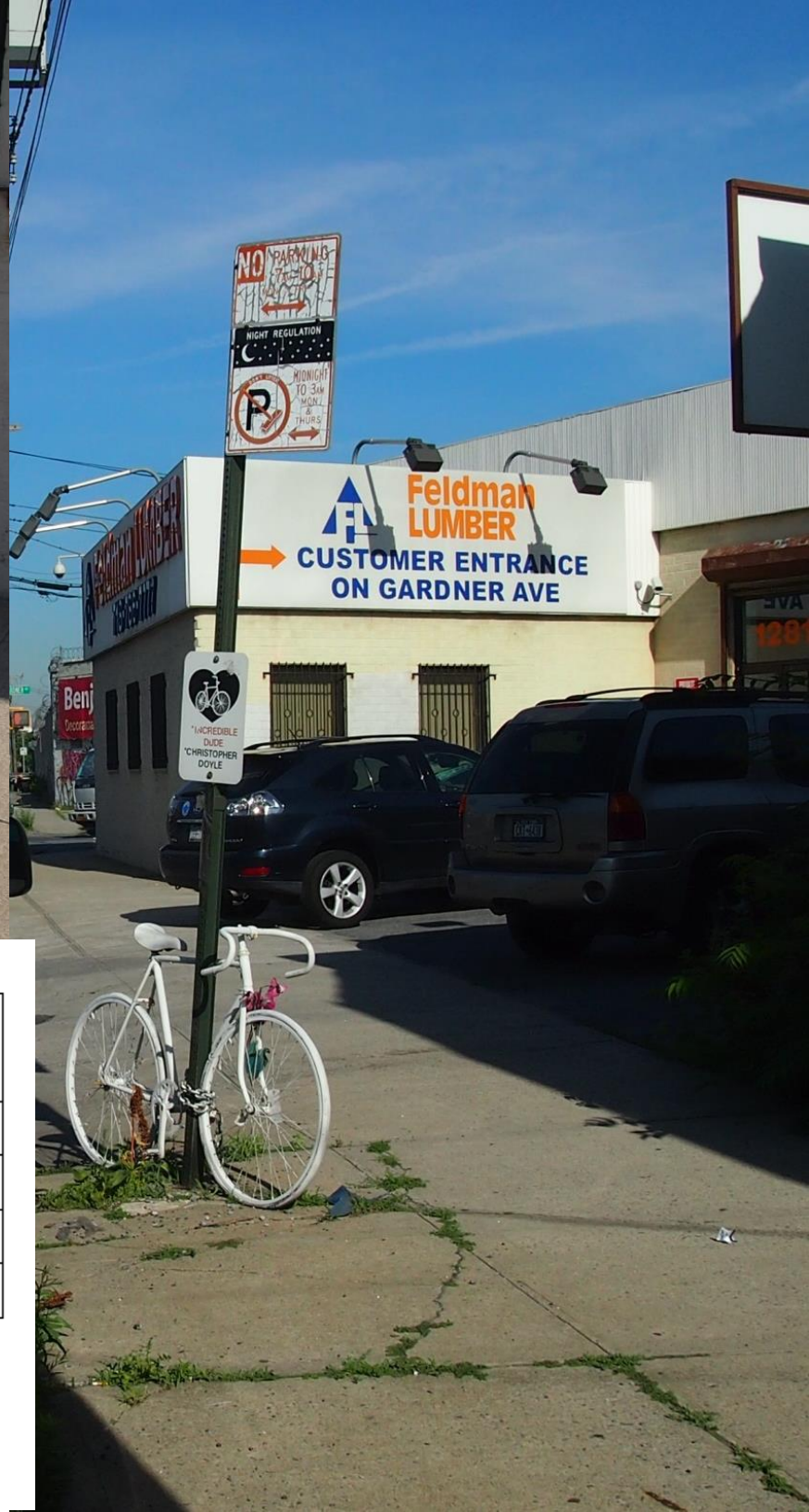


Injury Summary, 2009-2013 (5 Years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	2	0	0	0
Bicyclist	8	0	2	2
Motor Vehicle Occupant	88	10	1	11
Total	98	10	3	13

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

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



Speeding

% of vehicles traveling above the 30 MPH speed limit

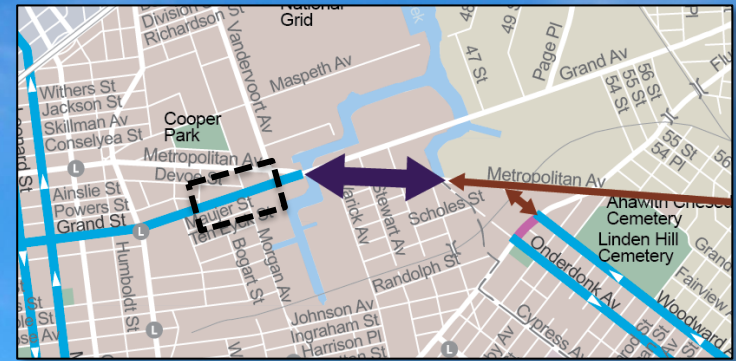
Midweek speed study, June 2014

WB vehicles measured at Gardner Ave
EB vehicles measured at Steward Ave

	AM Peak	Midday	PM Peak
Eastbound	60%	43%	56%
Westbound	57%	62%	67%

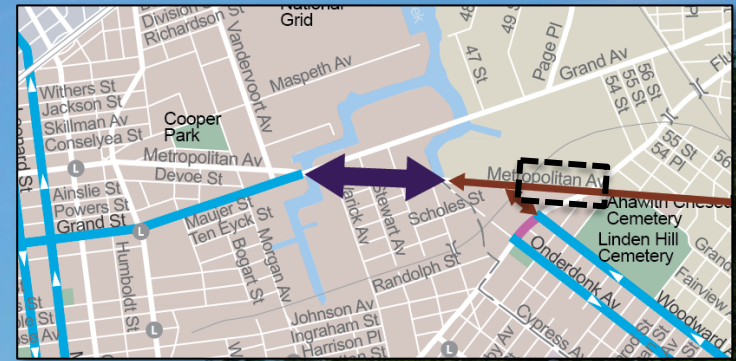
Existing Conditions

Grand Street at Morgan Ave, looking west



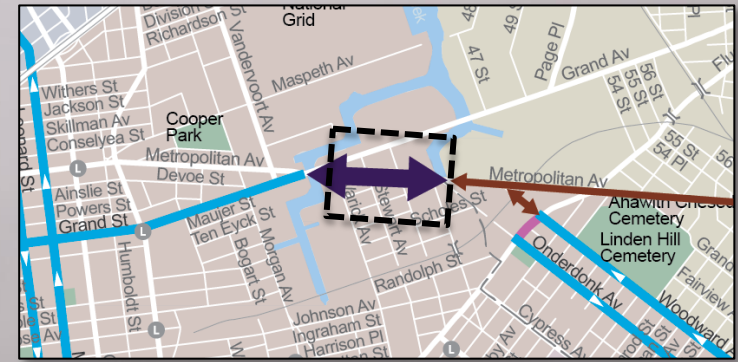
Existing Conditions

Metropolitan Ave at Flushing Ave, looking west



Existing Conditions

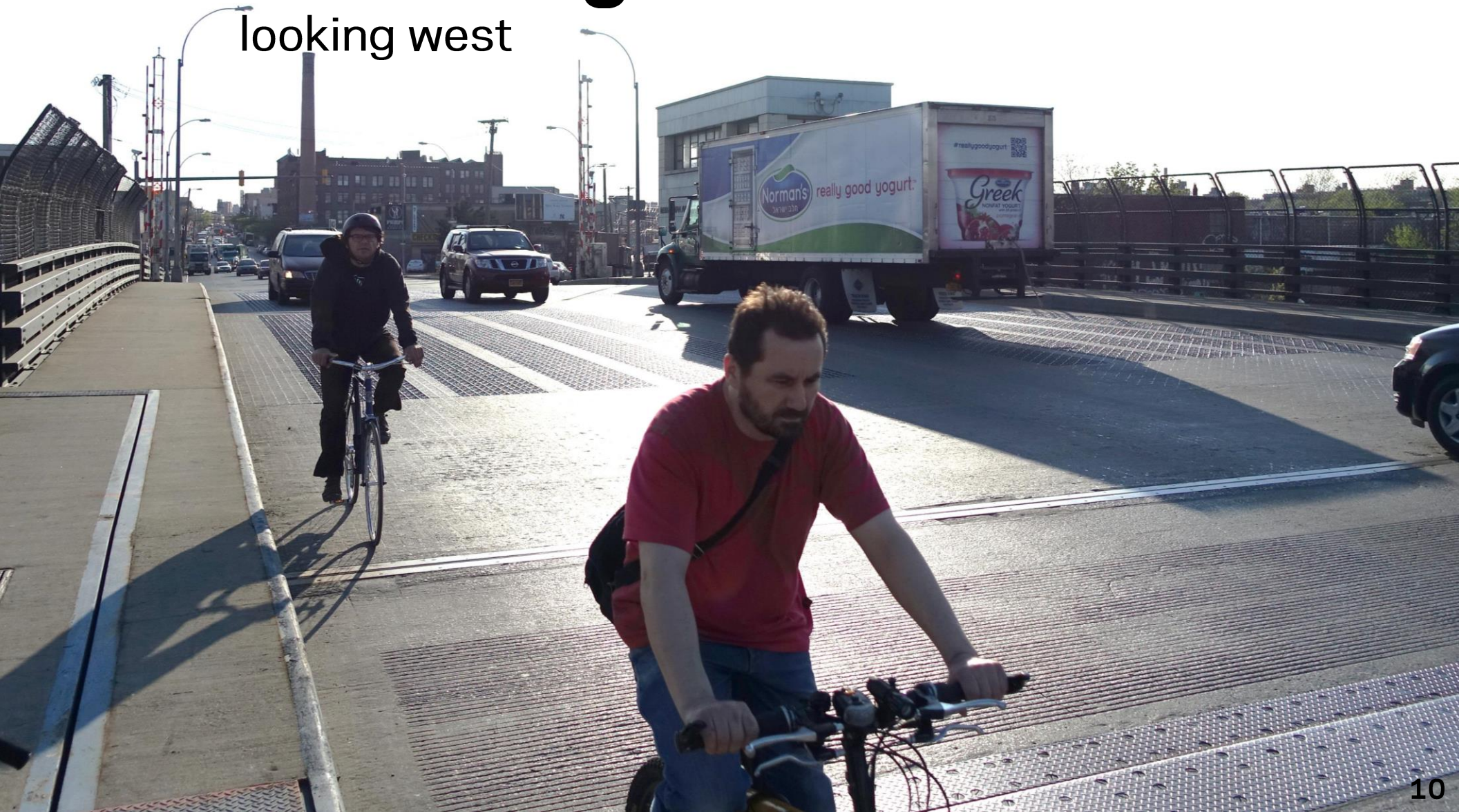
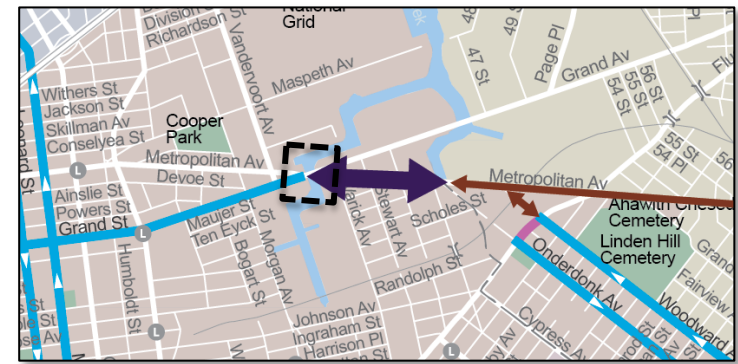
Metropolitan Ave at Gardner Ave, looking west



Existing Conditions

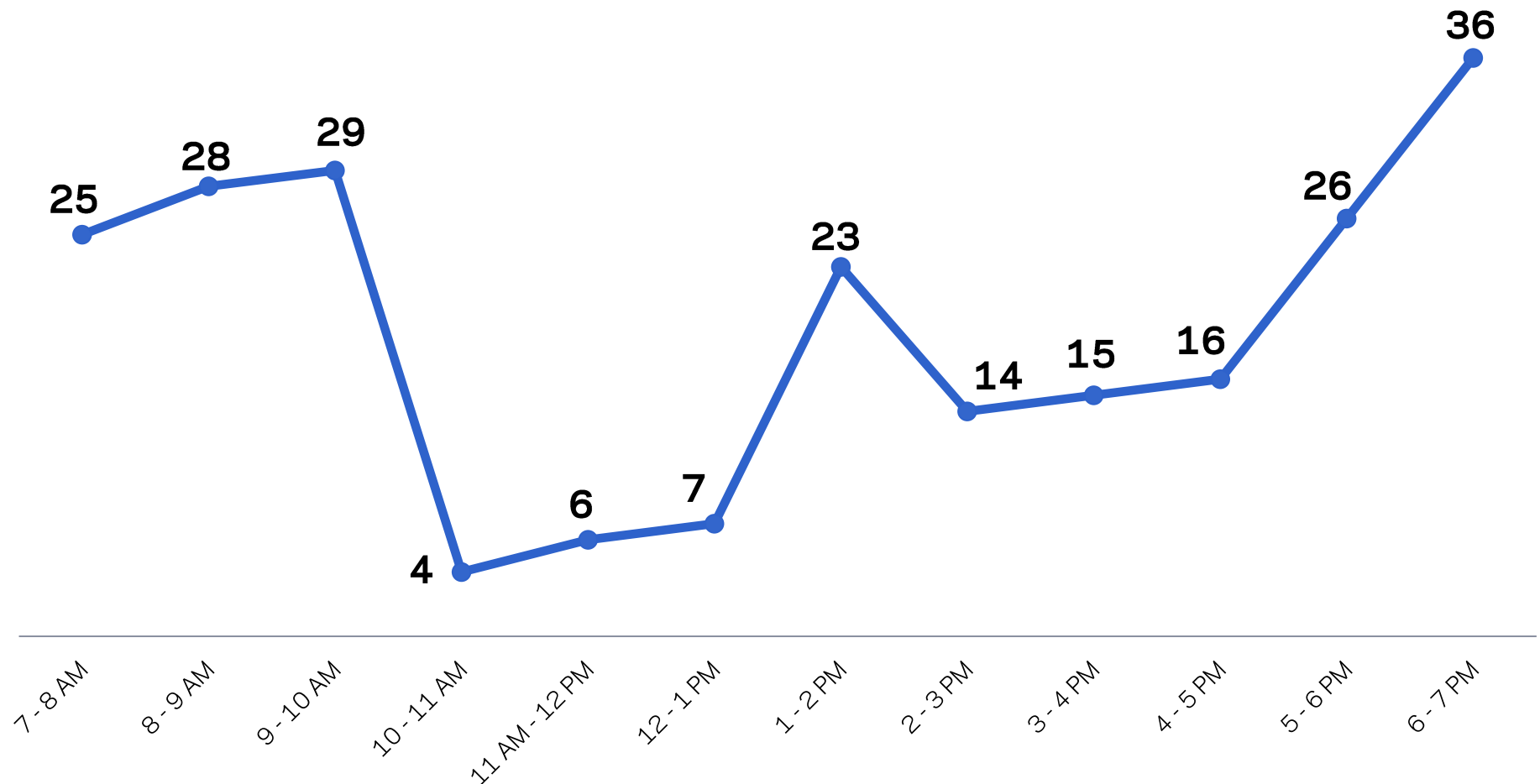
Metropolitan Ave Bridge

looking west



Existing Conditions

Cyclists Per Hour



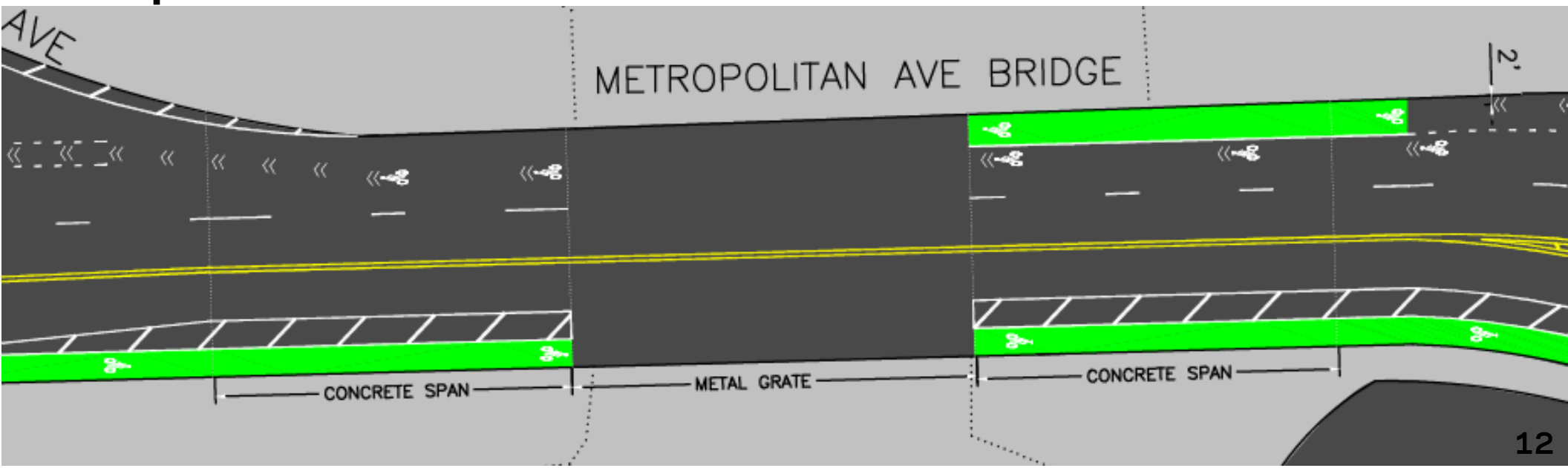
Over 225 cyclists in a 12-hour period

Metropolitan Avenue Bridge

Existing



Proposed



Metropolitan Avenue Bridge

Existing

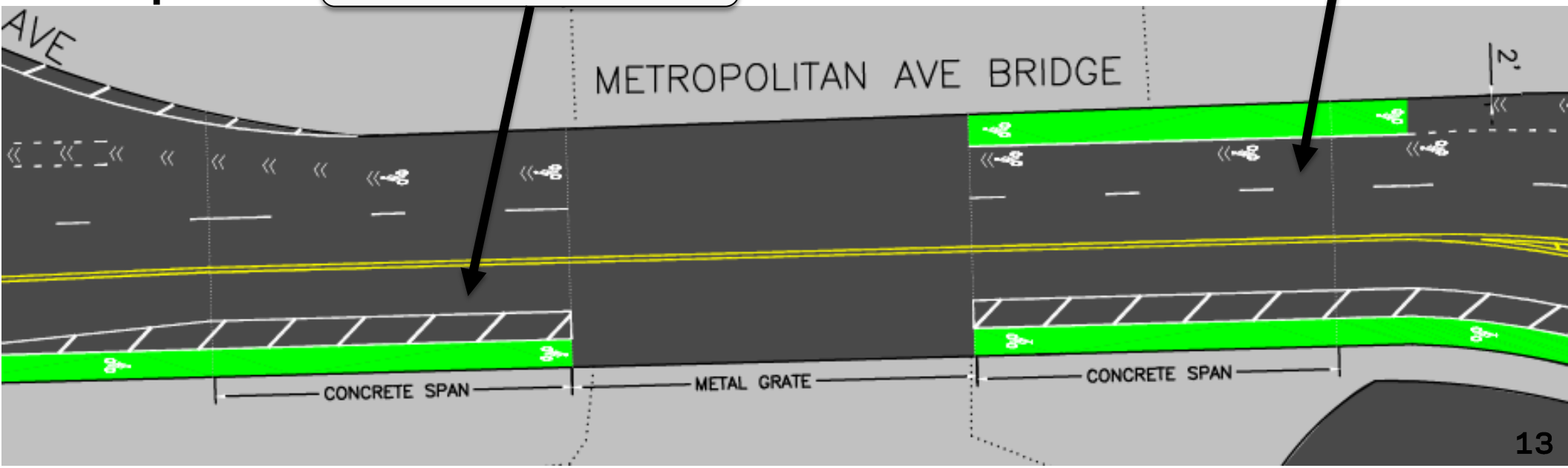


Two travel lanes in both directions

Proposed

EB: one travel lane with a buffered bike lane

WB: two travel lanes with a curbside & shared lane

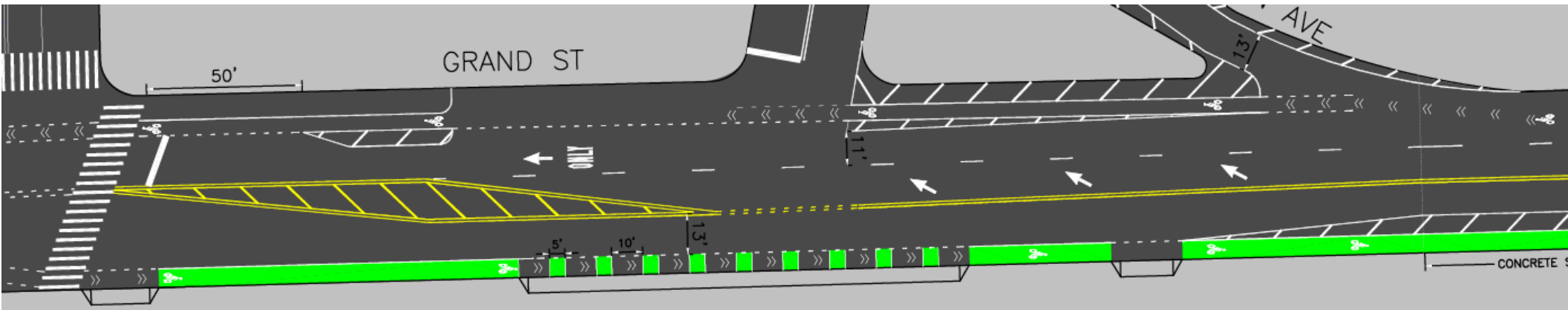


Grand Street, west of the bridge

Existing



Proposed

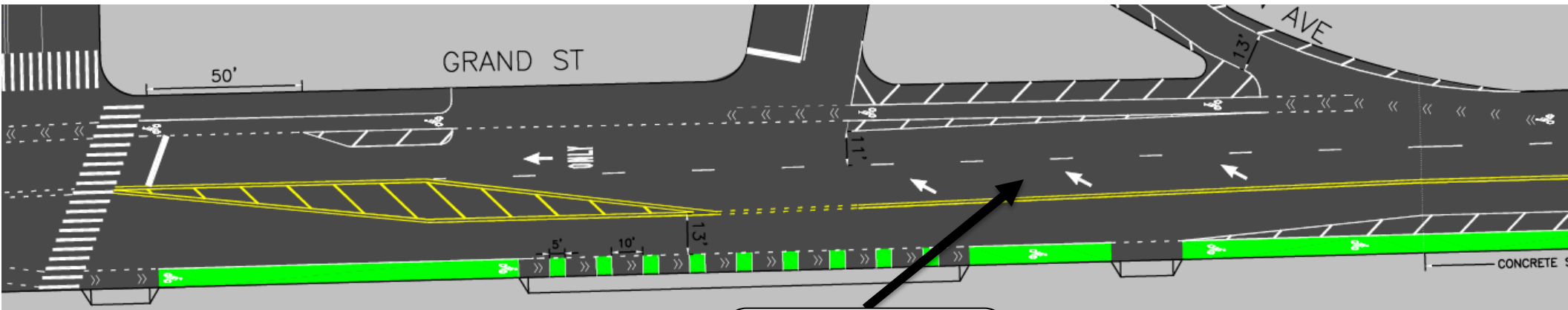


Grand Street, west of the bridge

Existing



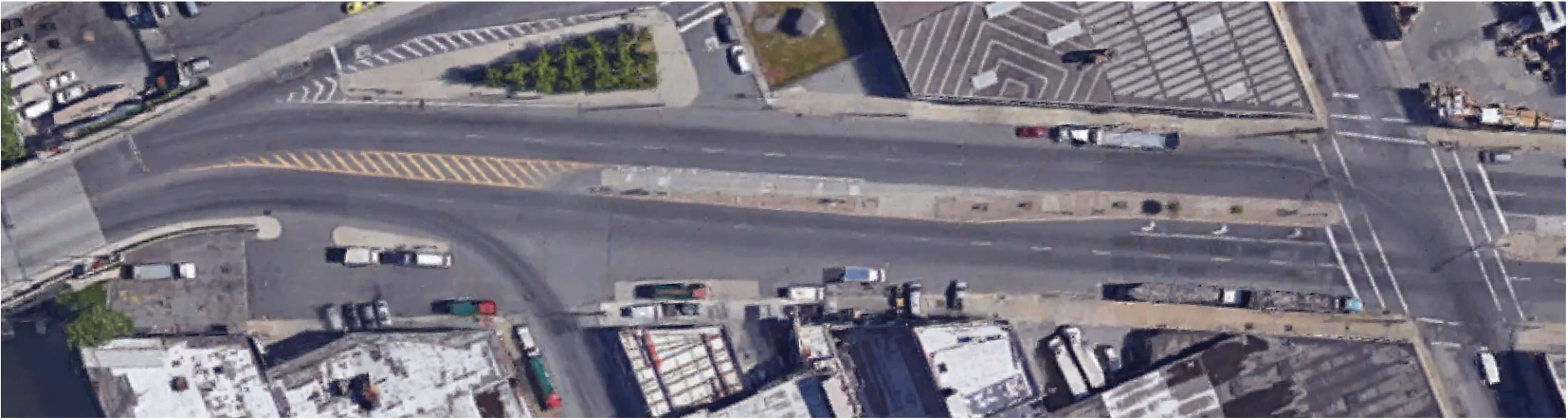
Proposed



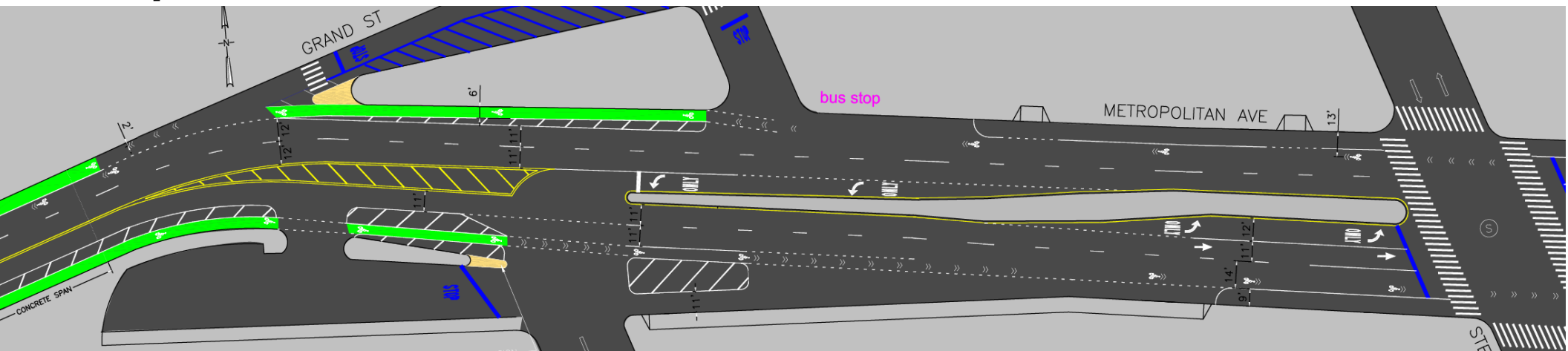
WB Grand Street merge is longer and farther away from bridge

Metropolitan Avenue, east of the bridge

Existing



Proposed

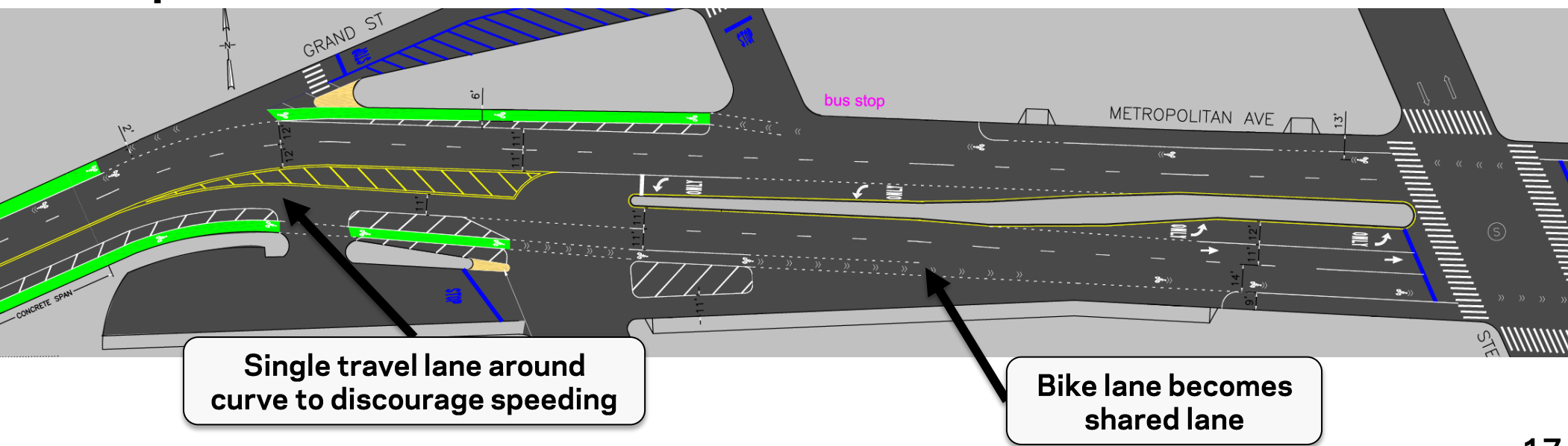


Metropolitan Avenue, east of the bridge

Existing

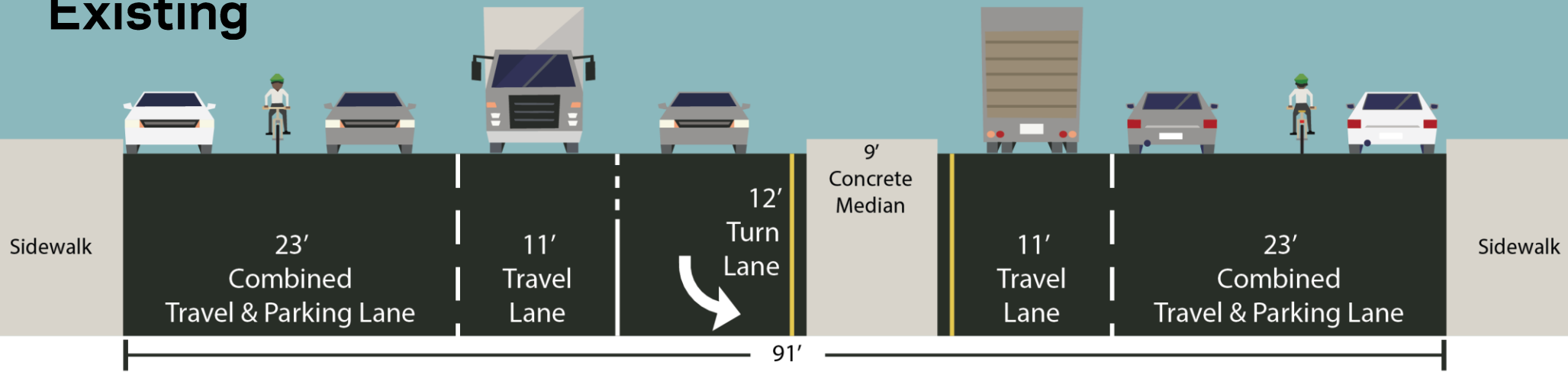


Proposed

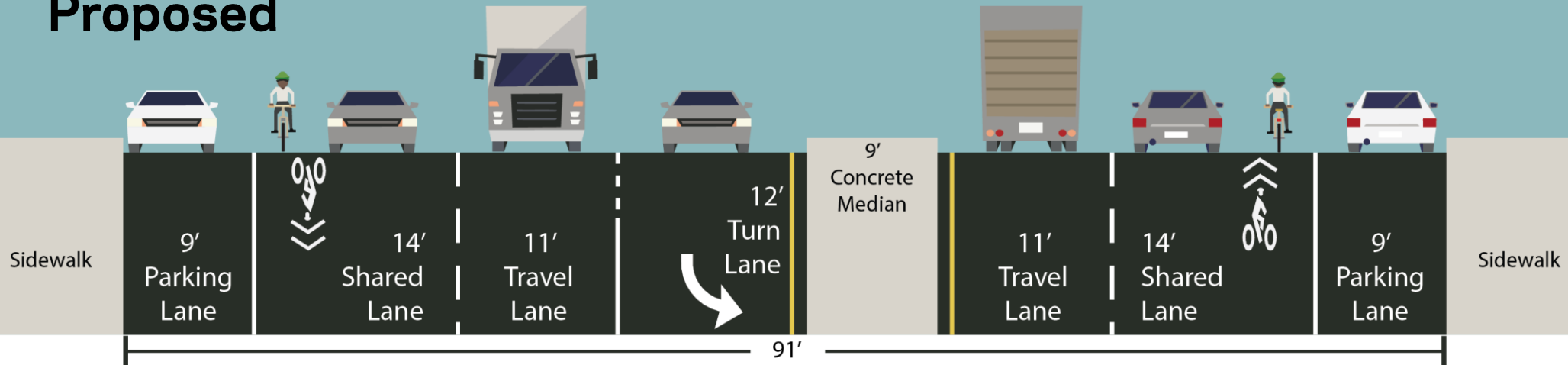


Metropolitan Avenue: Varick Ave to Onderdonk Ave

Existing



Proposed



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



Questions?

**Thank
You**