Metropolitan Avenue Bicycle Route
Project Background
Route identified as an important connection between Queens and the existing bike facilities in Williamsburg

Preliminary proposal presented to Brooklyn CB1 Transportation Committee

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

Proposal revised based on community input and traffic analysis, and presented to Brooklyn CB1 Transportation Committee and Full Board

Full Board requested DOT to return in the fall

DOT evaluated additional design options
Connections / Network
• Expands the bicycle network
• Existing bike lanes:
  • on Grand St west of Metropolitan 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
Existing Conditions

Cyclists Per Hour

Over 225 cyclists in a 12-hour period

Midweek count between Onderdonk and Woodward Aves, October 2013
% 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

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

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
Existing Conditions

Grand Street

at Morgan Ave, looking west
Existing Conditions

Metropolitan Ave Bridge

looking west
Existing Conditions

Metropolitan Ave
at Gardner Ave, looking west
Existing Conditions

Metropolitan Ave
at Flushing Ave, looking west
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
Metropolitan Avenue, east of the bridge

**Existing**

High-speed two-lane blind curve

**Proposed**

Single travel lane around curve to discourage speeding

Bike lane continues to Onderdonk Av
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