Metropolitan Avenue Bicycle Route

New York City Department of Transportation
Presented to Brooklyn CB1 Transportation Committee on September 1, 2016
2012/2013
Route identified as an important connection between existing bike facilities, linking Williamsburg to Ridgewood

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 and Full Board

Winter 2015/Spring 2016
Continued evaluation of design alternatives

June 2016
Presented to the full board. No concerns raised.
Background

Project Location

Bike Connections to Williamsburg Bridge

Popular Cycling Route

225+ Cyclists counted in 12-hour period

LEGEND

Proposed Bicycle Route

Existing Bicycle Facilities

- Bicycle Lane
- Shared Lane
- Signed Route

Bike Connections to Ridgewood
Background

Safety

High Crash Corridor
2 cyclist fatalities 2010-2016

<table>
<thead>
<tr>
<th>Metropolitan Av - Grand St to Woodward Av, QN</th>
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</thead>
<tbody>
<tr>
<td>Injury Summary, 2010-2014 (5 Years)</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>5</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Bicyclist</td>
<td>9</td>
<td>0</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>101</td>
<td>13</td>
<td>0</td>
<td>13</td>
</tr>
<tr>
<td>Total</td>
<td>115</td>
<td>13</td>
<td>2</td>
<td>15</td>
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</tbody>
</table>

Source: Traffic\NYCDOT
Injuries: NYCDOT
KSI: Pedestrian Killed or Severely Injured

Speeding
High incidence of speeding along the corridor

% of vehicles traveling above the 30 MPH speed limit

<table>
<thead>
<tr>
<th></th>
<th>AM Peak</th>
<th>Midday</th>
<th>PM Peak</th>
</tr>
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<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>

Midweek speed study, June 2014
WB vehicles measured at Gardner Ave
EB vehicles measured at Steward Ave
Grand Street bet Morgan Ave and Catherine St, looking west
Existing Conditions
Metropolitan Ave Bridge
Existing Conditions
Metropolitan Ave

Metropolitan Ave bet Gardner Ave and Scott Ave, looking west
Existing Conditions
Metropolitan Ave

Metropolitan Ave bet Onderdonk Ave and Woodward Ave, looking west
**Proposed Improvements**

**Grand Street – Vandervoort Ave and Split**

### Existing

- Westbound traffic merges abruptly after bridge.

### Proposed

1. Lengthen merge, increases capacity, reduces congestion.
2. Maintain one Eastbound travel lane over the bridge, organizes street space, increases safety.
3. Roadway widens to two lanes at bridge eastbound.
Existing

(1) Two travel lanes in each direction
(2) No dedicated space for cyclists

Proposed

(1) Westbound: Curbside bike lane and shared lane, traffic capacity maintained
(2) Eastbound: Buffered curbside bike lane, one travel lane removed
Proposed Improvements

Metropolitan Ave – Bridge to Stewart Ave

**Existing**

(1) No dedicated space for cyclists

(2) Two travel lanes on sharp curve

**Proposed**

(1) Westbound: Install curbside lane at bridge approach, reduces mixing with traffic, improves safety

(2) Eastbound: One travel lane maintained through curve, Calms traffic, organizes roadway

(3) Both Curbside bike lane transitions to bike lane to Onderdonk Ave, Traffic capacity maintained
Proposed Improvements
Metropolitan Ave – Stewart Ave to Onderdonk Ave

Existing
(1) No dedicated space for cyclists
(2) Wide lanes encourage speeding

Proposed
(1) Introduce bike lanes, maintain traffic capacity, provides dedicated space for cyclists
(2) Establish standard width travel lanes, Calm traffic, discourage speeding
Proposed Improvements
Metropolitan Ave – Stewart Ave to Onderdonk Ave

**Existing**

- **(1) No dedicated space for cyclists**
- **(2) Wide lanes encourage speeding**

**Proposed**

- **(1) Introduce bike lanes and maintain traffic capacity,**
  Organizes street space, provides dedicated space for cyclists
- **(2) Establish standard width travel lanes,**
  Calm traffic, discourage speeding
Existing

- South Sidewalk: 10' Rush Hour & Parking Lane
- North Sidewalk: 10' Rush Hour & Parking Lane

41'

Proposed

- South Sidewalk: 10' Rush Hour & Parking Lane, 10.5' Shared Lane
- North Sidewalk: 10' Rush Hour & Parking Lane, 10.5' Shared Lane

41'

(1) No dedicated space for cyclists
(2) Rush hour regulations create potential for confusion
(1) Introduce double shared lane, guides cyclist travel
(2) Makes connection to Woodward Ave, links to Ridgewood
Summary

- Expands the bicycle network creating dedicated space for cyclists
- Improves bicycle connections between Brooklyn and Queens
- Reduces speeding
- Improves safety for all road users
Questions?

Thank You