



McDonald Ave Two-Way Protected Bike Lane

Presentation to Brooklyn Community Board 7

June 10, 2025



Background

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Cycling in Numbers

Daily and Annual Cycling:

- **28%** of adult New Yorkers, more than 1.8 million people, **ride a bike** (at least once in past year)
- **762,000 ride a bike regularly** (at least several times a month). Source: Community Health Survey

Bike Trips to Work:

- **620,000** daily cycling trips
- **64%** increase in daily cycling between 2013 and 2023
- **16%** increase in daily cycling between 2018 and 2023
- **Growth in daily cycling is higher than any other transportation mode.** (Source: US Census, American Community Survey)



Safe Streets for Cycling

Safety Benefits of Bike Facilities:

Protected Bike Lanes

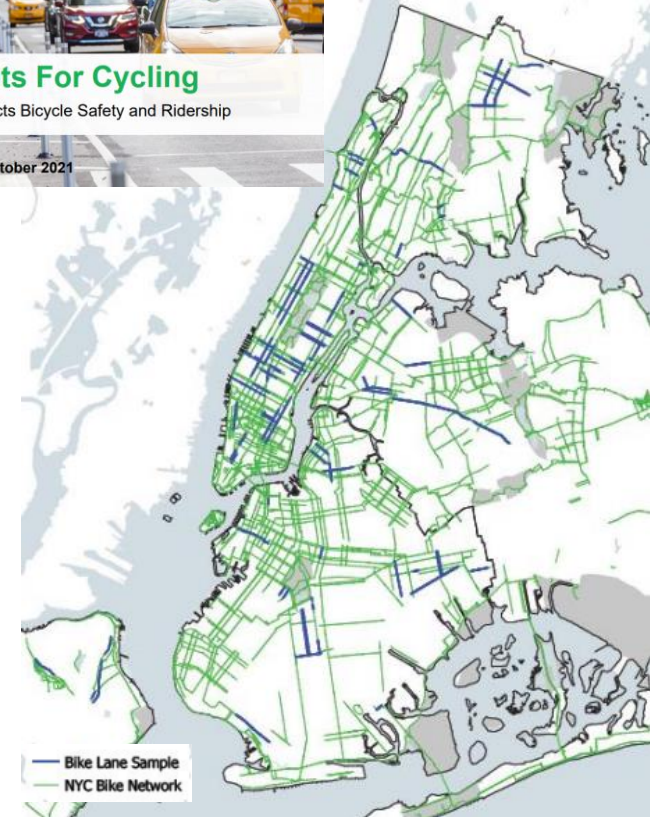
- **Risk reduction of 34% across all study projects**
- On the highest risk streets, cyclist risk is reduced by over 60%

Conventional Bike Lanes

- **Risk reduction of 32% across all study projects**
- Improved safety on all streets, particularly on low and mid- volume streets (42%, 26% reduction in risk respectively)

Cycling Volumes:

- Installation of PBL and conventional bike lane increased bicycle volumes by 50%
- On the highest risk streets, bicycling volumes nearly doubled after a bike lane was installed



Existing Conditions

Bike Lane Connections

- Two-way protected bike lanes on both 20th St and Ft. Hamilton Pkwy
- A pair of conventional one-way bike lanes on 10th and 11th Aves



Bike Network

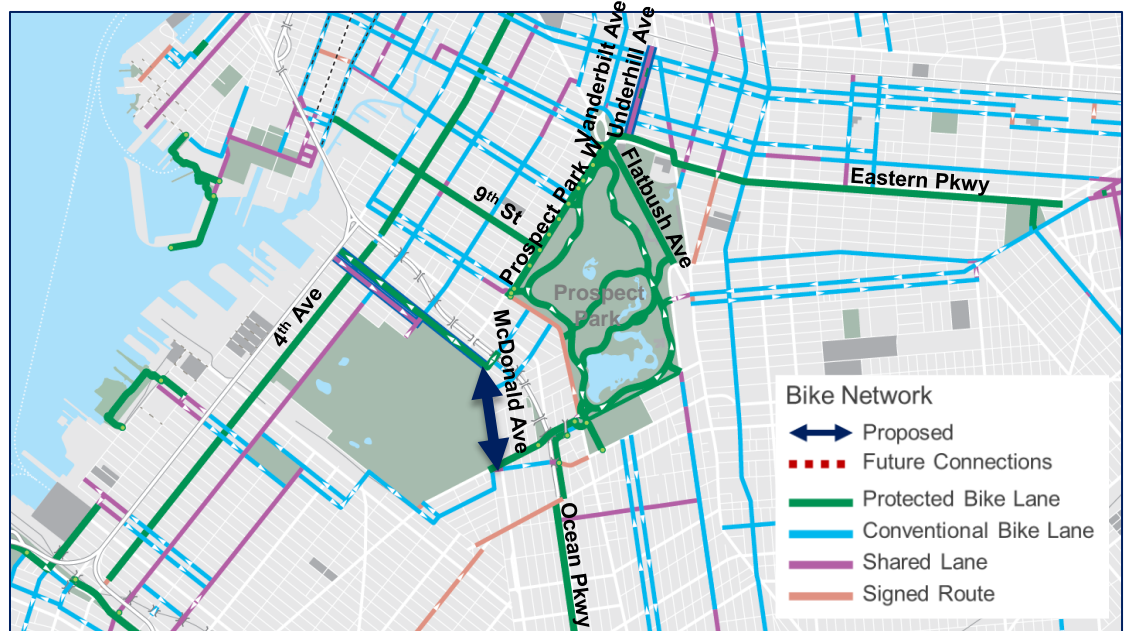
- ↔ Proposed
- ... Future Connections
- Protected Bike Lane
- Conventional Bike Lane
- Shared Lane
- Signed Route



Existing Conditions

Borough Connections

- Increasing the connectivity of the protected bike lane network in Brooklyn improves access and usability for cyclists of all ages and abilities
- Prospect Park Southwest – DOT is currently analyzing the traffic circulation impacts of a protected bike lane for this roadway



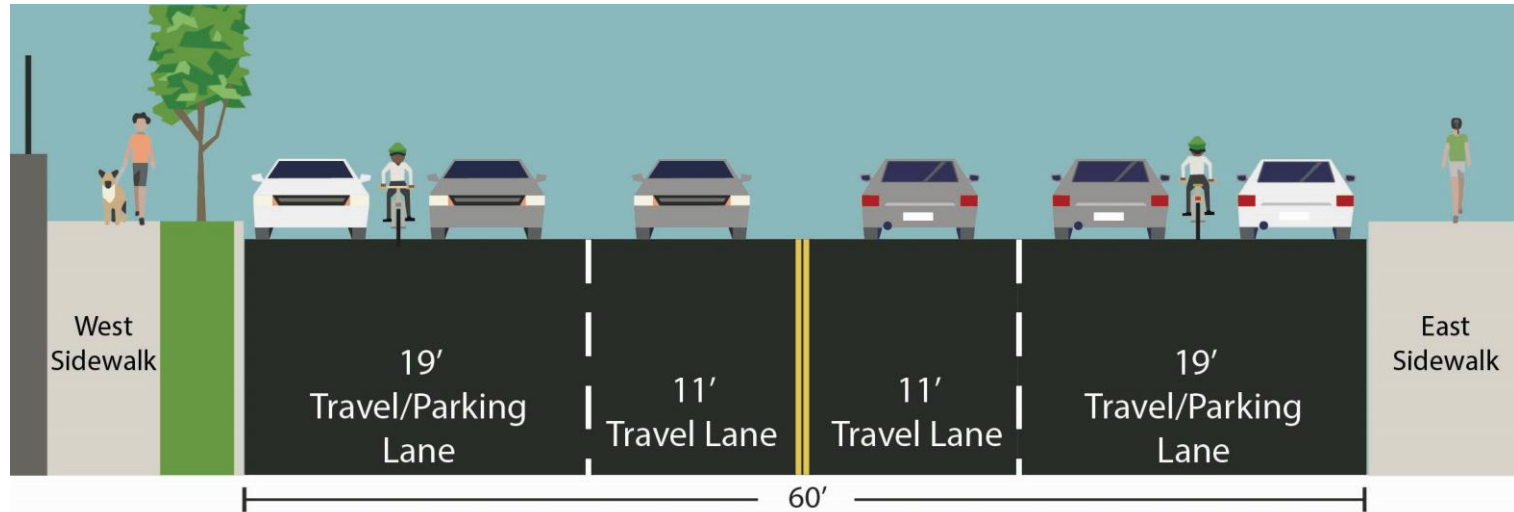
Existing Conditions

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Existing Conditions

McDonald Ave

- Two-way street with two lanes in each direction and parking on both sides between 20th St and Fort Hamilton Parkway
- Connections to and from the Prospect Expressway
- Green-Wood Cemetery along the western side of the street



Existing Conditions

McDonald Ave

- Available roadway capacity, even during peak times, creates conditions conducive to speeding
- Regular instances of speeding leads to uphill cyclists often using the sidewalk



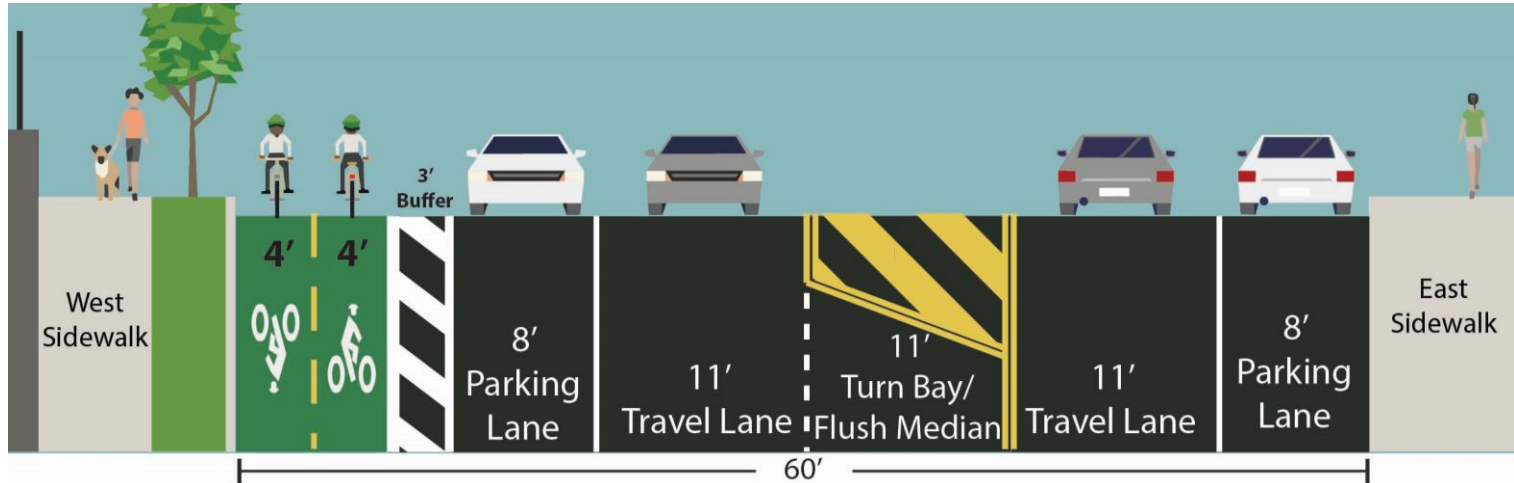
Proposal

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Proposed Condition

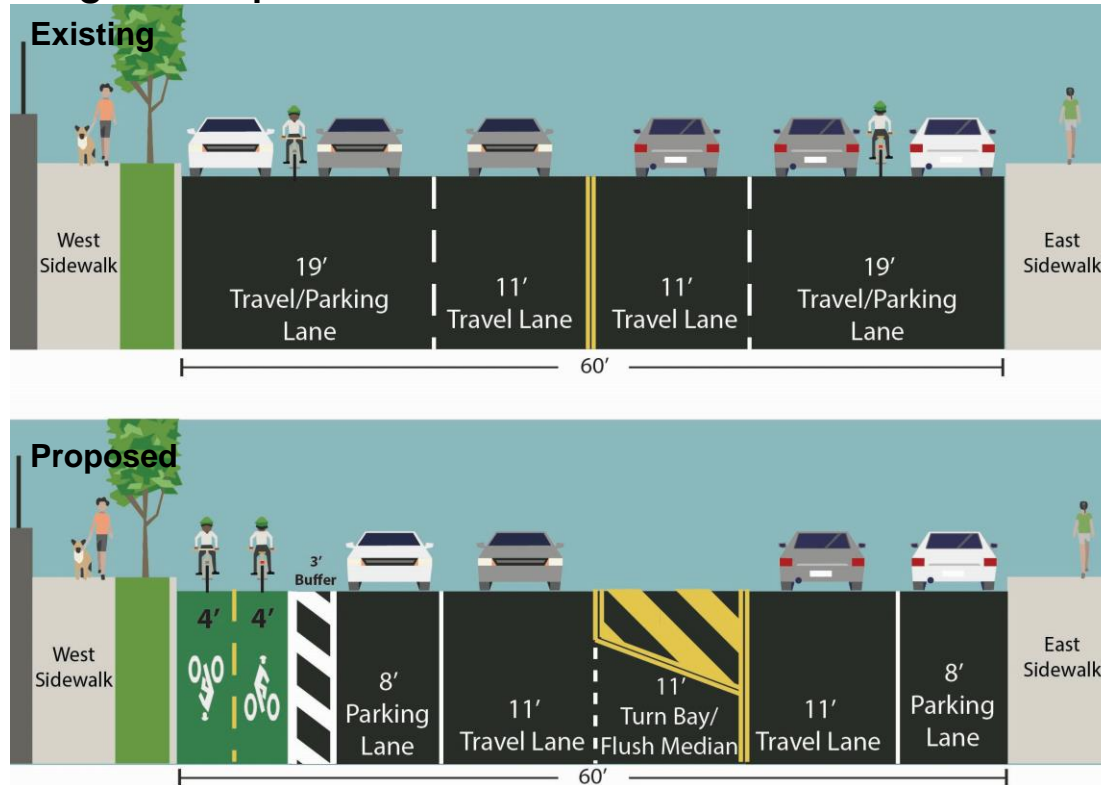
McDonald Ave

- Install a two-way parking protected bike lane on the west side of the street
- Existing vehicles will use one lane in each direction with the center lane becoming a turn lane
- The proposal will connect the two adjacent two-way protected bike lanes on 20th St and Ft Hamilton Parkway into one continuous protected network linking South Slope with Prospect Park
- This proposal removes approximately six parking spaces total



Proposed Condition

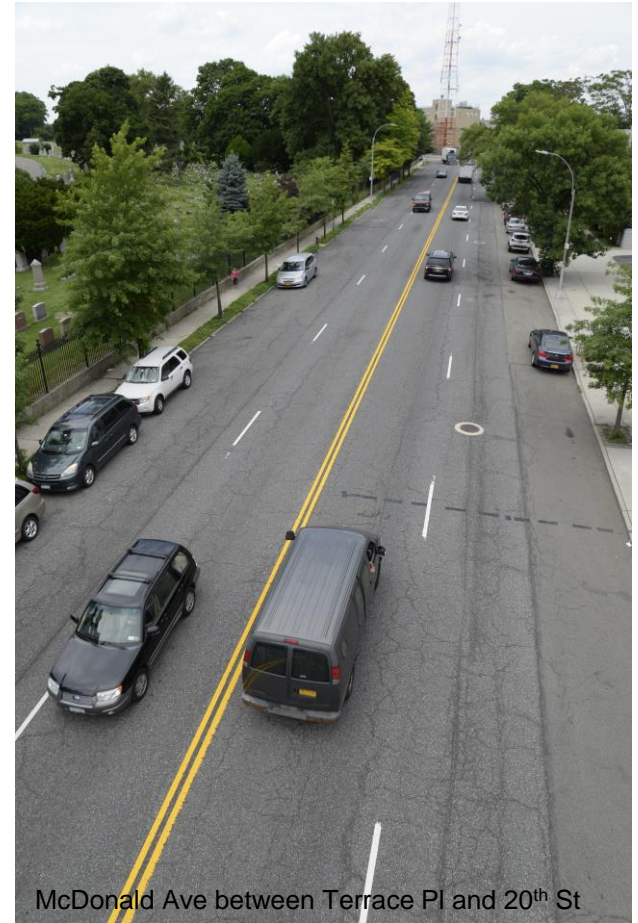
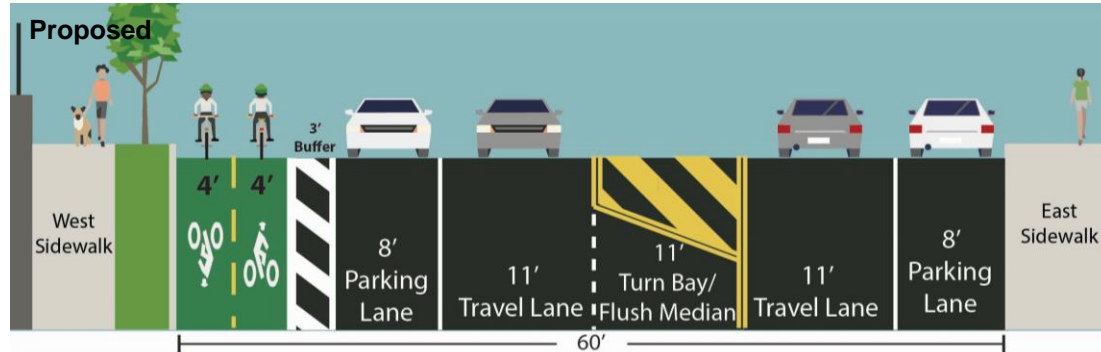
McDonald Ave – Existing and Proposed Conditions



Making It Work

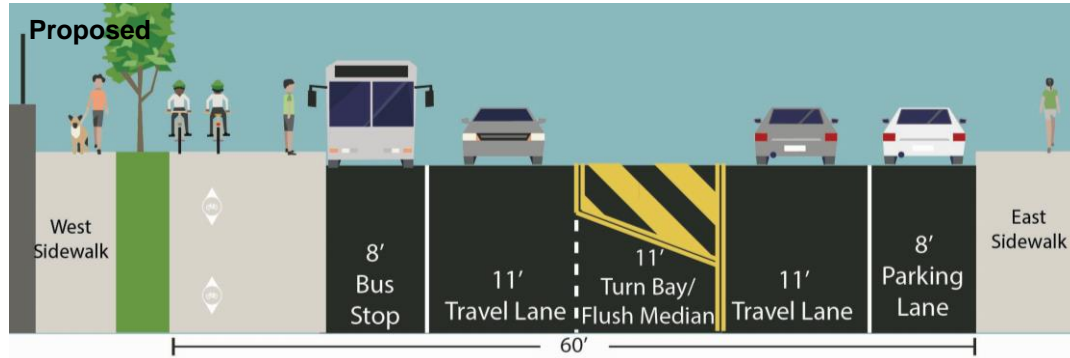
McDonald Ave

- Traffic volumes peak roughly equally in the AM northbound (750 vehicles) and PM southbound (650 vehicles) directions
- Signal cycle lengths of 60, 90, and 120 seconds are all present on McDonald Ave between Ft Hamilton Pkwy and 10th Ave, preventing the signals from coordinating efficiently
- Coordination of the signal cycle lengths will allow the same amount of vehicles that currently need two lanes on McDonald Ave during peak times to fit into one lane



Making It Work

- Bus stops will be redesigned to accommodate both passengers getting on and off the bus as well as the protected bike lane
- The existing bus stop at Terrace PI does not have a crossing at the intersection
 - The nearest crossing is at 20th St or Vanderbilt St, both have bus stops, for this reason the Terrace PI southbound stop will be consolidated



10th Ave / 20th St / McDonald Ave Intersection

Design Overview

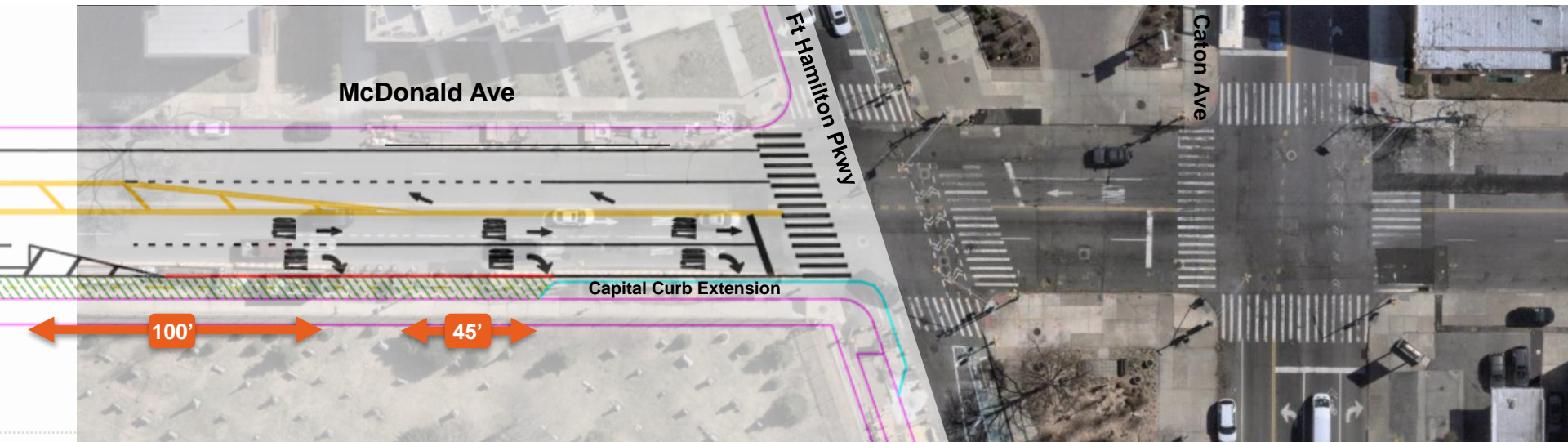
- At the intersection, two southbound receiving lanes on McDonald Ave will be preserved, maintaining the existing capacity of the intersection
- Buses will have a dedicated bus stop and no longer stop in the travel lane, improving throughput of the intersection during peak times



Ft Hamilton Pkwy / McDonald Ave Intersection

Design Overview

- McDonald Ave will have four vehicle lanes at Ft Hamilton Pkwy, two northbound lanes to accommodate vehicle volumes turning from Caton Ave, and two southbound lanes, one through lane and one dedicated right turn lane onto Ft Hamilton Pkwy
- To accommodate the turn lane, 145' (7 spaces) of parking will be removed on McDonald Ave, and the existing right turn lane on Ft Hamilton Pkwy will be shortened to yield one parking space



Summary

Benefits

- A protected bike lane on McDonald Ave links existing protected bike lanes on 20 St and Ft Hamilton Pkwy, expanding the protected network and improving north/south connectivity in the neighborhood.
- Takes advantage of the edge condition along the Greenwood Cemetery, delivering a protected bike lane with minimal interaction with vehicles.
- Creates dedicated roadway space for cyclists maintains vehicular capacity while improving both the cyclist and pedestrian experience on McDonald Ave
- Redesigning the roadway reduces opportunities for speeding, especially during off-peak and overnight hours



Thank You!

Questions?



NYCDOT



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NYCDOT

Safety

Project

Injury Summary, 2020-2024 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	2	0	0	0
Bicyclists	9	1	0	1
Motor Vehicle Occupant	17	1	0	1
Other Motorized	0	0	0	0
Total	28	2	0	2

Fatalities, 01/01/2020 – 3/07/2025: 0

