



Meeker Avenue

Presented to Brooklyn Community Board 1

May 4, 2021



OVERVIEW

1

Background

Proposal

Next Steps & Future Opportunities



Background

2

Previous and Ongoing Work

- **Frost Street plaza (2013)**
- **Pedestrian Improvements (2016 – 2018)**
 - *Shorter pedestrian crossings*
 - *Signal retiming*
- **New Bike Connections (2018 - 2019)**
 - *Metropolitan Ave, N 5th St, N 6th St, Union Ave*
 - *Kosciuszko Bridge*
 - *Driggs Ave, Nassau Ave, Meeker Ave*
- **Capital Improvement (2022)**
 - *Building out ped extensions at Withers St and at Leonard St*



Meeker Ave at Union Ave



Metropolitan Ave and N 4th St



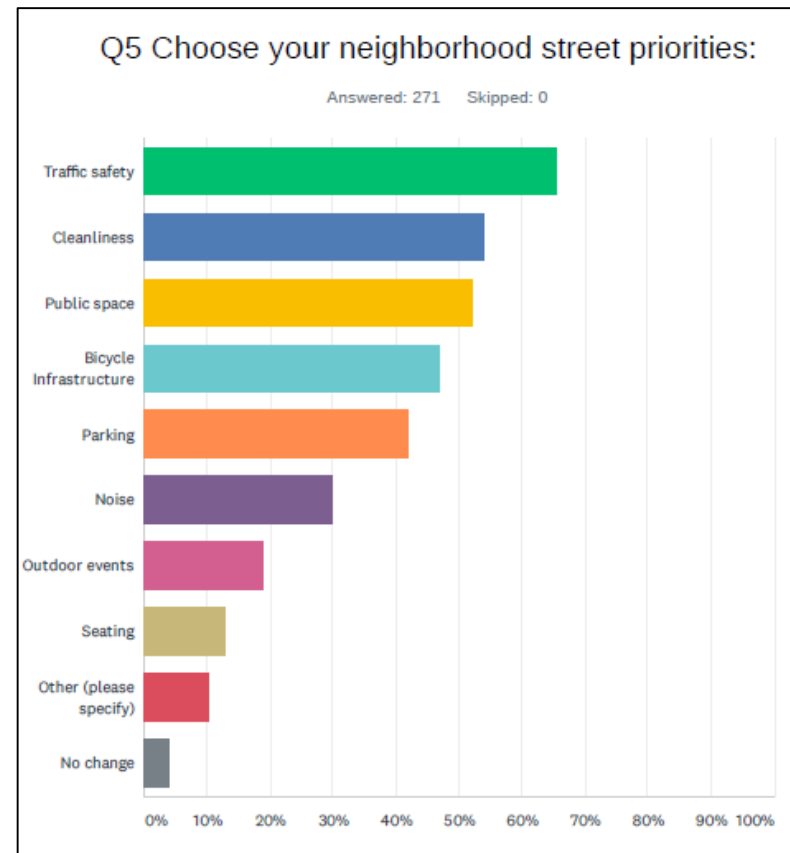
Metropolitan Ave at Meeker Ave



Meeker Ave at Kosciuszko Bridge

Re-visioning Discussion

- **Requests from Community and Elected Officials**
- **Public Workshop 9/14/2017**
 - *Increase street safety*
 - *Neighborhood bike connections, including access to Kosciuszko Bridge path*
 - *Activate space underneath BQE – public space, greening*
- **Public Surveys* (2017 – ongoing)**
 - *Value public space, cleanliness, traffic safety*
 - *Parents feel uncomfortable crossing Meeker Ave with kids*



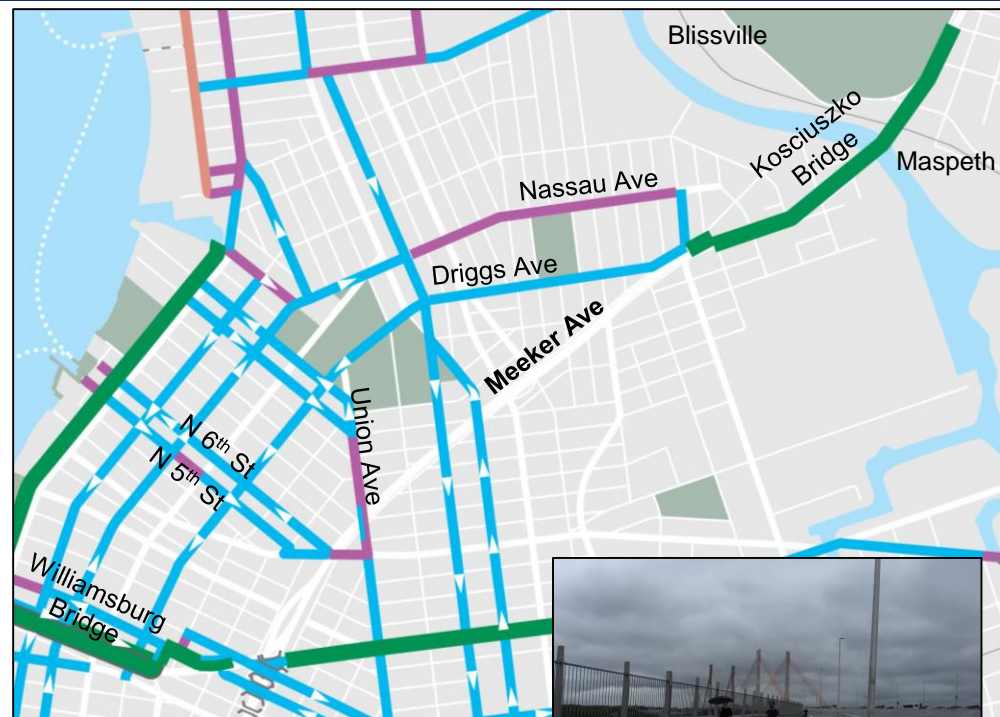
* Street survey in August 2017 and online portal: <https://nycdotprojects.info/meeker-avenue-re-imagining>

Bike Network Expansion

- **Kosciuszko Bridge (2019)**
 - 12 hr bike counts, Oct 2020 – weekday (286), weekend (334)
 - Driggs Ave, Nassau Ave bike connections
- **New routes**
 - Williamsburg Bridge connection improvements (2017)
 - Union Ave, N 5th St, N 6th St (2018)

2020 Cycling in Numbers

- **Williamsburg Bridge**
 - 29% increase across Williamsburg Bridge from May-Oct (2019 vs 2020)
 - Approximately 320,000 extra trips
- **Citi Bike**
 - 187,467 Citi Bike trips Oct – Dec 2020 in BK CB 1
 - Expansion in Eastern Greenpoint (2019) and upcoming in Blissville, Maspeth (2021)



Kosciuszko Bridge Path

Green Wave: A Plan for Cycling in New York City



Analysis of fatalities key factors (2014-Present):

- **60% of fatalities** happened at intersections; 23% involved a vehicle turn; 16% involved a driver's failure to yield the right of way
- Nearly **90% of fatalities** happened on **streets without bike lanes**

Citywide Protected Bicycle Lane (PBL) Network

- **Build 30 miles of protected bicycle lane annually**, guided by a PBL vision document.

Better Design:

- Implement **new design** standards based on national & international best practices **to enhance safety at intersections.**
- Continue **piloting new designs with rigorous safety analysis**

Education and Outreach:

- Launch **next phase of Vision Zero** public awareness campaign, educating drivers with a focus on cyclist safety — and **expand the “Get There”** bicycle encouragement/rules of the road campaign
- **Educate all street users** about safe truck operation on city streets
- Increase helmet giveaways and helmet use encouragement.

Background

Safety

Meeker Ave is in a Vision Zero Priority Area

- High crash corridor with 11 persons killed or severely injured in a 5 year period
- Ranking in the top third of Brooklyn corridors

Meeker Ave (Metropolitan Ave to Apollo St), BK

Injury Summary, 2014 – 2018 (5 years)

	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	27	2	1	3
Bicyclist	20	1	0	1
Motor Vehicle Occupant	161	7	0	7
Total	208	10	1	11
Fatalities, 2014 – 10/26/2020: 1				

Source: Fatalities: NYCDOT, Injuries: NYS DOT. KSI: Persons Killed or Severely Injured

- Street designs that include protected bike lanes increase safety for all users:15% reduction in all crashes with injuries, 21% reduction in pedestrian injuries (Before-after data 2007-2017, Source: NYPD AIS/TAMS Crash Database)



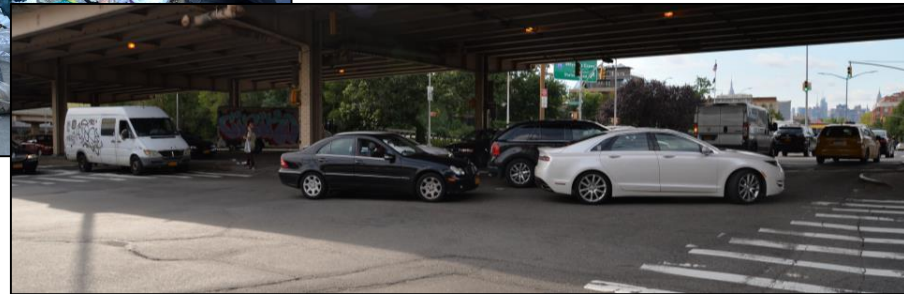
Proposal

Proposal

Existing Conditions and Issues

Commercial, residential, & industrial corridor, actively used by vehicles, pedestrians and cyclists

- *Isolated parking lots with no crosswalks under BQE*
- *No dedicated space for cyclists or pedestrians – gap in the network*
- *Heavy vehicle turn volumes with complicated intersections*
- *Underutilized space with abandoned vehicles underneath BQE*
- *Illegal dumping*



Proposal

NEW TWO-WAY BICYCLE AND PEDESTRIAN PATH WITH MAINTAINED, REGULATED PARKING FACILITY



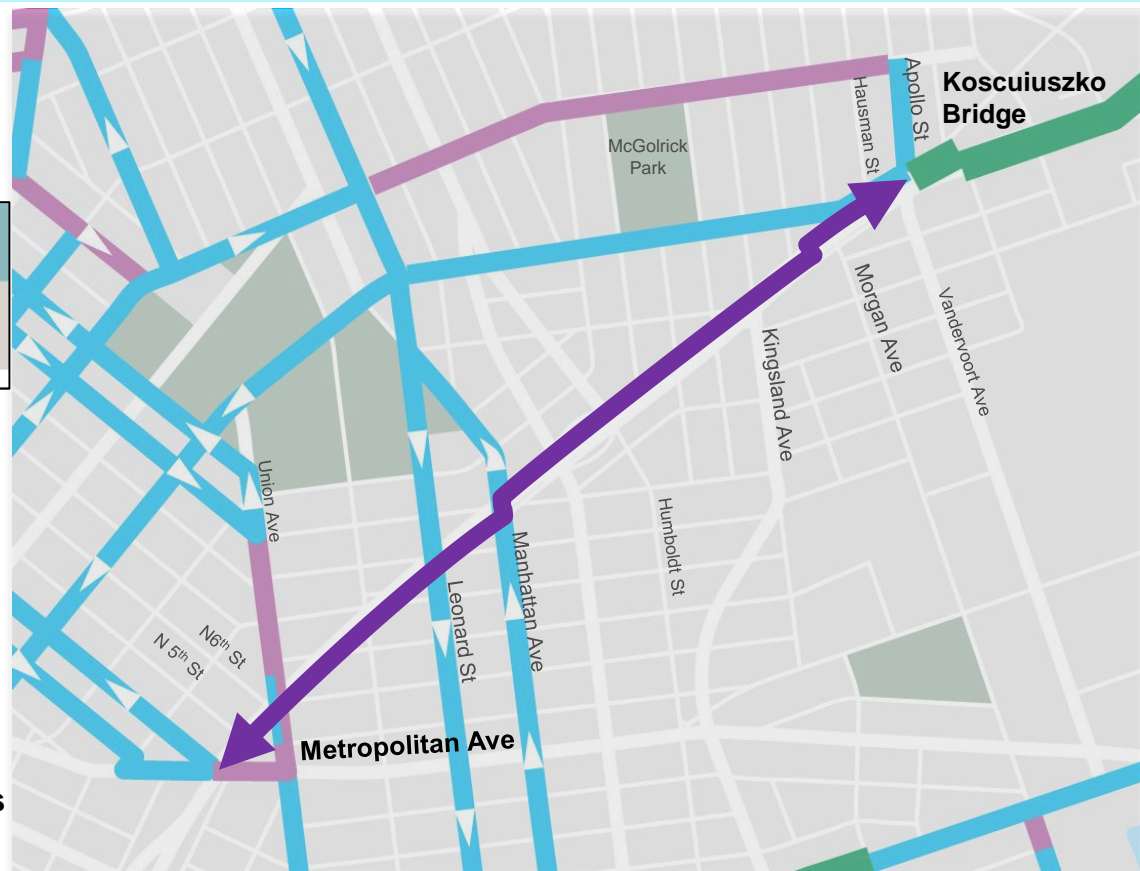
Benefits

Creates New Connections

Reduces Conflicts with New, Safer Crossings and Dedicated Left Turn Signals

Increases Safety for All Road Users

Promotes Turnover, Reduces Abandoned Vehicles



PROJECT LOCATION

Project Segments

- 1** Apollo St to Morgan Ave
New on street two-way bike path
- 2** Morgan Ave to Kingsland Ave
New raised bike path
New bike path with angled parking
- 3** Kingsland Ave to Manhattan Ave
New bike and ped path with perpendicular parking
- 4** Manhattan Ave to Metropolitan Ave
New bike and ped path with parallel and angled parking



Proposal

1 MEEKER AVE: Apollo St to Morgan Ave

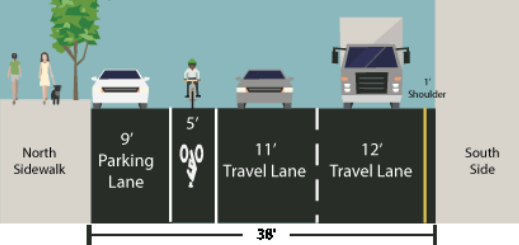
On Street Protected Two-way Bike Lane

- Separate cyclists from vehicles with buffer and vertical elements
- Lane changes:
 - *Apollo St to Morgan Ave: Repurpose one travel lane*
- Signal Timing changes required at Apollo St
 - *Separate Meeker Ave phase + remove dual NB left turn from Vandervoort Ave*
 - *Slight delay increase, but queue will not exceed storage on off ramp*
- Consolidate B24 bus stops at Hausman St and Kingsland Ave to Sutton St

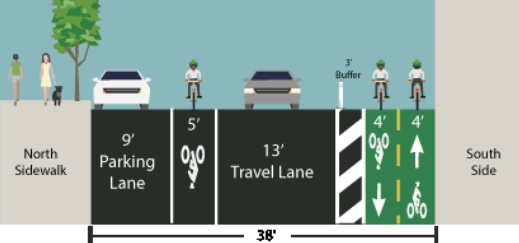


1a) Apollo St to Hausman St

Existing

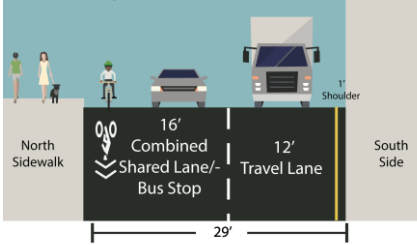


Proposed

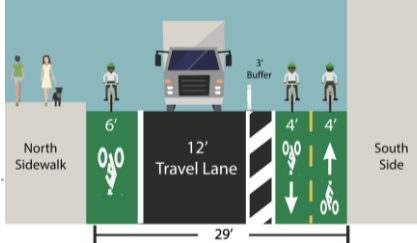


1b) Hausman St to Morgan Ave

Existing



Proposed



Apollo St to Hausman St



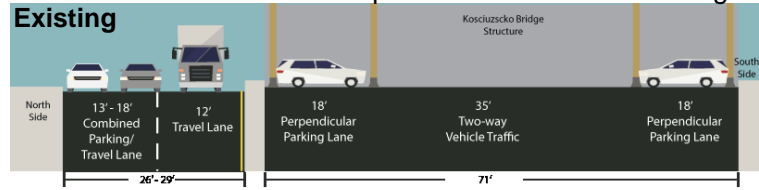
Hausman St to Sutton St

Proposal

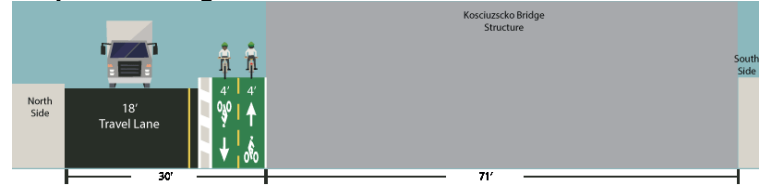
2 MEEKER AVE: Morgan Ave to Kingsland Ave

Off Street Protected Two-way Bike Lane

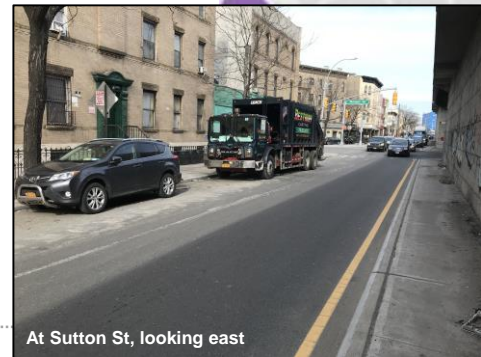
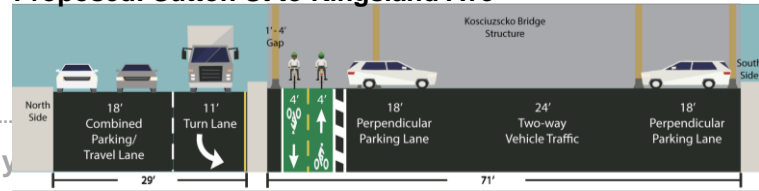
- Build raised bike connection from Morgan Ave to parking lot
- Lane changes:
 - Morgan Ave to Sutton St: Repurpose one parking lane (5 spots, in existing travel lane)
 - Ban left turn at Morgan Ave (Peak Hour: AM – 49, PM – 63)
- Repurpose parking for new protected bike path
- Upgrade ASP parking to metered - \$1.50 per hr, 7a-10p
- Repurpose WB travel lane into left turn lane
- Consolidate B24 bus stops at Hausman St and Kingsland Ave to Sutton St



Proposed: Morgan Ave to Sutton St



Proposed: Sutton St to Kingsland Ave



At Sutton St, looking east



At Sutton St, looking west

Proposal

② MEEKER AVE: Kingsland Ave

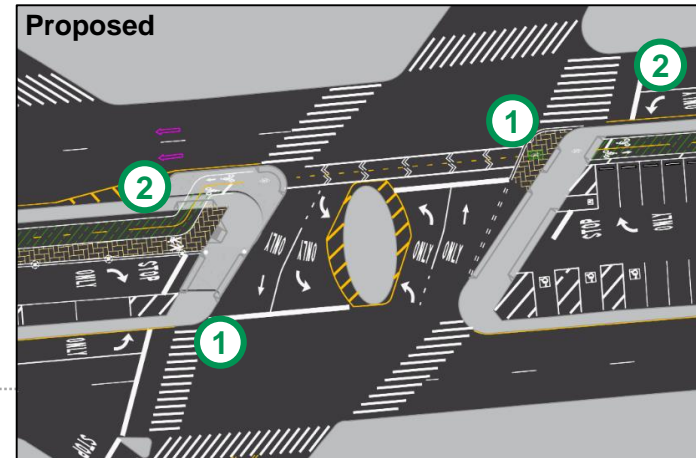
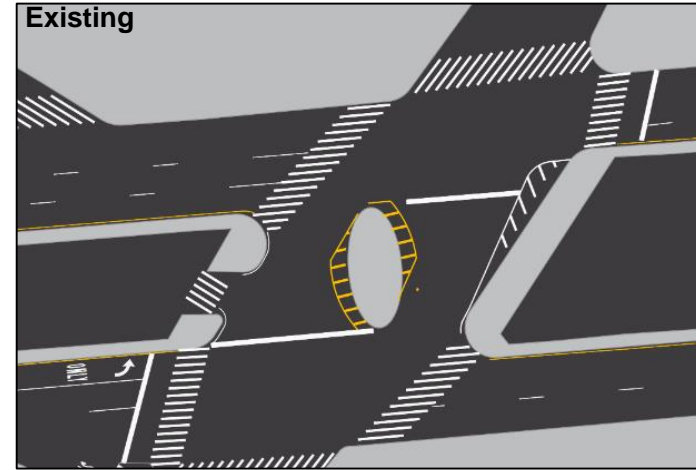
Intersection Upgrades

① New Signal Phasing/Operations

- Add left turn phases
- Add bike crossing phase
- Add delayed flashing turns under BQE

② New Markings/Concrete

- Convert westbound travel lane to left turn only
- Relocate B24 bus stop
- Rebuild parking lot entrance with ped extension and bike crossing
- Add left turn lanes under BQE

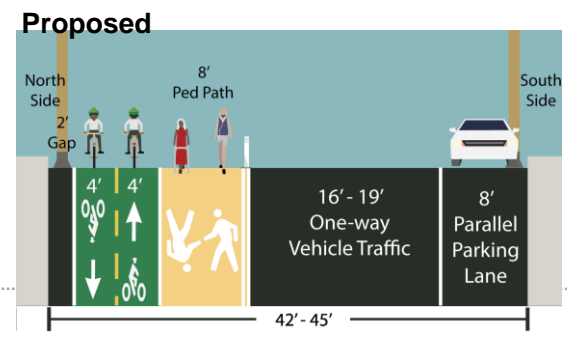
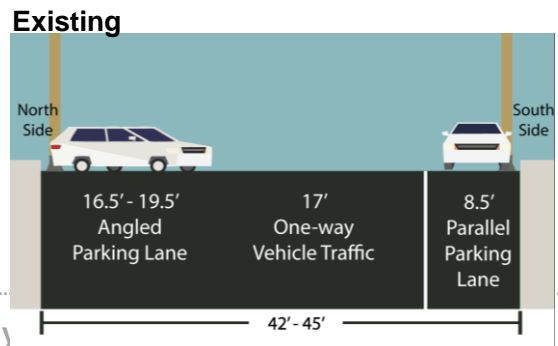
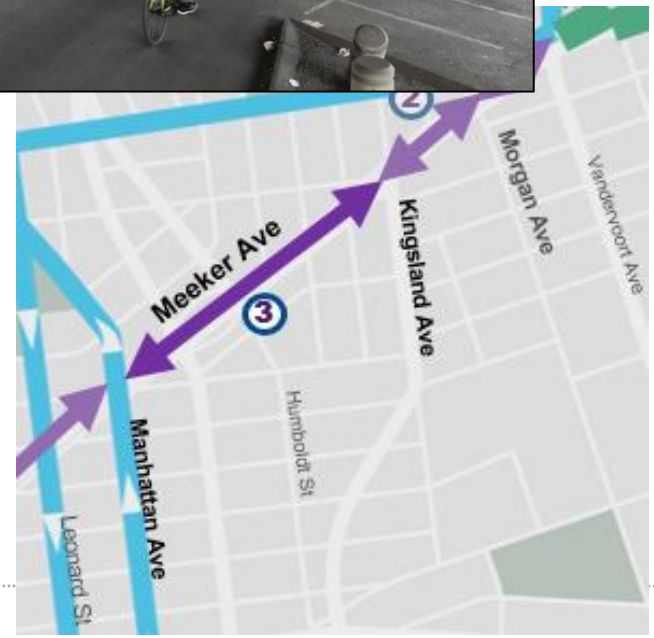
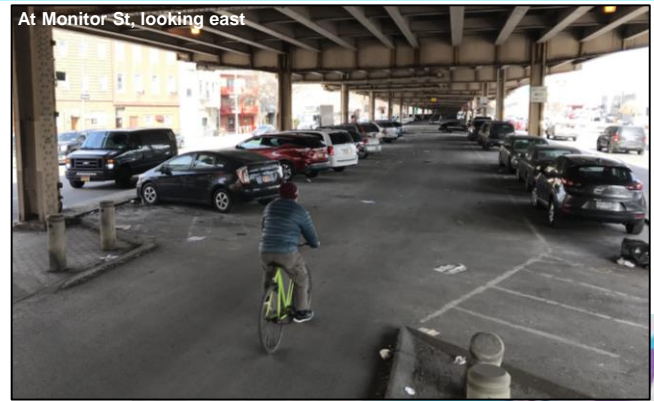


Proposal

3 MEEKER AVE: Kingsland Ave to Manhattan Ave

Off Street Parking Protected Two-way Bike Lane and Pedestrian Path

- Repurpose parking for new separated bike/ped path
- Upgrade intersections with new bike and ped crossing with ramps and curb extensions
- Add dedicated left turn phases and lanes
- Upgrade ASP parking to metered - \$1.50 per hr, 7a-10p
- Convert parking circulation
 - Graham Ave to McGuinness Blvd (WB to EB)
 - McGuinness Blvd to N Henry St (EB to WB)
- Add delayed right turn phases and lanes at NB N Henry St (5 parking spaces) and NB Graham Ave (bus stop)
- Potential to add new signal at Monitor St



Proposal

③ MEEKER AVE: McGuinness Blvd

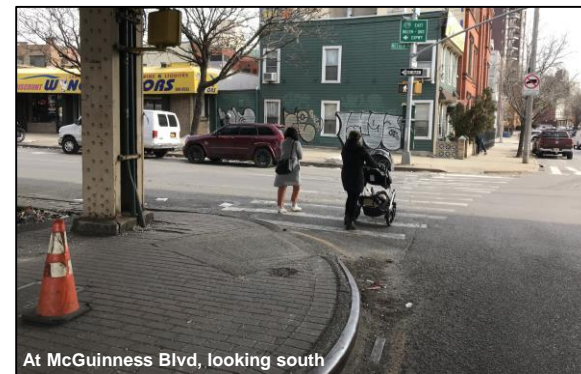
Intersection Upgrades

① New Signal Phasing/Operations

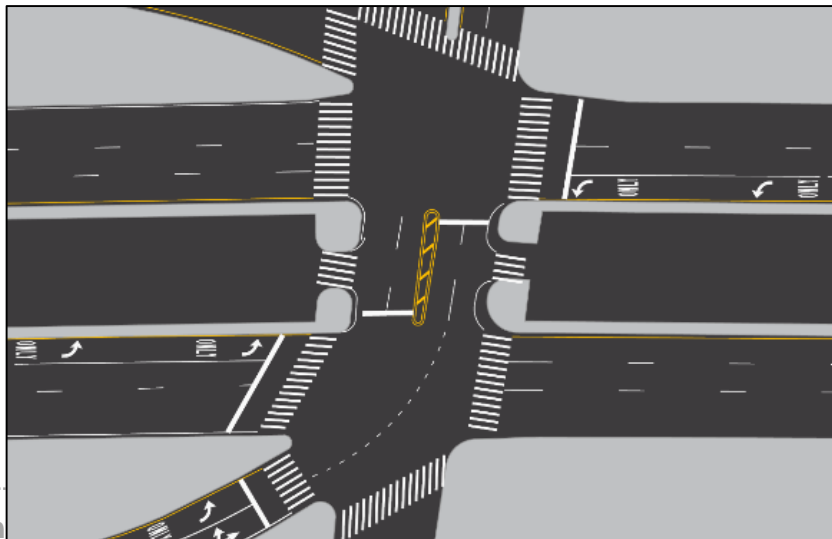
- Add left turn phases
- Add crossing phase
- Slight delay increase
- Queue will not exceed storage on exit ramp

② New Markings/Concrete

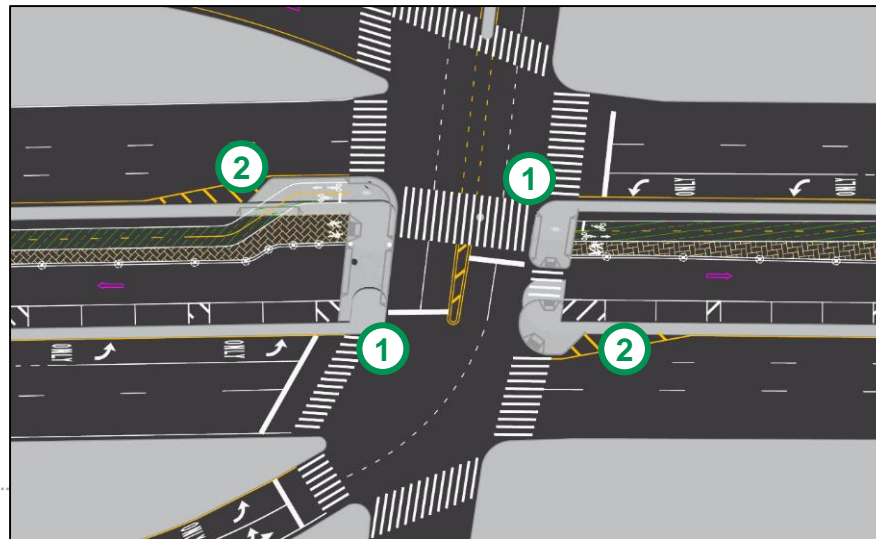
- Rebuild parking lot entrances with ped extensions with ramps
- Alert cyclists to shared crossing with markings and signage



Existing



Proposed



Proposal

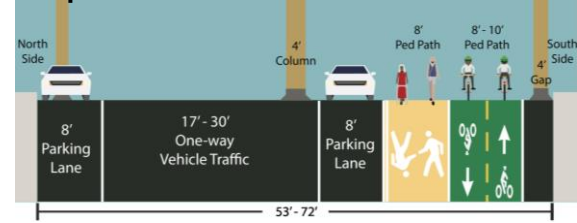
4 MEEKER AVE: Manhattan Ave to Metropolitan Ave

Off Street Parking Protected Two-way Bike Lane and Pedestrian Path

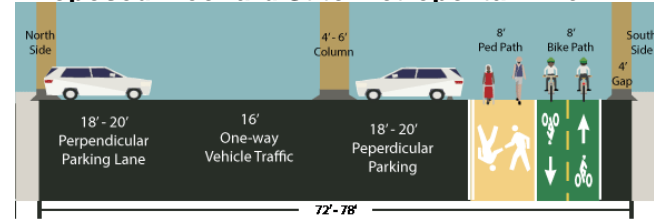
- Repurpose parking for new protected bike and ped path
- Upgrade intersections with new bike and ped crossing with ramps and curb extensions
- Upgrade ASP parking to metered - \$1.50 hr, 7a-10p
- Convert two-way circulation to one-way WB
- Add left turn phases and lanes
- Add delayed right turn phase and lane at NB Lorimer St (2 parking spaces)



Proposed: Manhattan Ave to Leonard St



Proposed: Leonard St to Metropolitan Ave



Proposal

④ MEEKER AVE: Manhattan Ave Intersection Upgrades

① New Signal Phasing/Operations

- Add bike and ped crossing phase at north side of Manhattan Ave
- Transition at Manhattan Ave to south side

② New Markings/Concrete

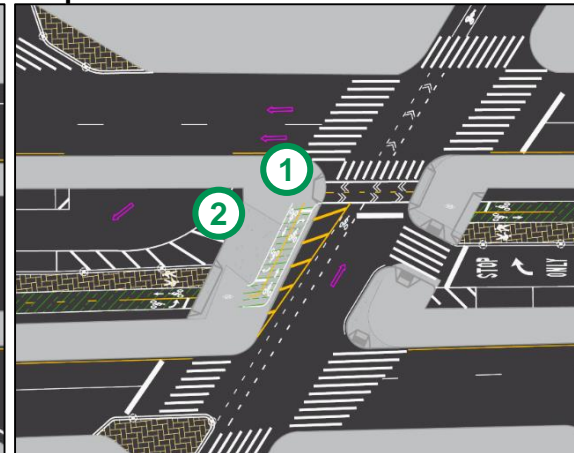
- Close Manhattan Ave parking lot entrance and construct concrete bike and ped north-south crossing
- Maintain parking lot entrance on WB Meeker Ave
- Construct, rebuild concrete curb extensions
- Add separate bike and ped crossing at Manhattan Ave and with ramps



Existing



Proposed



Proposal

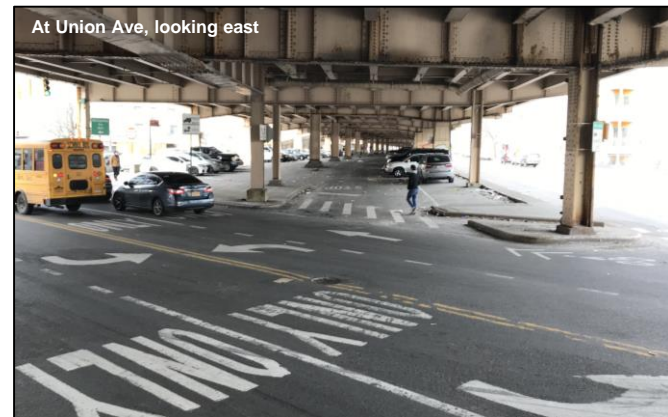
5 MEEKER AVE: Union Ave Intersection Upgrades

1 New Signal Phasing/Operations

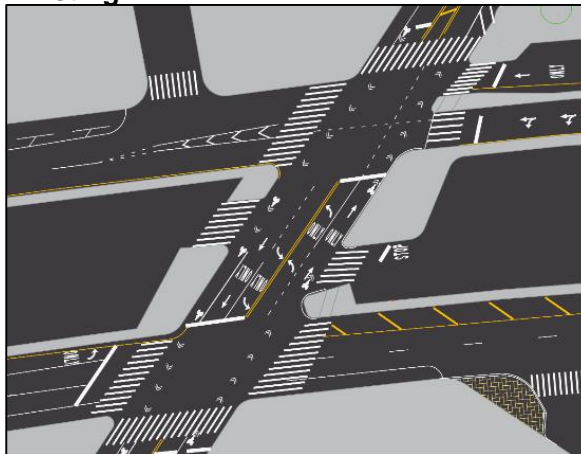
- Add left turn phases at Union Ave and EB Meeker Ave
- Add ped crossing phase

2 New Markings/Concrete

- Add shared space at Union Ave due to existing catch basin
- Add combo bike/ped crossing with new ramps
- Add parking on EB Meeker Ave where feasible (Union Ave to Manhattan Ave = 59 spaces)
- Add NB AM rush hour reg for right turn



Existing



Proposed



Proposal

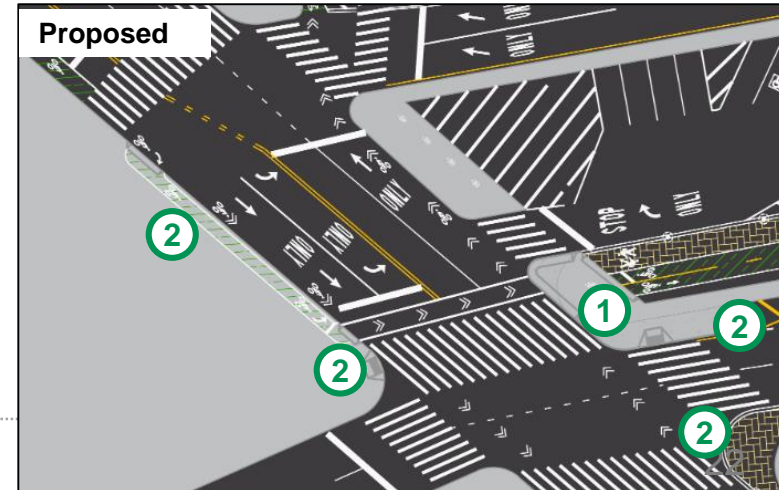
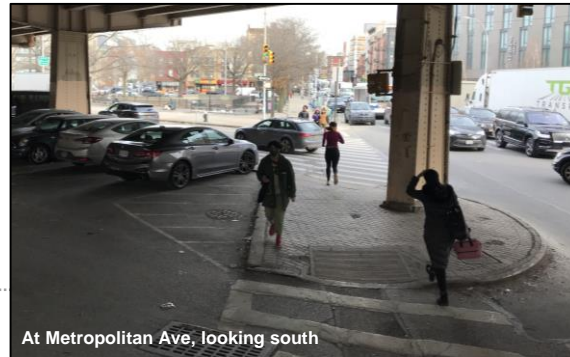
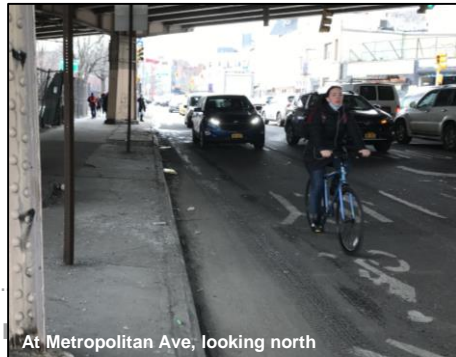
5 MEEKER AVE: Metropolitan Ave Intersection Upgrades

1 New Signal Phasing/Operations

- Add ped and eastbound bike crossing phase
- Maintain left turn ban from Rodney St to Metropolitan Ave (except for emergency vehicles and buses)

2 New Markings/Concrete

- Add new bike and ped crossing with new ramp
- Add bike path to sidewalk on Metropolitan Ave with new bike ramps for Meeker Ave bound cyclists to queue
- Construct, rebuild concrete curb extension with ramps
- Add painted ped extension



Next Steps and Future Opportunities

3

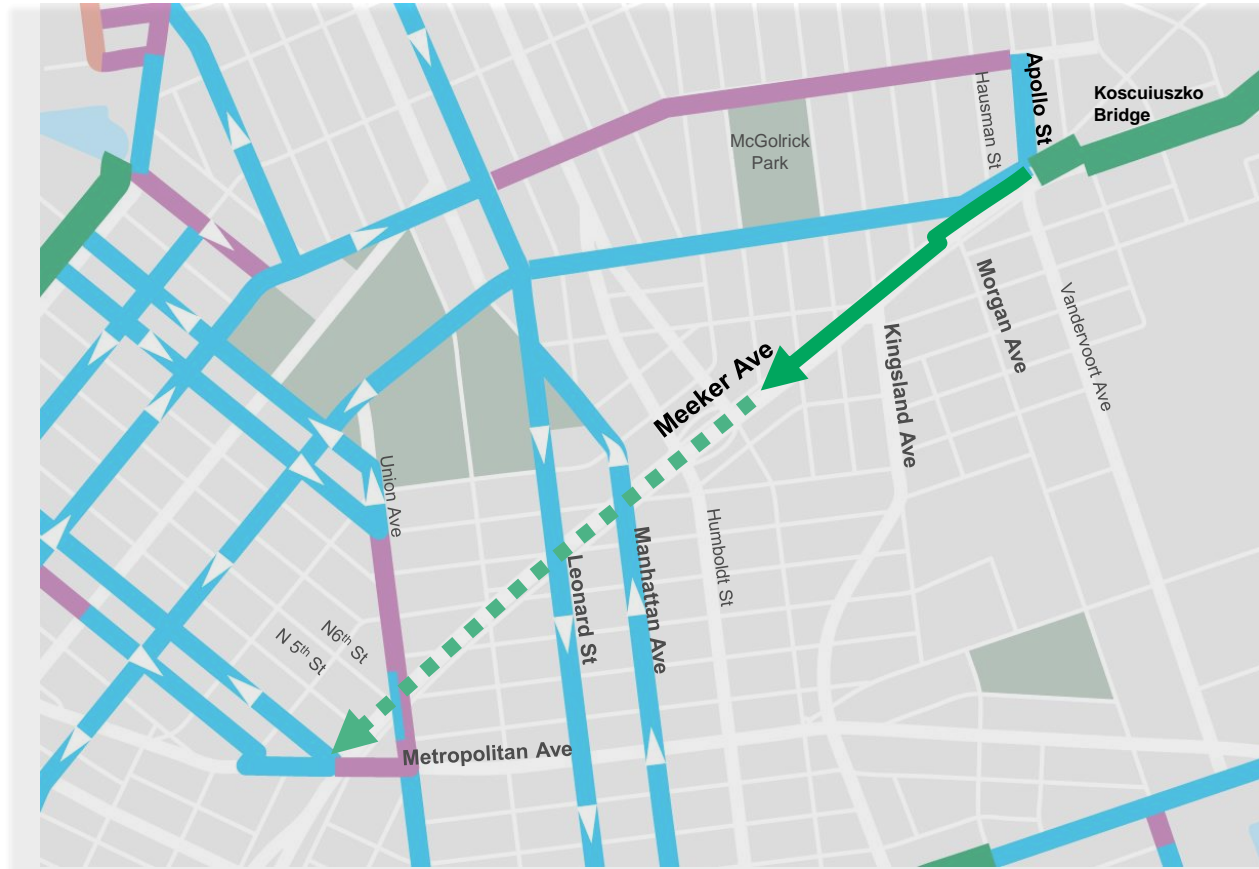
Phasing and Next Steps

Spring 2021

- Community Board presentations
- On-going Stakeholder Engagement

Summer – Fall 2021

- Begin implementation of Meeker Ave Project starting at Kosciuszko Bridge



Project Summary and Future Opportunities

Project Summary

- Provide new bike, ped path by repurposing approximately 50% of parking
- Improve access to Kosciuszko Bridge
- Improve safety for all road users
- Provide bike parking where feasible
- Survey street lighting
- Revitalize and maintain space underneath BQE

Future Opportunities

- Capacity building for public amenities
- Explore funding for Bike and Ped upgrades: capital upgrade and long term bike parking
- Electric Vehicle Parking and Car Share



Questions?
THANK YOU!



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