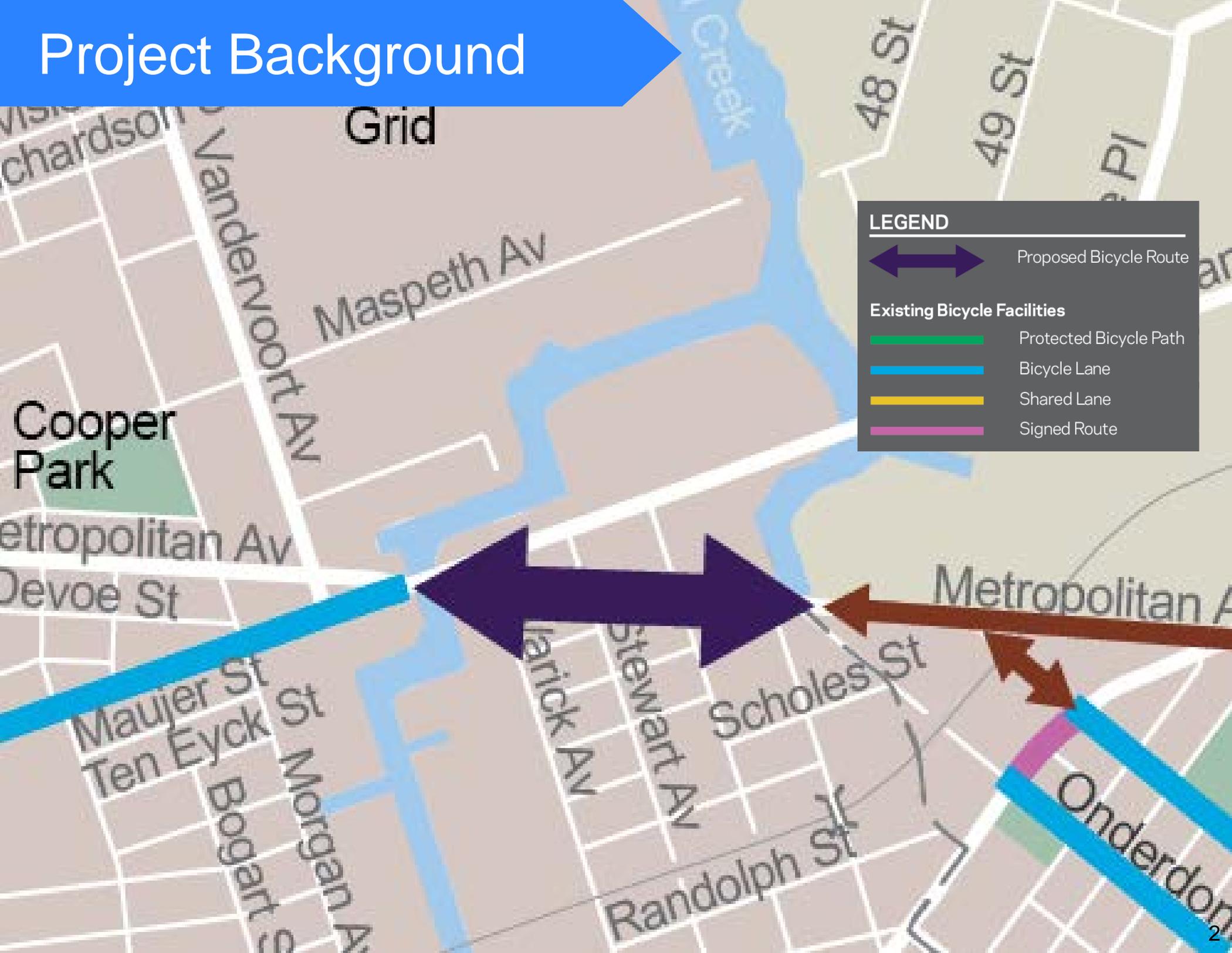


Metropolitan Avenue Bicycle Route



Project Background



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 and Full Board
- Full Board requested DOT to return in the fall

Spring 2016

- DOT evaluated additional design options

Project Background



Connections / Network

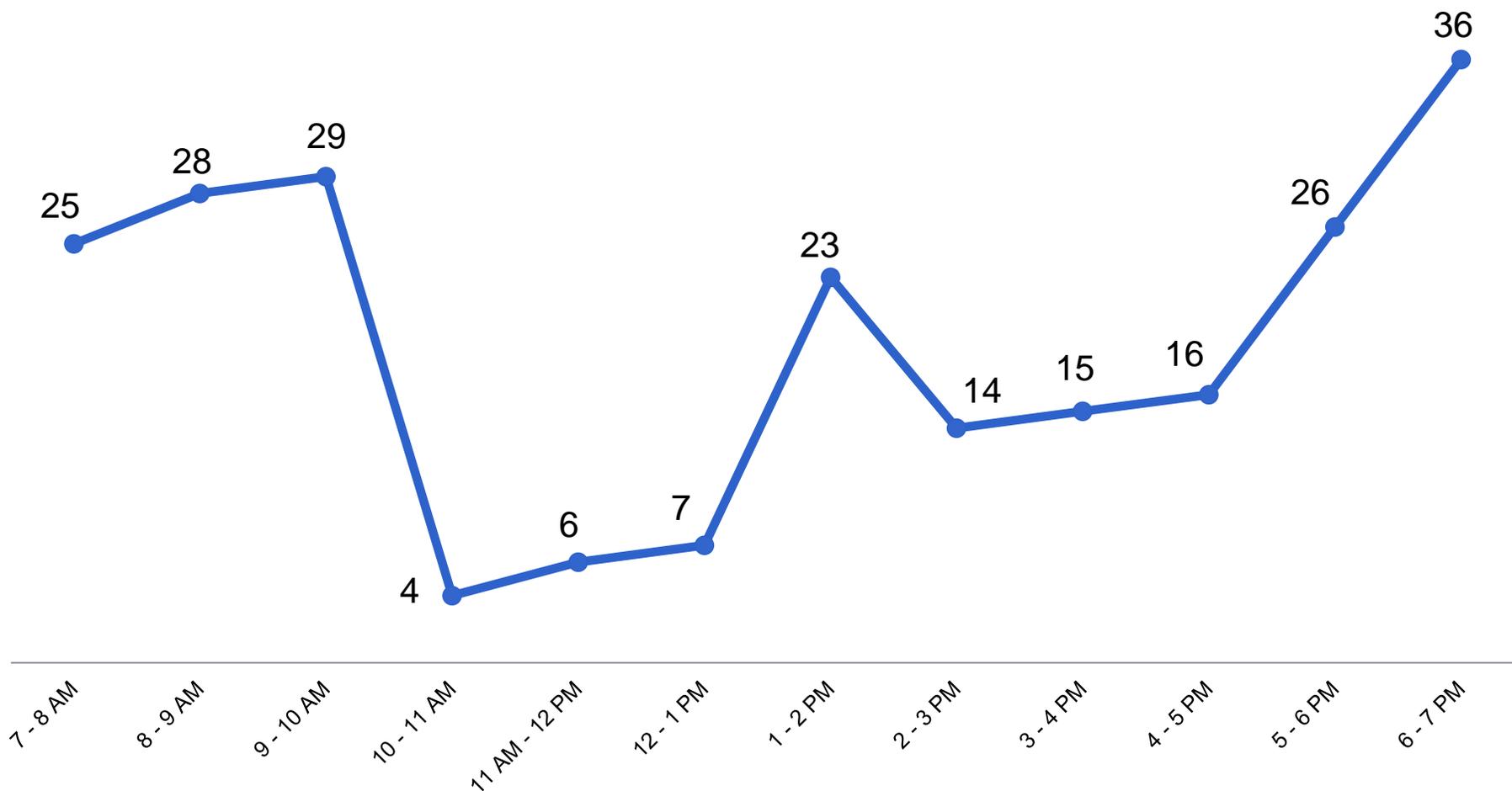
- Expands the bicycle network
- Existing bike lanes:
 - on Grand St west of Metropolitan Ave Bridge
 - on Woodward/Onderdonk Aves
- Popular route for cyclists
- Over 225 cyclists in a 12-hour period

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

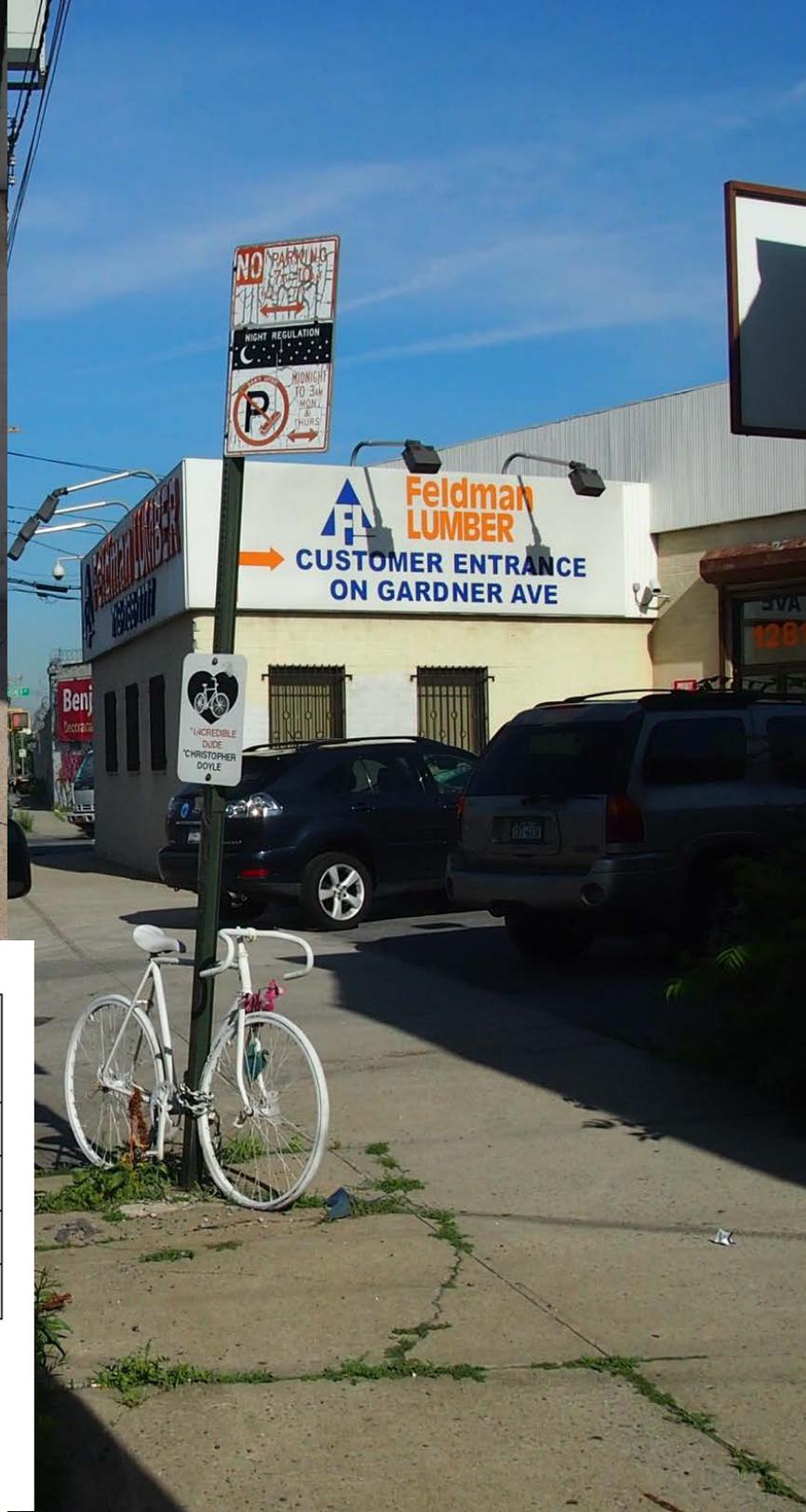
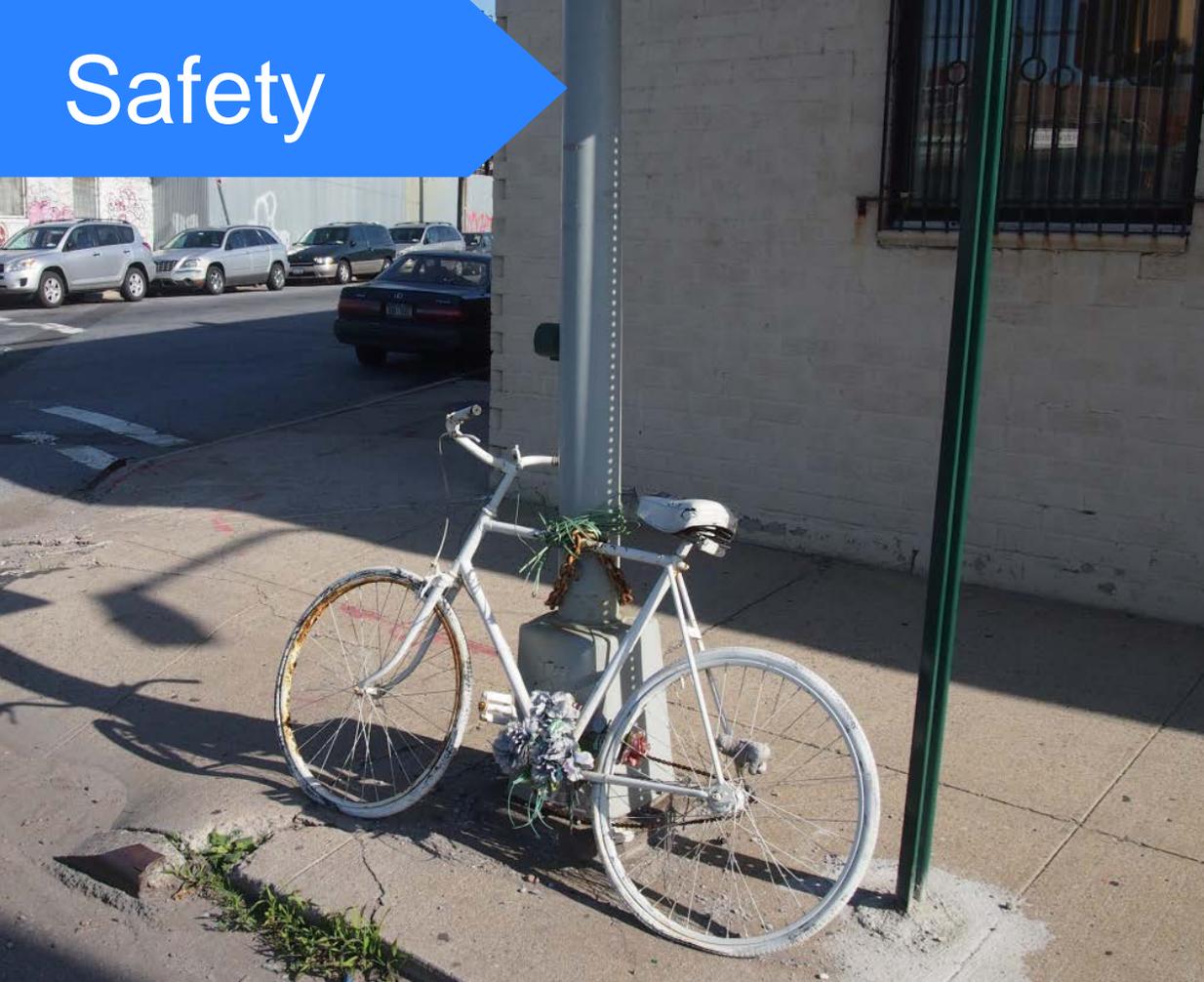
Speeding

% 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%

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

Existing Conditions

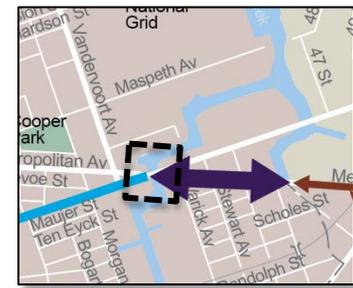
Grand Street at Morgan Ave, looking west



Existing Conditions

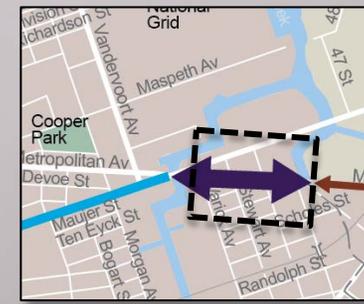
Metropolitan Ave Bridge

looking west



Existing Conditions

Metropolitan Ave at Gardner Ave, looking west



Existing Conditions

Metropolitan Ave at Flushing Ave, looking west



Metropolitan Avenue Bridge

Existing

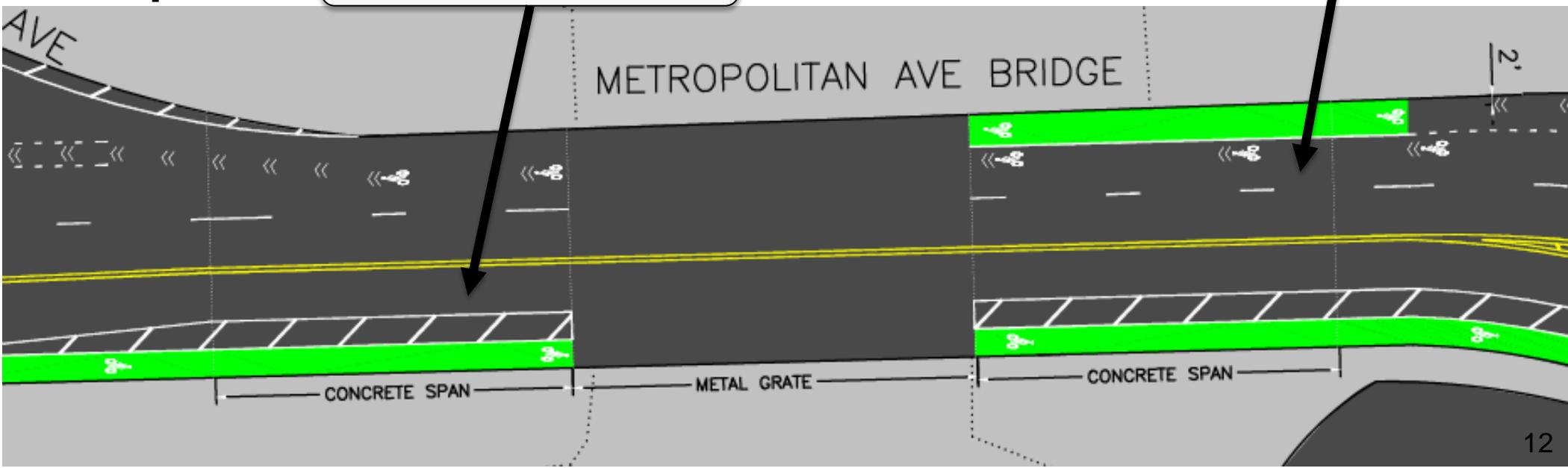


Two travel lanes in both directions

Proposed

EB: one travel lane with a buffered bike lane

WB: two travel lanes with a curbside & shared lane

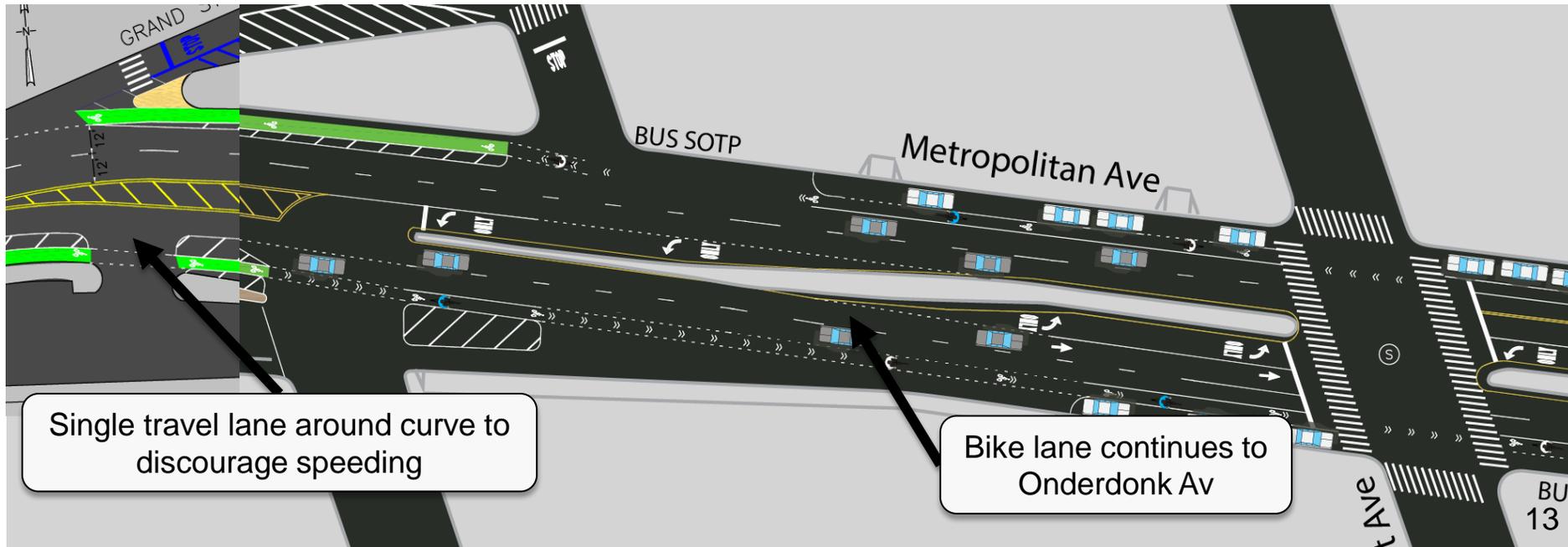


Metropolitan Avenue, east of the bridge

Existing

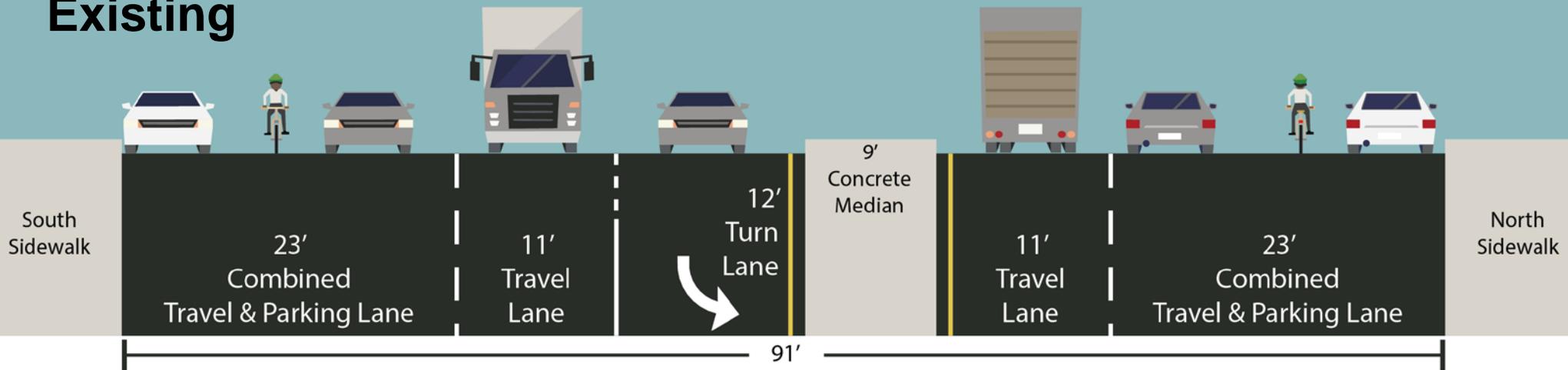


Proposed

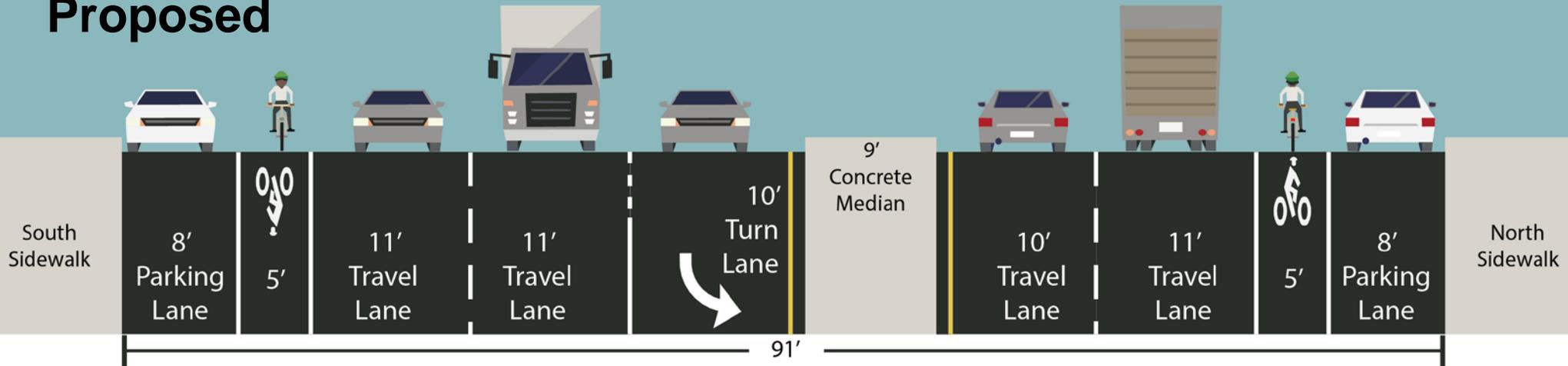


Metropolitan Avenue: Varick Ave to Onderdonk Ave

Existing



Proposed



Metropolitan Avenue: Varick Ave to Onderdonk Ave

Existing

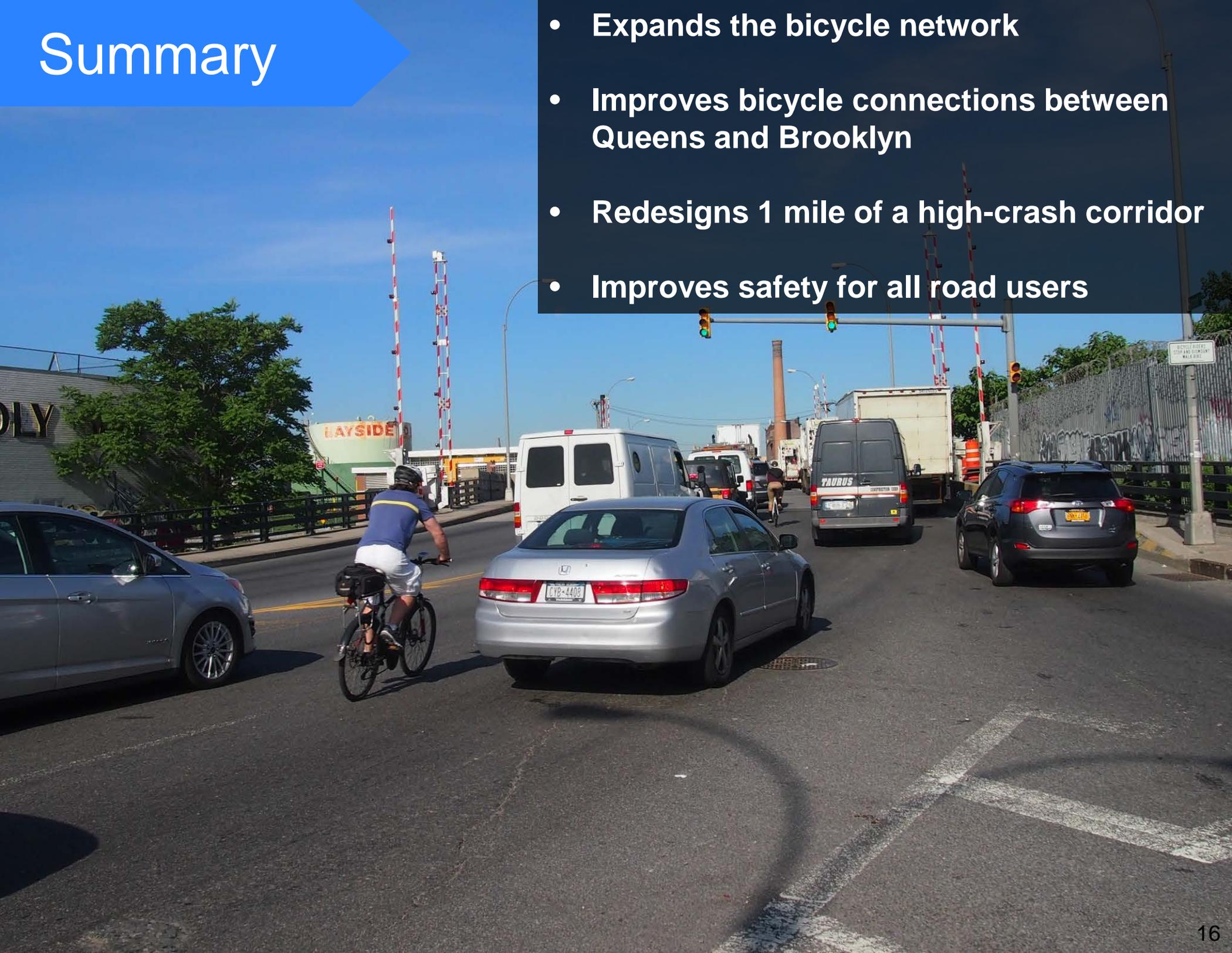


Proposed



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