OVERVIEW
Presentation Overview

Background

Proposal

Next Steps & Future Opportunities
Background
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
### 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

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

**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)
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.
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)

<table>
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<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<td>3</td>
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<tr>
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<td>1</td>
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<td>Motor Vehicle Occupant</td>
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<tr>
<td>Total</td>
<td>208</td>
<td>10</td>
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</tbody>
</table>

Fatalities, 2014 – 10/26/2020: 1

Source: Fatalities: NYCDOT, Injuries: NYSDOT. 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
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
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
**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

1b) Hausman St to Morgan Ave
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
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

At Kingsland Ave, looking west

At Kingsland Ave, looking east

Existing

Proposed
**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)
  - McGuinnes 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

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

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**Existing**

**Proposed**
Meeker Ave

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

MEEKER AVE: Manhattan Ave

**Intersection Upgrades**

**New Signal Phasing/Operations**
- Add bike and ped crossing phase at north side of Manhattan Ave
- Transition at Manhattan Ave to south side

**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

At Manhattan Ave, looking west
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

At Union Ave, looking east
Meeker Ave

Proposal

1. **MEEKER AVE: Metropolitan Ave**
   - **Intersection Upgrades**
     - 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)
     - 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
**Meeker Ave**

**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

- 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!