



**Neighbors Allied for Good Growth  
Comment to Community Board 1**

**Metropolitan Avenue Bike Route**

**June 14, 2016**

Good evening and thank you for the opportunity to provide a comment on behalf of Neighbors Allied for Good Growth. I am Rita Pasarell, NAG's Board Chairperson.

NAG is a North Brooklyn environmental and public planning organization, and sensible infrastructure has been a focus area for us throughout our history. We request the enactment of the Metropolitan Avenue Bike Route, which was planned by the NYC Department of Transportation and presented to the Community Board Transportation Committee in May 2015. I also request that Community Board 1 provide its full immediate support for this important safety measure.

At present, the area surrounding the Metropolitan Bridge lacks any bike lane, and on the Queens side, it contains a very sharp "blind" turn. To make matters worse, Metropolitan Avenue is a truck route, and there are at least 23 waste transfer stations within a mile of the bridge -- that count is just on the Brooklyn side alone.<sup>1</sup> The disproportionate number of waste processing facilities in our area leads to a tremendous amount of truck traffic, which is a death trap for cyclists-- over the past year, there were several cyclists killed in truck crashes in Brooklyn.<sup>2</sup> The DOT's Metropolitan Avenue Bike Route presentation notes 225 cyclists in a 12 hour period at a nearby intersection. In a 4 hour period surrounding morning and evening "rush hours," a community group recently counted 750 trucks at a nearby intersection.

The DOT's Metropolitan Avenue Bike Route plan consists of essential changes to ensure the safety of cyclists, and other road users.

This plan is the result of extensive traffic analysis and community input has already been presented to the CB1 Transportation Committee, and would improve the safety of all road users.

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<sup>1</sup> Greenpoint-Williamsburg ToxiCity Map, by Neighbors Allied for Good Growth, available at [http://clhenrick.github.io/greenpoint\\_williamsburg\\_toxicity\\_map/](http://clhenrick.github.io/greenpoint_williamsburg_toxicity_map/)

<sup>2</sup> Some of the cyclists killed in Brooklyn this year by truck crashes were: 33-year old James Gregg in Park Slope, April 2016; 27-year old Leah Sylvain in Bushwick, June 2016; 54-year old Can Reng Ma in Sheepshead Bay, January 2016; 57-year old unnamed in Ditmas Park, June 2015. So far in 2016, New York City has seen 11 cyclist fatalities, including 2 this past weekend.

As noted by the transit safety organization Transportation Alternatives, streets with bike lanes have about 40 percent fewer crashes ending in death or serious injury.<sup>3</sup> NYC has doubled its bike lane networks since 2006.<sup>4</sup> During that same period of time, the NYC Cycling Risk Indicator has dropped markedly, representing that streets have become safer for cyclists.<sup>5</sup>

In conclusion, NAG believes that the Metropolitan Ave Bike Route plan is an essential safety improvement for all road users, and should be enacted without further delay.

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<sup>3</sup> See "Bicycling in New York City: Know the Facts," by Transportation Alternatives, available at <https://www.transalt.org/issues/bike/bikefaq>. See also NYC DOT's Pedestrian Safety Study and the most recent Sustainable Streets Index, available at <http://www.nyc.gov/html/dot/html/about/dotlibrary.shtml>

<sup>4</sup> See "Bike Lanes," by Transportation Alternatives, available at <https://www.transalt.org/issues/bike/network/bikelanes>

<sup>5</sup> According to New York City Cycling Risk Indicator data, the risk for 2006 was indexed at a measure of 206, and for 2014, the risk was 86. See "New York City Cycling Risk Indicator, Changes in cyclist safety relative to bicycle use in New York City 2000-2014," prepared by NYC Department of Transportation, available at <http://www.nyc.gov/html/dot/downloads/pdf/nyc-cycling-risk-indicator-2014.pdf>. The New York City Cycling Risk Indicator is calculated as the number of bicyclists killed or severely injured in motor vehicle traffic crashes, divided by the estimated total number of daily cycling trips in thousands, multiplied by 100.