

Fort Greene Bike Lane and Traffic Calming Project

May 2007



Conditions on Carlton Avenue prior to improvements.

In 2006, the Department developed a comprehensive plan for the construction of five miles of new bicycle lanes and a series of traffic calming measures aimed at enhancing safety for all street users. In addition, this initiative connects Prospect Park and the Dean and Bergen street bicycle lanes in Crown Heights and Prospect Heights to bicycle attractors such as the Manhattan Bridge, DUMBO/Vinegar Hill, the Brooklyn Navy Yard and Fort Green Park. Although originally envisioned to be implemented in the Fall 2006, the Department worked with the community to address concerns in the plan. The project was implemented in May 2007.

The primary components of the program were:

Carlton Avenue Bike Lane

Installation of a 5-foot wide northbound bicycle lane from Flatbush Avenue to Flushing Avenue.

Cumberland Street / Washington Park Bike Route

Installation of a new bicycle route along Cumberland Street from Flushing Avenue to Pacific Street in the southbound direction. From Flushing Avenue to Park Avenue the new route was signed and marked with bicycle logos and chevrons. At Park Avenue, where Cumberland Street is interrupted by the Whitman Houses, the route moves eastbound on Park Avenue, to Carlton Avenue and along the southbound Carlton Avenue bicycle lane to Myrtle Avenue. At Myrtle Avenue, the southbound bike lane begins on Washington Park and continue along Cumberland Street to Greene Avenue. For a 100' stretch of Cuyler Gore Park, cyclists are permitted to share a 25 foot wide pathway with pedestrians and new signs and design treatments were installed to enhance pedestrian and cyclist safety. Between Fulton Street and Atlantic Avenue, bike route signs were installed and parking lanes marked to better guide motorists and cyclists. At Atlantic Avenue, cyclists turn east to access a new separated, "contra-flow" bicycle path on Carlton Avenue between Atlantic Avenue and Pacific Street.

Willoughby Avenue Bike Lane

Installed a 5-foot eastbound bicycle lane on Willoughby Avenue from Washington Park (a.k.a. Cumberland Street) to Myrtle Avenue in Bushwick. The new lane will extend the bicycle network to the Pratt Institute, a major bicycle trip generator and connect cyclists to other bicycle routes. In addition Willoughby Avenue from Washington Park to Classon Avenue was resurfaced last fall.

Carlton Avenue Two-Way Conversion and Traffic Calming

This aspect of the project can be characterized as the “Complete Street” component of the project. This street redesign entailed the conversion of Carlton Avenue from one-way northbound to two-way operation between Park Avenue and Myrtle Avenue. In its original configuration, this corridor could be characterized as a superblock and operated as a 70 foot wide, northbound one-way street (as depicted to the right). This conversion, in association with the installation of new bike facilities should discourage speeding on this corridor, as well as restore neighborhood connectivity. The conversion was accomplished by striping a 20 foot median in the center of the roadway and adding a 5’ bicycle lanes on each side of the street. In addition, the 90 degree back in parking was removed. Eventually, there are plans for a planted concrete median to replace the striped median. In addition to the traffic calming and bike lanes, 40 new parking spaces were provided for the neighborhood.



Willoughby Avenue Bike Lane



Above: Carlton Avenue before two-way conversion and traffic calming



Left: Identical perspective after Carlton Avenue “Complete Street” improvements