Reconstruction of Tillary St and Adams St
**Tillary St**
Division between Downtown Brooklyn and Dumbo

**Adams St**
Connecting between the Brooklyn Bridge Promenade and Downtown Brooklyn
# Tillary and Adams Streets – Timeline

<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
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<tbody>
<tr>
<td>1954</td>
<td>Downtown section of Brooklyn-Queens Expressway Opens</td>
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<tr>
<td>Mid-80s</td>
<td>Brooklyn Bridge Promenade extended to Tillary St.</td>
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<tr>
<td>1998</td>
<td>Planted medians and bike lanes installed on Adams St. south of Tillary St.</td>
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<tr>
<td>2001</td>
<td>Widened medians at Adams St. Intersection</td>
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<tr>
<td>2005</td>
<td>Protected Bicycle Lane Implemented between Clinton St. and Adams St.</td>
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<tr>
<td>2005</td>
<td>Improved pedestrian signal timing at Tillary St. and Adams St.</td>
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<td>2008</td>
<td>Safety Project at Tillary St. and Adams St. eliminated two left-turns</td>
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<tr>
<td>2014</td>
<td>DOT installed plaza at Clinton St and Tillary St in temporary materials</td>
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</tbody>
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Adams St at Tillary St: Gateway to Brooklyn

- Insufficient tourist gathering space
- Highway aesthetic
- Undesirable path from Brooklyn Bridge
Tillary St: Existing Issues

- Bisected community
- Long Crossings
- Pedestrian Safety
- Cyclist Safety and Network Connections
Tillary and Adams Streets – Bicycle Benefits

- New two way raised protected bikeway
- Shared bicycle/pedestrian path
- Gateway treatment with shared path from Brooklyn Bridge
Widened sidewalks
Unified boulevard landscaped median treatment
Median treatment with shared path from Brooklyn Bridge
New plaza
Widened sidewalks
Unified boulevard landscaped median treatment

Tillary and Adams Streets – Pedestrian Benefits
Tillary and Adams Streets – Vehicle Benefits

- Better lane alignment along the corridor
- Clarified lane assignments
- Increased flexibility approaching the Brooklyn Bridge
Build out plaza

New bike paths

Widened sidewalks

LEGEND
- Proposed New Tree
- Existing Tree to Remain
- Drainage Flow
- Sidewalk and Median
- Understory Planting
- Mulch
- Parking
- Bike Lane
- Protected
- Buffered / Standard 5' Lane
- Shared

Existing

Proposed

NYC Department of Design and Construction
Michael Baker Engineering, Inc.
Mathews Nielsen Landscape Architects
HWK639W- Reconstruction of Tillary Street Area
Preliminary Submission

Tillary St 1 - Proposed
Existing bike paths

New bike paths

Landscaped medians

Proposed

LEGEND
- Proposed New Tree
- Existing Tree to Remain
- Understory Planting
- Mulch
- Parking
- Bike Lane: Protected
- Buffered / Standard 5’ Lane
- Shared

Existing

13’ North Sidewalk
23’ Shared Travel and Pedestrian Lane
10’ Travel Lane
10’ Travel Lane
11’ Travel Lane
14’ Concrete Median
12’ Travel Lane
12’ Travel Lane
12’ Travel Lane
20’ Shared Travel and Pedestrian Lane
14’ South Sidewalk

125’

Proposed

13’ North Sidewalk
8’ Greenway
7’ Sidewalk
11’ Travel Lane
11’ Travel Lane
15’ Travel Lane
12’ Planted Median
11’ Travel Lane
10’ Travel Lane
11’ Travel Lane
11’ Travel Lane
8’ Parking
20’ South Sidewalk

104’

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Preliminary Submission

Tillary St 2 - Proposed
Increased vehicle options

Shared path on median
Gateway treatment from Brooklyn Bridge Promenade

LEGEND
- Proposed New Tree
- Existing Tree to Remain
- Understory Planting
- Drainage Flow
- Sidewalk and Median
- Mulch
- Parking

Bike Lane
- Protected
- Buffered / Standard 5' Lane
- Shared

W 44 St

Proposed

Adams St North - Proposed

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HWK639W- Reconstruction of Tillary Street Area
Preliminary Submission
Sidewalk and Median
North Sidewalk on Tillary Street

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Michael Baker Engineering, Inc.
Mathews Nielsen Landscape Architects

HWK639W- Reconstruction of Tillary Street Area
Preliminary Submission
Wider median with robust bicyclist/pedestrian convergence area
Landscaped gateway
to Brooklyn