



# Adams St & Boerum Pl

---

Bike Network and Access Updates

Presentation to Community Board 2 – June 4, 2026



# Background

- Existing bike lanes on Adams St/Boerum Pl are unprotected and often obstructed by illegally parked vehicles
- Lack of direct PBL connection to Dean St and Bergen St
- Today, Smith St/Jay St PBL is the only protected bike route for cyclists to access the Brooklyn Bridge, draws bike volumes headed to Manhattan Bridge too
- Summer 2022, the installation of the Schermerhorn PBL connects to Smith St and Boerum Pl
- In 2025, DOT installed a PBL on Court St from Schermerhorn St to Hamilton Ave
- From 2020 to 2025 ridership on the Brooklyn Bridge **grew by 194%**
- On a typical weekday 12-hour period, nearly 1,300 cyclists travel along Adams St



Illegal parking in bike lane and along the west median of the service road creates hazardous conditions for cyclists.



The capitially constructed center median share path on the east side of the center median, which the proposal will connect to.....

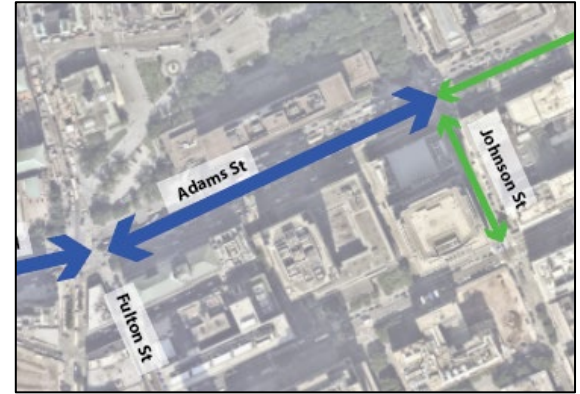
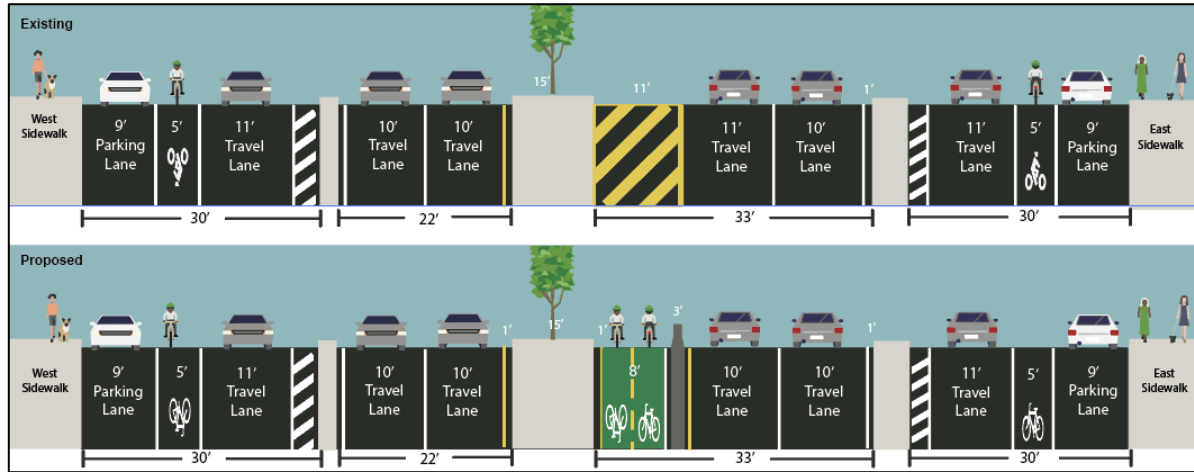
# Project Limits

- **Adams St:** Johnson St to Fulton St
- **Boerum Pl:** Fulton St to Bergen St



# Proposal: Adams St (Fulton St – Johnson St)

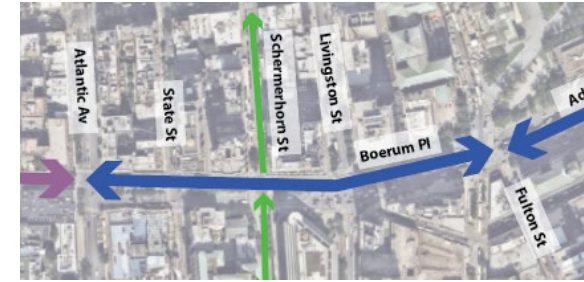
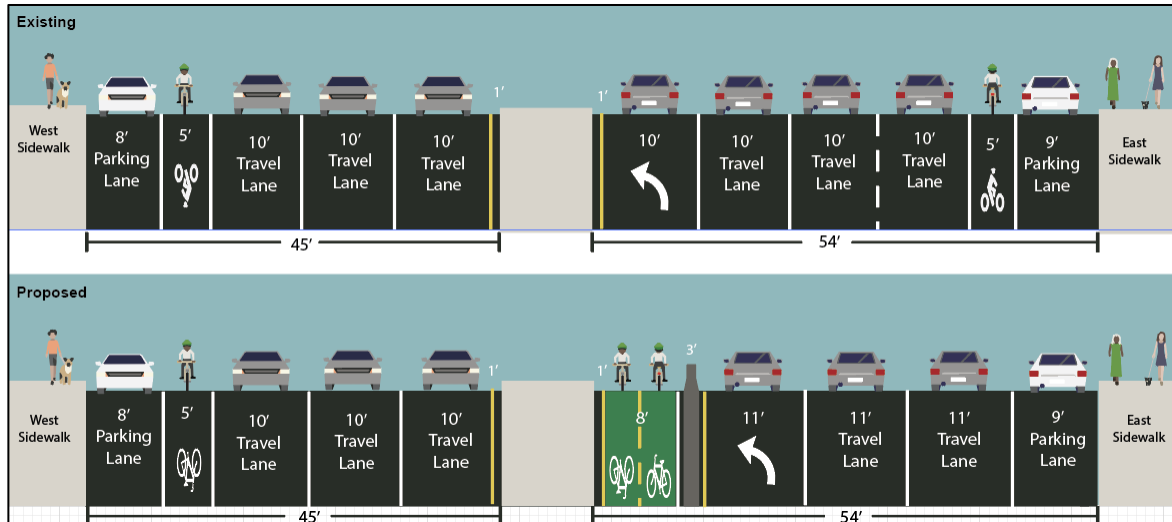
- Extend the existing Brooklyn Bridge path south to Atlantic Ave along the east side of the landscaped median.
- Install a 10-foot-wide, two-way protected bike lane along the center median, using jersey barriers for separation.
- Maintain two travel lanes, no legal parking loss



Looking north along the west median where the proposed two-way bike lane will be located.

# Proposal: Boerum Pl (Fulton St to Schermerhorn St)

- Continue the two-way projected bike lane to Schermerhorn St
- Install a 10-foot-wide, two-way protected bike lane along the center median, using jersey barriers for separation.
- Remove one northbound travel lane, no legal parking loss

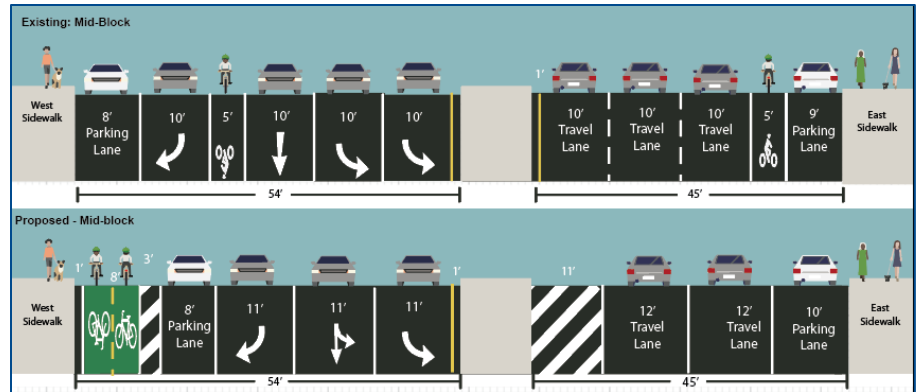


Looking north along the west median of Boerum Pl where the proposed two-way bike lane will be located.

# Proposal: Boreum Pl (Schermerhorn St to Atlantic Av)

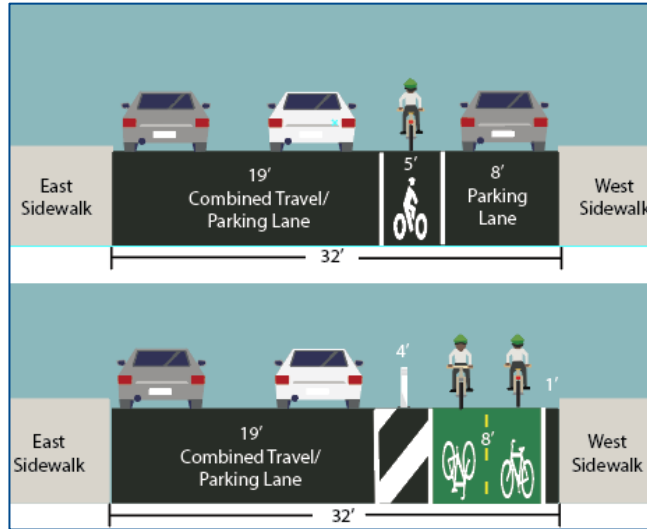
- At Schermerhorn St, the two-way protected lanes transition to west curb
- The transition improves cyclist alignment for the connection south to the Dean/Bergen St systems and creates safer interactions between cyclists and turning vehicles at Atlantic St
- 2 parking space per block are lost for daylighting and improved sightlines
- Southbound travel lane consolidation is required to accommodate the new roadway design

Proposed Alignment Shift



# Proposal: Boerum Pl (Atlantic Av to Bergen St)

- Continue the two-way projected bike lane along west curb, add a 10-foot, two-way bike lane along the west curb
- This section will be installed in 2027 pending residential construction
- Requires removal of 24 parking spaces
  - Of the 24 spaces, 12 were already removed for construction



## Construction Sites

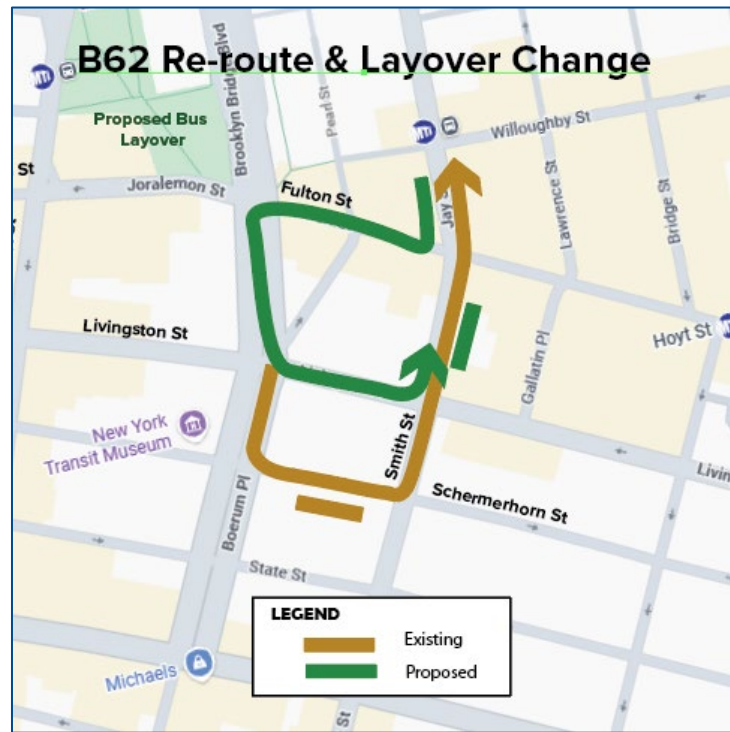


Looking south from Atlantic Av at the existing bike lane on Boerum Pl

# Boerum Pl & Schermerhorn St Intersection

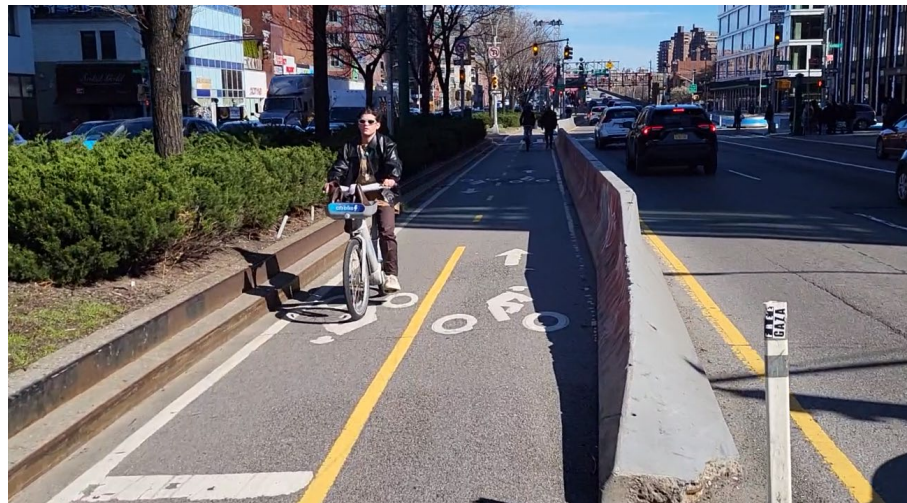
## Operations: Changes to B62 route & layover

- Ban SB left turn onto Schermerhorn St
- B62 Route uses Schermerhorn St to return to route
- The proposed B62 route would be altered to use Fulton St, Boerum Pl and Livingston St
- The B62 bus layover on Schermerhorn St would be relocated to Smith St between Livingston St and Fulton St



# Benefits:

- Improved access to the Brooklyn Bridge and Manhattan Bridges, that connect directly to Dean St and Bergen St
- Provides a second option to Jay St
- Consolidating bikes in the two-way protected bike lane, improves safety and predictability for all roadway users
- A center-running, jersey barrier protected, two-way bike lane reduces blockages from double parking
- Maintains existing bike lanes along the service road for access to the Manhattan Bridge in the north and the communities to the south.



Example of proposal. Delancey St, Manhattan



NYCDOT



nyc\_dot



nyc\_dot



NYCDOT