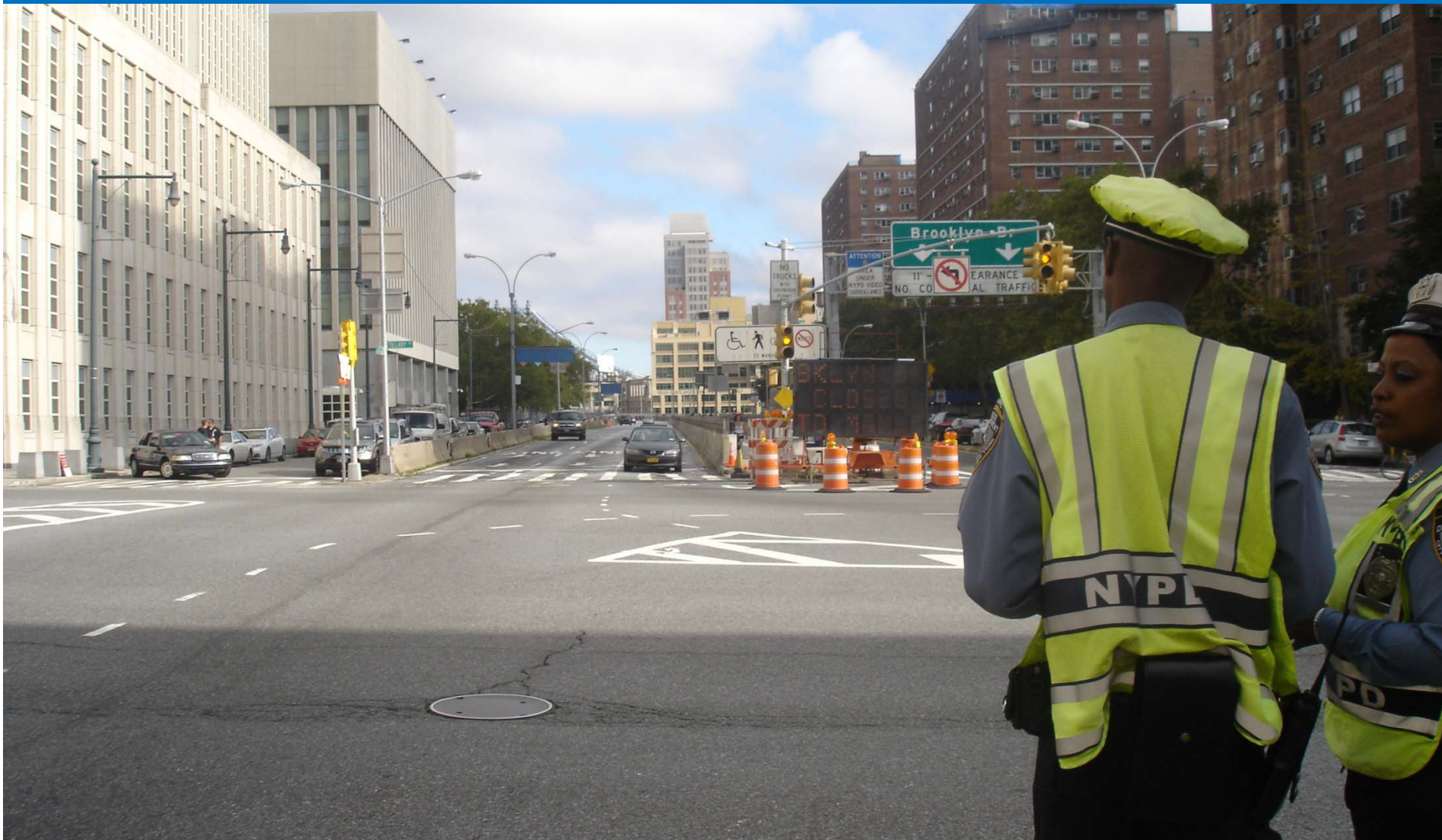


Tillary and Adams Street Capital Project Update



September 2011 Presentation to CB2 Transportation Committee



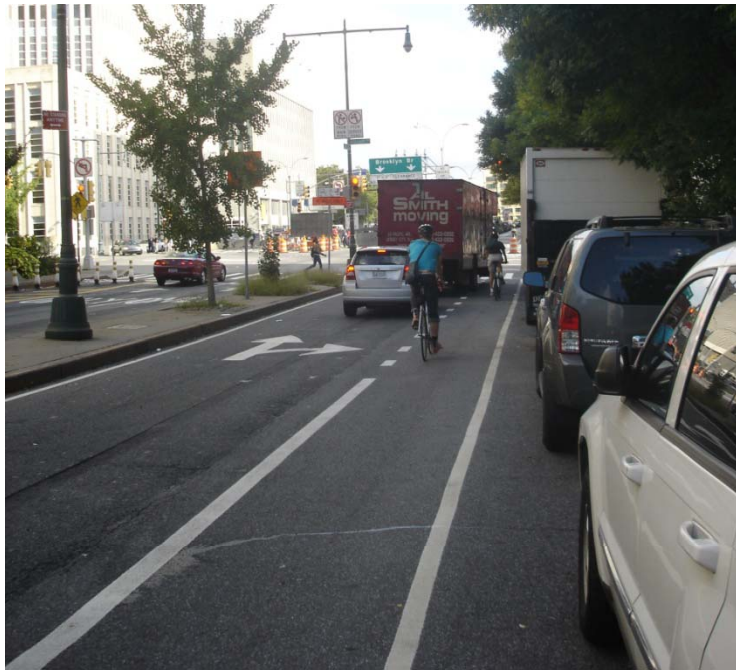
Outline

- Review of Project Background
- Community Participation Process
- Conceptual Plans
- Capital Project Status

Tillary and Adams Timeline

1954	Downtown section of Brooklyn-Queens Expressway Opens
Mid-80s	Brooklyn Bridge Promenade extended to Tillary St.
1998	Planted medians and bike lanes installed on Adams St. south of Tillary St.
2001	Widened medians at Adams St. Intersection
2005	Protected Bicycle Lane Implemented between Clinton St. and Adams St.
2005	Improved pedestrian signal timing at Tillary St. and Adams St.
2008	Safety Project at Tillary St. and Adams St. eliminated two left-turns
2011	Repaved Adams Street and improved bike lane configuration
2011	Pedestrian Countdown Clocks Implemented

Recent Improvements



*Reconfigured Adams
Street bike lane =
fewer cars blocking
lane*

*Pedestrian
Countdown Clocks
on Tillary Street*



Community Participation

The Future of Tillary Street



The New York City Department of Transportation (NYCDOT) wants your ideas on:

The Future of Tillary Street

Tillary Street plays a key role in the transportation network of Downtown Brooklyn, providing linkages for pedestrians, motorists, and cyclists alike. Tillary Street is scheduled for total reconstruction in 2012. This provides an opportunity to reconceptualize how this roadway works for all of its users. It is not too early to start talking about how this street can look and function in the future.

Public Workshop

Tuesday, January 27, 2009 from 6:00 - 8:00 PM
at St. Francis College Auditorium
180 Remsen Street (between Court and Clinton Streets)

The workshop will include:

Presentation by NYCDOT Staff,
Small Group Discussions of Tillary Street Issues and Visions
and Hands-on Participation in Concept Development

Please RSVP by January 23rd to
balexander@dot.nyc.gov or 718-222-7259

Subway Directions
Take the 2, 3, 4, 5 or R line to Court Street/Borough Hall

For more information please visit the NYCDOT Website at: www.nyc.gov/dot

Two Community Workshops

January 2009

June 2009



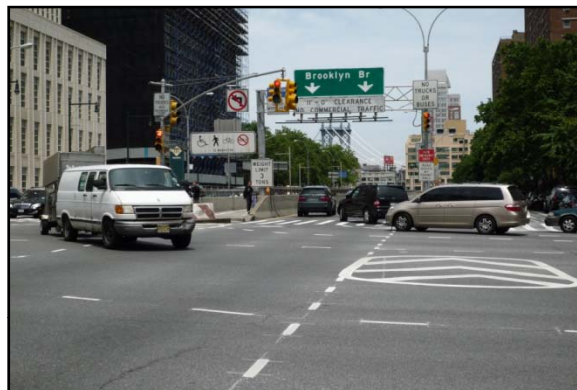
Workshop #1 – Format

- 56 attendees at St. Francis College – 1/27/09
- DOT Power Point Presentation
 - Tillary St/Adams St Background
 - Capital Reconstruction Process
 - Examples of Similar Projects
- Small Group Breakout Sessions
 - Existing conditions maps available
 - Identified issues and suggestions
 - Presented discussion results to large group

Workshop #1 – Issues Identified



Parking in Bicycle Lanes



'Highway' Design Creates Barrier



Pedestrian Safety



Cyclist Safety

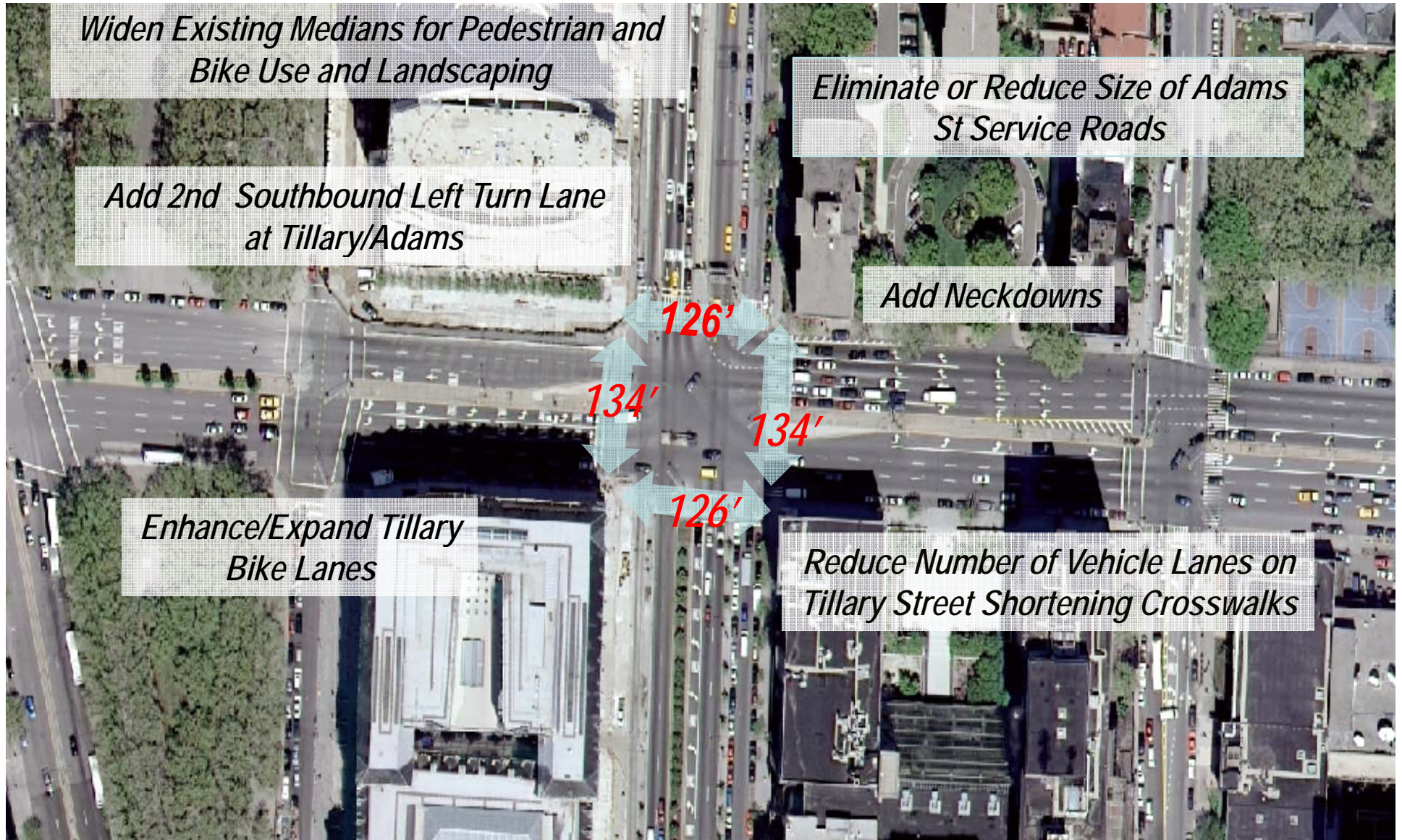


Permit Parking



Long Crossings

Workshop #1 – Suggestions



Workshop #2 – Format

- 35 attendees at Borough Hall – 6/23/09
- Draft Conceptual Design Presented by DOT
- Questions and Answers Session
- Informal Review/Discussion of Conceptual Plans
- Evaluation Forms

Workshop #2 – Conceptual Plan



Workshop #2 – Conceptual Plan



Existing



Proposed

Workshop #2

Participant Evaluation

“How well does plan address **issues** identified from workshop #1”

Average Score

Issue	1=Very Well		5=Not well	
	1.0-1.9	2.0-2.9	3.0-3.9	4.0-5.0
“Highway” Design creates barriers		X		
Pedestrian Safety		X		
Wide Roadway/Long Crosswalks		X		
Turning Conflicts		X		
Parking in Bicycle lanes		X		
Cyclist Safety	X			
Too Much Permit Parking			X	

Workshop #2

Participant Evaluation

“How well does plan address **suggestions** made at workshop #1”

Average Score

Issue	1=Very Well		5=Not well	
	1.0-1.9	2.0-2.9	3.0-3.9	4.0-5.0
Widen Existing Medians		X		
Enhance/Expand Protected Bike Paths		X		
Neckdowns	X			
Additional Landscaping	X			
Reduce Number of Lanes		X		
Eliminate/Reduce Size of Service Roads		X		
Add 2nd SB Adams Left-turn Lane	X			

Workshop #2

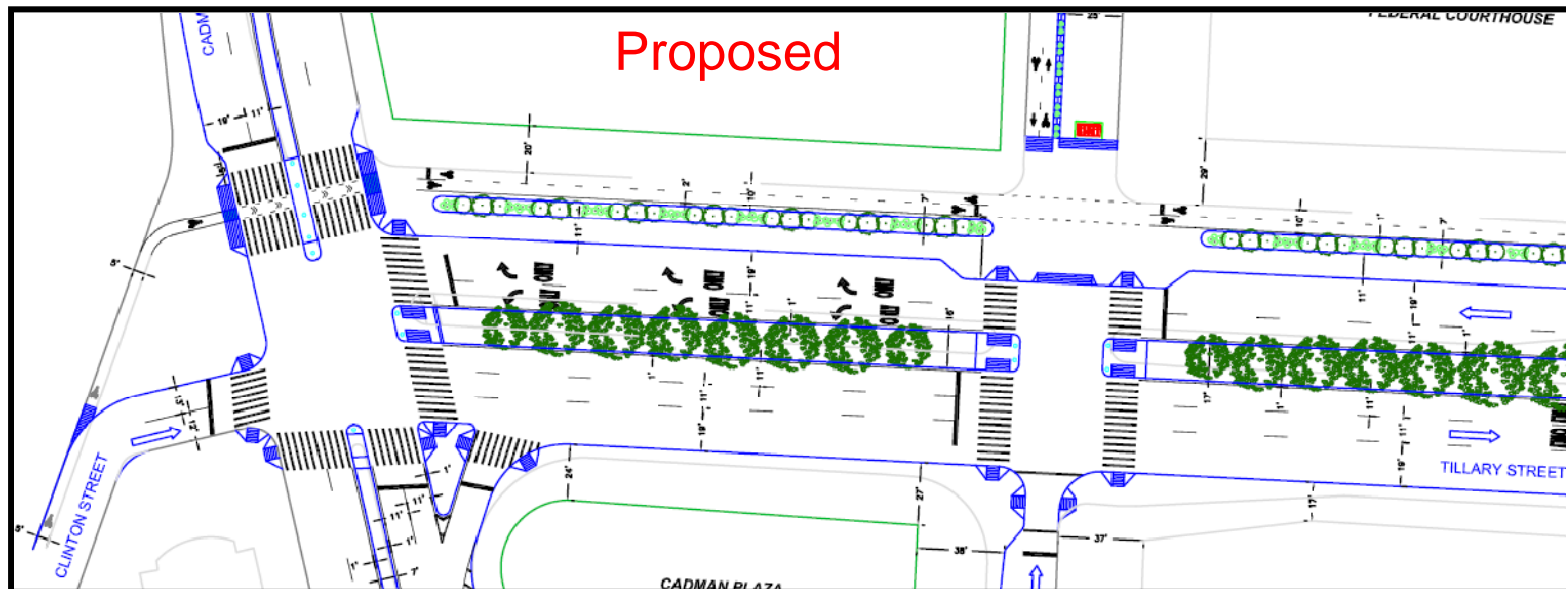
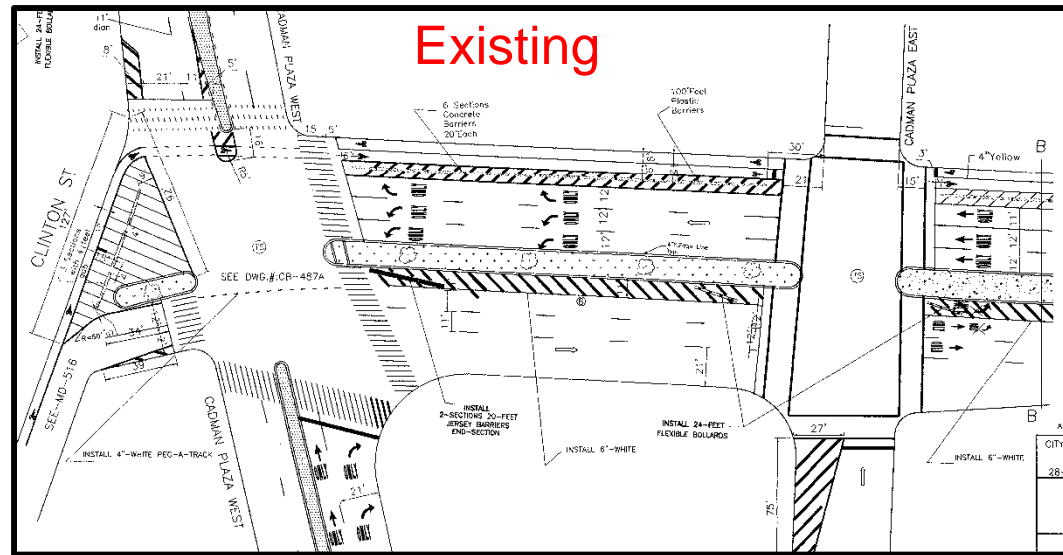
Additional Feedback

- Many expressions of support
- Some participants concerned about traffic operations/capacity on Adams Street (SB and NB)
- Many small-scale design suggestions (e.g., bike lane extensions, signal timing, additional neckdowns)

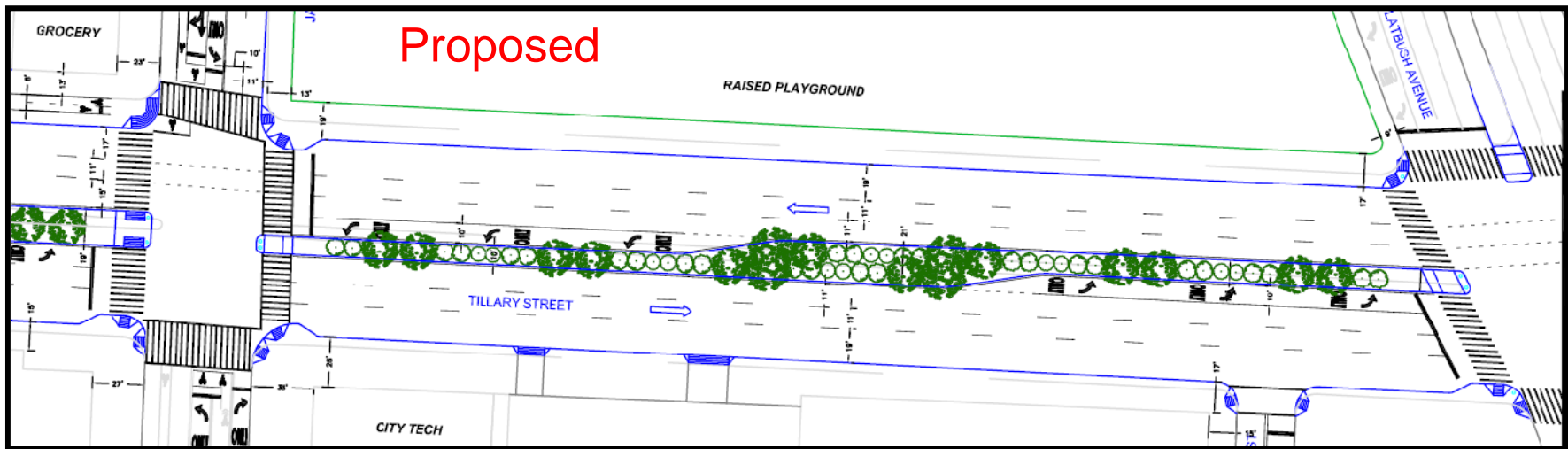
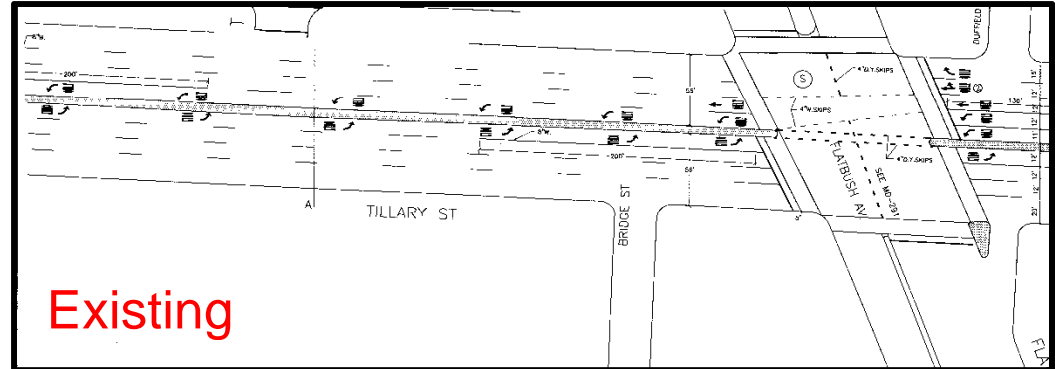
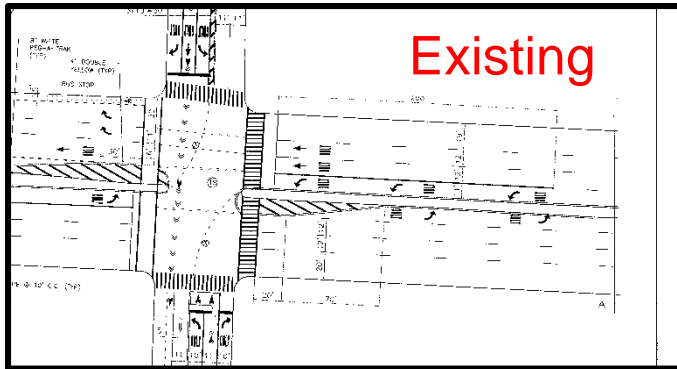
Workshop #2 Follow up

- Met with Concord Village Representatives Onsite to discuss specific concerns
 - Configuration of service road on Adams Street northbound
 - 2-way bicycle path proposed for Tillary Street between Jay Street and Adams Street
 - Accommodating deliveries of the supermarket at Jay and Tillary Street
- Refined Conceptual Plans based on Workshop #2 and Site Visit Comments

Conceptual Plans Tillary Street West



Conceptual Plans Tillary - Jay St to Flatbush Ave



Project Implementation Funding

- Additional federal funding secured
- Design now fully funded
- Construction shortfall remains (\$18.6)
- Phased construction approach likely

AVAILABLE FUNDING SUMMARY (in '000)				
	DESIGN	CONSTRUCTION	SUPERVISION	TOTAL
FY:	2012	2013	2013	
City	\$3,400	\$10,026	\$503	\$13,929
Federal (TEP)	\$400	\$1,600		\$2,000
Federal (HSIP)		\$7,335		\$7,335
Total:	\$3,800	\$18,961	\$503	\$23,264

Project Implementation Timeline

DDC Estimated Timeline

2012 Preliminary Design

2013 Final Design

2014 Construction (Phase 1)

*Phase 2 Construction
dependent upon future funding



Tillary and Adams Street Capital Project Update

