HWK639W - Reconstruction of Tillary Street Area
Outline

• Review of Project Background
• Community Participation Process
• Crash Statistics and Volumes
• Capital Project Status
• Schematic Geometric Design
• Landscape Design
• Project Milestones
Project Objectives

• Improve safety by adding traffic calming
• Enhance pedestrian and bicycle experience
• Provide wider medians & neck downs for pedestrian refuge/reduced crosswalk distance
• Upgrade the overall visual appearance of the roadway
• Enhance a major Gateway to Brooklyn
• Improve vehicular operations and safety
Scope of Work

- 5500 LF of Pavement Reconstruction
- Bicycle Lane Upgrades
- Wider Sidewalks and Raised Medians
- Landscaping and Urban Design Improvements
- 900 LF of Combined Sewer Replacement
- 4,000 LF of Water Main Replacement
- Traffic Signal Upgrades at 7 Intersections
- New Street Lighting, Signs and Pavement Markings
- New Catch Basins
<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 2004</td>
<td>Downtown Brooklyn Traffic Calming Project Report (NYCDOT)</td>
</tr>
<tr>
<td>January 2009</td>
<td>Community Workshop #1</td>
</tr>
<tr>
<td>June 2009</td>
<td>Follow up Community Workshop #2</td>
</tr>
<tr>
<td>September 2011</td>
<td>Follow up presentation to Community Board</td>
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<tr>
<td>October 2011</td>
<td>DDC awards Reconstruction of Tillary Street Area design contract to Michael Baker Engineering, Inc.</td>
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<tr>
<td>January 2012</td>
<td>Follow up meeting with Concord Village</td>
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Community Participation

Two Community Workshops

January 2009

June 2009
Workshop #1 – Format

- 56 attendees at St. Francis College – 1/27/09
- DOT Power Point Presentation
- Small Group Breakout Sessions
  - 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

1. Eliminate or reduce size of Adams St service roads.
2. Widen existing medians for pedestrian and bike use and landscaping.
3. Add neckdowns.
4. Enhance or expand Tillary bike lanes.
5. Add 2nd southbound left turn lane at Tillary/Adams.
6. Reduce number of vehicle lanes on Tillary Street, shortening crosswalks.
Workshop #2 – Format

- 35 attendees at Borough Hall – 6/23/09
- Draft Conceptual Design Presented by DOT
- Question and Answer Session
- Informal Review/Discussion of Conceptual Plans
- Evaluation Forms
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
- Follow up presentation to Community Board in September 2011.
## Crash Data - Comparison to Statewide Averages

### NYSDOT Crash Rate Comparison Table

<table>
<thead>
<tr>
<th>Intersection</th>
<th>Number of Crashes</th>
<th>Intersection Crash Rate (crash/MEV)</th>
<th>Statewide Average</th>
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<tr>
<td></td>
<td>2008</td>
<td>2009</td>
<td>2010</td>
</tr>
<tr>
<td>1 Tillary St/Clinton St &amp; Cadman Plaza W</td>
<td>4</td>
<td>4</td>
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<tr>
<td>3 Tillary St &amp; Adams St</td>
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<td>5 Tillary St &amp; Flatbush Ave</td>
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<td>37</td>
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<td>11</td>
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<td>7 Tillary St &amp; Prince St</td>
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<td>2</td>
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<td>8 Tech Pl/Johnson St &amp; Adams St</td>
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## Summary of Three-Year Crash Data by Location – Tillary Street Area
(January 2008 through December 2010)

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<thead>
<tr>
<th>Location</th>
<th># of Crashes</th>
<th># of Fatalities</th>
<th># of Injury Crashes</th>
<th># of Injuries by Type</th>
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<td></td>
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</table>
Tillary Street – Plan 2
Tillary Street – Plan 3
Adams Street – Plan 1
Adams Street – Plan 2
Cadman Plaza East - Plan 1
Cadman Plaza East - Plan 2
Paving and Street Furniture

- DOT BIKE RACK
- DOT PIGMENTED CONCRETE WITH SILICON CARBIDE TREATMENT
- WATER BOTTLE FILLING STATION
- NEW DSNY TRASH RECEPTACLE
- DOT CITY BENCH
- 6" OCONEE GRANITE CURB
- PLANTING GUARD
- CITY LIGHT
- MEDIAN BOLLARD
- DOT WAYFINDING SIGNAGE
Proposed – Typical Section –
Tillary St. West of Adams St.

Section 1-1 Existing

Section 1-1 Proposed

GRAPHIC SCALE
(IN FEET)

Typical Sections
Proposed – Typical Section – Tillary St. West of Jay St.
Proposed – Typical Section – Adams St. North of Tillary St.
Proposed – Typical Section - Adams St. South of Tillary St.
Street Rendering – Tillary Street at Cadman Plaza East
Street Rendering – Tillary Street and Adams Street

BEFORE - TILLARY ST AT BRIDGE ST

AFTER - TILLARY ST AT BRIDGE ST

BEFORE - ADAMS ST N

AFTER - ADAMS ST N
Street Rendering – Adams Street

Rumble Strip
2' HT. Post and Chain
Water Bottle Filling Station
DOT Wayfinding Signage
DOT CityBench, Typ.
Project Implementation Timeline

Project Milestone Dates

2012-2013 Preliminary Design
2013-2014 Final Design
Late 2014/Early 2015 Construction Begins
(Phase 1 – Adams Street)

*Phase 2 – Tillary Street Construction dependent upon future funding
Tillary and Adams Street
CB2 Transportation Committee Presentation

Questions and Comments?