Pedestrian Safety and Congestion Improvement to Downtown Brooklyn Gateway
Adams and Tillary Streets

Pilot Project Findings

December 2008
Adams & Tillary Streets
Adams & Tillary Streets

Eastbound Tillary Street at Adams Street

Pre-Pilot Project

Post-Pilot Project
Adams & Tillary Streets

Southbound Adams Street at Tillary Street

Pre-Pilot Project

Post-Pilot Project
Adams & Tillary Streets

Northbound Adams Street at Tillary Street

Pre-Pilot Project

Post-Pilot Project
Adams & Tillary Streets

Project Enhancements

- Elimination of NB and EB left turns reduced conflict points.
- Additional pedestrian crossing time on South and West crosswalks.
- Eliminated “split” pedestrian crossing at North crosswalk.
- Additional “green time” for SB left turns and NB right turns reduced congestion.
DATA COLLECTION PLAN

Timeline

- May/June 2008 – Pre-Implementation (complete)
- August 2008 – Post-Implementation (complete)
- October 2008 – Post-Implementation (complete)

Locations Observed Included…

- Adams St/Tillary St
- Jay St/Tillary St
- Pearl St/Sands St
- Adams St/Fulton St/Joralemon St
- Tillary St/Clinton St/Cadman Plaza West
Traffic Volume Comparison between Pre- & Post-Pilot Project
Weekday AM Peak Hour

Legend
- Study intersection

xxx – Pre Pilot Project (June 2008)
xxx – Post Pilot Project (October 2008)
Traffic Volume Comparison between Pre- & Post- Pilot Project
Weekday PM Peak Hour

Legend

- Study intersection

xxx – Pre Pilot Project (June 2008)
xxxx – Post Pilot Project (October 2008)
Compared to pre-condition, intersection delays reduced by approximately 45% during the AM and PM peak hours.

Decreased eastbound volumes by 26% and 19% during the AM and PM peak hours, respectively.

Increased westbound right turn volumes by 14% and 39% during the AM and PM peak hours, respectively.

Increased northbound Adams Street Mainline volumes by 2% and 11% and southbound Adams Street Mainline volumes by 9% and 26% during the AM and PM peak hours, respectively.
Jay & Tillary Streets
Jay & Tillary Streets

FINDINGS

- Intersection delays maintained the level of pre-conditions within LOS D during the AM and PM peak hours.

- Increased the total intersection volumes by 4% and 13% during the AM and PM peak hours, respectively.
Jay & Sands Streets
Jay & Sands Streets

FINDINGS

- Compared to pre-condition, intersection delays reduced by approximately 30% during the AM peak hour while maintaining the level of pre-conditions within LOS D.

- Decreased the total intersection volumes by 20% and 7% during the AM and PM peak hours, respectively.
FINDINGS

- Intersection delays maintained the level of pre-conditions within LOS D and C during the AM and PM peak hours, respectively.

- Increased the total intersection volumes by 15% and 25% during the AM and PM peak hours, respectively.
Adams St & Fulton St/Joralemon St
FINDINGS

Compared to pre-condition, intersection maintained similar delays during the AM and PM peak hours.

Increased the total intersection volumes by 4% and 2% during the AM and PM peak hours, respectively.
Tillary St & Clinton St/Cadman Plaza West
FINDINGS

- Compared to pre-condition, intersection delays reduced by approximately 7% and 10% during the AM and PM peak hours, respectively.

- Decreased the total intersection volumes by 10% and 11% during the AM and PM peak hours, respectively.
Additional capacity provided to key Adams/Tillary movements resulted in more vehicles being processed (higher volumes) but…

…overall congestion at this intersection decreased.

Left turn prohibitions at Adams/Tillary had little impact on surrounding street network.

- No impact on Jay Street, Court Street volumes.
- Higher volumes on Pearl Street did not degrade intersection of Pearl and Sands.
- Permitted EB to WB U-turn At Tillary/Jay accommodated some of the diversion.