Pedestrian Safety and Congestion Improvement to Downtown Brooklyn Gateway

Adams Street and Tillary Street

Prepared by:
NYC DOT – Traffic Planning
May 25, 2008
Issues

- Long Wait Times for Pedestrians, Cyclists, and Motorists
- Vehicle and Pedestrian Conflicts
- Congestion
- Noise and Air Quality
- Illegal Southbound Left Turns from the Center Lane
Goals

- Improve Safety of Pedestrians, Cyclists, and Motorists
- Reduce Air Pollution, Noise and Congestion
- Improve Quality of Life for Surrounding Community
Objectives

- Improve Pedestrian and Bicycle access to Brooklyn Bridge Promenade
- Accommodate Southbound Left Turn Demand
- Reduce Vehicle and Pedestrian Conflicts
- Provide Single Phase Pedestrian Crossing on All Approaches
- Provide Additional Walk Time and Simplify Intersection Operations
Existing Conditions
Study Area

Legend
- Project Intersection
- Intersections with Recently Improved Operations
Existing Conditions – Tillary Street at Adams Street
Existing Conditions:
Tillary Street at Adams Street cross-section on Eastbound approach
EB approach at Adams St /Tillary St
Looking NB approach at Adams St /Tillary St
Looking WB approach at Adams St /Tillary St
Looking SB approach at Adams St /Tillary St
Looking SB Left Turns at Adams St / Tillary St
Proposed Conditions
Tillary Street at Adams Street

Tillary St

Adams St
Reassignment of NB Left Turns
Weekday PM Peak Hour
Reassignment of EB Left Turns

Weekday PM Peak Hour

N

S

Tillary St

Tillary St

Adams St

Cadman Plaza W

Jay St

Sands St

135

140

275
Existing and Proposed Conditions Comparison:
Tillary Street at Adams Street cross-section on Eastbound approach

**Existing Conditions**

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</thead>
<tbody>
<tr>
<td>Sidewalk</td>
<td>6'</td>
<td>6'</td>
<td>4'</td>
<td>4'</td>
<td>11 Feet</td>
<td>15 Feet</td>
</tr>
<tr>
<td>23' Median</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>12' Left Turn Lane</td>
<td>12' Left Turn Lane</td>
</tr>
<tr>
<td>12' Bike Lane</td>
<td>8' Striped Lane</td>
<td></td>
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<td>57' Feet</td>
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**Proposed Conditions**

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Existing and Proposed Conditions Comparison: Adams Street at Tillary Street cross-section on Northbound approach
Adams St/Tillary St Intersection Signal Phasing: Existing Timings

Phase 1) 16 secs  
Phase 2) 36 secs  
Phase 3) 23 secs  
Phase 4) 20 secs  
Phase 5) 25 secs

Proposed Timings

Phase 1) 52 secs  
Phase 2) 38 secs  
Phase 3) 15 secs  
Phase 4) 15 secs
Pedestrian Crossing Time at Adams S/Tillary St:

<table>
<thead>
<tr>
<th>Conditions</th>
<th>Crosswalks</th>
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<tbody>
<tr>
<td></td>
<td>North Crosswalk</td>
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<tr>
<td>Distance</td>
<td>126</td>
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<td>Minimum Time for Ped Crossing</td>
<td>36</td>
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<tr>
<td>Existing Ped Crossing Time</td>
<td>25*</td>
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<tr>
<td>Proposed Ped Crossing Time</td>
<td>38</td>
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<tr>
<td>Difference of Crossing Time</td>
<td>+13</td>
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</tbody>
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1. Assume 4 feet/second as the pedestrian walk speed.
2. Units: distance (feet) and Crossing Time (seconds)
   * Movement from East to West