



The Future of Tillary Street Public Workshop Summary

**Tuesday, January 27, 2009
6:00 – 8:00 PM**

Background

In anticipation of an upcoming Capital Reconstruction of Tillary Street, the Brooklyn Borough Commissioner's Office and Pedestrian Projects Group of NYCDOT held a public workshop to hear from the community about their issues and concerns in the project area, and also solicit ideas and concepts for changes to the area.

The planned reconstruction project currently encompasses the full length of Tillary Street (Cadman Plaza West to Navy Street) as well as several adjoining roadways, including the Adams Street service roads north of Tillary Street. The full width of Adams Street north to Red Cross Place and south to Johnson Street were included as an important part of the workshop discussion as well, given their relationship to the key intersection of Tillary Street and Adams Street.

Workshop Format and Agenda

Notification of the workshop took place well in advance. The Brooklyn Borough Commissioner's Office created a flyer that was included in the monthly Community Board 2 mailing, posted on the NYCDOT website, and provided for additional distribution to local elected officials. Fifty-six members of the public attended the meeting held at St. Francis College. The evening began with a PowerPoint presentation given by NYCDOT Pedestrian Projects Group providing background on Tillary Street, the capital reconstruction process, and examples of projects at similar locations.

Following this, the attendees broke into seven small groups, each led by an NYCDOT facilitator. At each table, large scale base maps of the Adams Street and Tillary Street were available that participants were encouraged to mark up. Facilitators covered the sections and intersections in the project area and prompted participants to discuss issues and make suggestions. Facilitators took notes or assigned a notetaker to document the conversations on large pads. At the end of the small group sessions, which lasted approximately 60 minutes, a designated spokesperson from each group verbally related



the highlights of their discussions to all participants. NYCDOT staff took notes on these presentations.

Workshop Input

The recorded input from the workshop thus comes from three sources: the notes taken during each small group session, the maps that each group marked up, and the brief presentations given by each group spokesperson at the end of the evening. Following the meeting, NYCDOT staff assembled the input from each source (see Appendix A), and used this to create a comprehensive summary of the issues and suggestions (see Summary below), combining similar individual comments into categories where appropriate.

Summary

This section categorized all of the comments received from the seven small workshop groups as either *Issues* or *Suggestions*. Because many comments were similar to one another, these were grouped into categories where possible. The most common categories for each section are first described, and then the less common comments are listed. It may be noted that many of the perceived *Issues* lead directly into *Suggestions* that were felt to address them.

Issues

There were seven categories of comments that appeared at least three times in the input record. These are listed in order of frequency and described below.

1. A general concern for **Pedestrian Safety** was expressed more than any other issue. Although other issues below are more specific regarding why pedestrian safety is an issue on Tillary and Adams Streets, many of the comments simply communicated that either the project area as a whole or specific locations were felt to be unsafe. This clearly indicates a perception that Tillary and Adams Streets are not pedestrian-friendly corridors.
2. Illegal vehicular **Parking in Bicycle Lanes** was the second most common issue raised by participants. The curbside bicycle lanes on Adams Street south of Tillary Street, as well as the separated two-way bicycle lane on the north side of Tillary Street between Cadman Plaza West and Adams Streets were specifically mentioned. For both of these locations participants had ideas for changes that would address these concerns, described in the *Suggestions* section of this document.



3. Many participants felt that **Wide Roadway Sections and Long Pedestrian Crossings** were of concern on both Tillary and Adams streets. This helps to flesh out **Issue 1 - Pedestrian Safety** above. Pedestrians that need to cross either roadway felt that the need to cross multiple travel lanes, as many as eight in some locations, made them more vulnerable.
4. **Turning Conflicts** was another common issue cited in association with pedestrian safety. Participants noted that turning vehicles made pedestrian or bicycle crossings difficult. At typical signalized intersections, pedestrians encounter turning vehicles even when legally crossing, and although these vehicles are legally required to yield they do not always do so. Tillary/Adams, where NYCT bus turns were cited, and Tillary/Cadman Plaza West/Clinton were seen as problematic intersections in this respect.
5. **Cyclist Safety** was mentioned as a concern by multiple participants. Areas of concern included (a) Adams Street, particularly related to parking within the bike lane and the difficult crossing of Tillary Street at Adams Street, and (b) the north side of Tillary Street and Cadman Plaza east, where vehicle drop-off activity associated with the federal courthouse conflicts with cyclists heading to and from the Brooklyn Bridge.
6. Other comments dealt with how **Adams and Tillary Streets are negatively perceived as forming a barrier**, using words like “highway”, “wall”, or stating that it cuts off neighborhoods from one another. These comments pointed to larger urban planning questions related to how these streets define space in Downtown Brooklyn and impact quality of life.
7. **Permit Parking Issues** were raised, with participants noting that vehicles with government agency parking placards, legitimate or otherwise, park at meters and illegal locations such as on medians and sidewalks. The presence of placard parkers associated with the Police Station and Fire House on the east end of Tillary Street was specifically called out by participants.

Several other issues/concerns appear once or twice in the record of feedback, but were not common themes like those listed above. They are:

- a. Concord Village Access
- b. Illegal Parking
- c. Many Trucks
- d. Tour Buses
- e. Idling Buses
- f. Traffic Enforcement Agents Endangering Pedestrians
- g. Bicycle/Pedestrian Conflicts



- h. Brooklyn Bridge Promenade Too Narrow
- i. Poor Road Surface
- j. Ugly Temporary Barriers
- k. Security Vehicles at Cadman Plaza East
- l. General Aesthetic Concerns
- m. Too Much Priority Given to Cars
- n. Cyclists Riding in Wrong Direction
- o. Bad southbound merge from Red Cross Place to Adams Street southbound

Suggestions

There were eight suggestions that appeared in one form or another five or more times in the record of feedback. These can be considered common themes and are discussed in some detail below:

1. The most common suggestion made was to **Widen Existing Medians**, including the Brooklyn Bridge Promenade ramp on Adams Street north of Tillary Street. Participants sought out opportunities to do so all along Tillary and Adams streets, with multiple goals in mind, including the provision of wider pedestrian refuge areas, room for bicycle and pedestrian travel, and space for landscaping. Participants had various strategies for reclaiming space for wider medians, some of which are listed below as frequent suggestions in their own right. These include building out turn lanes on Tillary and Adams Street that were recently closed by NYCDOT with temporary materials, eliminating travel lanes that were felt by participants not to be needed for vehicle capacity, and shrinking or eliminating the Adams Street service lanes.
2. **Reducing the Number of Vehicular Lanes** was a very frequent recommendation in its own right. This directly addresses **Issue 3 - Wide Roadway Sections and Long Pedestrian Crossings** above. Participants felt there were many opportunities to eliminate travel lanes based on their perception of vehicle demand and their desire for improved pedestrian crossing comfort and safety. Suggestions included eliminating one of the two westbound turn lanes between Cadman Plaza East and Cadman Plaza West, eliminating one of the two westbound through lanes on the westbound Tillary Street approach to Adams Street, and shortening up the eastbound left turn lane between Flatbush Avenue and Gold Street.
3. Suggestions for **Enhancing or Expanding Existing Bicycle Lanes on Tillary Street** were common responses to **Issue 5 - Cyclist Safety** above. Participants remarked that the existing protected bicycle lane on the north side of Tillary Street between Cadman Plaza West and Adams Street, which is now delineated



- by concrete barriers, should be made into a permanent attractive curbed or raised bike lane when capital reconstruction takes place. Many also felt it made sense to extend this protected lane east to at least as far as Jay Street, where it would connect to an existing bicycle route on Jay Street and provide access to the Manhattan Bridge. Most envisioned the bike lane continuing on the north side but one suggestion was to consider having the lane in a widened median.
4. **Neckdowns**, or curb extensions at intersection corners, were also suggested as a way to provide additional pedestrian space, although it was not quite as popular as widening medians. Suggestions were for the Tillary corridor as a whole as well as specific locations where participants believed that neckdowns would help with pedestrian safety, including Tillary/Adams, Tillary/Jay, and Tillary/Flatbush. This category addresses **Issue 1 - Pedestrian Safety** and **Issue 3 - Wide Roadway Sections and Long Pedestrian Crossings**.
 5. Another common suggestion was for **Additional Landscaping**. This was often suggested in coordination with proposals for widening median areas (see suggestion 1 above). Participants proposed additional landscaping throughout both Adams Street and Tillary Street, including one suggestion to create landscaping extending from the Tillary/Adams intersection in all four directions.
 6. **Moving the Adams Street Bike Lane to the Center Median** south of Tillary Street was suggested by multiple participants, mainly as a solution to **Issue 2 - Parking in Bicycle Lanes**, which is particularly problematic in the existing curbside Adams Street bicycle lanes. Participants also felt that this would allow for a more direct connection to the Brooklyn Bridge Promenade ramp, which is located in the center of the roadway north of Tillary Street.
 7. Participants also suggested **Eliminating or Reducing the Size of the Adams Street Service Road**, generally in order to gain space for increasing the size of the Adams Street median (see **Suggestion 1 - Widen Existing Medians** above). In most cases this was in reference to the southbound service road north of Tillary Street and adjacent to the Federal Courthouse. Many participants felt that it was unnecessary for there to be parking here, particularly as the road is closed off to the public during weekdays by the Courthouse. A few people also suggested that the northbound service road adjacent to Concord Village could also be reduced in size by eliminating some parking, though it was recognized that there may be local opposition to this.
 8. The above suggestion would facilitate the implementation of another suggestion – **Increase the Number of Southbound Left Turns at Adams/Tillary from One to Two**. Participants recognized that the heavy demand for vehicles coming off



the bridge to make this turn results in heavy congestion, and made this the one location where adding rather than eliminating vehicular lanes was suggested.

Several other suggestions were not mentioned as frequently as the common themes listed above, but do appear *three to four times* in the record of feedback. They are:

- Mid-block crossing on Adams Street north of Tillary Street
- Dedicated left-turn signals for northbound Jay Street onto Tillary Street/change signaling at Jay Street
- Eliminate curbside parking
- Create plaza at Cadman Plaza West and Clinton Street
- Create vehicle drop-off areas
- “Shorten crossing distances” at various locations

The following suggestions appear *once or twice* in the record of feedback. They are:

- Seating
- “Traffic Calming”
- Restore eastbound left turn from eastbound Tillary to northbound Adams except from 7-10 AM
- Countdown signals
- Barnes’ Dances (Exclusive pedestrian signal phase)
- Physically-separated left turns
- Leading Pedestrian Intervals
- Bidirectional bicycle path on both sides of Adams Street
- Expand Cadman Plaza Park by removing vehicle lanes on Tillary Street between Cadman Plazas East and West
- Remove median of Adams Street on north side of Tillary Street
- Bicycle lane on southbound Adams service road north of Tillary Street
- Stop signs on service road to slow traffic
- Dedicated bicycle signal phase
- Rationalize MTA layover spots
- Improved parking enforcement
- Reconsider left-turn prohibition from northbound Adams Street to Westbound Tillary Street
- Bike racks
- Bike lane on Cadman Plaza East
- Move back stop bar on Adams Street southbound approach to Tillary Street
- Create gateway at Adams/Tillary
- Reduce turn radii
- Improve NYPD/FDNY off-street parking lot to encourage greater use



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- Convert travel lane to parking lane adjacent to protected bike path on westbound Tillary Street between Adams Street and Cadman Plaza West
 - Dedicated right turn signal at Tillary/Jay intersection
 - Extend median across intersection at Tillary Street/Cadman Plaza East
 - Make Cadman Plaza East a pedestrian plaza
 - Traffic Circle at Tillary/Adams and Tillary/Flatbush
 - Widen sidewalks (full block length)



Appendix A – Breakout Group Feedback

Breakout Group Written Notes

Adams Street

- Existing Conditions
 - Works well for pedestrians, not for bikes
 - Too much highway feel
 - No gateway
- Need bidirectional bike path on both sides of Adams St to avoid multiple crossings of Adams Street
- Dicey merge from Red Cross Place to main roadway of Adams Street caused by Courthouse security
- Convert southbound service road to plaza?
- shorten crossing distance using service roads
- Cars parked in bike lanes
- need **protected** bike lanes on Adams and Tillary
- Curbside bike lanes without protection don't work
- Bike lane along central median
- Consider realigning medians
- Hotel blocks service road
- Consider crosswalk north of Tillary (design after Johnson/tech crosswalk?)
- Bicycling is difficult
- The Southbound service road has low vehicle volumes and could accommodate a bike lane
- the promenade on the bridge is narrow and difficult – Bike and pedestrian conflicts
- could the promenade be widened to provide more room?
- Landscaping in the median would also be nice
- There are bus stop/bike lane conflicts (south of Tillary Street)
- The road surface is bad
- Visibility coming off the bridge is poor
- The southbound service road north of Tillary could wither be narrowed, dead-ended, or eliminated north of Tillary to provide more space for a the median bike lane
- No need for two lanes of parking on the Adams Street service road.
- There is a handicapped school bus pick up in front of Concord Village
- Consider a stop sign on the service road to slow down traffic
- Adams Street – neighborhood parking
- Parking on Adams: East side south of Tillary, East side north of Tillary
- Concord Village mid-block crossing with signal light



Adams Street (north of Tillary)

- Close service road on west side?
- maximum of 4 lanes
- shift western median 15 feet west
- create 2 southbound left turn lanes onto Tillary

Concord Village

- Entrances on Tillary and Adams service road
- Consider removing median of Adams on north side of Tillary
- Bikes interfere with pedestrians
- Concord Village turns

Tillary Street/Cadman Plaza West Intersection

- Hard to cross because of turning cars
- LPI's might improve intersection
- Tour buses
- Idling buses on Cadman Plaza West
- This is a tough intersection for pedestrians to cross, particularly on the north and south sides – “abnormally long” crossing
- The painted triangle on the west side of the intersection should be made into a plaza
- Eliminate one or both eastbound left turn lanes to allow for wider median and reduce vehicle pedestrian turning conflicts
- Cadman Plaza West plaza improvements

Tillary Street from Cadman Plaza West to Adams Street

- Why are there three lanes on Eastbound Tillary from Cadman Plaza West? Are 2 sufficient?
- Need safe place to drop off people at Court House (now drivers enter the bike lane)
- Extend park into roadway
- Roadway is excessively wide
- News vans on sidewalk and bike lane

Tillary Street/Adams Street Intersection

- No guidance for bicycles
- Long crossing (138') across Adams
- Timed for 4' per second – too fast
- Ped indication starts flashing don't walk immediately
- Countdown timer would help
- Need info sign for tourists
- Turning vehicles conflict with cyclists and peds
- Create more room in the north median for bikes and peds waiting to cross



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- TEA's wave vehicles through red lights at the expense of pedestrian safety -
 - Bikes could have a dedicated signal phase
 - Dangerous for bicyclists crossing from the northwest corner to the north median because of occasional fast vehicles coming off the service road
 - Eliminate a W/B through lane on Tillary through Adams intersection – excessive capacity
 - Tillary and Adams a major problem
 - Traffic Police endanger pedestrians at Adams/Tillary, Flatbush/Tillary
 - Like the left turns at Adams and Tillary
 - Bus turn on Tillary onto Adams
 - Widen and extend “chute” entrance to Brooklyn Bridge

Tillary Street/Jay Street Intersection

- Left-turn signal from Jay St to Tillary St
- Shorten crossing distance on east crosswalk @ Tillary and Jay

Tillary Street from Jay Street to Navy Street

- Widen the medians
- Add neckdowns
- Should be able to increase the size of the median between Flatbush Avenue and Gold Street
- Eliminate parking on North side between Flatbush Avenue and Jay Street and widen median
- Extend Bike lane East on Tillary

Tillary Street/Flatbush Avenue Intersection

- Many trucks
- Flatbush and Tillary – Crosswalks are too long
- “Contraflow” lanes on Flatbush
- Dangerous intersection at Flatbush
- Traffic Calm Flatbush and Tillary near the High Schools
- Shorten crossing distance at Flatbush and Tillary

Tillary Street east of Flatbush

- Police Station – parking on Gold Street on sidewalks - both sides
- BQE Access
- Median walkway and bike path? (wouldn't need new signal phase at Adams)
- Median Bike lanes like Eastern Parkway

General/Other Locations

- Protected bike lanes east, west, and south from bridge path, including east on Tillary
- Increase pedestrian safety
- Brooklyn Bridge Manhattan is dangerous for peds



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- Ignore traffic cops
 - Tillary as a “wall” between neighborhoods
 - Less lanes on Tillary
 - Pedestrian countdown clocks
 - Class three bike lane
 - Brooklyn Bridge – no bike access
 - Permit parkers a problem
 - Signage for stairs off and pedestrian crossing from Brooklyn Bridge
 - Terrible looking streetscape
 - Walkway on the median for peds
 - Not a complete street – car oriented
 - Permit parking abuse
 - Sands and Adams to Manhattan Bridge Access
 - Federal courthouse counterterrorism
 - Crowded in the off ramp from Brooklyn Bridge
 - Bring Neighborhoods together
 - Countdown pedestrian signals?
 - friendly pedestrian signs
 - Shift Tillary median into the “dead” left turn lane
 - Shift Tillary median east, reduce lanes, add shrubs, benches
 - Landscaping the length of Tillary
- Eliminate turning lane on Tillary between Flatbush and Adams Street
- Enforce parking rules – now ADA curb ramps are blocked

-3 Big Ideas

- Extend protected bike lane on Tillary and down the middle of Adams Street
 - Shorten crossing distances
 - Fixing parking issues and drop off issues at the courthouse.
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- Overall Objective – A Better Tillary and Inviting gateway
- Intersection of Adams (included)
- 1) Concord Village mid-block crossing with signal light
 - 2) Move westbound Tillary lanes over to south by one lane – create bike lane on right lane- westbound to Adams/Brooklyn bridge
 - 3) Landscape medians
 - 4) Reconsider left turn from Adams to Tillary?



Breakout Group Maps

Adams Street

- Southbound bike lane south of Tillary shifted from current service road curbside location to immediately right of the median on main line, with some form of protection (bollards) indicated
- At slip from southbound service road to main line north of Tillary the following is written – “4-way intersection similar to Adams and Johnson”

Tillary/Cadman Plaza West Intersection

- Put tables at triangle on west side of intersection
- Lots of cyclists going the wrong way on Clinton Street bike lane
- “Sitting area” in triangle on east side

Tillary Street from Cadman Plaza West to Adams Street

- Expand center median into now-unused eastbound lane
- Transform existing northernmost travel lane into a protected parking lane, with neckdowns adjacent to intersections

Tillary Street from Cadman Plaza West to Cadman Plaza East

- Increase median by taking lane from each side (now unused eastbound lane plus one of the westbound left turn lanes)
- “ugly concrete park” south of Tillary
- “No News parking “ in class 1 bike lane
- Bike racks in Cadman Park just north of bike path
- “streetscape” existing median
- Eliminate innermost westbound left turn lane
- Extend sidewalks on north and south sides, decreasing the number of lanes
- TV camera van parking issue in bike lane

Tillary Street /Cadman Plaza East Intersection

- Car bike conflicts on north side
- Move security “booth” further north of the intersection
- Stripe bike lane on Cadman Plaza East
- Extend median across intersection
- Create a “ped plaza” on Cadman Plaza east north of Tillary

Tillary Street from Cadman Plaza East to Adams Street

- Get rid of jersey barriers
- Extend north curb for courthouse security
- Widen median by removing one westbound travel lane
- Eliminate northernmost westbound travel lane



-Expand median to the south

Tillary Street/Adams Street Intersection

- Northwest corner adjacent to service road is “death zone (one might die here!)”
- Move stop bar back on southern approach
- “Make a grand entrance”
- Tell people how to get to the promenade
- “Extending bike lane all way down Tillary is a fantastic idea. It’d be nice to connect access to Manhattan and Brooklyn Bridges”.
- Widen and extend Adams Street median at north crossing
- On Adams Street southbound, reduce size of the service road by moving service road median to the west
- On Adams Street south of Tillary, locate bike lane in unused northbound left turn lane to allow direct connection to and from Brooklyn Bridge bike path.
- Continue two-way bike lane to the east
- On Adams Street southbound, reduce size of the service road to 15’ by moving service road median to the west
- use additional room in mainline to provide second left turn lane without losing a through lane through lane
- Provide neckdowns at north crossing
- Widen Adams Street median on both sides (for bikes?)
- Neckdowns and median widenings
- Create a “traffic circle”
- “Where’s a bicyclist to go if he wants to continue down Tillary” east from existing two-way bike path
- “Expand waiting bay for peds and bicyclists” at northern median
- “Welcome to Brooklyn entrance arch” over roadway on north side of intersection
- Add a second southbound left turn lane
- Landscape Adams Street median north of intersection
- Eliminate one of the westbound approach through lanes
- Widen the median east of Adams and create bike/pedestrian way that continues past Jay Street to the east.

Tillary Street/Jay Street Intersection

- North-south crossing is “really long”
- Northbound left turn – “danger!!”
- “Too many U-turns” - eastbound to westbound
- Jay Street bike lane “connects to 2-way Tillary bike lane”
- “Right turn signals” at southbound approach
- “Left turn signal” at northbound approach
- Widen and extend pedestrian refuge at eastern crossing
- Neckdowns and median widenings



Tillary Street/Flatbush Avenue Intersection

- widened medians on all sides
- neckdown on northwest corner
- south crossing – “dangerous to cross”
- arrows indicating heavy westbound left and right turns (conflicts with peds implied?)
- widened median on south side indicated
- Reduce radius at southeast corner
- Create a “traffic circle”

Tillary Street /Gold Street Intersection

- “parking issue – cops” on Gold Street south of Tillary
- Eastern crossing “very intimidating for pedestrians and cyclists”

Tillary Street from Flatbush Ave to Navy Street

- Widen median, shorten westbound left turn lane at Gold Street
- Improve parking lot sporadically used by Police and Fire adjacent to BQE off-ramp.
- “Landscape” areas around BQE ramps
- Eastbound roadway “very intimidating for cyclists”



Breakout Group Presentations

- Pedestrian safety a primary concern at a number of challenging intersections
- Protected bike lane could be created by expanding medians
- Want to create a boulevard feel connecting Fort Greene to Brooklyn Heights
- Concord Village access is important
- Elevate bike paths to differentiate them from the roadway and protect them.
- Safety concerns at almost every corner
- Wayfinding signage important, especially at the south end of the bike/ped promenade
- Widen medians
- Take away from southbound Adams Street service lane to allow for 2 left turn lanes and a widened median.
- No more than 4 lanes of traffic in any location
- Move Adams Street bike lanes to the left (center) to allow for a better connection to the Brooklyn Bridge Promenade
- Expand Adams Street median south of Tillary Street and provide additional landscaping and seating
- Implement bulb-outs
- Extend Tillary Street Class 1 bike lane east from Adams Street to Jay Street
- Move bike lanes to Adams Street median.
- Decrease crossing distances for pedestrians
- Change signaling at Jay Street
- Traffic Calming
- Deal with Illegal Parking problems
- Replace parking spaces with drop off areas
- Create mid-block crossing north of Tillary, forcing pedestrians and bikes to cross to sides here, and then landscape the south end of the “chute” down to Tillary Street
- Landscape medians of Tillary east and west of Adams to create a landscaped “X” at this intersection
- On Tillary between Adams and Jay, shift existing median to the south, which will make room for extending the 2-way bike lane to Jay Street on the north.
- Restore the left turn from NB Adams Street onto Tillary Street
- Safety crossing issues
- Flatbush and Tillary are dangerous and wide - create bulb outs to reduce crossing distances
- Adams and Tillary form a wall
- Reduce width of Tillary Street westbound near Clinton Street
- Restore the left turn from EB Tillary to NB Adams Street except from 7-10 AM
- Safety of Pedestrians and Cyclists a concern
- Countdown signals on all pedestrian crossings
- Physical separation of left turn lanes combined with dedicated left turn signals
- Additional bays for buses
- Barnes Dances at all intersections



Appendix B– Email Comments

1. Received 02/04/2009 11:29:55

Bicycles should be banned from the Brooklyn Bridge. It is way too crowded with pedestrians, particularly in the summer months, to accommodate all the demand. The Manhattan Bridge could be made into a bicycle only bridge.

2. Received 02/04/2009 12:03:17

This is very exciting. A few comments:

- The idea of a mid-block crossing north of Tillary (i.e., to shorten the “chute”) is great. (I have dreams of a bike/ped bridge that would leap from the BB Promenade in the area of the staircase and land directly in Cadman Plaza Park or Walt Whitman Park, but I’m sure the likelihood/funding for such a thing is a discussion for another day.)
- The options for improving the Tillary/Adams intersection look good. I particularly like Option 1 that would reduce the crossing from 4 roadways to 2.
- It would probably be too expensive, but I think converting the Adams/Tillary intersection to a roundabout has potential. The complexity of the intersection could be substantially reduced, traffic calmed, and green space for a proper gateway created

3. Received 03/02/2009 15:16:50

My husband and I are looking at co-ops in Concord Village, but we're very concerned about the impact this proposed project will have on quality of life in the complex. (We both think it's a fantastic project--the ped/bike entrance from Tillary is currently dangerous and ugly.)

Are there any more concrete plans for how the construction will be scheduled? From the puff of the proposal it looks like Tillary and Adams will be dug up completely around Concord Village. How long would this disruption last? Does the start date of the project hinge on the completion of the Bridge painting/repair that's slated to go from 2009 to 2013? How long is the Gateway project supposed to take?



Eventually, I'm sure this will make values at Concord Village go up, but we're not so crazy about living at a construction site for the next ten years.

Any information you have about this would be really helpful. Thank you.

4. Received 03/21/2009 10:26:57

The Brooklyn Bridge is an icon for NYC and as well as being a tourist attraction is it used by thousands of New Yorkers on a daily basis. At times it can become very crowded and it is difficult to stay in the designated walking area. Some of the cyclists come speeding over the bridge, sometimes faster than the vehicular traffic below. I have already seen some incidents where they have run into pedestrians. It is a potentially dangerous situation. I would like to suggest that at certain times it would be safer if the cyclists were to dismount their bikes and walk over the bridge, then continue their riding when they reach the other side. This would create a safer and more enjoyable environment for tourists and New Yorkers alike. Thank you for giving me this opportunity to provide you with this feedback.