Tillary Street and Adams Street

Gateway to Brooklyn

January 27, 2009
Public Workshop
St. Francis College Auditorium

NYC Department of Transportation
Office of Alternate Modes
Capital Construction Project Limits

- Funded project
- Would need additional funding
Examples of “Thinking Big” Projects

Grand Concourse at E. 161st Street
Lou Gehrig Plaza
The Bronx

Before
Examples: Grand Concourse

Grand Concourse Pedestrian Safety
Improvements E. 161st to E. 166th Street

Before

Today
Examples: Grand Concourse
Examples: Herald Square, Manhattan
Examples: Herald Square

Before

Today
Examples: Madison Square

Before

Today
Why change the design?

• “Gateway” to Brooklyn
• Fails to entice Brooklyn Bridge tourists into Borough
• High volume of bicyclists, pedestrians and vehicles
• Mayor’s PlaNYC initiative – new “greening” goals
• Reconstruction – moment of opportunity
Downtown Brooklyn Renaissance

• Future Brooklyn Bridge Park development

• Recent expansion of Marriott hotel

• New residential development on Flatbush Avenue and elsewhere, totaling 23,398,000 s.f. by 2020

• Recent or upcoming streetscape projects on Boerum Place, Flatbush Avenue, Fulton Street Mall, Willoughby Street and the BAM Cultural District

Photos from the DBPartnership
<table>
<thead>
<tr>
<th>Year</th>
<th>Event</th>
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<tbody>
<tr>
<td>1954</td>
<td>Downtown section of Brooklyn-Queens Expressway Opens</td>
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<tr>
<td>Mid-80s</td>
<td>Brooklyn Bridge Promenade extended to Tillary St.</td>
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<td>1998</td>
<td>Planted medians and bike lanes installed on Adams St. south of Tillary St.</td>
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<td>2001</td>
<td>Widened medians at Adams St. Intersection</td>
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<tr>
<td>2005</td>
<td>Protected Bicycle Lane Implemented between Clinton St. and Adams St.</td>
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<tr>
<td>2005</td>
<td>Improved pedestrian signal timing at Tillary St. and Adams St.</td>
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<tr>
<td>2008</td>
<td>Safety Project at Tillary St. and Adams St.</td>
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Downtown Brooklyn Traffic Calming

Proposed Recommendations—Adams Street
Downtown Brooklyn Traffic Calming

**TILLARY STREET (TRAVEL STREET)**

**ACTIONS SUPPORTING STRATEGY**

**Overview of Physical Improvements**

- Remove lanes where possible and reclaim road space for bicycle lanes, pedestrian refuges and wider sidewalks.
- Install neckdowns on side streets where possible to minimize crossing distances, improve pedestrian visibility, and encourage vehicles to turn at slower speeds.
- Add bike lanes to connect existing bike routes, to provide safe bicycling area, and to visually narrow the road.
- A comprehensive streetscaping program could be implemented which could match that of Adams Street or with an identity of its own.

* Modify signal timing and phasing to maximize protected pedestrian phases where possible. Specific improvements include Leading Pedestrian Intervals (LPI) to give pedestrians a vehicular conflict-free head start, longer crossing times and protected left turn phases to further reduce vehicular conflicts.

- Widen medians and median
- Modify lane configuration
- Create new island
- Modify signal timing
- Add an off-street bike facility
- Widen medians and median
- Add an off-street bike facility that could either be on the north side of Tillary St or in the median
- Increase traffic signal cycle length to be consistent with adjacent intersections
- Maintain bus layover lane in the EB direction

**Pros:**

- Greatly reduces pedestrian crossing distance across Adams St and improves pedestrian safety
- Creates area for landscaping and beautification
- Improve traffic and parking discipline
- Provides clear route for cyclists

**Cons:**

- Some loss of parking

**TILLARY/ADAMS OPTION 1:**

1A. Re-align service roads to allow for better crossing facilities

**TILLARY/ADAMS OPTION 2:**

- Widen medians
- Revise signal timing to protect WB left-turns
- Split pedestrian crossing on north leg

2A. Modify service road connections to Adams St to allow narrowing of roadway

- Widen medians on Tillary St
- Widen medians & islands on Flatbush Ave
- Revise signal timings to make dual left-turns protected only
- Add landscaping and physical barriers to Tillary St median
- Modify park-in-NW corner of intersection to remove pedestrian cut-through route

**Proposed Recommendations—Tillary Street**
2001 Widened Medians
Objectives:
- Appealing & functional Gateway for all modes
- Alternative to highway-like Adams/Tillary St crossing
- Safer Adams/Tillary St. Crossing
- Use service roads to cut crossing distance & time, improve connectivity, & safety

Ped/bike ramp off/on BB terminates at signalized midblock crosswalk
- Connects to bike lanes & sidewalk on service roads
- Separate northbound/southbound crossing
- Synchronized with Tillary Street
- Traffic Calm: Many pro’s but “Requires in-depth study”

Bulb-out service road medians into a few parking spaces on both sides
- Use for waiting area to cross mainline
- Mainline crossing distance cut to 68’—doable in 23 seconds
Cadman Plaza West to Cadman Plaza East

- Striped triangle at Clinton
- Security closure at Cadman Plaza East
- Long crosswalks
- Excessive lanes; taxi needs at courthouse
Tillary and Adams Streets

- No gateway treatment
- Highway-style appearance
- 2008 left-turn ban
- Long crosswalks
Adams Street / Brooklyn Bridge Access

Long, narrow pedestrian/bicycle chute

Lack of gateway presence
Adams Street South of Tillary Street

- Bike lanes blocked by parked cars
- Narrow medians
Adams Street South of Tillary Street
Jay Street to Flatbush Avenue

- Narrow pedestrian refuges
- Long crosswalks
- Lacks gateway treatment
Jay Street to Flatbush Avenue
If you would like to contact us with questions or input on the future design of Tillary and Adams Streets, please send an email to Christopher Hrones of the Brooklyn Borough Commissioner’s Office at the address below. We look forward to hearing from you.

chrones@dot.nyc.gov