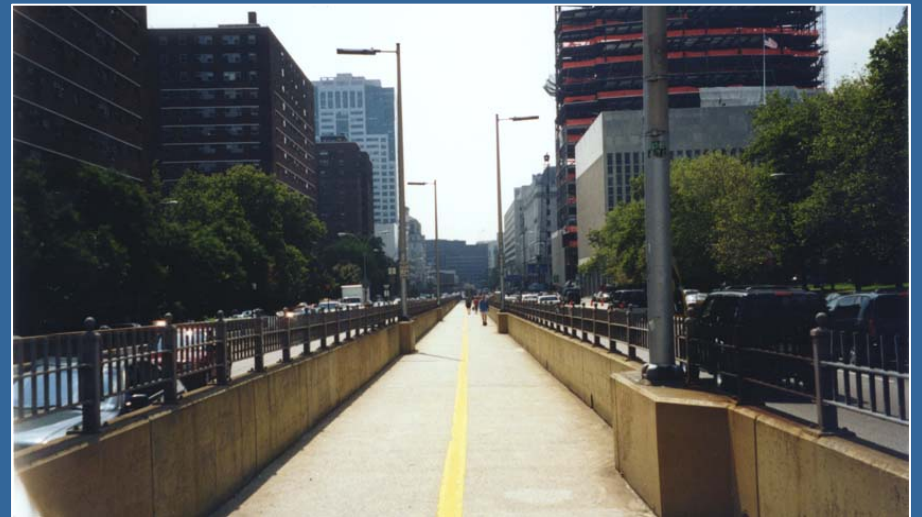


# Tillary Street and Adams Street

## *Gateway to Brooklyn*



January 27, 2009

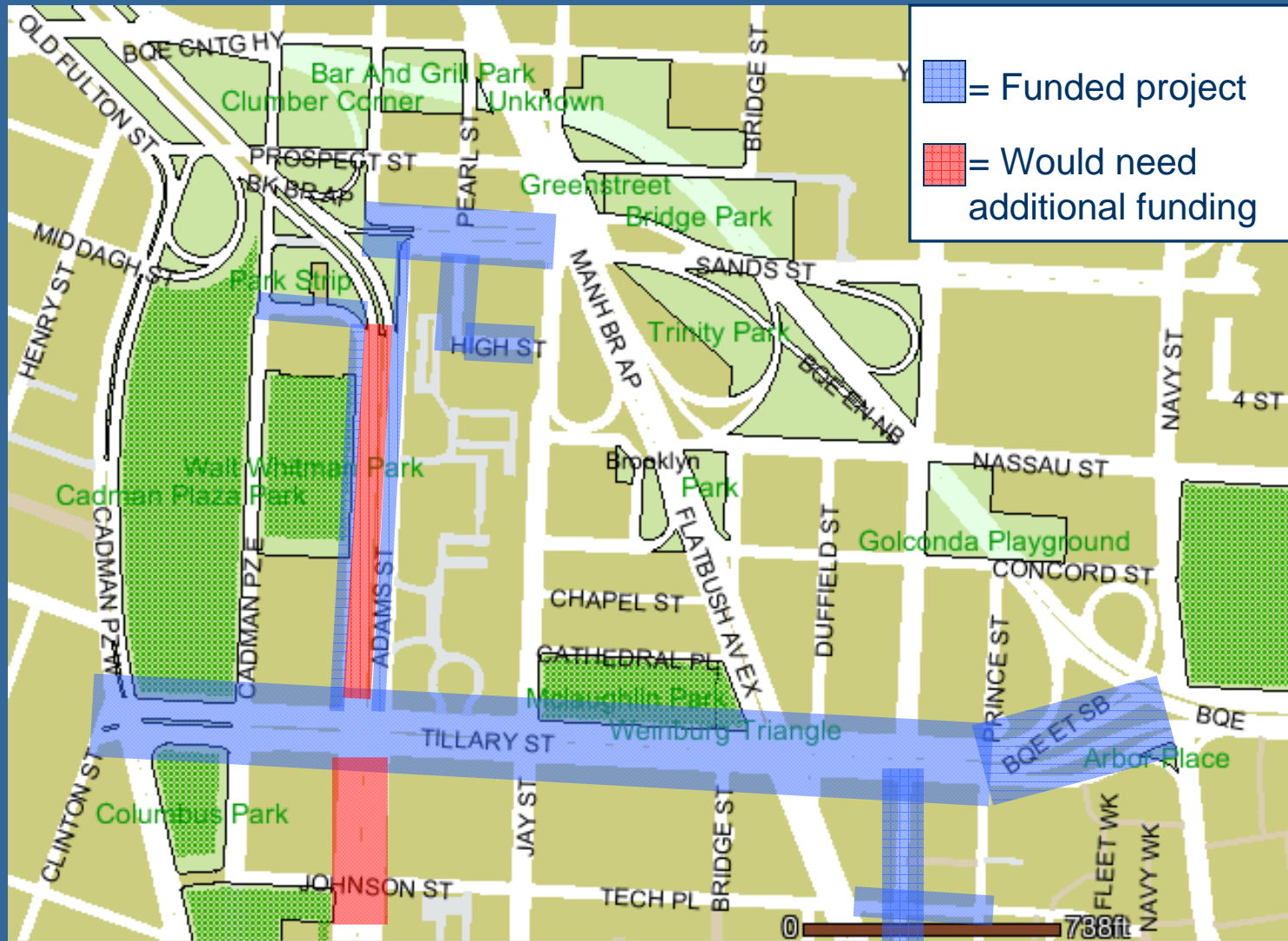
Public Workshop

St. Francis College Auditorium



NYC Department of Transportation  
Office of Alternate Modes

# Capital Construction Project Limits



# Examples of “Thinking Big” Projects

Grand Concourse  
at E. 161<sup>st</sup> Street  
Lou Gehrig Plaza  
The Bronx

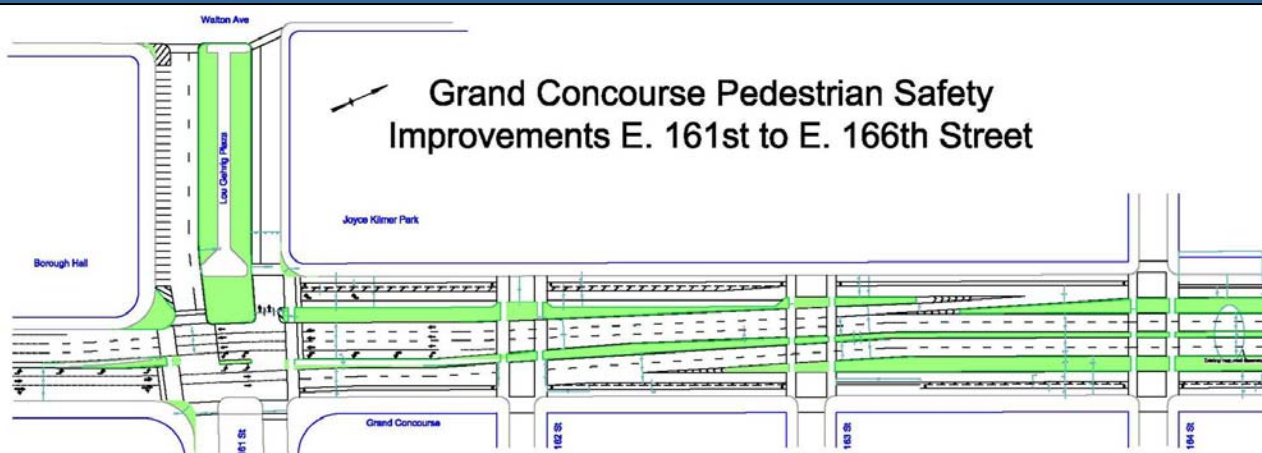


Before





# Examples: Grand Concourse



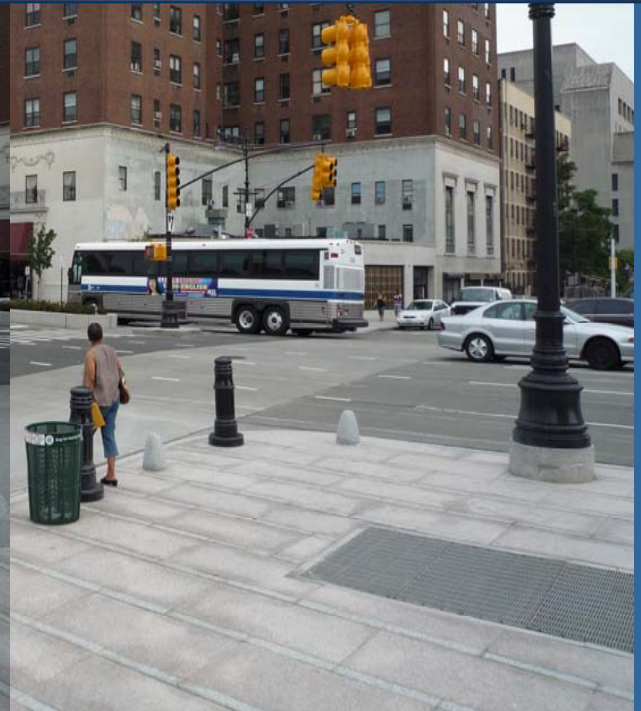
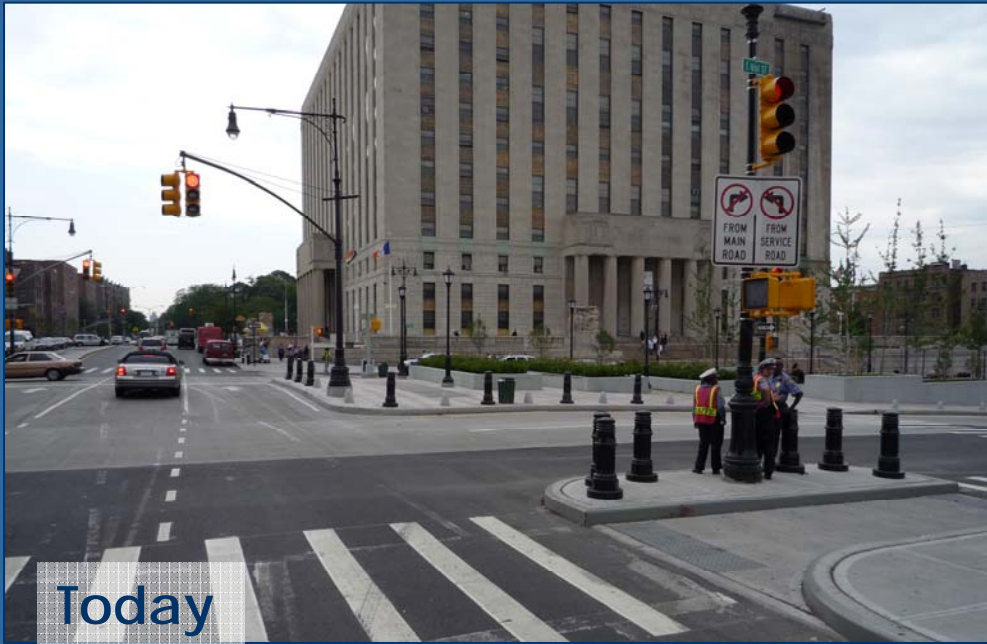
Before



Today

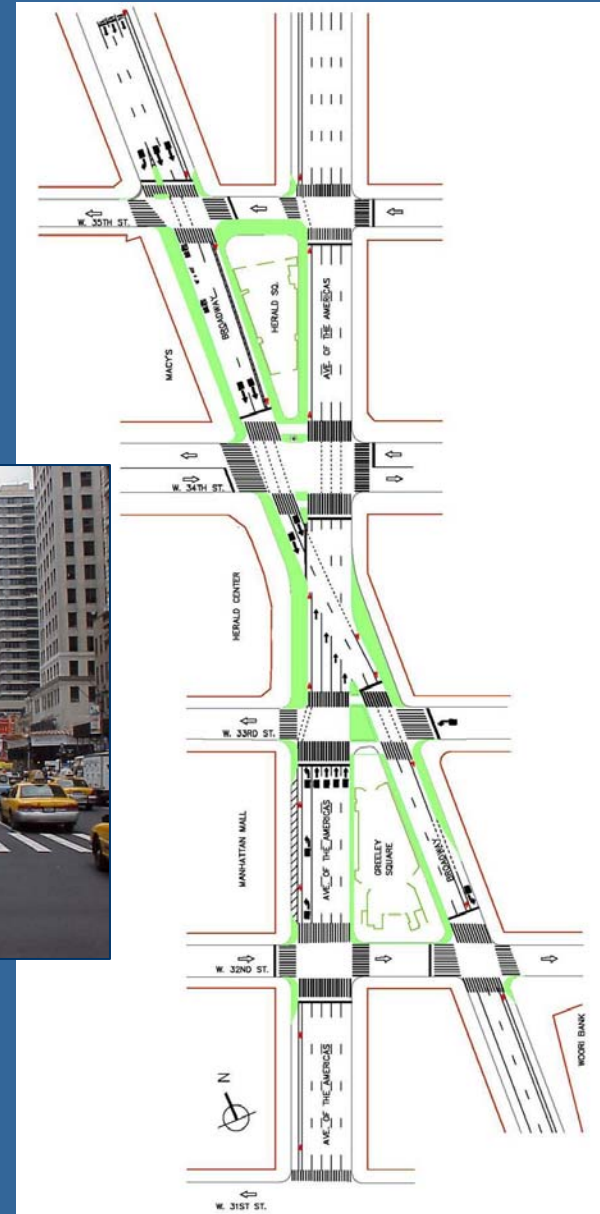


# Examples: Grand Concourse





# Examples: Herald Square, Manhattan





# Examples: Herald Square





# Examples: Madison Square

Today

Before





# 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



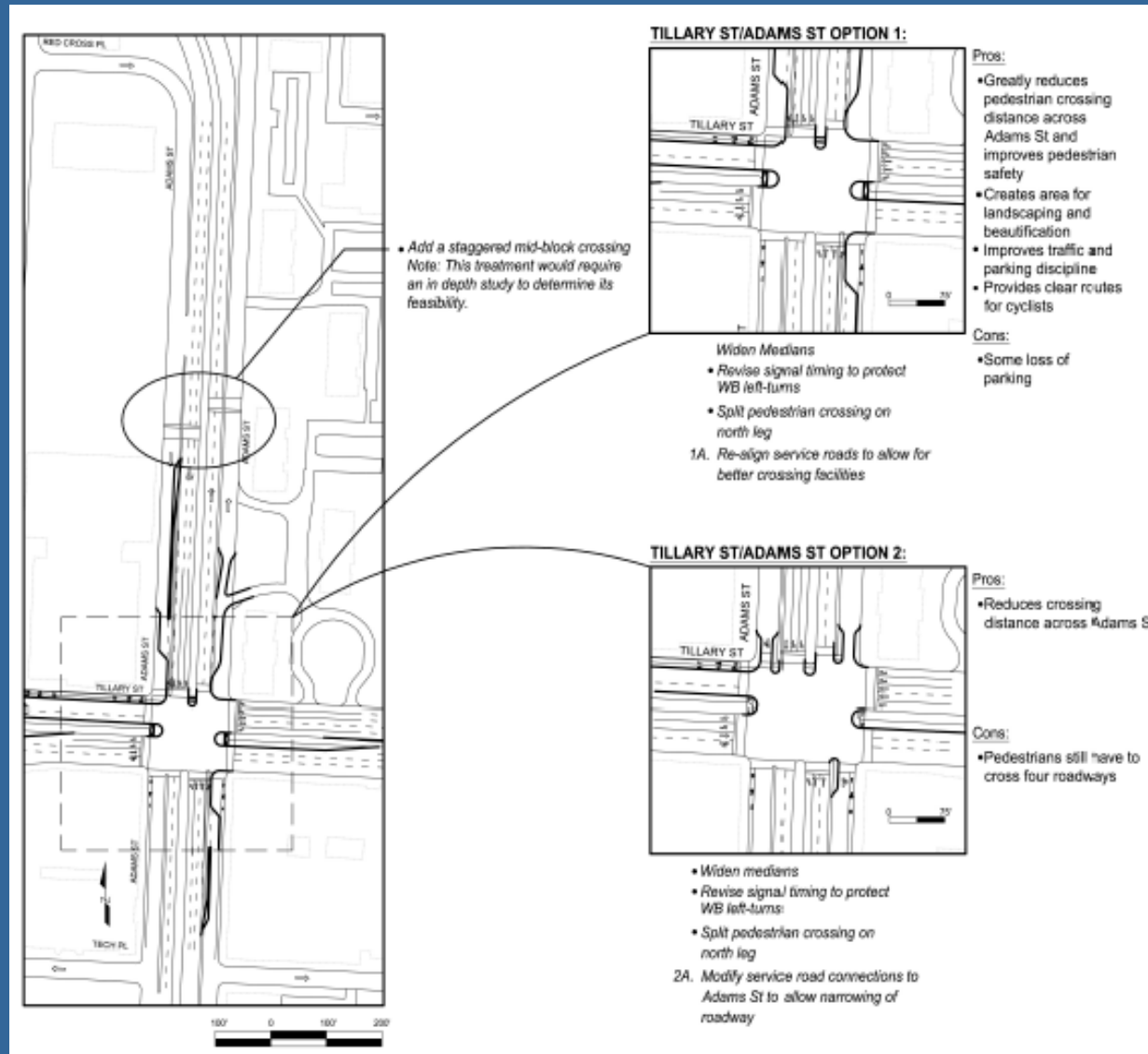
Photos from the DBPartnership



# Tillary and Adams Streets – Timeline

1954	Downtown section of Brooklyn-Queens Expressway Opens
Mid-80s	Brooklyn Bridge Promenade extended to Tillary St.
1998	Planted medians and bike lanes installed on Adams St. south of Tillary St.
2001	Widened medians at Adams St. Intersection
2005	Protected Bicycle Lane Implemented between Clinton St. and Adams St.
2005	Improved pedestrian signal timing at Tillary St. and Adams St.
2008	Safety Project at Tillary St. and Adams St.

# Downtown Brooklyn Traffic Calming



## Proposed Recommendations—Adams Street



# Downtown Brooklyn Traffic Calming

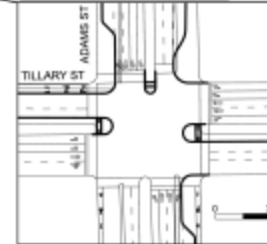
## TILLARY STREET (TRAVEL STREET)

### 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.

### TILLARY/ADAMS OPTION 1:



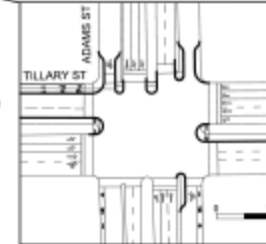
- Widen Medians
- Revise signal timing to protect WB left-turns
- Split pedestrian crossing on north leg

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

#### 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 2:



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

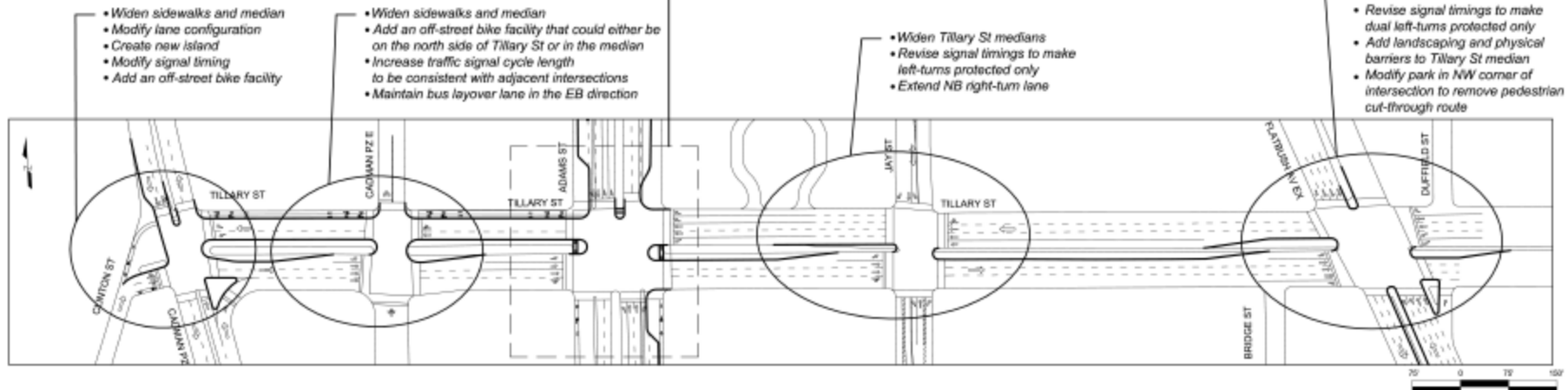
2A. Modify service road connections to Adams St to allow narrowing of roadway

#### Pros:

- Reduces crossing distance across Adams St

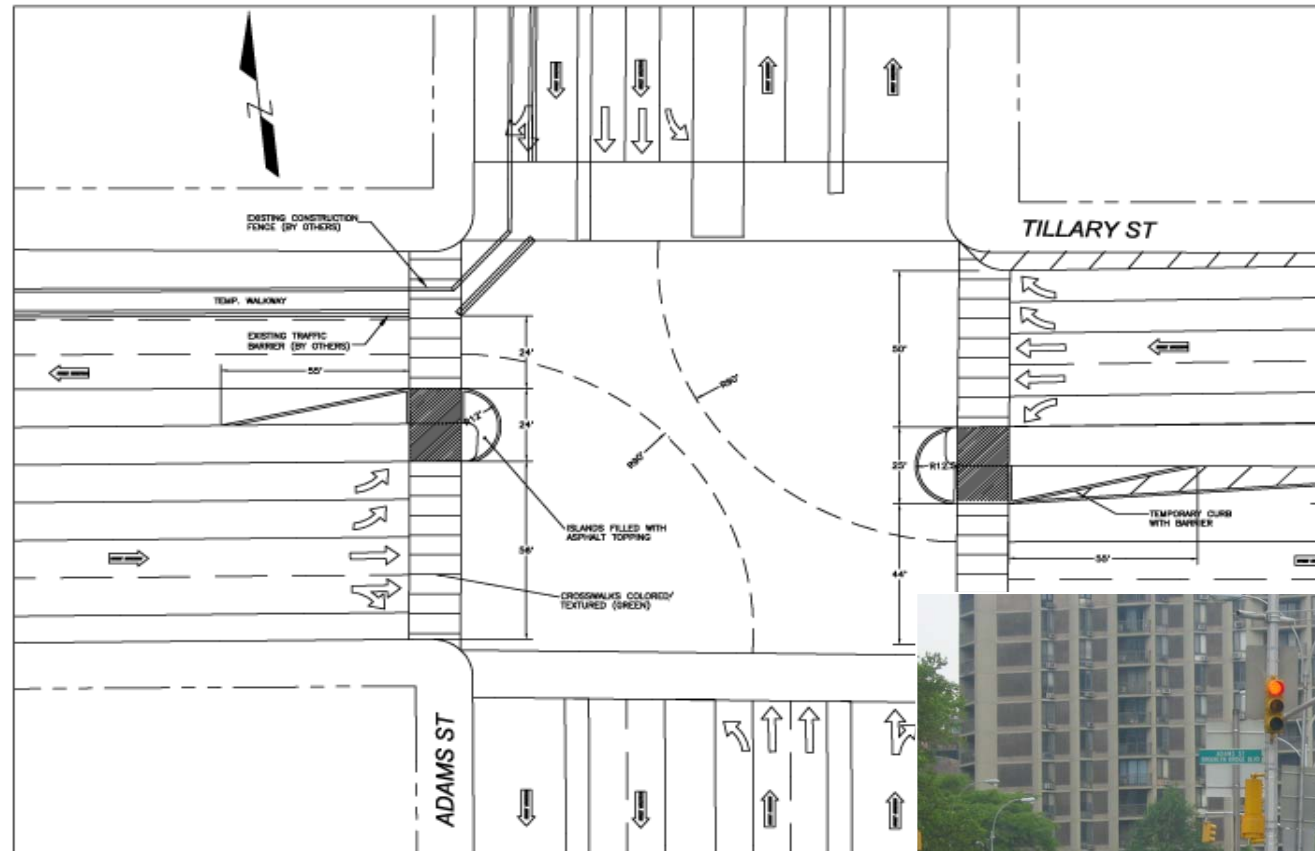
#### Cons:

- Pedestrians still have to cross four roadways

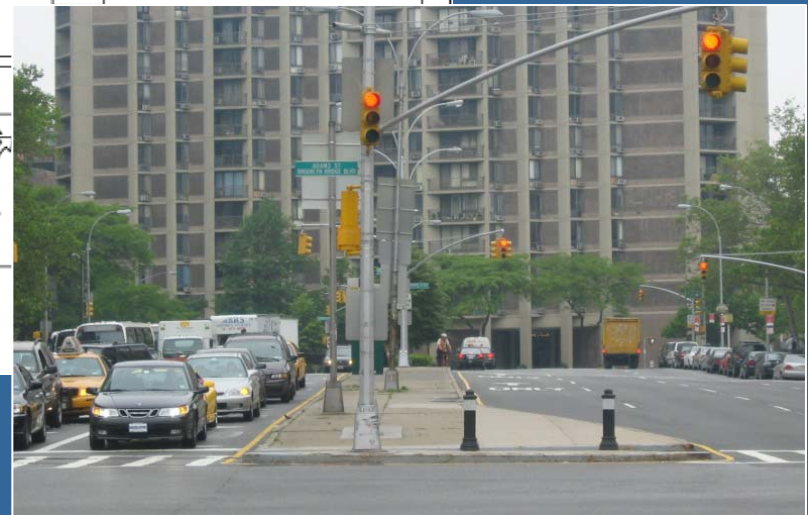


## Proposed Recommendations—Tillary Street

# 2001 Widened Medians



**DOWNTOWN BROOKLYN TRAFFIC CALMING PROJECT**  
TILLARY ST/ADAMS ST PILOT PROGRAM PROPOSAL  
03/20/00





# Community Consulting Services 2004 Proposal



Cadman Parks

Walt Whitman Park

Adams St

- 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"



## Objectives:

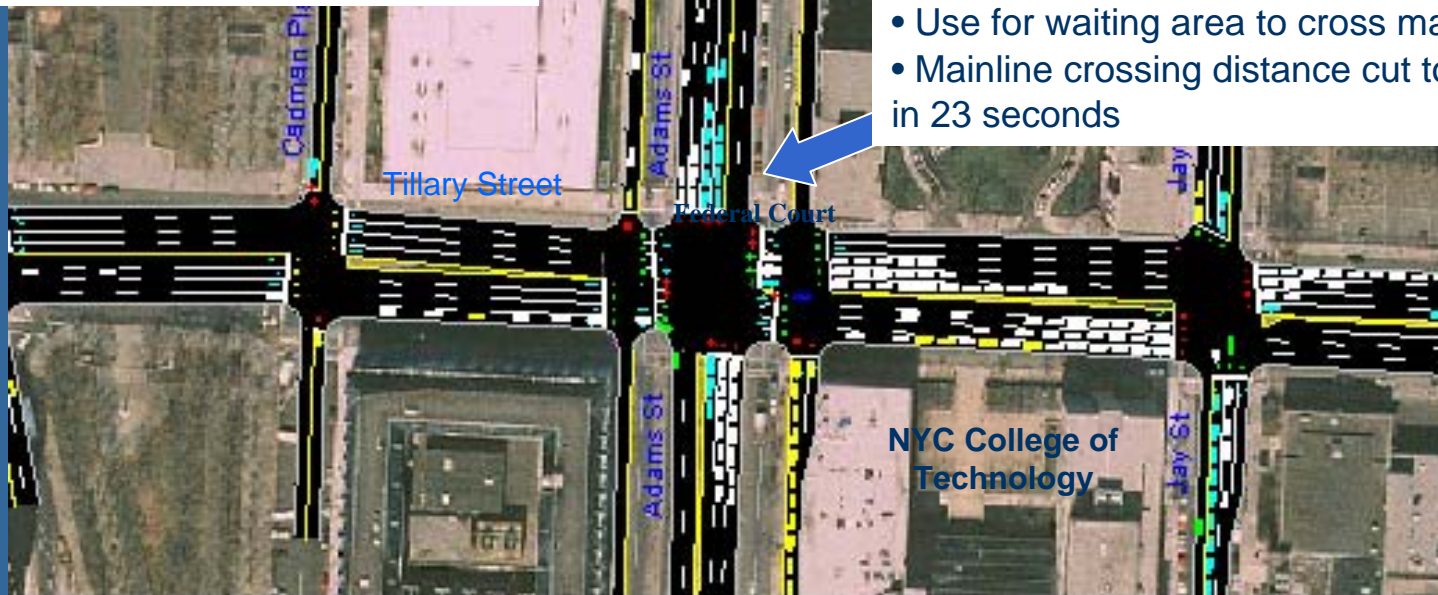
- Appealing & functional Gateway for all modes
- Alternative to highway-like Adams/Tillary St crossing
- Safer Adams/Tillary St. Crossing
- Use service roads to cut crossing distance & time, improve connectivity, & safety



Walt Whitman Park

Concord Village

- 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



Tillary Street

Federal Court

NYC College of Technology

Adams St

Jay St



# Cadman Plaza West to Cadman Plaza East



Striped triangle at Clinton



Security closure at Cadman Plaza East



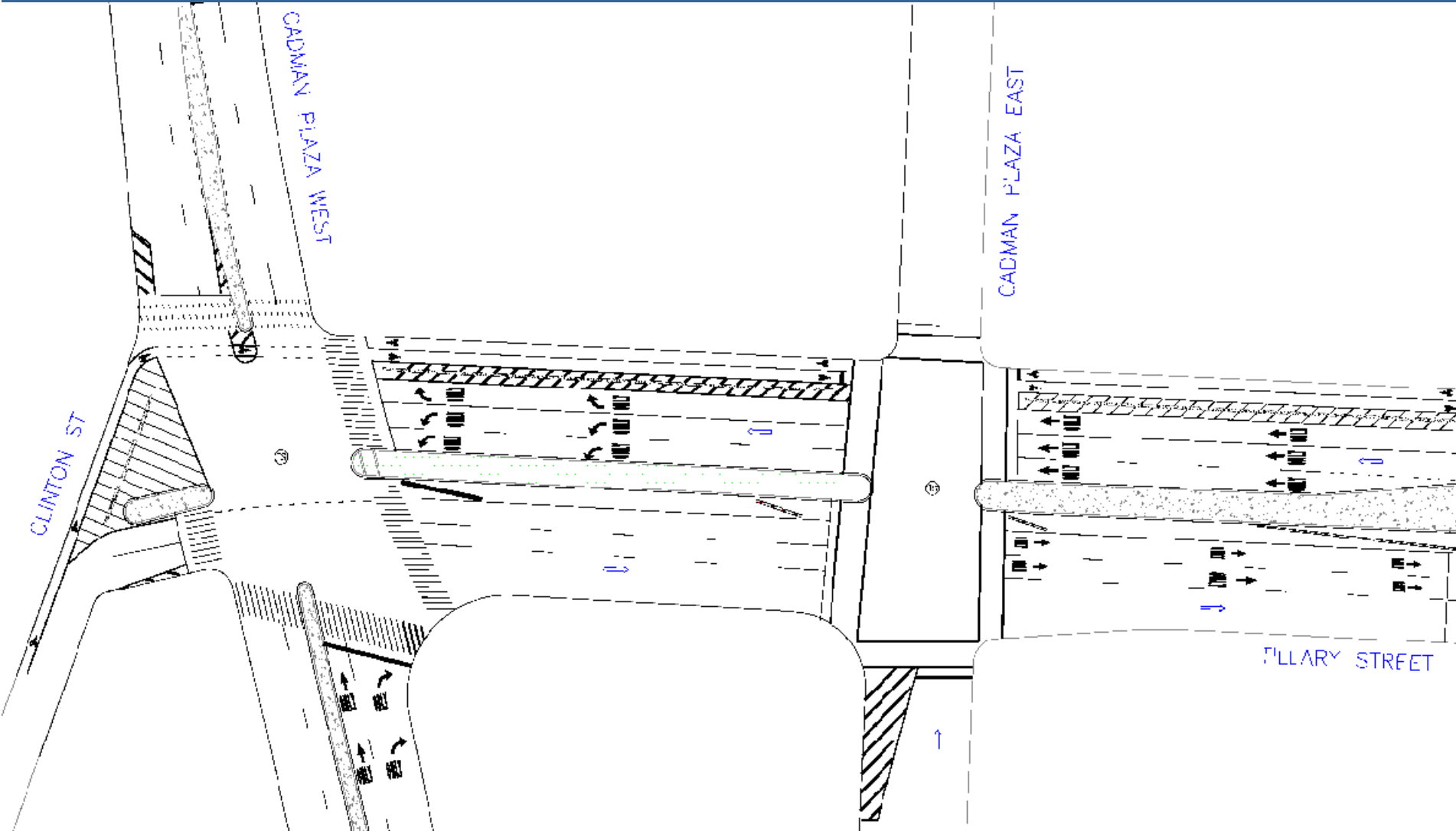
Long crosswalks



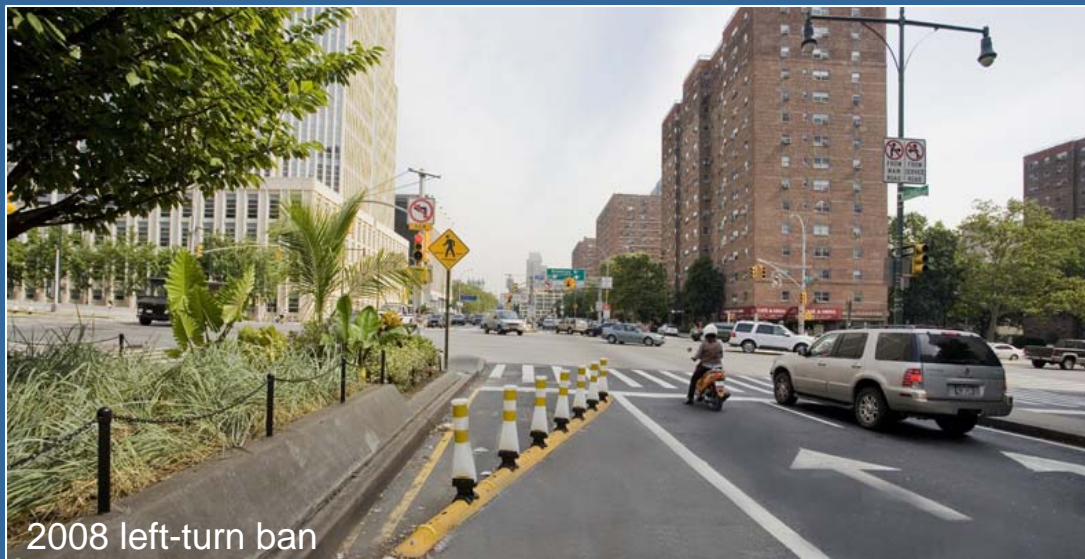
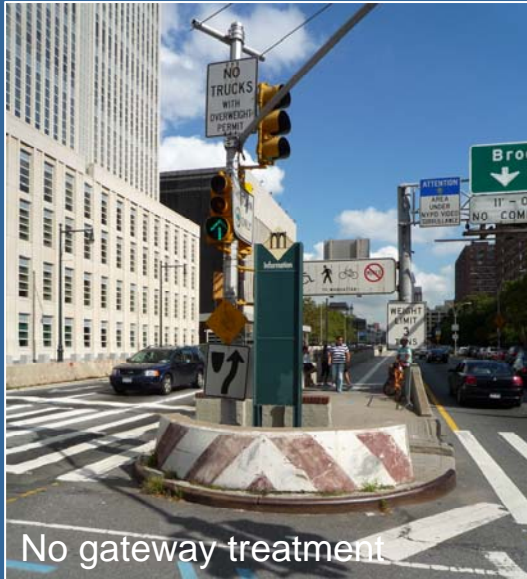
Excessive lanes; taxi needs at courthouse



# Cadman Plaza West to Cadman Plaza East

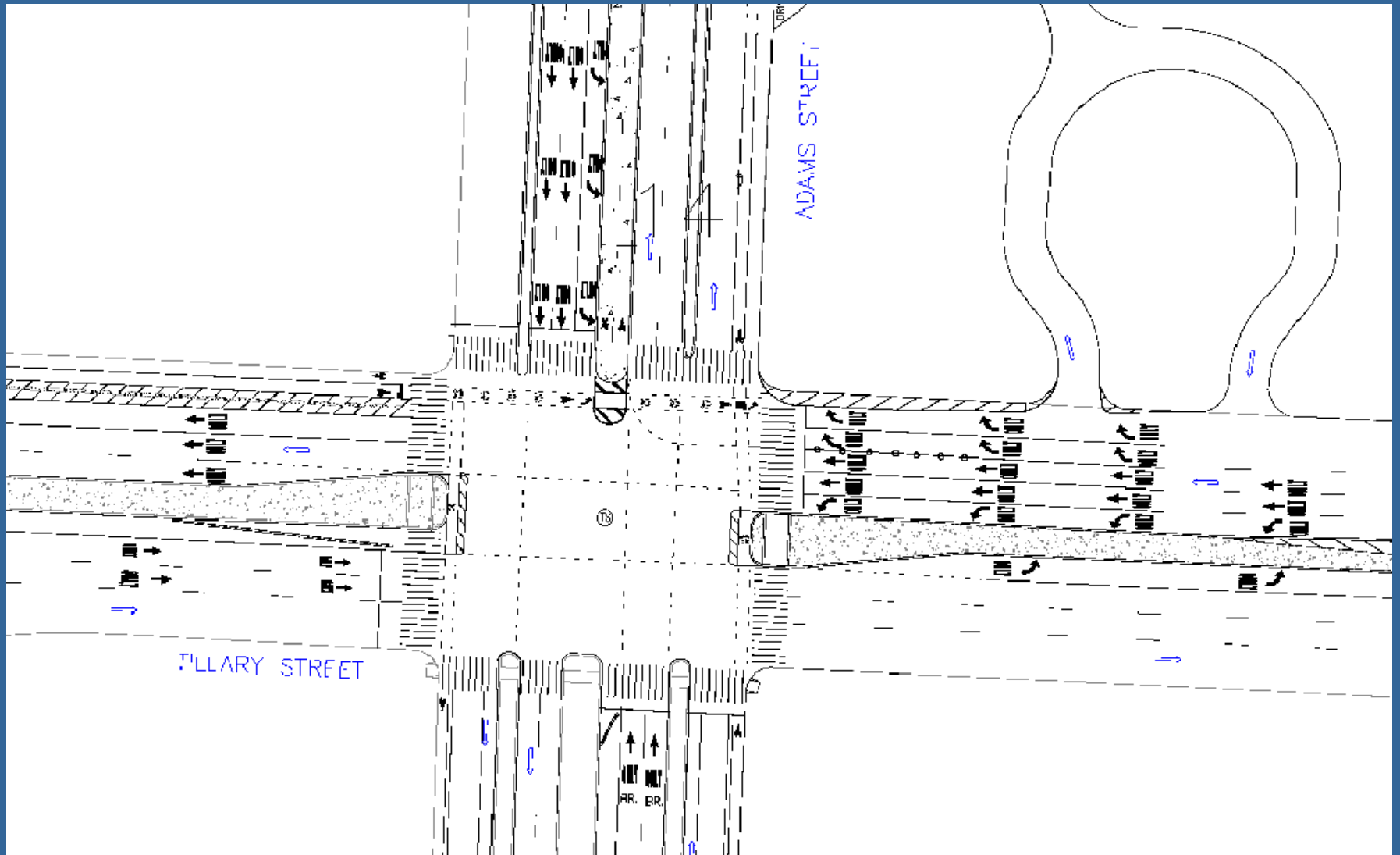


# Tillary and Adams Streets

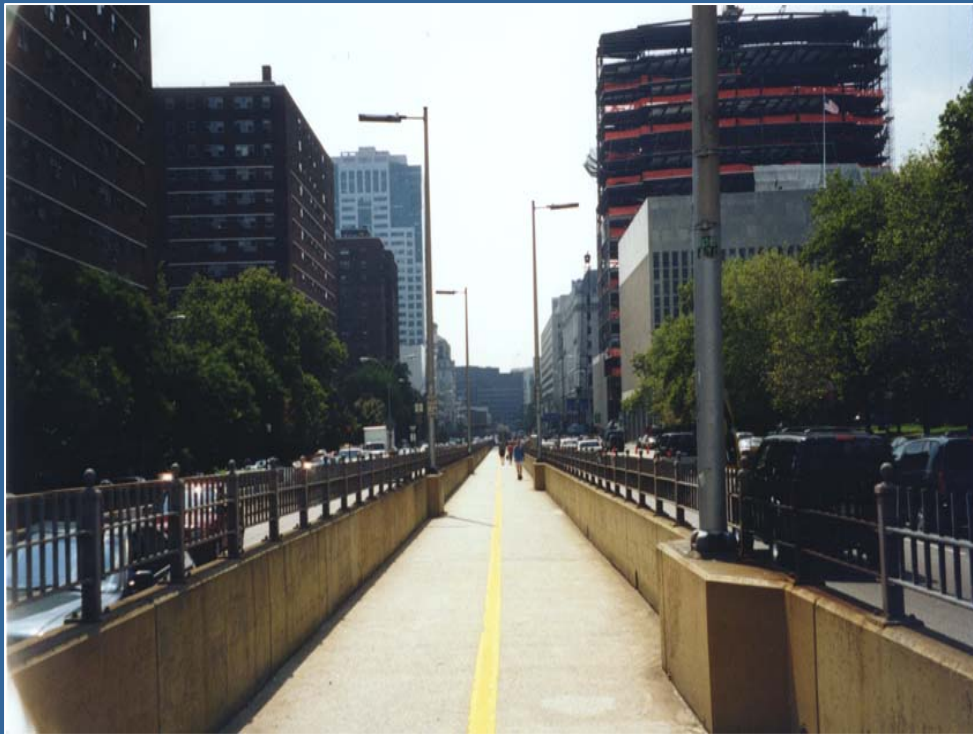




# Tillary and Adams Streets



# Adams Street / Brooklyn Bridge Access



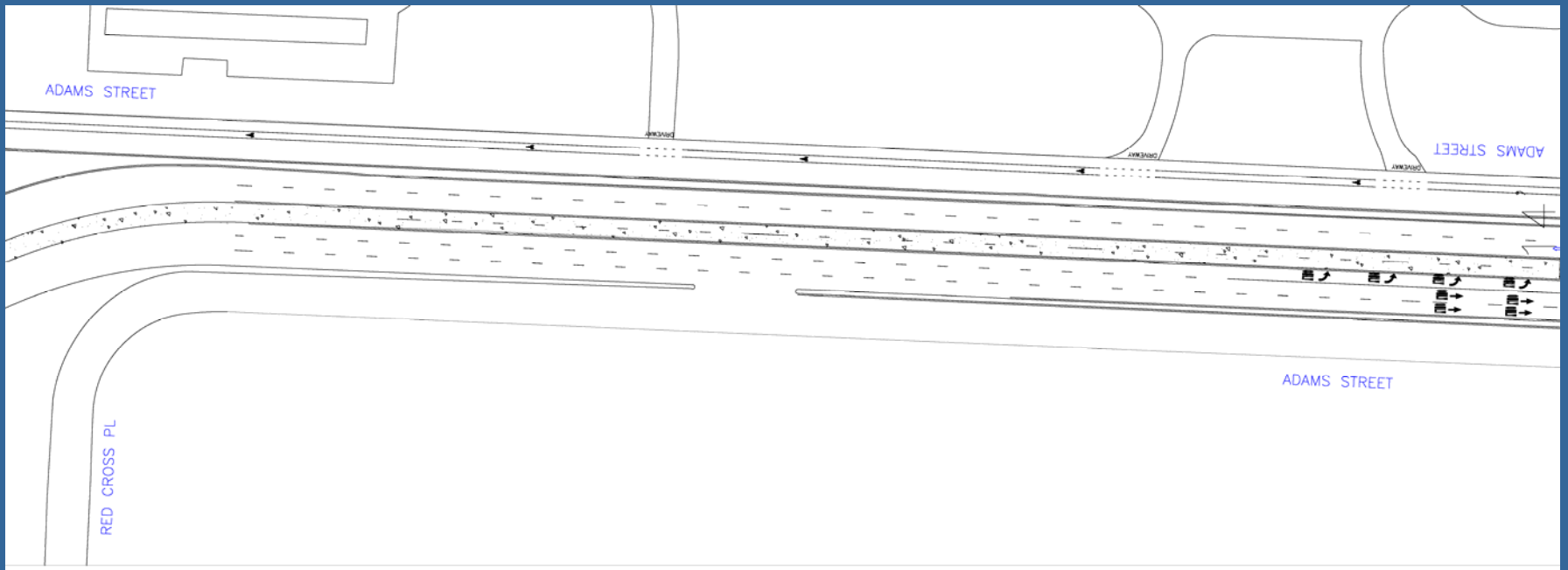
Long, narrow pedestrian/bicycle chute



Lack of gateway presence



# Adams Street / Brooklyn Bridge Access



# Adams Street South of Tillary Street



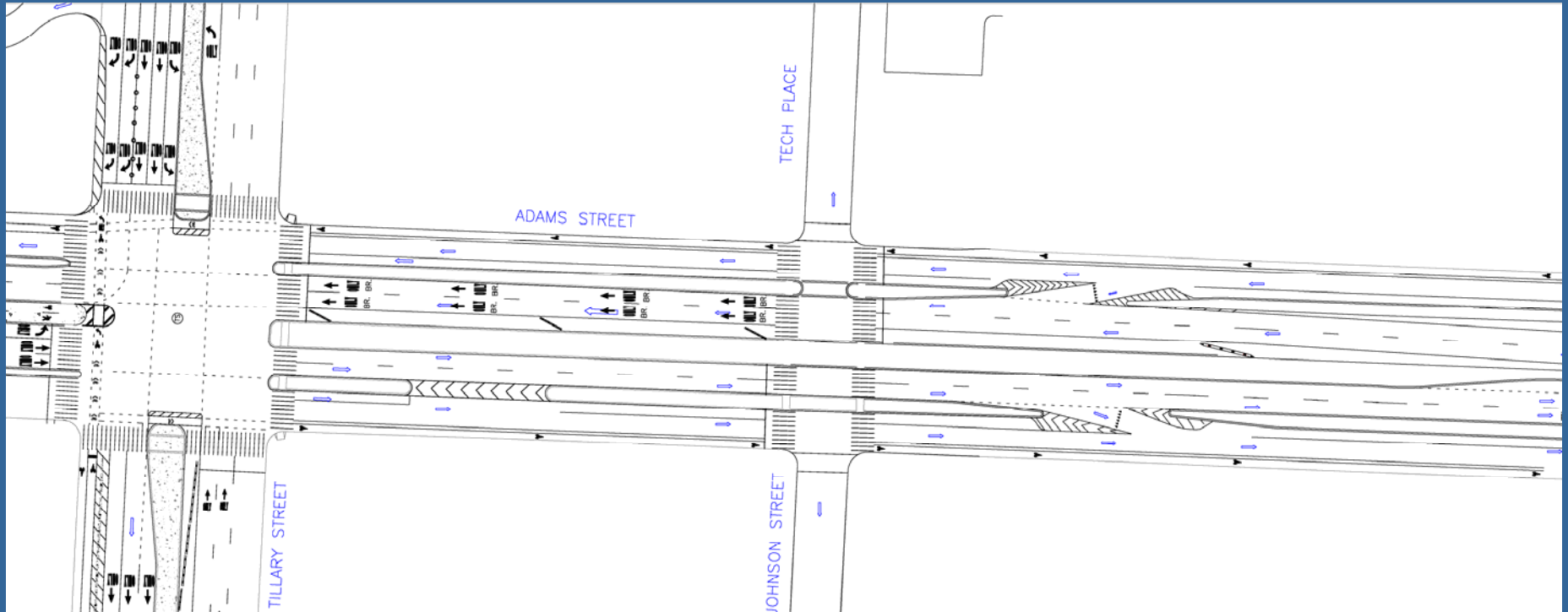
Bike lanes blocked by parked cars



Narrow medians



# Adams Street South of Tillary Street



# Jay Street to Flatbush Avenue



Narrow pedestrian refuges



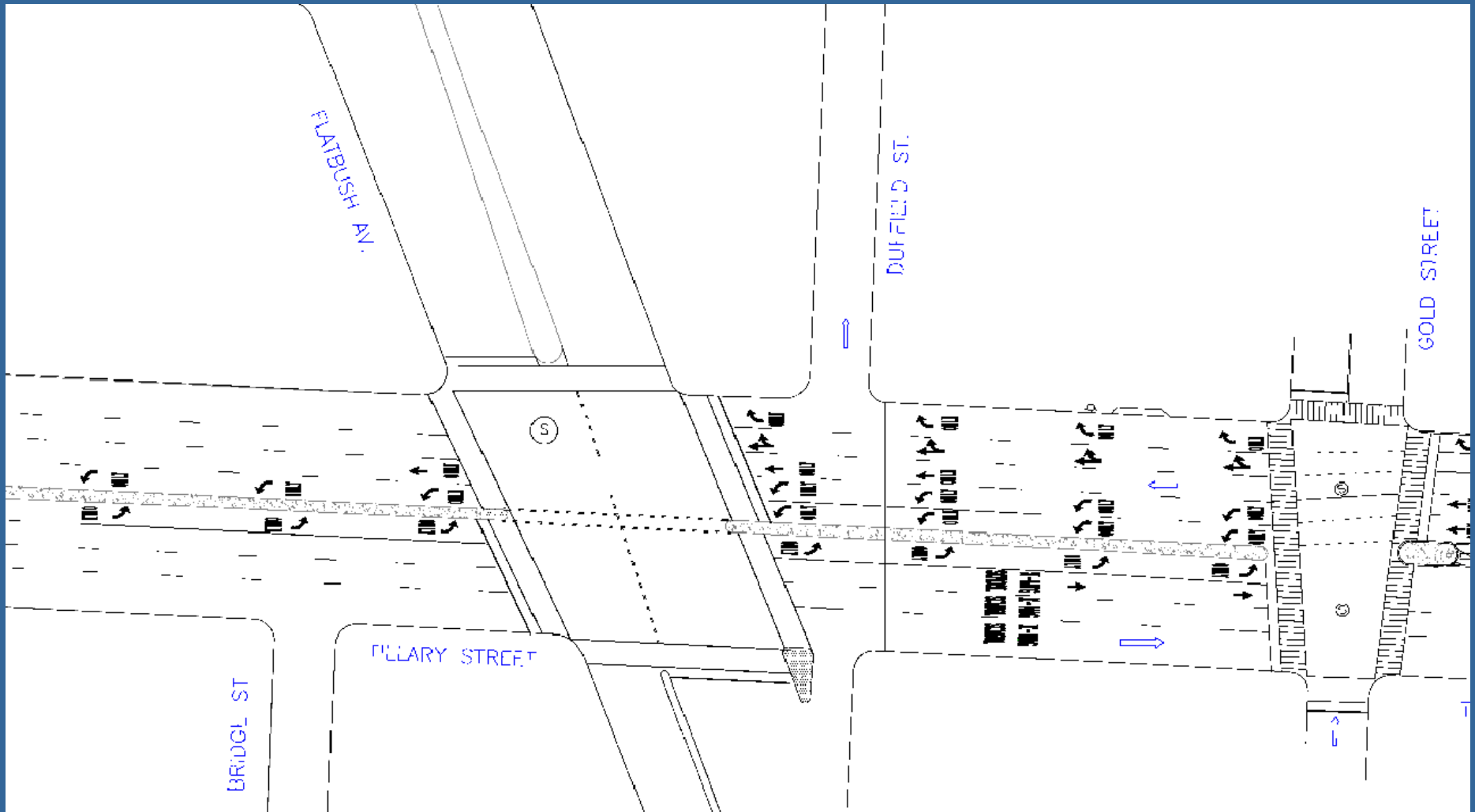
Long crosswalks



Lacks gateway treatment



# Jay Street to Flatbush Avenue



# Contact Information

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](mailto:chrones@dot.nyc.gov)