

New York City Department of Transportation

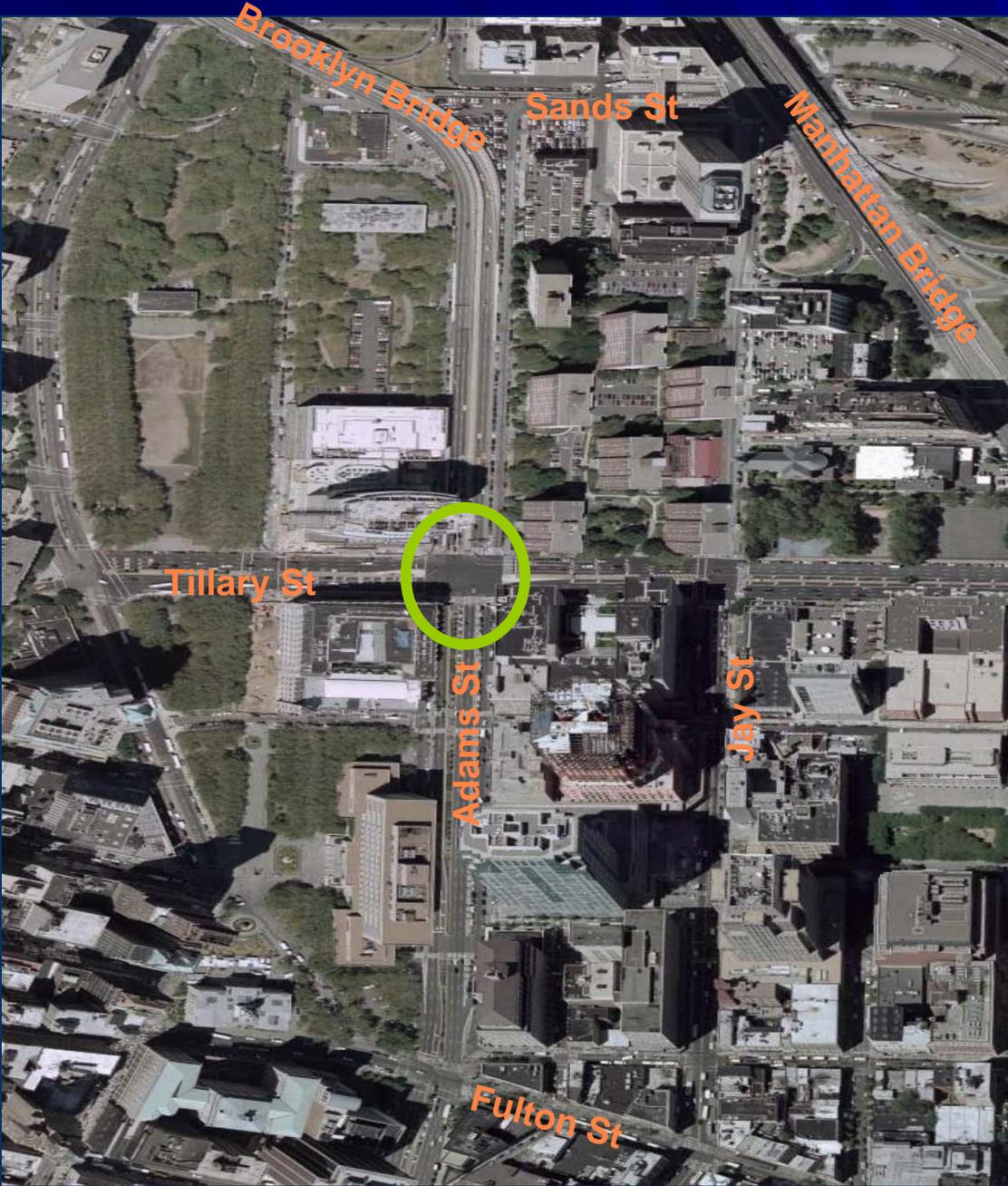
**Pedestrian Safety and
Congestion Improvement to
Downtown Brooklyn Gateway
Adams and Tillary Streets**

Pilot Project Findings

December 2008

Adams & Tillary Streets

 Project Intersection



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.

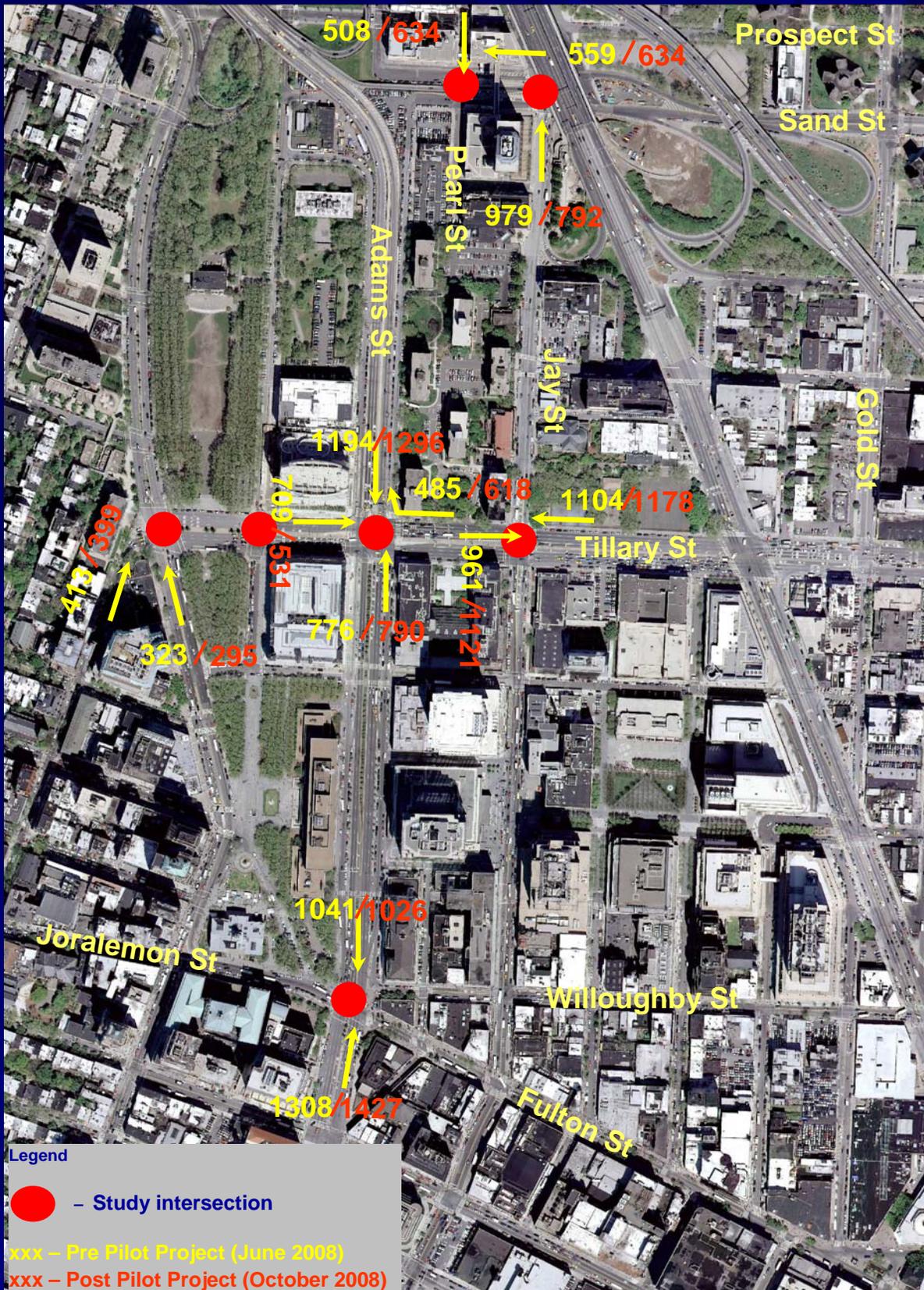
DATA COLLECTION PLAN

Timeline

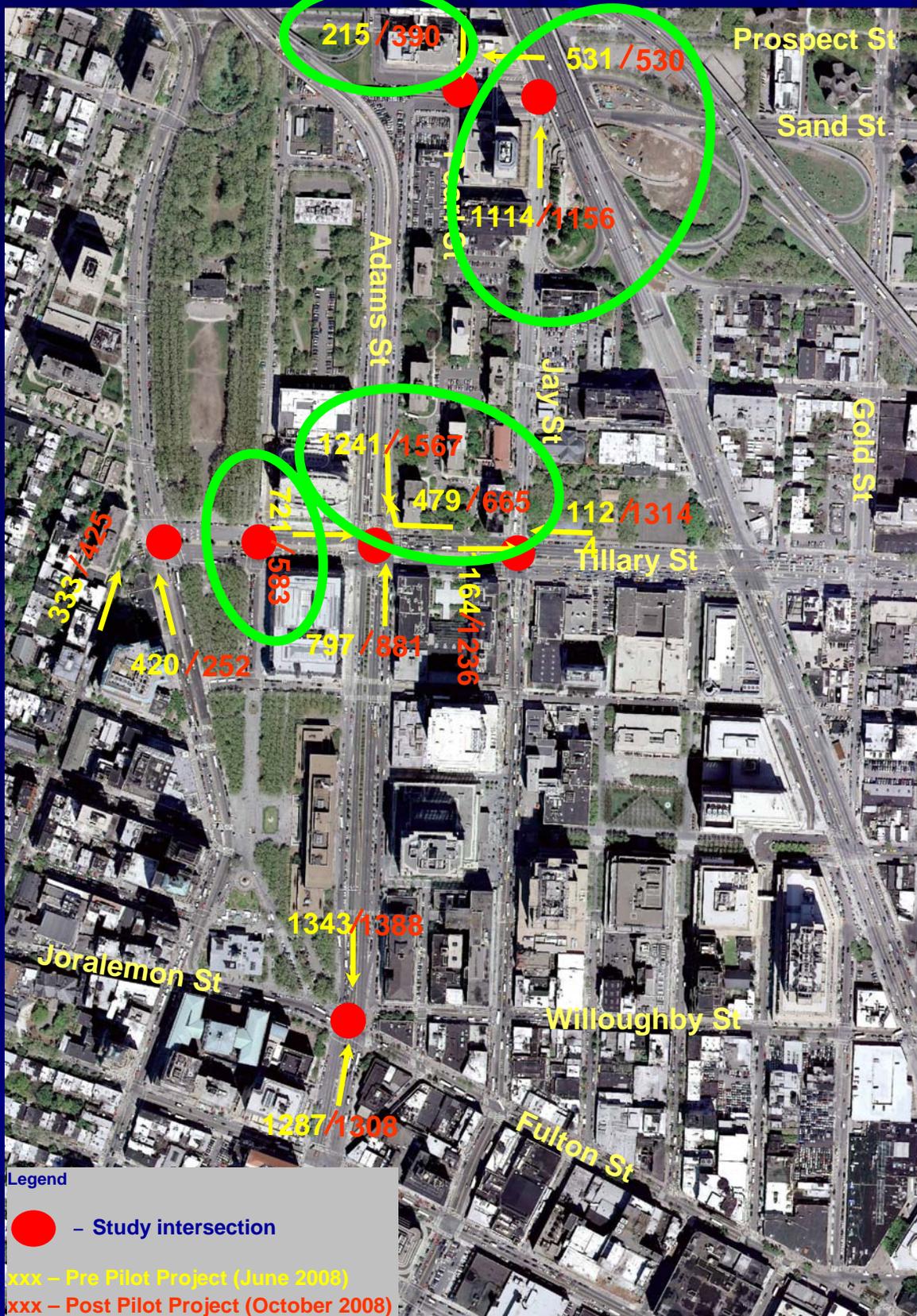
- May/June 2008 – Pre-Implementation (complete)
- August 2008 – Post-Implementation (complete)
- October 2008 – Post-Implementation (complete)

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



Traffic Volume Comparison between Pre- & Post- Pilot Project
Weekday PM Peak Hour

Adams & Tillary Streets

FINDINGS

- 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.

Pearl & Sands Streets

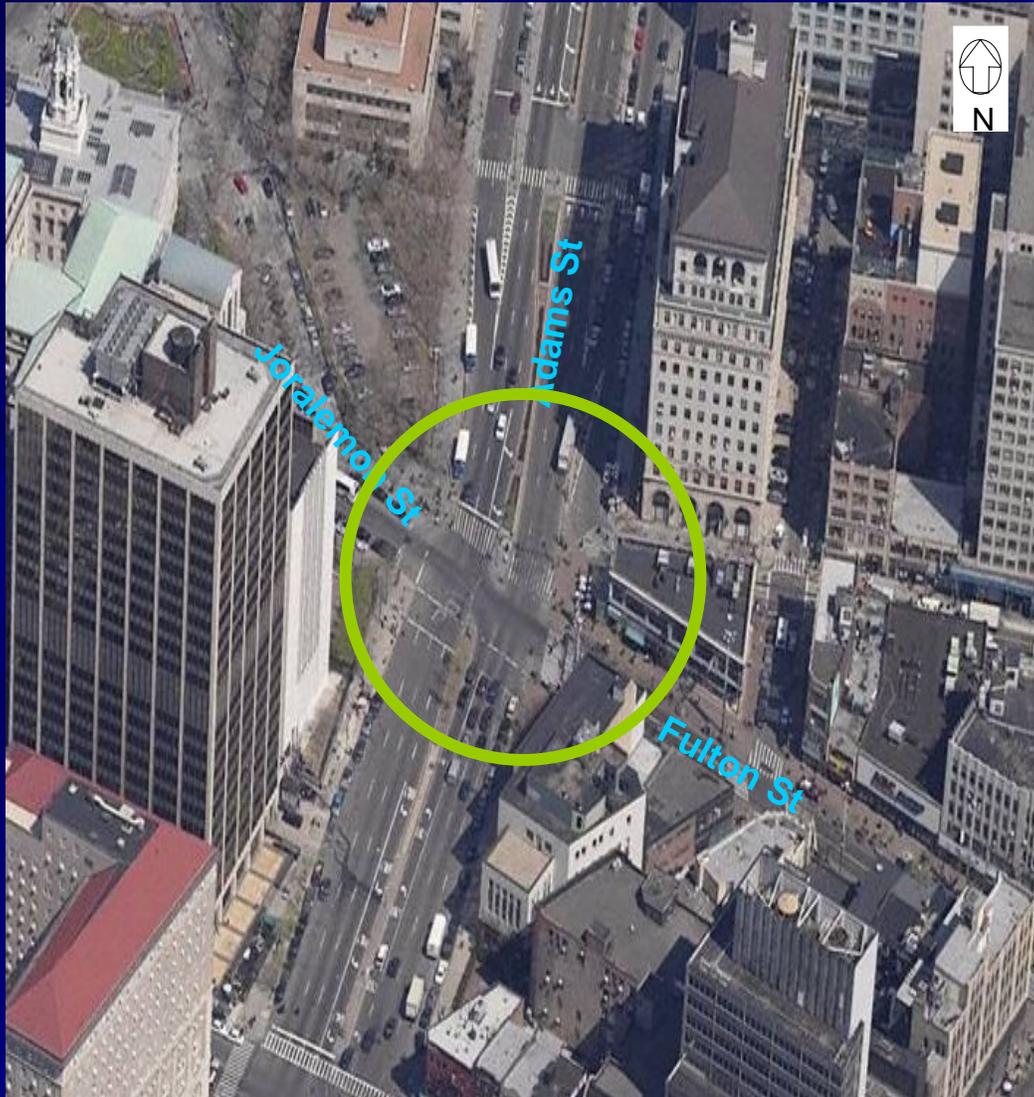


Pearl & Sands Streets

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

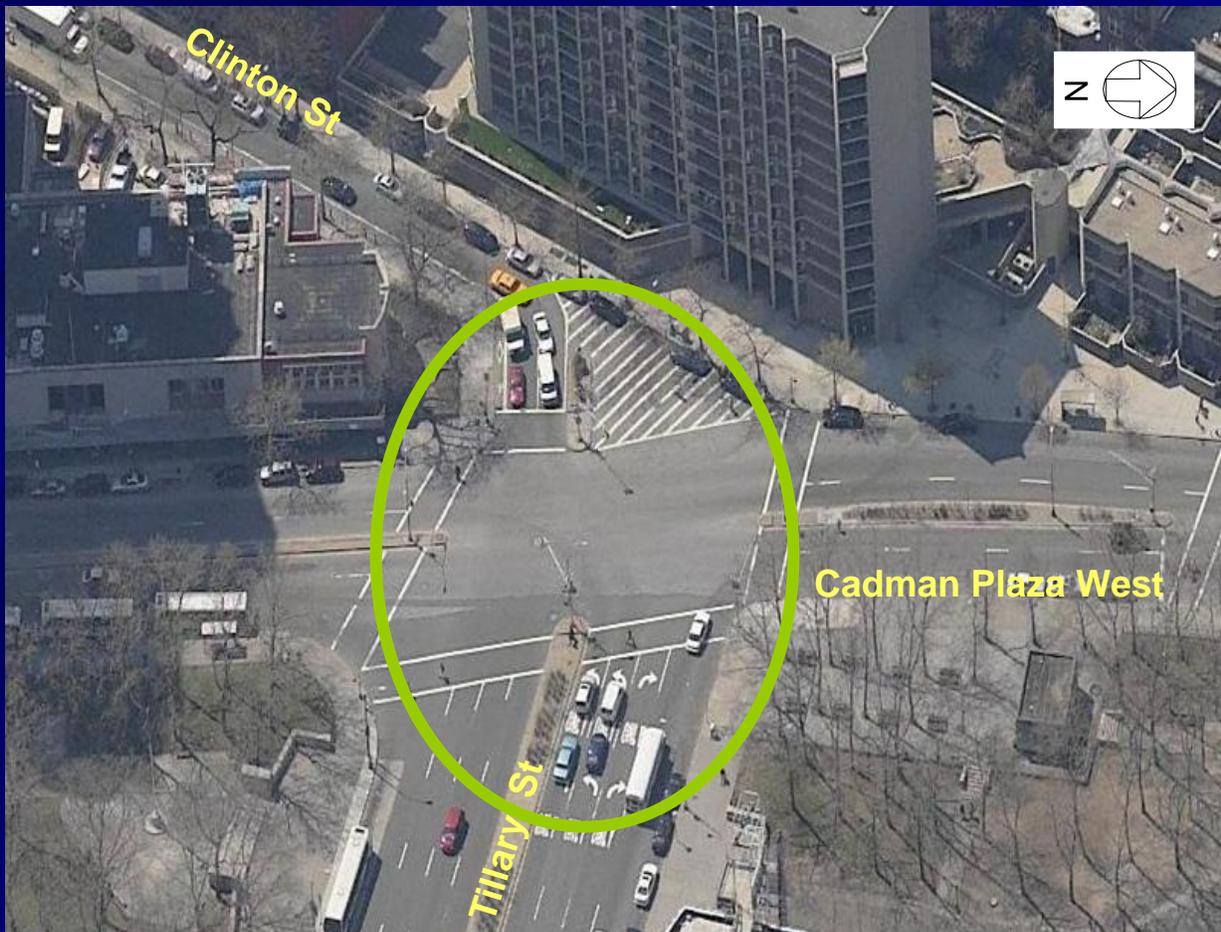


Adams St & Fulton St/Joralemon St

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



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.

Summary

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.