

7.2.1.3 Adams Street

Adams Street is the major north-south street through the center of the study area and links the Brooklyn Bridge with Downtown Brooklyn. North of Tillary Street, Adams Street's substantial median is an important pedestrian and bicycle link between Brooklyn and Manhattan. Barriers separate the median from the road throughout this section and these create a limited access feeling for the road, a feeling that accords with the high traffic volumes and travel speeds observed here. Moreover, this intersection has substantial impacts on local air quality problems, constraining the ability to alter its capacity significantly.

Though the community generally agreed on the objectives for the Tillary/Adams vicinity, no consensus was reached on an action plan. In particular, residents of Concord Village, who hold strong views about improvements that could be implemented in this area, remained unconvinced by the draft ideas presented for discussion by the consultant. These ideas included retrieval of road space, simplification of the effort needed to cross Adams Street and improvement to its traffic operations. Although the lack of agreement on the details of a plan for this area is disappointing, it is encouraging that the idea of improving the layout and operations of this intersection has been broached. This is discussed in *Section 7.3*.

However, agreement was reached that the current configuration sends no signals to drivers entering Brooklyn that they are in a dense, mixed-use urban area and that they should drive accordingly. It was agreed that a better approach would be to force drivers to acknowledge their surroundings north of their current point of entry into the surface street system at Tillary Street. This would allow the community to reclaim some of that section of open space north of Tillary Street and provide a much needed connection between Concord Village and Cadman Plaza to the west of Adams Street. Some area residents believe that this could be accomplished by introducing a signalized pedestrian crossing north of the Tillary Street/Adams Street intersection. Community members and the project team developed alternative designs for such a crossing. Although these plans had potential benefits, there were serious safety concerns related to the need to provide adequate stopping sight distance for southbound traffic exiting the Brooklyn Bridge between the curve at the end of the bridge and any new pedestrian crossing that might be constructed. (Stopping sight distance is the distance required for a driver to identify the need to stop, react and then to stop his or her vehicle. This is related to prevailing travel speed.) As the proposed crosswalk is north of the current crosswalk, the amount of space between the bridge exit and the crosswalk is reduced. Therefore, when queues occur, a potentially hazardous condition may occur from the spillback approaching the curved section of roadway exiting the bridge. Additionally, any plan for a pedestrian crossing would still need to accommodate pedestrians crossing the northern leg of the intersection of Adams Street and Tillary Street, and safety and operational concerns associated with the new Federal Courthouse on the west side of Adams Street would have to be considered.

ADAMS STREET (TRAVEL STREET)

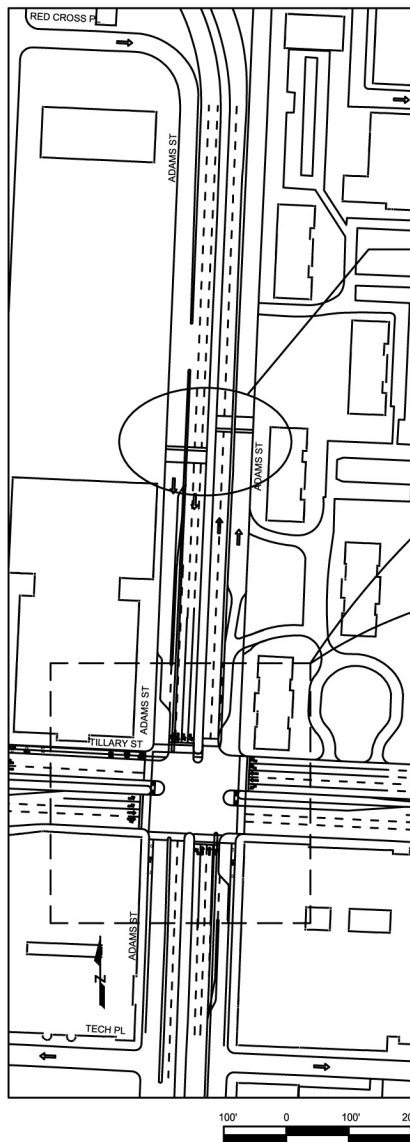
ACTIONS SUPPORTING STRATEGY

Overview of Physical Improvements

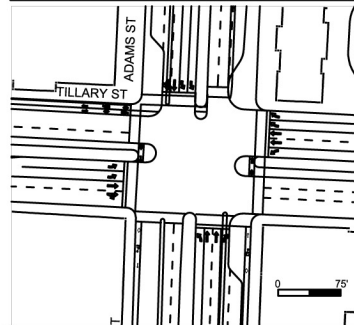
- Widen medians and reclaim road space to provide for both pedestrian and bicycle movements.

Overview of Operational Improvements

- Modify signal timing and phasing to maximize protected pedestrian phases where possible. Specific improvements include longer crossing times and protected left turn phases to further reduce vehicular conflicts.



TILLARY ST/ADAMS ST DISCARDED OPTION:



Pros:

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

Cons:

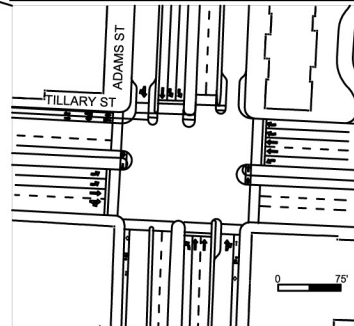
- Some loss of parking

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

TILLARY ST/ADAMS ST PREFERRED OPTION:



Pros:

- Reduces crossing distance across Adams St

Cons:

- Pedestrians still have to cross four roadways

- 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