Outline

• Introduction
• Livingston Street Existing Conditions Recap
• Project Proposal
• Next Steps
Introduction
Why Livingston St

- Crosstown bus service connects riders to many local bus routes, Borough Hall, Fulton Mall, and stations for the 2 3 4 5 A C G
- Vision Zero Priority Zone
- Identified as bus priority corridor in NYC DOT’s Streets Plan and MTA’s Brooklyn Bus Network Redesign
- Current bus lanes are consistently blocked by parked vehicles, negatively affecting bus speeds and reliability for passengers
Existing Conditions
Study Corridor Bus Speeds

- Average weekday daily ridership for routes serving Livingston is around 50,000.
- MTA runs 33 eastbound & 32 westbound peak hour buses on Livingston St.
- Buses move slower on Livingston St (average around 5 mph) than on other streets in Brooklyn (average Brooklyn bus speeds are around 7 mph).
- Bus speeds are consistently slow throughout the daytime hours, particularly in the westbound direction due to blocked bus lanes and heavier westbound traffic.

Source: MTA
Traffic Volume

Livingston St between Elm St and Bond St

Westbound peak:
558 vehicles Weekdays 8-9 AM

Eastbound peak:
400 vehicles Weekdays 3-4 PM

Average Weekday Vehicles between Elm St and Bond St

ATR counts taken October 11 to 23, 2022
Crash History

Pedestrian Killed and Seriously Injured (KSI) – 2016 to 2020

- Most common pedestrian injury is turning vehicles striking pedestrians crossing with the signal.
- Flatbush Ave @ Livingston saw seven pedestrians being seriously injured.
- No pedestrian fatalities occurred on the corridor from 2016-2020.

Source: NYC DOT Traffic Safety Data Viewer
Delivery Operations

- Livingston St is a busy commercial corridor, with many new high density residential buildings
- Deliveries tend to be delivered via box trucks, and most businesses expect deliveries between 7 AM and 5 PM on weekdays.

Anticipated delivery schedule, according to businesses

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<th>Delivery Schedule</th>
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% of expected deliveries by businesses

0% 9% 19%

Spread of vehicles delivering by hour

- Box Truck
- Mail Truck (USPS, FedEx, etc)
- Tractor Trailer (48" & up)
- Cargo Van
- Car/Minivan/SUV

Source: Public survey of businesses conducted on street Sept 23, 28 2022
Project Proposal
Livingston St, Bond St to Flatbush Ave

- Two-way busway on the south curb
- One-way westbound for general traffic.
- New left turn bay and bus boarding island at Nevins St.
- Safety improvements at Flatbush Avenue.
- Painted pedestrian space at Bond St and Hoyt St.
- Removal of westbound bus stop at Bond St, in line with MTA’s Brooklyn Bus Network Redesign released on December 1, 2022.
Livingston St, Smith St to Elm Pl

- New concrete pedestrian island and painted ped space at Elm Place and new bus boarding island at Hoyt St.
- West of Hoyt St, westbound buses transition to offset lane.
- New painted ped space at Gallatin Place.
- Eastbound traffic allowed on Livingston St until Gallatin Place, to allow access to MetroTech.
- Construction at MTA Building precludes improvements west of Smith St for 2023.
Schermerhorn St, Boerum Pl to Smith St

- No changes proposed on Livingston St between Boerum Place and Smith St.
- Proposed direction switch on Schermerhorn, between Boerum and Smith St, allows eastbound travel from Boerum Place to Flatbush Avenue.
- Creates an alternate route for existing eastbound Livingston traffic traveling to Flatbush Ave.
Traffic Analysis Approach - Proposed Condition

- Proposed to retain eastbound Livingston between Smith and Gallatin Place.
- Vehicles traveling eastbound from Boerum Pl to Flatbush Ave via Livingston assumed to reroute to either Schermerhorn St or Atlantic Avenue.
  - Rerouting based on existing travel pattern data to model a worst-case scenario.

Legend
- Vehicles to be rerouted
- Existing routing to remain
- Rerouted vehicles due to proposed changes
Traffic - What to Expect in Proposed Condition

- Initial congestion likely as drivers get used to new street directions.
- Model projected additional traffic congestion on Schermerhorn St.
  - Continuing to review model and investigating potential improvements to reduce congestion.
- Future travel patterns are likely to change, as seen in past projects.
  - Traffic is likely to disperse throughout the larger network to reduce individual travel times.
    - Example: Southeast bound traffic may take Tillary St to Flatbush Ave.
  - Some drivers may choose to travel at off-peak times.
  - Some drivers may shift to other means of travel with an increase in bus speed and reliability.
Traffic Accommodations

- New westbound Livingston left turn bays at Nevins St and Hoyt St.
  - Turn bays will get a green light separately from when the east-west bus lanes will have a green light.
Pedestrian Realm Improvements

Concrete Islands
- Bus boarding islands at Livingston @ Nevins St and Hoyt Street.
  - Concrete islands with bollards, fences and leaning bars for riders' safety and comfort.
- Pedestrian islands at Livingston @ Flatbush Ave and Elm Place.
  - Significantly reduces crosswalk length and adds physical protection for pedestrians.

Painted Curb Extensions
- Livingston St @ Flatbush Ave, Hanover Place, Bond St, Elm Place and Gallatin Place.
- Significantly reduces crosswalk length and adds space for pedestrians.
- Potential to partner with local sponsor to create artwork in painted space.

Street Furniture and Plantings
- Coordinating with Parks Dept and utilities to potentially install trees on north curb sidewalk, including repurposing space used for existing north curb bus stops.
- Investigating stand-alone planters, potential to partner with local sponsor for plantings and maintenance.

Legend
- Proposed Painted Pedestrian Space
- Proposed Concrete pedestrian space
- Potential site for planter or tree pit
Curb Regulations & Median Treatments

Balancing the Needs of the corridor

• Need for Loading Zones
  – Loading demand due to high density residential and commercial uses on the corridor.
  – Consideration for Metered Commercial Vehicle regulations versus unmetered loading zones.
    • Metered Commercial Vehicle regulations implemented in Flushing as part of DOT’s Main St Busway project.

• Demand for Parking
  – Daytime metered parking.
  – Overnight & Sunday non-metered parking.

• Need for unobstructed Bus Lanes
  – Median treatments may be used to discourage drivers from using the busway.

• Need for Enforcement
  – Regulations changes alone may not change actual behavior.
  – DOT and MTA Cameras to enforce bus lanes.
  – NYPD to enforce general traffic and curbside.
Next Steps

May 2023
• Meet with stakeholders as needed
• Present to Community Board 2
• Refine plan based on public feedback

Summer 2023
• Planned Implementation

Post Implementation
• Review and adjust project if needed
• DOT may revisit west end of Livingston St project after construction at MTA building is finished and the redesign plan becomes closer to final.
Thank You!

Questions?