



LIVONIA AVE, STRAUSS ST TO JUNIUS ST

Brooklyn Community Board 16, Transportation Committee

November 12th, 2020

Background

1

Background - Planning Efforts

The 2017 *Brownsville Plan* and the *Mayor's Office of Criminal Justice Neighborhood Activation Study* both include Livonia Avenue. As a result, many city agencies are undertaking efforts in the area.

Parks

- Betsy Head Park upgrades to be completed around fall 2020 including new entrance at Strauss St.

HPD

- The Marcus Garvey Extension is under construction, creating 348 more housing units along Livonia Ave.

DOT

Quick Improvements

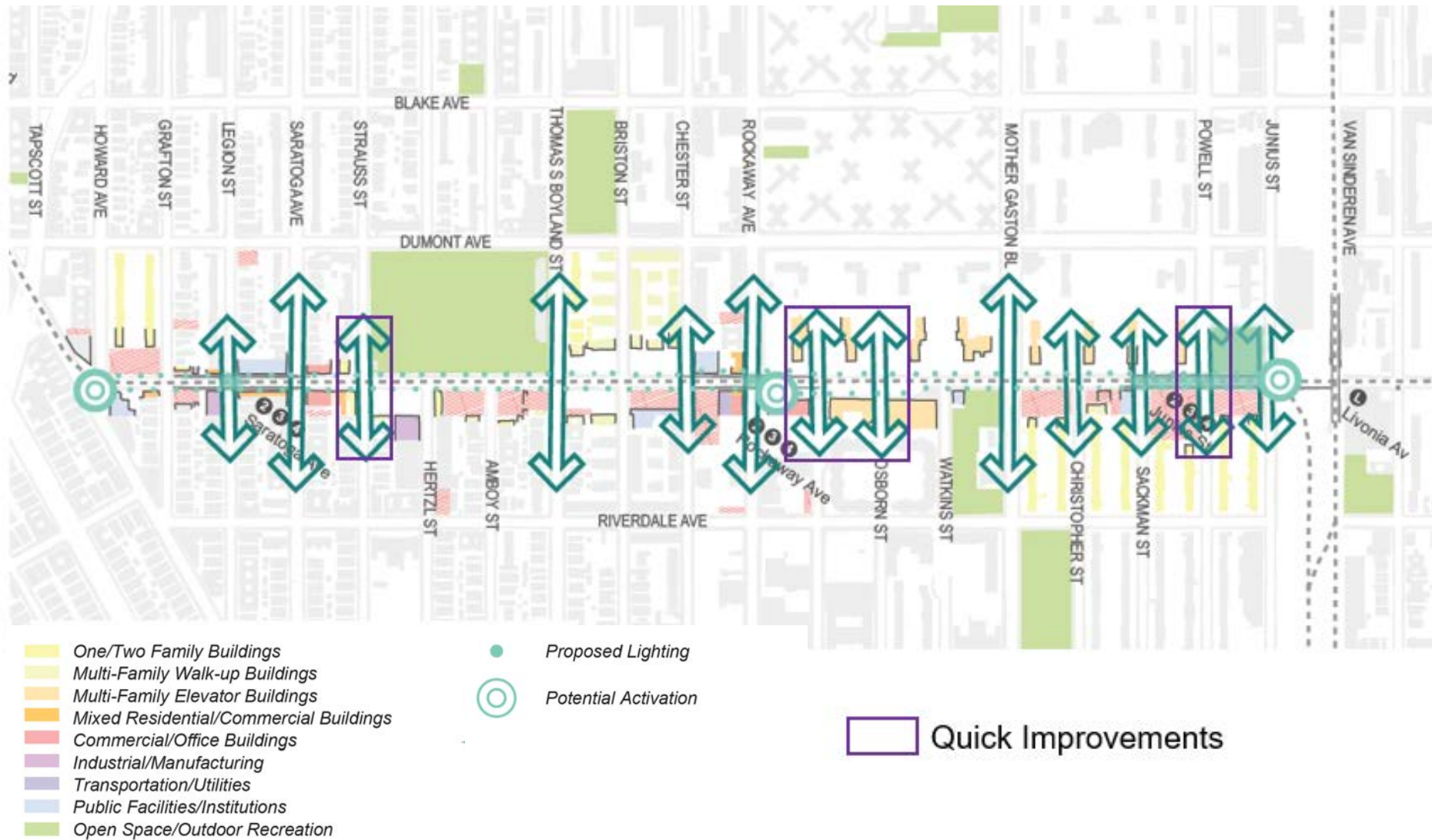
- The Pedestrian Unit is developing quick projects for pedestrian safety & accessibility.

Long term

- Urban Design is developing the *Livonia Ave Streetscape Plan*, which includes lighting improvements.



Livonia Avenue Streetscape Plan

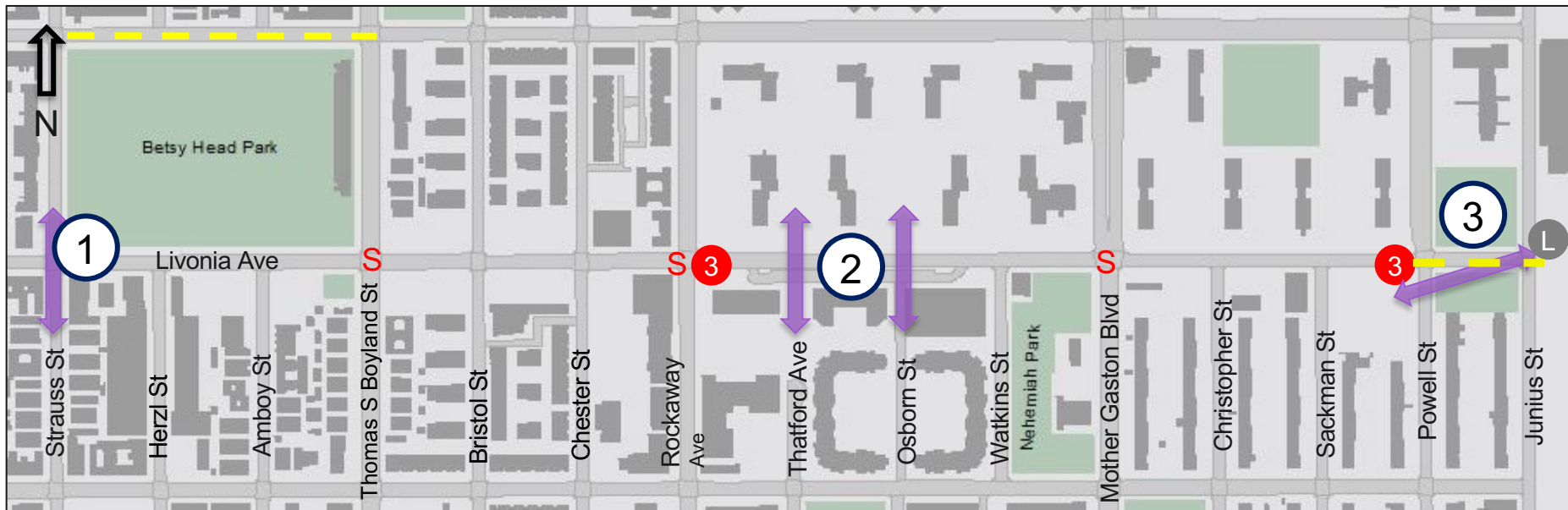


Pedestrian Accessibility – Quick Improvements

The Pedestrian Unit looked at the length of Livonia Ave for opportunities to improve pedestrian accessibility and safety.

We considered where people are traveling and what existing infrastructure can be upgraded.

- 1 Betsy Head Park upgrades including the new entrance at Strauss St creates new crossing demand at this corner.
- 2 There are high pedestrian volumes at this location with 225 people using the Osborn St pedestrian path during peak hours.
- 3 Passengers connecting between the 3 and L train are required to make an out of station transfer which requires crossing Livonia Ave. Currently there is an Open Street designated here between Powell St and Junius St.



BACKGROUND – NEIGHBORHOOD

Livonia Ave – Strauss St to Junius St

Injury Summary, 2014-2018 (5 years)

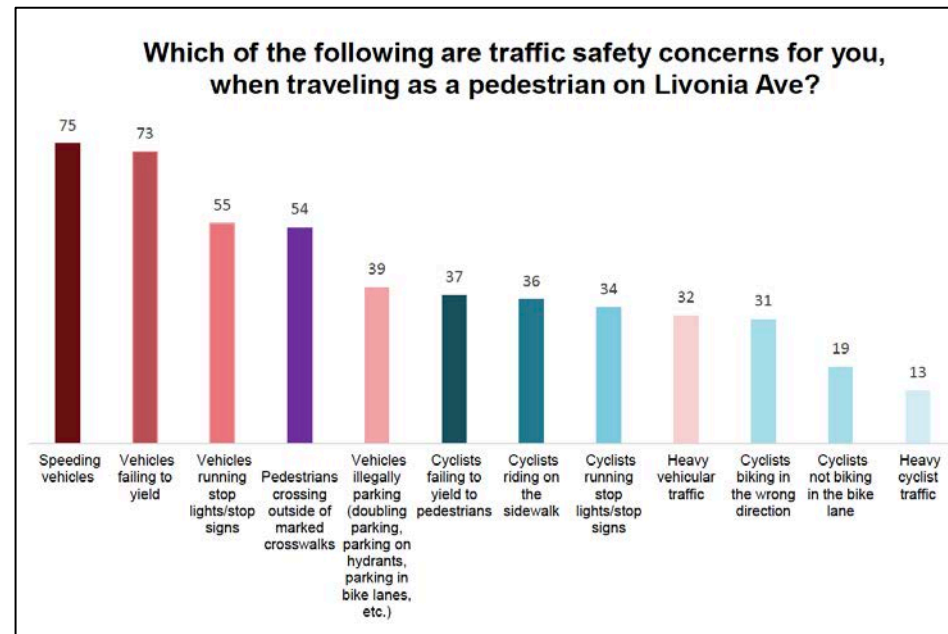
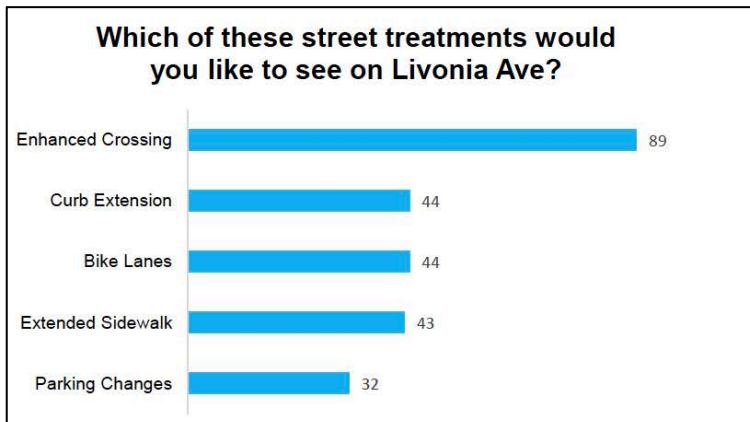
	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	22	1	0	1
Bicyclists	3	0	0	0
Motor Vehicle Occupant	72	1	0	1
Total	97	2	0	2

In July 2020 there was an additional KSI at Chester St

KSI = Killed or severely injured

Street Ambassador Outreach

- The Pedestrian Unit worked with the DOT Street Ambassadors to conduct outreach along Livonia Ave over four days in September 2019.
- A total of 119 surveys were completed at these 3 sites:
 - Livonia Ave and Rockaway Ave, Brooklyn
 - Livonia Ave and Saratoga Ave, Brooklyn
 - Livonia Ave and Powell St, Brooklyn
- An overwhelming majority of participants mentioned that they would like to see Enhanced Crossings on Livonia Ave.
- 60% of respondents said that issues such as vehicles failing to yield make it difficult for them to cross the street.



Community Walk Through - October 28th 2020

- Attendees included residents from the Brownsville Nehemiah Homeowner's Association, Tilden Houses and Van Dyke Houses, NYCHA property managers, and members from the community organizations including Brownsville Community Justice Center, Elite Learners, The Farm, Isabahlia Ladies of Elegance Foundation, and Brownsville Think Tank Matters. Representatives from Parks Green Thumb program, the Mayor's Office of Criminal Justice, and State Senate Roxanne J. Persaud's office also joined as did NYPD officers from 73rd Precinct
- Attendees were positive about the proposed safety improvements such as raised crosswalks and curb extensions
- Summer programming adjacent to the Powell Street Community Garden and other activations along Livonia were called for
- Other requests and concerns not related to the proposed project were raised that DOT is following up on



Community walk through, Wednesday October 28th



Discussion at the corner of Powell St and Livonia Ave

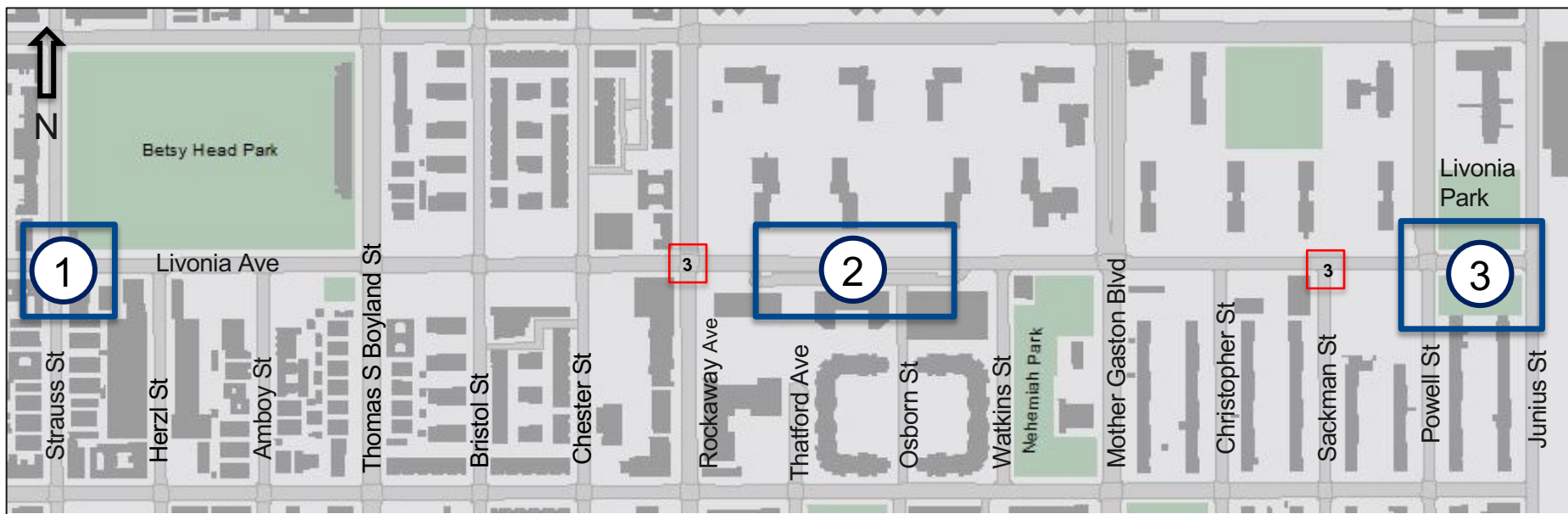
Existing Conditions

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EXISTING CONDITIONS

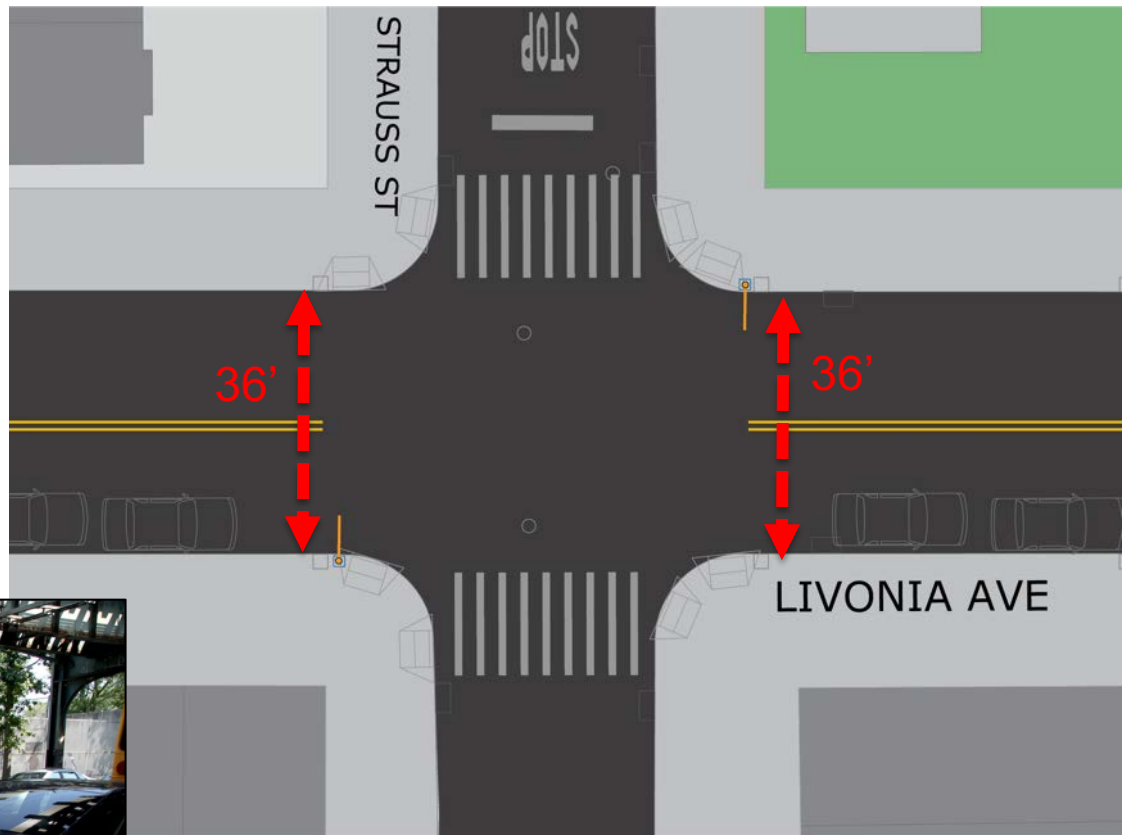
We are considering three locations along Livonia Ave

- ① Strauss St
- ② Thatford Ave & Osborn St
- ③ Powell St

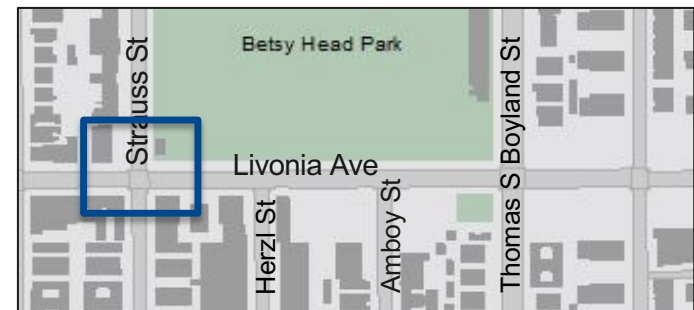


Existing Conditions – Strauss St

- Lacking crossings
- Betsy Head Park reconstruction, with new entrance design
- Pedestrian Volumes: 81 in the peak hour

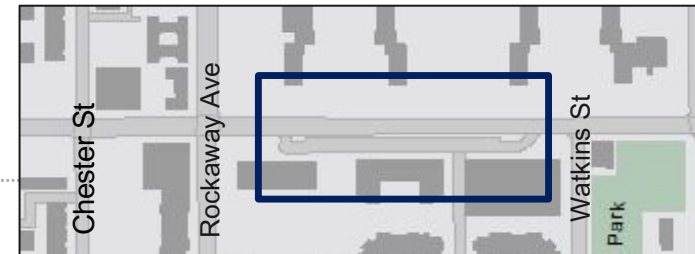
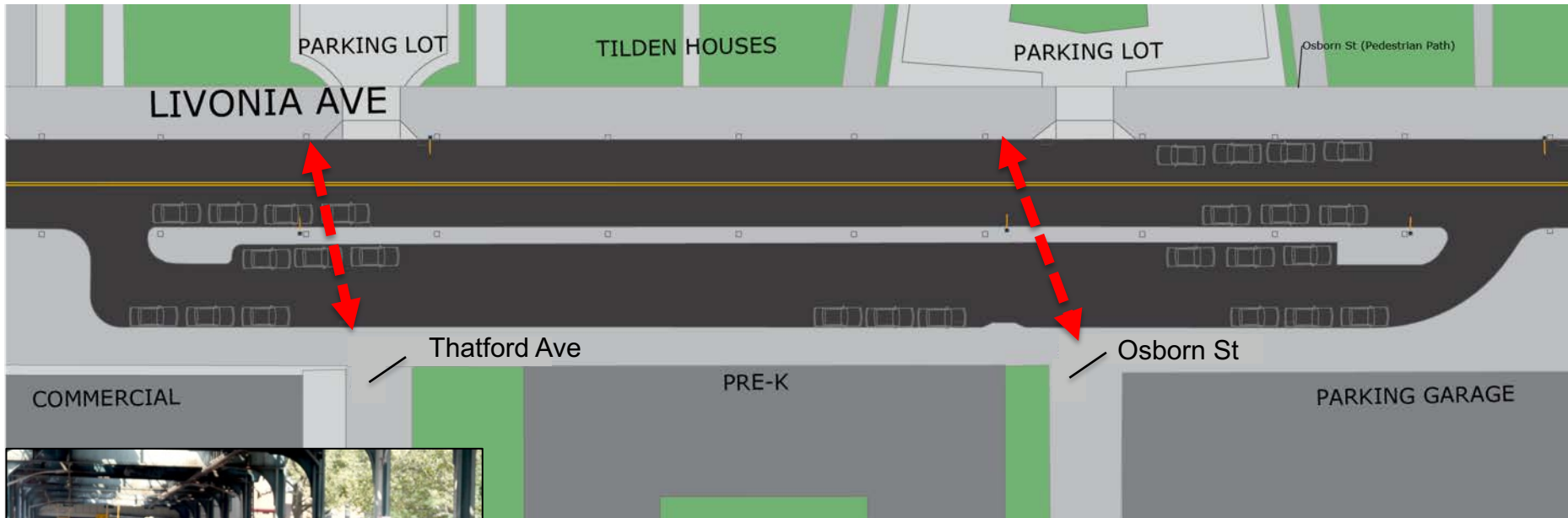


Strauss St, across from Betsy Head Park



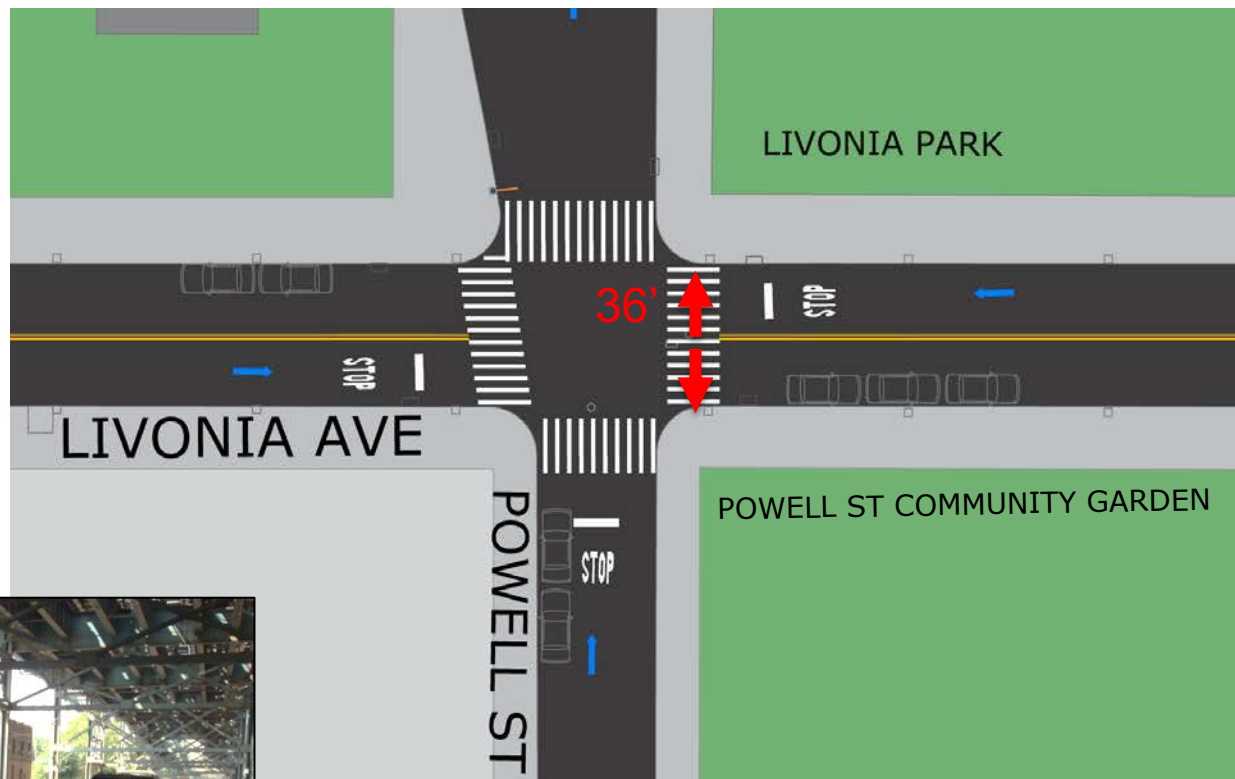
Existing Conditions – Thatford Ave & Osborn St

- Pedestrian generators at Thatford Ave & Osborn St pedestrian paths
- The service road creates a double-crossing condition
- Lack of pedestrian ramps and ADA amenities
- Pedestrian Volumes:
 - 99 at the peak hour crossing at Thatford Ave pedestrian path
 - 225 at the peak hour crossing at Osborn St pedestrian path

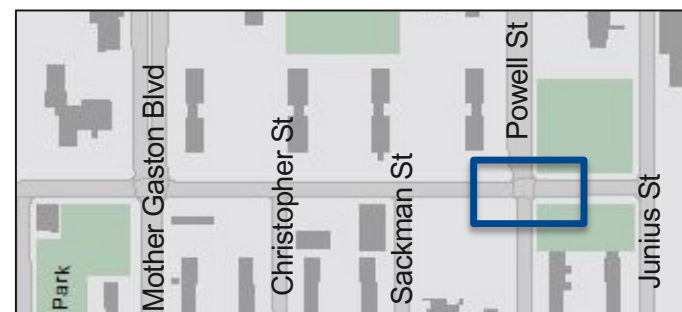


Existing Conditions – Powell

- Upgraded to stop control in July 2020
- High pedestrian volumes transferring between 3 and L train, non system transfer
- Pedestrian Volumes: 176 in the peak hour



Livonia Ave at Powell St



Quick Improvements - Toolkit



High Visibility Crosswalks



Painted Curb Extension
with Flexible Delineators



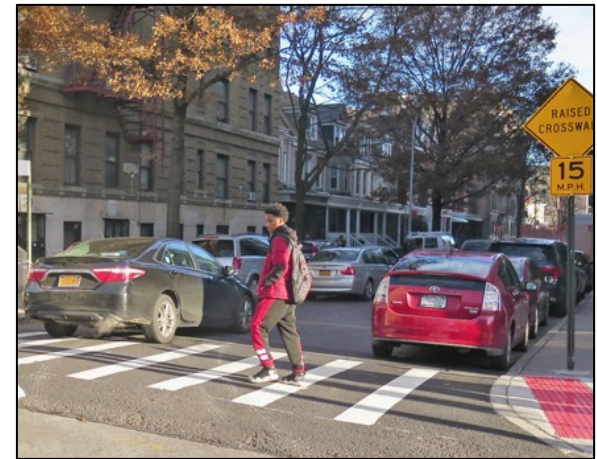
Concrete Curb Extension



Parking Regulations



Stop Sign



Raised Crosswalks

Enhanced Crossing Treatment

15 Ft. of Daylighting Ahead of Crosswalks



Americans with Disabilities Act (ADA)
Compliant Pedestrian Ramps



High-Visibility Crosswalks



In-road Paddle Sign
(currently in pilot testing)



Pedestrian
Warning Signs



Proposed Improvements

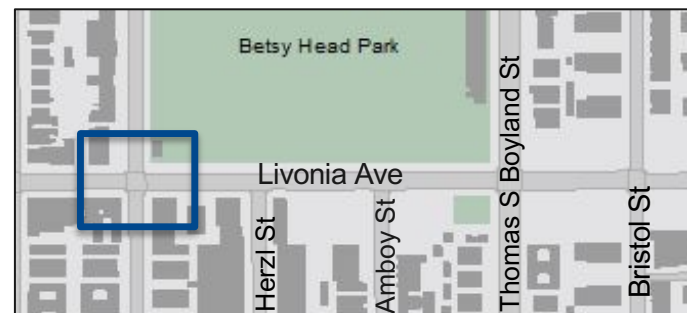
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Proposed Improvements – Strauss St

- Install concrete curb extensions with ADA ramps
- Add enhanced crosswalks with signage
- Install raised crosswalk

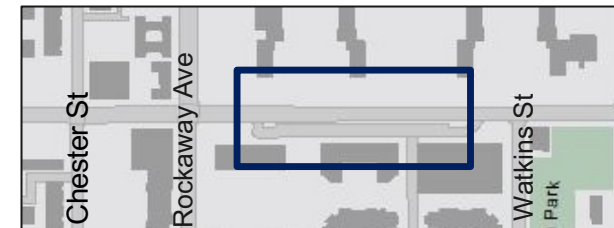
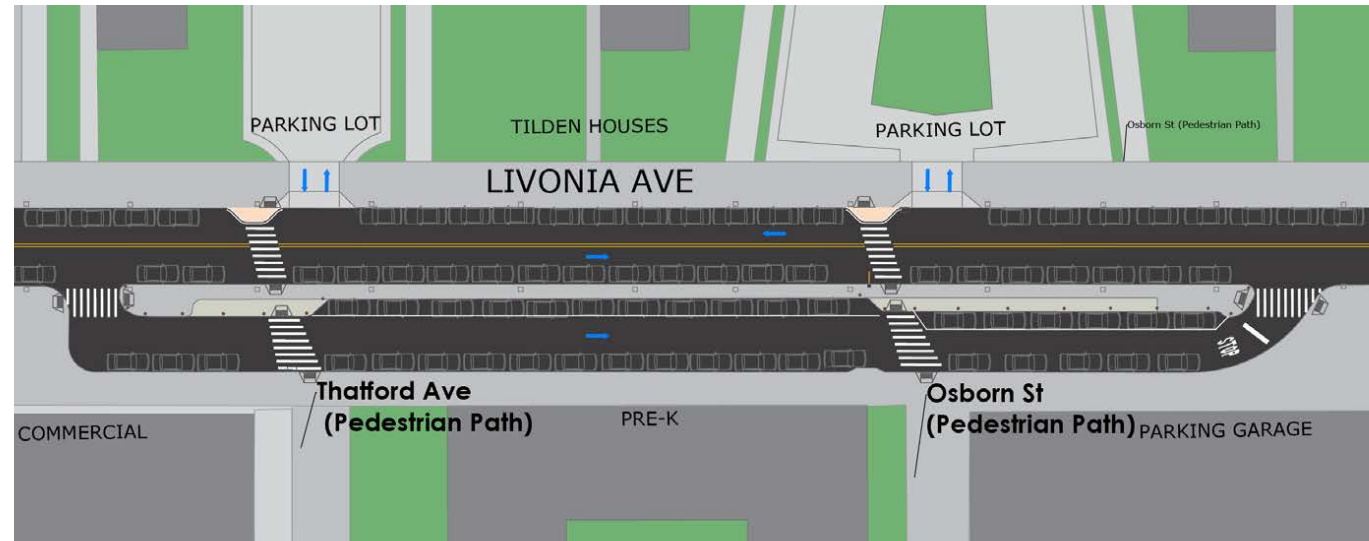


Strauss St, across from Betsy Head Park



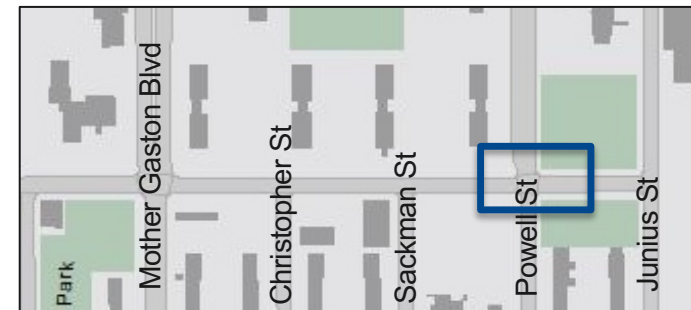
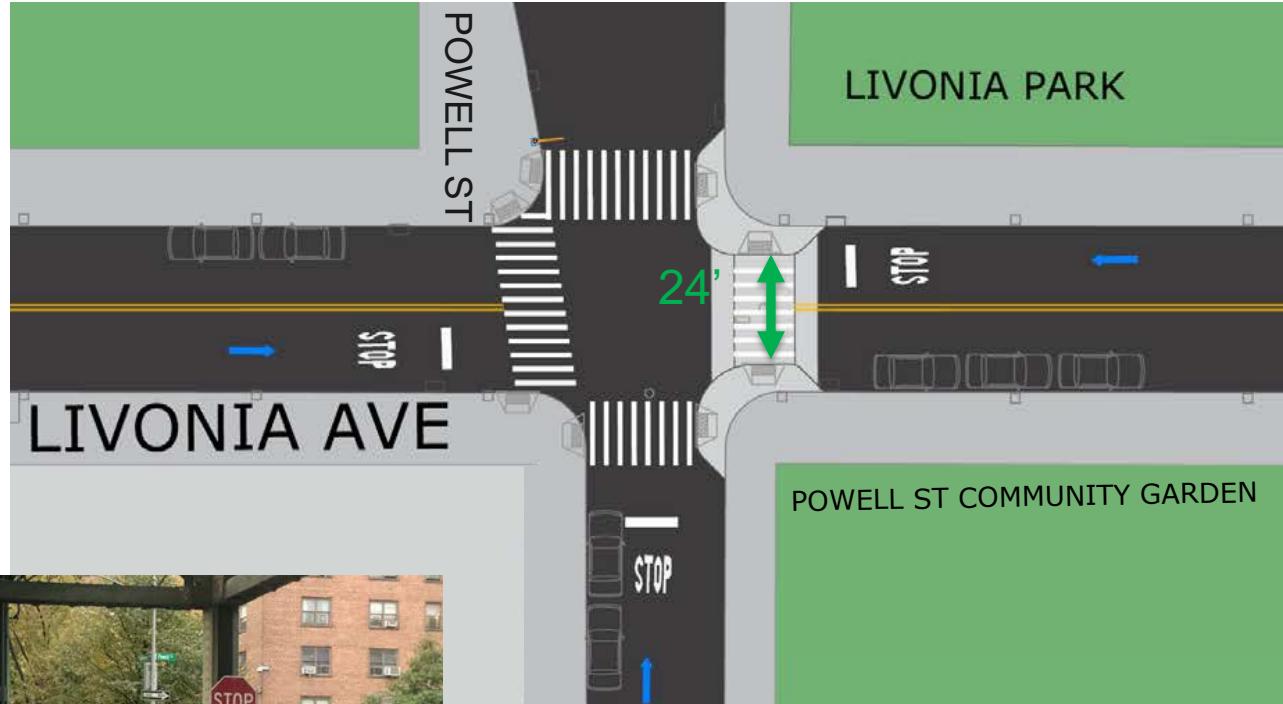
Proposed Improvements — Thatford Ave & Osborn St

- Enhanced crossings with signage and ADA pedestrian ramps
- Painted curb extensions
- Crosswalks installed at either end of the concrete island
- Concrete island expanded

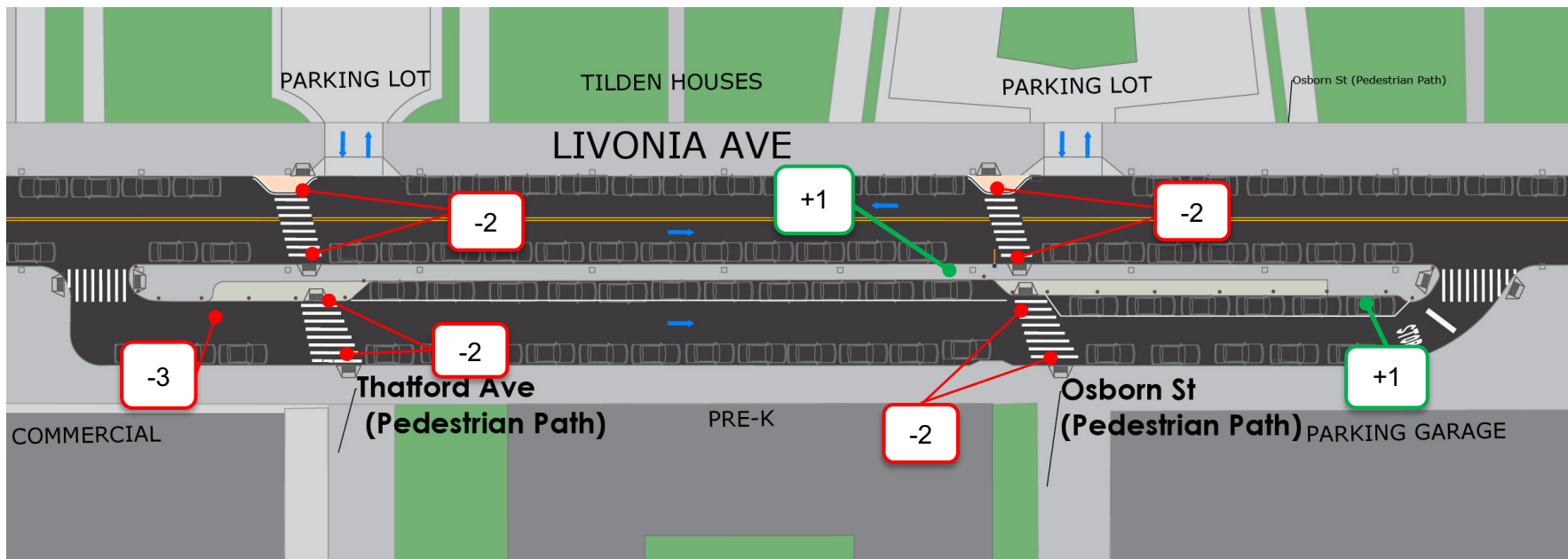
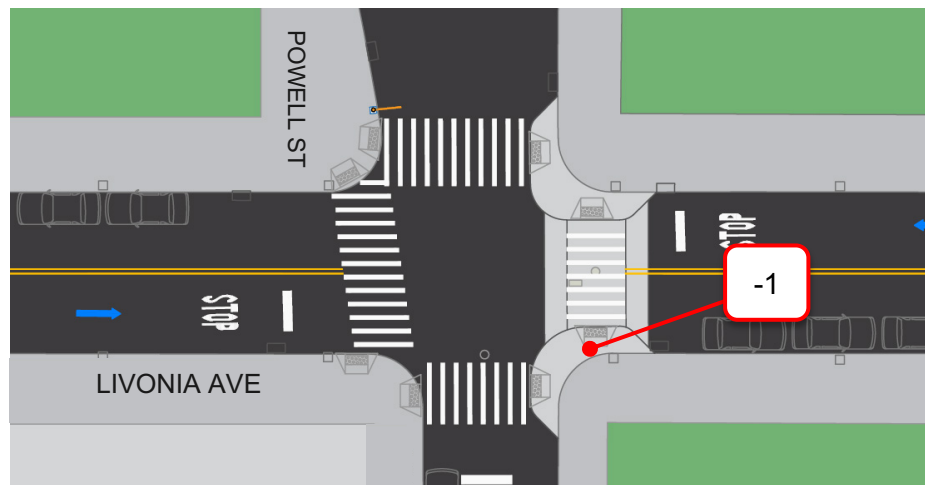
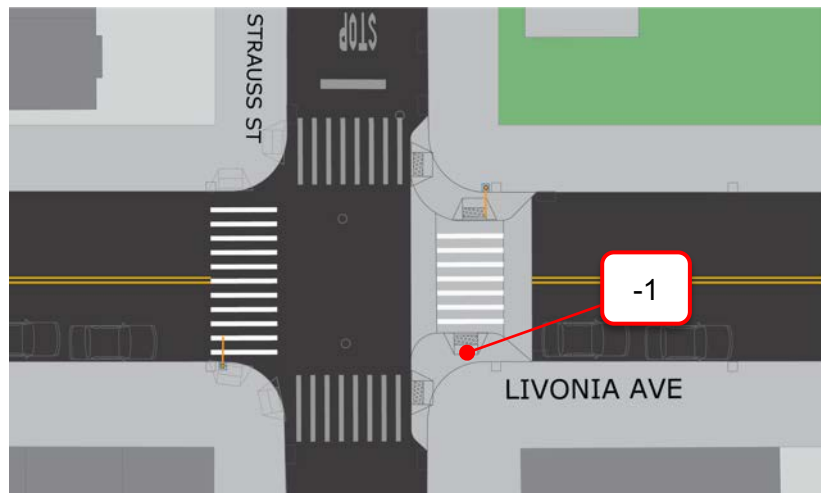


Proposed Improvements – Powell St

- Install concrete curb extensions with ADA ramps
- Install raised crosswalk
- Restrict right turn from Powell St to eastbound on Livonia Ave for vehicles over 30'



Parking – 11 spaces removed



Benefits



- Expands pedestrian network
- Provides safer, shorter pedestrian crossings
- Calms traffic
- Increases accessibility

Summary of Proposed Improvements

- Build two concrete curb extensions with ADA ramps at Strauss St and Livonia Ave
- Add an enhanced crosswalk with signage at Strauss St and Livonia Ave.
- Install a raised crosswalk to support the east side of the enhanced crosswalk at Strauss St and Livonia Ave.
- Install an enhanced crossing with signage and install ADA pedestrian ramps at Thatford Ave and Livonia Ave.
- Install an enhanced crossing with signage and install ADA pedestrian ramps at Osborn St and Livonia Ave.
- Install two painted curb extensions on the north side of Livonia Ave, one at Thatford Ave and Livonia Ave, and one at Osborn St and Livonia Ave.
- Upgrade the concrete island on the south side of Livonia Ave opposite Thatford Ave Osborn St pedestrian paths. Extend this concrete island to allow access to crosswalks at either end.
- Install crosswalks at either end of the concrete island opposite Thatford Ave Osborn St pedestrian paths.
- Install ADA acceptable cut throughs of the concrete island at opposite both Thatford Ave Osborn St pedestrian paths.
- Build two concrete curb extensions with ADA ramps at Powell St and Livonia Ave.
- Install a raised crosswalk to support the existing south crosswalk at Powell St and Livonia Ave.
- Restrict right turn from NE Powell St to E bound on Livonia Ave for vehicles over 30'.

THANK YOU!

Questions?



NYC DOT



NYC DOT



nyc_dot



NYC DOT

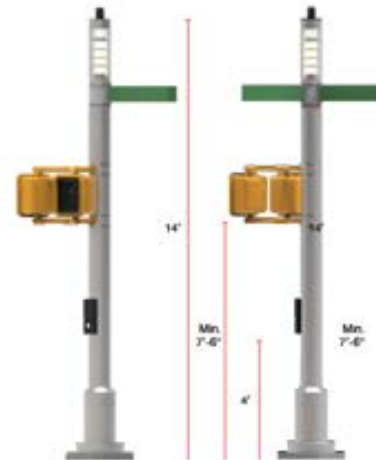
Appendix

• STREETSCAPE PLAN – STREET LIGHTING PILOT

- September 2021 Installation (estimated)



Existing night light at Livonia Avenue



Proposed luminous column 'Paal'
(Intersection, roadway, sidewalk)



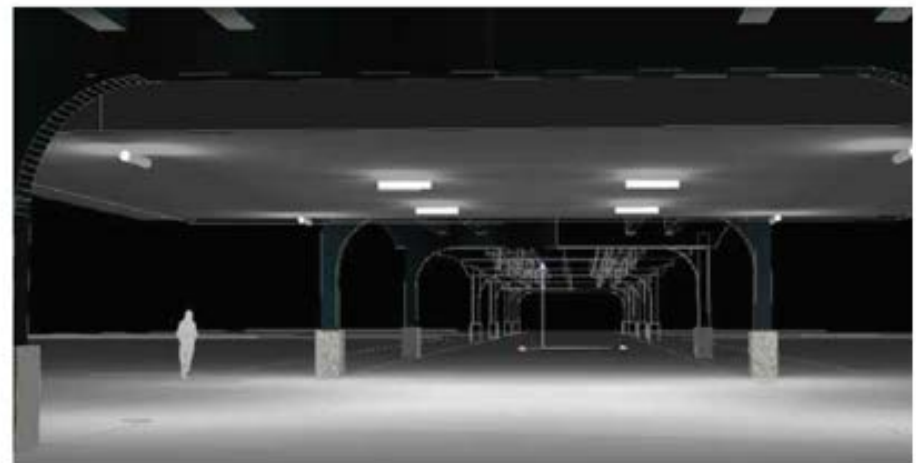
Proposed luminous column 'Paal'
(Pedestrian, Park)

STREETSCAPE PLAN – UNDERDECK LIGHTING PILOT

- September 2021
Installation (estimated)



Existing night light at the Rockaway Ave Station



Proposed Metro pilot at Rockaway Ave

STREETSCAPE PLAN – PEDESTRIAN LIGHTING PILOT

- September 2021
Installation (estimated)



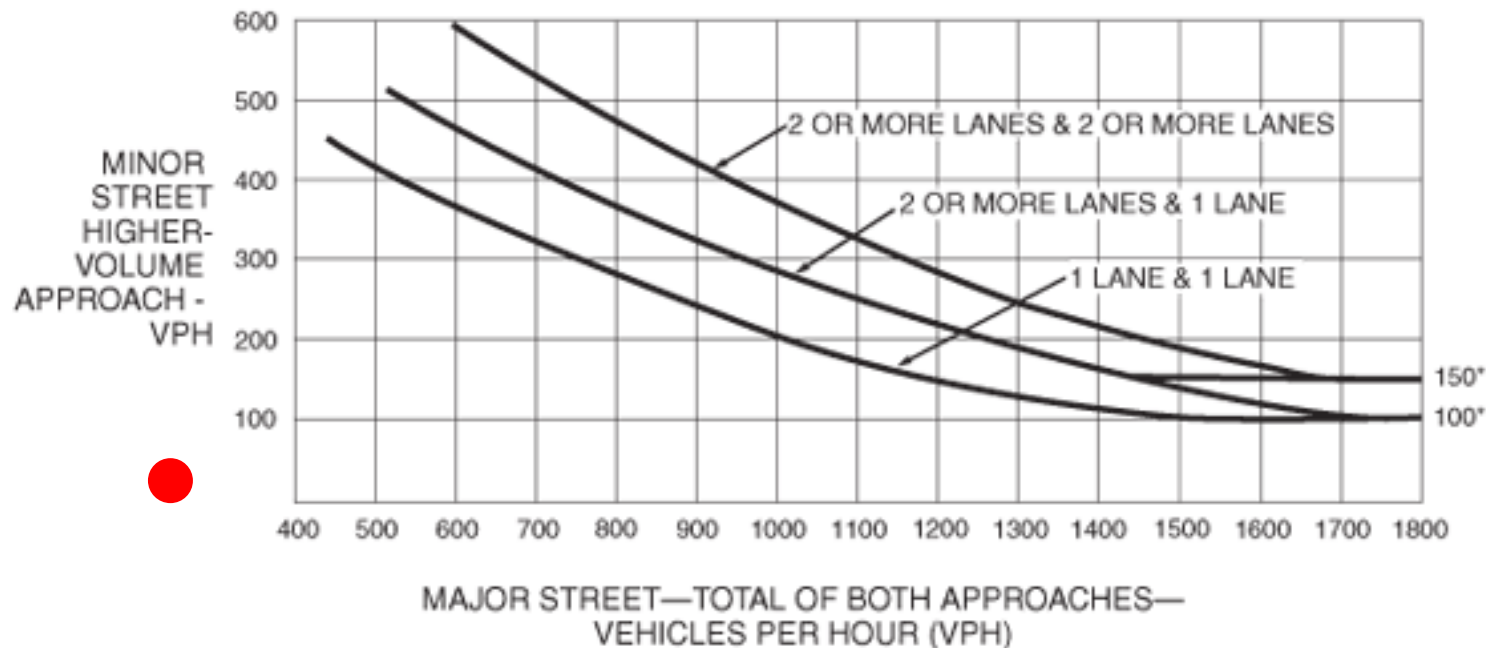
Where the Standard Street light is used, an auxiliary spotlight may be desired for increased security or to highlight a special feature.

DOT is testing a variety of spotlight fixtures, four of which will be temporarily installed around Livonia Park.



SIGNAL WARRANT

Figure 4C-3. Warrant 3, Peak Hour



*Note: 150 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 100 vph applies as the lower threshold volume for a minor-street approach with one lane.