LIVONIA AVE,
STRAUSS ST TO JUNIUS ST

Brooklyn Community Board 16, Transportation Committee
November 12th, 2020
Background
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.
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.
Livonia Ave – Strauss St to Junius St
Injury Summary, 2014-2018 (5 years)

<table>
<thead>
<tr>
<th></th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
<td>22</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Bicyclists</td>
<td>3</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Motor Vehicle Occupant</td>
<td>72</td>
<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Total</td>
<td>97</td>
<td>2</td>
<td>0</td>
<td>2</td>
</tr>
</tbody>
</table>

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 conducted 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.

### Which of these street treatments would you like to see on Livonia Ave?

- **Enhanced Crossing**: 89
- **Curb Extension**: 44
- **Bike Lanes**: 44
- **Extended Sidewalk**: 43
- **Parking Changes**: 32

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A bar chart showing the percentage of respondents who mentioned specific traffic safety concerns for them, when traveling as a pedestrian on Livonia Ave.

- Speeding vehicles: 75
- Vehicles failing to yield: 73
- Vehicles running stop lights/stop signs: 55
- Pedestrians crossing outside of marked crosswalks: 54
- Vehicles illegally parking (doubling parked on hydrants, parking in bike lanes, etc.): 39
- Cyclists failing to yield to pedestrians: 37
- Cyclists riding on the sidewalk: 36
- Cyclists running stop lights/stop signs: 34
- Heavy vehicular traffic: 32
- Cyclists biking in the wrong direction: 31
- Cyclists not biking in the bike lane: 19
- Heavy cyclist traffic: 13
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.
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
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

High-Visibility Crosswalks

Americans with Disabilities Act (ADA) Compliant Pedestrian Ramps

In-road Paddle Sign (currently in pilot testing)

Pedestrian Warning Signs
Proposed Improvements
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

-3  -2  +1  -2  +1
Thafford Ave (Pedestrian Path)
Osborn St (Pedestrian Path)

LIVONIA AVE

PARKING LOT
TILDEN HOUSES
PARKING LOT

COMMERCIAL
PRE-K
PARKING GARAGE

PARKING LOT

POWELL ST
LIVONIA AVE

STRAUSS ST

STOP

nyc.gov/dot
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’.
Appendix
• September 2021
Installation (estimated)
STREETSCAPE PLAN – UNDERDECK LIGHTING PILOT

- September 2021 Installation (estimated)
• 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.
Figure 4C-3. Warrant 3, Peak Hour

MINOR STREET HIGHER-VOLUME APPROACH - VPH

MAJOR STREET—TOTAL OF BOTH APPROACHES—VEHICLES PER HOUR (VPH)

*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.