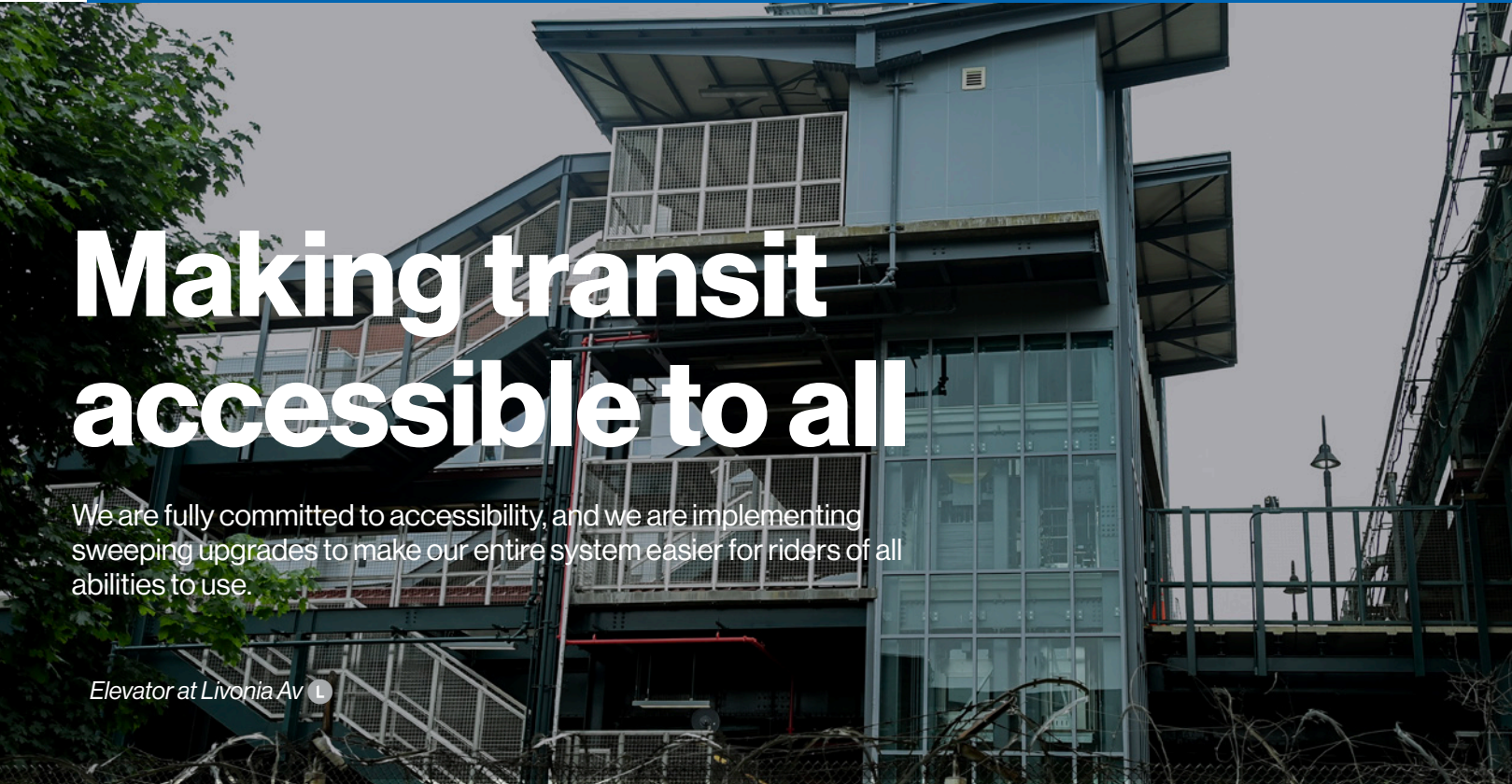


ADA Case Study

Making transit accessible to all

We are fully committed to accessibility, and we are implementing sweeping upgrades to make our entire system easier for riders of all abilities to use.

Elevator at Livonia Av L



New elevators at Livonia Av L

We are working to bridge accessibility gaps

With the addition of ADA elevators at Brownsville, Brooklyn's Livonia Av L station in 2022, we filled a major gap in the accessibility of our subway network and for transit users in New York City. Previously, subway riders in Brownsville and surrounding neighborhoods had to travel more than a mile to reach an accessible station. That meant longer and more complicated trips for riders who use mobility devices, or travel with children in strollers, in a predominantly low-income area where commute times were already long.

We are undertaking a historic effort to redesign the system to meet the needs of all riders

Livonia Av is one of dozens of stations with accessibility projects either recently completed or in progress. This station fit several of the criteria we consider when determining which station accessibility projects to prioritize.

Demographics

To ensure that accessibility investments reach communities with the greatest need, the MTA gathers data on the populations of seniors and people with disabilities, and the socioeconomic status of neighborhood residents, surrounding each station. Livonia Av serves the neighborhoods of Brownsville and East New York, both of which have a high percentage of residents living in poverty, and both of which are majority minority communities.

Transfers

Making the subway system's major transfer points accessible helps customers travel more seamlessly throughout the region. This includes subway stations that are transfer points between subway lines, as well as stations that are major connection points to bus or commuter rail lines. This project is the first step in upgrading the transfer between the Livonia Av L and Junius St 3 stations, with the Junius St Station to be made accessible and an in-system transfer between the stations to be built in the 2020-2024 Capital Program.


Network coverage

A critical strategy for increasing accessibility across the subway system is to reduce gaps in coverage—in other words, to reduce the number of stops between accessible stations. This way, customers in neighborhoods across the city are never too far from an accessible station. Prior to this project, there was a gap of 10 stations between the Canarsie-Rockaway Pkwy station (the terminal of the L line in Brooklyn) and the next fully accessible station at Myrtle-Wyckoff Avs. After the completion of this project and others in the MTA's 2020-2024 Capital Program, those gaps will be greatly reduced with five more accessible stations on the L line in Brooklyn alone.

In addition to these criteria, we also consider ridership, community input on what destinations are most important, as well as constructability and cost.

ADA Case Study

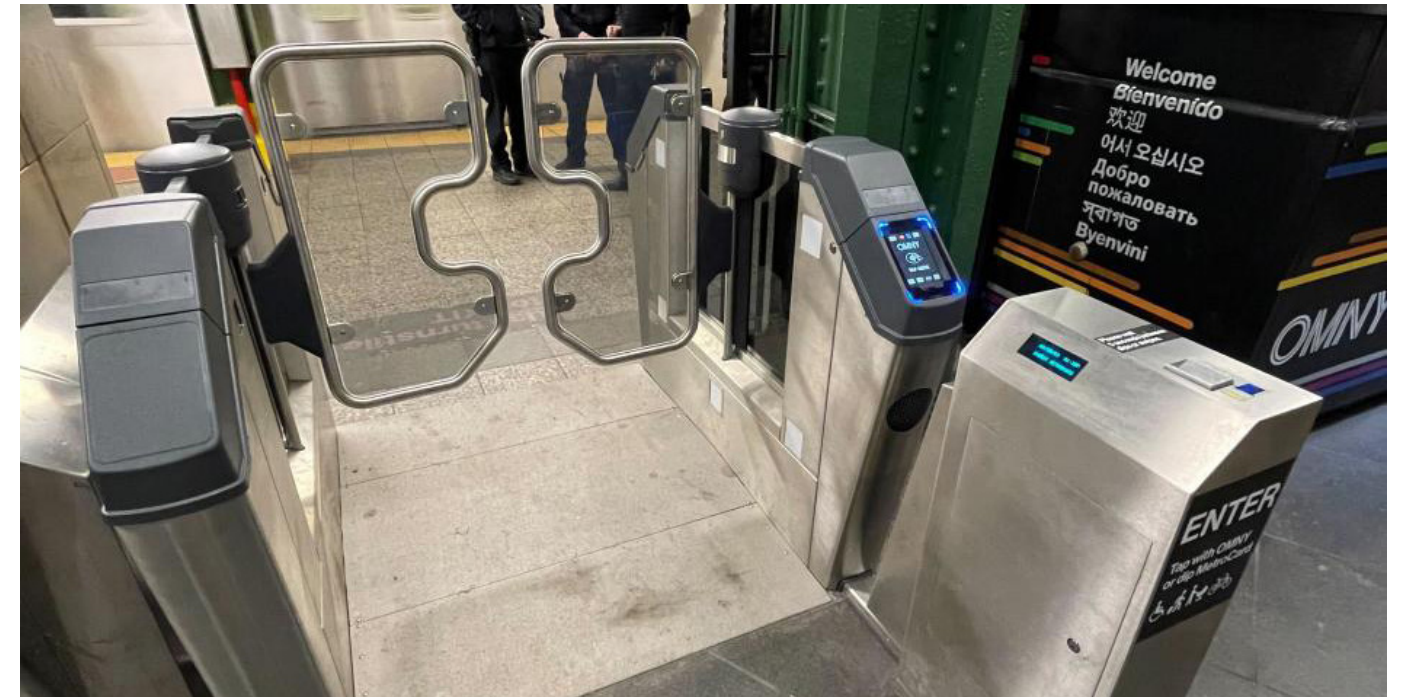


ADA-accessible ramp at Avenue H 

➤ Each project is an extensive undertaking

Each project to bring accessibility to our stations is a major challenge, and no two projects are alike. We need to find space in dense environments — both on the streets and within the stations — to locate elevator shafts, reconstruct structural elements of stations, and relocate critical underground utilities. All while keeping the station open and trains running.

At Livonia Av, we made the station accessible by installing a steel elevator structure along with two new elevators, a walkway overpass, high-level platforms, and accessible fare gates. This project was both very challenging and unique to design and construct. Livonia Av is an elevated station that directly abuts a freight railroad right-of-way, so it was not possible to build an elevator that rises up from the street or mezzanine to the southbound platform, the usual configuration for elevated stations. Because of the layout of this station and its unique space constrictions, the elevator to the southbound platform actually comes from above the platform, which passengers access via a new elevated overpass that crosses over the tracks and connects to the northbound side of the station.



Wide-aisle gate at Atlantic Av-Barclays Ctr



Platform improvements at 167 St 

➤ There's more to come

Livonia Av is just one of the accessibility projects we've completed in recent years. Across the system, 142 subway and Staten Island Railway (SIR) stations are currently ADA-accessible in at least one direction. Since 2020, we've awarded ADA projects at 36 stations, another 16 are forecast for award by the end of 2023, and another 29 are funded in the current capital program and will be awarded in 2024 or soon after.