Next Steps: Phased Process
1. Community debrief on Open Streets experience to date
2. Immediate light touch interventions + existing volunteer led operation
3. Community engagement for longer term vision
4. Development of permanent treatments and timeline for installation
5. Installation of treatments
Open Streets Program Overview
Open Streets: Restaurants
Open Streets: Play
NYC DOT’s Open Streets program began in April 2020 in response to the COVID-19 Pandemic. Since the launch, the City has installed:

- **50 miles** of Open Streets for active, socially distant recreation and safety
- **Over 15 miles** of interim protected bicycle lanes, with more permanent protected lanes underway to support socially distant mobility
- **14 miles** of Open Streets: Restaurants and **24 miles** of Open Restaurant expanded sidewalks to support the restaurant industry and bring urban vitality back to NYC
- **13 miles** of Open Learning – Streets to support students attending in-person learning
How Do We Build Upon This Momentum?
Street Improvement Project Tool Kit

- Curb regulations
- Pavement markings
- Traffic controls
- Flexible bollards
- Public Space Activations
- Bicycle Infrastructure
- Benches
- Planters
- Granite Blocks
- Concrete
- Bicycle Parking
- Gateway Treatments
Temporary Street Closure – Recurring Time of Day
Temporary Street Closure – Event
Street Furniture
Community Outreach

- How do we best engage the wider community during a project planning phase?
- The project, or series of projects will need a tailored outreach process, which will be informed by the scale and impact of the project
Immediate Next Steps

Additional Signage large “Share the Road” signage and pedestrian oriented signage will be provided to the 34th Avenue Coalition

Bicycle Corrals at key point along the corridor with focus on community resources (schools, Travers Park) with opportunity for Planters if a maintenance partner is identified

Green Wave Signal Timing Change to favor slow bicycle traffic on the corridor

Replacement French Barricades where needed following DOT procurement

Conduct Community Survey to better understand how corridor has been used, and how residents want to see it used

Analyze Existing Traffic Data and Collect New Data to inform what’s possible and what traffic impacts may be
BikeCorrals

• Installed in the street instead of the sidewalk, this design is a great solution for places where demand for bicycle parking exceeds the available sidewalk space.
• Modular to accommodate demand.
• Includes markings, delineators and may include planters.
Considerations For The Future

Vision
- Understanding the vision and needs of the community
- Who are the stakeholders and how do we reach them

Maintenance Partnerships
- Some of the initiatives require a long-term maintenance partner
- Some of the initiatives require insurance
- Maintenance entails day to day cleaning, set up, break down, etc.

Community Programming
- Recurring programming is critical for the success of any public space
- Opportunities also exist for programming partnerships

City Resources
- City funding is still in flux as we continue to navigate fiscal strain
- Happy to explore private-public partnerships where feasible
Thank You!

Questions?