2022 Open Streets

Third Season, now a permanent program
• 150+ Locations, more to come this summer!
• 300+ Blocks
• 120+ Community Partners
• 20 City Maintained Locations

2022 Program Vision
• Equity in line w/ NYC Streets Plan Priority Investment Areas
• Sustainable operations & partner growth to cultivate long-term change
• Increase school participation
COMMUNITY PARTNERS

• DOT partner responsible for the day to day execution of Open Streets in Prospect Heights
• Consists of neighbors, businesses, and other members of the Prospect Heights community working together collaboratively to create public space
• Stepped in to manage Open Streets when City resources were limited at the height of the pandemic
HOW OPEN STREETS WORK

Limited Local Access (Monday to Friday)

Full Closure (Friday, Saturday, & Sunday)

Underhill Avenue

Vanderbilt Ave
Community Outreach Overview
EFFORTS TO DATE

Open Streets program – May to present
- Open Streets on Underhill and Vanderbilt Avenues as an emergency response program during COVID-19 pandemic

Community feedback survey – Feb to May ‘21
- 1,468 responses with feedback on how the existing Open Streets on Underhill + Vanderbilt Aves are operating and can be used in the future
- Promoted via flyers, digital media, flyers, email blasts, and in person opportunity on 5/26

Traffic study for Open Streets – March to Nov. ‘21
- Collecting vehicle, bicycle, and pedestrian count data for Open Streets and surrounding corridors

Community Workshop #1  – September ‘21
- 3 pop up workshops on Vanderbilt and Underhill Aves (9/11, 9/17, 9/22) to build on the survey feedback + offer in person feedback opp.

Community Workshop #2  – May ‘22
- 2 pop up workshops on Vanderbilt and Underhill Aves (5/19, 5/21) for the community to offer feedback on the design proposals
2021 COMMUNITY SURVEY RESULTS

1,468 Community Survey Responses

80% of respondents lived within Community Board 8

Relationship to Prospect Heights Open Streets:

- I live nearby: 95%
- I visit restaurants or bars nearby: 66%
- I shop/run errands nearby: 63%
- I visit friends and/or family here: 30%
- I work nearby: 17%
- I visit nearby medical facilities: 7%
- I’m just passing through: 5%
- I go to school here: 2%
- I have only visited once: <1%
- I attend nearby religious services: <1%

Closest intersection to respondent’s home

I visit restaurants or bars nearby

I visit friends and/or family here

I shop/run errands nearby

I work nearby

I live nearby

I attend nearby religious services

I go to school here

I have only visited once

I’m just passing through

I visit nearby medical facilities

I visit restaurants or bars nearby
2021 COMMUNITY SURVEY RESULTS

Would you like to see permanent changes to make Prospect Heights Open Streets pedestrian and/or cycling priority corridors?

- Yes: 86%
- No: 6%
- Unsure: 7%

How do you want to use Prospect Heights Open Streets in the future?

- Strolling: 94%
- Outdoor dining: 84%
- Socially distanced gatherings: 77%
- Socially distanced outdoor group activities: 62%
- As part of my daily commute: 56%
- Biking: 48%
- Exercise: 43%
- Driving: 10%
Based on the survey feedback, DOT hosted a series of workshops for the community to have an opportunity to suggest the types of public space and transportation tool kit items they’d like to see implemented on the Underhill and Vanderbilt Open Streets.

Which public space tool kit items would you like to see implemented?

- Traffic Diverters: 43%
- Time of day management: 32%
- Shared streets: 38%
- Public art: 34%
- Programming and activations: 29%
- Pedestrian plaza: 49%
- Other (please specify): 36%
- None: 23%
Spring ‘22 Workshops: 5/19, 5/21

Based on the previous workshop feedback, DOT hosted another series of workshops for the community to have offer comments on design proposals for the Underhill and Vanderbilt Open Streets.

Underhill Avenue

• Strong desire to see design solutions that codify bike and pedestrian priority
• Need for dedicated loading and delivery space on the corridor
• Positive feedback on removing metal barriers as a tool kit solution

Vanderbilt Avenue

• Strong desire to see design solutions that reflect full closure operations on weekends
• Need for dedicated loading and delivery space on the corridor
• Positive feedback on improving Atlantic & Vanderbilt intersection

From 234 Survey Comments
Design Proposals & Operational Considerations
Vision Zero & Crash Data

- Vision Zero is a citywide initiative to eliminate death and serious injuries from traffic incidents.
- Vanderbilt Ave and Underhill Ave fall within a Vision Zero Priority Area
- Vision Zero Priority Intersections located at Vanderbilt/Bergen, Vanderbilt/St Marks, Vanderbilt/Prospect, Vanderbilt/Park, and Underhill/St Marks

Underhill Ave Crash Data 2016 to 2020
(Atlantic Ave to Eastern Pkwy)

<table>
<thead>
<tr>
<th>Mode</th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
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<tr>
<td>Pedestrian</td>
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<td>Bicyclist</td>
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<td>Motor Vehicle Occupant</td>
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<td>Other Motorized</td>
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</tbody>
</table>

Source: Fatalities: NYCDOT, Injuries: NYS DOT, KSI: Persons Killed or Severely Injured

Vanderbilt Ave Crash Data 2016 to 2020
(Atlantic Ave to Park Pl)

<table>
<thead>
<tr>
<th>Mode</th>
<th>Total Injuries</th>
<th>Severe Injuries</th>
<th>Fatalities</th>
<th>KSI</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pedestrian</td>
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<td>1</td>
<td>0</td>
<td>1</td>
</tr>
<tr>
<td>Bicyclist</td>
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<td>4</td>
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</tr>
<tr>
<td>Motor Vehicle Occupant</td>
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<tr>
<td>Total</td>
<td>188</td>
<td>10</td>
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</tbody>
</table>

Source: Fatalities: NYCDOT, Injuries: NYS DOT, KSI: Persons Killed or Severely Injured

- KSI – 5.1 per mile
- 2020 saw a drop in crashes when the Open Street was implemented
- KSI – 28.1 per mile
- Top 10% KSI in all of Brooklyn
- 2020 saw a drop in crashes when the Open Street was implemented
Overall plan

- Improved Intersection Alignment
- Bike Corrals, Sidewalk Extensions & Planters
- Pedestrian Refuge Islands & Queuing Space for Cyclists

Legend:
- Open Streets
- Potential Traffic Flow Change
- Potential New Plaza

Project Goals:
- Enhance Pedestrian Safety & Priority
- Support Open Streets Operations
- Add Loading Zones
- Calm Traffic
- Improve Intersection Safety

Extension of Lowry Triangle into Roadway
Two-Way Cycling on One-Way Blocks
Midblock Traffic Calming
Extended Corners & Shorter Crossings
Vanderbilt Proposal

- Gateway Intersection Safety Upgrades
- Improved Cross Sections
- Neighborhood Loading Zones
- Bike Corrals
Vanderbilt Proposal (Plaza St to Park Pl)

- Add Pedestrian Islands and Bicycle Turn Lanes
- Convert Sharrows to Bike Lane
- Add Neighborhood Loading Zone
- Add Pedestrian Island
Vanderbilt Proposal (Park Pl to St Marks Av)

- Add Bike Corral
- Existing Loading Zone
- Add Bike Corral
- Existing Bike Corral
- Add Bike Corral
- Expand Flush Median
Vanderbilt Proposal (St Marks Av to Dean St)

- Add Green Paint to Existing Pocket Lane
- Add Bike Corral
- Relocate Bike Corral Uninstalled Due to Open Restaurant
- Add Neighborhood Loading Zone
- Add Bike Corral
- Add Bike Corral
- Expand Flush Median
- Add Neighborhood Loading Zone
- Add Bike Corral
- Add Bike Corral
- Add Neighborhood Loading Zone
Vanderbilt Proposal (Dean St to Atlantic Av)

Design Dependent on Pending Traffic Analysis

- Remove Left Turn,
- Extend Median thru Crosswalk
- Remove Right Turn Lane, Add Offset Crossing
- Improve Vehicle Alignment thru Intersection
- Adjust Signal Phasing
Underhill Bike Boulevard Proposal

- Full Closure Blocks for Expanded Plaza Space
- One-way Blocks with Two-way Cycling and Additional Pedestrian Space
- Two-way Blocks with Median Traffic Calming
- Bike Corrals
Underhill Bike Boulevard Proposal

What is a Bike Blvd?
Corridor designated and designed for bicycle travel

- Calms traffic for all road users (pedestrians, cyclists, and vehicles) with set of design interventions
- Underhill proposal builds on the success of Open Streets and codifies design for pedestrian/bike priority

Design elements include:

- Route planning: direct access to destinations
- Speed and traffic volume management: slow vehicle speeds and reduce vehicle volumes
- Signs, wayfinding, pavement markings easy to find /follow
- Street crossings: minimal cyclist delay at minor street crossings. Safe and convenient crossings at major streets
39th Ave Bike Blvd, Queens
39th Ave Bike Blvd, Queens
Underhill Proposal (Eastern Pkwy to St Johns Pl)

- Provide Gateway to Existing Path
- Add New Crosswalks
- Floating Parking
Underhill Proposal (St Johns Pl to Park Pl)

- Shorten Pedestrian Crossings, Reduce Conflicts
- Calm Traffic
- “Green Touch”
Underhill Proposal (Median Traffic Calming)

6th Av @ 21st St (Bk)
Underhill Proposal (Park Pl to St Marks Av)

- Playground Entrance
- Floating Parking
- Calm Traffic
- “Green Touch”
Underhill Proposal (St Marks Av to Dean St)

- School Entrance
- Shorten Pedestrian Crossings
- Calm Traffic
- Shorten Pedestrian Crossings
- Floating Parking
- “Green Touch”
Underhill Proposal (Dean St to Atlantic Av)

- Add Requested Bike Corral
- Calm Traffic
- “Green Touch”
- Expand Lowry Triangle
Delivery Access and Curb Management

Problem

Solution
Plazas – Jitu Weusi Plaza
LOOKING AHEAD & NEXT STEPS

Community Board 8 Update – Summer ‘22
• Present 2022 projects to Community Board for final feedback

Community Board 8 Update – September ‘22
• Present final traffic study items to Community Board

Project Implementation – Summer/Fall ‘22
• Implement public space and traffic calming projects based on community feedback and traffic data
• Continue developing a traffic network and public realm plan for Prospect Heights
• Release a post implementation feedback survey
THANK YOU!
Email openstreets@dot.nyc.gov with any questions or concerns