• 2020-’21 Program overview
• Community outreach summary
• Design proposals
• Feedback session
Open Streets Overview
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
EFFORTS TO DATE

Emergency response program – May to Nov. ‘20
• Open Streets on Underhill, Carlton, and Vanderbilt Avenues as an emergency response program during COVID-19

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 Present
• Collecting vehicle, bicycle, and pedestrian count data for Open Streets and surrounding corridors

2021 Open Streets program – March to November
• Working with PHNDC, made programmatic and operational tweaks to enhance Open Streets from lessons learned in 2020

Community Workshop – 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.

Clean Up Corps – July to present
• Regular operational, sanitation, and horticultural support w/ The Hort

Emergency Services Coordination– Ongoing
• Working with FDNY, NYPD to ensure smooth emergency operations
‘21 OPEN STREETS IMPROVEMENTS

- Bike lane improvements
- New signs and barriers
- Clean Up Corps support
- Public art
- Programming and activations
Community outreach overview
COMMUNITY SURVEY RESULTS

1,468 Community Survey Responses

80% of respondents lived within Community Board 8

Survey taken Feb to May'21
VANDERBILT AVENUE FEEDBACK

Activities on Vanderbilt

- Strolling: 95%
- Outdoor dining at a restaurant: 84%
- Socially distanced gatherings: 65%
- Visiting non-food service businesses: 61%
- Biking: 41%
- Part of my commute: 39%
- Socially distanced outdoor group activities: 38%
- Exercise: 31%

Modes of Transportation

- Walk: 97%
- Bike: 51%
- Personal car: 9%
- Public Transit: 8%
- Taxi/FHV: 6%
- Dropped off by someone else using a car: 2%
- Access-A-Ride: <1%

Survey taken Feb to May’21
UNDERHILL AVENUE FEEDBACK

Activities on Underhill

- Strolling: 89%
- Biking: 46%
- Part of my commute: 46%
- Socially distanced gatherings: 45%
- Exercise: 41%
- Socially distanced outdoor group activities: 25%

Survey taken Feb to May'21

Modes of Transportation

- Walk: 96%
- Bike: 57%
- Personal car: 22%
- Taxi/FHV: 9%
- Dropped off by someone else using a car: 3%
- Access-A-Ride: <1%
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%

Survey taken Feb to May ’21
# IN PERSON WORKSHOP FEEDBACK

Data collected at 3 in person workshops on Vanderbilt and Underhill Avenues – 9/11, 9/17, and 9/22

<table>
<thead>
<tr>
<th>Public Space Tool Kit Items</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>Traffic Diverters</td>
<td>43%</td>
</tr>
<tr>
<td>Time of day management</td>
<td>32%</td>
</tr>
<tr>
<td>Shared streets</td>
<td>38%</td>
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<tr>
<td>Public art</td>
<td>34%</td>
</tr>
<tr>
<td>Programming and activations</td>
<td>29%</td>
</tr>
<tr>
<td>Pedestrian plaza</td>
<td>49%</td>
</tr>
<tr>
<td>Other (please specify)</td>
<td>36%</td>
</tr>
<tr>
<td>None</td>
<td>23%</td>
</tr>
</tbody>
</table>
MERCHANT SURVEY RESULTS

Do you believe the Vanderbilt Avenue Open Street should be made permanent during spring, summer and fall?

- Yes: 81%
- No: 19%

Survey taken July-August '21
21 responses
Shared Streets

• Shared roadway designed for slow travel speeds, where pedestrians, cyclists, and motorists all share the right of way
• Traffic calming, signage, and other visual cues that caution drivers using the shared street
Shared Streets

- Shared roadway designed for slow travel speeds, where pedestrians, cyclists, and motorists all share the right of way
- Traffic calming, signage, and other visual cues that caution drivers using the shared street
Pedestrian and Bike Priority Improvements

- Curb extensions
- Bike lanes
- Loading zones
- Operational/storage elements
- Bike Parking
- Greenery
Pedestrian and Bike Priority Improvements

- Curb extensions
- Bike lanes
- Loading zones
- Operational/storage elements
- Bike Parking
- Greenery
Gateway Treatments

• Distinctive entry features that denote drivers are in pedestrian/cyclist priority area
• Operational features to help facilitate Open Streets execution
• Traffic calming, signage, greenery, etc.
Gateway Treatments

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Gateway Treatments

- Distinctive entry features that denote drivers are in pedestrian/cyclist priority area
- Operational features to help facilitate Open Streets execution
- Traffic calming, signage, greenery, etc.
Draft Block Typologies – Short-Term Improvements
Vanderbilt Ave. Long Term Vision

**Goals and Objectives**

- Streets That Work 24/7
- Integrate Public Transit
- Improving Environmental Quality
- A Place for Community
- Support Active Mobility
- Integrate Art & Play
- Supporting Local Businesses
- Sidewalks for All
- Navigating with Ease
A Community-Centered Approach

*Tailoring Vanderbilt Av. to meet local needs*

A hybrid approach – different level of intervention can be tailored along the avenue to meet the needs of that section throughout the day.

**ONLINE SURVEY RESULTS**

1. **Enhanced Block**
   - 15%

2. **Slow Block**
   - 6%

3. **Shared Block With Gateway Treatments**
   - 26%

4. **Plaza Block**
   - 53%
Long-Term Visioning

Enhanced Block

Outdoor Dining

Parking and Drop-off

Integrating Active Mobility
Long-Term Visioning

Enhanced Block

- Logistics Access
- Enhanced Crosswalks
- Enhanced Public Realm
Long-Term Visioning
Enhanced Block
Long-Term Visioning

Slow Block

Traffic Calming

Enhanced Sidewalks

Revisit Speed Limits
Long-Term Visioning

Slow Block
Long-Term Visioning

Shared Block

Flexible Barriers

Space for Temporary Programming

New Public Realm
Long-Term Visioning

Shared Block
Long-Term Visioning
Plaza Block

- Community Gathering Spaces
- Arts & Culture Space
- Bike, Logistics, & Emergency Access
NEXT STEPS

Final Design Workshop and Outreach – Winter ‘22
- Community workshop with formal designs to get resident, business, and other stakeholder feedback on

Community Board 8 Update – Winter ‘22
- Present final 2022 projects to CB 8 for final feedback

2022 Open Streets Program – Spring ‘22
- Relaunch Vanderbilt Open Street in April
- Underhill Open Street to continue all winter

Project Implementation – Spring/Summer ‘22
- Develop public space and traffic calming projects using community feedback and traffic data
- Continue developing a traffic network and public realm plan for Prospect Heights, especially long-term improvements

Long Term Visioning – 2022, 2023 & beyond
- Work with community partners on identifying long-term improvements across Open Streets corridors in Prospect Heights
THANK YOU!

Email openstreets@dot.nyc.gov with any questions or concerns