



Avenue B Open Street

Presentation to Community Board 3

July 2025



Public Realm Feedback Loop



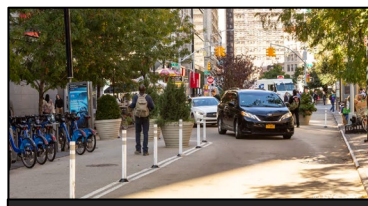
Community Partnership + Engagement



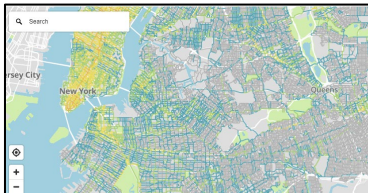
Open Streets



Crossings + Intersections



Dynamic Curb + Corridor Strategies



Comprehensive Planning + Policy



Equity Focused Maintenance



Programming + Concessions



Premier Public Spaces

Avenue B Open Street History

- Launched as COVID era program site in 2020
- Originally footprint: Ave B from East 6th Street to East 14th Street
- Currently operates from East 7th Street to East 10th Street, Monday to Sunday, 8am to 8pm
- Managed in partnership with Loisaída Open Streets Coalition and The Hort
- Open Streets is a permanent program in NYC – legislation requires DOT to evaluate successful sites and propose design changes



Avenue B Open Street Community Outreach to Date

May 2020	Avenue B Open Street Starts
January-May 2021	Visioning Survey
Winter to Summer 2022	First Design Workshops and Survey
June to July 2025	Elected Official Briefing on Design Proposal
	Second Design Workshop and Survey
	Block Association and CBO Coordination
	Corridor Businesses Coordination
Present	Ongoing Stakeholder Engagement including FDNY, Parks, Community Board, Block Associations, etc.

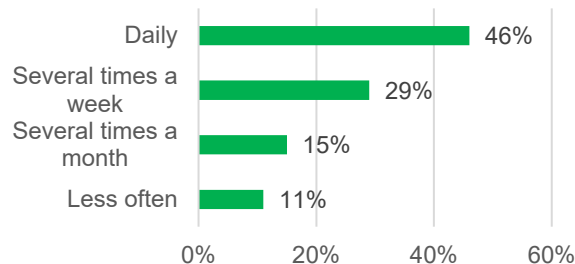


2021 Vision Survey Results:

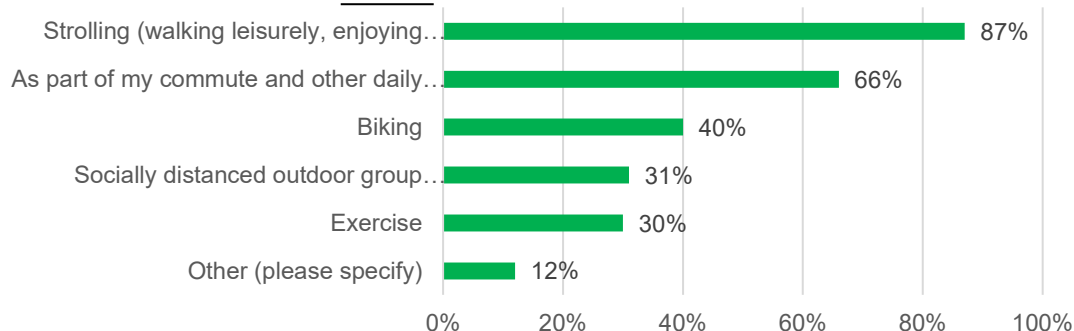
How is the Avenue B Open Street Being Used?

In 2021 released a vision survey to gather ideas and feedback for the future evolution of the Open Street. Respondents were asked to comment on how they use the existing Open Street and what future uses they would like on the corridor. 698 individuals responded to the survey.

How Often Are You On Avenue B?



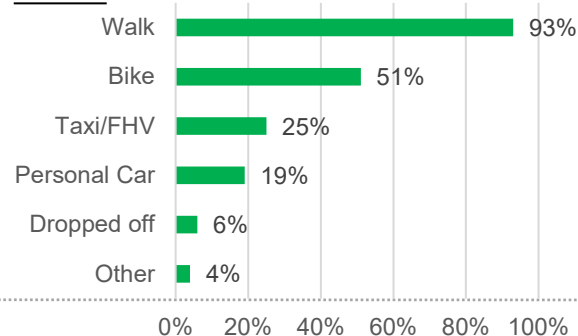
How Do You Use Avenue B?



When Do You Use the Avenue B Open Street?

Day	8 AM to 10 AM	10 AM to 12 PM	12 PM to 2PM	2PM to 4PM	4PM to 6PM	6PM to 8PM
Monday	76%	41%	43%	44%	62%	56%
Tuesday	73%	42%	46%	44%	65%	62%
Wednesday	75%	43%	46%	45%	63%	57%
Thursday	75%	45%	47%	45%	69%	63%
Friday	73%	50%	56%	59%	74%	77%
Saturday	60%	86%	90%	88%	86%	85%
Sunday	60%	83%	88%	85%	82%	74%

Transportation Used On Avenue B?



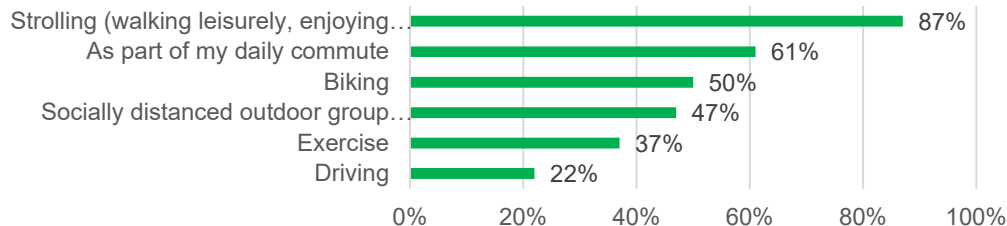
2021 Vision Survey Results:

Visioning – The Future of Avenue B Open Streets

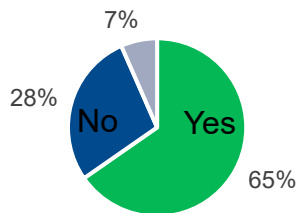
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How do you want to use Avenue B in the future?

» Top Ranked Activities for the Future (Select all that apply)



» Would you like to see permanent changes to make Avenue B pedestrian and/or cycling priority corridor?



Common Written Positive Comments (300+ comments)

- » "Please please do something to permanently alter the street. More community space and more cycling are better for nearby businesses than parking. Parking is a very selfish use of space in such a densely populated area."
- » "Do not let the needs of a few dozen car owners hog the space for everyone."

Common Written Neutral Comments (90+ comments)

- » "I really do love the idea of Open Streets, but some drivers make it very dangerous. Virtually no one uses it to walk or bike safely during the week."
- » "It's nice but not worth losing anymore parking for it."

Common Written Concerns (100+ comments)

- » "Current system is an annoyance and hazard for deliveries and property"
- » "It was a fantastic idea for covid. It is already worrisome crossing the street with the bike lanes having to look both ways. An open street you have to look all around you for safety."

2022 First Design Proposal: Workshop and Survey Results

In 2022, NYC DOT released a design proposal for the blocks of the corridor between 7th and 10th Streets. This proposal included a plaza between 8th and 9th Streets, as well as traffic calming and shared street elements between 7th and 8th Streets and 9th and 10th Streets. 501 comments were received via online form.

Common Positive Feedback

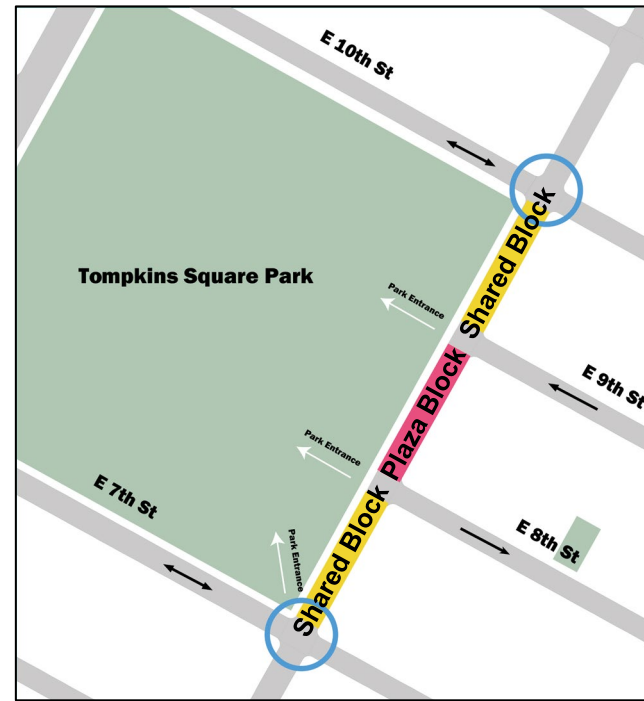
- **Car-Free Enthusiasm:** Many respondents praised the idea of making parts of Avenue B a bike and pedestrian corridor, desire to see more design elements from 14th Street to Houston Street
- **Community Engagement:** Several noted appreciation for events, programming, and activities coordinated by Open Streets partner
- **Environmental Improvements:** Calls to increase greening, like trees and planters

Common Neutral Feedback

- **Conditional Support:** Some supported the concept but suggested improvements (e.g. partial closures, clearer operations).
- **Suggestions for Improvement:** Included traffic management tweaks and more signage

Common Concerns Feedback

- **Traffic Diversion Concerns:** Some respondents have concerns about impacts to traffic
- **Access and Mobility:** Worries about limited car access, emergency access, and delivery impacts.



2022 Design Proposal

2025 Second Design Proposal: Workshop and Survey Results

Following the feedback and comments heard via the previous workshops and surveys, NYC DOT released a design proposal for the Avenue B corridor between 4th and 13th Streets. 479 comments were received on the proposal via an online form.

Common Positive Feedback

- **Enhanced Safety & Pedestrian Priority:** Many respondents appreciated new bike lanes, wider sidewalks, and pedestrian crossings that make the street feel safer and more accessible.
- **Improved Community & Public Space:** Seating, greenery, and public space are highlighted as positive additions for encouraging community interaction.
- **Traffic Calming & Reduced Speeds:** The use of curb extensions and mid-block crossings is praised for its potential to slow down traffic, making the area safer for all road users

Common Neutral Feedback

- **Conditional Praise:** Some noted that safety and community benefits would hinge on proper implementation, maintenance, and ongoing operations.
- **Constructive Suggestions:** Comments included ideas for additional elements (e.g., water fountains, lighting, more bike racks), but with no strong endorsement or opposition to the proposal itself.

Common Concerns Feedback

- **Concerns About Vehicle Access & Traffic Diversion:** Some feared that limiting car access could lead to congestion on surrounding streets or complicate deliveries and parking.
- **Loss of Parking or Driving Accessibility:** Concerns about losing curbside parking and traffic diversions



Neighborhood Background

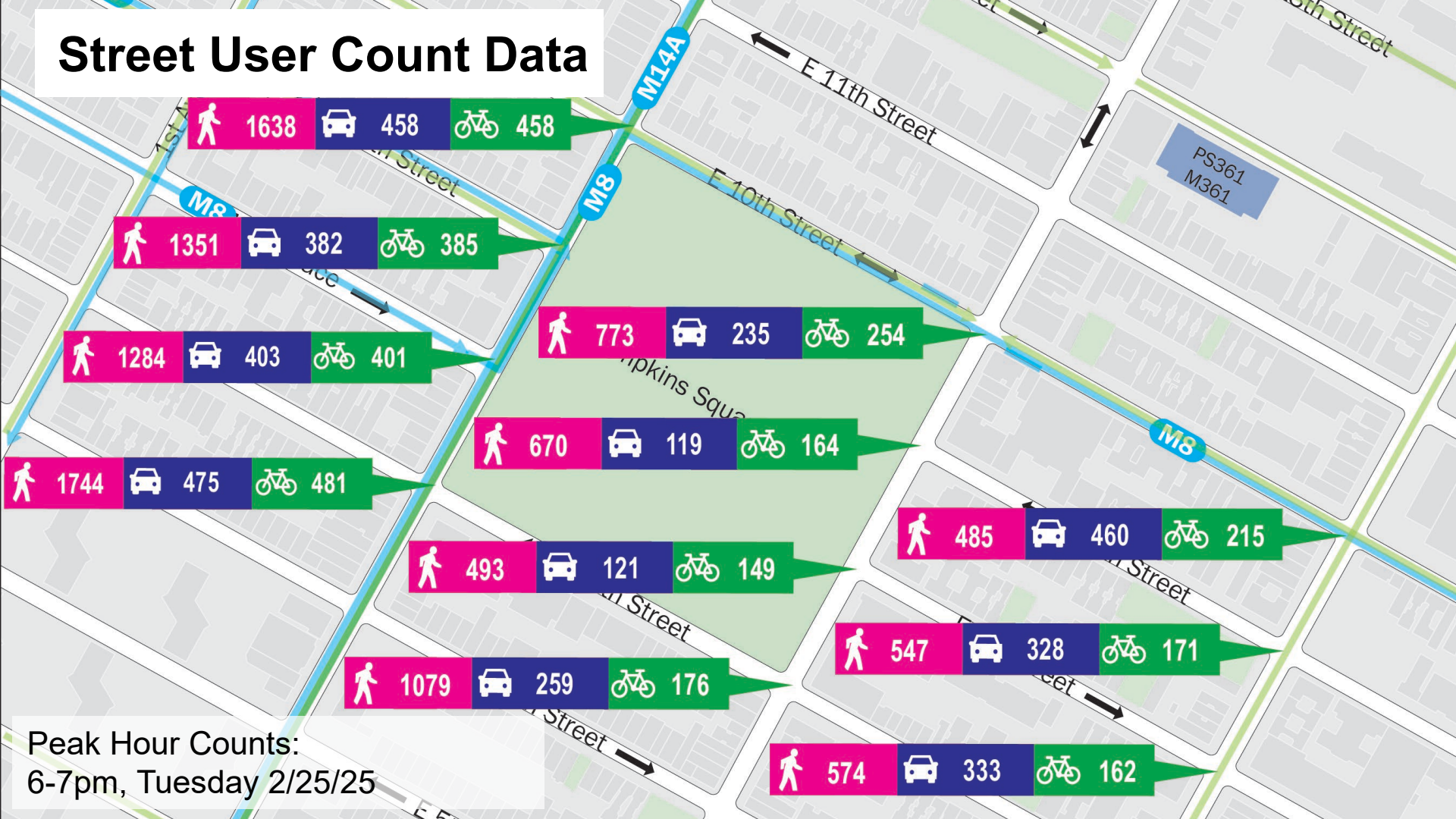


Neighborhood Context

- A neighborhood well served by the bus but with limited access to the subway
- Access to safe cycling routes
- Multiple schools on the corridor with kids commuting from all over the city
- A lot of community gardens but not a lot of park and open space



Street User Count Data



Peak Hour Counts:
6-7pm, Tuesday 2/25/25

Corridor Safety Data



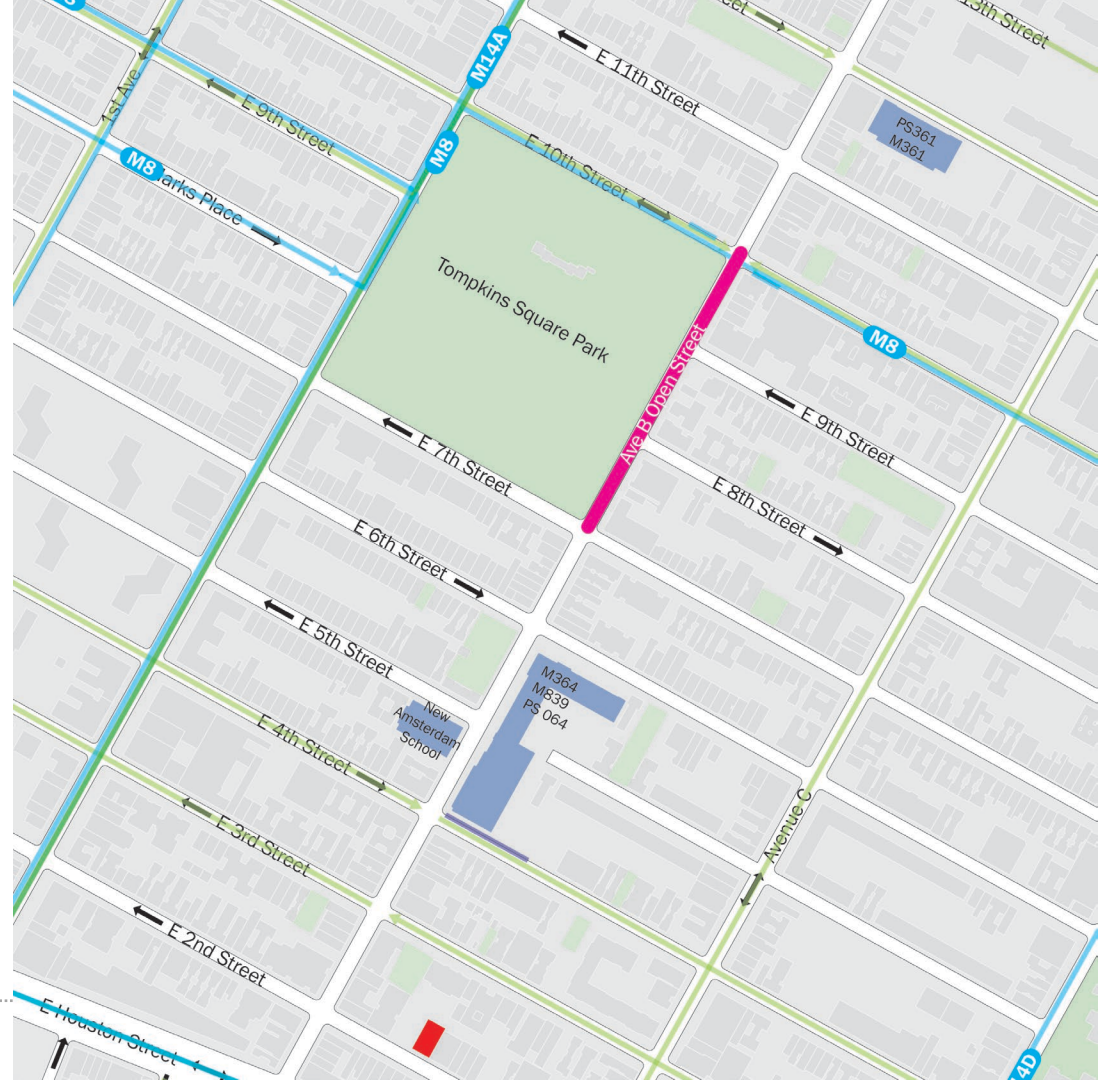
5 year cumulative crash data,
2020-2025

Proposal

2

Design Considerations

- Open Street
- Park access
- Community garden
- Access
- Multiple schools along the corridor
- Loading and deliveries
- Access to bus and bike networks
- Emergency vehicle access

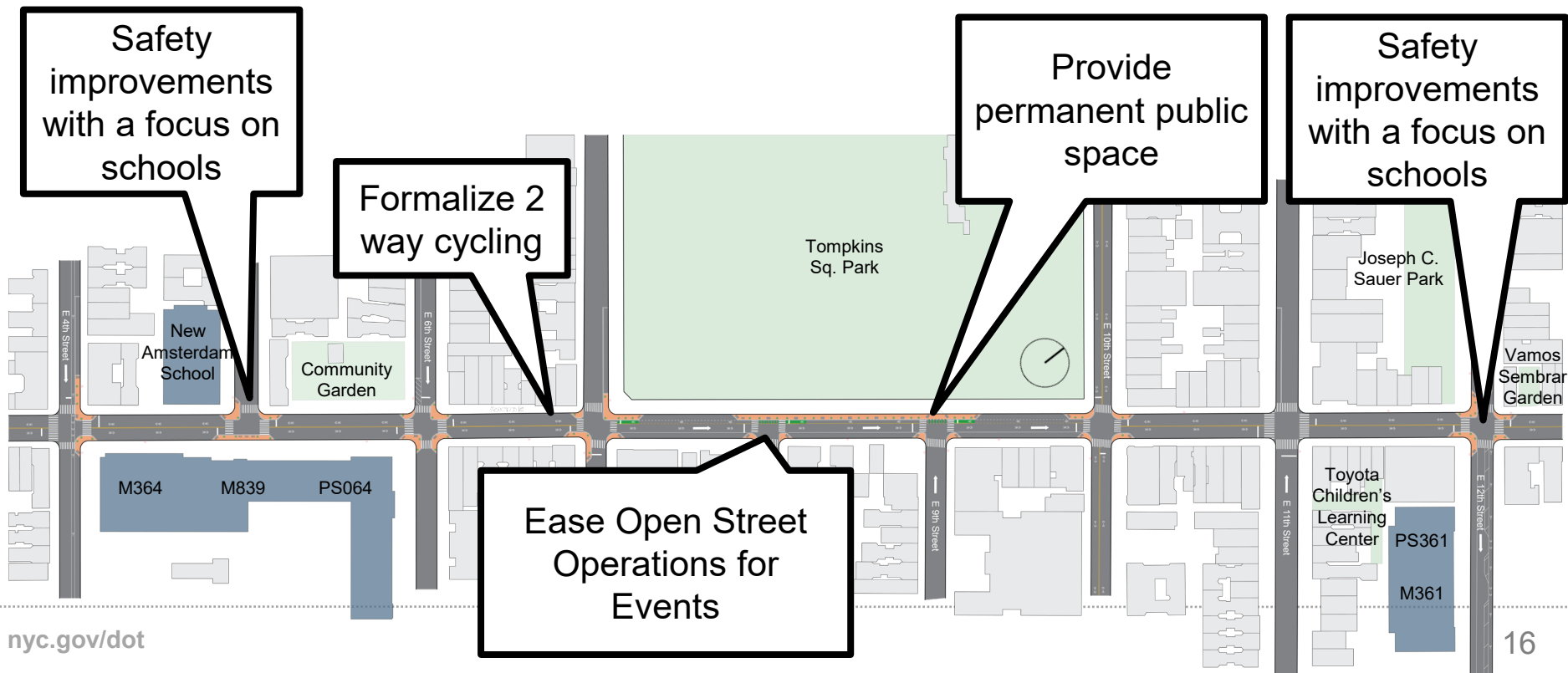


Proposal

- Building on the success of the Open Street, provide permanent public space and ease operations for larger events
- Improve safety on the corridor focusing on schools
- Formalize 2 way cycling on the corridor
- Calm traffic on the corridor to prioritize pedestrians and cyclists
- Replace Open Street barricades with design treatments



Avenue Open Street Design Proposal



Public Realm Toolkit

Flexible
Delineators

Planters and
Granite Blocks

Bike Parking

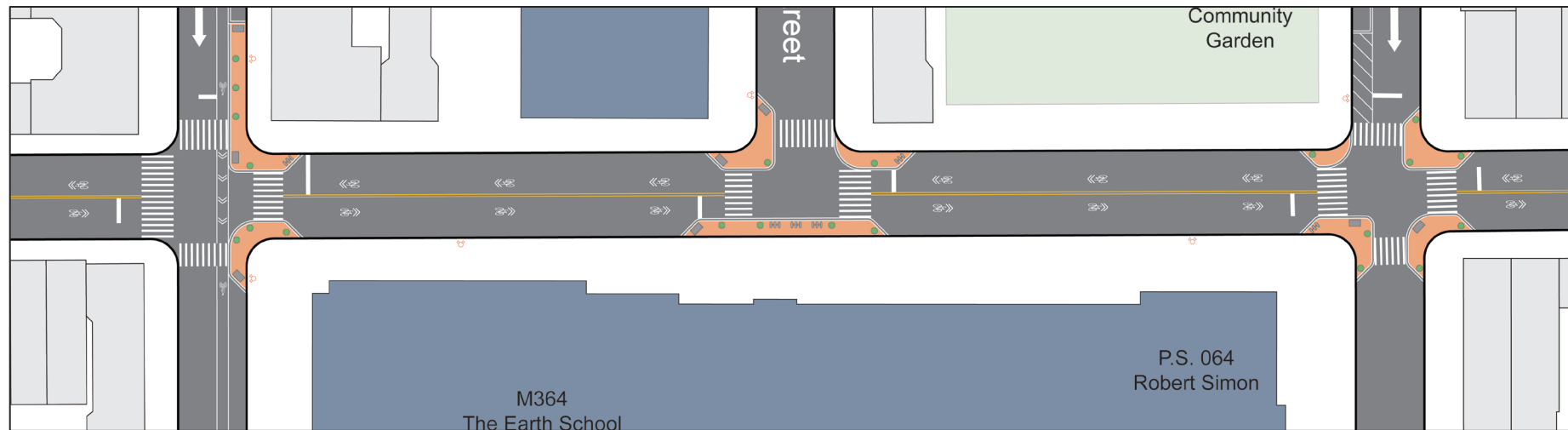
Expanded
Pedestrian
Space

Standard
Pedestrian
Markings

Bike markings
and protection

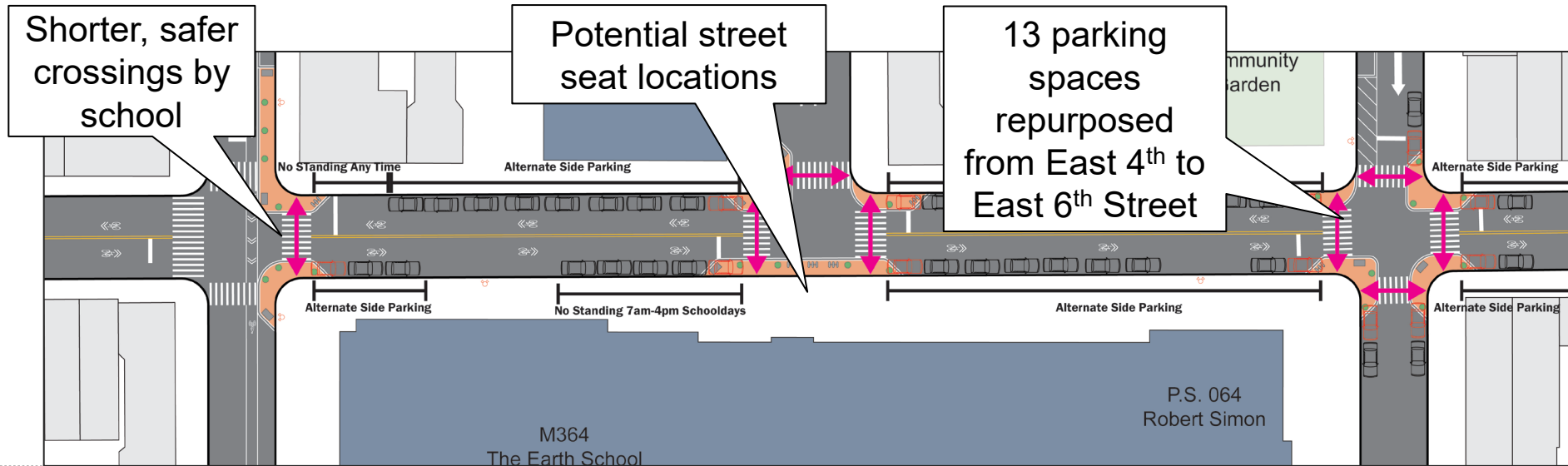
School Safety Improvements: East 4th - East 6th

- Daylighting at intersections to provide added visibility for pedestrians
- Shorten crossings
- Create space for amenities
- Maintain pick-up and drop-off access



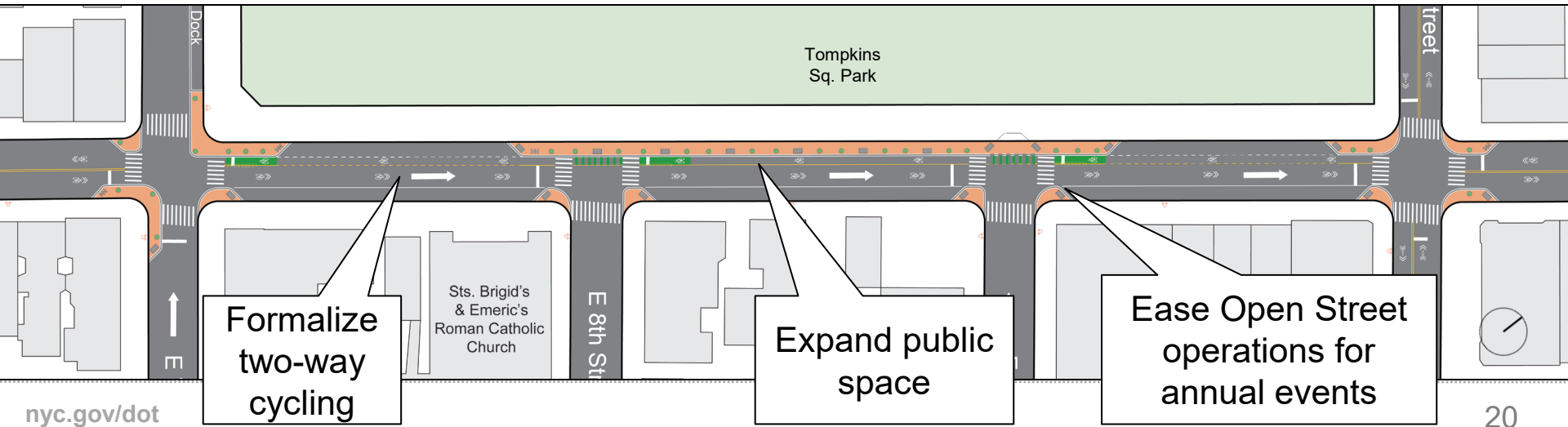
School Safety Improvements: East 4th - East 6th

- Shorten crossings
- Repurposes 13 parking spaces
- Create space for amenities like planters and granite blocks



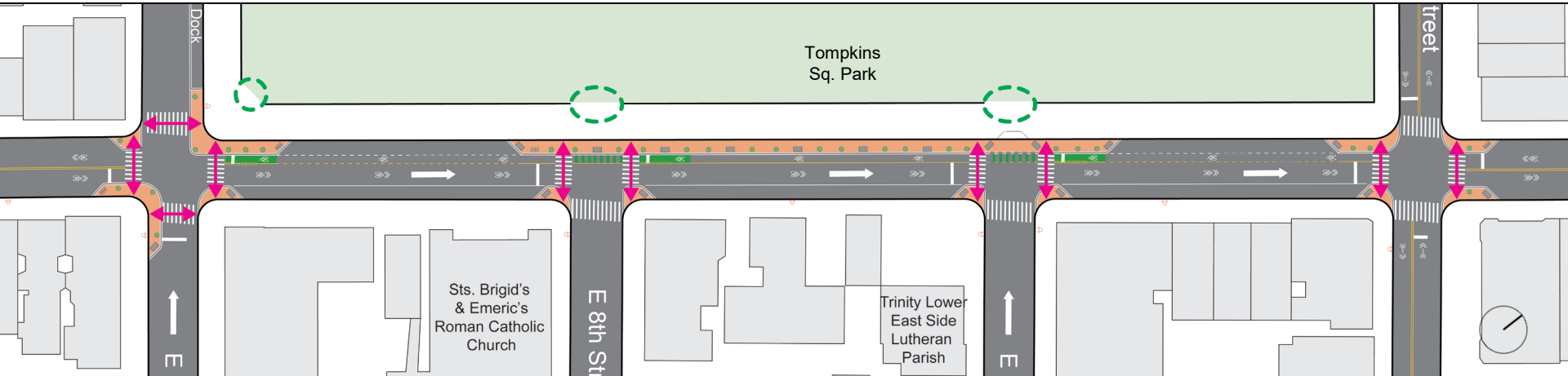
Public Realm Core: East 7th – East 10th

- Expand pedestrian space to allow passing space around pinch points by the park
- Create new public space for amenities like planters and granite blocks
- Ease Open Street operations for annual events
- Improve safety at the intersections
- Formalize 2 way cycling



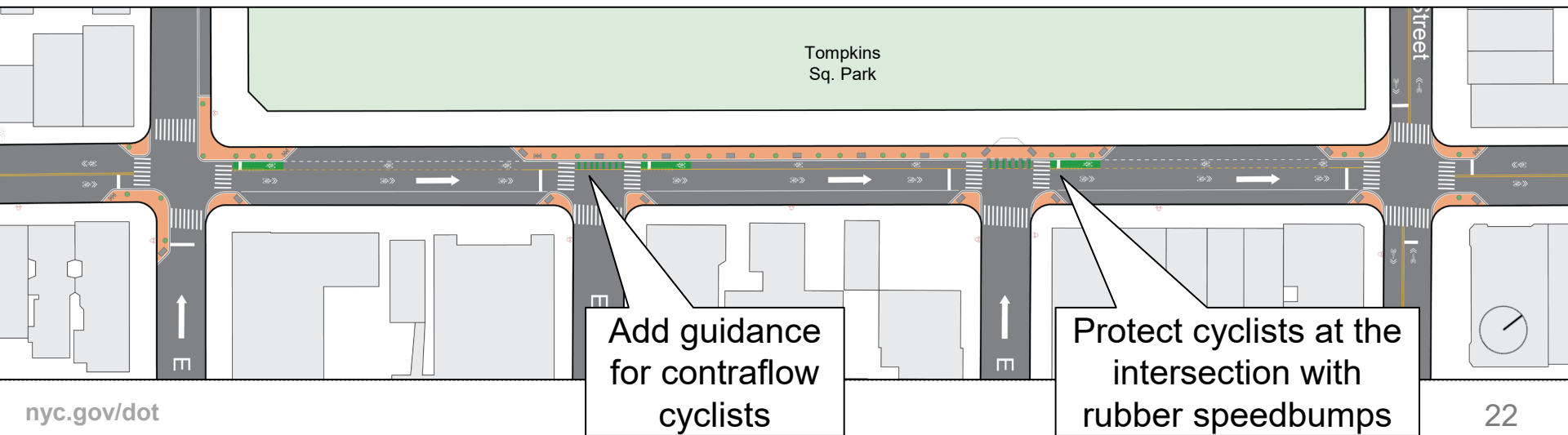
Public Realm Core: East 7th – East 10th

- Create more visibility around the three park entrances on Avenue B
- Shorten crossings
- Add more visibility for crossing pedestrians
- Create queuing space for crossing pedestrians



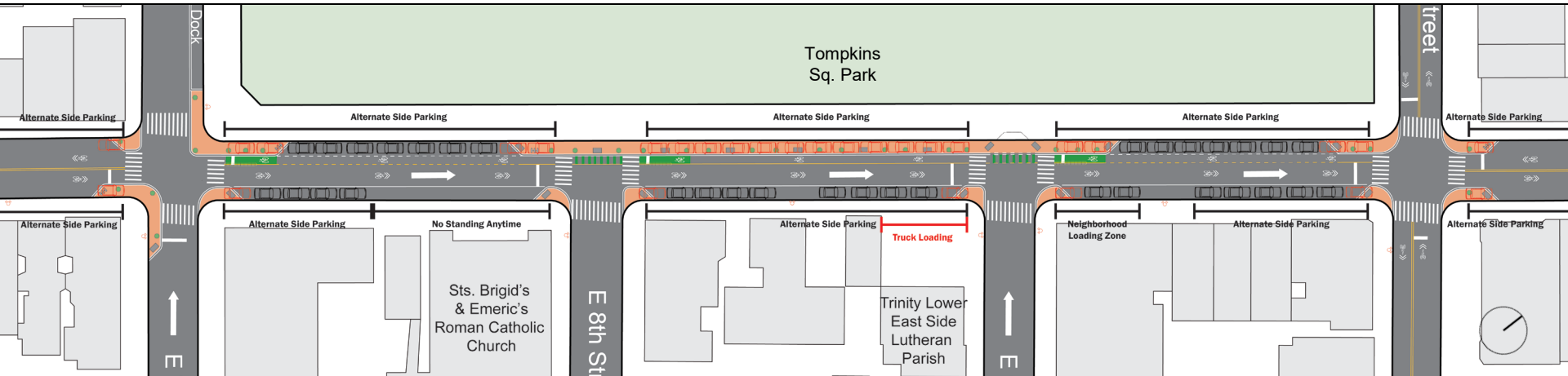
Public Realm Core: East 7th – East 10th

- Add guidance with green paint through the intersections for contraflow cyclists
- Protect contraflow cyclists with rubber speed bumps at the turns



Public Realm Core: East 7th – East 10th

- Maintains the bulk of the parking
- Repurposes 30 parking spaces for safety and pedestrian improvements



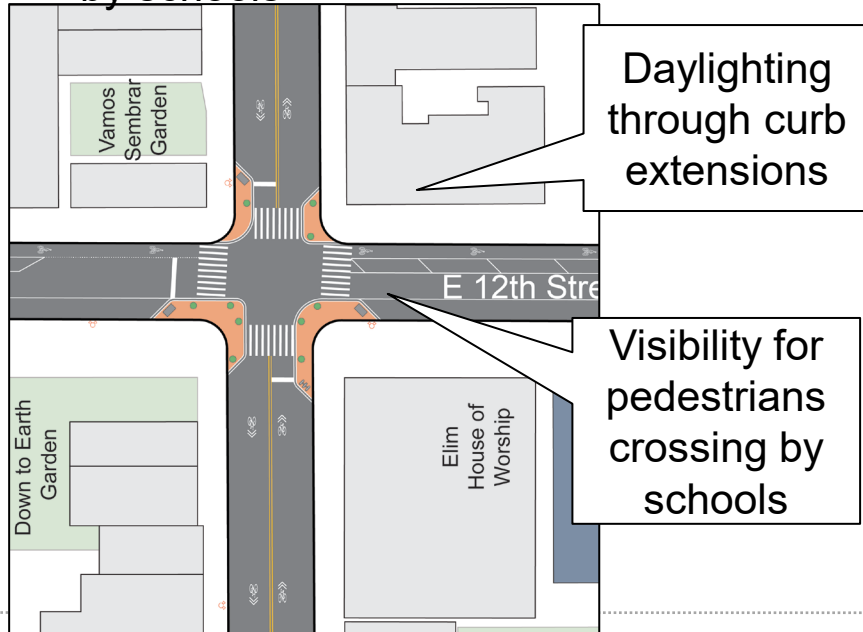
Proposed Vehicle Network Changes

- North bound one way conversion from E. 7th – E. 10th Streets
- Maintain two way vehicular access Houston – E. 7th and E. 10th – E. 14th Streets
- Two-way cycling formalized

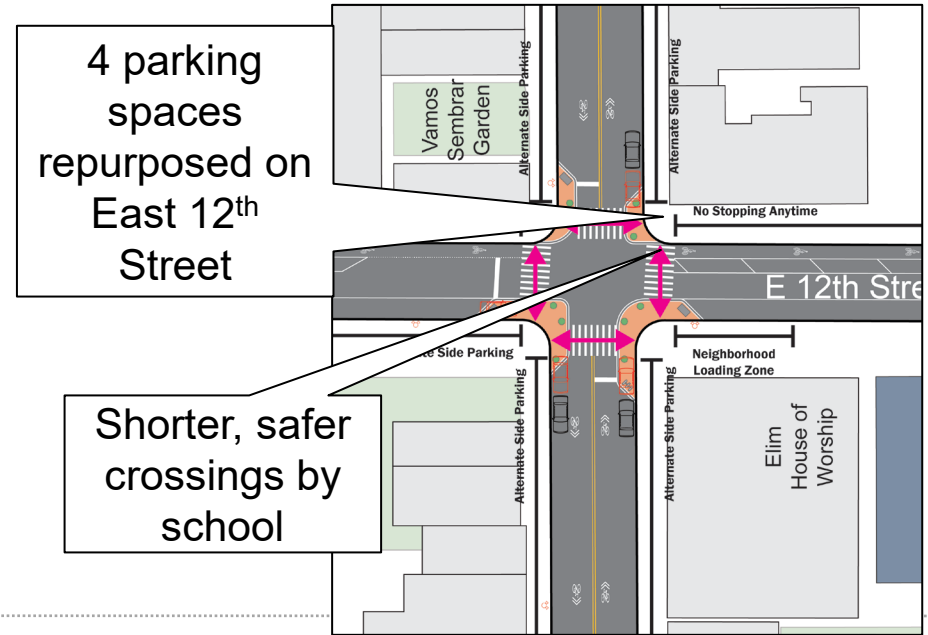


School Proposal: East 12th

- Daylighting at intersections through curb extensions
- Adds visibility for pedestrians crossing by schools



- Create shorter, safer crossings by schools
- Repurposes 4 parking spaces on East 12th Street



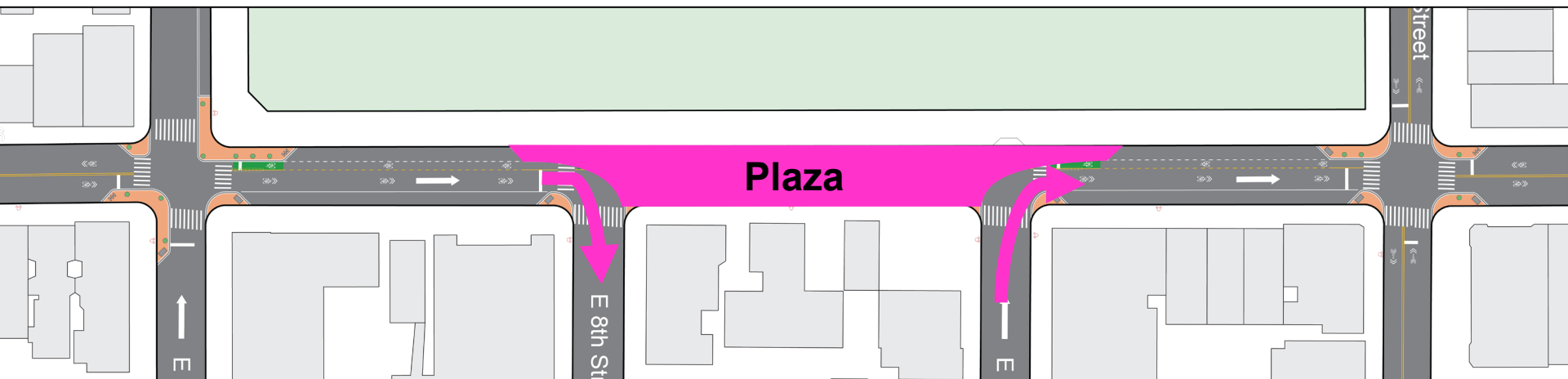
Potential Future Improvements

3

Plaza and Other Improvements

Things to Note:

- Not part of the proposal for 2025
- Requires further outreach and design conversations
- Additional traffic safety, preserving local access, etc.
- Expanded pedestrian space
- Space for programming and events
- Northbound travel lane shared by cyclists and vehicles
- No Southbound travel lane



Next Steps

4

Project Schedule

June-August	Stakeholder outreach + design scheme presentations
July 8 th	CB3 Transportation Committee
July 22 nd	CB3 Full Board
Early Fall	Implementation
Fall	Post-implementation educational outreach about changes and how to use space
Ongoing	Observations and engagement to assess impacts

Thank You!



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