



BERRY OPEN STREET

Community Board 1 - 6/30/2022



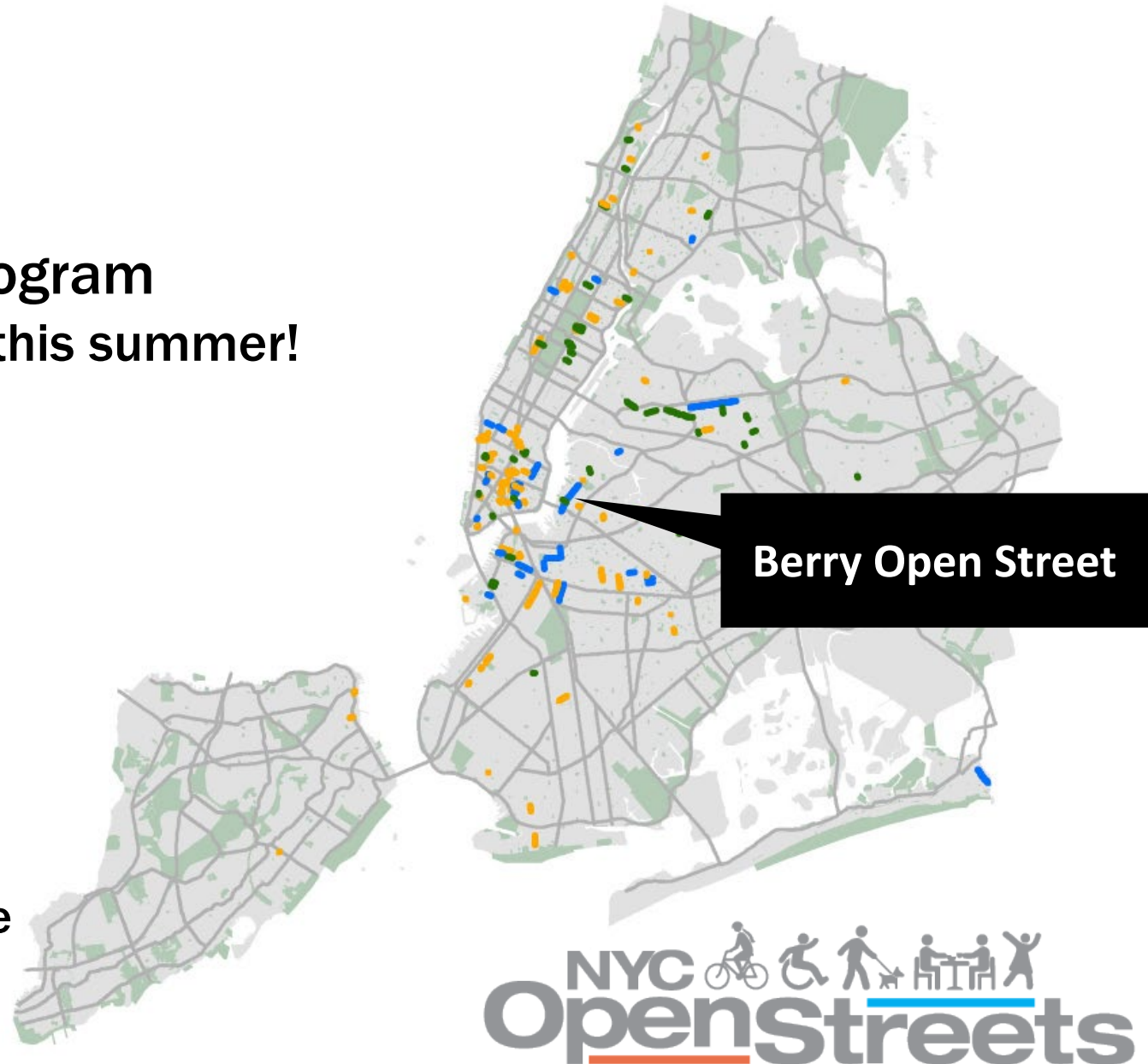
2022 Open Streets

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





Berry Open Street Background

COMMUNITY PARTNER

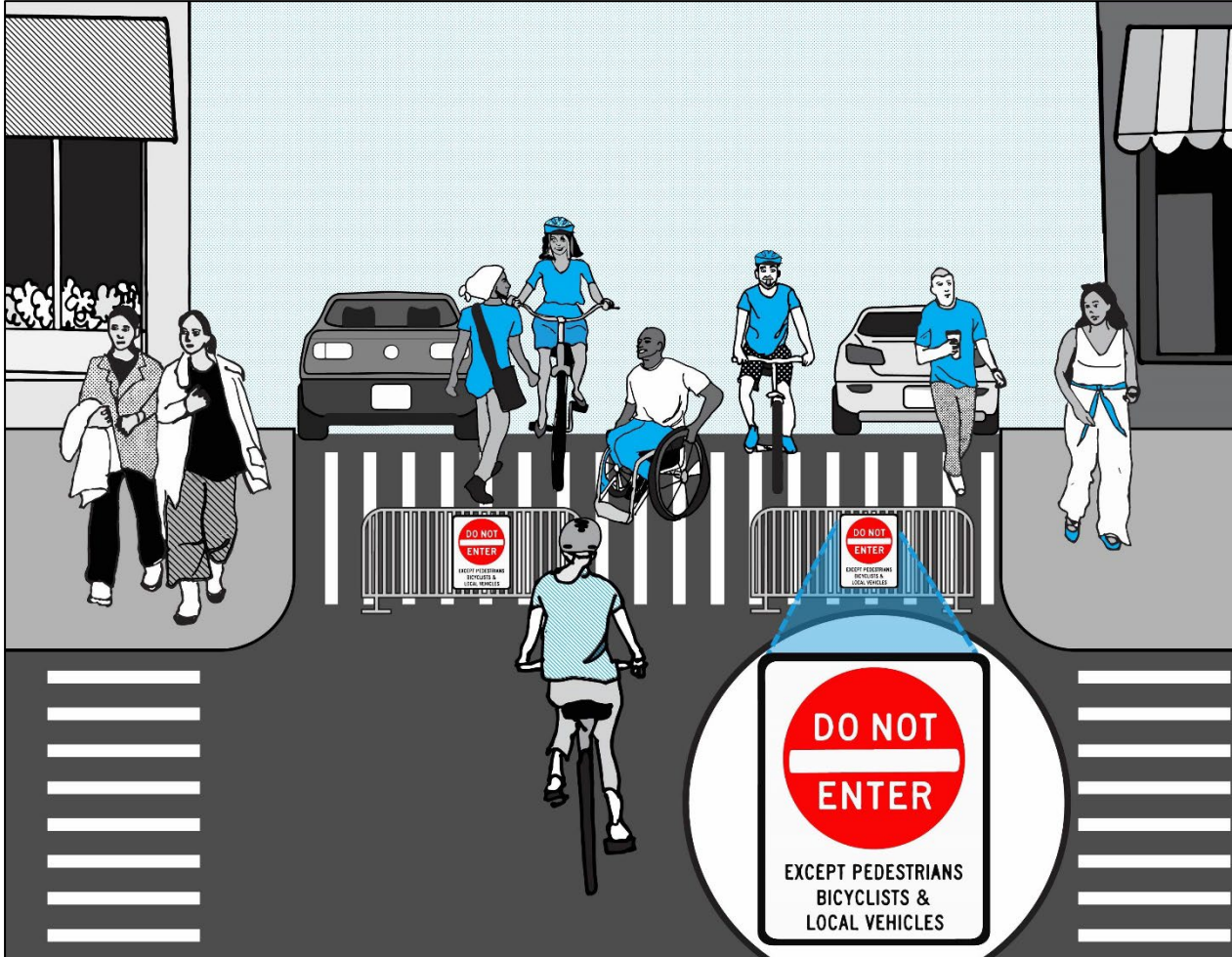


North Brooklyn Open Streets Community Coalition

- DOT partners responsible for the day to day execution of some Open Streets across North Brooklyn
- Consists of neighbors, community based organizations, businesses, and other members of the North Brooklyn 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



- Street designated for pedestrian and cyclist use and enjoyment
- Local vehicle access is allowed for limited use
- No through traffic permitted
- Parking remains (must follow ASP regs)
- Pick ups, drop offs, and loading still permitted
- Emergency access at all times

EFFORTS TO DATE

Emergency response program – May ‘20 to May ‘21

- Open Streets across North Brooklyn as an emergency response program during COVID-19 pandemic
- Launched with NYPD managed, then shifted to community partner managed model by North Brooklyn Open Streets Community Coalition

Permanent Open Streets Program – May ‘21 to present

- 2021 Local Law 55 made Open Streets permanent program in NYC
- As part of the legislation, DOT is required to evaluate existing Open Streets to determine whether any such Open Streets could benefit from additional traffic calming measures and streetscape elements.

Community engagement – Dec ‘20 to present

- Feedback survey – winter ‘21, 2,000+ responses
- Merchant survey – winter ‘21 40 responses
- Visioning workshop – winter ‘21 200+ attendees
- Community Board 1 presentations – multiples times since Dec. 2020
- In Person Design workshop – May 14, 2022

Inter-agency Coordination - Ongoing

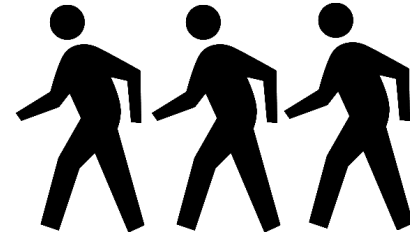
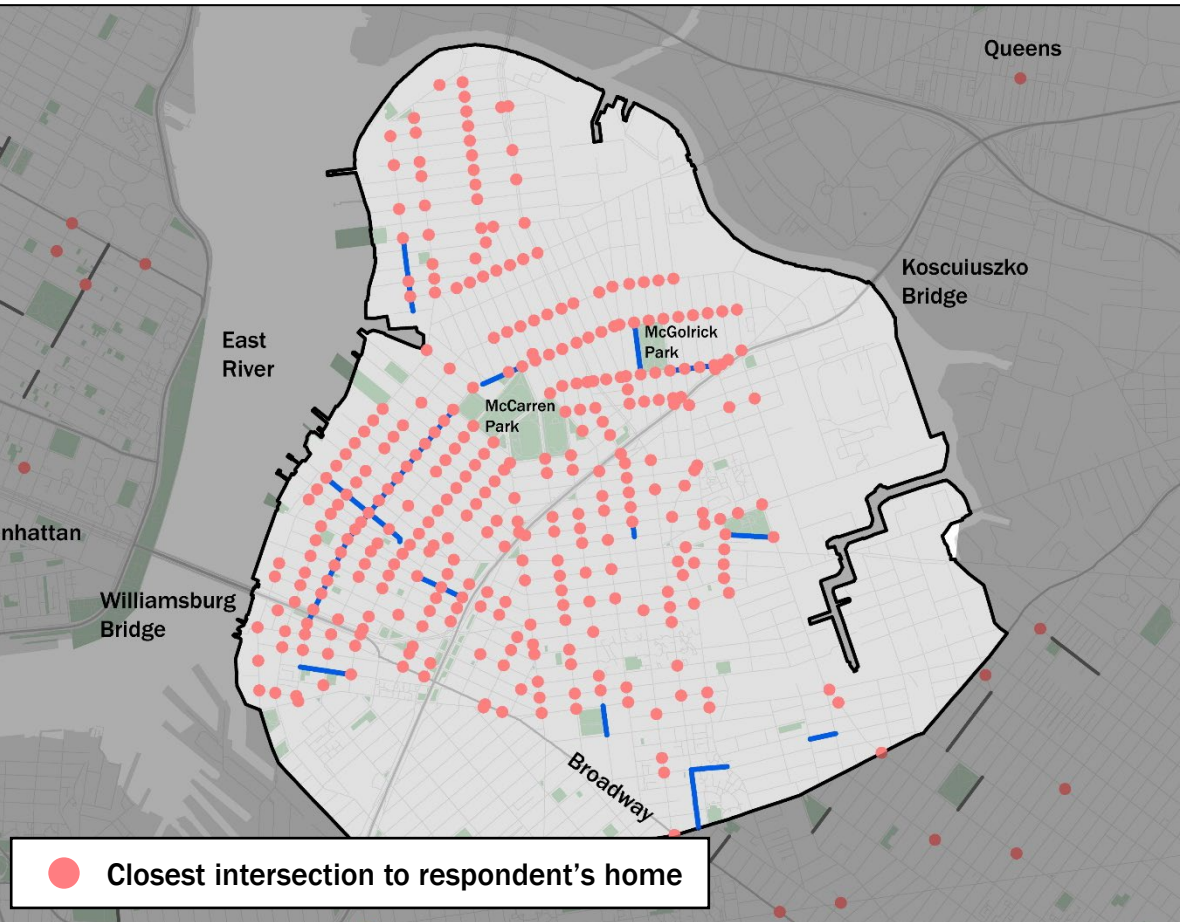
- Regular check ins with NYPD, FDNY, and other emergency service partners
- Working to operationalize Open Streets into wider city ecosystem



COMMUNITY SURVEY RESULTS

2,183

Community Survey Responses



85%

Respondents indicate they used
Open Streets while walking



77%

Respondents visit Open Streets
daily or several times a week



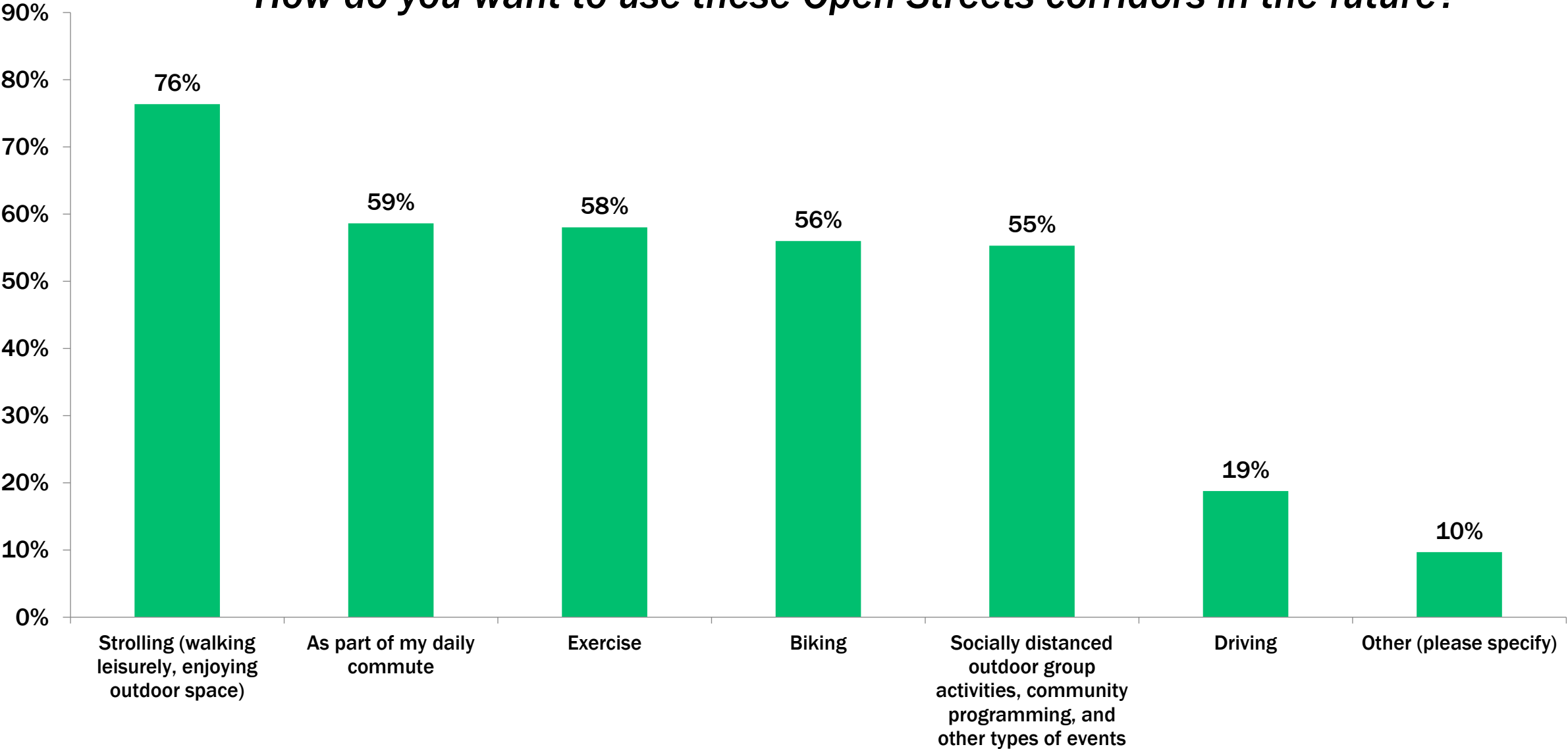
28%

Respondents indicate they used
Open Streets while driving

- 93% of respondents lived within Community Board # 1
- 38% lived on Berry St, Driggs Av, Nassau Av, or Sharon St

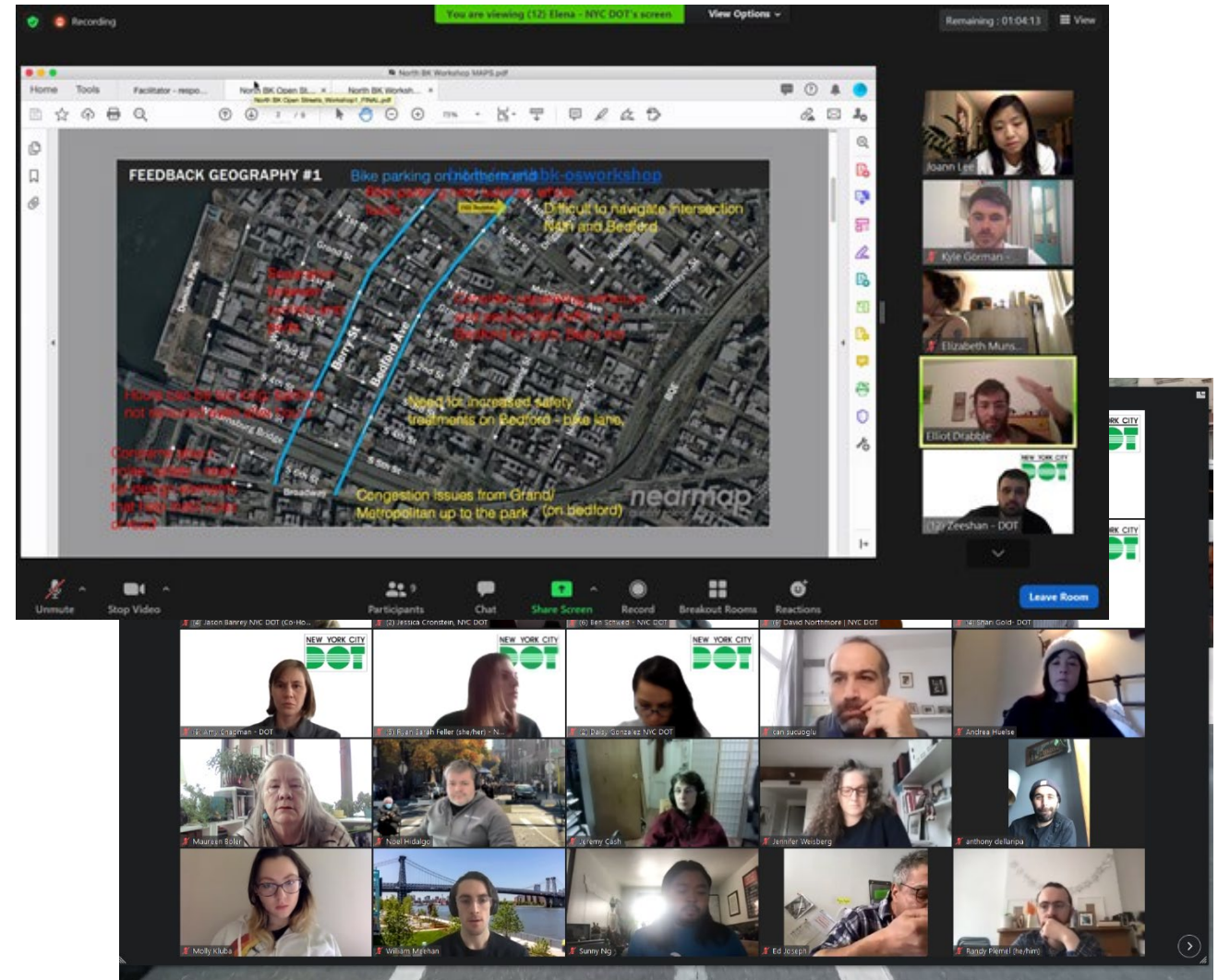
COMMUNITY SURVEY RESULTS

How do you want to use these Open Streets corridors in the future?



VISIONING WORKSHOP FEEDBACK

- Virtual workshops were held in February '21 to build on the feedback shared in the community feedback survey
- Feedback overview:
 - Open Streets have become neighborhood hubs and a tool for recovery from the pandemic
 - Lack of thru-traffic has made the street quieter and feel safer for pedestrians and cyclists
 - Need to clarify access and provide better barriers and signage for Open Streets
 - Reported instances of dangerous driving and general traffic safety concerns (even pre-COVID)



Spring '22 Workshop: 5/14

Based on the previous workshop feedback, DOT hosted another series of workshops for the community to have offer comments on design proposals for the Berry Open Street.

- Strong desire to see design solutions that codify bike and pedestrian priority and strengthen the connections between existing green spaces
- Need for dedicated loading and delivery space on the corridor
- Desire to see Berry as a local corridor, reducing thru traffic where possible
- Positive feedback on design thinking “beyond the barrier” and new street furniture and public realm amenities





Design Proposal & Operational Considerations

Vision Zero & Crash Data



- Vision Zero is a citywide initiative to eliminate death and serious injuries from traffic incidents.
- Berry Street falls within a Safe Streets for Seniors priority area

Berry Street Crash Data 2016 to 2020 (Broadway to North 12th Street)

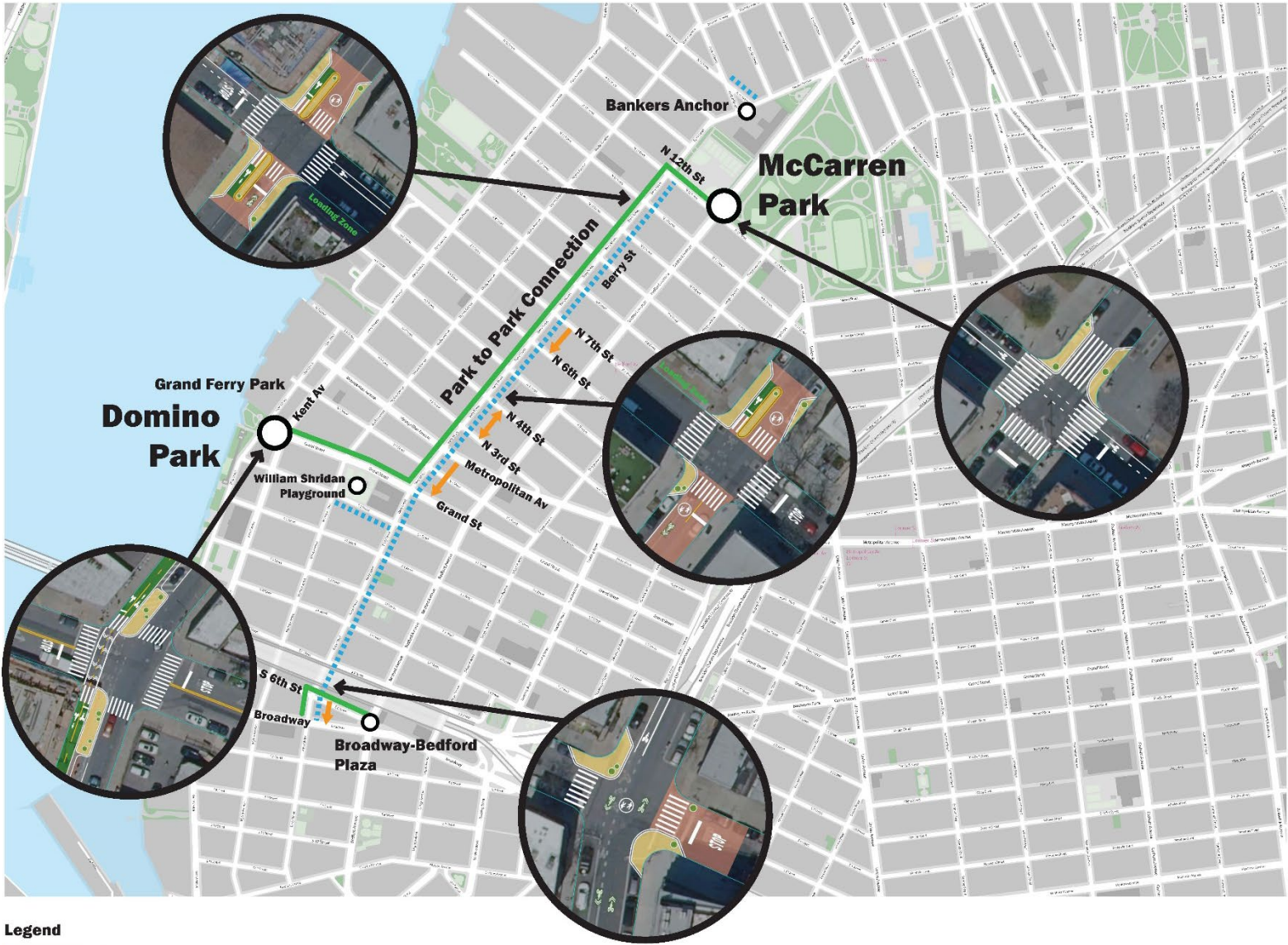
Injury Summary, 2016-2020 (5 Years)

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	21	3	0	3
Bicyclist	22	5	0	5
Motor Vehicle Occupant	71	2	0	2
Other Motorized	0	0	0	0
Total	114	10	0	10

- KSI – 11 per mile
- 2020 had the fewest number of crashes between 2016 and 2020

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

Project Proposal



- Legend**
- 2022 Focus Corridors
 - Open Streets
 - Potential Traffic Flow Change



Shared Intersections (Broadway @ 25th St)



Gateways + Two-Way Cycling (Sommerville, MA)



Open Street Management & Operations

Berry 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
- Berry proposal builds on the success of Open Streets and codifies design for bike/pedestrian priority

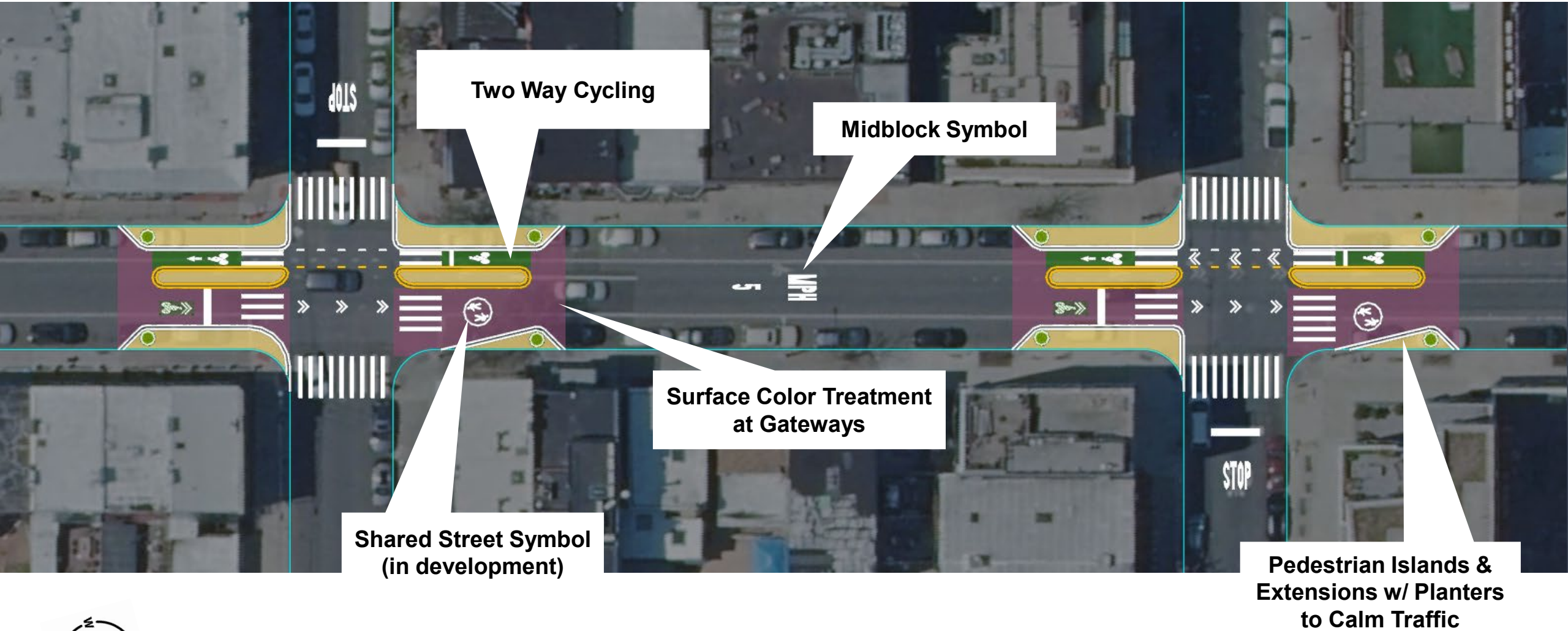
Design elements include:

- 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



Berry Bike Boulevard (Typical Block Elements)



Berry Bike Boulevard (Traffic Flow Reversals)

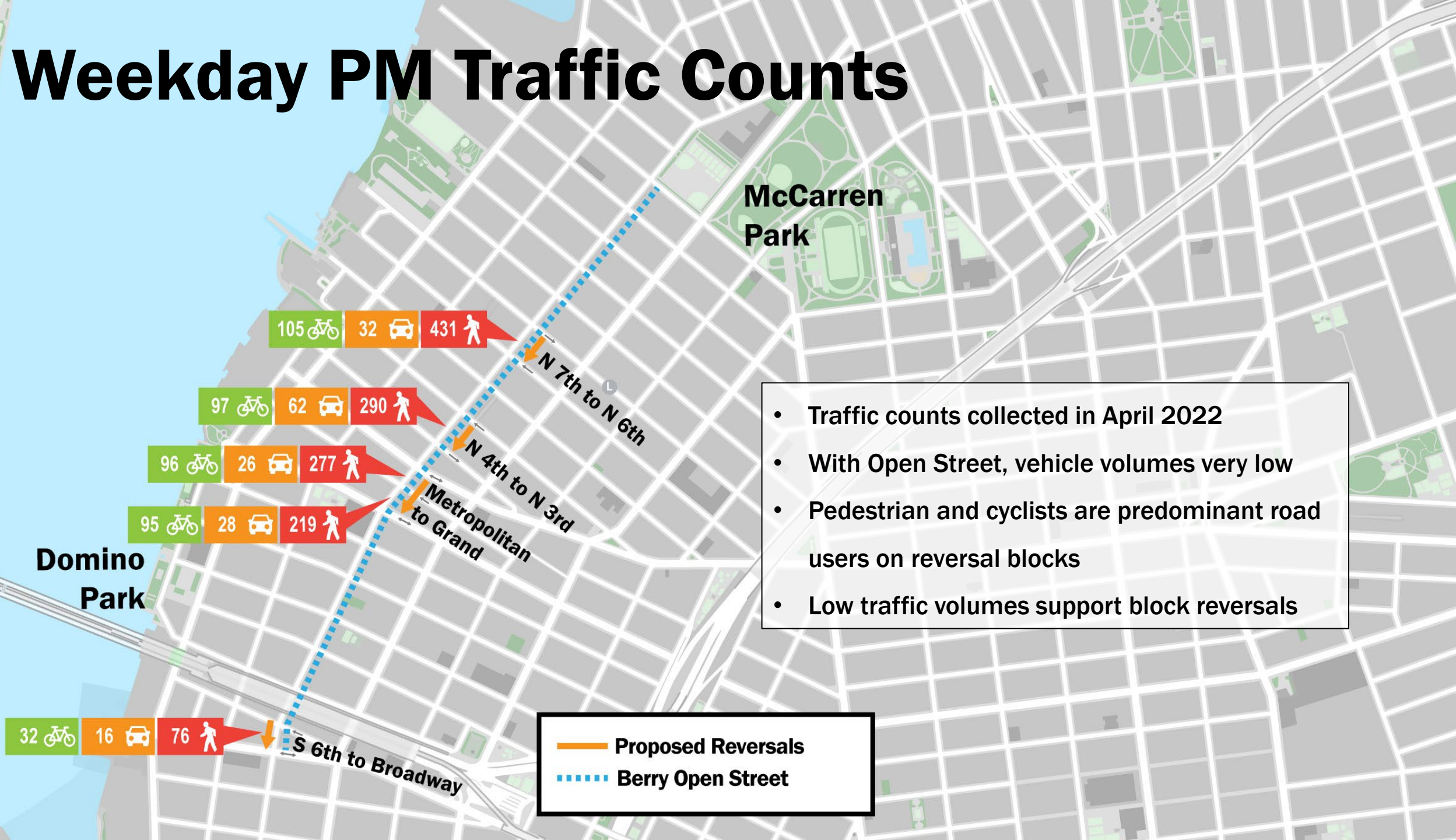


Reversing traffic for a block or two at a time breaks up through-traffic while leaving local access fully intact.

Factors that influence where reversals occur:

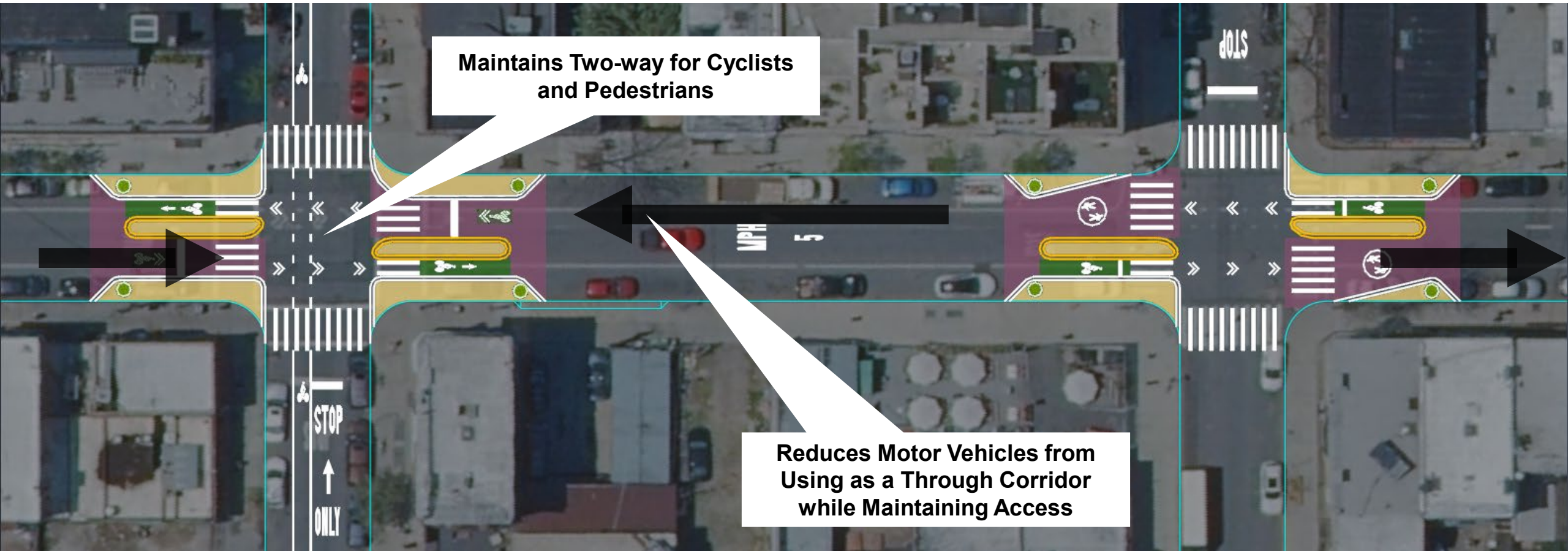
- Blocks upstream in the corridor are most effective at reducing volumes.
- The largest reduction is on reversed blocks themselves, thus beneficial where pedestrian use is particularly high or where there are nearby destinations such as the Bedford L station.
- Where the roadway slopes down, reversals are effective in reducing the speed of motor vehicles.

Weekday PM Traffic Counts



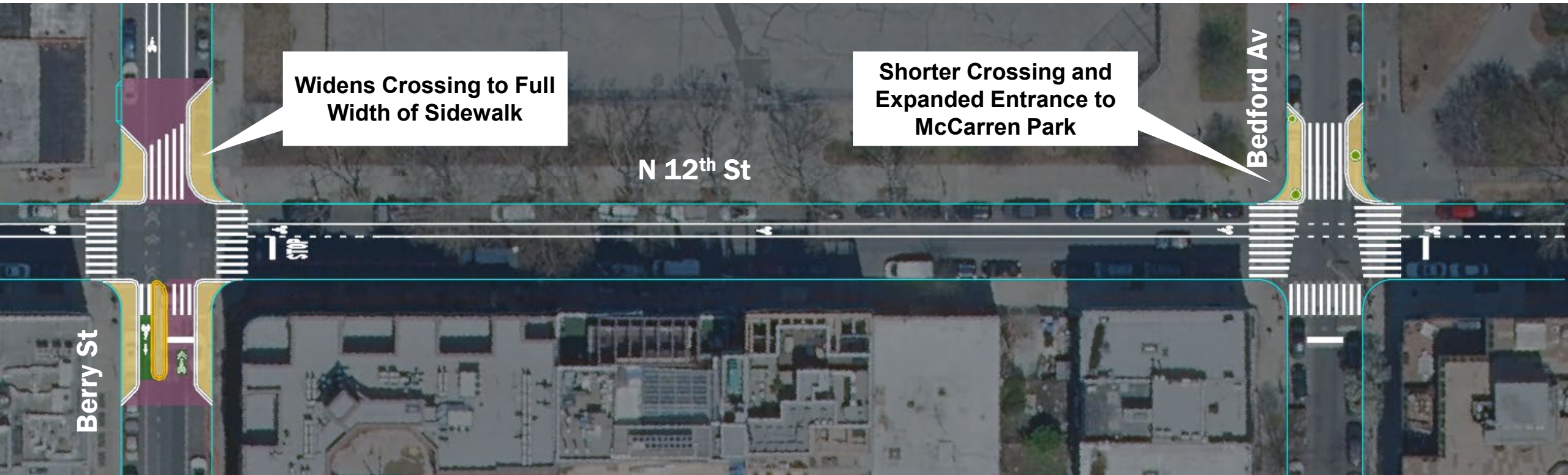
- Traffic counts collected in April 2022
- With Open Street, vehicle volumes very low
- Pedestrian and cyclists are predominant road users on reversal blocks
- Low traffic volumes support block reversals

Berry Bike Boulevard (Typical Reversal Block)



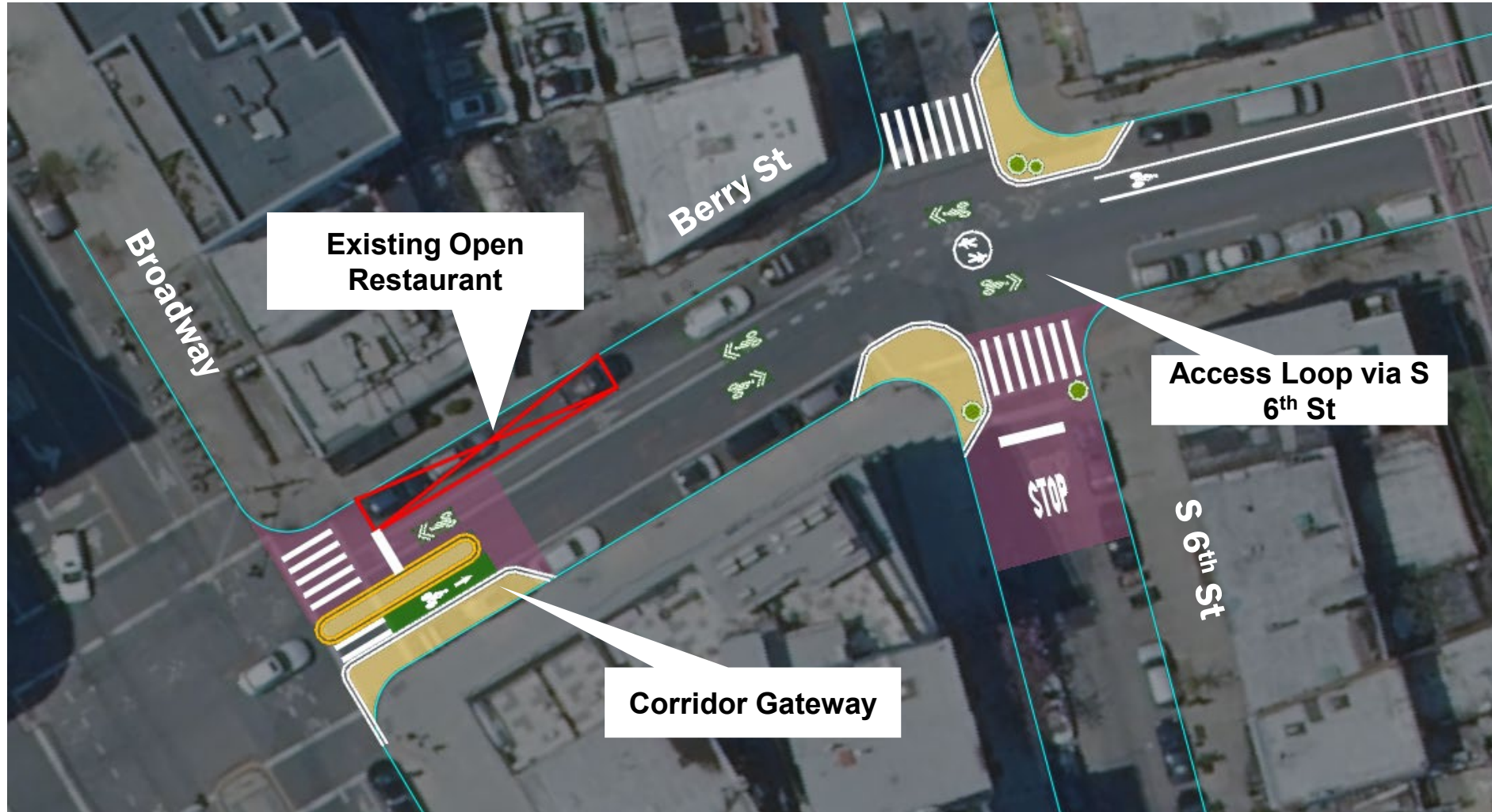
Berry Bike Boulevard

(Northern Gateway at N 12th Street)



Berry Bike Boulevard

(Southern Gateway at Broadway and S 6th St)



Improvements at Grand St & Kent Ave



Delivery Access and Curb Management

Problem



Solution



Shared Streets – Union Square



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Street Furniture - Lower East Side



NEXT STEPS

Summer/Fall 2022

- Project implementation
- Ongoing evaluation and outreach
- Post implementation feedback survey

2023

- Continued public engagement
- Berry: S 5th to Grand St project
- Continued North Brooklyn Public Realm Visioning

Long term

- Capital project visioning





THANK YOU!

Email openstreets@dot.nyc.gov with any questions or to provide further feedback