



Decatur Ave Open Street Upgrade

Bronx Community Board 7 Municipal Services Committee
March 5, 2026

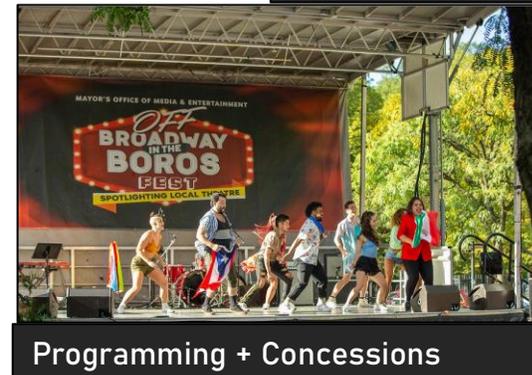


Agenda

- NYC Department of Transportation-Public Realm Introduction
- Review Schedule
- Project Context & Outreach Summary
- Design Possibilities
- Review Design Proposal
- Feedback and Questions



Public Realm Process & Mission & Initiatives



What We Can Do: NYC DOT Toolkit



Project Context



Project Schedule

2025

June	NW Bronx Comprehensive Planning Outreach
August	Open Street Schedule Ended for the season Partner Project Kick-off

2026

Fall	Ongoing Partner Coordination Stakeholder Engagement Internal DOT Coordination
Winter	Design Development & Internal DOT Coordination Ongoing Partner Coordination Stakeholder Engagement
Spring - Summer	Internal DOT Coordination Ongoing Partner Coordination Stakeholder Engagement Community Board Presentation (March 2026) Proposed Implementation (May or June 2026 TBD) Open Street Opens (July 2026)

Project History

Decatur Block Association Open Street

- **Established Open Street 2024:** Decatur Block Association galvanized support and worked with NYC DOT Public Realm Programming and Partnerships team to establish the Open Street
- **Open Street Operations:** Tuesday- Friday, 12:00 pm – 5:00 pm, July - August
- **Decatur Block Association vision:** to create a safe place for the children and older adults to be in community together



Decatur Ave Open Street Programming

Neighborhood Context

Within a quarter mile of Decatur Ave



13% of Residents are Older Adults



26% of Residents are Under 18

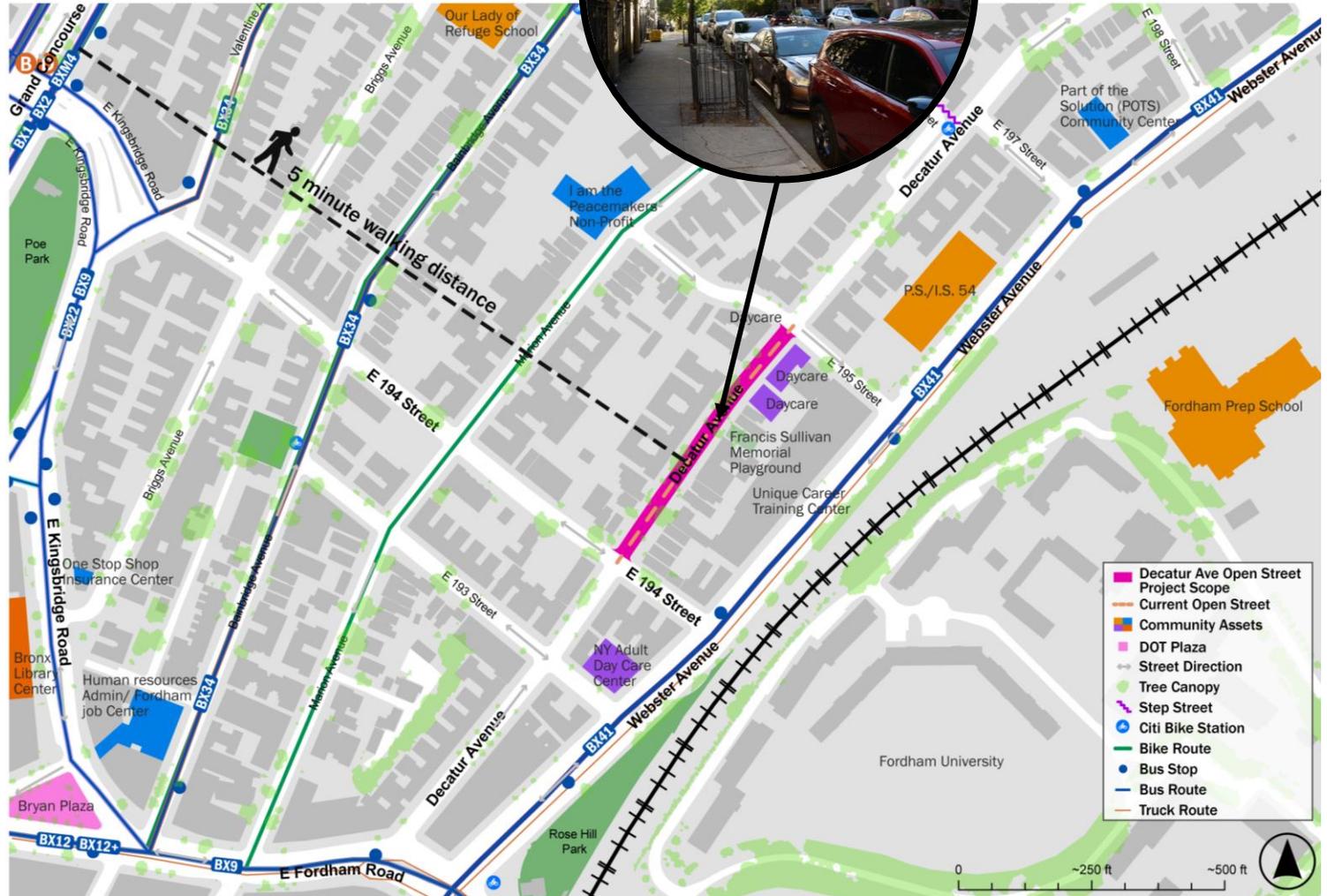


62% of Residents take Public Transit to Work



71% of Workers Live in Households with No Vehicle

Data Source: 2019-2023 American Community Survey 5-Year Estimates



Vision Zero

5 Year Crash Summary

- Injuries involve young adults, adults, and senior age groups
- Nearby corridors have low-mid range traffic counts

Injury Summary, 2020-2024 (5 Years)

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	3	1	0	1
Bicyclist	0	0	0	0
Motor Vehicle Occupant	3	0	0	0
Motorized Two-Wheelers	1	0	0	0
Total	7	1	0	1

Data Source: NYPD Safety Data (2020-2024)



Decatur Ave Slope

Street Ends

- Must be in paint due to catch basins, so that water can flow through



Highest Point of the Street

- Can be constructed in concrete
- Concrete location must work with utility locations



Outreach Summary



Outreach to Date

Monthly Partner Check Ins Stakeholder engagement

Tabling at Juneteenth Block Party – June 2025

- Performed by Public Realm team in partnership with Decatur Block Association
- Key Takeaways
 - Decatur Ave Block has a strong and diverse community and feels safe (public safety)
 - **Lack of quality open space.** Community desire for more public space to gather and be in community together on Decatur Ave - nearby parks feel dangerous and not well maintained
 - **Desire for more public space amenities** like greenery and seating
 - **Speeding on Decatur Ave** feels consistent but see increase when Open Street schedule ends



Design Possibilities



Open Street Upgrade Example– Jennings Open Street, Crotona Park East, Bronx

BEFORE & AFTER



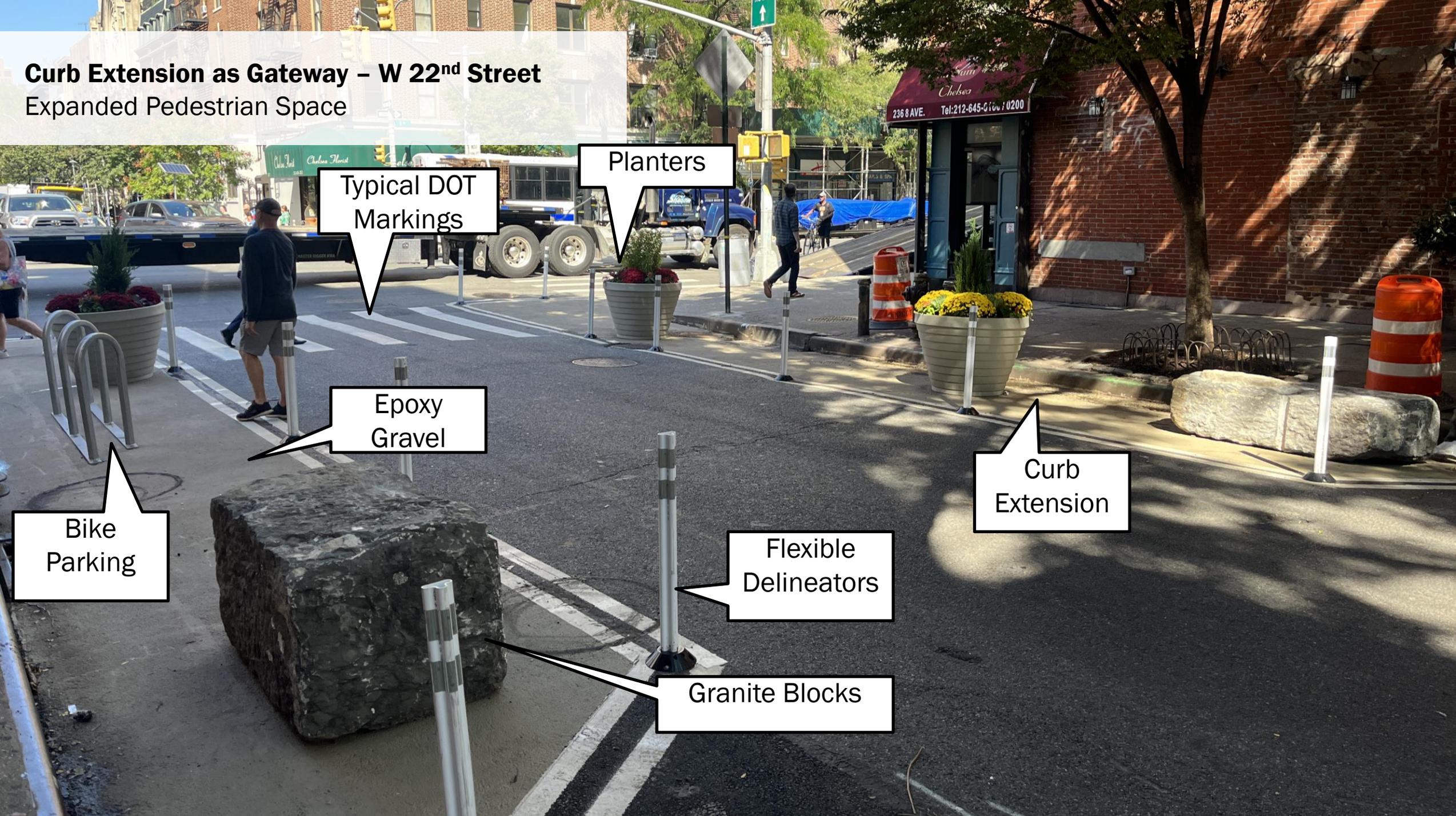
Open Street Upgrade Example– Jennings Open Street, Crotona Park East, Bronx

BEFORE & AFTER



Curb Extension as Gateway – W 22nd Street

Expanded Pedestrian Space



Typical DOT Markings

Planters

Epoxy Gravel

Bike Parking

Granite Blocks

Flexible Delineators

Curb Extension

Mid-Block Traffic Calming – Sharon Street

Expanded Pedestrian Space (HUG)

Flexible
Delineators

Granite Blocks

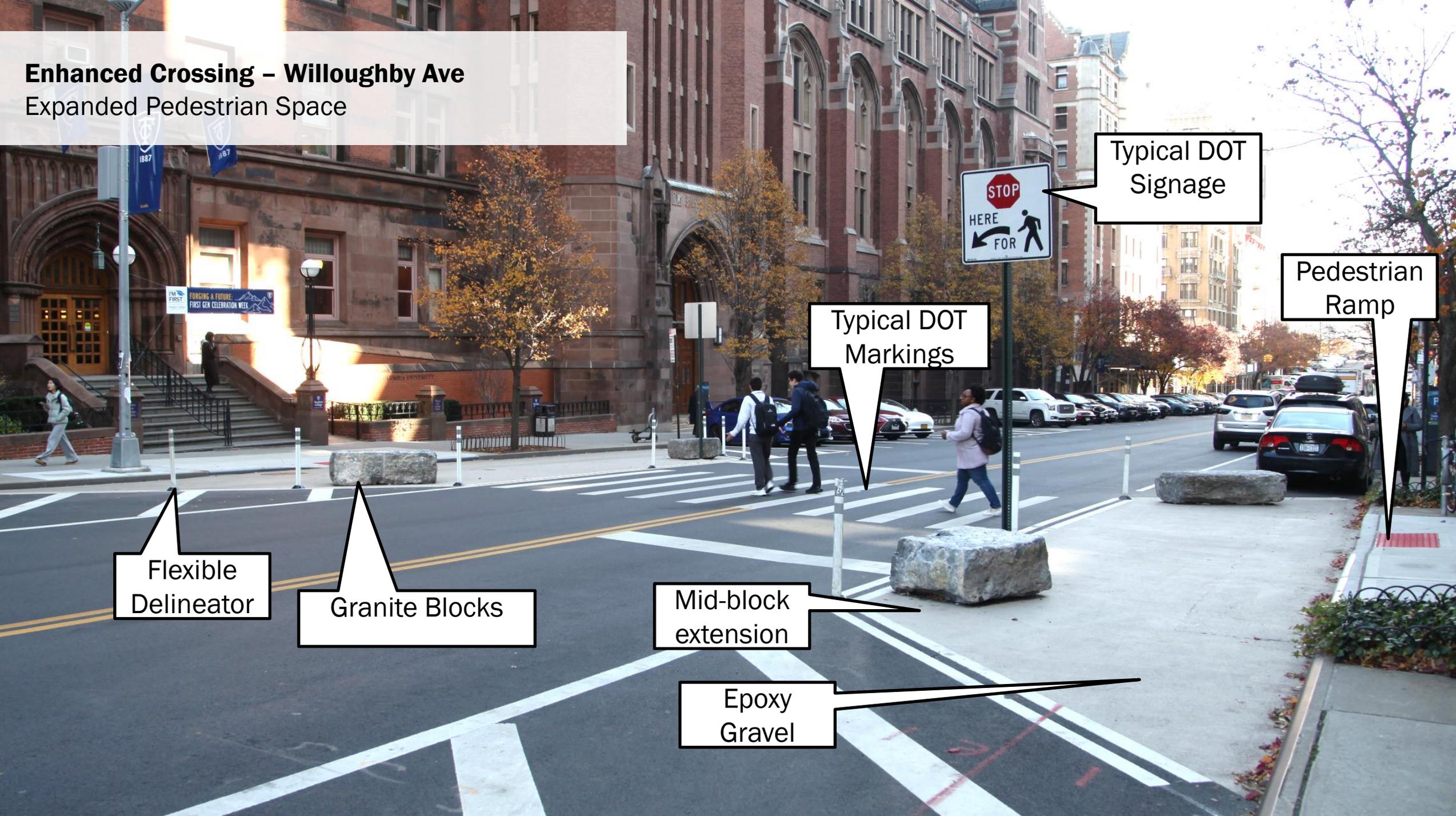
Mid-block
curb extension
(HUG)

Planters



Enhanced Crossing – Willoughby Ave

Expanded Pedestrian Space



Flexible Delineator

Granite Blocks

Mid-block extension

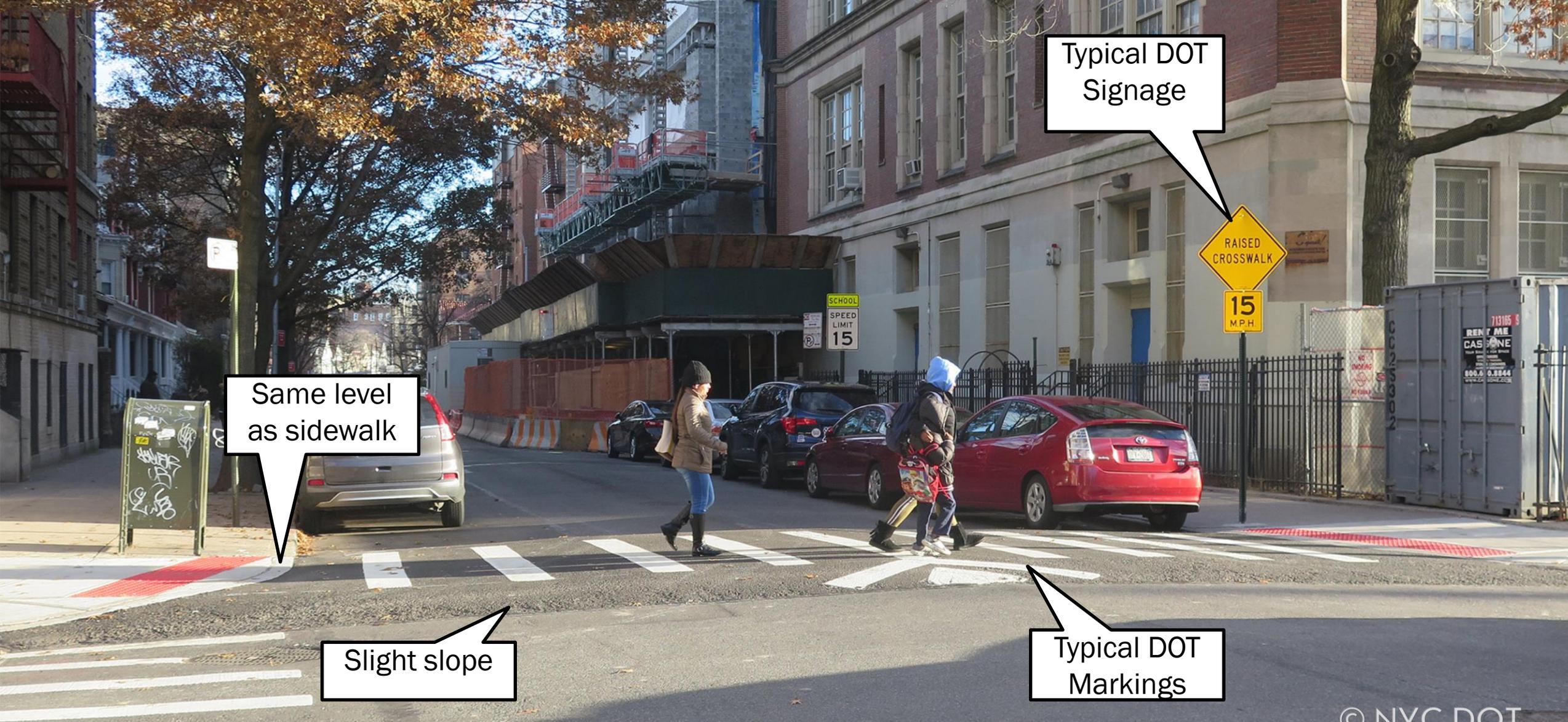
Epoxy Gravel

Typical DOT Markings

Typical DOT Signage

Pedestrian Ramp

Raised Crosswalk – Briggs Ave and E 196th St



Typical DOT Signage

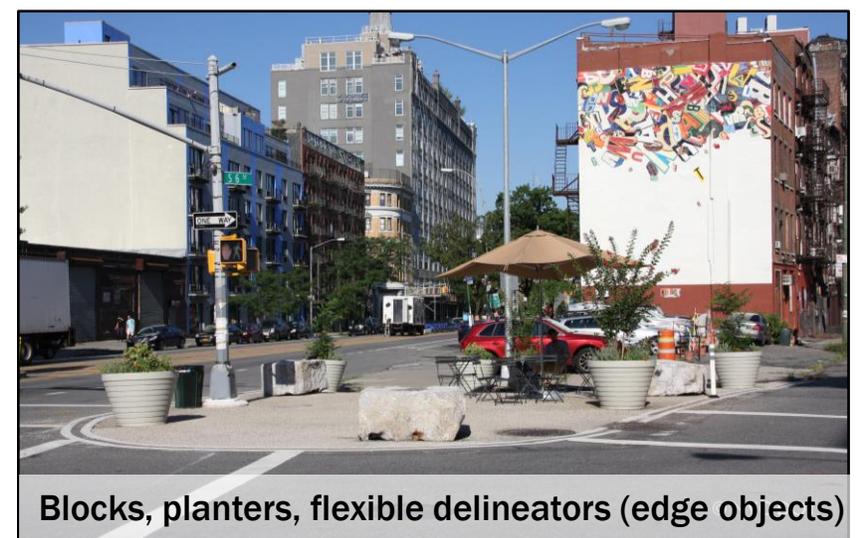
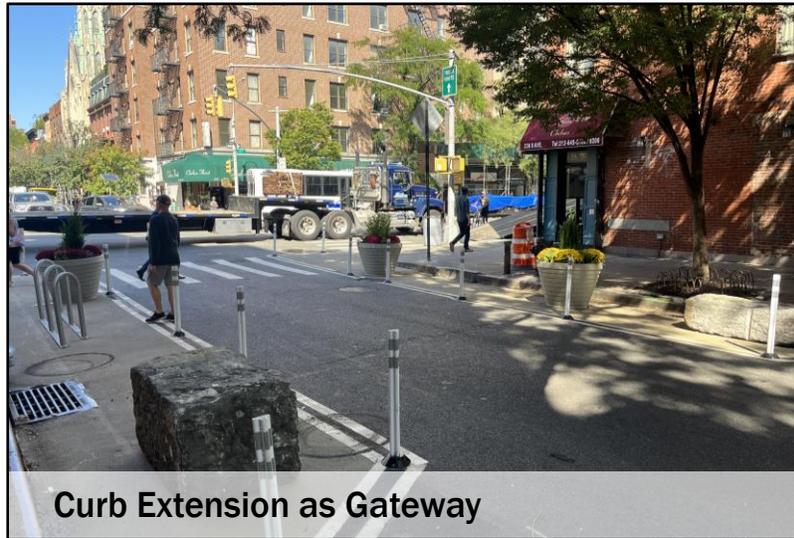


Same level as sidewalk

Slight slope

Typical DOT Markings

Decatur Ave Toolkit



Project Goals

- ✓ Increase public space
- ✓ Create safer crossings
- ✓ Reduce speeding on street
- ✓ Provide more greenery and public space amenities
- ✓ Support Open Street programming

Design Proposal

- Optimizing Open Space and Pedestrian Safety
- Mid-Block Enhanced Crossing with Raised Crosswalk

← = Building or Park Entrance



(1) Concrete Mid-Block Extension with Raised Crosswalk



Shorter pedestrian crossing that slows cars down as they enter the block

Extended tree pits filled with low plantings for added greenery

Traffic mitigation & expanded public space before mid-block crossing

Provide accessible mid-block enhanced and raised crossing on long Decatur Ave block

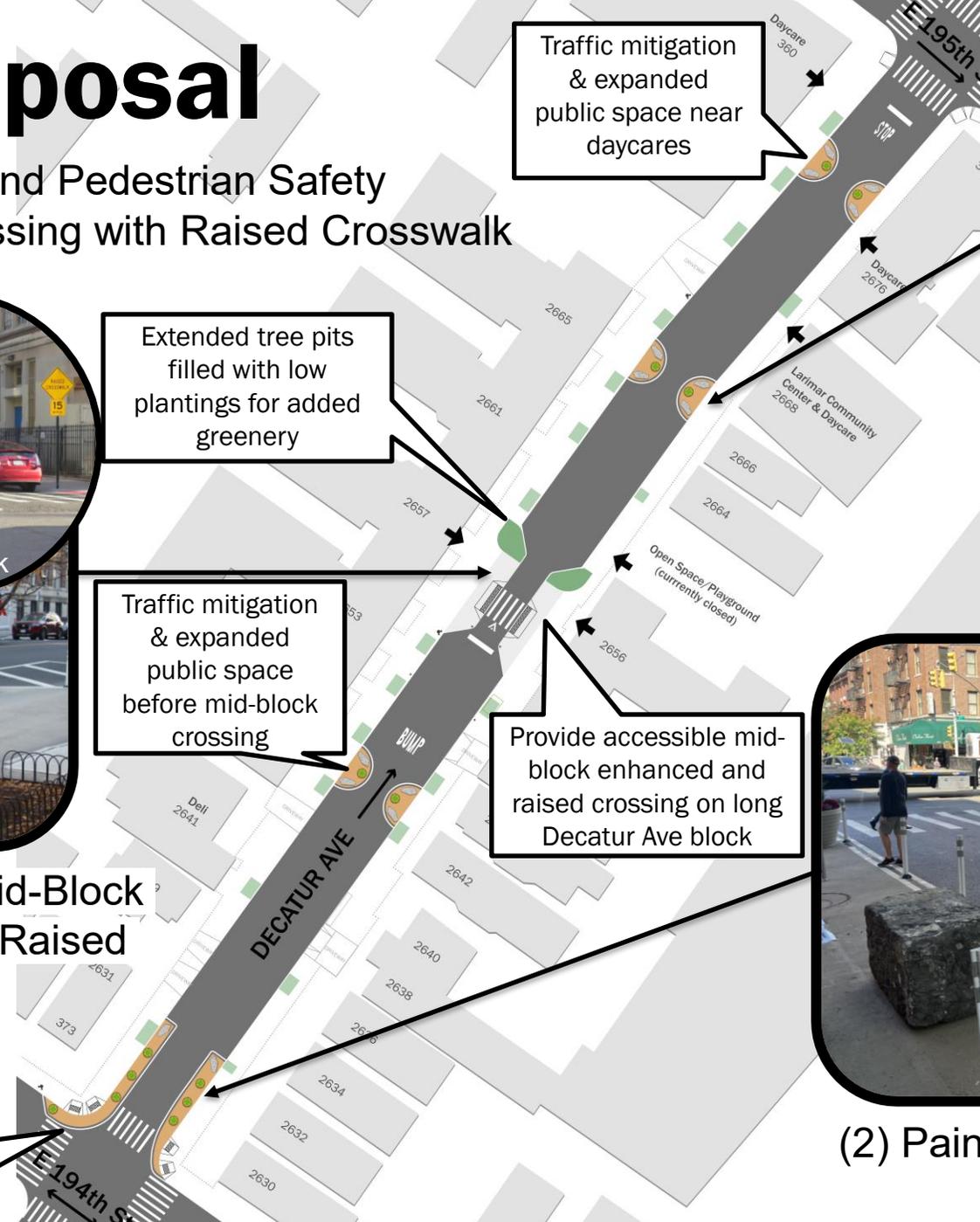
Traffic mitigation & expanded public space near daycares



(3) HUGS or Mid-Block Painted Curb Extensions



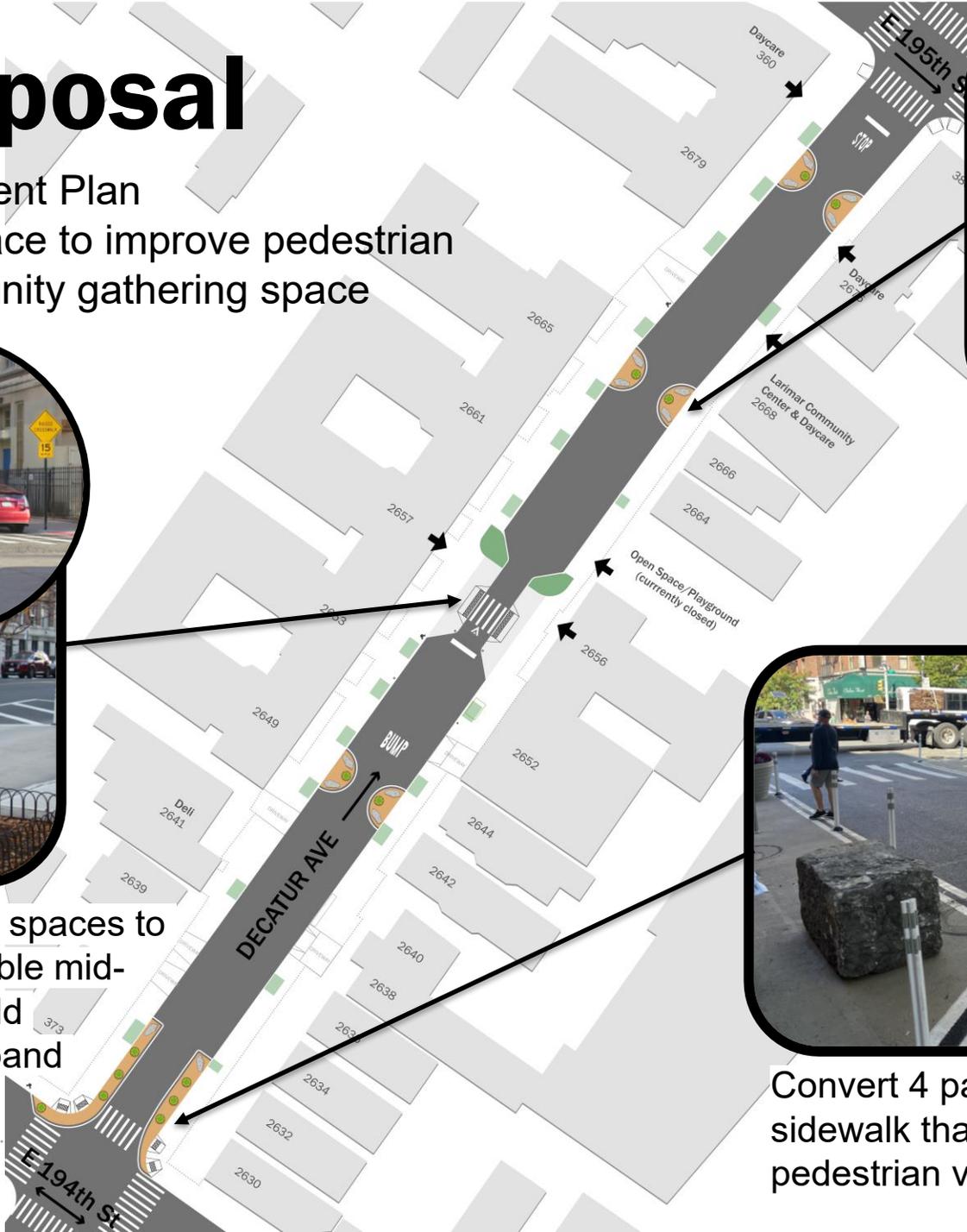
(2) Painted curb extensions as Gateways



Design Proposal

- Proposed Curb Management Plan
- Re-allocating curbside space to improve pedestrian safety and expand community gathering space

↖ = Building or Park Entrance



Convert 6 parking spaces to expanded community gathering space that slows traffic and increases pedestrian visibility



Raised Crosswalk



Concrete

Convert 6 parking spaces to create an accessible mid-block crossing, add greenery, and expand sidewalk

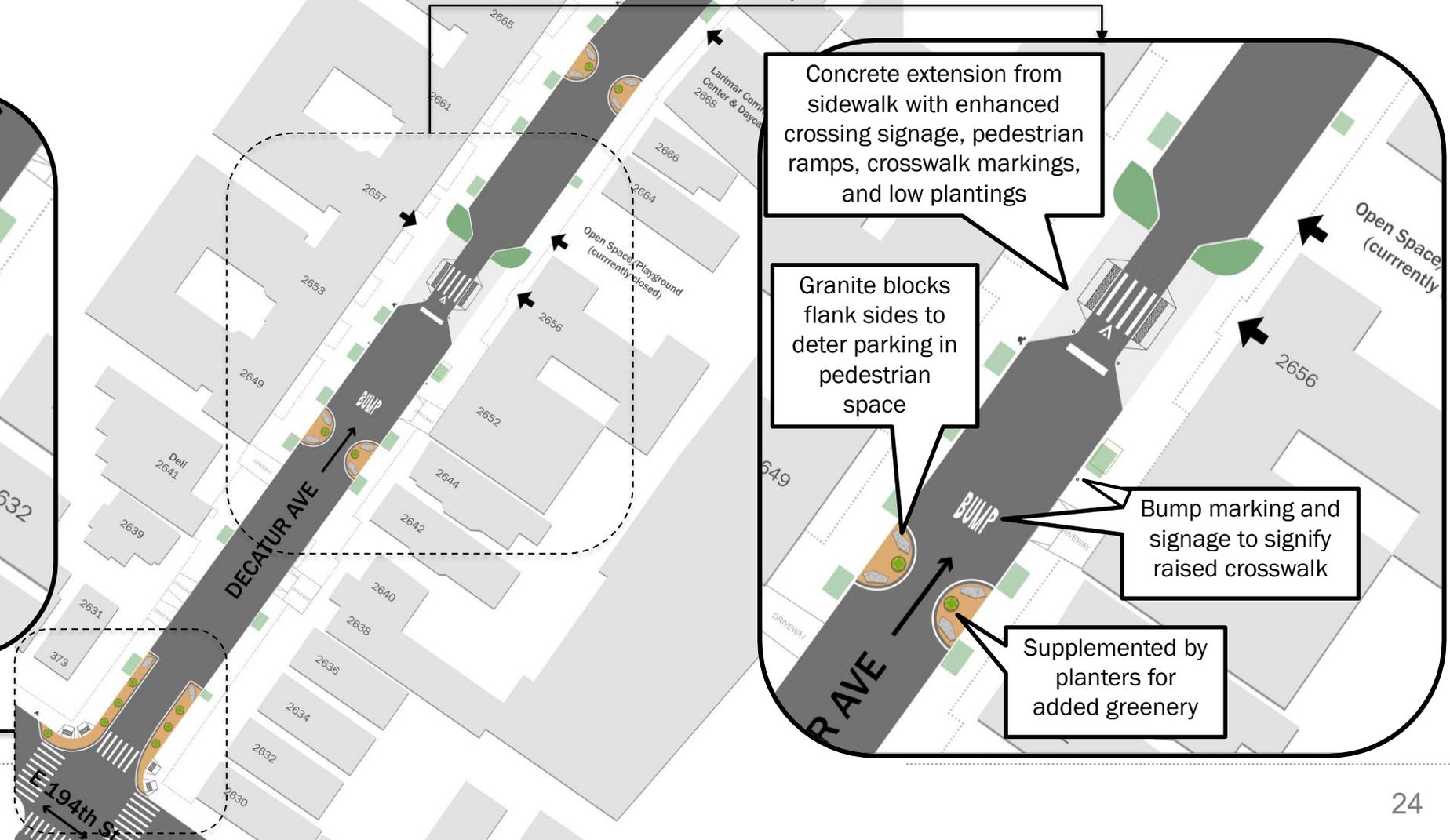
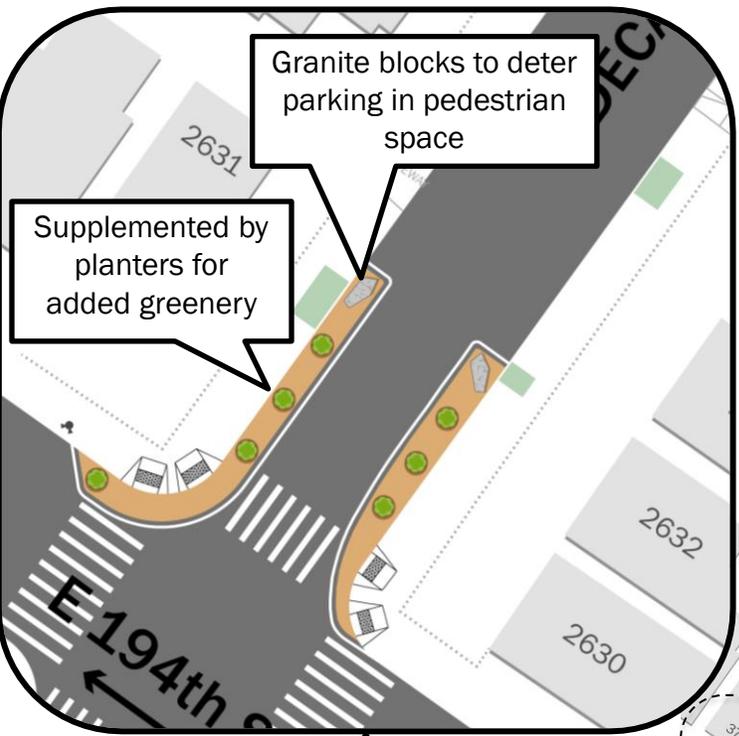


Convert 4 parking spaces to expanded sidewalk that slows traffic and increases pedestrian visibility

Design Proposal

- Edge Objects Type and Placements

↖ = Building or Park Entrance



Thank You Feedback & Questions?

