Agenda

- Outreach efforts overview
- Vanderbilt project update
- Underhill project update
- Next steps and 2023 look ahead
Prospect Heights Open Streets Background
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)

Underhill Avenue

Full Closure (Friday, Saturday, & Sunday)

Vanderbilt Ave
Community Outreach Overview
EFFORTS TO DATE

Open Streets program – 2020 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 Open Streets – March ‘21 to Sept. ‘22
• Collecting vehicle, bicycle, and pedestrian count data for Open Streets and surrounding corridors
• Evaluating effect of Open Streets + project proposals on traffic network

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

Community Board 8 Presentations – Multiple
• Throughout the course of the Open Streets program in Prospect Heights, DOT has routinely presented to Community Board 8’s EST committee
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%
Fall ‘21 Workshops: 9/11, 9/17, & 9/22

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?

<table>
<thead>
<tr>
<th>Tool Kit Item</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>Traffic Diveters</td>
<td>43%</td>
</tr>
<tr>
<td>Time of day management</td>
<td>32%</td>
</tr>
<tr>
<td>Shared streets</td>
<td>38%</td>
</tr>
<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>
Spring ‘22 Workshops: 5/19, 5/21

Based on the previous workshop feedback, DOT hosted another series of workshops for the community to 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)

- KSI – 5.1 per mile
- 2020 saw a drop in crashes when the Open Street was implemented

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

- 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

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

Improved Intersection Alignment
Bike Corrals, Curb Extensions & Planters
Pedestrian Refuge Islands & Queuing Space for Cyclists
New Plaza on Underhill Avenue
Two-Way Cycling on One-Way Blocks
Midblock Traffic Calming
Curb Extensions and Shortened Crossings
Vanderbilt Proposal

Gateway Intersection Safety Upgrades
Improved Cross Sections
Neighborhood Loading Zones
Bike Corrals

2023

Gateway Intersection Safety Upgrades
Improved Cross Sections
Neighborhood Loading Zones
Bike Corrals
Plaza Street Improvements

New curb extensions at Lincoln Pl, Berkeley Pl, Butler Pl, and St Johns Pl to shorten crossings and slow turns.
Vanderbilt Proposal (Plaza St to Park Pl)

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

- Expand Flush Median
- Add Neighborhood Loading Zone
- Add Bike Corral
- Add Green Paint to Existing Pocket Lane
- Relocate Bike Corral Uninstalled Due to Open Restaurant
- Add Neighborhood Loading Zone

2023
Delivery Access and Curb Management

Solution
Vanderbilt Open Streets
Parking Regulations Pilot

- Formal change to parking regulations on Vanderbilt Ave to reflect Open Streets operations
- NO STANDING regulation to be added for:
  - Friday 4pm to 11pm
  - Saturday and Sunday 11am to 11pm
- No parking is permitted on Vanderbilt Ave when Open Streets is in effect at above times
- Signs will be swapped on a seasonal basis
**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
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

- 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

Eastern Pkwy to Pacific St section will be implemented in 2023

Underhill Plaza to be implemented in fall 2022
Underhill Plaza (Pacific St to Atlantic Av)

Expand Lowry Triangle and implement Underhill Plaza in fall 2022
Plaza Toolkit

- Greenery
- Umbrellas
- Granite Blocks
- Movable Furniture
- Ground Treatment
Traffic Network Analysis

- Modeled impact of plaza based on traffic counts taken during the PM peak hour on Friday evenings
- Vehicles that would have made SB turn onto Underhill will now have to use SB Washington Ave to continue on Underhill
- Traffic signal timing changes will be implemented to mitigate expected increase in queue lengths after plaza implementation
- To ensure pedestrian safety with longer vehicle queues, new curb extensions at Washington/Dean and Washington/Bergen will be added
Washington Improvements

New curb extensions at Washington and Bergen for pedestrian safety

New curb extensions at Washington and Dean for pedestrian safety
Next Steps and Looking Ahead

Underhill Plaza Implementation – Fall ‘22
- Implementation to start this fall, featuring a new public art mural
- Continued observations of traffic network

Vanderbilt Ave Implementation – Fall ‘22
- Implement new no standing parking regs, loading zones, and curb extensions

2023 Implementation + Continued Evolution
- Implement Underhill: Pacific to Eastern Pkwy section
- Implement Vanderbilt geometric changes
- Capital project scoping
THANK YOU!

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