



# Underhill Bike Boulevard

Presented to CB 8 - 5/23/2023



# Open Streets in Prospect Heights

## Emergency response program – May ‘20 to May ‘21

- Open Streets in Prospect Heights developed first as an emergency response program during COVID-19 pandemic
- Launched with NYPD management, then shifted to community partner managed model by The Prospect Heights Neighborhood Development Council

## Permanent Open Streets – 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.
- New partnership with the Horticultural Society of NY, who now provides day to day operations support, maintenance, and horticulture care

## Outreach and Programming – ongoing

- Activating Open Streets through events and programming
- Robust community outreach since program’s inception



# COMMUNITY PARTNERS



- Consists of neighbors, businesses, and other members of the Prospect Heights community working together collaboratively to create public space for all to enjoy and use
- Stepped in to manage Open Streets when City resources were limited at the height of the pandemic



**More space for pedestrians and cyclists**



# Public Space Programming

SMITH GARNET SCHOOL



Learn

# Supporting Schools

PS 9 – Sarah Smith Garnet School





# Community Outreach Overview

# EFFORTS TO DATE

## Open Streets program – May 2020 to present

- Open Streets on Underhill and Vanderbilt Avenues as an emergency response program during COVID-19 pandemic
- Made permanent through City Council legislation in May 2021
- Recently released program rules allowed for public comments

## Community feedback survey – Feb. to May 2021

- 1,468 responses with feedback on how the existing Open Streets on Underhill + Vanderbilt Aves are operating and can be used in the future

## 3 Community Workshops – September 2021

- 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.

## Virtual Visioning Workshop – November 2021

- Identifying ideas and opportunities in the long term for Underhill Ave

## 2 Community Workshops – May 2022

- 2 pop up workshops on Vanderbilt and Underhill Aves (5/19, 5/21) for the community to offer feedback on the design proposals

## Community Workshop #3 – May 2023

- 1 pop up workshop on Underhill Aves (5/10) for the community to offer feedback on the design proposals ahead of project implementation

## Community Board Presentations – 2021 to present

- Updates to CB 8 in Sept '21, June '22, Sept '22, and May '23

## Other Targeted Engagement – 2020 to present

- Various other townhalls, stakeholder meetings, outreach events, etc.

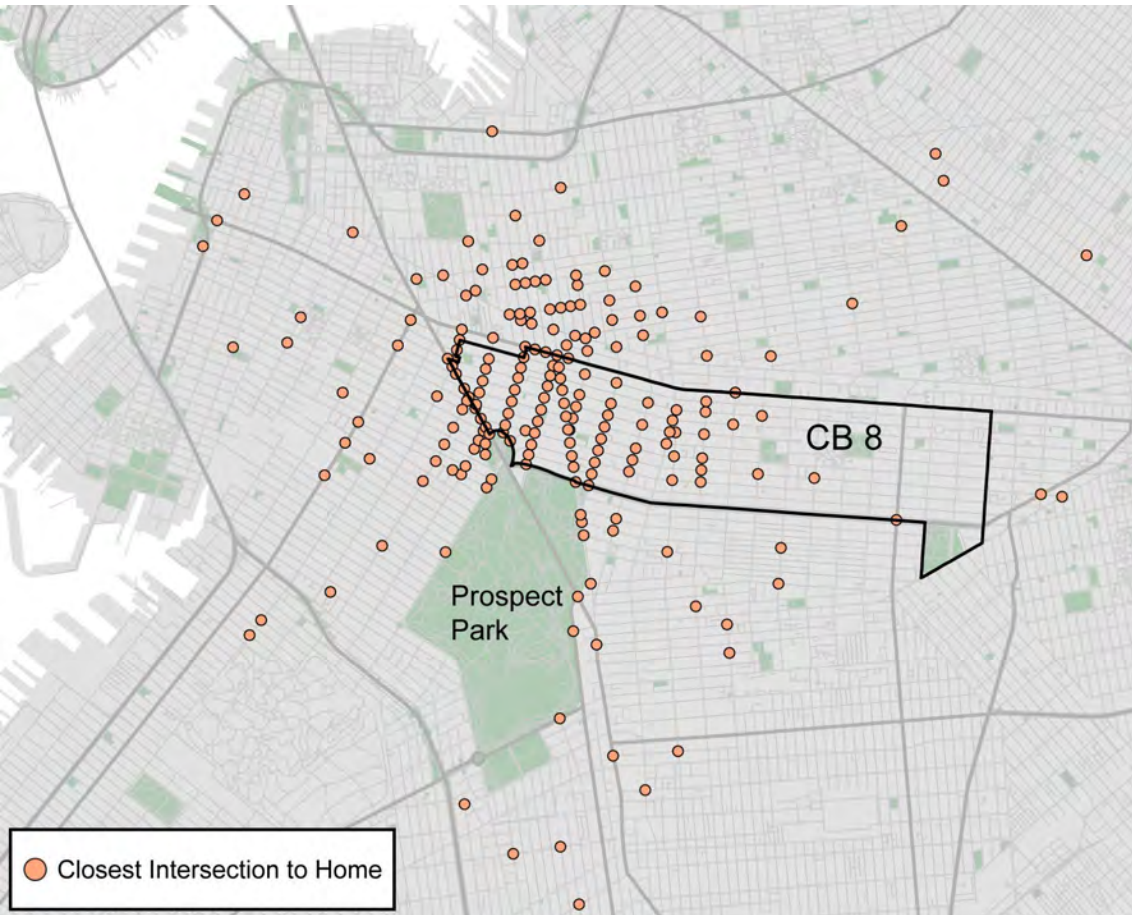




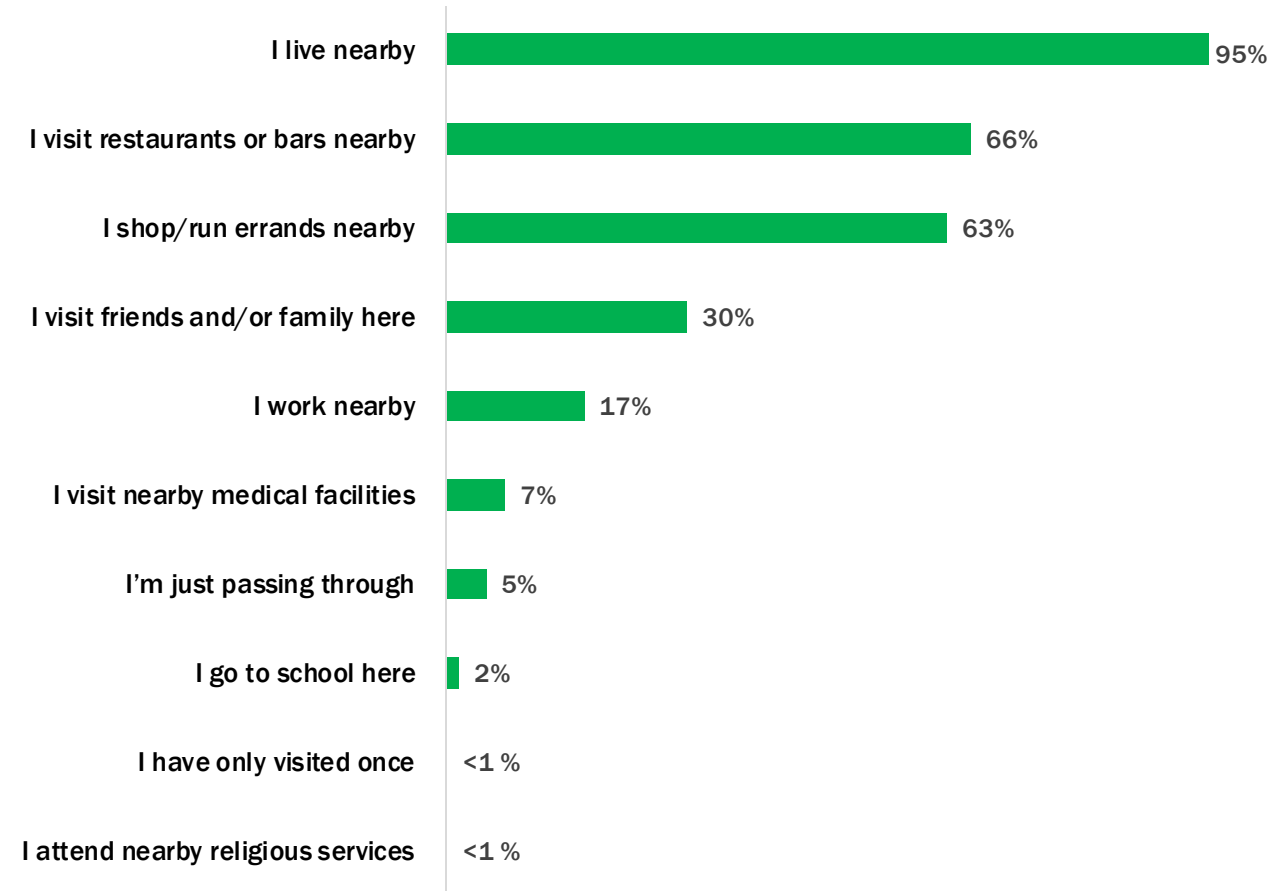
# 2021 Community Survey Results

# 1,468

## Community Survey Responses



### Relationship to Prospect Heights Open Streets

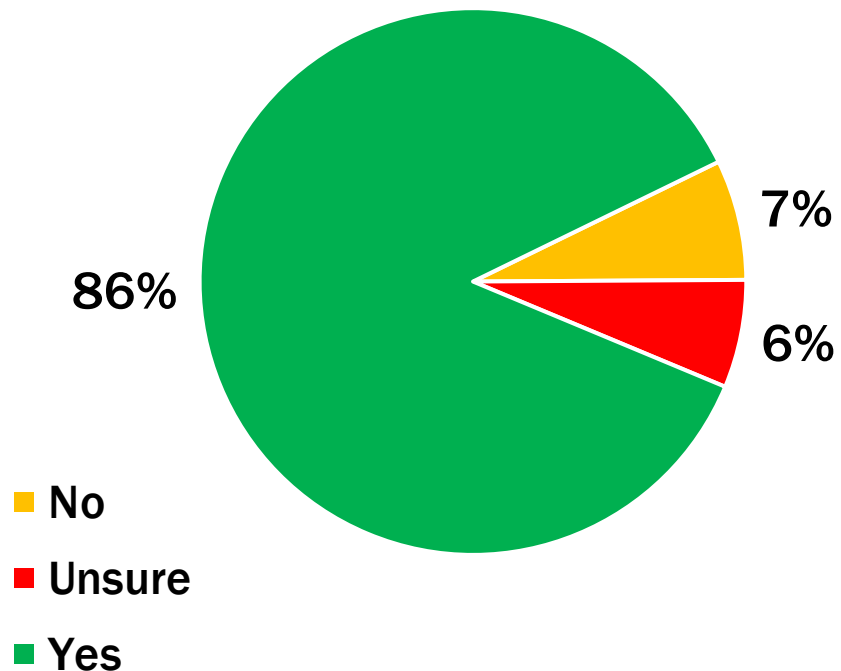


**80% of respondents lived within Community Board 8**

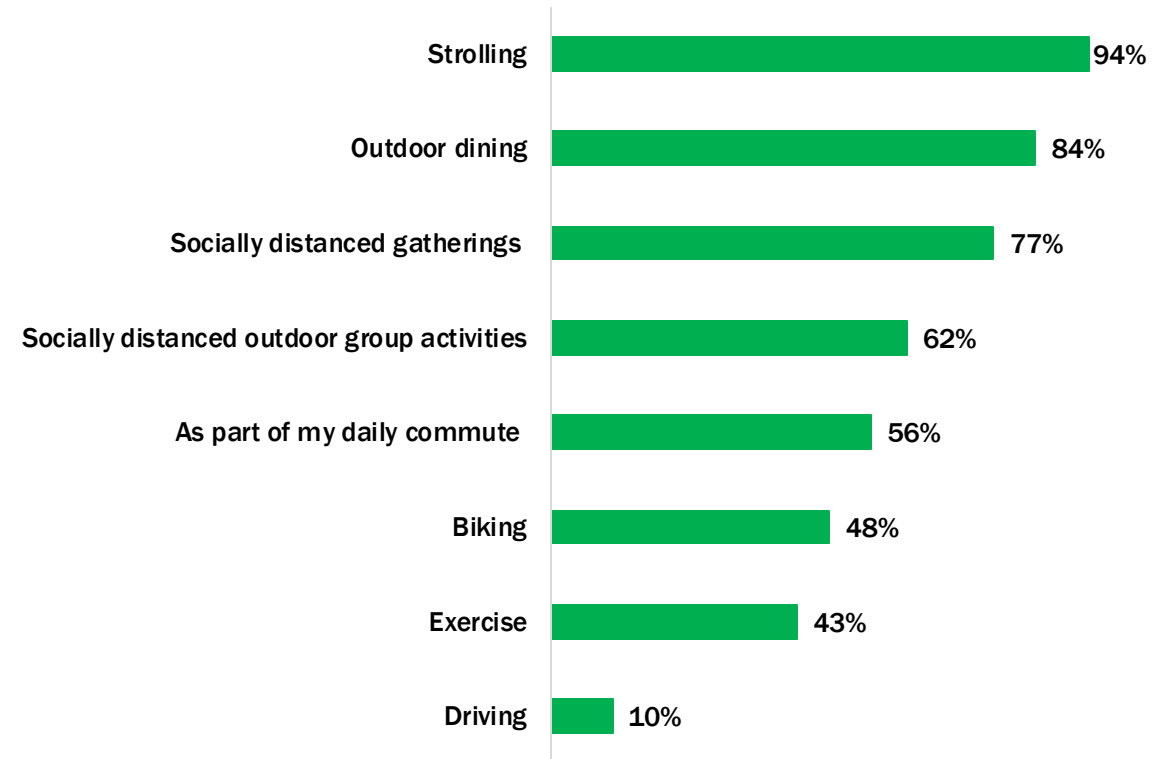
Survey taken Feb to May '21

# 2021 Community Survey Results

Would you like to see permanent changes to make Prospect Heights Open Streets pedestrian and/or cycling priority corridors?

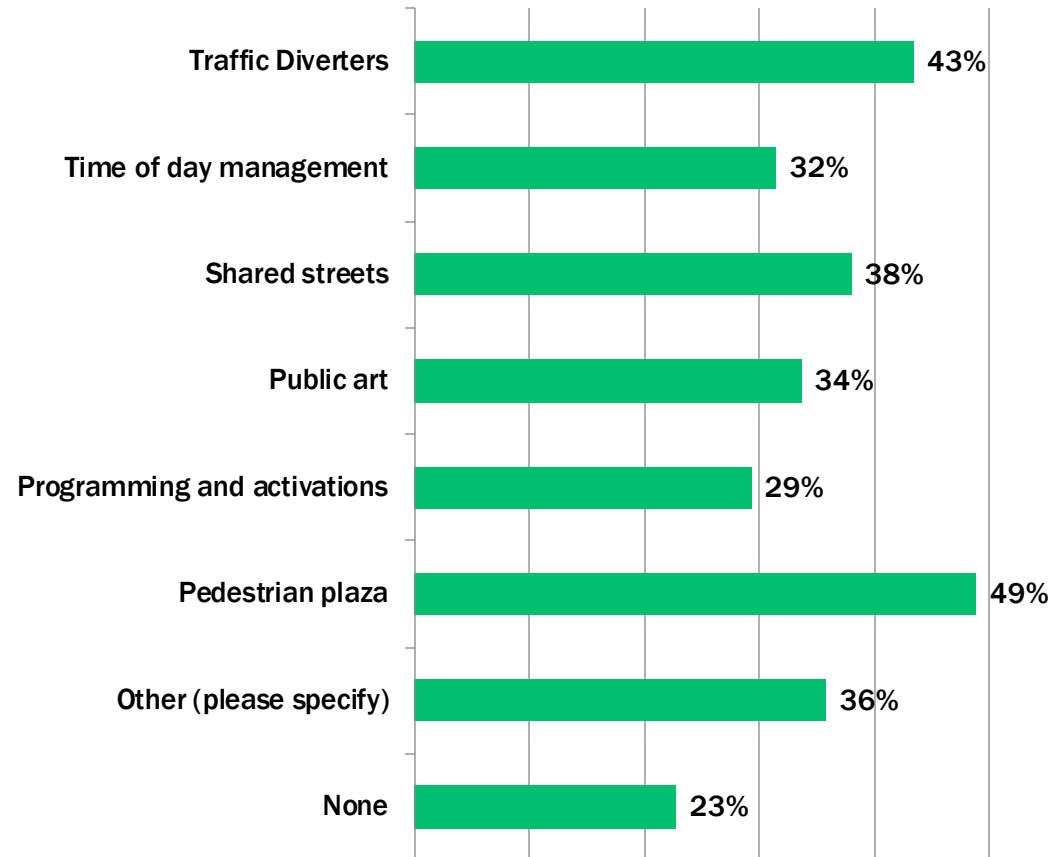


How do you want to use Prospect Heights Open Streets in the future?



# Sept. 2021 On-Street Workshop Feedback

Which public space tool kit items would you like to see implemented?



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

# May 2022 Workshops: 5/19, 5/21

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

# May 2023 Workshop: 5/10

Ahead of project implementation, DOT hosted an in person workshop on the Underhill Avenue Open Street for members of the public to ask questions and offer final feedback about the Underhill Avenue Bike Boulevard project.





# Project Data + Design Proposal

# 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

## Underhill Ave Crash Data 2016 to 2020 (Eastern Parkway to Pacific Street)

### Injury Summary, 2016-2020 (5 Years)

Mode	Total Injuries	Severe Injuries	Fatalities	KSI
Pedestrian	27	2	0	2
Bicyclist	19	2	0	2
Motor Vehicle Occupant	82	2	0	2
Other Motorized	0	0	0	0
Total	128	6	0	6

- KSI – 9.9 per mile
- Crashes have increased every year since 2016

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

# Underhill Bike Boulevard Proposal



## What is a Bike Blvd?

Corridor designated and designed for bicycle travel

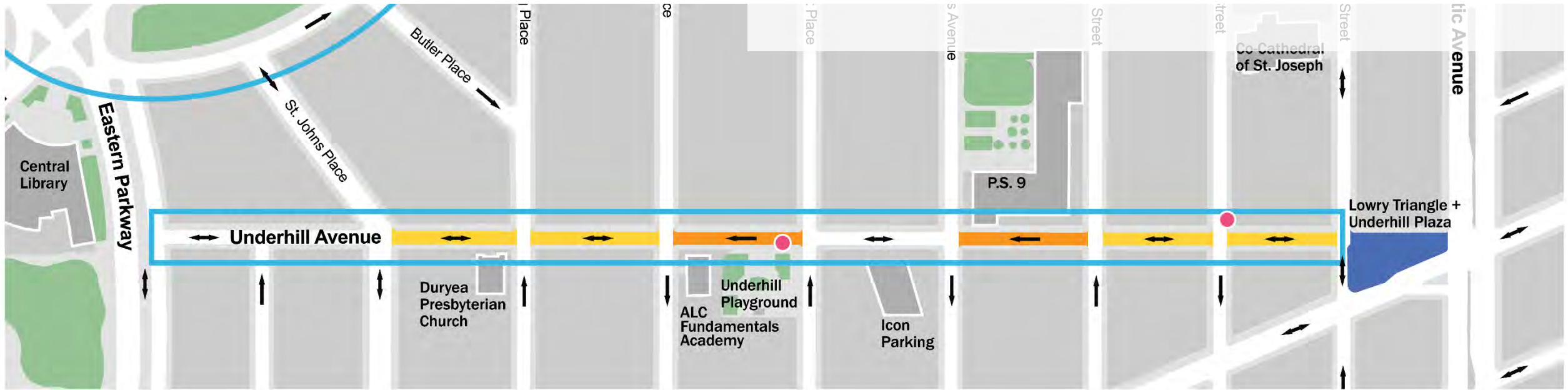
- Calms traffic for all road users (pedestrians, cyclists, and vehicles) with set of design interventions
- Underhill proposal builds on the success of Open Streets and codifies design for pedestrian/bike priority

## 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 Ave Bike Blvd Scope



-  Traffic Calming Median
-  Traffic Flow Change
-  Plaza
-  Schools + Institutions
-  Bike Corrals

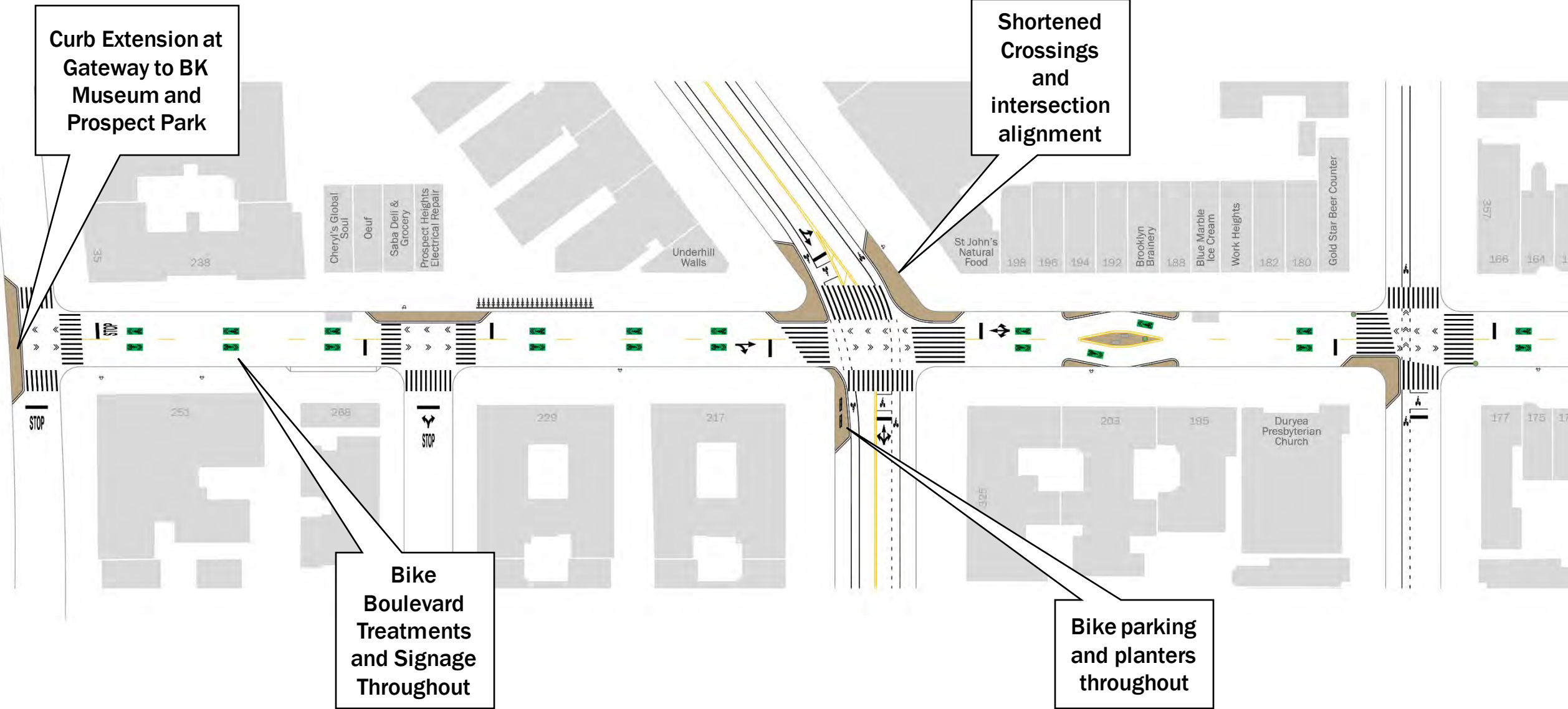
# Design Proposal

## Project Goals

- Prioritize pedestrians and cyclists by improving visibility and shortening crossings at intersections
- Establish the corridor as a Bike Boulevard and add new two-way bike network connection
- Codify traffic calming and safety benefits of the Open Street through new traffic medians
- Reduce thru traffic by converting some blocks to one-way southbound only for vehicles

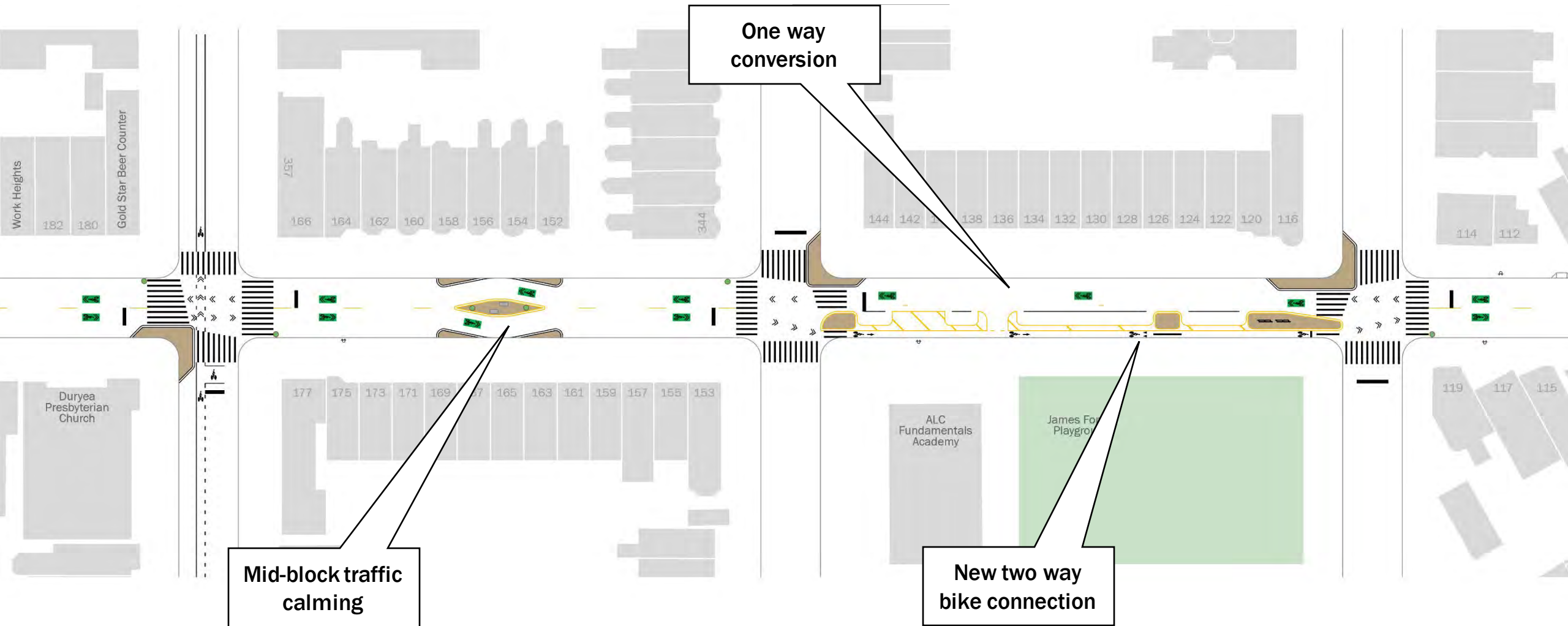
# Design Proposal

# Eastern Pkwy to Sterling Pl



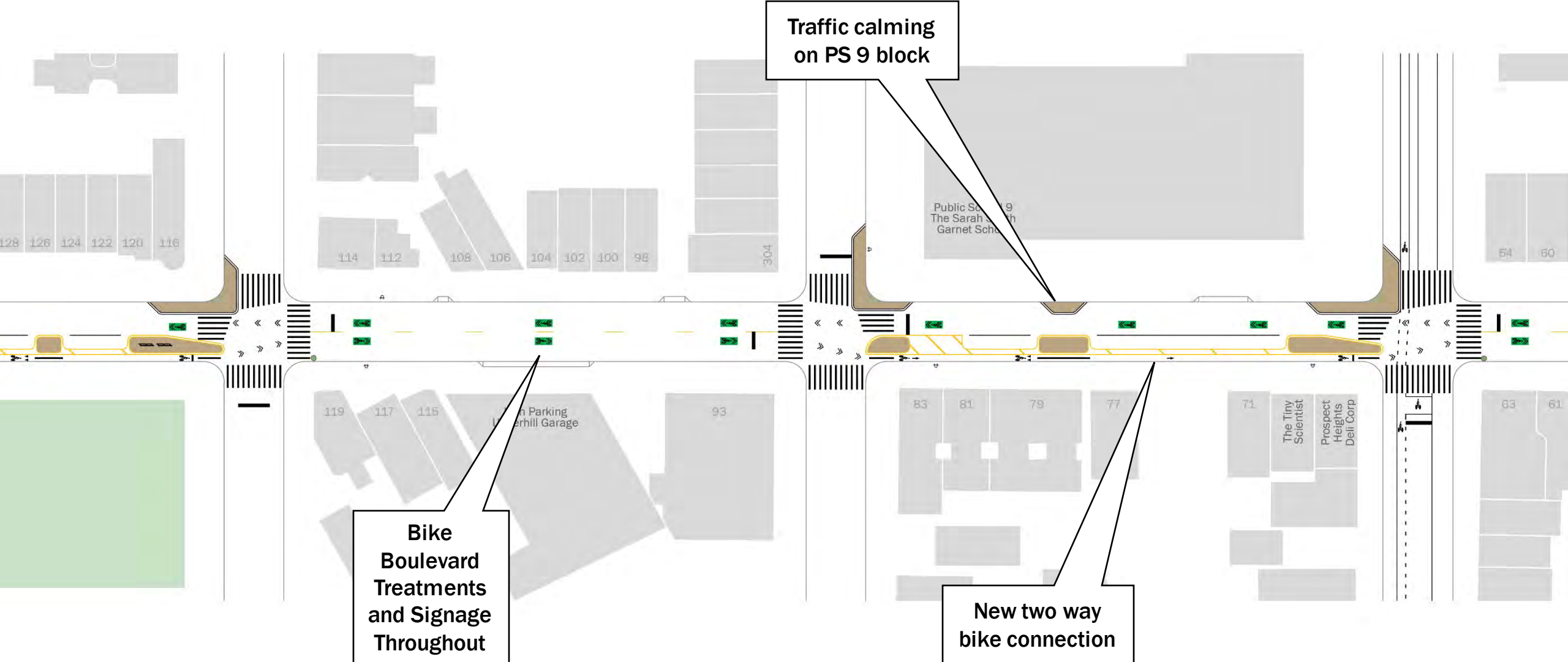
# Design Proposal

# Sterling PI to Prospect PI



# Design Proposal

# Prospect Pl to Bergen St



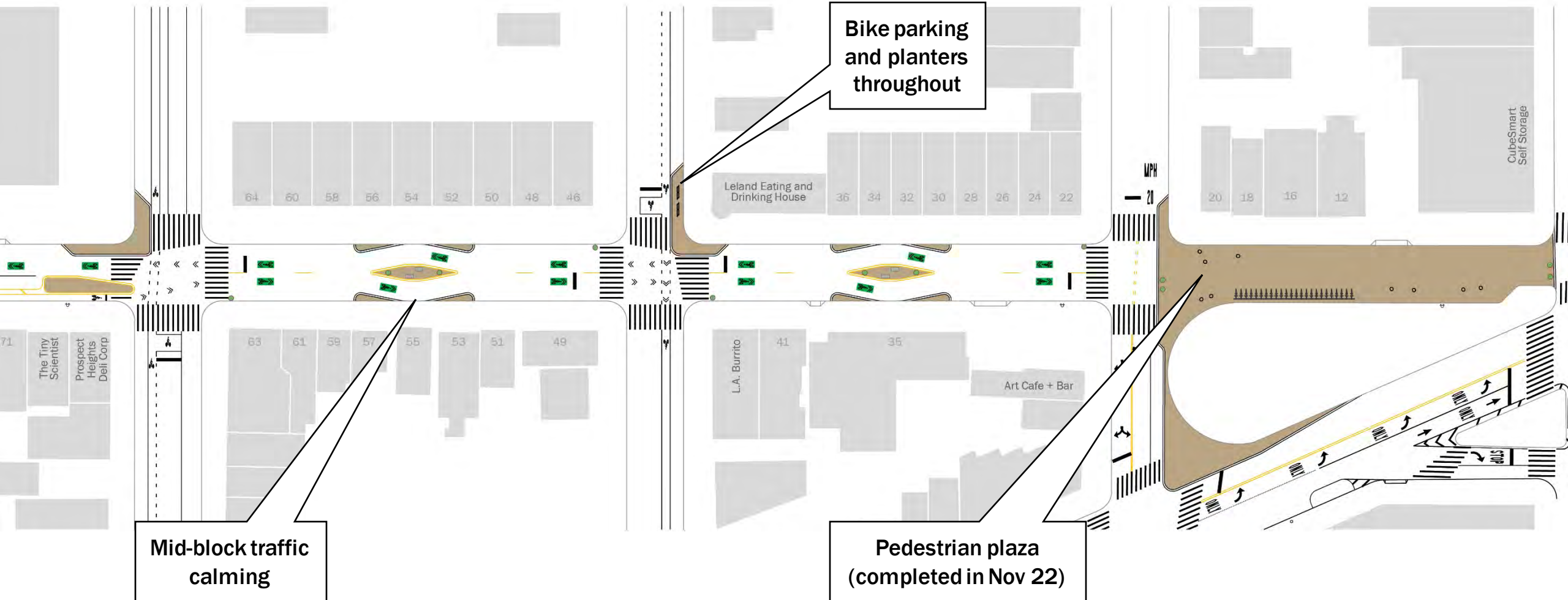
Traffic calming  
on PS 9 block

Bike  
Boulevard  
Treatments  
and Signage  
Throughout

New two way  
bike connection

# Design Proposal

# Bergen St to Atlantic Ave



# 39<sup>th</sup> Ave Bike Blvd, Queens



# 39<sup>th</sup> Ave Bike Blvd, Queens





# Street Furniture - Lower East Side



# Plazas – Underhill Plaza



# NEXT STEPS

- **Implementation Starting in July**
- **Post Implementation Evaluation when project complete**
- **Collect additional traffic volumes on Vanderbilt Ave and consider mitigations as needed**





**THANK YOU!**

Email [openstreets@dot.nyc.gov](mailto:openstreets@dot.nyc.gov) with any questions or concerns