



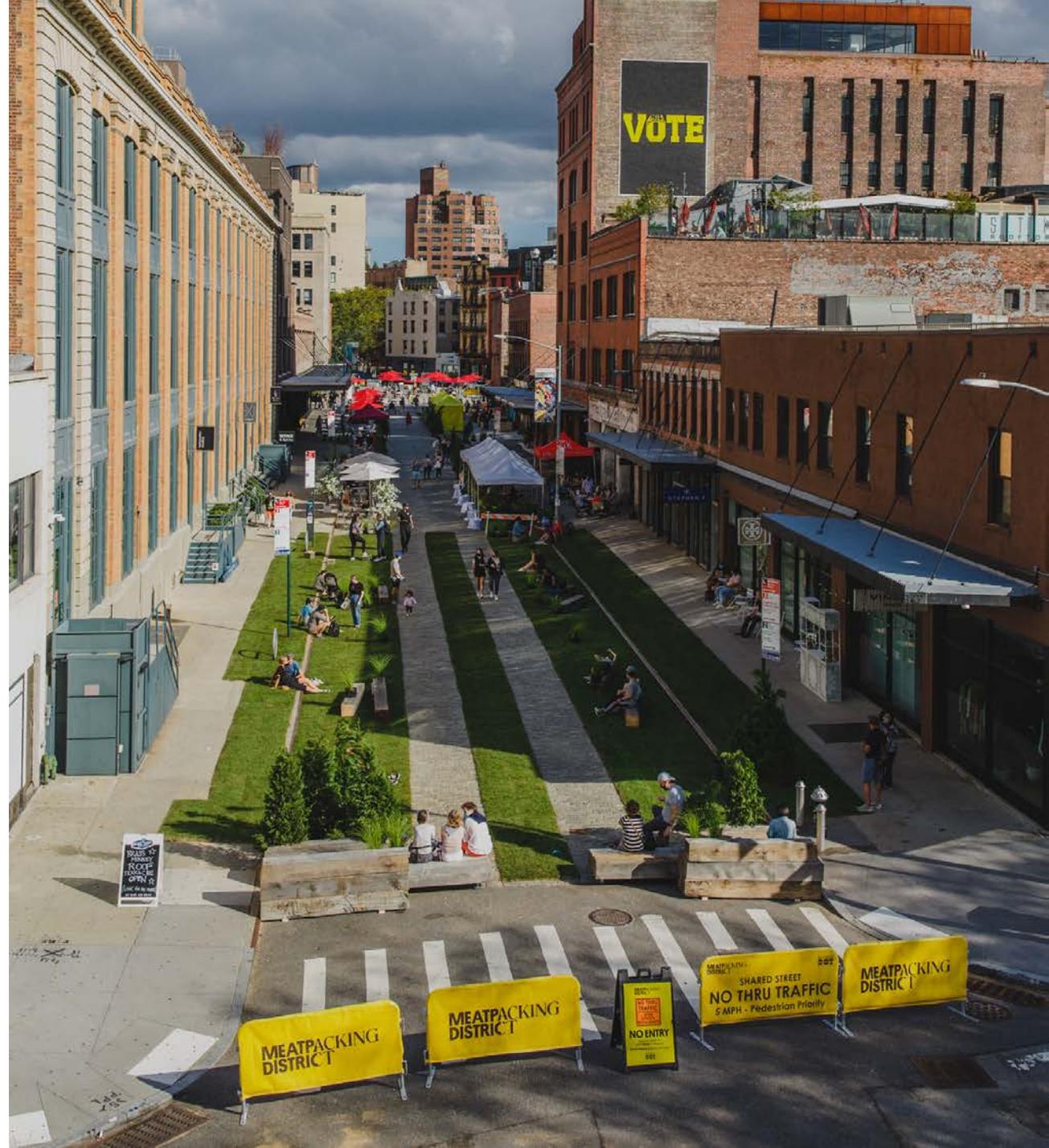
A Pedestrian Oriented District: Enhancing our Open Streets

Pedestrian Oriented District

Building off of the recent transformation of the Meatpacking District, and urban planning best practices, the Meatpacking BID has developed a new strategic initiative to implement a neighborhood-wide vision for a pedestrian prioritized district.

Pedestrian Oriented District (POD): Collection of strategic infrastructure and planning projects that focus on the pedestrian experience.

- Builds on existing programs in the neighborhood & unique characteristics of Meatpacking District
- Responds to additional public space demands due to COVID-19
- Positions the Meatpacking District post-COVID 19 as a "great place" and a must visit location for New Yorkers





Pedestrian Oriented District Enhanced Open Streets Program



Enhanced Open Street Restaurant Program

Objective:

Implement an enhanced OSR program that addresses key operational and safety issues observed during OSR operations in the Summer and Fall of 2020.

Observed issues included:

- Vehicles violating closures – including driving on sidewalks
- Vehicles damaging French barricades
- High maintenance
- Poor aesthetics of temporary barricades
- Lack of logistics coordination along with OSR closures
- Low pedestrian comfort on closed streets



First iteration of Open Street barriers



Existing Open Street Restaurant barriers

Streetscape Design

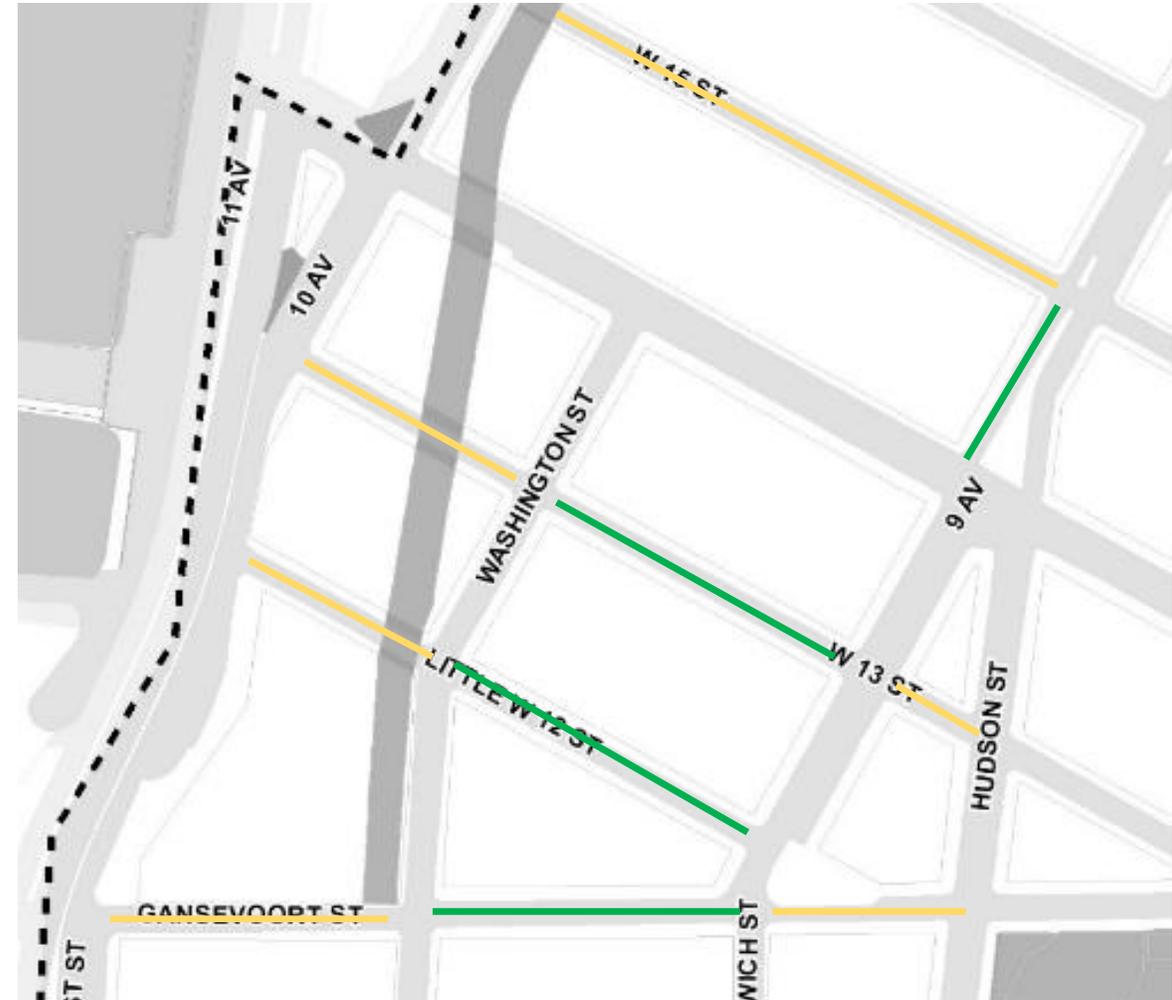
Working with Arup Engineers, the BID developed concepts for an improved OSR program.

Design and development focused on best practices for roadway design in order to limit observed conflicts and safety issues.

Various street typologies were studied which could be implemented to improve the OSR program:

1. Slow Street
2. Pedestrianized Street
3. Flexible Street

These typologies respond to the varying roadway needs of the District and adapt international public placemaking design best-practices.



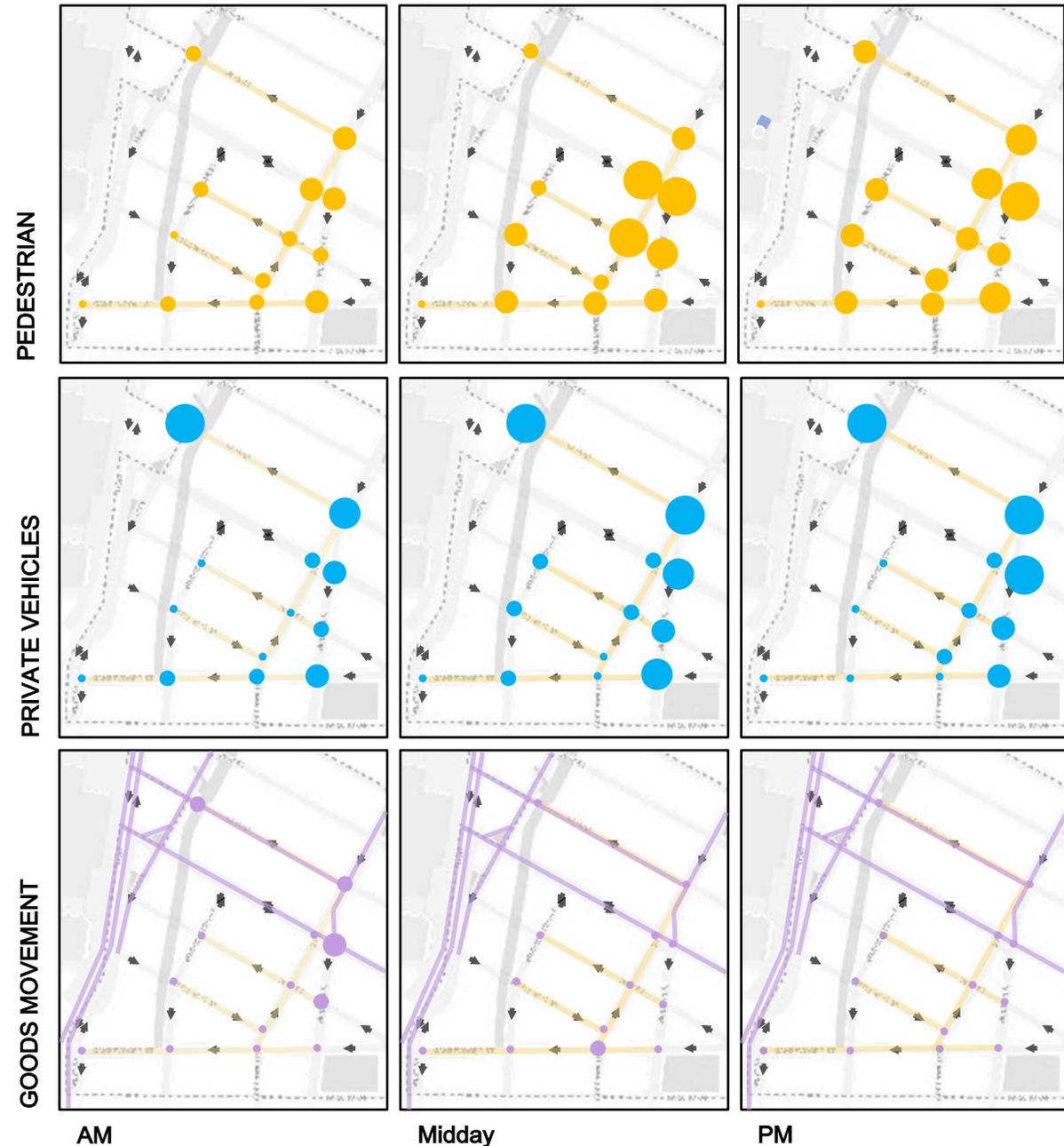
— Proposed 2021 Enhanced OSR
— Potential OSR blocks based on stakeholder interest (unenhanced)

Temporal Management

Street users and uses observed fluctuate by time of day and location.

- Peak neighborhood deliveries observed between 9AM – 10AM
- Small delivery vehicles support restaurants throughout the day
- Pedestrian activity increases through the day with highest use in afternoons and evenings - corresponding to outdoor dining, recreation, and retail places opening
- Low volumes of private vehicles are consistent throughout the day

Based on observed traffic volumes, BID experience in 2020, and consultation with businesses, a “flexible street” model is recommended on all OSR blocks.



Flexible Street Design

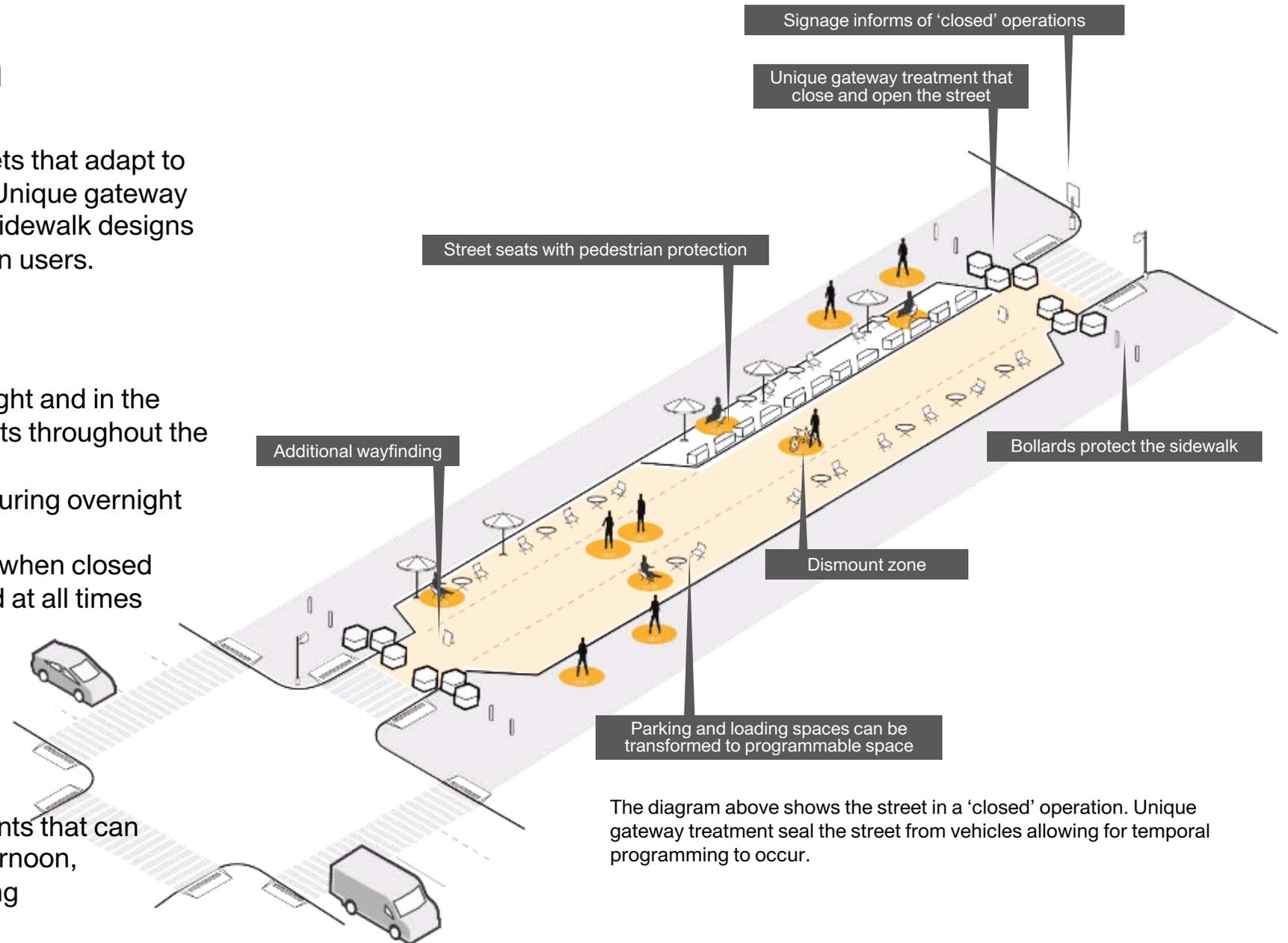
Flexible Streets are high activity streets that adapt to neighborhood demand and context. Unique gateway treatments, curb management, and sidewalk designs cater to **both** vehicular and pedestrian users.

Primary Users:

- Pedestrians at all times
- Goods loading is permitted overnight and in the morning, and along adjacent streets throughout the day
- Commercial carting is permitted during overnight hours
- Private vehicles are not permitted when closed
- Emergency Vehicles are permitted at all times

Gateway Treatment:

- Linear barrier with dynamic elements that can close the street to vehicles for afternoon, weekend, and festival programming



The diagram above shows the street in a 'closed' operation. Unique gateway treatment seal the street from vehicles allowing for temporal programming to occur.

Gateway Barriers

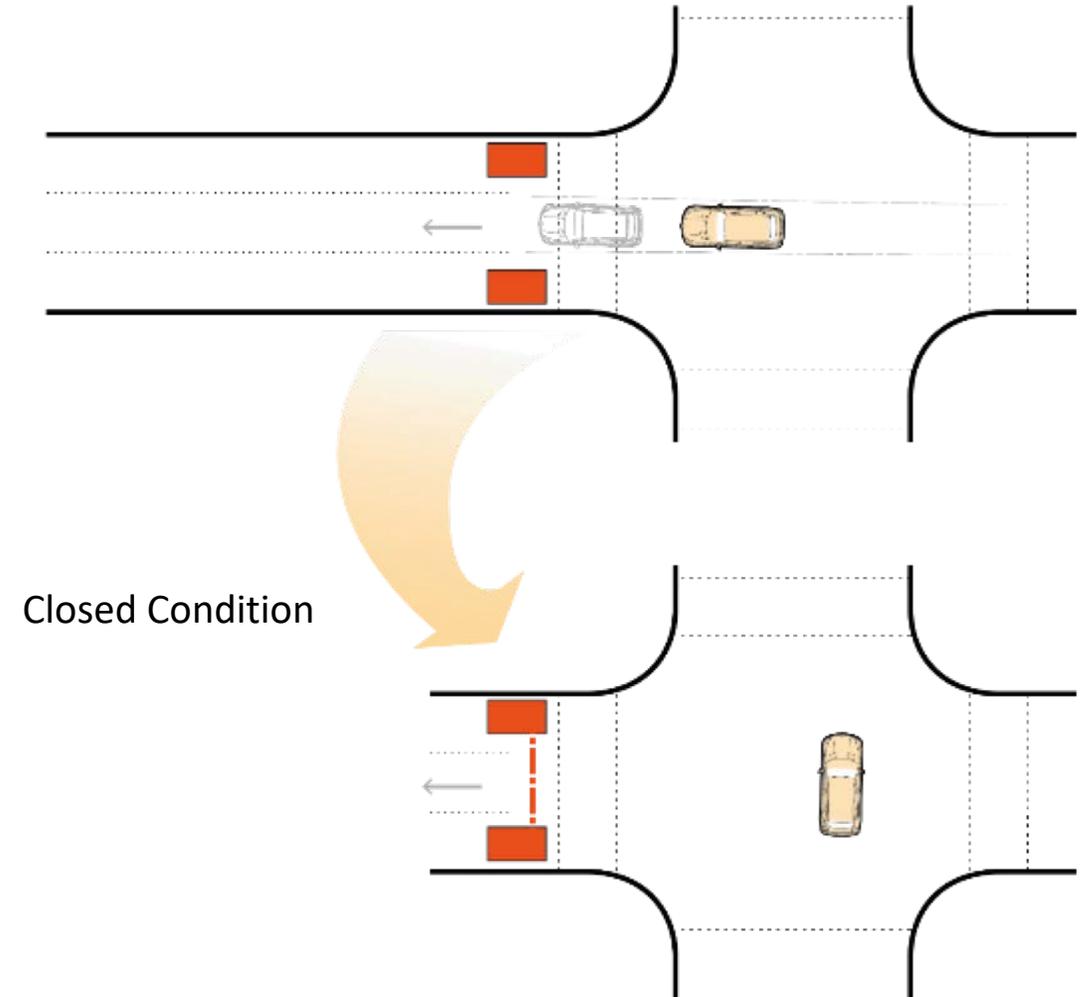
Working with DOT & City Agencies the BID is developing new flexible gateway barriers.

Design Principles:

- Narrows the street, calms traffic, and provides clear instruction of operations to vehicles
- Robust, stationary, and quick easy to operate
- Modular and movable with assistance of a forklift
- Takes material cues from established Meatpacking District elements; respects the historic character of the site
- Integrates with District programming and where appropriate, incorporates landscaping and lighting

Flexible Street

Open Condition



Hexagonal Planters

Hexagonal planters would be the next evolution of the District's landscape design, providing a consistent element throughout the district, and could be arranged to serve many uses:

- At street entrances planters can be swung into and out of the roadway to regulate vehicle movement
- In a staggered formation, semi-enclosed, intimate spaces are created
- Arranged in a linear way a defensive barricade is formed separating vehicles from pedestrian areas

Referencing the 60 degree angle where "Village" and "Manhattan" grids meet



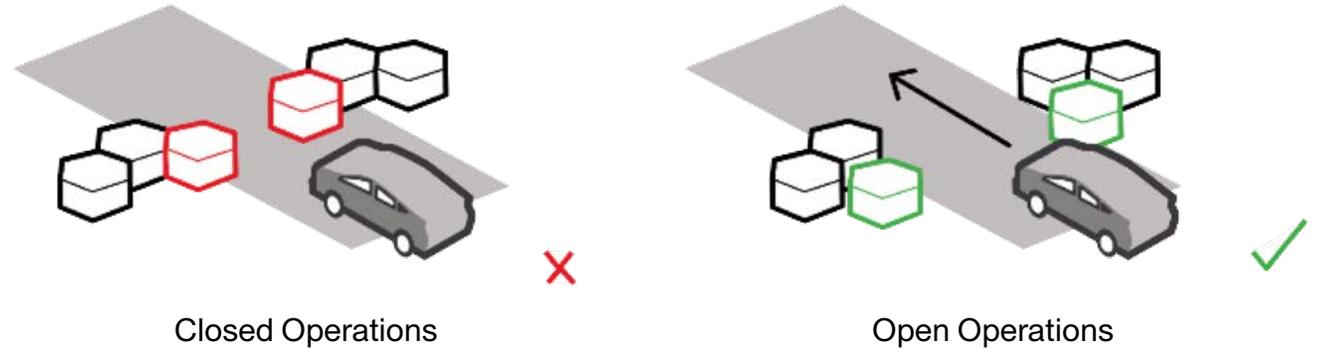
Gansevoort Street with enhanced barricades to support Open Street Restaurant program

Hexagonal Planters

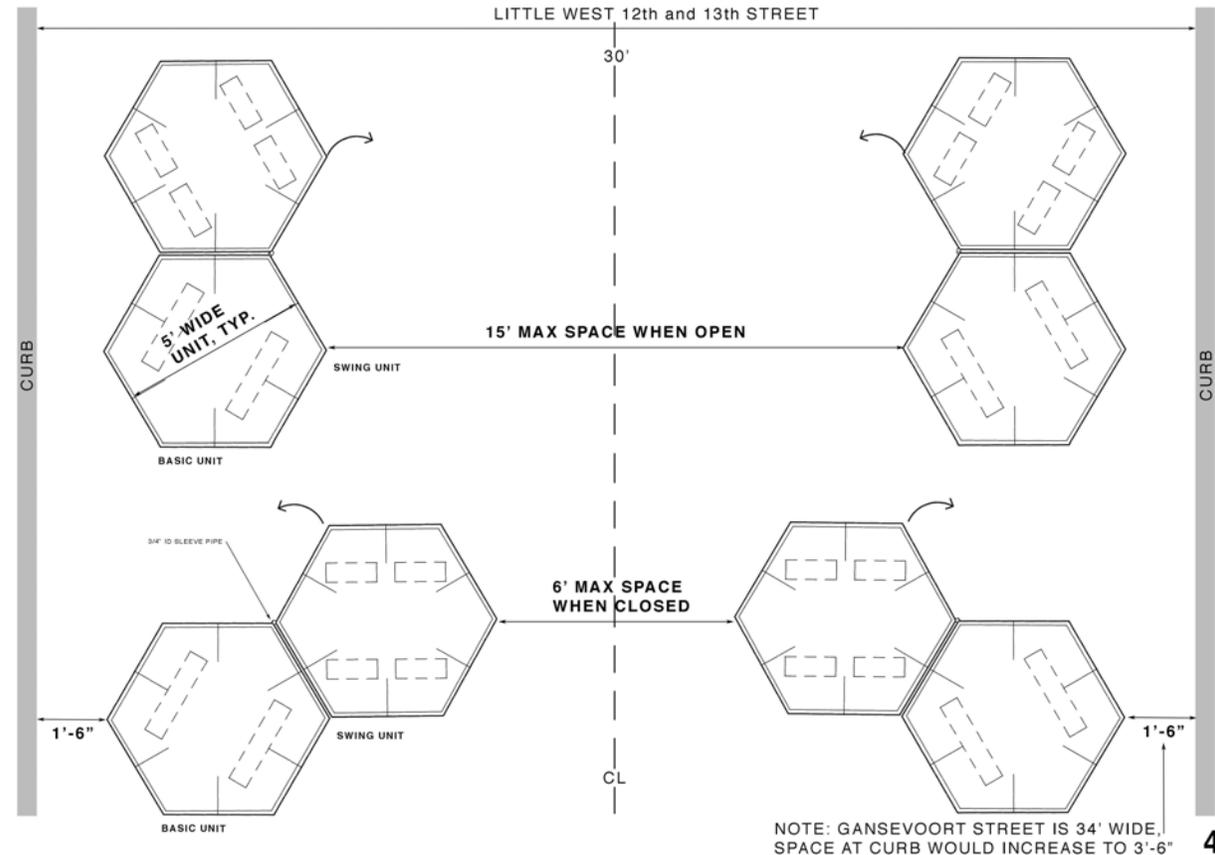
Used to create gateway treatment for flexible streets. One planter will be heavily weighted and provide mass for impact protection while a hinged planter can swing out to close or open the street.

Further considerations for development:

- Operation for emergency vehicles
- Level of protection required by DOT/NYPD which will influence weight and mechanical operation.
- LPC approval for installing in a historic district



Plan view of hexagonal planters demonstrating open and closed clearances



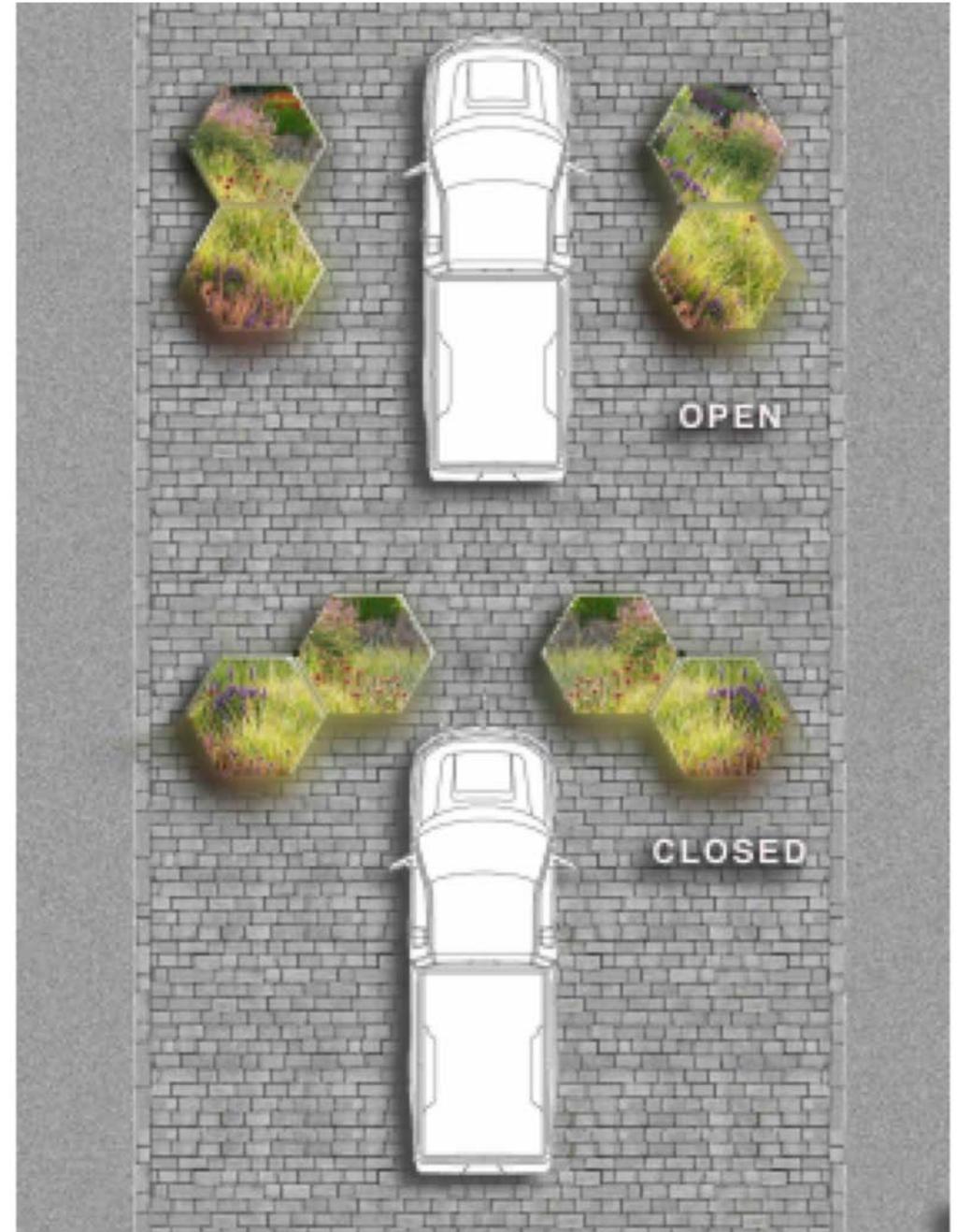
Hexagonal Planters

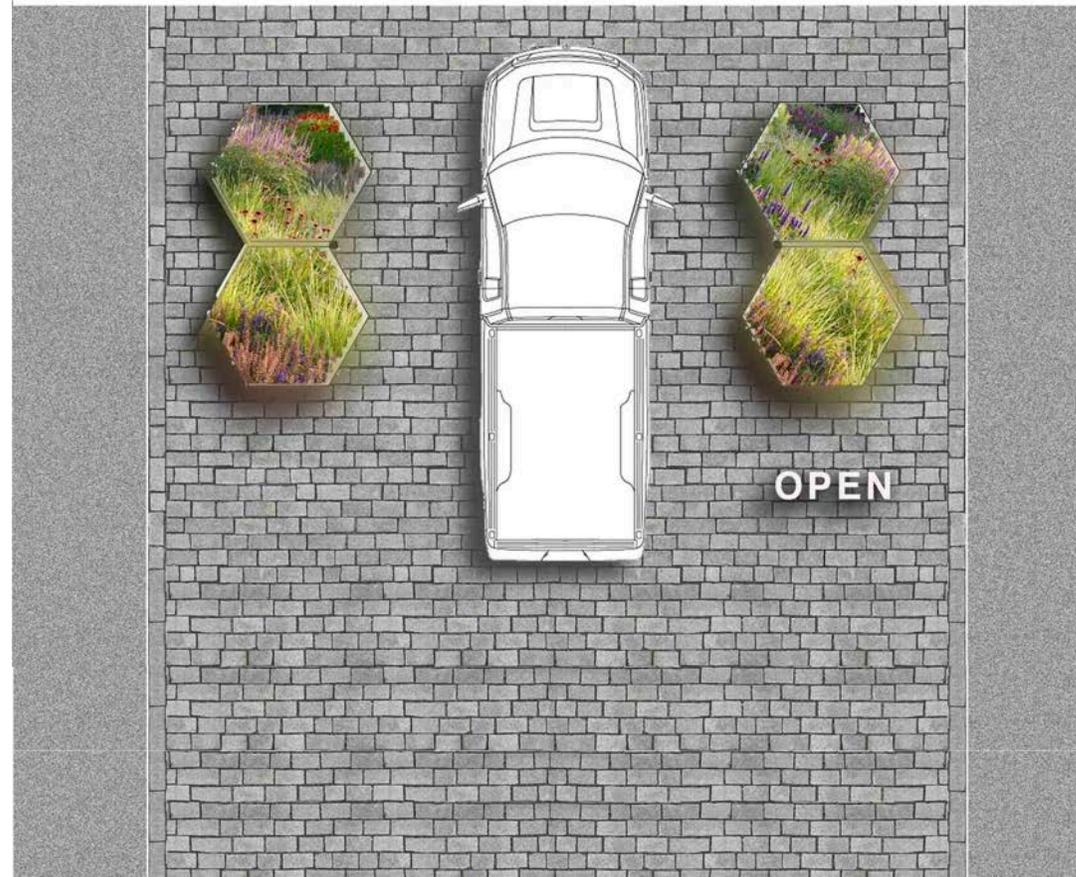
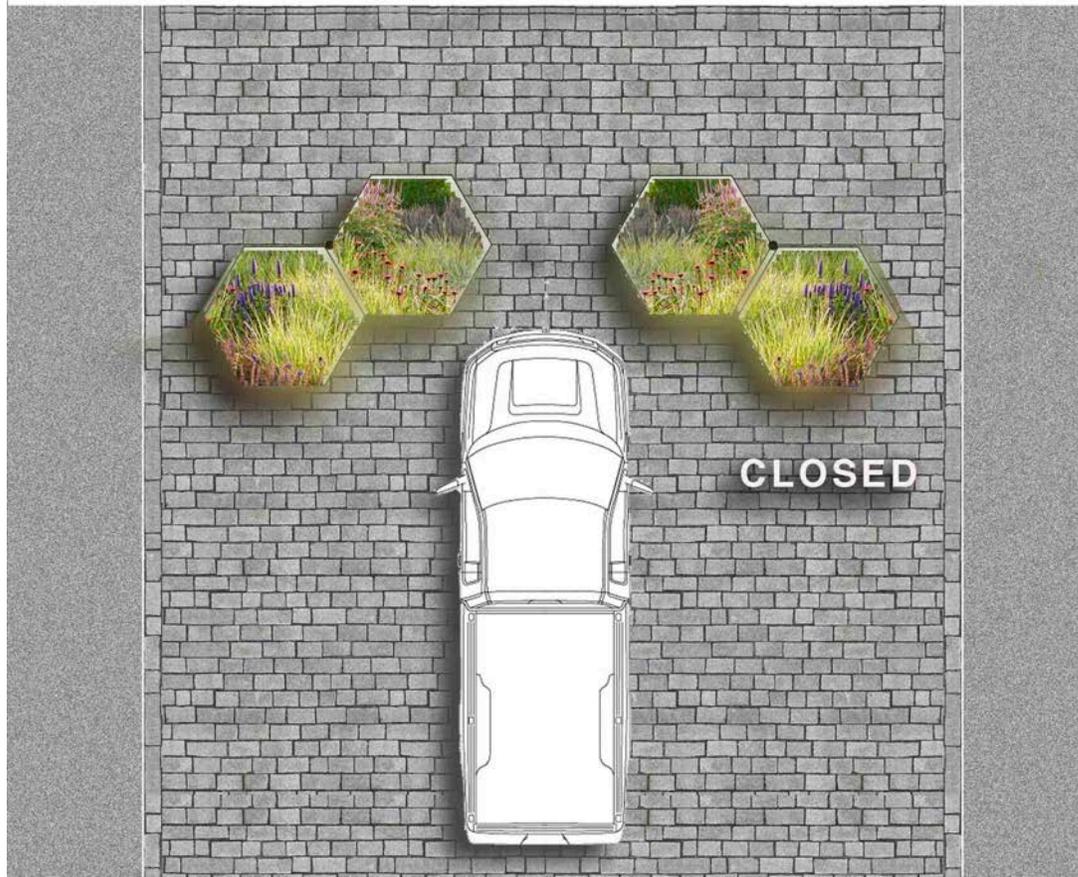
The BID is working through a plan for a 2x2 barrier program.

This design iteration reduces total planter count by 1/3 while maintaining sufficient roadway clearance during open periods and restricting access during closed periods based on street widths.

Design will be updated to reflect additional DOT requirements and safety features, including signage and reflective elements.

Plan view of proposed hexagonal Open Street Restaurant barricades





Building Neighborhood Support

BID has been in constant communication with its constituents who have indicated broad support for the OS/OSR program.

Objective is to complete design approvals by Spring 2021 to allow fabrication & installation by early Summer.

Key Stakeholders

- City of New York- BID can't implement without City involvement particularly DOT review
- Neighborhood Businesses – must support closures and see economic benefit to OSR program
- Residential community - Development of neighborhood-wide asset to improve community quality of life
- Cultural institutions (i.e.. Whitney and High Line) – Opportunities for partnership in activation and new neighborhood amenity for guests





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