Making Space for Making Place: The Future of Open Streets & Outdoor Dining
DISTRICT DEPARTMENT OF TRANSPORTATION

Public Space Activation
Kimberly Vacca, DDOT
Public Space Activation

- Parklets
- Sidewalk Cafes
- Streateries
- Arts in the Right-of-Way (AROW)
- Block Parties

https://publicspace-activation.ddot.dc.gov/
Streatery Program

Allows **food establishments** to expand outdoor dining within:

- **Parking Lanes**
  - Adjacent to One Business
  - Adjacent to Multiple Businesses
- **Travel Lanes**
  - Partial Road Closure
  - Full Road Closure
- **Alleys**

**What is a Food Establishment?**
Food establishments include restaurants, taverns, distilleries, breweries, wineries, grocery stores, fast food establishments, prepared food shops, and theaters.
Parking Lane Streateries

- Streets with 30 mph or less
- Metered parking spaces
- Residential Parking Permit spaces directly adjacent to a business
- Sidewalk extensions

Prohibited Locations

- Freeways and interstates
- Rush hour restricted locations
- ADA on-street parking meters
- Loading zones
- Bus stop zones and lanes
- PUDO Zones
- In Capital Bikeshare stations
- In micromobility corrals
- In parking spaces not directly adjacent to the curb
- On utility vaults
Travel Lane Streateries

- **Must have 75% or more ground-floor commercial street frontage**

- **Partial Road Closure Prohibitions**
  - Principal Arterials, Other Freeway and Expressway, or Interstate Functional roadways
  - Rush-hour restricted locations
  - 2-way streets with only 2 lanes of travel whose closure results in 1-way vehicle circulation

- **Full Road Closure Prohibitions**
  - Principal Arterials, Other Freeway and Expressway, or Interstate Functional roadways
  - Streets with emergency facilities
  - Bus routes
  - Roads that cannot provide a 20-ft fire lane
Open Streets

- Temporary, one-day road closures to facilitate safe spaces for people to walk, bike, scoot, and play
- Focuses on transportation safety, health, and promoting local businesses
- Programmatic event rather than seasonal or annual closure
- Past Events
  - 2019: 1 (3 mi)
  - 2020: 0
  - 2021: 1 (3 mi)
  - 2022: 6 (6 mi)
  - 2023: 2 (4 mi)
Arts in the Right-of-Way

• Facilitates art in public space, including:
  • Murals in closed roads
  • Murals in curb extensions
  • Murals in micromobility corrals
  • Crosswalk “banners”
  • Art wraps on traffic control boxes

• DDOT’s Role:
  • Facilitates and processes permits
  • Some funding opportunities

• Community Role
  • Funding
  • Installation
Arts in the Right-of-Way
Block Parties

• Applicant must be an adult resident (21 years or older) of the block being closed
• Limited to one block
• The street must be reopened no later than 10 p.m.
• Applicant must obtain the consent of 51% of households on the block
• Vending and food trucks are prohibited. No sales, fees, or donations shall be solicited or accepted at the event
• No sale or consumption of alcohol beverages allowed
• Tickets cannot be sold for entry; the street must remain open to the public
• 20-foot emergency access fire lane
• Block parties should never be held directly in front of an alley nor in an alleyway
CONDITIONS

• Use 28” high MUTCD standard cones.

• Provide two ROAD CLOSED (R11-2) 48”x30” signs with white background and black color letters. The size of the letters must be a min. of 4” and upper case. Signs can be handmade.

• Provide and maintain a 20’ wide fire lane at all times.
L.A. Al Fresco On-Street Dining
Jaclyn Garcia, LADOT
LADOT’s Open/Public Space Programs

Pre-Pandemic

CicLAvia

People St Plazas

People St Parklets

Play Streets

Pandemic

L.A. Al Fresco
2,007 authorizations

LADOT
4% of all authorizations

1,742 authorizations

143 authorizations

38 authorizations

2,007 authorizations

Public Works

Building & Safety
Current Challenges

- Interdepartmental program with elected office management
- No dedicated staffing
- Staff and $$$ for procuring and installing barriers
- Lack of design standards in emergency program
- Inconsistent/unclear enforcement policies
- Unpermitted outdoor dining structures
- Paving, construction, utility work on street
- California Coastal Commission!
- Speed limits
Tentative release May/June 2023

One-month public comment period

Policies are organized into 3 categories:

- **Approval Criteria** - How we will approve on-street dining (few changes)
- **Design Standards**
  - Required barriers - No changes
  - Furnishings/aesthetics - Many changes
- **Operational Rules** - Rules a business must follow to keep permit (some changes)
Staying (Mostly) the Same: How we Review Applications

Existing Approval Criteria
● Appropriate speed limit
● Availability parking (loading okay)
● Two or few travel lanes in each direction
● No fire hydrant within 15 feet
● Not in unpermitted zone (ex: peak hour lane, EV charging, carshare)
  ○ Not in parking protected bike lane

New Review Criteria will also Include
● Written permissions for use of neighboring parking spaces
● Additional permissions for use of loading zone
● Up to two metered spaces only
● Must pass environmental review checklist
● Review overlap with existing utility/construction permits on street
25 MPH - Curbside Dining

30 MPH - Curbside Dining

35 MPH - Parking Lane Dining
New Design Policies - Barrier Aesthetics

- Water barriers must be covered*
- Concrete k-rail must be decorated*

* Will waive requirement for existing participants
New Design Policies - Accessibility Requirements

Dining areas must have a deck that is even with sidewalk or an ADA ramp

Decks must have clear gutter space and cover
New Design Policies

- Wired lighting must be overhead
- No solid roofs
- Required Object: Marker Sign
- Fabric roof or umbrellas only
New Design Policies - Structural Review

No structural review required

Structural review required
Phased Compliance of Policies

- Proposing a phased compliance for existing participants
- **Phase 1 Policies** - Focused on traffic and fire/life safety
  - Must be met prior to receiving a permit
- **Phase 2 Policies** - Aesthetics, accessibility, and structural review
  - Must be met within 6 months of permit
- LADOT will waive certain policies for existing participants, unless complaints have been received in the past
Equity Grant Program

- $1.6 million dollars in American Rescue Plan local recovery funds
- Business must be in a qualified low-income or disadvantaged neighborhood
  - Goal to maintain existing participation in program and to encourage new applicants in these areas
- Funds can be used to reimbursement of city permitting fees and/or equipment/services
Current Initiatives

Woodbury University interior design studio collaboration
Current Initiatives

- Two UCLA graduate research studies underway
  - a. Barriers to entry in L.A. Al Fresco
  - b. Economic analysis of L.A. Al Fresco
- Early findings:
  - a. Commercial corridors that participate in L.A. Al Fresco have outperformed control corridors
  - b. Average gross sales higher than in 2019
Open Streets x Restaurants
Open Streets x Restaurants
Open Streets x Restaurants
Open Streets x Restaurants

Woodside Ave, Queens
Open Streets x Restaurants
Open Streets x Restaurants
65+ mi. Open Streets
12k+ Open Restaurants
15+ mi. Open Streets: Restaurants
100K Jobs
Public Realm Toolkit

Beyond the Binary

BASE BLOCK
New Standards for Pedestrian + Cyclist Mobility

SLOW BLOCK
Bike Blvds + Ped-Priority Neighborhoods

SHARED BLOCK
Dynamic, Innovative Curb Management + Time of Day Pedestrianization

PLAZA BLOCK
Vibrant, Capital Designed, Programmed + Maintained in ALL NYC Neighborhoods
Public Realm Toolkit

Flexible & Responsive
Public Realm Feedback Loop

- Community Partnership
- Open Streets
- Dynamic Curb Mgmt.
- Corridor Planning

- Premier Public Spaces
- Equity Focused Maintenance
- Programming + Concessions
- Neighborhood Planning
Reimagining Open Streets
Open Street Concession Pilot

Objectives
• Plan + Design Comprehensively
• Balance Public vs Commercial
• Support Local Management
• Foster Local Partnerships

Expanded Outdoor Dining

Pedestrian + Cyclist Priority

Public Programming
Things to think about:

• Design Materials and Dimensions
• Political Buy-in
• Communications & Engagement
• Interdepartmental Hurdles
• Equity
• Safety
• Budget
Please complete the poll for this session on the Bizzabo app by clicking on this session!

Thank You

Contact Us:
- Kris Chandler: kris@nacto.org
- Kim Vacca, DDOT: Kimberly.vacca@dc.gov
- Jaclyn Garcia, LADOT: jaclyn.garcia@lacity.org
- Emily Weidenhof, NYCDOT: eweidenhof@dot.nyc.gov