The Pedestrian Oriented District: A Neighborhood Repositioning
Alfresco NYC – Street Integration

• Overview Open Streets & Open Restaurants in the Meatpacking District

• 2020 vs 2021 – Lessons learned over two years of open street operation

• Street integration & challenges to the Open Street/Open Restaurant program

• Post-pandemic and beyond
Overview Open Streets & Open Restaurants in the Meatpacking District

• MDMA operates 4 open streets
  • Gansevoort (Ninth – Washington)
  • Little West 12th (Ninth – Washington)
  • West 13th (Ninth - Washington)
  • Ninth Ave Slip Lane (W. 14th – W. 15th)

• 20+ businesses within the District utilize open restaurant program

• Operate temporally based on neighborhood activity.
  • Streets open for deliveries in the morning and closures in afternoon and evening
Overview Open Streets & Open Restaurants in the Meatpacking District
2020 vs 2021 – Lessons learned over two years of operation

• Regular closures support viability of Open Streets program and reduce vehicular conflict

• Barricades need to be strengthened to ensure closure is maintained

• Closing the street is not sufficient to create successful open street program. Programming and additional features (e.g. street furniture) are necessary as well.

• Outdoor dining should expand and improve the public realm, not just privatize public space
2020 vs 2021 – Lessons learned over two years of operation

STK 2020 vs 2022

Serafina 2020 vs 2022

Kobrick Coffee 2020 vs 2022
Street integration & challenges to the Open Street/Open Restaurant program

• Competing business interests, uses, and demands.
  • Deliveries
  • Building maintenance
  • Outdoor dining
  • Waste management

• City agencies, utilities, and private interests

• Public space vs private activity?
Post-pandemic and beyond

- Increase cultural programming on open streets
- Create permanent parklets to dedicate street space to pedestrians even when road is not closed
- Bring parking regulations into alignment with open street operations
- Pilot innovative logistics management within the District to limit vehicular activity
Recommendations for the future of the program

• Improve barricade program to lessen management burden and improve pedestrian safety

• Develop parklets and other street improvements outside of private restaurants or larger organized open street program

• Ensure open restaurant design engages the public realm versus encloses the public realm

• Program needs to be universal enough to support diversity of neighborhoods and Open Street uses, community character and management capabilities.