

**NYC Department of Transportation Testimony Before the
City Council Committee on Transportation and Infrastructure
October 1, 2025**

Good afternoon, Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure. I am First Deputy Commissioner Margaret Forgione. I am joined by Paul Ochoa, Executive Deputy Commissioner, Montgomery Dean, Director of Operations, and Rick Rodriguez, Assistant Commissioner for Intergovernmental and Community Affairs. Thank you for the opportunity to testify on behalf of Mayor Adams and Commissioner Rodriguez about the Administration's work to enhance New York City's sidewalks, medians, and streetscapes.

DOT is responsible for operating and maintaining 6,300 miles of streets and highways and over 12,000 miles of sidewalk. Everyone in New York interacts with the roadways and sidewalks to get around and the vast majority of our goods travel to their final destinations on our streets. Our goal as always is to make sure that can happen in a safe, efficient, and environmentally responsible way by enhancing safety conditions for all street users, increasing accessibility, improving pedestrian and cyclist connectivity and keeping the roadwork in a state of good repair.

To that end, DOT continues to work hard and creatively to deliver high-quality, high-impact projects that enhance streetscapes through safety and maintenance improvements with our interventions proving successful. The first six months of 2025 had the second-lowest traffic fatalities since 2018, with fatalities down 30 percent from last year. The declines follow the Administration installing a record amount of pedestrian space, a record number of protected bike lanes, and completing major street redesigns across the city—treatments shown to enhance the City's sidewalks, medians, and streetscapes.

Legislation

Turning to the legislation before the Council today.

Introduction 169

First, Intro. 169 sponsored by Council Member Farías. This bill would require DOT to install electric vehicle charging equipment on lampposts based on an annual feasibility determination.

Shifting to more sustainable modes of transportation is an integral part of the Administration's efforts to achieve carbon neutrality by 2050. The most sustainable way to get around is by walking, biking or transit, but for those New Yorkers who choose or need to drive, we want them to drive electric. To support electric vehicle (EV) adoption, the agency continues to develop a comprehensive EV charging network, with an emphasis on expanding charger access in areas where private sector investment is limited and supporting the electrification of the yellow taxis and FHV fleets.

As part of this strategy, we have been expanding access to fast charging across the city, turning our parking lots and garages into EV charging hubs and installing Level 2 curbside chargers.

In June 2021, DOT partnered with Con Edison to launch the city's first curbside EV charging pilot

program, which includes 100 public on-street Level 2 chargers distributed across 35 locations in the five boroughs. These chargers – installed and operated by Con Edison – are consistent with the look of existing street furniture and have two chargers and retractable cables to avoid obstructing the sidewalk. The current system has an average utilization of 70% across all sites – the highest utilization rate of any such system – with some locations reaching over 90%. The program’s performance exceeded expectations and demonstrated that curbside Level 2 charging can meet existing charging needs, is operationally feasible, and can increase charging access equity.

Based on the success of the pilot, the agency plans to expand this program to over 600 plugs across the five boroughs using federal funding. As part of this expansion, we are seeking to deploy chargers that are compact, are consistent with the look and feel of our family of street furniture, and are easy to install and remove, so as to maintain flexibility in the use of the curb. In 2022 and 2023, the agency tested a number of different charger designs, including a streetlight-mounted unit and a unit where the user supplies the charging cord. This research, as well as on-going monitoring of advances in the charger space, are informing our design approach to expansion.

DOT supports the intent of this bill to expand access to charging at the curb. Based on our testing and research, however, streetlight-mounted chargers do present certain engineering and utility-related challenges as compared to free-standing units.

We look forward to discussions with the Council and appropriate stakeholders on this legislation and the best strategies to expand access to curbside charging.

Introduction 221

Next, Intro. 221 sponsored by Council Member Holden, regards the repair of sidewalk damage caused by City-owned trees. The City utilizes various approaches to address damage caused by City-owned trees to sidewalks adjacent to 1-, 2-, and 3-family residential properties. As a matter of policy, since 2019, DOT no longer issues sidewalk violations to owners of these properties for defects caused exclusively by City trees. The City will repair tree-related damage to the sidewalk if non-tree-related defects exist but will not charge owners of these properties for damage caused by City trees when repairing sidewalks.

NYC Parks also offers the Trees & Sidewalks Program, which repairs sidewalks adjacent to 1-, 2-, and 3-family homes that have been damaged by the roots of City trees. Repairs are made based on a rating system that includes the severity of damage, amount of pedestrian traffic, and size and condition of the tree.

The Law Department has indicated concerns over the potential of the bill, as currently drafted, to create confusion in its effort to redefine the balance of liabilities and responsibilities between the City and homeowners. Agencies currently have mechanisms for addressing the damage caused by tree roots at no cost to homeowners. We look forward to further discussions with the agencies, Law Department, and Council to appropriately achieve the goals of this bill.

Introduction 262

Next, Intro. 262 sponsored by Council Member Joseph. This bill would require the installation of speed humps on roadways adjacent to any park equal or greater than one acre, which equates to nearly 5,000 roadway segments. DOT works to enhance safety through a variety of “traffic calming” design interventions that make streets safer by encouraging slower speeds and raised speed reducers are just one example of a wide variety of treatments we use as part of our traffic calming design guidelines. Speed humps are one of two types of raised speed reducers, the other being speed cushions. Speed humps span the width of the street and are typically raised to 4 inches above the level of the roadway and have a proven track record in the city. We are proud of our program to install and maintain these around the city having completed 323 new speed reducers in 2024, and 491 re-installations.

That said, we strongly believe that mandating specific treatments in specific locations is inadvisable, as the agency utilizes a data-driven approach, as well as engineering judgement, to target locations most in need of safety interventions. Our data-driven approach and engineering judgement supports the installation of not only speed reducers but also road diets, bike lanes, curb extensions, pedestrian refuge islands, and signal timing changes. Limiting our toolkit to only speed reducers along all roadways adjacent to these parks leads to a treatment either unsuitable in some locations, and perhaps more importantly, to a less safe, less data-driven approach in addressing the most dangerous locations citywide. We support the overall goal of providing safety around parks and other busy parts of the city and welcome any suggested locations to explore additional safety improvements.

Introduction 270

Next, Intro. 270 sponsored by Council Member Joseph. This bill would modify the Open Streets program to offer special activations on certain holidays and time periods with significant pedestrian traffic. Our Open Streets program is a beloved activation transforming our streets into public space open to all. In 2025, we will feature more than 200 locations citywide, which includes a record-high 72 Open Streets at schools across the city as part of the back-to-school season, and celebrated annual traditions through Car-Free Earth Day and an expanded version of Summer Streets reaching over 400 blocks of car-free fun. We support this bill, as we already extend the opportunity for programming on holidays like our annual Trick-or-Streets activations, and look forward to supporting potential programming partners to activate our streets on even more days.

Introduction 882

Next, Intro. 882 sponsored by Council Member Holden. This bill would grant DOT the authority to install and maintain tree guards on city property. The Department of Parks and Recreation has jurisdiction over street trees including a comprehensive tree guard installation process to get tree guards installed in front of residential buildings and businesses. While we appreciate the Council’s focus on the beautification of our sidewalks, considering the Parks Department already has both charter mandated jurisdiction over street tree maintenance and the expertise on tree maintenance and tree guards, we are concerned with shifting the authority and responsibility of tree guard installation and maintenance from the Parks Department to DOT.

Introduction 1104

Next, Intro. 1104 sponsored by Chair Brooks-Powers. This bill would require DOT, in consultation with the Department of Small Business Service (SBS) and the Economic Development Corporation (EDC), to study and report on the feasibility of siting additional ferry terminals in NYC. Although DOT owns and operates the Staten Island Ferry, EDC oversees the city's private ferry operators and the promotion of the use of our waterways for transportation. As stated in the hearing before this committee on September 10, 2024, we would recommend any ferry feasibility studies to reflect the current nature of how expansion is being done – that it's being led through the ferries team at EDC.

As we do not oversee or operate the NYC Ferry contract, we believe that EDC should be lead on any such study, with DOT providing any needed help or expertise. Respectfully, we defer to their expertise.

Introduction 1147

Next, Intro. 1147 sponsored by Chair Brooks-Powers. This bill would require the cleaning of medians at least once per quarter. Routine median maintenance is a multi-agency effort across paved and planted medians, DOT's efforts include a variety of services including regular horticulture care, litter removal, and ad-hoc services to address conditions that may arise at specific planted medians that we have capitally constructed. Although we oppose the bill as written, if there are specific areas of concern, we are happy to inspect those locations with our sister agencies and work with you to address any problems.

Introduction 1154

Next, Intro. 1154 sponsored by Council Member Menin. This bill would establish a high visibility pavement marking program culminating in a report on whether to expand or make the program permanent.

DOT already uses markings products that are the most visible, while also being proven to be reasonably durable in active traffic. These are primarily thermoplastic markings with embedded glass beads, which provide reflectivity for visibility at night. We install these markings not only when roads are repaved, but through an active refurbishment program so that our streets remain safe with visible markings.

Testing new materials in the active right of way is inadvisable and could directly lead to bad safety outcomes if the materials fail to adhere, are slippery, or prove not to be visible at night.

When new products enter the market, we test them outside the public right of way first and only bring them into public use if they are visible, durable, safe, cost effective, and available at the scale of our city. Our recent testing of photoluminescent markings demonstrated that it does not meet this reasonable standard. We do not support the bill as written, but we are happy to have more discussions about our processes and are open to testing new materials in appropriate locations.

Introduction 1233

Next, Intro. 1233 sponsored by Council Member Bottcher. This bill would require new medians separating bicycle lanes from motorized vehicle traffic to accommodate street trees or vegetation planted by the Department of Parks and Recreation. Vegetation within the right-of-way has been shown to provide significant benefits, enhancing pedestrian safety and beautifying the streetscape. As part of our capital and in-house Street Improvement Project (SIP) work, we already ensure that, as long as the newly constructed medians meet the requirements of the Parks Department and have a long-term maintenance plan, vegetation is planted. We support this bill and look forward to continuing the ongoing work of enhancing our streetscapes with vegetation.

Conclusion

In conclusion, I would like to thank the Council for the opportunity to testify before you today. We would now be happy to answer any questions.

COMMUNITY BOARD #14

CITY OF NEW YORK - BOROUGH OF QUEENS

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September 30, 2025

Testimony of Community Board 14Q Regarding NYC Council Intros 1147, 221, and 882 *"Maintaining, Greening, and Enhancing the City's Sidewalks, Medians, and Streetscapes"*

Good afternoon, Chairperson CM Selvena Brooks-Powers and Council Members,

My name is Felicia Johnson, I am the District Manager of CB #14Q, and I am speaking today on behalf of Queens Community Board 14, which encompasses the Rockaway Peninsula, and Broad Channel, NY—a vibrant, diverse, and resilient community bordered by Jamaica Bay and the Atlantic Ocean. Our district includes a large senior population, many of whom rely on ambulating devices such as walkers and wheelchairs. For them, safe and accessible sidewalks are not a luxury—they are a necessity.

We are here today to express our strong support for the intent behind Intros 1147, 221, and 882, which aim to improve the maintenance, greening, and enhancement of our city's sidewalks, medians, and streetscapes. However, we must also share our deep concerns about the chronic neglect and lack of accountability that have plagued these public spaces for years.

This past summer—and many summers before—our office fielded an overwhelming number of complaints from residents regarding the deplorable conditions of city-owned lots, sidewalks and streetscapes. These lots, many of which have not been maintained in years, are overgrown with weeds, strewn with litter, and pose serious safety hazards. They have become dumping grounds for garbage, cars, mattresses, anything you can possibly think of dumping. When we reach out to city agencies, we meet with finger-pointing: DSNY says it's Parks' responsibility, Parks says it's DOT's, and so on. Meanwhile, the lots, sidewalks, and medians remain untouched, and our residents suffer.

Sidewalk damage caused by city trees—trees that are supposed to be maintained by the NYC Parks Department—is another persistent issue. Homeowners are being asked to bear the cost of repairing upended sidewalks, with only the hope of reimbursement. This is not only unfair, but also unsustainable. The city continues to promote websites where residents can report sites in need of maintenance or repair, but there is no funding, no follow-up, and no accountability.

This summer, after submitting multiple 311 complaints with photographic evidence regarding median maintenance, overgrown sidewalks, walkways, and medians, our office received a response stating that DSNY would first spray the medians with insecticides and weed killers, wait to see if they worked, and then return to remove the dead weeds and convert them into mulch. This reactive, piecemeal approach is emblematic of the broader dysfunction in how our streetscapes are managed.

FELICIA JOHNSON
DISTRICT MANAGER



WWW.NYC.GOV/QUEENSCB14

DOLORES ORR
CHAIRPERSON

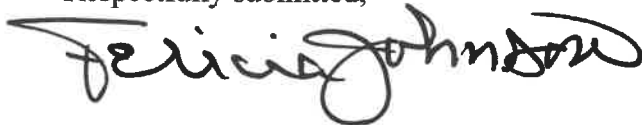
For our seniors', overgrown sidewalks are more than an eyesore—they are a barrier to mobility and independence. When weeds grow waist-high and tree roots crack the pavement, it becomes impossible for someone with a walker or wheelchair to safely navigate their own neighborhood.

We urge the Council to ensure that these bills are not just well-intentioned but well-funded and well-enforced. Maintenance of city-owned lots must be clearly assigned and regularly executed. Sidewalk damage caused by city infrastructure must be repaired by the city—not passed on to homeowners. And the public must be able to trust that when they report a problem, it will be addressed.

The Rockaway Peninsula deserves better. All of New York City does.

Thank you for your time and consideration.

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Felicia Johnson', with a stylized, flowing script.

Felicia Johnson, District Manager

Community Board #14 Queens



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Elizabeth Crowley, President & CEO

**STATEMENT OF THE BTEA TO THE NEW YORK CITY COUNCIL COMMITTEE ON
TRANSPORTATION AND INFRASTRUCTURE
OCTOBER 1, 2025**

Good morning,

My name is Samuel Eluto, and I am the Director of Member Relations for the BTEA. Thank you to Chair Brooks Powers and the committee members for holding this important hearing. I am delivering testimony on behalf of members executing the New York City Department of Transportation's (DOT) contract for "Furnishing and Installing Accessible Pedestrian Signals" (APS).

The Building Trades Employers' Association (BTEA) represents more than 1,200 union construction managers, general contractors, and specialty trade subcontractors across New York City. We are the largest organization of union contractors in the country. Our members develop critical civil infrastructure projects for New York City and State, as well as the federal government. Additionally, many of our members are small and MWBE firms that hire union workers under collective bargaining agreements.

APS devices are necessary to preserve the health and safety of New Yorkers living with disabilities, and our members are eager to support a more accessible city. However, our members are troubled by the Independent Monitor's recent report finding that New York City is not in compliance with the MUTCD, while they are being required to bear the costs of compliance. The BTEA has heard from members who must perform work under a contract that we know requires revision, while also being forced to absorb the increasing costs associated with the contract. Additionally, poor communication and coordination from the DOT has made contractors have to pay more out-of-pocket costs because of uninformed inspectors, delays in the building process, and an inaccurate pricing system. This has placed an untenable burden on contractors, and our members need relief. Otherwise, our members may no longer be able to bid on the work.

We respectfully urge the DOT to move away from simply extending the current flawed contract. Rather than exercising unilateral renewal rights, the agency should issue a new solicitation that reflects today's compliance framework and real costs. Doing so would give installation contractors the clarity they need to decide whether to remain in the program and at what unit prices. Additionally, there needs to be timely inspections and permit approvals through dedicated resident engineers and mechanisms for providing fair compensation for work outside the scope of the APS program. This will allow the deficiencies in the current contract to be remedied and help ensure that our city is fully accessible to all New Yorkers. Thank you for your attention to this important issue.



Testimony of the New York Electrical Contractors Association

Before the New York City Council

Committee on Transportation and Infrastructure

Regarding the Department of Transportation's Accessible Pedestrian Signals Program

Chair Brooks-Powers, and Members of the Council:

My name is **Peter Rescigno**, and I serve as Executive Secretary of the New York Electrical Contractors Association, which represents union electrical contractors across New York City. Thank you for the opportunity to testify today about the serious challenges our members face under the Department of Transportation's Accessible Pedestrian Signals, or APS, program.

Our contractors support the mission of this program and recognize the importance of ensuring accessibility for all New Yorkers. Unfortunately, the City's execution of this contract has been deeply flawed, and unless changes are made, local contractors will continue to face devastating financial losses that threaten their ability to complete this work.

The current contract, issued hastily in 2023 to comply with a federal court order, an important fact which it does not mention, was based on inaccurate estimates and an ill-defined scope of work. Contractors were asked to design APS intersections without clear standards or consistent guidance, forcing them to make assumptions that have proven costly and unworkable.

Compounding this, NYCDOT has failed to provide timely inspections and oversight as required by the contract. Instead of assigning resident engineers, DOT relies on a handful of roving inspectors who often review work long after it has been performed. This has created constant disputes over measurement, payment, and responsibility for maintenance—costs that contractors must absorb.

In addition, contractors are routinely forced to perform extensive non-APS work and redesign projects at the last minute to accommodate this unrelated work at intersections. The contractors are being required to perform this extra work outside the scope of the contract without fair compensation under this unit price contract. The lack of coordination within DOT itself has led to delays in permits, inspections, and payments, while contractors are even ticketed for unavoidable conditions created by APS installations.

Finally, the contract's pricing terms are fundamentally unfair. The city has adopted a "heads I win, tails you lose" system, where contractors must absorb the losses from grossly inaccurate quantity estimates, but are prevented from recovering costs even when work far exceeds original projections.

The bottom line is this: our contractors have been asked to deliver on a critical accessibility program under terms that are inequitable and unsustainable. Without relief, the program itself is jeopardized.

Because the NYCDOT delayed in bidding a new contract to continue the APS installations after the expiration of this contract's term, NYCDOT has indicated its intent to renew the current Contract for up to an additional year at the same prices. Before renewing a contract, the PPB Rules require a determination that the prices set years earlier in the contract "are still fair and reasonable." This is certainly not the case, as the NYCDOT's failure to properly manage the contract pursuant to the intended terms at the time it was bid have and continue to cause the installation contractors to incur substantial losses each day that this contract remains in effect.

We respectfully urge the Council to press DOT to:

- Decline to renew the contract, or at the very least equitably revise the prices so that they fairly and reasonably reflect what the contractors are being forced to perform;
- Replace the current contract with a new agreement that includes clear standards, accurate quantities, and equitable pricing protections;
- Ensure timely inspections and permit approvals through dedicated resident engineers; and
- Provide fair compensation for work outside the scope of the APS program.

Our contractors remain committed to completing this important work for the City, but they cannot continue under the current conditions. We ask for your leadership to make sure the APS program succeeds while treating the contractors who perform this work fairly.

Thank you for the opportunity to be here today.

Saaif Alam
September 23rd 2025

City Council Testimony for Tree Repair by NYC Parks

Dear Members of the Committee of Transportation and Infrastructure,

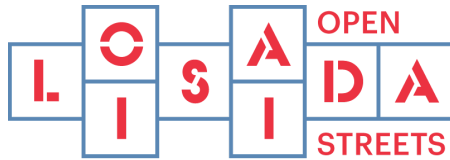
Thank you for allowing me to testify today. My name is Saaif Alam and I am the President of Jamaica Hill Community Association. Uproots of trees that cause damage to sidewalks is a top issue in our neighborhood. I spoke to several residents in my neighborhood and they have reported the complaints to 311. Their complaints did not receive a timely response by New York City Parks. Although the New York City Parks did inspections at their homes, the new York City Parks did not prioritize the matter for need of repair because it is below priority number 90.

The requests were submitted again but residents have to wait til next cycle. Based on the delay of requests, I urge the New York City Council to do the following things:

1. Allocate more investment on Trees and Sidewalk programs to expedite the process to repair sidewalks.
2. Allocate more investment to hire more staff for New York City Parks so they will have increased capacity to repair damage of sidewalks caused by trees,
3. Ensure the investment allows for a walkthrough requested by a civic association President to check for damages for a sidewalk.

Our homeowners deserve to repair their sidewalks caused by new york city owned trees without relying on an expensive alternative to repair the sidewalk on their homes. More investment towards the Tree and Sidewalk Program and New York City Parks will ease the financial burden of homeowners residing in Jamaica Hill, Queens. Please take action in favor of bill intro 0169-2024.

Best,
Saaif Alam
President of Jamaica Hill Community Association



October 3, 2025

RE: Int. 0270: **Special activation of the Open Streets program on certain holidays and time periods with significant pedestrian traffic.**

I am a volunteer organizer for the Loisaida Open Streets Community Coalition, on Avenue B in Manhattan, and I support the proposed legislation.

The Avenue B Open Street was launched in 2020. Maintained by volunteers for over two years and by DOT in partnership with The Horticultural Society since, the closure of Avenue B from 6th to 14th Streets (more recently, from 7th to 10th Streets) has made our neighborhood cleaner and safer. From 2019 to 2023, the ratio of cars to micro-mobility devices (bikes, scooters, etc.) has “flipped” to where, in both 2023 and 2024 vehicle counts, there were more pollution-free vehicles on the street than cars.

The Open Street has also been a haven for street activations and programming, with over 135 full-scale events since launch. This includes events that support the physical, cultural, and spiritual well-being of our community, as well as featuring in high-profile events like Trick Or Streets and Car Free Earth Day, as well as music, dance, art, fitness, cultural, and sustainability events. Because we have had the ability to program from 6th Street to 14th Street, we have had the ability to bring positive press and media coverage to both DOT and the Open Streets program. The Avenue B Open Street enjoys tremendous support in the East Village, Alphabet City, Chinatown, and other nearby neighborhoods.

As an Open Streets organizer, I support legislation that supports the goals and benefits of the Open Streets program. Common-sense improvements, such as Intro 0270, help make the program more accessible and flexible. By making it easier to run events on Open Streets, adding flexibility and allowing one-off days in addition to designated holidays, these community-based resources can be more responsive and supportive of the neighborhoods where they were based - and given the attraction to Open Streets events that we have seen, on our own Open Street and elsewhere, for all New Yorkers.

I strongly support this legislation to allow flexibility around special activations to the Open Streets schedule.

Sincerely,

Cecil Scheib

Loisaida Open Streets Community Coalition

loisaida.openstreets@gmail.com



**Testimony of Alia Soomro, Deputy Director for New York City Policy
New York League of Conservation Voters
City Council Committee on Transportation and Infrastructure
Oversight Hearing on Maintaining, Greening, and Enhancing the City's Sidewalks,
Medians, and Streetscapes
October 1, 2025**

My name is Alia Soomro and I am the Deputy Director for New York City Policy at the New York League of Conservation Voters (NYLCV). NYLCV is a statewide environmental advocacy organization representing over 30,000 members in New York City. Thank you, Chair Brooks-Powers and members of the Committee on Transportation and Infrastructure for the opportunity to comment.

In order to effectively fight climate change and protect public health, we need to reimagine how people live, move, and experience green space in our City. As members of the Play Fair for Parks and Forest for All NYC Coalitions, NYLCV has long-advocated that everyone should have access to well-maintained parks and open spaces. Additionally, we stand with advocates calling for all New Yorkers to have access to reliable, affordable, and clean transportation in addition to safe streets. Our city needs to continue prioritizing Vision Zero and street safety improvements.

NYLCV supports Intro 262 of 2024, sponsored by Council Member Joseph, which would require the NYC Department of Transportation (DOT) to install speed humps on roadways that are adjacent to any park equal or greater than one acre in size unless such installation, in the commissioner of DOT's judgment, would endanger pedestrians or motorists, or would not be consistent with DOT's guidelines regarding the installation of speed humps. Installing speed humps around parks will make cars slow down, making it safer for pedestrians, cyclists, and drivers to move around our city's green spaces.

On that note, we also support Intro 1154 of 2024, sponsored by Council Member Menin, which would require that the DOT Commissioner establish a pilot program to install high visibility pavement markings in at least five locations per borough. The bill would require DOT to prioritize placing the high visibility pavement markings in locations where high numbers of traffic related injuries or fatalities have occurred as a result of poor driving conditions.

As supporters of Vision Zero, Intros 262 and 1154 will improve New Yorkers' street safety and quality of life. According to the [2025 Mayor's Management Report](#), in Fiscal 2025, DOT constructed 49 percent fewer speed humps and cushions (from 433 in Fiscal 2024 to 224 in Fiscal 2025) and installed accessible pedestrian signals at 19 percent fewer intersections (from

950 to 772). While the city has made some progress when it comes to Vision Zero, we hope these two bills will contribute to making our city safer.

When it comes to New York City's ferry system, NYLCV also supports Intro 1104 of 2024, sponsored by Council Member Brooks-Powers, which would require DOT, in consultation with the NYC Department of Small Business Services and the NYC Economic Development Corporation, to study and report on the feasibility of siting additional ferry terminals in New York City. The study would identify potential locations for additional ferry terminals and would consider the local benefits of each new siting, logistical challenges associated with each new siting, any solutions to these challenges, and the estimated costs associated with each siting.

Waterborne transportation, including ferries, are a critical part of the City's climate and sustainability goals and help to better connect parts of the City that are not well-connected to the subway. We call on the City to continue making the ferry system more equitable by expanding it in transit deserts, especially in communities that have been historically underserved. For instance, new routes to consider include Staten Island to Brooklyn, an extension of the Soundview line to City Island and LaGuardia Airport, more routes to southeast Queens, and an extension to Randall's Island. We also urge the City to plan comprehensively by coupling ferry stops with expansions in micromobility options, such as Citibike and e-scooter docks, as well as protected bike and bus lanes. This will allow more New Yorkers to access more forms of safe and clean transportation. Lastly, NYLCV calls on the City to continue working towards an electrified ferry fleet for the whole NYC Ferry system.

Ultimately, we need comprehensive measures to improve our city's green space as well as driver, pedestrian, and cyclist safety. Enhancing safety and quality of life is key to achieving our climate goals. We look forward to working with the City Council, Administration, and advocates to move towards universal daylighting and prioritize Vision Zero policies.

Thank you for the opportunity to comment.

Testimony on 10/1/25 Committee on Transportation and Infrastructure Hearing

Open Plans writes today regarding the Transportation and Infrastructure hearing on October 1, 2025. Detailed comments on our positions on a number of bills being heard are below:

- **We support Intro 262 and 1154.** We fully support continuing to build out street infrastructure that works and provides safety for all road users. Intro 262 expands speed humps by parks, an important location due to the amount of pedestrian foot traffic, including for particularly vulnerable road users (e.g. children and seniors). Intro 1154's testing of high visibility pavement also could help increase safety and visibility on our streets.
- **We support Intros 270, 882, and 1147.** Our city is in dire need of a more comprehensive approach to public space management. While these bills don't get all the way there, Intros 882 and 1147 put more of an onus on the city to manage our streets and green space actively, and Intro 270 offers more opportunities to activate our public spaces (with assistance from the City). We support these bills and continue to urge the Council to explore more holistic public space management, as outlined in our report, [Framework for the Future](#).
- **We support Intro 1104.** We should continue to look towards expanding our city's public transportation network to the benefit of all New Yorkers. Ferries offer an added benefit of keeping some vehicular traffic off our streets and do not require as significant infrastructure as new subway lines or stops.
- **We support Intro 1233.** Like we did with Intro 746 (now LL 94 of 2024), we fully support Intro 1233. Medians are prime places for adding trees and green space, and can help towards a more climate-resilient city.
- **We have concerns about Intro 169.** Generally, we oppose the placement of EV chargers at the curb; they lock in that use of the curb for the foreseeable future, and can be a barrier to future street redesigns. While building charging into street lamps is a smart use of already existing infrastructure, we believe that EV charging efforts should be focused off-street.

Respectfully,
Open Plans

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October 1, 2025

RE: Int. 0270: Special activation of the Open Streets program on certain holidays and time periods with significant pedestrian traffic.

I am one of the organizers of the Vanderbilt Avenue Open Street in Brooklyn and I support the proposed legislation.

We just wrapped up our 6th Open Streets season. The Vanderbilt Open Street provides much needed public open space and a protected two-way bike lane, helps local businesses, and serves thousands of New Yorkers each week. Many of the local restaurants will attest that the Open Streets program has been a lifeline. Indeed, a 2022 DOT study found that businesses on the Vanderbilt Open Street experienced an increase in sales of 20% compared to the period prior to Open Streets. Beyond these economic benefits, the Open Streets program has allowed communities to reimagine their local streetscape and provided for the (temporary) transformation of city streets into beloved new public open space.

As an Open Streets organizer, I support legislation that further formalizes the Open Streets program, especially if it helps make the program more accessible and flexible. The proposed legislation would facilitate running Open Streets outside of a regular schedule. It would be incredibly helpful to add further flexibility and allow one-off days in addition to designated holidays. One obvious example that comes to mind, which would greatly facilitate our organizing of the Vanderbilt Open Street, is Pride in June — which is not technically a holiday, yet certainly a significant event in NYC, especially for the LGBTQ community.

Outside of designated holidays it is currently virtually impossible to add a one-off day to the Open Streets schedule. To illustrate: we organize a yearly Pride event on the Vanderbilt Open Street. Prior years, when we operated the Open Street Fridays through Sundays, we were able to organize a weekend-long Pride event. This season, as we only operated the Vanderbilt Open Street on Saturdays, we could only do one day of Pride instead of the entire weekend. We tried to add the Sunday of Pride back in, but there is currently no mechanism for adding such a one-off day to the Open Streets schedule — we would have to organize it as an entirely separate street event through SAPO, with all the cumbersome administrative and financial barriers that entails, effectively duplicating the substantial organizing load we already have for the Open Street itself. It is greatly inefficient and prohibitively complicated to require a complete parallel application from a community organizer already permitted and approved to run a recurring street event, in order to operate just one additional day.

So far, DOT has always provided us the opportunity to run the Vanderbilt Open Street on certain designated holidays in addition to our regular operating schedule, which has been a very helpful and flexible way to add e.g. a Memorial or Labor Day into our weekend schedule, and allow restaurants to operate in the street on those days and provide public space for neighbors to enjoy. The proposed legislation would further codify this practice and extend it beyond designated holidays.

In sum, I strongly support this legislation to allow flexibility around one-off additions to the Open Streets schedule, and want to emphasize the importance of making sure it is accessible not just for designated holidays but also for important community events such as Pride.

Saskia Haegens

Vice Chair, Prospect Heights Neighborhood Development Council



1 October 2025

NY City Council
New York City Hall
250 Broadway
New York, NY 10007

Re: Maintaining, Greening and Enhancing the City's Sidewalks, Medians and Streetscapes

Dear New York City Council,

I am writing on behalf of the Rockaway Civic Association, a community based non-profit organization which represents the Rockaway Park section of Rockaway, Queens.

The issue of Greening and Maintaining our center medians has been an ongoing concern in our community for many years. Requests to improve our neighborhood center road medians have been submitted through our local Community Board (14).

We urge the City Council to move forward on recommendations made by our City Council Representatives and our Community Board on improving our center medians for appearance, environmental sustainability and community health improvement.

As an example of this local issue in Rockaway, we have one large expanse of center medians located on Beach Channel Drive, which is the main roadway traversing the entire Rockaway Peninsula, and which has been neglected for decades without improvement (see attached photos).

This center media section between, roughly B98th Street and B112th Street, has been filled in with asphalt for decades, and is covered with trash and overgrown weeds throughout the summer season.

This large public space, the main entry point to Rockaway, would ideally benefit from well planned greenery and tree plantings, porous pavers to absorb rainwater runoff, all while providing a safety buffer from pedestrians crossing this busy thoroughfare.

As it stands, this stretch of center medians is a poor reflection on the City's commitment to improve public health with additional tree plantings and environmental concerns. The Rockaways are particularly low in tree canopy formation, as indicated by the NYC Parks department's web site; improvements for these types of spaces would provide an ideal location for addressing this problem. Additionally, the tree plantings would go a long way towards improving air quality surrounding the DEP Water Treatment facility located in this immediate area.

Thank you for taking the time to listen to our community concerns. We hope that this letter provides valuable insight into community wishes, with regard to center median improvements in Rockaway Park, Queens.

Sincerely,

Dr. Harold Paetz

President, Rockaway Civic Association

Subject: Written Testimony on Int 0169-2024 in support of the installation of EV charging stations on New York City lampposts.

Date: October 3, 2025

To the Honorable Members of the Committee on Transportation and Infrastructure:

Voltpost, Inc. is writing in support of Bill Int 0169-2024, a local law to amend the administrative code of the City of New York, in relation to the installation of electric vehicle (EV) charging equipment on lampposts. Voltpost is a New York-based EV charging company that is the leader in lamppost EV charging solutions in the US. Voltpost was founded in Brooklyn in March 2021 to decarbonize mobility by democratizing EV charging access. The company does this by deploying modular and upgradable Level 2 EV chargers on existing lampposts. By retrofitting existing poles, Voltpost eliminates the need for extensive trenching, new utility service upgrades, or costly site reconstruction. This approach not only reduces construction and permitting complexity but also accelerates project delivery, allowing chargers to be deployed and operational in a fraction of the time required for traditional charging stations.

In 2021, NYC DOT announced plans to build a public charging network with 40,000 Level 2 chargers. This included installing 10,000 curbside chargers by 2030, and a pilot of 200 lamppost chargers in 2023 to advance New York's sustainability targets and support drivers living in multi-unit housing who cannot install their own chargers or lack dedicated parking at home or their place of work. ConEd successfully partnered with the City of New York and FLO to deploy approximately 100 curbside EV charging ports across all five boroughs through the curbside charging pilot program. **In 2024, the average utilization across the network was reported at 72%¹**, highlighting the critical need for convenient and accessible Level 2 charging where New Yorkers live and work. Voltpost is eager to support NYC DOT to meet unmet EV charging targets.

Voltpost New York Projects

From 2022 to 2023, Voltpost piloted lamppost EV charging with NYC DOT through the DOT Studio program. Voltpost received positive feedback from NYC DOT, fleet drivers, local leaders, and NYC drivers, ranging from New Yorkers expressing that this is by far the best solution they have seen for curbside charging, to stating they want Voltpost lamppost chargers on their street. Since then, the company has deployed the Voltpost charging platform in Illinois and Michigan.

In 2024, Voltpost was awarded funding from NYSERDA to deploy 13 Voltpost lamppost chargers in New York. Voltpost is in conversation with the following cities to bring lamppost charging to their communities: Albany, Brooklyn, Glens Falls, Larchmont, Mount Vernon, New Rochelle, Saratoga Springs, Syracuse, and Yonkers. Voltpost is also working with ConEd and National Grid, and government agencies including NYCEDC and MTA on this project. This project will demonstrate Voltpost's solution as a cost-effective and scalable measure to expand access to EV charging. We recently completed our first commercial deployment as part of this program with NYCEDC at the MADE Bush Terminal in Brooklyn.

¹ <https://www.bloomberg.com/news/articles/2024-03-27/nyc-s-level-2-curbside-ev-charging-pilot-extended-past-2024>

We completed the Transit Tech Lab in 2024 with MTA and NJ Transit, and are actively working with MTA to deploy Voltpost in locations across multiple boroughs where MTA fleet drivers park. In addition to these grant-funded projects, Voltpost was awarded \$2.5M in funding from the Joint Office of Energy and Transportation to deploy 75 lamppost chargers curbside and in commuter lots across the Tri-state area in New York, New Jersey, and Connecticut. The project will be completed in partnership with Zipcar, Empire Clean Cities, Clean Cities NJ, and Connecticut Clean Cities Coalitions.

Our work with NYC DOT, NYSERDA, and NYC agencies has proven that lamppost EV charging is not only feasible but necessary for New Yorkers. Projects conducted in other cities in the US demonstrate similar findings.

Lamppost Charging Pilot Learnings

Successful right-of-way (ROW) pole-mounted charging deployment projects have been conducted with Seattle City Light and the Los Angeles Bureau of Streetlighting. These projects offer valuable insights into how curbside charging can be successfully deployed in major cities across the US. Collectively, these pilots have deployed several hundred chargers, with the overarching goal of accelerating EV infrastructure deployment in a cost-effective, minimally disruptive, and community-responsive manner. These programs were launched to address specific local and regional concerns, such as the lack of accessible EV charging in dense urban areas, the high cost of traditional ground-mounted installations, and the need to equitably expand EV access to low- and moderate-income communities.

Seattle City Light piloted a retractable EV charger mounted on utility or street light poles to serve homes without garage access. The charger cable drops when in use and retracts afterward, helping reduce tripping hazards and cable damage. In Seattle's first wave of this program, the city received over 1,100 applications for 30 planned chargers, highlighting high demand and contested street space. This pole-mounted system offered a practical, cost-effective solution for urban EV access and highlighted the need for careful site selection and community coordination. While installation costs varied at each site, average costs were less than traditional curbside charging because the chargers tap into existing pole power infrastructure.

Los Angeles is expanding their EV charging infrastructure by installing 10,000 pole-mounted chargers on existing streetlight poles, leveraging their built-in 240V power and freed-up capacity from energy-efficient LED upgrades. Over 750 chargers are already in place. Chargers deployed through this program are mounted 10 feet above ground to minimize damage risks and are especially suited for dense urban areas with limited space, helping improve access for residents in multi-unit buildings. This is a notable design evolution, as the initial placement of chargers was at eye level, which led to increased vandalism. In response, the equipment was repositioned 10 feet up the pole—a modification that has proven successful in reducing damage and improving operational reliability.

The planning and design criteria for these pilots were guided by considerations such as local EV adoption rates, socio-economic conditions, pedestrian and curbside usage patterns, and existing electrical infrastructure capacity. In some cases, pilot programs were coordinated with lamppost upgrades or municipal lighting infrastructure projects, allowing utilities and municipalities to leverage existing conduit and electrical service to minimize installation costs. The average deployment timeline for

pole-mounted EVSE in these pilots was significantly shorter than for traditional installations, with many units installed in a matter of hours rather than days or weeks. Costs were also lower due to the reduced need for trenching, civil work, and new utility service.

Addressing NYC DOT Concerns

Voltpost has faced barriers to deployment in the NYC public right-of-way due to the current regulatory environment. The Voltpost team respects the technical concerns raised by NYC DOT at the public hearing on October 1, and are committed to addressing them directly in our approach to lamppost EV charging. Specifically, the challenges around capacity, utility service and metering, and NYC lamppost infrastructure structural capabilities, raised by NYC DOT commissioners as potential blockers to lamppost EV charging deployments in NYC can all be solved through collaboration with Voltpost.

- Existing capacity at poles

Most residential lampposts in the US operate at 120 volts. However, in commercial or industrial settings, lampposts often run at higher voltages to support larger or more efficient lighting systems. In certain older installations or specialized applications, lampposts may also operate at 240V. Given these power limitations, lampposts generally cannot support direct current fast charging and are better suited for Level 1 and Level 2 chargers.

Voltpost installations require 208-240VAC with up to 40A of capacity per charger for appropriate charging speeds (i.e. a dual-port Voltpost charger needs up to 80A). Voltpost has specialized lamppost charging project development and deployment expertise and can reduce the power required if there are local power constraints. The Voltpost chargers can also power share if required. For example, a dual-port charger could share 40A between two ports. Upgraded power and/or a new meter service may be needed for some installations. This process is considered standard and very similar to upgrades done for LED streetlight upgrades. In these cases, Voltpost works directly with the local utility, electricians or facility managers, and installation partners to complete the required make-ready work. Voltpost has the support of utilities across the country, including ConEd, ComEd, National Grid, Eversource, United Illuminating, PG&E, and NYPA.

- Metering and utility challenges

NYC DOT expressed concerns in regard to the requirement of new meter service at NYC DOT poles hosting EV charging stations. Voltpost understands that ConEd sets a tariff, or general rate, for all NYC DOT streetlights, so NYC DOT would have to potentially open new meter service. Voltpost is open to exploring several innovative options with NYC DOT to reduce challenges associated with this effort. It is worth noting in London for example, that the same metering challenges were successfully overcome and thousands of lamppost chargers have subsequently been deployed. For poles that are “behind the meter”, such as Voltpost’s installation at the MADE Terminal Parking Lot, there is no need for the utility to be involved with the installation.

- NYC lamppost infrastructure unable to structurally support charging infrastructure

Votpost understands NYC DOT's concerns surrounding aging lamppost infrastructure in NYC and the ability to support EV charging infrastructure. That is why Votpost's new product offering, the Votpost Air, is a smaller form factor that can be deployed on more kinds of poles. The charger weighs 33 lbs and is mounted approximately 10 feet high, reducing opportunities for cable or charger vandalism. To date, Votpost has not faced any obstacles to deploying on older lampposts or utility poles.

Votpost applies specific criteria to pole selection based on our extensive work with our own engineers as well as independent engineers across the US. **Even if only 1% of pole types were suitable for retrofitting, that would unlock the deployment of thousands of chargers across New York for a fraction of the cost of traditional Level 2 chargers.**

Without clear guidelines and streamlined authority for curbside charging, innovative solutions like EV lamppost charging, which are already successful in major cities such as London, cannot scale in NYC. Passing legislation like this bill would unlock access, reduce red tape, and enable faster deployment of equitable public charging for New Yorkers. This bill is a step in the right direction and further positions New York City as a leader in sustainability and innovation. We urge you to vote "yes" on Bill Int 0169-2024 to enable increased access to this critical infrastructure in NYC.



Votpost Air at MADE Bush Terminal in Sunset Park , Brooklyn.

Thank you for your consideration,

The Votpost Team
gozero@votpost.com

Greetings Council IMembers,

I am writing on behalf of residents in **District 31** regarding the condition of the roadway medians in my community. These medians have not been properly maintained, cut, or landscaped for an extended period of time, and their current state has become a significant concern for both safety and quality of life.

First, the neglected medians pose a public safety hazard. Overgrowth obstructs visibility for pedestrians and drivers alike, and when individuals attempt to cross mid-block, the conditions create unnecessary risk. Medians should function as safe crossing points and traffic dividers, not barriers.

Second, the current state of neglect creates a visible eyesore in our district. Medians, when properly maintained, can serve as green spaces that beautify the community, improve environmental conditions, and promote civic pride. Unfortunately, our residents are being deprived of these benefits.

It is important to note that this issue does not appear to be consistent citywide. In other districts, medians are regularly maintained and improved, while in ours they are overlooked. This disparity raises concerns about equity in the allocation of city resources.

We respectfully urge the Parks Department and other relevant agencies to ensure that medians in District 31 are maintained on a consistent and ongoing basis. This should not be treated as optional, but rather as part of the city's commitment to public safety, beautification, and equal treatment of all communities.

We ask that you give this matter your immediate attention and provide a clear plan for ongoing maintenance. Our community deserves the same level of care and investment as any other district in the city.

Respectfully,
Damara Lee

I'm John Cori local Rockaway Community Activist or as others might say a pain in the Butt!

I am here to give my support to Intro 1147

This issue is without a doubt, a common denominator when it comes to blight in every NYC neighborhood.

Council members should not have to supply city agencies with portions of their budgets to get their constituents and immediate communities what they already deserve as Tax Payers.

Proper maintenance of our communities should be automatic, timely and hopefully mandatory after 1147 is passed!

My personal experiences with this type of urban blight of overgrown and or dirty medians and unkempt tree pits is a direct reflection on our immediate NYC Government and City agencies

And New Yorkers as a whole!

Over grown medians and sidewalks of City and state properties and poorly maintained tree pits are a glaring example of the Broken window theory-

Young students and Folks walking to schools and work should not have their immediate environment poorly maintained! It gives them a subliminal message that nobody cares, so why should they!

No New Yorker should be embarrassed to have a visitor to their neighborhood.

Please pass these bills!

Hello,

Hello,

My name is Lenny Yarde, and I reside in the 31st Council District in Arverne, New York 11692. I would like to express my gratitude to the Council for providing me with the opportunity to submit written testimony regarding INTRO 1147, which mandates the cleaning of medians at least once per quarter during the calendar year, as proposed by our Councilwoman Selvena Brooks Powers.

This legislation is both timely and necessary for our community. Last summer, our community was subjected to a prolonged period of neglect by the Department of Sanitation (DSNY) regarding the cleaning of our medians. Despite multiple 311 complaints filed by myself, THOR-CIVIC, Qns CB 14, and follow-up communications from the council member's office, the medians were not cleaned in a timely manner. This service took two months to be completed, during which time the medians and city-owned lots became an unsightly eyesore on our community. The medians were overgrown with weeds and vegetation, which conveyed a message of neglect and disregard for the community's well-being. As a homeowner, it was embarrassing to walk and drive past such neglect. This issue is a matter of quality of life, and services should be provided without delay regardless of one's zip code.

Recently, there was a DSNY Oversight hearing on September 18, 2025, titled "Challenges with Street Cleanliness." During the hearing, it was revealed that the technology and data analysis tools are now available to address street cleaning, including medians. The DSNY stated that the implementation of the cleaning conditional log is underway. I hope that with this new initiative and the legislation INTRO 1147, they will complement each other in ensuring cleaner medians, resulting in a more equitable distribution of services across all communities without undue delay. Our commitment must be consistent with our actions.

Thank You,
Lenny Yarde

October 2, 2025

Regarding Int. 0270: **Special activation of the Open Streets program on certain holidays and time periods with significant pedestrian traffic.**

I am writing to express my strong support for the proposed legislation, Int. 270, as a Queens resident, frequent visitor to Open Streets around the city, and as the Vice Chair of the 31st Ave Open Street Collective in Astoria which has given me valuable experience learning what it really takes to activate these spaces every weekend.

Our Open Street has been operating since 2020, providing much-needed public open space in a part of Queens where access to parks and open areas is limited. Many of us in this neighborhood are far from Astoria Park, making our Open Street an essential community resource. It serves thousands of New Yorkers each week, supports local businesses, and has allowed our community to reimagine what our local streetscape can be—transforming ordinary city streets into beloved public gathering spaces.

As an Open Streets organizer, I support legislation that formalizes and strengthens the Open Streets program, particularly measures that make it more accessible and reduce administrative burdens. The current SAPO process is overly complicated and leads to significant volunteer burnout. Anything we can do to simplify and standardize the operations of Open Streets will benefit not only individual groups like ours, but our city as a whole.

The proposed legislation would provide much-needed flexibility by facilitating the operation of Open Streets outside of a regular schedule. Currently, it is virtually impossible to add a one-off day to an Open Streets schedule outside of designated holidays. To do so requires going through SAPO as an entirely separate street event, with all the cumbersome administrative and financial barriers that entails. This effectively duplicates the substantial organizing load we already carry for the Open Street itself. It is greatly inefficient and prohibitively complicated to require a complete parallel application from community organizers who are already permitted and approved to run a recurring street event, simply to operate one additional day.

The ability to add flexibility around one-off days would be incredibly helpful—whether for designated holidays or for important community events that aren't technically holidays but hold significant meaning for our neighborhoods. DOT has provided opportunities to run Open Streets on certain designated holidays in addition to regular schedules, which has been very helpful. The proposed legislation would codify this practice and extend it beyond just designated holidays.

I strongly support Int 270 and its objectives. Simplifying and standardizing Open Streets operations will help prevent organizer burnout, make the program more sustainable, and ensure that communities like ours in Astoria can continue providing vital public space for all New Yorkers.

From: [Alayne](#)
To: [Testimony](#)
Subject: [EXTERNAL] Bike Lanes
Date: Sunday, October 12, 2025 3:08:16 PM

[REDACTED]

While greenery is a nice idea, the fact that bicyclists do not obey the traffic rules is of greater concern to me. As a pedestrian I risk getting hit by an e-bike or pedal bike at every crossing! They go through red lights. They have no regard for pedestrians attempting to cross streets with the light, traversing bike lanes. It is out of control and definitely accounts for many injuries and fatalities in NYC. I want stricter legislature for this. The problem was never to this extent, before bike lanes were built. I do not support adding trees, which I see as a greater danger to pedestrians. It would limit open areas, to avoid being hit by a bicycle!

From: [Alexander Betser](#)
To: [Testimony](#)
Subject: [EXTERNAL] In support of Introduction 1233-2025
Date: Sunday, October 12, 2025 2:33:13 PM

Traffic safety, cleaner air, stormwater absorption, biodiversity, neighborhood pride, and public health are all important. I'd add:

- jobs and the economy
- permanency. it makes it difficult to undo this improvement
- roots stabilize soil but at the same time break pavement
- trees and shrubs protect traffic from flying debris and wind itself

From: [Alexis Audette](#)
To: [Testimony](#)
Subject: [EXTERNAL] Please pass Intro 1233
Date: Sunday, October 12, 2025 10:08:05 PM

Hello,

My name is Alexis Audette, I'm a long-time resident of Hell's Kitchen, and I'm writing to ask that you pass Intro 1233. Medians with trees and plants that separate car lanes and bike lines will keep both cyclists and pedestrians safer. In addition, more greenery will cool the city, oxidize our air, absorb storm water, and make our streets more beautiful. Please pass the bill.

Thank you,

Alexis Audette

From: [Amy Lundeen](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 1233 - Planters protecting bike lanes
Date: Sunday, October 12, 2025 2:51:28 PM

[REDACTED]

Hello,

I am writing in full support of putting planters in the concrete bike lane protectors. I live on 45th and 10th where they have been put in and I feel safer walking with my kids. The fact that these are planters not only supports a cleaner city but demonstrates a level of respect for the community that my kids feel. It creates a safer space, increases environmental concerns and increases a sense of pride in our neighborhood. Please continue to put these in!

Thank you,
Amy

From: [Andon Keller](#)
To: [Testimony](#)
Subject: [EXTERNAL] Support for Intro 1233
Date: Tuesday, October 14, 2025 4:37:19 PM

[REDACTED]

I am writing to communicate my emphatic support for intro 1233. As the climate warms, we will continue to have more intense rainfall events. Green space and permeable ground layers are critical for our city to manage these impacts.

And it makes for a nicer place to live.

-Andon
Brooklyn, 11217

From: [Andrea Osnow](#)
To: [Testimony](#)
Subject: [EXTERNAL] Separated bike lanes and trees
Date: Sunday, October 12, 2025 7:44:15 PM

[REDACTED]

I definitely support this initiative. More plants and trees, are excellent ideas.
Pedestrian areas and separated bike lanes are safer.
I also think cyclists need to be re-educated about bike rules, following roadway directions, and pedestrian crossings.
So often it feels like a competition cross streets and intersections.
Andrea

From: [Fresno339](#)
To: [Testimony](#)
Subject: [EXTERNAL] Introduction 1233-2025
Date: Monday, October 13, 2025 8:49:28 PM

[REDACTED]

Hello,

I think this design will make the protected bike lanes much more attractive and a better barrier from the cars. However I remain concerned about the speed of bikers and the lack of enforcement of any regulations. And I do not support e-bikes in our parks. More trees please and fewer out of control e-bikes.

Thank you ,

Ann Sherman

Sent from my iPhone

From: [Antoinette Ady](#)
To: [Testimony](#)
Cc: [District3](#)
Subject: [EXTERNAL] Re: Turning Concrete Into Green Space — Share Your Support
Date: Tuesday, October 14, 2025 1:30:40 PM

To Whom It May Concern:

I am a resident of Hells Kitchen and a business owner in Chelsea, near NoMad. I bike to work every single day, rain or shine. I fully support any and every effort to make bicycle paths a smoother, easier and safer ride.

Whenever people see me with my bike, their first comment to me is, "Wow, you bike on the streets of NYC? You're brave." My response? "Well, I mostly stick to bike lanes. But I do try to avoid the streets without bike lanes as they can feel pretty dangerous."

Bicycle has been my main mode of transportation for the last 6 years (first CitiBike, then my own bike). Biking is the future of NYC. For local transport, there is no better way to get around. In a compact city like ours, it doesn't always make sense to take the subway, plus with the recent crime in the subway, many are scared to use it. Walking eats up too much time and is often unfeasible, and cabs are expensive, and are the last thing we want to add more of. Therefore a path should be paved, literally and figuratively, for bikes and scooters, the healthiest way to get around a condensed city such as ours.

Thank you for taking the time to listen.

Antoinette Ady

On Sun, Oct 12, 2025 at 1:48 PM Council Member Erik Bottcher
<district3@council.nyc.gov> wrote:

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INTRO 1233

SPONSORED BY
COUNCIL MEMBER ERIK BOTTCHER

Requires planters
with trees and
vegetation
between protected
bike lanes —
wherever feasible.

Expanding protected bike
infrastructure with built-in
greenery makes our
streets safer and
cooler.



Dear Neighbor,

On October 1, the City Council held a hearing on my bill, [Introduction 1233-2025](#), which would require the City to include trees and other vegetation in new medians that separate bicycle lanes from car traffic. Testimony is still being accepted, and I want to invite you to share your thoughts. You can send written testimony to testimony@council.nyc.gov.

When I first took office, one of the first rallies I organized was for [a protected bike lane on Tenth Avenue](#) and Lower Sixth Avenue with

pedestrian refuge islands.

Fast forward to today: we have a protected Tenth Avenue bike lane running uninterrupted from 14th Street up to Harlem. [We also completed the Sixth Avenue protected bike lane](#), which now extends below Canal Street.

Numerous studies show that these [street redesigns reduce injuries and fatalities for everyone, including pedestrians](#). They also offer the opportunity to add more trees and flower beds to our streetscapes.

Unfortunately, too often, pedestrian refuge islands are left barren. With my legislation, we can transform them into green spaces that benefit our communities in many ways:

Cleaner air - Trees and plants filter pollutants and improve air quality.

Stormwater absorption - Green medians help soak up rainfall, easing pressure on our sewer system and reducing flooding.

Biodiversity - Native plantings provide vital habitat for birds, pollinators, and other species.

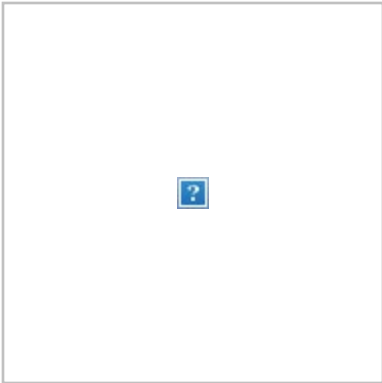
Neighborhood pride - Greener streets are more welcoming, uplifting, and attractive for residents and visitors alike.

Public health - More greenery contributes to cooler, safer, and healthier neighborhoods.

What might seem like a minor issue has a big cumulative impact on how livable our city feels. Every new tree and planted space adds up to cleaner, healthier, and more beautiful neighborhoods.

Please consider submitting your testimony in support of this bill so we can continue lifting up our neighborhoods together.

With gratitude,



Erik Bottcher
New York City Council Member
District 3

I would love to be connected with you on social media! Please give me a follow so we can keep you apprised of our work in real time:



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From: [Arthur](#)
To: [Testimony](#)
Subject: [EXTERNAL] Introduction 1233-2025
Date: Sunday, October 12, 2025 5:32:01 PM

[REDACTED]

Dear Council Members:

The time has come due to climactic weather changes that we dedicate these bike plant dividers with foliage to make our city green again.

Hope everyone has the courage to cast their vote in favor of an expansion to the program.

Yours Truly - Arthur J Schoefer & Rob Stuart

From: [Arthur Zeckendorf](#)
To: [Testimony](#)
Cc: [District3](#)
Subject: [EXTERNAL] RE- Introduction 1233-2025
Date: Sunday, October 12, 2025 1:59:17 PM

[REDACTED]

Honorable Council Members,

The concern is will the trees, as they grow, will block the line of sight for the pedestrians to see the bicycles and cars. As a senior citizen of New York City, I have been almost run over by bicycles many times going through red lights or the opposite direction of traffic.

The City Council has an obligation to protect their most vulnerable citizens - babies in carriages, children and senior citizens. We cannot move that fast nor can parents move thier young children through all the bike lanes without the fear of being run over by a bicycle not obeying the traffic lights.

Arthur Zeckendorf, a senior citizen resident of New York City

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From: [Bruce](#)
To: [Testimony](#)
Subject: [EXTERNAL] Plantings
Date: Sunday, October 12, 2025 2:23:04 PM

[REDACTED]

Very happy to finally hear about planting. It will be a big plus to have more trees and beautify the islands
Bruce Arnold
91 st street /Broadway
Sent from my iPhone

From: [scheiner](#)
To: [Testimony](#)
Subject: [EXTERNAL] Re: Turning Concrete Into Green Space — Share Your Support
Date: Sunday, October 12, 2025 3:05:07 PM

10/12/25

I am 100% AGAINST Introduction 1233-2025, which would require the City to include trees and other vegetation in new medians that separate bicycle lanes from car traffic.

1. Tree roots grow and damage and destroy curbs, roadways, and side walks.
2. Low hanging branches are a danger to anything going by them. Shed leaves are a slipping hazard. Snow and ice which accumulate on trees become dangerous when they fall.
3. Trees and vegetation need constant attention. This is expensive, time consuming, and when working on a median, dangerous to the worker.
4. Making the medians wide enough to accommodate trees will further narrow the driving lanes, further slowing traffic and causing more congestion.
5. Trees and hedges will block visualization of what is happening on the other side of the median.

I could continue the list but it is not necessary. Introduction 1233-2025 is just a thousand law suits waiting to occur.

C.J. Scheiner, MD, PhD
12 Bank Street 10014

=====

On Sunday, October 12, 2025 at 02:49:49 PM EDT, drscheiner <drscheiner@att.net> wrote:

----- Forwarded Message -----

From: Council Member Erik Bottcher <district3@council.nyc.gov>
To: "drscheiner@att.net" <drscheiner@att.net>
Sent: Sunday, October 12, 2025 at 01:47:17 PM EDT
Subject: Turning Concrete Into Green Space — Share Your Support

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Dear Neighbor,

On October 1, the City Council held a hearing on my bill, [Introduction 1233-2025](#), which would require the City to include trees and other vegetation in new medians that separate bicycle lanes from car traffic. Testimony is still being accepted, and I want to invite you to share your thoughts. You can send written testimony to testimony@council.nyc.gov.

When I first took office, one of the first rallies I organized was for [a protected bike lane on Tenth Avenue](#) and Lower Sixth Avenue with pedestrian refuge islands.

Fast forward to today: we have a protected Tenth Avenue bike lane running uninterrupted from 14th Street up to Harlem. [We also completed the Sixth Avenue protected bike lane](#), which now extends below Canal Street.

Numerous studies show that these [street redesigns reduce injuries and fatalities for everyone, including pedestrians](#). They also offer the opportunity to add more trees and flower beds to our streetscapes.

Unfortunately, too often, pedestrian refuge islands are left barren. With my legislation, we can transform them into green spaces that benefit our communities in many ways:

Cleaner air - Trees and plants filter pollutants and improve air quality.

Stormwater absorption - Green medians help soak up rainfall, easing pressure on our sewer system and reducing flooding.

Biodiversity - Native plantings provide vital habitat for birds, pollinators, and other species.

Neighborhood pride - Greener streets are more welcoming, uplifting, and attractive for residents and visitors alike.

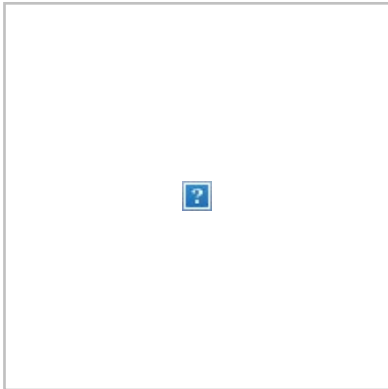
Public health - More greenery contributes to cooler, safer, and healthier neighborhoods.

What might seem like a minor issue has a big cumulative impact on how livable our city feels. Every new tree and planted space adds up to cleaner, healthier, and more beautiful neighborhoods.

Please consider submitting your testimony in support of this bill so we can

continue lifting up our neighborhoods together.

With gratitude,



Erik Bottcher
New York City Council Member
District 3

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From: [Cara Agerstrand](#)
To: [Testimony](#)
Subject: [EXTERNAL] Bill 1233-2025
Date: Monday, October 13, 2025 10:22:15 AM

[REDACTED]

To Members of the City Council,

I am writing to express my strong support for the proposed bill 1233-2025 to add protected green space separating bike lanes from vehicle traffic throughout New York City.

As a frequent cyclist (and as a concerned Manhattan resident), I have seen firsthand how dangerous it can be to bike in our city. Despite ongoing improvements, many bike lanes remain exposed to fast-moving traffic, double-parked vehicles, and turning cars that put cyclists at constant risk. Every year, New Yorkers are seriously injured or killed while simply trying to commute in a physically active and environmentally conscious manner. Many of these tragedies are preventable with thoughtful infrastructure that prioritizes safety and visibility.

This initiative represents a vital step toward creating safer, healthier, and more sustainable streets for all New Yorkers. Protected green buffers not only improve cyclist and pedestrian safety by reducing collisions, but also enhance air quality, reduce urban heat, and contribute to the city's overall livability. By integrating natural elements into our transportation infrastructure, the City would reaffirm its commitment to both environmental resilience and equitable public space.

As cycling continues to grow as a primary mode of transportation, it's essential that our infrastructure keeps pace. This bill offers a smart, forward-looking investment in public health, climate adaptation, and community well-being.

Thank you for your leadership and for considering this important measure. I urge the Council to pass the bill and help make New York City's streets safer, greener, and more welcoming for everyone.

Sincerely yours,

Cara Agerstrand, MD

[REDACTED], New York, NY 10014

[REDACTED]

From: [Carol Hendelman](#)
To: [Testimony](#)
Subject: [EXTERNAL] Trees in Bike Lanes
Date: Sunday, October 12, 2025 2:29:05 PM

[REDACTED]

The bike lanes in Queens impede on the road for cars. They are dangerous because there's not enough room on the road to make it into a single car lane next to a bicycle lane.

For example, on Cloverdale Boulevard, which is right in front of Queensborough community College, there's one lane for cars. The buses come there all day long, double park, the kids are coming and going constantly. It's such a dangerous situation. It's impossible to drive and you often have to cross over into the m incoming lanes just to pass all the double parked cars and buses.

Someone needs to look out for the drivers of cars and for the pedestrians in addition to worrying about the bicyclists.

From: [Chris Fischer](#)
To: [Testimony](#)
Subject: [EXTERNAL] Support for trees in pedestrian islands
Date: Sunday, October 12, 2025 2:20:18 PM

[REDACTED]

Hi there,

I'm writing to express my strong support for the proposal to plant trees in pedestrian islands. Trees provide much-needed shade for people and cyclists waiting at intersections, making our streets safer and more comfortable—especially during the summer months.

Beyond comfort, these trees would also beautify our streets, improve air quality, and help cool surrounding pavement. It's a simple, high-impact investment in our public spaces that benefits everyone who walks, rides, or drives through our city.

Thank you for considering this important initiative.

Sincerely,

Chris Fischer

[REDACTED], NY NY

From: [Christian Crisologo](#)
To: [Testimony](#); [District3](#)
Subject: [EXTERNAL] Testimony in Support of Introduction 1233-2025 — Greening NYC's Protected Bike Lanes
Date: Sunday, October 12, 2025 2:38:36 PM

Dear Members of the New York City Council,

My name is **Christian Crisologo**, and I am the founder of **Crisologo Studio**, a New York–based design practice specializing in hospitality, retail, and residential interiors. As a designer deeply invested in the built environment and the quality of urban life, I am writing to express my **strong support for Introduction 1233-2025**, which would require the City to include trees and vegetation in new medians separating bicycle lanes from vehicle traffic.

This legislation recognizes something fundamental: **design shapes behavior, health, and community well-being**. By introducing plantings into the hardscape of our streets, we can transform ordinary transportation corridors into spaces that breathe — literally and figuratively — improving air quality, managing stormwater, and creating a more humane streetscape.

As someone who works at the intersection of design and public experience, I've seen how thoughtful environmental design can elevate daily life. A single tree or planted median does more than soften a streetscape — it signals care, civic pride, and connection. These design interventions contribute to:

- **Cleaner air and cooler microclimates**, mitigating the heat island effect.
- **Improved public health** through greener, more inviting public spaces.
- **Biodiversity support**, creating pockets of habitat within our dense urban fabric.
- **A stronger sense of place**, making New York's streetscapes more vibrant and restorative.

What may appear as a small infrastructure detail actually has profound cumulative impact. A greener, safer, and more visually cohesive network of bike lanes will serve all New Yorkers — cyclists, pedestrians, and drivers alike — by making our city more resilient, equitable, and inspiring.

Thank you for the opportunity to provide testimony and for advancing legislation that prioritizes design, safety, and sustainability in equal measure.

Respectfully,
Christian J Crisologo
Crisologo Studio

Midtown East Manhattan

--

Christian Crisologo

Crisologo Studio

[REDACTED]

New York, NY 10017

([REDACTED])

From: [Cynthia Starke](#)
To: [Testimony](#)
Subject: [EXTERNAL] Trees Save Lives
Date: Sunday, October 12, 2025 5:43:09 PM

[REDACTED]

I'm writing in support of Council Member Erik Bottcher's awesome legislation to beautify our streets, encourage oxygen-fueled transportation, and save the lives of our neighbors on bikes!

Please pass Introduction Bill 1233-2025!

[https://nyc.us5.list-manage.com/track/click?
u=844a25c711b6888f1ae456ee4&id=cc09f5a34a&e=c2a82968c7](https://nyc.us5.list-manage.com/track/click?u=844a25c711b6888f1ae456ee4&id=cc09f5a34a&e=c2a82968c7)

Cynthia Starkē

[REDACTED]

New York, NY 10011

[REDACTED]

From: [Dara Kiese](#)
To: [Testimony](#)
Subject: [EXTERNAL] 1233-2025
Date: Sunday, October 12, 2025 3:53:33 PM

Dear City Council,

Please support this bill to separate cars from other street users and to add trees and plants in the medians. Such infrastructure saves lives through safety and through improvements in air quality, urban heat absorption, and overall well-being- if you prefer, you can frame it in terms of economic growth because that's one of the outcomes of the above.

Best,
Dara Kiese
Hell's Kitchen
person who walks, bicycles, drives, and mass transits in NYC

From: [Dean Kurth](#)
To: [Testimony](#)
Subject: [EXTERNAL] INTRO 1233 TESTIMONY
Date: Tuesday, October 14, 2025 3:22:43 PM

[REDACTED]

Hi,

As a resident of 9th Avenue in Chelsea, I am happy to see the medians and planters along 9th avenue beautified with greenery, but much more needs to be done, especially with the sidewalk planters and bike medians on 9th avenue below 18th street by Labcorp, Jets Pizza, Stella's Pizza and Alaska Market, and along 17th street behind the Dream Hotel. These planters are neglected year-round and overflow with unsightly weeds, not to mention the refuse from businesses like Stella's Pizza at 110 9th Avenue that builds up in the planters and Citi Bike docking stations. It truly is embarrassing to walk with friends and visitors to NYC along 9th avenue and watch it turn from a lovely neighborhood above 18th street into a garbage-ridden block below 18th with zero plantings in the tree beds.

I would be happy to volunteer, or contribute in some way to making lower 9th avenue a greener, more welcoming space.

Thank you for your attention to this matter.

Dean Kurth
[REDACTED]









From: [Debbie Ciraolo](#)
To: [Testimony](#)
Subject: [EXTERNAL] Pass the Bill
Date: Monday, October 13, 2025 5:22:17 AM

[REDACTED]

New York and New Yorkers need this bill to be passed. It will help to keep the city beautiful, healthy, and an attraction to keeping city landscapes an integral part of life for all of us.

As a community, we all can participate in making this happen. We are grateful to Mr. Bottcher and all of his staff people for bringing this important bill up for consideration and support to make this happen.

Most sincerely yours,
Debbie Ciraolo

[REDACTED]
NY NY 10011

From: [Deborah Herdan](#)
To: [Testimony](#)
Subject: [EXTERNAL] Int 1233-2025 Version: The planting of vegetation on new medians separating bicycle lanes from motorized vehicle traffic.
Date: Monday, October 13, 2025 11:39:34 PM

[REDACTED]

I am a nurse and cyclist writing in support of Int 1233.
Our existing bike lane infrastructure can be bare and needs protection; vegetation is the perfect match with carbon offsetting bicycling in NYC.
Vegetation can provide shade and create more oxygen for us.
This is an excellent bill that will benefit many of us who are cycling in air pollution-filled streets due to heavy vehicle traffic.

Sincerely,
Deborah Herdan RN MSN (she/her)

[REDACTED]
Brooklyn NY 11218

[REDACTED]
"The more clearly we can focus our attention on the wonders and realities of the universe about us, the less taste we shall have for destruction."
— Rachel Carson
[REDACTED]

From: [Donna Hooker](#)
To: [Testimony](#)
Subject: [EXTERNAL] Support For Intro 1233
Date: Monday, October 13, 2025 3:31:05 PM

[REDACTED]

I fully support Council Member Erik Bottcher's above intro. Trees and plant life anywhere in this city help to clean the air, prevent flooding, beautify, lift people's mood. Plant everywhere and anywhere you can

--

Please remember to send all new emails to my new email address:

[REDACTED]

From: [Elizabeth Jaffe](#)
To: [Testimony](#)
Subject: [EXTERNAL] Introduction 1233-2025
Date: Sunday, October 12, 2025 4:49:34 PM

Mr. Bottcher,

Introduction 1233-2025 is a wonderful idea and I hope it comes to fruition! I'm in favor of greener spaces and safer streets. NYC can always use more green spaces. Thank you for your work on this!

I also wonder if something can be done about the speed the bikes are allowed to go or holding them accountable if they cause an accident. Maybe the motor bikes could be required to have a license plate.

I have to be super cautious when crossing a bike lane. Bikes can come in both directions and some at high speeds. I came close to getting hit a number of times!

Regards,
Elizabeth

From: [Elizabeth Jaffe](#)
To: [Testimony](#)
Subject: [EXTERNAL] Introduction 2033-2025
Date: Sunday, October 12, 2025 5:00:14 PM

To Whom it may concern,

I support this bill for greener spaces and safer streets. There are so many benefits to this bill: cleaner air, storm drainage, safer streets and community pride, to name a few. Please help this bill come to fruition!

Sincerely,
Elizabeth

From: [Elizabeth Pepperman](#)
To: [Testimony](#)
Cc: [District3](#)
Subject: [EXTERNAL] Support for a green bikeway on 6th Avenue
Date: Sunday, October 12, 2025 10:28:03 PM

[REDACTED]

To whom it may concern

As longtime residents of the community who live near 6th Avenue and Waverly Place, we wholeheartedly support the planting of trees and greenery along the existing 6th Avenue bike path. In the village, 6th Avenue needs all the help it can get as the streetscape has been neglected and and unwelcoming since the pandemic. The surrounding blocks near Waverly place between Christopher street, Grove street and the Northern dispensary- trees have been cut down over the past 5 years leaving broken, vacant tree beds that are magnets for garbage and tripping hazards. Please close these tree beds or make them green spaces. It would greatly improve the streetscape in this historic area around stonewall and the Northern Dispensary.

We fully support Erik Bottcher's Bill introduction 1233-2025, requiring the city to include trees and vegetation along the 6th Avenue bike path.

Sincerely,
Elizabeth Pepperman
[REDACTED] NY NY 10014

From: [Ellen Murphy](#)
To: [Testimony](#)
Subject: [EXTERNAL] Support Introduction 1233 2025
Date: Sunday, October 12, 2025 3:32:24 PM

[REDACTED]

I fully support this bill that will add natural beauty, increased safety, and cleaner air quality to our great city, Great idea.

Best regards,
Ellen Murphy

From: [Ellen Y](#)
To: [Testimony](#)
Subject: [EXTERNAL] Bill 1233
Date: Tuesday, October 14, 2025 8:45:35 AM

[REDACTED]

I am writing in support of Eric Bottcher's Green Space Bill 1233.

As an additional point of fact, years ago when a building was out of scale to a neighborhood in size and height, the developer could not build to plot lines, and was required to surround the building with public green space.

Since Bloomberg, no green public spaces required, and the city has become even more of a concrete desert. I am particularly thinking of Billionaires' Row, and all the super tall that are planned for midtown.

The expiration of this green space law has been detrimental to people and all living things. Bring it back!

Yours truly,
Ellen Yass

[REDACTED]
NYC 10001

From: [Emily Horing](#)
To: [Testimony](#)
Subject: [EXTERNAL] Support for green space in bike lanes
Date: Monday, October 13, 2025 2:17:37 PM

To whom it may concern,

As a Chelsea resident, I'm writing to voice my support adding green space to bike lanes and pedestrian islands. Greening these areas turns unused pavement into assets for our community — improving air quality, reducing flooding through better stormwater absorption, and creating small but vital habitats for pollinators and birds. Beyond the environmental benefits, greenery makes our streets more welcoming, cooler, and safer for everyone using them. Investing in living infrastructure like this reflects real care for our neighborhoods and the people who call them home.

I hope to see more greening of city streets in the near future.

Thank you,
Emily Wang

From: [Emma Morris](#)
To: [Testimony](#)
Subject: [EXTERNAL] More trees!
Date: Sunday, October 12, 2025 2:40:01 PM

[REDACTED]

To Whom It May Concern,

I completely agree with Council Member Bottcher's bill to add more trees and plants to new protected bike lanes. It makes so much sense for all the reasons he has given. I'm a resident of Chelsea where we have few parks and I always vote. This is an important issue as it would definitely improve the quality of life in this hot, crowded city.

Thank you,

Emma Morris

From: [Eugenia D'Ambrosio](#)
To: [Testimony](#)
Subject: [EXTERNAL] RE: Trees along bike lanes
Date: Sunday, October 12, 2025 6:44:12 PM

[REDACTED]

Dear Councilman Bottcher,

I totally agree with you. As a resident of the Times Square- Hells Kitchen area I find that the trees help to create a safe walking area for us.

Now, I would like to recommend installing trees, or planters along the 8th Avenue 48 street to 49th street walking area. My experience is bikers cross out of the bike lane into the walking area so they can make a left hand turn on 49th street. This puts pedestrians at risk of being injured especially older people who can't get out of the way quickly.

I would love to have this area considered if possible.

Thank you again for all that you do. You are a blessing to us.

Best Regards,

Eugenia D'Ambrosio

Photographic Presentations

<http://www.bhphotovideo.com/find/eventDetails.jsp/id/2153>

From: [Gabriele Schafer](#)
To: [Testimony](#)
Subject: [EXTERNAL] Introduction 1233-2025
Date: Monday, October 13, 2025 9:55:16 AM

[REDACTED]

I strongly support adding trees and plants in medians and pedestrian islands that separate bicycle lanes from car traffic.

Regards,
Gabriele Schafer-Fracaro
[REDACTED]
Brooklyn, NY 11217

Sent from my iPhone

From: [Gail](#)
To: [Testimony](#)
Subject: [EXTERNAL] 1233-3025
Date: Monday, October 13, 2025 1:58:50 PM

[REDACTED]

To New York City Council:

I want to register my support for this bill that requires plantings in new protective barriers for bike lanes. I believe these plantings will beautify the City and improve air quality by providing CO2 and pollution absorbing plants. Please vote in favor of this quality of life legislation.

Thank you.

Gail Siegal

[REDACTED]

NY 10001

From: [Grace Sardell](#)
To: [Testimony](#)
Subject: [EXTERNAL] Green Space
Date: Sunday, October 12, 2025 9:55:41 PM

[REDACTED]

Green Space is so important to the health of New Yorkers - we all need light, clean air and open green spaces.

I applaud your efforts to deliver this to all New Yorkers.

Thank you!

Grace

Grace Sardell

[REDACTED]

[REDACTED]

From: [Irene Burns](#)
To: [Testimony](#)
Subject: [EXTERNAL] I support Introduction 1233-2025
Date: Sunday, October 12, 2025 4:12:06 PM

[REDACTED]

I have the privilege of living in Erick Bottcher's district. It is surprising how often groups of my friends and neighbors discuss his emails. His priorities align with ours. I have no doubt our district will be enthusiastically supportive of 1233-2025. If I had to choose just one reason, it would surely be safety. Please vote to approve this bill. Safety, beautification and cleaner air are all very important considerations in this city. Please choose them by supporting this bill.

~*Irene* Burns

From: [Jacob Robert van Winkle](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony in Support of Intro 1233-2025
Date: Sunday, October 12, 2025 2:45:00 PM

[REDACTED]

Dear Council Member Bottcher and members of the City Council,

I'm writing in support of Introduction 1233-2025. I've been biking in New York City for over a decade, and I've seen firsthand how protected bike lanes have completely transformed the experience of getting around the city. What used to feel risky or unpredictable now feels, for the most part, safe, organized, and even enjoyable.

These improvements haven't just benefited daily riders like me; they've changed how the city feels. It's been especially striking to see tourists and families renting bikes and riding with confidence. Ten years ago, that would've been almost unthinkable. Seeing that mix of people on bikes, commuters, delivery workers, parents, and visitors, feels like a sign of real progress.

Adding trees and greenery to the medians between bikes and cars is a natural next step. It makes the city more beautiful, keeps the air cleaner, and creates a calmer, safer environment for everyone. Every little stretch of planted space adds up, and I'm grateful for the continued work to make New York's streets greener and more humane.

Sincerely,
Jacob Robert van Winkle
New York City Resident & Daily Cyclist

[REDACTED]
New York, NY 10019

[REDACTED]

From: [James Zelbacher](#)
To: [Testimony](#)
Subject: [EXTERNAL] Support Intro 1233-2025
Date: Sunday, October 12, 2025 3:37:00 PM

Hello,

Please support Intro 1233-2025.

Thank you,
James Zelbacher
[REDACTED], New York, NY 10024

From: [Jeff Schwane](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 1233-2025
Date: Sunday, October 12, 2025 5:35:06 PM

[REDACTED]

Please pass intro 1233. As the climate warms and we continue to have more intense rainfall events, more green space will be critical for our city to manage these impacts.

Jeff
Brooklyn resident

From: [Jennifer Kim](#)
To: [Testimony](#)
Subject: [EXTERNAL] In support of bill: Introduction 1233-2025
Date: Monday, October 13, 2025 9:37:49 AM

[REDACTED]

Hello,

I am writing in support of the bill, Introduction 1233-2025, which would require the City to include trees and other vegetation in new medians that separate bicycle lanes from car traffic.

I think this is a wonderful idea that not only leads to cleaner air, but better quality of life and a beautification of the neighborhood. In our dense and busy city, nature is an important reminder to slow down, respect the environment, and realize that we cannot survive without the greenery on our Earth. Vegetation can also help with stormwater absorption, as there is so much runoff of water during storms that leads to large puddles and even flooding.

Thank you.

Sincerely,
Jennifer Kim
Resident of [REDACTED], New York, NY 10036

From: [Jennifer Macdougall](#)
To: [Testimony](#)
Subject: [EXTERNAL] Opposition to Introduction 1233-2025 – Safety Hazard for Drivers and Pedestrians
Date: Sunday, October 12, 2025 2:00:51 PM

[REDACTED]

Thank you for your continued efforts to improve our neighborhood. I understand the intention behind Introduction 1233-2025 and agree that greenery is beneficial to our city. However, I must strongly oppose this bill on the grounds of public safety.

As someone who often drives for work in Manhattan, I can attest firsthand to the complexity of navigating left turns near bike lanes. When a driver is making a turn, they must:

- Look forward to ensure there are no pedestrians crossing,
- Look to the side for oncoming traffic, and
- Turn completely backward over the shoulder to check for cyclists or electric scooter riders approaching at high speed.

Adding trees and dense vegetation between the bike lane and roadway would further obstruct visibility, especially of bikers and scooter riders who frequently do not follow traffic rules, run lights, or travel at unsafe speeds.

While the medians may look beautiful, beauty must never come at the expense of safety. If drivers are unable to clearly see cyclists, it will dramatically increase the risk of collisions — not only for cyclists, but also for pedestrians who may be caught in the middle.

Before prioritizing aesthetics, I urge the Council to prioritize visibility and enforcement. Protected bike lanes are already difficult enough to navigate as a driver. Camouflaging them behind trees and shrubs is an accident waiting to happen.

I appreciate the goal of a greener city, but this proposal introduces far too much danger for all road users — cyclists included.

Sincerely,

Jennifer MacDougall

Hell's Kitchen Resident 14 years

Jennifer@jennifermacdougall.com



www.jennifermacdougall.com

From: [John Cleaver](#)
To: [Testimony](#)
Subject: [EXTERNAL] A wonderful idea but
Date: Sunday, October 12, 2025 3:41:00 PM

[REDACTED]

This unfortunately impractical. The trees in the sidewalks in my midtown are mostly dead because of scaffolding and lack of guards. There is the bike lane already and another lane closed due because of construction related to tear downs presumably followed by construction.

Is there not a better use of the money? I'm all for congestion pricing etc but by decreasing street width, it slows everything down, handicapping delivery people and livery drivers who are earning livings .

.

From: [John Lupiano](#)
To: [Testimony](#)
Subject: [EXTERNAL] Street medians
Date: Sunday, October 12, 2025 9:57:02 PM

[REDACTED]

Greetings,

Please require planters with trees and vegetation between protected bike lanes wherever feasible in the city. Expanding protected bike infrastructure with built-in greenery will make our streets safer and cooler.
John Lupiano (Manhattan resident)
Sent from my iPhone

From: [Judith Dahill](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony for bill 1233-2025
Date: Sunday, October 12, 2025 5:31:12 PM

[REDACTED]

Dear Community Council:

I am writing to express my strong support for Bill 1233-2025, introduced by Erik Bottcher, which proposes adding trees and green oases to bike lanes and pedestrian refuge islands. This initiative has the full backing of many members of the NYC community, especially the Chelsea Garden Club.

I fully endorse the reasons Erik Bottcher has outlined for this bill, which include:

- * **Cleaner air:** Trees and plants filter pollutants and improve air quality.
- * **Stormwater absorption:** Green medians help soak up rainfall, easing pressure on our sewer system and reducing flooding.
- * **Biodiversity:** Native plantings provide vital habitat for birds, pollinators, and other species.
- * **Neighborhood pride:** Greener streets are more welcoming, uplifting, and attractive for residents and visitors alike.
- * **Public health:** More greenery contributes to cooler, safer, and healthier neighborhoods.

Beyond these crucial points, I want to emphasize that this bill is also vital for meeting NYC's climate goals and mitigating the climate crisis. We must take every possible step to prevent the dire predictions scientists have presented to us, our children, and our community. NYC must end its dependence on fossil fuels.

Imagine the possibility of incorporating solar panels on bike paths as well, as demonstrated in other parts of the world: [\[https://abcnews.go.com/amp/International/solar-panel-bike-lane-generates-eco-friendly-energy/story\]](https://abcnews.go.com/amp/International/solar-panel-bike-lane-generates-eco-friendly-energy/story)(<https://abcnews.go.com/amp/International/solar-panel-bike-lane-generates-eco-friendly-energy/story>)

What might seem like a minor issue has a significant cumulative impact on the livability of our city. Every new tree and planted space contributes to a cleaner, healthier, and more beautiful urban environment.

Thank you for your attention to this very important matter.

Sincerely,
Judith Dahill

[REDACTED]
New York, NY 10011

Judith Dahill, family and community
[REDACTED] New York, NY 10011

Stop and Smell the Flowers.

From: [Julie Hack](#)
To: [Testimony](#)
Cc: [Julie Hack](#)
Subject: [EXTERNAL] bill, Introduction 1233-2025
Date: Sunday, October 12, 2025 6:31:03 PM

[REDACTED]

I am in favor of incorporating trees and other vegetation in medians that separate bicycle lanes from car traffic because it promises significant safety, environmental, and aesthetic benefits. Vegetated buffers create a physical and visual barrier that protects cyclists from moving vehicles, reducing the risk of collisions and enhancing riders' sense of security. At the same time, trees help absorb pollutants, mitigate urban heat, and improve air quality—making streets cooler, cleaner, and more comfortable for everyone.

Best regards,

Julie Hack

From: [Karen Schadow](#)
To: [Testimony](#)
Subject: [EXTERNAL] Trees by Bike Lanes
Date: Sunday, October 12, 2025 5:57:10 PM

Dear NYC Council,

We Definitely need many, many more trees between the bike lanes and the traffic lanes. The pollution from the cars is worse and worse - and the trees would absorb a great deal of the carbon monoxide. Plus the beauty would be so wonderful, along with cooling the air nearby and contributing to the air quality in all of New York. We need more trees!!

The more trees, the better! So please start planting!

Thank you.

All the Best,
Karen Schadow
District 3 Resident; Manhattan Plaza Resident

From: [Katherine Katsanis-Semel](#)
To: [Testimony](#)
Subject: [EXTERNAL] Hi! Writing in support of Council Member Erik Bottcher's Intro 1233
Date: Monday, October 13, 2025 8:42:22 AM

To Whom it May Concern:

Good morning,

My spouse and I - who have lived in Hell's Kitchen (@ W. 47th Street and 9th Avenue), since 2008, wholeheartedly support Intro 1233. We both respect and appreciate Erik Bottcher, and his sustained efforts to make our city more sustainable! We've already experienced some of the positive effects of his initiatives. We feel grateful for the joyful ways in which he has transformed our city.

When the temps get almost unbearable, namely in July and August, we tend to go to Connecticut a lot to enjoy cooler temps. And, while that is a good, short-term solution, we are pouring dollars into Fairfield's economy or Southport's economy while we stay there -- not our local economy. And, while we are happy, on the one hand, to share the love (with every pastry, cup of tea and meal we purchase there, for example), it would be nice if we felt cooler in the city and, therefore, stayed here more often...and spent our dollars here. We want to support our local cafes and restaurants, but honestly, when the "real feel" is in the 90s or higher, it doesn't feel so reasonable to us.

The healthy changes that Intro 1233 would instill would make it easier for my spouse and I - as well as thousands of others who live nearby us - to stay around for more weekends in the summer, and further contribute to a flourishing NYC. Thank you so much, in advance, for your consideration of my message.

Blessings! ☺

Peace,
Rev. Kat Katsanis-Semel, MA, RYT (she/ella)
Wellness Advocate, Yoga Nidra Instructor & Spiritual Companion

Enjoy Breathing Here:
[B R E A T H E](#)
Enjoy Receiving Here:
[Y O U T U B E](#)

"I humbly acknowledge and honor that I write to you in NYC, from the traditional land of the Lenape People."

Testimonial:

"**Kat Katsanis-Semel** demonstrated determination, dedication and spiritual commitment through her service at The Chopra Center. Kat is a sensitive Intuitive, and an experienced meditation Teacher, who offers her work with integrity, patience, focus and compassion."

~Deepak Chopra, Wellness Pioneer

From: [Kate Swann](#)
To: [Testimony](#)
Subject: [EXTERNAL] Support for Introduction 1233-2025
Date: Monday, October 13, 2025 9:06:50 AM

[REDACTED]

I want to voice my support for bill, Introduction 1233-2025, which would require the City to include trees and other vegetation in new medians that separate bicycle lanes from car traffic. The beautification of the city has many benefits. Chelsea lacks green space and any addition of green to the street would be welcome and increase people's pride in the neighborhood and believe that the government can enact positive change. Thank you.

Kate Swann

[REDACTED], New York, NY 10011

From: [katherine sharp](#)
To: [Testimony](#)
Subject: [EXTERNAL] Bike lanes with trees and plantings - Bottcher Proposal
Date: Sunday, October 12, 2025 2:57:22 PM

[REDACTED]

Dear Council Testimony

I think this proposal from Eric Bottcher is a very bad, impractical & idealistic idea. A few of the major traffic issues in NYC are poor lighting at night and sight lines visibility. Additional trees and bushes on medians will block street lighting from above, create even more shadows and decrease sight lines in general. Plus this plan so expensive & requires extensive maintenance to not look like trash pits. Who is going to pay for this when students cannot read at grade level and junkies are dying on sidewalks? There are so many other much more important issues.

I spend a lot of time in Germany where my daughter has been in university. Cities like Frankfurt have open sight lines at intersections and on sidewalks. There is very little street furniture at crossings. The street lighting is completely different- there are LEDs strung on wires that illuminate sidewalks and intersections very clearly at nite. It's a rule that there must be no dark space between street lights so one can see for blocks in all directions and crossing the street at night is like daytime. It's quite incredible to be able to see at night every single person, car and tram. I didn't realize how dark and medieval NY is in comparison until I spent a lot of time in other major cities.

New York will never get organized enough to have better street lighting like Germany and other major European cities. Therefore at a minimum we can reduce the visual clutter at intersections so it's safer for everyone. There is such poor enforcement of bicycle regulations. Electric bicycles remain a complete HAZARD. New York STILL does not have cameras everywhere enforcing traffic like London. Electric bicycles should be licensed, have weight and tire limits in addition to a hard wired speed limit.

This plan is a very bad idea - it's all about pie in the sky green initiatives and nothing about common sense safety. Don't waste the city budget on this project that will make crossing the street less safe. It's bad enough already.

Katherine Sharp

[REDACTED]
NY NY 10014

I
Sent from my iPad

From: [Katrinka Moore](#)
To: [Testimony](#)
Subject: [EXTERNAL] Introduction 1233-2025
Date: Sunday, October 12, 2025 5:59:11 PM

[REDACTED]

I am writing in support of the bill Introduction 1233-2025. I am very much in favor of having trees and other vegetation on medians that separate bike lanes from car traffic.

New York City needs all the greenery it can get. This requirement will make the city cooler, will aid in drainage, and will cut back on exhaust pollution.

It's an important quality of life bill.

Thank you
Katrinka Moore
[REDACTED]
NYC 10038

From: [Kris Liem](#)
To: [Testimony](#)
Subject: [EXTERNAL] Green in bike lane dividers
Date: Monday, October 13, 2025 9:59:29 AM

[REDACTED]

I am in favor of this proposal. Science has shown that even a little patch of greenery is good for wellbeing and mental health. It will also discourage pedestrians from crossing outside the proper crosswalk.

The only caveat is that there must be maintenance included. A weedy, dried out eyesore would be a downgrade of our cityscape.

Kris Liem

Sent from my iPad

From: [Kristofer Young, DC](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 1233
Date: Sunday, October 12, 2025 3:53:25 PM

[REDACTED]

This Bill is critically important! Anything that puts more trees and other plants in our City is important to reduce heat and to uplift spirits. I look forward to you passing this Bill!

Kristofer Young
UWS
[REDACTED]

From: [Lewis Neuman](#)
To: [Testimony](#)
Subject: [EXTERNAL] planters for protected bike lanes
Date: Sunday, October 12, 2025 6:27:10 PM

[REDACTED]

I am against this continued expenditure for bicycle transportation. First because the city does not have any money for new adventures. Second because the city has made no efforts to regulate bicycle traffic, or to enforce any laws that regulate bicycles. Third because bicycle transportation reduces the use of the city's mass transit system. Fifth because as bicycle transportation in the city becomes more prevalent, walking through the city becomes increasingly dangerous. Sixth because the city streets are already too crowded, and any additional narrowing will add to traffic congestion and add to the city's air pollution. There are other reasons, but I think that my letter is already long enough. Lewis Neuman

From: [Linda Hartinian](#)
To: [Testimony](#)
Subject: [EXTERNAL] Vegetation for the bike lanes
Date: Sunday, October 12, 2025 2:13:24 PM

I really think it makes the city nicer cooler cleaner and pretty. Please do it

From: [Lisa Heffter](#)
To: [Testimony](#)
Subject: [EXTERNAL] require planters with trees and vegetation between protected bike lanes
Date: Monday, October 13, 2025 11:06:50 AM

To whom it may concern -

Please count me in for Erik Bottcher's bill simple solution to reducing injuries and fatalities for everyone who walks/drives/bikes our NYC streetscapes, while offering cleaner air, stormwater absorption, biodiversity, and public health.

A few years ago, I was carrying groceries and didn't see the street island - the groceries that were breakable, broke, and my knees got smashed, so I have a personal understanding of how helpful trees and vegetation could be.

Thank you for your consideration -

Lisa Ralia Heffter Berk

[REDACTED]

NY NY 10023

--

Lisa Heffter
composer

[REDACTED]

lisaheffter.com

From: [chihlan Lu](#)
To: [Testimony](#)
Subject: [EXTERNAL] Plant trees and vegetation to separate bicycle lanes from car traffic
Date: Monday, October 13, 2025 8:06:44 AM

Dear Council Member Bottcher,
I deeply appreciate your bill on growing trees and vegetation to make NYC a greener, healthier, and sustainable city.

I'm a biker and someone who deeply cares about our environment and future generations. This new bill really addresses the challenges we are facing.

As a biker, I constantly have to ride in the middle of the road because people would park their cars on the bike lanes. As an E-bike owner, my building has sent out a notice that no one can park electric bikes in the building due to the possible fire hazard when charging the e-bike. I've been looking for public charging stations but haven't had any luck.

Planting more trees to protect the biker and environment is a great start, but I hope you can continue to advocate for building a biker+walker-friendly city. The car culture is one of the worst causes of health and environmental crises.

Thank you so much for what you have done for our city.

I hope this bill can pass.

Sincerely,

Lu

--

Lu, Chih-lan

Alive, Aware, Awake...Climate Action!

[Here On Earth](#)

From: [Magda Salvesen](#)
To: [Testimony](#)
Subject: [EXTERNAL] Vegetation
Date: Sunday, October 12, 2025 7:57:42 PM

Excellent to add as much planting as possible. Thank you, Magda Salvesen

From: [Martha Chapman](#)
To: [Testimony](#)
Subject: [EXTERNAL] I support Introduction 1233-2025
Date: Sunday, October 12, 2025 5:21:38 PM

To whom it may concern,

I am a New Yorker with over 4 decades living in our great city. In our "concrete jungle" of a city, every green space is precious and offers coolness in summer, wind breaks during storms and visual beauty. . As climate change continues to alter how New Yorker's experience daily weather events, the added benefit that plantings absorb storm-water run-off becomes more and more important as one tool among many to reduce flooding during heavy rainfall which now occurs with greater strength and frequency.

For these reasons, as well as the sheer enjoyment of green and growing things, I support Councilmember Bottcher's Introduction 1233-2025 initiative which would require plantings on bike medians. The visual barrier of plantings increases safety for bike riders and for pedestrians. This is the kind of expenditure which I am happy to see my tax dollars support.

Sincerely,
Martha Chapman

From: [Mary Abdill](#)
To: [Testimony](#)
Subject: [EXTERNAL] Trees separating protected bike lanes
Date: Sunday, October 12, 2025 2:17:18 PM

[REDACTED]

I love the idea of more plants and trees.

However, as a driver, I find it difficult to make right or left turns across the bike lane, as the bikes move so fast, and do not respect turn signals.

I'm afraid the plants and trees will reduce that visibility even more. Maybe there should be separate turn lights that are red for the bikes to allow cars to turn across the bike lanes. Not sure of the best solution, as red run signals for green bike lights and green turn signals with red bike lights can slow everyone down.

Thanks for your consideration,
Mary Abdill

From: [Mary R](#)
To: [Testimony](#)
Subject: [EXTERNAL] Tree planting on 9th and 10th Ave
Date: Sunday, October 12, 2025 4:37:17 PM

Good afternoon,

Its great that you got money to plant trees in our area, **but plant female trees.** The trees you have been planting are not helping keep the air clean or filter it from pollutants. Male trees cause more allergies to human beings. Check with the vendors you use. So stop planting trees that cause more air pollution instead of helping.

Allergies this year were all sky high for everyone!

Regards,
Mary Rodriguez
Concerned Citizen and Resident on
9th Ave.

From: [Matt Nestor](#)
To: [Testimony](#)
Subject: [EXTERNAL] In support of Introduction 1233-2025
Date: Monday, October 13, 2025 1:25:35 PM

To whom it may concern -

New York will never NOT be a concrete jungle. It is the city that never sleeps, where the hustlers hustle and the grinders grind. It is in no danger of becoming a soft, namby-pamby socialist paradise, no matter who is elected mayor.

So what's the problem with introducing a touch of class to our streets? Why must everything, everywhere be an uninterrupted lagoon of brick, concrete, and cars? I might be speaking from personal experience when i say: every bit of greenery found can lift a man's day, help him keep his head up high as he slogs the bleak blocks from his cramped apartment to his boring job and back again.

Thank you,
Matt Nestor

--

Move him into the sun—
gently its touch once awoke him.

From: [Michael Gottlieb](#)
To: [Testimony](#)
Subject: [EXTERNAL] Fw: Turning Concrete Into Green Space — Share Your Support
Date: Sunday, October 12, 2025 4:55:52 PM

[REDACTED]

Hello,

I 100% support turning concrete into green space on both sidewalks and protected bike lanes. I believe in climate change and anything that can be done to create a cooler NYC is great.

I am also a cyclist, so safer bike lanes is very important to me and my fellow New Yorkers.

--

Best regards,

Michael Gottlieb

[REDACTED]
Chelsea, NYC

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----- Forwarded Message -----

From: Council Member Erik Bottcher <district3@council.nyc.gov>
To: [REDACTED]
Sent: Sunday, October 12, 2025 at 01:47:24 PM EDT
Subject: Turning Concrete Into Green Space — Share Your Support

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Dear Neighbor,

On October 1, the City Council held a hearing on my bill, [Introduction 1233-2025](#), which would require the City to include trees and other vegetation in new medians that separate bicycle lanes from car traffic. Testimony is still being accepted, and I want to invite you to share your thoughts. You can send written testimony to testimony@council.nyc.gov.

When I first took office, one of the first rallies I organized was for [a protected bike lane on Tenth Avenue](#) and Lower Sixth Avenue with pedestrian refuge islands.

Fast forward to today: we have a protected Tenth Avenue bike lane running uninterrupted from 14th Street up to Harlem. [We also completed the Sixth Avenue protected bike lane](#), which now extends below Canal Street.

Numerous studies show that these [street redesigns reduce injuries and fatalities for everyone, including pedestrians](#). They also offer the opportunity to add more trees and flower beds to our streetscapes.

Unfortunately, too often, pedestrian refuge islands are left barren. With my legislation, we can transform them into green spaces that benefit our communities in many ways:

Cleaner air - Trees and plants filter pollutants and improve air quality.

Stormwater absorption - Green medians help soak up rainfall, easing pressure on our sewer system and reducing flooding.

Biodiversity - Native plantings provide vital habitat for birds, pollinators, and other species.

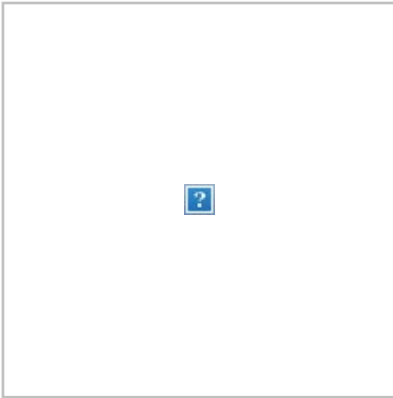
Neighborhood pride - Greener streets are more welcoming, uplifting, and attractive for residents and visitors alike.

Public health - More greenery contributes to cooler, safer, and healthier neighborhoods.

What might seem like a minor issue has a big cumulative impact on how livable our city feels. Every new tree and planted space adds up to cleaner, healthier, and more beautiful neighborhoods.

Please consider submitting your testimony in support of this bill so we can continue lifting up our neighborhoods together.

With gratitude,



Erik Bottcher
New York City Council Member
District 3

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From: [Michael-Ann Rowe](#)
To: [Testimony](#)
Subject: [EXTERNAL] Your Green "protection" project
Date: Monday, October 13, 2025 9:47:36 AM

[REDACTED]

As per your Green plan for bike lanes, while the optics look pretty, the most important issue relating to bikes is 'PROTECTING' pedestrians. How about building 'protection' on our sidewalks? Licensed bikes and proper infrastructure BEFORE all the fluff would be the right thing to do.

What is your answer to that?

M-A

From: [Mimi Bohbot](#)
To: [Testimony](#)
Subject: [EXTERNAL] Bicycle lanes
Date: Monday, October 13, 2025 4:05:26 PM

[REDACTED]

While I applauded your efforts to add more green to the city, I would appreciate your putting some efforts in controlling this reckless group of people. My friend who uses a walker was nearly run down by a young rider crossing the street against the light! What exactly are you doing about that. I won't go into the hundreds of delivery people who never use the bike lanes.

Sent from my iPhone

From: nihilzen@aol.com
To: [Testimony](#)
Subject: [EXTERNAL] "Expanding Protected Bike Infrastructure"
Date: Monday, October 13, 2025 6:54:30 PM

Although I support adding trees and shrubbery to our city environment in general, I strongly and vigorously oppose anything that will expand protected areas for bikes.

For those of us who live and work here, our existence has been radically changed over the last few years as we have become targets for unregulated, irresponsible, and dangerous bike riders of all kinds, who blatantly disregard traffic and safety standards and feel entitled to act and ride however and wherever they please. The city streets have become danger zones, and trying to walk on sidewalks or cross streets has become intolerable. The status of traffic has also become a nightmare, not because of cars and their drivers, but because of accommodations made for bike riders. Therefore, I am completely opposed to expanding any structures on behalf of bike traffic, since further expansion will exacerbate an already insupportable situation.

Thank you,
Natalie Hilzen

From: [Nicholas](#)
To: [Testimony](#)
Subject: [EXTERNAL] Support for Introduction 1233-2025 — Greening Bike Lane Medians
Date: Sunday, October 12, 2025 10:02:56 PM

Dear Members of the City Council,

My name is Nicholas Colletti, and I'm writing to voice my strong support for Introduction 1233-2025, which would add trees and vegetation to medians that separate bike lanes from car traffic.

I commute to work and get around the city almost entirely by Citi Bike — I've logged over 2,700 rides and 5,000 miles so far. I've seen how protected bike lanes make a huge difference in safety and accessibility, but too many of the medians that separate them are just bare concrete.

Planting trees and other greenery in these spaces would bring so many benefits — cleaner air, better stormwater absorption, more shade, biodiversity, and a more welcoming streetscape for everyone. It's a small change that would have a big impact on how livable our city feels.

As someone who experiences our streets up close every day, I know how transformative a bit of greenery can be. Please pass this bill and help make New York safer, healthier, and more beautiful.

Thank you for your consideration,

Nicholas Colletti

Chelsea, Manhattan

From: [Nina Kramer](#)
To: [Testimony](#)
Subject: [EXTERNAL] Greening Bike Lanes
Date: Wednesday, October 15, 2025 10:01:56 AM

[REDACTED]

I recommend approving bill 1233-2025 which requires trees and other plantings along bike lane medians.

This will strengthen the visibility and enjoyment of pedestrians as well and have a positive environmental impact in our city.

Thank you,

Nina Kramer -Principal
Nina Kramer Landscape Architecture

[REDACTED]
NY NY 10016

T [REDACTED]

From: [Norma Varela](#)
To: [Testimony](#)
Subject: [EXTERNAL] Lanes with plants
Date: Sunday, October 12, 2025 2:58:48 PM

[REDACTED]

That is ideal and allows for more green but I did see a driver ignore a narrow lane with plants and just drive across it.
Perhaps a sign or reminder to drivers can help. Also pedestrians eagerly stop there and wait for the light to change.
So a reminder might help.

Thanks for all you do.

From: [Pamela Grace](#)
To: [District3](#)
Cc: [Testimony](#)
Subject: [EXTERNAL] TESTIMONY RE: Turning Concrete Into Green Space ... & potential unintended harmful effect on affordable housing by raising property values & pricing out tenants
Date: Sunday, October 12, 2025 3:06:28 PM

Erik - while I generally support your initiative, I must caution about a consequential increase in property values that has the effect of decreasing affordable housing.
The notes below are my thoughts and my testimony for consideration.
Pamela Grace

Sent from my iPad

In Midtown Manhattan, **a significant relationship exists between urban green space and affordable housing**, primarily characterized by conflict and an inequitable distribution. While green space can increase the quality of life, its presence often drives up surrounding property values, which can displace lower-income residents. Urban planning and policy decisions are crucial in either mitigating or reinforcing this cycle. [[1](#), [2](#), [3](#), [4](#), [5](#)]

The cycle of green gentrification

The introduction or improvement of urban green spaces often triggers a cycle of "green gentrification," where amenities like parks cause real estate prices to rise and push out long-term, lower-income residents.

- **Central Park effect:** Historically and currently, properties along Central Park's borders are significantly more expensive, making the benefits of this major green space less accessible to residents who can't afford to live nearby.
- **The High Line:** The development of the High Line in Manhattan is a prime example of a green space project that accelerated gentrification and led to the displacement of lower- and middle-income residents in the surrounding areas. [[1](#), [5](#), [6](#), [7](#), [8](#)]

Policy attempts to mitigate conflict

New York City has implemented policies to address the relationship between urban green space and affordable housing, but the outcomes are mixed. [[9](#), [10](#), [11](#)]

Incentive zoning and trade-offs:

- **Privately Owned Public Spaces (POPS):** Since 1961, the city has used "incentive zoning," allowing developers to build denser, taller buildings in exchange for creating public plazas, arcades, or other open spaces on their property. While this policy has created some new public spaces, it has also facilitated massive luxury development in areas like Midtown.
- **Balancing green space and housing:** A recent high-profile deal involving the Elizabeth Street Garden in Lower Manhattan illustrates the ongoing tension. The agreement will create over 620 new affordable homes while also turning the garden into a publicly accessible park, five times more affordable housing than was originally planned. [[12](#), [13](#), [14](#), [15](#), [16](#)]

Recent zoning reform:

- **"City of Yes" initiative:** A recent zoning update, "City of Yes," includes reforms aimed at increasing the housing supply, including mandatory affordable housing requirements tied to residential density increases.
- **Equitable development tools:** The city is creating new tools and policies to analyze the potential equity impacts of land use decisions. This effort, pushed by community organizations, attempts to proactively address potential negative consequences like displacement. [[17](#), [18](#), [19](#), [20](#), [21](#)]

The distribution of green space and affordable housing

The spatial distribution of urban green space and affordable housing is deeply unequal, a legacy of historic discriminatory policies. In Manhattan, low-income and minority communities have significantly less access to green space compared to affluent, white communities.

- **Underserved areas:** Studies on green space access in New York City have consistently shown disparities, with vulnerable populations having limited access to these critical resources.
- **Public housing green spaces:** Initiatives like the "Green Space Connections" program work to revitalize open spaces within New York City Housing Authority (NYCHA) campuses in underserved neighborhoods. These projects aim to improve the quality of existing green spaces without causing the displacement associated with large-scale development. [23, 24, 25, 26, 27]

Future outlook

Moving forward, New York City and Midtown face the continued challenge of balancing the competing goals of creating new green spaces and expanding affordable housing. Solutions involve:

- **Equitable planning:** Adopting a "social equity lens" during urban planning to ensure that new green spaces do not drive up housing costs and displace residents.
- **Strategic policy:** Utilizing specific zoning policies and community benefit agreements that explicitly tie green space improvements to the creation and preservation of affordable housing.
- **Adaptive reuse:** Repurposing older or underutilized buildings for residential use can provide opportunities to increase housing supply without creating large-scale, high-end developments that displace existing communities. [5, 28, 29, 30, 31]

- [1] <https://stuyspec.com/article/protect-our-community-green-spaces>
- [2] <https://www.krisweaver.com/blog/how-green-spaces-influence-property-values-and-living-quality/>
- [3] <https://www.c40.org/case-studies/cities100-new-york-city-planning-for-an-equitable-and-sustainable-city/>
- [4] <https://www.linkedin.com/pulse/impact-local-zoning-laws-manhattan-danielle-sevier-q2sgc>
- [5] <https://www.wri.org/insights/green-space-underestimated-tool-create-more-equal-cities>
- [6] <https://streeteasy.com/blog/the-cost-of-living-steps-from-the-park/>
- [7] <https://www.sciencedirect.com/science/article/abs/pii/S0169204619314574>
- [8] <https://www.sciencedirect.com/science/article/pii/S0169204619314574>
- [9] <https://www2.nycbar.org/htmlmail/44thST/44sn/april-2010-community-benefit-agreements.html>
- [10] https://research.library.fordham.edu/cgi/viewcontent.cgi?article=1089&context=environ_2015
- [11] <https://journals.sagepub.com/doi/full/10.1177/0042098016670557>
- [12] <https://www.nyc.gov/mayors-office/news/2025/06/mayor-adams-agreement-create-620-new-affordable-homes-lower-manhattan-make>
- [13] <https://www.nyc.gov/content/planning/pages/our-work/plans/citywide/private-owned-public-spaces>
- [14] <https://www.stirworld.com/see-features-amoia-cody-architecture-illustrates-green-density-zoning-provisions-for-nyc>
- [15] <https://www.nytimes.com/2023/08/07/nyregion/some-urban-oases-are-closed-to-the-public.html>
- [16] <https://bamcreative.io/the-livable-city/>
- [17] <https://racepowerpolicy.org/measuring-what-matters/measuring-what-matters-nyc/>
- [18] <https://www.gtlaw.com/en/insights/2025/1/nyc-zoning-updates-city-of-yes-reshapes-housing-development-rules>
- [19] <https://thenyhq.org/city-of-yes/>
- [20] <https://developmentsiteadvisors.com/blog/the-pulse-of-the-nyc-development-market-february-25>
- [21] <https://gothamist.com/news/mayor-adams-city-of-yes-housing-plan-wins-a-key-endorsement-in-queens>
- [22] <https://www.sciencedirect.com/science/article/pii/S1618866725002730>
- [23] <https://www.designtrust.org/projects/green-space-connections/>
- [24] <https://www.helmsleytrust.org/news-and-insights/the-fund-for-public-housing-receives-3-2-million-from-the-helmsley-charitable-trust-to-launch-green-space-connections-for-14000-nycha-residents-in-brooklyn-and-the-bronx/>
- [25] <https://transformtransport.org/research/livable-streets/accessibility-and-equity-of-urban-green-spaces-in-new-york-city/>
- [26] <https://ace-usa.org/blog/research/research-environmental-policy/how-is-green-gentrification-furthering-disparities-in-urban-renewal/>
- [27] <https://esd.ny.gov/sites/default/files/Kingsboro-05-Open-Space.pdf>
- [28] <https://citylimits.org/opinion-the-untapped-potential-of-nycs-existing-buildings-in-the-climate-fight/>
- [29]

[benefits-agreements-can-be-incorporated-into-infrastructure-projects/](#)

[30] <https://journals.sagepub.com/doi/full/10.1177/0042098019885330>

[31] <https://www.open.edu/openlearncreate/mod/oucontent/view.php?id=79941&printable=1&expandall=1>

On Oct 12, 2025, at 1:54 PM, Council Member Erik Bottcher <district3@council.nyc.gov> wrote:

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Dear Neighbor,

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Fast forward to today: we have a protected Tenth Avenue bike lane running uninterrupted from 14th Street up to Harlem. We also completed the Sixth Avenue protected bike lane, which now extends below Canal Street.

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Biodiversity - Native plantings provide vital habitat for birds, pollinators, and other species.

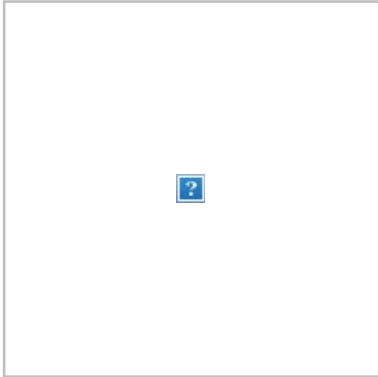
Neighborhood pride - Greener streets are more welcoming, uplifting, and attractive for residents and visitors alike.

Public health - More greenery contributes to cooler, safer, and healthier neighborhoods.

What might seem like a minor issue has a big cumulative impact on how livable our city feels. Every new tree and planted space adds up to cleaner, healthier, and more beautiful neighborhoods.

Please consider submitting your testimony in support of this bill so we can continue lifting up our neighborhoods together.

With gratitude,



Erik Bottcher
New York City Council Member
District 3

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From: [Patricia Hartwell](#)
To: [Testimony](#)
Subject: [EXTERNAL] NYC Council Bill #1233-2025
Date: Tuesday, October 14, 2025 4:56:53 PM

[REDACTED]

As a 30 year resident at the same address in Chelsea, I have watched this neighborhood change for the better over the years. We could still use much more affordable housing, but one of the changes I love is the medians separating bike lanes from regular traffic. The medians have not only added to the safety of bike riders and drivers but to the safety of crossing the street. I use Citibike and am grateful for the separation the medians provide.

Many of the medians have trees, flower beds and benches. They have added to the quality of the air we breathe and what we see. They have brought nature to this concrete jungle which helps cool down our neighborhoods during the brutal summer months. It has also created areas for water to be absorbed which can only assist the aging and overburdened NYC septic system. I am writing to add my support to Bill#1233-2025. The medians are prime areas to require the planting of trees and regional vegetation which adds to the quality of life in New York City.

Thank you.

Patricia Hartwell

From: [Paul DePasquale](#)
To: [Testimony](#)
Subject: [EXTERNAL] Encourage BIKES
Date: Sunday, October 12, 2025 3:25:50 PM

[REDACTED]

In short, YES to BIKES, trees and medians. Signs are nice, but NYC requires vigorous law enforcement; no motors.
Sent from my iPhone

From: [Paul Nagle](#)
To: [Testimony; Erik Bottcher \(Team Erik\)](#)
Subject: [EXTERNAL] Intro 1233
Date: Monday, October 13, 2025 7:41:59 AM

[REDACTED]

I am writing in strong support of Intro 1233. As a cyclist who lives in Chelsea, these new medians have made a great difference to me in safety and as a New Yorker, in community vibrancy as well.

From: [RACHEL DEMAS](#)
To: [Testimony](#)
Subject: [EXTERNAL] In Support of Intro 1233-2025 – Greening Protected Bike Lane Medians
Date: Sunday, October 12, 2025 4:49:23 PM

[REDACTED]

Dear Members of the City Council,

I am writing in strong support of **Introduction 1233-2025**, which would require the inclusion of trees and vegetation in new medians that separate bicycle lanes from car traffic.

This is a thoughtful and practical step that advances multiple city goals at once — improving safety, enhancing our streetscapes, and strengthening environmental resilience.

We have seen how protected bike lanes have already made our streets safer for cyclists, pedestrians, and drivers alike. Adding greenery to the medians that accompany these lanes builds on that success and turns what are now often barren stretches of concrete into living public assets.

Planting trees and vegetation in these medians would:

- **Improve air quality** by filtering pollutants.
- **Reduce flooding** through better stormwater absorption.
- **Support biodiversity** by creating habitats for birds and pollinators.
- **Cool our streets** and make neighborhoods more comfortable during heat waves.
- **Beautify the city** and promote community pride.

These are tangible, lasting benefits for public health and quality of life. What might appear to be a small design detail has a cumulative impact that contributes to a cleaner, healthier, and more livable city.

I urge the Council to pass this legislation and make green infrastructure a standard part of how we design safer streets. Thank you for your leadership and commitment to creating a more sustainable New York City.

Sincerely,
Rachel Demas

[REDACTED]
New York, NY 10036

From: [Rachelle Nash-Gordon](#)
To: [Testimony](#)
Subject: [EXTERNAL] Barriers are good but trees and vegetation attract rats and bugs
Date: Sunday, October 12, 2025 1:50:40 PM

[REDACTED]

From: [Rachelle Nash-Gordon](#)
To: [Testimony](#)
Subject: [EXTERNAL] Reduce E-bikes and e-scooters they are dangerous
Date: Sunday, October 12, 2025 1:51:59 PM

E-bike and e-scooters are causing many accidents and making streets and roads dangerous

From: [Rachelle Nash-Gordon](#)
To: [Testimony](#)
Subject: [EXTERNAL] More street lights are needed - at night streets are too dark
Date: Sunday, October 12, 2025 1:52:28 PM

[REDACTED]

From: [Rebekah Greer Melocik](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 1233: more trees please!
Date: Monday, October 13, 2025 9:59:41 AM

Hello,

I am a Hells Kitchen resident, and am very much in favor of Intro 1233. It is so much safer for our bike lane users, and more trees always improves NYC. These kinds of investments make the city a lovely place to live, and makes people want to stay here.

Thank you for the good work you do!

Best,
Rebekah

--

Rebekah Greer Melocik

From: [Richard Tag...](#)
To: [Testimony](#)
Subject: [EXTERNAL] INTRO 1233 2025
Date: Sunday, October 12, 2025 9:41:04 PM

Dear Members of the NYC Council:

I wholeheartedly support this piece of legislation, since it adds volume to our Green Spaces in the Five Boroughs, and is especially useful during the spring, summer and fall months.

The Parks Department can always contract the actual work to nonprofit organizations or private vendors to assist in both the construction, planting and crucial general maintenance of these added Green Spaces, similar to Greenstreets.

Please give very careful consideration and vote in favor of this added inducement for still more greenery in the future of New York City.

Best,

Richard Tag...

M: [REDACTED]

From: [robert juman](#)
To: [Testimony](#)
Subject: [EXTERNAL] Vegetation in bicycle medians
Date: Sunday, October 12, 2025 6:24:52 PM

[REDACTED]

Incorporating trees and other vegetation in medians that separate bicycle lanes from car traffic offers significant safety, environmental, and aesthetic benefits. Vegetated buffers create a physical and visual barrier that protects cyclists from moving vehicles, reducing the risk of collisions and enhancing riders' sense of security. At the same time, trees help absorb pollutants, mitigate urban heat, and improve air quality—making streets cooler, cleaner, and more comfortable for everyone. Beyond function, landscaped medians transform sterile roadways into green corridors that encourage active transportation, promote biodiversity, and beautify urban environments. By integrating nature into street design, cities can build healthier, safer, and more inviting public spaces for both cyclists and motorists.

From: [Robert Katz](#)
To: [Testimony](#)
Subject: [EXTERNAL] Please pass introduction 1233-2025
Date: Sunday, October 12, 2025 3:09:19 PM

[REDACTED]

I am writing to ask that you please pass the bill, Introduction 1233-2025, which would require the City to include trees and other vegetation in new medians that separate bicycle lanes from car traffic. This brilliant law would improve safety for bikers in NYC and improve the beauty of NYC. It is a win-win for all.

Sincerely,

Robert Katz

[REDACTED]

From: [Sally Pope](#)
To: [Testimony](#)
Subject: [EXTERNAL] Green medians
Date: Sunday, October 12, 2025 2:51:13 PM

[REDACTED]

What a great and worthy idea! So many positives! But I would be sure to require the city to basically maintain these green islands. I'm sure that for most of them, neighbors would pitch in to add flowers and look after plantings.

Sally Pope

Chelsea resident

Sent from my iPhone

From: [Sarah Torpey](#)
To: [Testimony](#)
Subject: [EXTERNAL] Introduction 1233-2025
Date: Tuesday, October 14, 2025 9:25:34 AM

[REDACTED]

I am writing in support of including vegetation on medians protecting bike lanes. Trees and plants on the medians are a huge improvement to the overall feel of the neighborhood. Thank you.

Best regards,
Sarah Torpey
[REDACTED] New York, NY 10019

From: [Sergio](#)
To: [Testimony](#)
Subject: [EXTERNAL] Support for 1233-2025
Date: Monday, October 13, 2025 1:07:35 PM

I support Erik Bottcher's INTRO 1233.

Street trees in Manhattan are essential to reducing heat and absorbing rainwater that would ultimately end up polluting the rivers and harbor.

--

Sergio Reda
New York, NY

From: [Shaw Bronner](#)
To: [Testimony](#)
Subject: [EXTERNAL] 1233
Date: Sunday, October 12, 2025 2:09:19 PM

Dear NYC Council:

I am writing to voice my support of adding green to protect our bike lanes, improve our air, and decrease temperatures. This is a win-win proposal.

Thank you,
Shaw Bronner

[Shaw Bronner PhD, PT, OCS](#)
[Director, ADAM Center](#)
[Editor - Dance, Medical Problems of Performing Artists](#)
[Brooklyn, NY](#)

From: sheilakogan@juno.com
To: [Testimony](#)
Subject: [EXTERNAL] trees on 6th Ave. median
Date: Sunday, October 12, 2025 3:14:26 PM

[REDACTED]

I use a rollator, so I am very thankful to be able to cross the street in 2 parts. It allows me the time if I'm feeling slow. So the median is definitely a wonderful addition. The idea of greenery is a lovely and practical idea. I wonder if trees will block the view of oncoming traffic and so would lower shrubbery be as effective? Thank you so much for the clever and helpful designs. Thank you for addressing these issues.
Sheila Kogan

From: [Sherry Frier](#)
To: [Testimony](#)
Subject: [EXTERNAL] Green spaces
Date: Monday, October 13, 2025 9:56:56 AM

[REDACTED]

I would like to add my support for a bill to provide more trees and plants to add to bike lines and other vacant spaces in NYC. We urgently need this to improve quality of life and to make the city a better place to live. Thank you,

Sherry Frier

Resident of NYC for more than 40 years

Sent from my iPhone

From: [Teresa Stuimer](#)
To: [Testimony](#)
Subject: [EXTERNAL] Bike lane beautification and pedestrian safety
Date: Sunday, October 12, 2025 7:45:07 PM

[REDACTED]

Dear Councilman Botcher,

While I am pleased with the bike lane updates for safety, as a pedestrian, I feel my safety is more at risk at this time. Since the upgrades in bike lanes, the cyclist and especially E bikes, have gotten completely out of hand.

Most cyclist are no longer obeying any traffic lights or street signs. They do not yield to pedestrians and they often are causing injury or close calls for pedestrians because they do not obey lights and signs.

I am concerned that adding further trees and vegetation may become more of a distraction. Anything visually blocking line of sight for elderly and small children puts them more at risk.

Until the cycling lanes are policed and traffic rules are followed, I do not support adding further visual distractions. This is coming from someone who loves their green spaces.

Regards,
Teresa Stuimer

From: [Tracy Sallows](#)
To: [Testimony](#)
Subject: [EXTERNAL] Introduction 1233-2025. Please vote YES
Date: Sunday, October 12, 2025 2:54:44 PM

Dear City Council Members,

Hello! I am writing to tell you what an improvement the trees and flower planters on the pedestrian islands have been to the Hell's Kitchen neighborhood.

As a 39 year resident of Hell's Kitchen, I have always done my best to spruce up the tree pits where I live because, honestly, flowers cheer people up and give residents pride in their block. When I heard Erik Bottchers office was looking for people to put plants and bulbs in the pedestrian islands on 9th Ave, I volunteered. I was grateful when a tree was planted in the pedestrian island near where I live.

This summer the greenery and color was a welcome sight. In a neighborhood that is still recovering from stores having to close in the pandemic, anything that makes the streets look vibrant and alive and cared for helps attract new businesses and people to 9th Ave. All of the Clinton/Hell's kitchen area benefits from the trees and planters. I think anywhere there is a pedestrian island is an opportunity for more greenery and it would be wonderful if trees and planters on the pedestrian islands became policy.

Thank you for your consideration,
TRACY SALLOWS

From: [Ursula Auclair](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 1233
Date: Monday, October 13, 2025 9:25:14 AM

[REDACTED]

Needed and helpful! I am 74 years old and ride my bicycle (not an e-bike!) all over the city. I try to use bike lanes whenever I can. Unfortunately, even cop cars do not park properly, endangering bicycles by doring them. Green spaces would help and provide cleaner air.

Thank you for this initiative!

Ursula Auclair

Sent from my iPhone

From: [Zlatko Dimitrioski](#)
To: [Testimony](#)
Subject: [EXTERNAL] Written Testimony in Support of Introduction 1233-2025
Date: Sunday, October 12, 2025 4:31:29 PM

Written Testimony in Support of Introduction 1233-2025
Submitted by: Zlatko Dimitrioski
Resident of Astoria, Queens
Date: 10/12/2025

Dear Members of the New York City Council,

I am writing to express my strong support for Introduction 1233-2025, the bill that would require trees and other vegetation in new medians separating bicycle lanes from car traffic.

I am an everyday cyclist who commutes from Astoria to the West Village for work. Cycling is an important part of my daily life: not just a mode of transportation, but a way to stay healthy, reduce my carbon footprint, and connect with the city in a meaningful way; it's also incredibly fun and it always makes me feel better. Over the years, I've seen how the expansion of protected bike lanes, like those on Tenth Avenue and Sixth Avenue, has made an enormous difference in safety and accessibility. These improvements have encouraged more New Yorkers to get on bikes and helped create a safer environment for everyone: cyclists, pedestrians, and drivers alike.

However, I've also noticed that many of the pedestrian refuge islands and medians along these routes remain barren. With the addition of trees and greenery, these areas could become much more than concrete dividers: they could become living green spaces that improve the air we breathe, help absorb stormwater, and make our streets more beautiful and welcoming for all New Yorkers!

As someone who rides through these streets daily, I can say that greenery makes a difference: it cools the air - especially when biking in the hot NYC summer days, it softens the urban landscape, and makes the city feel more human. Planting trees and vegetation alongside bike lanes would not only make commuting safer and more pleasant, but it would also reflect NYC's commitment to sustainability, health, and quality of life, something that we can all agree to, I'm sure.

I encourage the Council to move forward with this legislation. What may seem like a small change has the potential to make a meaningful impact on how New Yorkers experience our streets every day.

Thank you for your leadership and for considering this important step toward a greener, safer, and healthier city.

Sincerely,
Zlatko Dimitrioski

[REDACTED]

Astoria, Queens

[REDACTED]

100 W19th/20th Street Block Association

The **Chelsea** block association with the **Green**

October 15, 2025

Attention: New York City Council

Re: City Council Bill Introduction 1233-2025

The 100 W19th/20th Street Block Association is writing in support of the above legislation introduced by Councilman Erik Bottcher, to plant trees and greenery in new medians that separate bicycle lanes from car traffic. If the legislation passes, we hope it can also be expanded to include protected lanes that already exist.

There is no such thing as too much green. In the midst of all our concrete, wherever trees and flowers exist, life is simply better. The air is cleaner, the air is cooler, drainage following storms is improved, and not least of all, it is so much prettier and more aesthetic than a parked car.

We urge you to pass this legislation. Thank You.

100 W19th/20th Street BA

The Chelsea block association with the Green

for more Chelsea Community information, please visit ccbanyc.com

cc: Councilman Erik Bottcher

From: [Jeane Muniz](#)
To: [Testimony](#)
Cc: [Jeane Lopez-Muniz](#)
Subject: [EXTERNAL] Greening the medians legislation
Date: Wednesday, October 15, 2025 3:51:00 PM

[REDACTED]

We love the City Bike lanes along 10th Avenue and other avenues, and we always thought it was the City's responsibility to maintain the tree pits built alongside them — which, to my surprise, it isn't. Some parts of the bike lanes where the tree pits are now look like abandoned areas, full of weeds(see 28th street and 10th avenue) which is unfortunate for such a vibrant neighborhood. I've spoken with many neighbors, and we all agree that this new legislation proposed by Council Member Erik Bottcher will help beautify our streets, improve air quality help with noise and bring many positive benefits to our community. Thank you, Council Member Erik, for yet another amazing initiative!



From: [Paul De Andrade](#)
To: [Testimony](#)
Subject: [EXTERNAL] Intro 1233
Date: Wednesday, October 15, 2025 3:10:37 PM

Dear Members of the New York City Council,

I bike through the city nearly every day. Some mornings, the air feels heavy with exhaust, and the only green I see is the traffic light changing. Then I'll pass a stretch lined with trees—like along Allen Street or parts of Eastern Parkway—and for a few blocks, everything changes. The noise softens, the air cools, and the ride feels *safe*. That brief moment of calm is proof of what's possible when we bring nature back into our streets.

Adding trees and vegetation to the medians between bike lanes and car traffic isn't just about aesthetics—it's about how it *feels* to move through this city. Green buffers transform an anxious commute into something humane. They remind us that the streets belong to people, not just machines.

I've seen firsthand how a few trees can shift the tone of an entire block—neighbors linger longer, kids walk instead of being driven, and even drivers slow down a little. The city feels more alive, more balanced. We could have that feeling everywhere, if we choose to build it.

Please prioritize the inclusion of trees and vegetation in future bike lane projects. It's a small design choice with an outsized impact on safety, health, and the soul of the city.

Thank you for considering this.

All the best,

Paul de Andrade
President, Studio Kestrel

w: www.studiokestrel.com
e: paul@studiokestrel.com
ig: [studiokestrel](https://www.instagram.com/studiokestrel)

Sally Greenspan
Former President
Council of Chelsea Block Associations (CCBA)
May 2022 – January 2025

October 15, 2025

To: testimony@council.nyc.gov

Dear Members of the New York City Council

Re: City Council Bill Introduction 1233-2025

Thank you for the opportunity to submit my testimony in support of the above bill introduced by Councilman Erik Bottcher.

For the three years that I served as President of the Council of Chelsea Block Associations (CCBA) (2022-January 2025), CCBA stood in support of bicycle safety legislation, enforcement of legislation and beautiful streets and more trees everywhere. Pedestrians for Bike Safety was formed under the umbrella of CCBA in pursuit of more targeted efforts by the city and state. I know the Chelsea community remains unanimous in support of seeing these efforts prioritized by the City Council.

While there is still a long way to go, under Erik Bottcher's leadership so much has already been accomplished. Challenges mostly remain with enforcement, but the introduction of new legislation and in District 3, improved and protected bike lanes, have together had a significant impact on the reduction of injuries to both cyclists and pedestrians.

It should not be a challenge to continue to make our city more livable, more beautiful. I urge you to support Councilman Bottcher's innovative bill to beautify new medians that separate bicycle lanes from car traffic, to be constructed, to be designed with greenery wherever realistic and possible. As we continue to retrofit our city designed for cars as one that promotes cycling and safe walking for pedestrians, I hope we can consider the same approach to protected lanes that already exist but currently only serve as parking spaces for cars.

Councilman Bottcher's arguments and rationale for the legislation speak for themselves. Wherever and whenever possible, I believe the Council should implement programs that contribute to the quality of life for residents and visitors. Every single new tree, every neighborhood park, every green protected bike lane, is something to enjoy and celebrate.

Thank you for your review and consideration of this bill.

Respectfully,

Sally Greenspan

Cc: Councilman Erik Bottcher

From: [Scott Lauer](#)
To: [Testimony](#)
Subject: [EXTERNAL] Testimony to Protect New Yorkers on 2-Wheels
Date: Wednesday, October 15, 2025 8:53:51 PM

[REDACTED]

Hello,

Thank you for the opportunity to voice my support of the proposed bill, 1233-2025 to include trees and other vegetation in new medians that separate bicycle lanes from car traffic. As a cyclist, pedestrian and driver I believe strongly that this bill will protect New Yorkers, reduce accidents, injuries and fatalities, and make the city greener and more sustainable. I hope the Council will support this common sense bill that improves our neighborhoods in myriad ways.

Regards,

Scott Lauer

[REDACTED]
New York, NY 10011

From: [Morgan Blauth](#)
To: [Testimony](#)
Subject: [EXTERNAL] Support for Int 1233-2025
Date: Thursday, October 16, 2025 9:44:26 AM

I support

Int 1233-2025 and agree it would make NYC streets cooler and safer.

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

Name: Margaret Morgone (PLEASE PRINT)

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

Name: Ricardo Rodriguez (PLEASE PRINT)

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: _____

Name: Montgomery Dean (PLEASE PRINT)

Address: _____

I represent: DOT

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 10/1/25

(PLEASE PRINT)

Name: Benjamin Osborne

Address: 830 5th Ave

I represent: NYC Parks

Address: 830 5th Ave

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 10/1/25

(PLEASE PRINT)

Name: Samuel Eluto

Address: 1325 Ave of Americas

I represent: BTEA - Building Trades Employees Assoc

Address: 1325 Ave of Americas (with NYECA)

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. AP5

☐ in favor ☒ in opposition

Date: 10/1 Contact

(PLEASE PRINT)

Name: Peter Rescigno

Address: 633 31st Ave Floor 9 NYC

I represent: NY Electrical Contractors Assn

Address: 633 31st Ave Floor 9 NYC

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 0169 Res. No. 2029

☒ in favor ☐ in opposition

Date: 10/1/25

(PLEASE PRINT)

Name: ADITI DESAI

Address: [REDACTED] BROOKLYN, NY

I represent: VOLTPOST, INC

Address: 205 E 42ND ST, NEW YORK, NY 10017

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 10/1/25

(PLEASE PRINT)

Name: Matt Drury

Address: NYC Parks, 830 F.F.H. Ave. NYC 10055

I represent: NYC Parks

Address: 830 F.F.H. Ave NYC 10055

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____

☐ in favor ☐ in opposition

Date: 10/1/25

(PLEASE PRINT)

Name: Franny Civitano

Address: One Liberty Plaza, NY, NY 10006

I represent: NYC EDC

Address: _____

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. 1197 Res. No. _____
☒ in favor ☐ in opposition

Date: Oct 125

(PLEASE PRINT)

Name: JOHN CORI

Address: _____ ROCKAWAY

I represent: THE COMMUNITY

Address: _____

Please complete this card and return to the Sergeant-at-Arms

**THE COUNCIL
THE CITY OF NEW YORK**

Appearance Card

I intend to appear and speak on Int. No. _____ Res. No. _____
☐ in favor ☐ in opposition

Date: 10/1/25

(PLEASE PRINT)

Name: Christopher Leon Johnson

Address: _____

I represent: Self

Address: _____

Please complete this card and return to the Sergeant-at-Arms