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**THE COUNCIL OF THE CITY OF NEW YORK**

COMMITTEE REPORT OF THE INFRASTRUCTURE DIVISION

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**COMMITTEE ON TRANSPORTATION AND INFRASTRUCTURE**

Hon. Selvena N. Brooks-Powers, Chair

June 28, 2022

Oversight: Managing the City's Public Space

**INT. NO. 258:** By Council Members Joseph, Hanif, Hudson, Sanchez, Stevens, Ung, Restler, Nurse, The Speaker (Council Member Adams), Narcisse, Ossé, Menin, Brewer, Abreu, Dinowitz, Cabán, Krishnan, Ayala, Louis, Riley, Gutiérrez, Williams, De La Rosa, Won, Barron, Richardson Jordan, Schulman, Avilés and Farías (by request of the Manhattan Borough President)

**TITLE:** A Local Law in relation to a report on suitable locations for installing public bathrooms

**INT. NO. 291:** By Council Members Rivera, Brooks-Powers, Hudson, Sanchez, Stevens, Williams, Ung, Ayala, Restler, Abreu, Krishnan, Nurse, Won and Paladino

**TITLE:** A Local Law to amend the administrative code of the city of New York, in relation to a citywide greenway master plan

**ADMINISTRATIVE CODE:** Adds new chapter 11 to title 19

**INT. NO. 293:** By Council Members Stevens, Krishnan, Hanif, Avilés, Sanchez, Joseph, Velázquez, Menin, Williams, Brooks-Powers, Ossé, Schulman, Riley, Ung, Barron, Richardson Jordan, Louis, Restler, Bottcher, Kagan, Abreu, Narcisse, Marte, Nurse and Cabán

**TITLE:** A Local Law to amend the administrative code of the city of New York, in relation to requiring the department of transportation to establish a program to allow community centers, schools, arts and cultural institutions and religious institutions to use adjacent outdoor spaces

**ADMINISTRATIVE CODE:** Amends Subchapter 2 of chapter 1 of title 19 by adding new section 19-175.8

**INTRODUCTION**

On June 28, 2022, the Committee on Transportation and Infrastructure, Chaired by Majority Whip Selvena N. Brooks-Powers, will conduct a hearing titled, “Oversight: Managing the City's Public Space.” The Committee will also consider: Int. No. 258, sponsored by Council Member Rita Joseph, in relation to in relation to a report on suitable locations for installing public bathrooms; Int. No. 291, sponsored by Council Members Carlina Rivera and Majority Whip Brooks-Powers, in relation to a citywide greenway master plan; and Int. No. 293, sponsored by Council Member Althea Stevens, in relation to requiring the department of transportation to establish a program to allow community centers, schools, arts and cultural institutions and religious institutions to use adjacent outdoor spaces. Those invited to testify include representatives from the New York City Department of Transportation (DOT), representatives from the New York City Department of Parks and Recreation (DPR), transportation advocates, environmental advocates, and other interested stakeholders.

**BACKGROUND**

New York City (NYC or the City) has 12,750 miles of sidewalks, 74 pedestrian plazas, and more than 30,000 acres of parkland,[[1]](#footnote-1) The City also boasts 592 Privately Owned Public Spaces (otherwise known as “POPS”) in 389 buildings primarily located in Manhattan,[[2]](#footnote-2) and this year will have over 150 street locations totaling more than 300 city blocks participating in the Open Streets Program.[[3]](#footnote-3) Additionally, NYC has a 400-mile network of greenways.[[4]](#footnote-4) The availability of these open and public spaces, all of which are described in greater detail below, has often led the City to be cited as one of the most walkable cities in the world.[[5]](#footnote-5) All of these open or public spaces also play a pivotal role in the City’s goal of ensuring that New Yorkers live within a 10-minute walk to a quality open space.[[6]](#footnote-6)

Over the past two years, the COVID-19 pandemic has shown the important role that public spaces play in the lives of New Yorkers. They allow New Yorkers to enjoy the outdoors and engage in physical activity, which can contribute to their overall well-being and health, and lead to lower levels of obesity.[[7]](#footnote-7) Open and public places on street corridors also contribute to the economic vitality of the City as investments and improvements in these spaces can be beneficial to small businesses by attracting more people to those areas.[[8]](#footnote-8)

***Shared Streets***

Even before the COVID-19 pandemic, the City had designed and implemented programs, both short-term pilots and permanent programs, that increased pedestrian space. These include DOT’s Summer Streets and the Shared Streets initiative. Modeled on events that happen across the globe, Summer Streets closes off streets to vehicle traffic along seven miles of roadways in Manhattan on three consecutive Saturdays in August.[[9]](#footnote-9)

A “shared street” is designed for slow travel speeds where pedestrians, cyclists, and motorists all share the right of way.[[10]](#footnote-10) DOT’s Shared Streets initiative began as a temporary, neighborhood-scale approach to prioritizing pedestrians in the public right of way. Shared Streets were not entirely unprecedented, with areas like South Street Seaport and a block of 165th Street between Jamaica and 89th Avenues, in Jamaica, Queens, prioritizing pedestrians and cyclists in the public right of way.[[11]](#footnote-11) In August 2016, the City tried the first scaled-up Shared Streets event in the Financial District, where DOT limited car traffic on a 60-block section for five hours on a Saturday.[[12]](#footnote-12) NYPD put up barriers along the edge of the neighborhood with officers on hand to let vehicles through, aided by temporary five mile per hour speed limit signs, giving pedestrians and cyclists priority in the public right of way.[[13]](#footnote-13) In 2017, DOT tested out the idea again in Chinatown from 5pm to 9pm on the first three Fridays in August.[[14]](#footnote-14)



*Shared Street Broadway and 24th St, Manhattan*

***Open Streets***

Open Streets gained popularity during the COVID-19 pandemic as cities throughout the country grappled with stay-at-home orders and social distancing measures. Some municipalities began to close their streets to vehicular traffic in order to create additional walking or cycling space for their residents. In 2020, NYC initially started with an Open Streets pilot to temporarily close certain streets in order to become pedestrian-only corridors.[[15]](#footnote-15) The initial pilot has since evolved into a permanent and year-round NYC Open Streets Program.[[16]](#footnote-16) The Open Streets Program allows communities to embrace new public space and support small businesses, while prioritizing safety and access for pedestrians and cyclists.[[17]](#footnote-17) The program is currently administered by DOT, who works with community-based organizations, public, private, and charter schools, and groups of businesses to execute Open Streets citywide.[[18]](#footnote-18) As mentioned earlier in this report there will be 150 street locations totaling more than 300 city blocks participating in the Open Streets Program during 2022.[[19]](#footnote-19) This participation rate allows NYC to have the nation’s largest Open Streets program.[[20]](#footnote-20)

One of the early criticisms of the Open Streets Program was the lack of open streets in under-resourced neighborhoods, which are mostly in communities of color.[[21]](#footnote-21) To help address this inequity, the New York City Council passed Local Law 55 of 2021, which codified the Open Streets Program and required that DOT manage or provide resources to at least 20 open streets sites in areas that would be otherwise underserved by the Open Streets Program.[[22]](#footnote-22)

Open Streets have been become very popular with New Yorkers.[[23]](#footnote-23) Since their inception in 2020, the program has also become a permanent part of the city’s landscape.[[24]](#footnote-24) The Open Streets concept has also been expanded to include:

* Open Restaurants, which allows restaurants to use the sidewalk adjacent and curbside roadway space in front of their businesses for outdoor dining;[[25]](#footnote-25)
* Open Storefronts, which allows eligible businesses to conduct activity on sidewalks to sell pre-packaged food on sidewalks and restaurants to use sidewalks for take-out or delivery operations;[[26]](#footnote-26) and
* The recently ended Open Culture[[27]](#footnote-27) program, which allowed ticketed, socially distanced outdoor performances, rehearsals, and classes at nearly 200 street locations throughout the five boroughs.[[28]](#footnote-28)

***NYC Streets Plan***

In 2019, the New York City Council passed Local Law 195 which requires DOT to issue and implement a transportation master plan for streets, sidewalks, and pedestrian spaces every five years.[[29]](#footnote-29) The plan prioritizes and promotes the safety of pedestrians and bicyclists, access to and the use of mass transit, the reduction of traffic congestion and emissions, and improved access to streets, sidewalks, public spaces, and mass transit for individuals with reduced mobility, hearing, or visual impairment. DOT is also required to achieve specific benchmarks for street redesigns, protected bus lanes, protected bicycle lanes, bicycle parking, pedestrian spaces, commercial loading zones, truck routes, and parking.

On December 1, 2021, the City released the initial New York City Streets Plan.[[30]](#footnote-30) DOT’s plan fails to reach some of the mileage benchmarks set by local law, most prominently with regard to bike lanes and bus lanes. In the plan, DOT caveats that its ability to execute the plan is contingent on “the continued availability of the financial, material and human resources…as well as the political commitment to pursue the selected projects in the face of the near inevitable opposition of at least some in any given community.”[[31]](#footnote-31) The plan largely avoids detailing specific projects and timelines, and is rather “the starting point for a robust public outreach program… [to ensure that] that the final Streets Plan reflect[s] the concerns and particular needs of the various affected communities.”[[32]](#footnote-32)

***NYC Plaza Program***

As part of the NYC Plaza Program, DOT works with selected organizations to create neighborhood plazas throughout the City in order to transform underused streets into vibrant, social public spaces.[[33]](#footnote-33) According to DOT’s website, eligible organizations can propose new neighborhood plaza sites through a competitive application process.[[34]](#footnote-34) The organization submitting an application for a neighborhood plaza must meet the following criteria: they must operate in the City; they must be incorporated in New York State and compliant with annual State and Federal filing requirements; and they must be located near or have a mission that serves or relates to the geographical target area of the proposed plaza.[[35]](#footnote-35) DOT encourages a minimum of 2,000 square feet per plaza and no advertising is allowed inside the area.[[36]](#footnote-36) However, organizations that partner with DOT on a plaza, may enter into concession agreements that give them the opportunity to generate revenue from subconcessions, limited sponsorships and commercial events, which must go towards the maintenance, management, and operation of the plazas.[[37]](#footnote-37)

In an effort to increase open space equity, DOT prioritizes sites that are in neighborhoods that lack open space.[[38]](#footnote-38) Since 2007, the New York City Plaza Program has created over 80 pedestrian plazas in all five boroughs.[[39]](#footnote-39)

Examples of the types of pedestrians plazas found in NYC [[40]](#footnote-40)



Source: NYC Department of Transportation

***Privately Owned Public Spaces (POPS)***

POPS are provided and maintained by a private owner for public use, pursuant to provisions of the Zoning Resolution, in exchange for additional floor area (“incentive zoning”).[[41]](#footnote-41) POPS typically contain functional and visual amenities such as tables, chairs and plantings for the purpose of public use and enjoyment. POPS are permitted in the City’s high-density commercial and residential districts and are intended to provide light, air, breathing room and green space to ease the predominately hard-scaped character of the City’s densest areas.

Since 1961, the Zoning Resolution has allowed for different types of privately-owned public space, including plazas, arcades, urban plazas, residential plazas, sidewalk widenings, open air concourses, covered pedestrian spaces, through-block arcades and sunken plazas.[[42]](#footnote-42) Today, only two specific types of POPS-public plazas and arcades, can be built in exchange for bonus floor area.[[43]](#footnote-43) POPS are primarily procured through incentive zoning, however some POPS were required as part of a variance or special permit granted by the City Planning Commission or Board of Standards and Appeals. The first zoning regulations permitting floor area bonuses in exchange for the construction of privately-owned public plazas were adopted in 1961.[[44]](#footnote-44) Since that time over 590 POPS have been built at over 380 buildings across NYC.[[45]](#footnote-45) Most of these POPS are primarily located in Manhattan, but there has been an increased number developed in the other boroughs, particularly Brooklyn and Queens.[[46]](#footnote-46)

POPS must also adhere to the Public Plaza Design Principles of the NYC Department of City Planning, which include the following criteria: open and inviting at the sidewalk; accessibility; safe and secure features; and a comfortable and engaging environment. Today, POPS provide over 3.8 million square feet of additional public space throughout the City for New Yorkers to enjoy the outdoors.

***Greenways***

Greenways are outdoor spaces that provide safe & accessible corridors for active recreation and non-motorized transportation through parks and on city streets.[[47]](#footnote-47) They provide a path or a trail that links parks and communities around the city so that New Yorkers and tourists can have access to green spaces and the waterfront.[[48]](#footnote-48) Greenways expand recreational opportunities for walking, jogging, biking, and in-line skating. DOT is responsible for the planning, design and implementation of greenways on city streets.[[49]](#footnote-49) The DPR has jurisdiction over greenways that are found in parks.[[50]](#footnote-50)

NYC has a 400-mile network of greenways with about 300 miles running through every part of the city.[[51]](#footnote-51) However, according to the Brooklyn Greenway Initiative, the city’s greenways rarely connect to each other.[[52]](#footnote-52) In an effort to help address this lack of connectivity, the City recently announced a commitment of $47.6 Million in funding earmarked for DPR and DOT to connect greenways located in Brooklyn and Queens.[[53]](#footnote-53) The funding seeks to connect communities, especially those that have been historically underserved, to the city’s park system, bike paths and shorelines.[[54]](#footnote-54) The funding was the result of two studies undertaken by DPR that focused on creating an improved greenway experience within city parks.[[55]](#footnote-55)

***Public Restrooms***

Public restrooms are an important aspect of public space, supporting the public’s urban life.[[56]](#footnote-56) There are over 1,100 public restrooms in the City, as of December 2021.[[57]](#footnote-57) DPR is the largest provider of public restrooms throughout NYC with 662 parks featuring public bathrooms known as “comfort stations."[[58]](#footnote-58) Additionally, there are another seventy-eight accessible bathrooms located in the city’s 472 subway stations.[[59]](#footnote-59) Nevertheless, for years, there has been a significant need for easily accessible, clean and safe public restrooms.[[60]](#footnote-60)

One of the earliest public bathrooms in the United State was built in Astor Place in NYC in 1869.[[61]](#footnote-61) To many, this was regarded as a luxury, but it began the eventual increase in public bathrooms throughout the City.[[62]](#footnote-62) In the 1970s and 1980s NYC was facing budget shortfalls and so began to make budget cuts, of which included the closing of many public bathrooms.[[63]](#footnote-63) Also during this time, New Yorkers began to have changing perceptions of just what exactly public bathrooms actually were.[[64]](#footnote-64) Bathrooms were no longer seen as desired amenities and instead became viewed as magnets for crime, vandalism, sexual activity and drug use.[[65]](#footnote-65) Despite the growth in the City’s population, the economy, the number of tourists coming into the City, and, particularly important, the use of public space use during the COVID-19 pandemic, bathroom conditions have changed very little, with the availability of public restrooms not increasing significantly since the 1970s.[[66]](#footnote-66)

Without proper access to restrooms, there can be negative quality-of-life impacts, such as public urination and impacts associated with that.[[67]](#footnote-67) In addition, the health impacts of all New Yorkers should be taken into account, as the spreading of contagious diseases, including COVID-19 and Hepatitis A may be increased due to the lack of public restrooms.[[68]](#footnote-68) Advocates believe that increasing the number of public restroom facilities around the City will help bolster public space and make it accessible for everyone, regardless of race, ethnicity or socio-economic status.

**Analysis of Int. No. 258**

Int. No. 258 would require DOT and DPR to submit a joint report to the Mayor and to the Speaker of the City Council, identifying at least one location in each New York City zip code suitable for installing a public bathroom. Pursuant to the provisions of Int. No. 258, DOT and DPR would need to consult with community boards and the public when considering the locations for installing a public bathroom. The report required under Int. No. 258 would also need to include the factors the agencies considered when choosing the locations for installing public bathrooms, costs and challenges associated with installing public bathrooms, and recommendations for installing public bathrooms and implementing any necessary safety measures for each location identified in the report to address any challenges associated with such installation. Finally, if enacted, the provisions found in Int. No. 258 would take effect immediately.

**Analysis of Int. No. 291**

Int. No. 291 would require DOT and DPR, in conjunction with other relevant City agencies and entities, to prepare a master plan on the City’s Greenways, with regular updates on construction projects, resource and maintenance needs. The bill would also require DOT and DPR to regularly engage with affected communities regarding proposed changes, updates or other repair work to greenway sections. If enacted the provisions found in Int. No. 291 would take effect immediately.

**Analysis of Int. No. 293**

Int. No. 293 would require DOT to create an Open Spaces program that allows community centers, schools, arts and cultural institutions and religious institutions to apply for a permit to use outdoor spaces adjacent to such institutions for community programming. If enacted, the provisions found in Int. No. 293 would take effect 120 days after it becomes law.

Int. No. 258

By Council Members Joseph, Hanif, Hudson, Sanchez, Stevens, Ung, Restler, Nurse, The Speaker (Council Member Adams), Narcisse, Ossé, Menin, Brewer, Abreu, Dinowitz, Cabán, Krishnan, Ayala, Louis, Riley, Gutiérrez, Williams, De La Rosa, Won, Barron, Richardson Jordan, Schulman, Avilés and Farías (by request of the Manhattan Borough President)

..Title

A Local Law in relation to a report on suitable locations for installing public bathrooms

..Body

Be it enacted by the Council as follows:

Section 1. Report. No later than June 1, 2023, the department of transportation shall coordinate with the department of parks and recreation to submit to the mayor and to the speaker of the council a report identifying at least 1 location in each zip code in the city where a public bathroom facility may be installed. The department of transportation and department of parks and recreation shall consider input from community boards and the public when determining such locations for pubic bathroom facilities. In addition to identifying appropriate locations for installing public bathroom facilities, such report shall include, but need not be limited to, the following information:

a. The factors considered in determining such locations are appropriate for installing public bathroom facilities;

b. Any safety measures necessary for installing and maintaining public bathroom facilities, including compliance with accessibility requirements;

c. The costs associated with installing and maintaining public bathroom facilities and implementing necessary safety measures;

d. Any challenges associated with installing and maintaining public bathroom facilities, including any community opposition; and

e. Recommendations for installing public bathroom facilities and implementing necessary safety measures for each location identified to address any challenges associated with such installation.

§ 2. This local law takes effect immediately.

Session 12

EJL

LS 5991 & 8186

4/11/2022

Session 11

JEF

LS #17486

Int. 2310-2021

Int. No. 291

By Council Members Rivera, Brooks-Powers, Hudson, Sanchez, Stevens, Williams, Ung, Ayala, Restler, Abreu, Krishnan, Nurse, Won and Paladino

..Title

A Local Law to amend the administrative code of the city of New York, in relation to a citywide greenway master plan

..Body

 Be it enacted by the Council as follows:

Section 1. Title 19 of the administrative code of the city of New York is amended by adding a new chapter 11 to read as follows:

CHAPTER 11

CITYWIDE GREENWAY MASTER PLAN

§ 19-1100 Citywide greenway master plan a. Definitions. For the purposes of this section, the following term has the following meaning:

Greenway. The term “greenway” means a linear open space developed as right of way for recreational pedestrian use or non-motorized vehicle use.

b. The department and the department of parks and creation, in consultation with the department of city planning, the department of design and construction, the department of environmental protection and a contracted entity, as defined in section 22-821 of the code, shall develop a citywide greenway master plan that details the development and maintenance of greenways throughout the city. Such master plan shall:

1. Identify thoroughfares and other rights of way throughout the city that are feasible for development into a greenway or connection to the existing greenway network, including the costs and estimated timeline associated with the completion of such development;

2. Develop a map, to be updated no less than quarterly, that shall be posted on the website of the department that displays greenways throughout each borough currently available for public use and greenways that are proposed for development, construction or other maintenance; and

3. Include, for any section of an existing greenway that is closed for public use, a description of the reason for such closure and an estimate of the cost and timeline required to reopen such greenway for public use.

c. Such plan shall be completed by July 1, 2023, posted on the website of the department and be updated no less than once every four years.

d. No later than December 31 of each year, the department shall submit a report to the mayor and council that provides a summary on the implementation of the plan required under subdivision b of this section. Such report shall also include, but not be limited to:

1. The state of repair needs for existing greenway sections, including the dates of the most recent maintenance or upgrade work;

2. Any section of a greenway that is a priority for repair and other upgrade needs, the anticipated costs and timeline for repairing such greenway section and the proposed solutions for repairing and upgrading such greenway section; and

3. A description of any government entity that is overseeing each repair or upgrade project that is performed on any greenway.

e. For the purposes of implementing the plan and report required pursuant to this section, the department and the department of parks and recreation shall regularly engage with community boards in community districts that contain thoroughfares or other locations that are potentially suitable for development into a greenway section and, where feasible, consult with any state or federal entity that may engage in any aspect of greenway development or repair.

f. For each new greenway section that is proposed for development, closure or repair, the department shall present such proposal to the community board for each community district where such proposed greenway section may be constructed, no later than 60 days after such proposal is identified in the master plan.

§ 2. This local law takes effect immediately.

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Int. No. 293

By Council Members Stevens, Krishnan, Hanif, Avilés, Sanchez, Joseph, Velázquez, Menin, Williams, Brooks-Powers, Ossé, Schulman, Riley, Ung, Barron, Richardson Jordan, Louis, Restler, Bottcher, Kagan, Abreu, Narcisse, Marte, Nurse and Cabán

..Title

A Local Law to amend the administrative code of the city of New York, in relation to requiring the department of transportation to establish a program to allow community centers, schools, arts and cultural institutions and religious institutions to use adjacent outdoor spaces

..Body

Be it enacted by the Council as follows:

Section 1. Subchapter 2 of chapter 1 of title 19 of the administrative code of the city of New York is amended by adding a new section 19-175.8 to read as follows:

§ 19-175.8 Open spaces program. a. Definitions. As used in this section, the following terms have the following meanings:

Covered establishment. The term “covered establishment” means a community center, school, arts and cultural institution or religious institution.

Program. The term “program” means the program established pursuant to subdivision b of this section.

b. Program established. The commissioner shall establish a program whereby a covered establishment may apply for a permit to use outdoor spaces on a sidewalk or curb lane adjacent to such establishment for free community programming. The commissioner shall establish guidelines in accordance with state and federal regulations for such covered establishments to use such outdoor spaces.

c. Application. A covered establishment applying for a permit to participate in the program shall submit an application by mail or online through the department’s website. Such application shall include a site safety plan in accordance with state and local regulations. Such application shall also include a self-certification in accordance with subdivision d of this section.

d. Self-certification. The commissioner shall develop a method for a covered establishment to submit with an online application a digital affirmation in which such establishment self-certifies that it (i) has submitted an application that includes a site safety plan in accordance with state and local regulations and (ii) has read and understands the guidelines promulgated by the commissioner pursuant to subdivision b of this section.

e. Approval; denial. Except as otherwise provided by law, the commissioner shall approve an application submitted by a covered establishment pursuant to subdivision c of this section if the application satisfies all of the requirements of this section. Notwithstanding the foregoing sentence, the commissioner may deny an application where approval would infringe on pre-existing property rights or a valid license, permit or other agreement between the city and another party. Approval of an application shall be valid for one year, subject to subdivision f of this section.

f. Suspension. Each covered establishment that has been approved by the department to use outdoor space pursuant to this section shall comply with all applicable state and local guidelines at all times during such use of outdoor space and shall keep a copy of the site safety plan on site and available for inspections upon request of an employee or agent of the department. Where a covered establishment violates such guidelines or the requirements of this section, the commissioner may suspend such establishment’s permit to participate in the program, upon due notice and opportunity to be heard, until the establishment has demonstrated full compliance. The commissioner may immediately suspend a covered establishment’s permit to participate in the program without a prior hearing where the commissioner determines that such establishment’s continued participation poses a serious danger to the public health, safety or welfare, provided that after such suspension an opportunity for hearing shall be provided on an expedited basis. Where a covered establishment has had its participation in the program suspended two times or more for violations, and the establishment violates such guidelines or the requirements of this section, the commissioner may suspend its participation for the duration of the program.

§ 2. This local law takes effect 120 days after it becomes law.

Session 12

AV/EJL

LS #8679

4/20/22

Session 11

JEF

LS #15648

Int. 2087-2020

1. “Let’s Go: A Case for Municipal Control and a Comprehensive Transportation Vision for the Five Boroughs, New York City Council, March 5, 2019, available for download at <http://council.nyc.gov/wp-content/uploads/2019/07/LetsGo_TransitReport_05.pdf>. [↑](#footnote-ref-1)
2. *See* New York City’s Privately Owned Public Spaces, NYC Planning at <https://www1.nyc.gov/site/planning/plans/pops/pops.page>. [↑](#footnote-ref-2)
3. *See* DOT Press Release: “*Earth Week: NYC DOT Commissioner Rodriguez Announces 2022 Citywide Open Streets Program to Include Over 150 Street Locations Totaling More Than 300 City Blocks,”* April 22, 2022, available at <https://www1.nyc.gov/html/dot/html/pr2022/commissioner-rodriguez-announce-2022-open-streets-program.shtml>. [↑](#footnote-ref-3)
4. *See* Connecting the NYC Greenway Network, Brooklyn Greenway Initiative available at <https://www.brooklyngreenway.org/greenways4nyc/>. [↑](#footnote-ref-4)
5. Charis Atlas Heelan, *The World’s Most Walkable Cities*, Frommer’s, *available at* <https://www.frommers.com/slideshows/819366-the-world-s-most-walkable-cities> (*last accessed* October 28, 2019); Laura Laker, *Where is the world’s most walkable city?*, Guardian, Sep. 12, 2017, *available at* <https://www.theguardian.com/cities/2017/sep/12/walkable-city-worlds-most-new-york-melbourne-fes-el-bali>;

   N.Y.C. Department of Transportation, Plaza Program - List of Plazas, *available at* <https://www1.nyc.gov/html/dot/downloads/pdf/list-of-plazas.pdf>; and N.Y.C. Department of Parks and Recreation, *About the New York City Department of Parks & Recreation*, *available at* <https://www.nycgovparks.org/about> (*last accessed* October 28, 2019). [↑](#footnote-ref-5)
6. *See* NYC Plaza Program available at <https://www1.nyc.gov/html/dot/html/pedestrians/nyc-plaza-program.shtml#:~:text=The%20NYC%20Plaza%20Program%20is,through%20a%20competitive%20application%20process>. [↑](#footnote-ref-6)
7. <https://www.arup.com/perspectives/public-spaces-safety-and-security-boosting-our-wellbeing> [↑](#footnote-ref-7)
8. <https://www1.nyc.gov/html/dot/downloads/pdf/nyc-streets-plan.pdf>. [↑](#footnote-ref-8)
9. N.Y.C Department of Transportation, About Summer Streets, *available at* <https://www1.nyc.gov/html/dot/summerstreets/html/about/about.shtml> (*last accessed* October 28, 2019) [↑](#footnote-ref-9)
10. N.Y.C Department of Transportation, Presentation to Community Board 6: 43rd Street Shared Street (Nov. 6, 2017) *available at* <http://www.nyc.gov/html/dot/downloads/pdf/43rd-street-east-midtown-shared-street-nov2017.pdf>. [↑](#footnote-ref-10)
11. Stephen Miller, *DOT Studying Shared Space for Three Blocks Next to Willoughby Plaza*, StreetsblogNYC, Sept. 17, 2014, <https://nyc.streetsblog.org/2014/09/17/dot-studying-shared-space-for-three-blocks-next-to-willoughby-plaza/>. [↑](#footnote-ref-11)
12. David Meyer, *First-Ever “Shared Streets” Brings Stress-Free Streets to Financial District*, StreetsblogNYC, Aug. 15, 2016, *available at* <https://nyc.streetsblog.org/2016/08/15/first-ever-shared-streets-brings-stress-free-streets-to-financial-district/>. [↑](#footnote-ref-12)
13. *Id.* [↑](#footnote-ref-13)
14. N.Y.C. Department of Transportation, Twitter, Aug. 3, 2017, *available at* <https://twitter.com/NYC_DOT/status/893204333189369856>. [↑](#footnote-ref-14)
15. New York Post. Julia Marsh and Vincent Barone. *NYC outlines street closures to promote ‘social distancing’ during coronavirus shutdown.* Available at <https://nypost.com/2020/03/26/nyc-outlines-street-closures-to-promote-social-distancing-during-coronavirus-shutdown/>. [↑](#footnote-ref-15)
16. NYC DOT. *FY22 Preliminary Budget Hearing.* March 9, 2021. [↑](#footnote-ref-16)
17. NYC DOT. Pedestrians. *Open Streets*. Available at: <https://www1.nyc.gov/html/dot/html/pedestrians/openstreets.shtml>. [↑](#footnote-ref-17)
18. See Open Streets at <https://www1.nyc.gov/html/dot/html/pedestrians/openstreets.shtml>. [↑](#footnote-ref-18)
19. *See* DOT Press Release: “*Earth Week: NYC DOT Commissioner Rodriguez Announces 2022 Citywide Open Streets Program to Include Over 150 Street Locations Totaling More Than 300 City Blocks,”* April 22, 2022, available at <https://www1.nyc.gov/html/dot/html/pr2022/commissioner-rodriguez-announce-2022-open-streets-program.shtml>. [↑](#footnote-ref-19)
20. *Id.*  [↑](#footnote-ref-20)
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25. *See* Open Restaurants at <https://www1.nyc.gov/html/dot/html/pedestrians/openrestaurants.shtml> [↑](#footnote-ref-25)
26. *See* Open Storefronts at <https://www1.nyc.gov/html/dot/html/pedestrians/openstorefronts.shtml> [↑](#footnote-ref-26)
27. Pursuant to Local Law 8 of 2021, the Open Culture program ended on March 31st, 2022. A copy of Local Law 8 of 2021 is available for download at <https://legistar.council.nyc.gov/LegislationDetail.aspx?ID=4424528&GUID=796B94D6-9FD4-4448-8E8A-9A631444F421&Options=ID|Text|&Search=1933>. <https://legistar.council.nyc.gov/LegislationDetail.aspx?ID=4624929&GUID=B90498BF-95C4-435A-88DD-F751AC3503F7&Options=ID%7CText%7C&Search=van+bramer+outdoor> [↑](#footnote-ref-27)
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46. *Id.* [↑](#footnote-ref-46)
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